



City of Biddeford Planning Board

March 5, 2025 at 6:00 PM
City Hall Council Chambers & Zoom

[Join Zoom Meeting Online](#)

Or call in by phone: +1 312 626 6799
Meeting ID: 939 3631 3906
Passcode: 553847

1. Pledge of Allegiance
2. Declaration of Quorum/Voting Members
3. Adjustment(s) to Agenda
4. Planner's Business
5. Consent Agenda
 - 5.a **Review of Meeting Minutes from February 19, 2025**
6. Unfinished Business
7. New Business
 - 7.a **RE: 2025.06 A Shoreland Zoning Application for Jennifer and Rich Strabley to rebuild their Single Family Residential. The property is 26 Ocean Avenue Street (Tax Map 60, Lot 20) in the Costal Residential Zone.**
 - 7.b **2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.**
 - 7.c **2025.03 The Biddeford Planning Board will review a Preliminary Site Plan & Subdivision Request for Reveler LLC . This is the proposed development of existing Pepperell Mill Building #30 into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.**
 - 7.d **RE: 2025.07 A Site Plan Review Application for Bohler c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).**

8. Other Business

9. Adjourn

The Board reserves the right to halt official business at 9:30 p.m. Items not heard at tonight's meeting shall be rescheduled to the next meeting of the Board. All materials pertaining to items on the agenda are available for public review at the Biddeford Planning Department, second floor, Biddeford City Hall during normal business hours.



CITY OF BIDDEFORD

Planning and Development Department

205 Main Street
P.O. Box 586
Biddeford, ME 04005
(207) 284-9115

Planning Board Meeting Meeting Minutes

Date: February 19, 2025
Time: 6:00 PM
Location: Council Chambers & Zoom

1. Pledge of Allegiance
2. Declaration of Quorum/Voting Members
Quorum Present: Alexa Plotkin, Chair, Larry Patoine, Sue Deschambault, Roch Angers, Matt Dubois, Steve Beaudette (Alternate Member) & Kayla Lewis (Alternate Member)
Staff Present: David Galbraith & Nan Whitten
3. Adjustments to the Agenda-None
4. Planner's Business-Galbraith announced that the suit of McCready Vs the City has been dismissed by the appellant.
5. Consent Agenda
5.A. Review for approval Meeting Minutes for the Workshop on January 29, & regular meeting February 5, 2025
MOTIONS: 6:03 PM
Motion- Angers-Motion to approve Consent Agenda
Second- Dubois
Vote- Motion passed unanimously
6. Open-Public Meeting 6:03 PM
6.a. 2024.39 The Planning Board will review Solar Ordinance in order to send it to the City Council with a recommendation
 - Galbraith introduced the proposed amendment
 - Brad Favreau of the Sustainability Commission described the structure & intent of the ordinance
 - There are 4 kinds of solar structures in the ordinance:
 - a) Installed on the roof or building
 - b) Small scale for residential installed on the ground
 - c) Medium for industrial use less than 20,000 SF area
 - d) Large, for over 20,000 SF area
 - If the project is to be roof mounted or small scale the applicant can go through Code Enforcement.
 - If the project is for medium or large scale the applicant would have to go through the Planning Board for a Conditional Use Permit.
 - The preference is for the applicant to use previously disturbed lands such as a former landfill or formal gravel pit.

- Prime agricultural lands and forested areas are unfavorable for solar development as it would disturb tree-cover and wildlife.
- Favreau talked about the two workshops that were held with Planning Board and the Conservation Commission.
- The Solar Ordinance was sent to some of the developers who had questions regarding some of the restrictions.
- PUBLIC COMMENTS
- Richard Rhames-10 West Loop Road, Ward 3-Rhames talked about his participation in the workshops as a member of the Conservation Commission. He felt it was a good process but wanted to warn that this is not a quick fix for the climate problem. He does not want this to be referred to as solar farms but Industrial Sites. He wanted to warn the Board that there are economic concerns and tax implications to this development. He felt the committees did good work and thanked the Planning Board for inviting the Conservation Commission to participate.
- Lewis asked about monitoring. The fences, road, and vegetative buffers will be monitored to make sure they are up to the standards requested in the agreements.
- Dubois asked about having 2 medium-sized sites in order to avoid large sites. There is no verbiage in the ordinance to prevent this from happening.
- Lewis asked about a registry of developments or annual assessments to keep track of these sites, this will be handled through Codes along with the decommissioning plan which will be filed with the City and the State.
- Dubois asked if in the decommissioning new trees will be planted, yes this is a requirement.
- Angers-he is bothered by the large-scale size of dirt that will be piled up in sections, are these piles of dirt to be there for 25-30 years?
- Galbraith-there will be no stock piling or soil removal, as part of the planning board process the soil will be used for stabilization and for buffer material.
- Favreau-the Planning Board will keep a look out to make sure this dirt is utilized responsibly.
- Beaudette and Patoine talked about how it will be explained in the landscaping plan and visual impact.
- Galbraith explained the solar corridor

MOTIONS: 6:33 PM

Motion-Angers-Motion to move proposed ordinance onto Council and Policy Committee with a positive recommendation as written.

Second-Deschambault

Vote-Motion passed unanimously

7. Close Public Hearing 6:36 PM

8. Unfinished Business-None

9. New Business

- 9.a 2024.63 The Biddeford Planning Board will hold a public meeting to review and discuss a Final Subdivision Request for Westbrook Development Corporation to split**

the lot and create 2 affordable senior housing buildings to include approximately 90 residential units (45 units in each building) at 15 Pearl Street (Tax Map 71, Lot 2) in the MSRD-3 Zone.

- Galbraith introduced the project.
- Galbraith highlighted the sewer collection fees \$129,540 each to be paid at occupancy permit.
- Approvals are for phase 1-3 years expiring in 2-19-28, phase 2 expiring in 2-19-30, due to MSHA funding
- Representatives of the project as follows:
Peter Heil-Acorn Engineering
Tyler Norod-Westbrook Development Corporation
Jessie Thompson-Kaplan Thompson
- The project has obtained SRCC & HPC approvals
- Heil provided a power point presentation beginning with the division of 1B & 1C.
- 1B will be developed first with 1C 1 year behind.
- Jesse Thompson continued the presentation
- Buildings will be similar & named similarly
- The roof lines will be strong with a delicate cap
- The buildings will have calm window patterns, and the buildings will have shiplap banding.
- THERE WERE NO PUBLIC COMMENTS
- Patoine asked if all 58 comments have been addressed, they have and that is why it was postponed last meeting, and the staff is ok with all comments that have been addressed.
- Patoine asked for signage for the names of the building, they will be on the canopy out front of the buildings.
- Patoine asked about the clapboard/shiplap maintenance schedule. Good materials will be used to start, and maintenance will be done as needed.
- Angers asked about snow removal, where will the now piles be? They will be flanking the fire access and trucked off-site as needed.
- Angers asked where new tenants will park for loading and unloading, there will be a driveway access lane, street parking and the parking garage.
- Angers asked how full the parking garage will be after these 61 spaces have been reserved.
- Galbraith answered that there are still a few hundred spaces left. These are not high turnover units so it's not as chaotic.
- Angers asked if the 61 spaces are for both buildings, yes they are, what happens if the parking garage is full?
- Norod answered that this is not a concern, it will take time to fill up and the garage is not even ½ full yet.
- Deschambault asked if the alley way is a private drive, which it will be. She asked if there will be a property manager on site, there will be but not 24/7 there will also be a residence service coordinator on site, these are required by MSHA.

- Dubois stated that he is very supportive of the project but questions the extension of approvals, according to the ordinance this project can only be approved for 2 years.
- Plotkin asked if this still applies to a project working with MSHA in order to keep the project moving. They will need Brownfield funding and there may be changes in the Board which may risk funding.
- Dubois asked if they could preemptively ask for the extension
- Heil asked if the Brownfield work could be considered the start of construction.
- Dubois read the ordinance.
- Plotkin asked if they could apply for a waiver
- Galbraith said he didn't have a problem, or he can change some of the wording of the Finding of Fact to make the funders feel better.
- Patoine mentioned that the Board knows what they are up against and the FOF can word it so that the applicant can come back for extensions.
- Angers told the applicant that the Board has an ordinance to follow but there are ways around it.
- Galbraith suggested expirations of 2-19-27 for the first phase & 2-19-29 for the second phase
- Dubois asked about the Brownfield funding
- Norod answered that SMPDC is funding the clean up of 1C, they will also be replacing utilities and removing the MERC foundation. Norod is ok with Galbraith's suggestion.
- Galbraith mentioned that phasing projects is allowed.
- The Board talked about when is the best time to apply for an extension, anytime prior to the expiration date.

MOTIONS: 7:42 PM

Motion-Dubois- Motion to APPROVE Case # 2024.63 a Final Site Plan & Subdivision Amendment application submitted by Acorn Engineering for Westbrook Development Corporation & 3 Lincoln, LLC. The property is 15 Pearl Street, Lots 1B & 1C (Tax Map 71, Lot 2) in the MSRD 3 zone, with the adoption of the AMENDED Findings of Fact (FOF) and Conditions of Approval (COA).

Second-Angers

Vote-Unanimous Approval

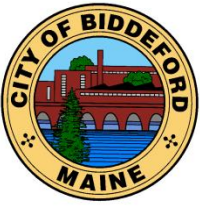
10. Other Business-No

11. Adjourn 7:43 PM

Planning Board Chair/Vice Chair

Date

These minutes are summary and are not intended to be verbatim. Archived meetings are viewable on the City's website: www.biddefordmaine.org.



CITY OF BIDDEFORD

Planning and Development Department

Adi Iriqat
Assistant City Planner
205 Main Street
P.O. Box 586
Biddeford, ME 04005
(207) 284-9115
adi.iriqat@biddefordmaine.org

PLANNING BOARD STAFF REPORT

TO: Chair Plotkin and Members of the Biddeford Planning Board

FROM: Adi Iriqat, Assistant City Planner

DATE: February 11, 2025

RE: 2025.06 A Shoreland Zoning Application for Jennifer and Rich Strabley to rebuild their Single Family Residential. The property is 26 Ocean Avenue Street (Tax Map 60, Lot 20) in the Coastal Residential Zone.

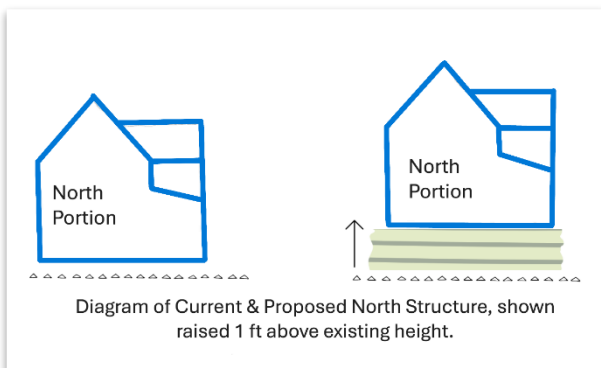
MEETING DATE: March 05, 2025, at 6:00 PM

1) INTRODUCTION

The Applicant and the owner, Jennifer and Rich Strabley, are seeking to replace the existing three-bedroom house and garage with a two-bedroom home. The house will be pulled back from the front, back, and side setbacks to be less non-conforming. The site of the current garage will continue to be non-conforming to accommodate space for the new septic system.

Since the Applicant is located in the shoreland overlay district, approval from the Planning Board is needed. The garage will remain unconfirmed; it does not require the board's approval to be rebuilt since it has been destroyed.

Height Variance:



It should be noted that the Applicants have had multiple discussions with the Code Enforcement Office regarding structure height. The Applicant had proposed raising their structure approximately twenty inches above the existing foundation, although they desire to elevate the structure a foot or two above the existing foundation. Regretfully, the subject property is not located within the floodplain zone. The Applicants have been notified that the Planning Board does not have the ability to grant a height variance, and that determination would require review and approval from the Zoning Board of Appeals.

The Planning Board does not have the authority to determine the height of structures, only the Greatest Practical Extent. Under the directory of the City's Code Office, the Planning Department was advised not to accept elevation diagrams.

2025.06 Shoreland Zone Application for Jennifer and Rich Strabley to rebuild their Single Family residential. The property is at 26 Ocean Avenue (Tax Map 60, Lot 20) in the Coastal Residential Zone.



Figure 1 An oblique view of the property

2) PROJECT DATA/INFORMATION

1.	Applicant:	Jennifer & Rich Strabley 60 Biddeford Pool Biddeford, ME 04006
2.	Owner of Property:	Same as Applicant
3.	Agent:	N/A
4.	Engineer:	Dow & Coulombe, INC. 13 Park Street Saco, Me 04072
5.	Project Location:	26 Ocean Avenue
6.	Project Tax Map & Lot:	Tax Map 60, Lot 20
7.	Lot Size:	0.11 Feet
8.	Base Zoning:	CR
9.	Overlay Zoning:	N/A
10.	Existing Use:	Single Family Dwelling – Year-Round
11.	Proposed Use:	Two (2) single-family Bedroom
12.	Approvals Required:	Greatest Practical Extent
13.	Uses in the Vicinity:	Single Family Residential
14.	Number of Lots in Subdivision:	N/A

2025.06 Shoreland Zone Application for Jennifer and Rich Strabley to rebuild their Single Family residential. The property is at 26 Ocean Avenue (Tax Map 60, Lot 20) in the Coastal Residential Zone.

15.	Minimum Lot Size Required: Provided: Proposed:	20,000 sf 4,791 sf ± N/A
16.	Frontage Required: Existing: Proposed:	45' 50.04' 50.04'
17.	Front Setback Required: Existing: Proposed:	25' 3' ± 15'
18.	Side Setback Required: Existing: Proposed:	5' 2' ± & 6' ± 10'
19.	Rear Setback Required: Existing: Proposed:	5' 8' ± 10'
20.	Height Requirements: Provided: Proposed:	35 feet or three stories 22' 19.2'
21.	Water Supply:	Public Water
22.	Sewage Disposal:	Public Sewer
23.	Solid Waste Disposal:	Public Trash
24.	Fire Protection:	City of Biddeford
25.	Floodplain Status:	N/A
26.	Wetland/Surface Water Impacts:	N/A
27.	Soil Study Provided:	
28.	Parking Spaces Required:	N/A
29.	Parking Spaces Provided (total):	N/A
30.	Ownership of Road:	Ocean Avenue is a Public Street
31.	Impervious Surface Area:	2,680 ± SF
32.	Total Disturbed Area:	N/A
33.	Waivers Needed:	N/A
34.	Waivers Granted:	N/A
35.	Variances Needed for Approval:	None
36.	Other Permits Obtained:	N/A
37.	Other Non-City Permits Required:	None
38.	Fees Paid:	Yes
39.	Planning Board Review History:	March 05, 2025

2025.06 Shoreland Zone Application for Jennifer and Rich Strabley to rebuild their Single Family residential. The property is at 26 Ocean Avenue (Tax Map 60, Lot 20) in the Coastal Residential Zone.

3) Existing Conditions

The subject property currently has a three-bedroom house and a garage. The lot size is between .11 acres or 4,791 square feet in the CR District, with a total of 2,680 sq ft of impervious area at 54.1% existing coverage.



4) Proposed Project

The Applicant proposes demolishing the current three-bedroom house and rebuilding it on a 0.11-acre parcel at 26 Ocean Avenue in Biddeford. The front of the house will be about ten to twelve feet further from the town's setback of fifteen feet, bringing it to 25'-27' away from the property line. This suggests the house will have more front yard space than the minimum required by the City's zoning law. The lot coverage will decrease by 17.7%.

The scope of work includes but is not limited to:

- Construction of a 2-bedroom house
- Increase permeable surface area
- Septic system replacement
- Addition of an above-ground foundation
- Decrease nonconformity

The proposed infrastructure improvements will create approximately 1,802 sf of impervious area, currently 2,680 sf. 1,802 is within the allowable coverage: 17.7% of 20%.

Down below is the property's zoning information:

	Existing	Proposed
Lot Frontage	50.04'	50.04'

2025.06 Shoreland Zone Application for Jennifer and Rich Strabley to rebuild their Single Family residential. The property is at 26 Ocean Avenue (Tax Map 60, Lot 20) in the Coastal Residential Zone.

Front Yard Setback	3'±	15'
Side Yard Setback	2'± & 6' ±	10'
Rear Yard Setback	8' ±	10'
First Floor Area	1,612	1,600
Second Floor Area	1,414	1,217

The following table is the primary structure measurement:

	Existing	Proposed
First Floor Elevation	>8'	10.9'
Roof Peak Elevation	>25'	25.0'
Building Height	22.0'	19.2'

5) STAFF REVIEW

Waivers: N/A

Staff Recommendation

If the applicant has addressed the outstanding items to the satisfaction of the Planning Board and the Planning Board approves the project, Staff recommend doing so with the following Conditions of Approval:

- 1. The razed building shall not be relocated closer to any of the existing property lines as noted on the approved plan
- 2. The Code Enforcement Officer shall review and approve conformance to Section 15 of the Shoreland Zoning Ordinance
- 3. Obtain all required permits from the Maine Department of Environmental Protection and the Biddeford Code Enforcement Office
- 4. This approval shall expire one year from the date below if a substantial start is not made in construction. If a substantial start (30% of project completion, i.e., framing and foundation) is made within one year of the date below, the applicant shall have one additional year to complete the project thereafter; this approval shall expire

6) SAMPLE MOTIONS

A. Motion to Approve Case #2025.06 Shoreland Zoning Application for Jennifer & Rich Strabley (Tax Map 60, Lot 20) in the Coastal Residential Zoning District with the above-listed Conditions of Approval.

2025.06 Shoreland Zone Application for Jennifer and Rich Strabley to rebuild their Single Family residential. The property is at 26 Ocean Avenue (Tax Map 60, Lot 20) in the Coastal Residential Zone.

- B. Motion to Table** Case #2025.06 Shoreland Zoning Application for Jennifer & Rich Strabley (Tax Map 60, Lot 20), in the Coastal Residential Zoning District, for the following reasons:
- 1) _____
 - 2) _____
 - 3) _____

- C. Motion to Deny** Case #2025.06 Shoreland Zoning Application for Jennifer & Rich Strabley (Tax Map 60, Lot 20), in the Coastal Residential Zoning District, for the following reasons:
- 1) _____
 - 2) _____
 - 3) _____

From: Jennifer & Rich Strabley. 60 Biddeford Pool Biddeford, ME 04006

To: Adi Iriqat, Assistant City Planner

Date: February 10, 2025

RE: A Shoreland Zoning Application for Jennifer and Rich Strabley to rebuild their Single Family Residential. The property is located at 26 Ocean Avenue Street (Tax Map 60, Lot 20) in the Costal Residential Zone.

General overview:

Our plan for 26 Ocean Avenue, Biddeford Pool, is to rebuild the site entirely. We will replace the existing three-bedroom house and garage with a two-bedroom home. The house will be pulled back from the front, back, and side setbacks to be less non-conforming. The site of the current garage will continue to be non-conforming because we need space for our septic system. The lot coverage will decrease by 17.7%, and the front of the house will be about ten to twelve feet further from the town's setback of fifteen feet.

The elevation of the house will be about 25 feet until we are 100 feet back from the high-water mark, and then we will perhaps be a few feet taller but well under the height restrictions. We would ask that the town consider letting us have a few extra feet to raise our foundation, given the recent storm splashover that we have experienced. Our plans call for about twenty inches of above-level foundation but having another foot or even two would be preferable. We do not think this would be granted if we asked for a variance because we are not in a flood plain. All the same, with new construction, it is hard to see how another two feet would do anything but improve the overall seaworthiness of our project.

Information:

- *Size of Lot:*

Our lot is .11 acres or 4,791 square feet with 50 feet of frontage.

- ***Slope of the Land:***

The lot is level.

- ***Potential for Erosion:***

There is not very much potential for soil erosion.

- ***Location of other structures on the property and adjacent properties:***

We are in a residential area and have houses on both sides of us, although the area directly behind our lot is vacant and belongs to our next-door neighbors.

- ***Location of the septic system and other on-site soils suitable for septic systems:***

Our septic system is currently in our backyard, and our plan is to replace it with a new system, largely in the same location. The size of our lot does not allow for any other possible location.

- ***The type and amount of vegetation to be removed to accomplish the relocation:***

There is very little vegetation on our lot unless it is ornamental shrubs that we recently planted. We plan to increase the level of vegetation as part of our rebuild and also to have a driveway that is a combination of grass and pavers to increase the property's permeable surface area. We do not intend to have any paved surface area.



City of Biddeford – Planning Department
Planning Board Application
P.O. Box 586, 205 Main Street Biddeford, Maine 04005
207-284-9115

Revised: January 7, 2025

Type of Application:

☐ Shoreland Zoning Permit ☒ Site Plan Review (Please include checklist) ☐ Extraction
☐ Conditional Use Permit ☐ Subdivision (Please include Checklist) ☐ Private Way
☐ Other: _____

Applicant Information:

Name: Jennifer and Rich Strabley
Mailing Address: P.O. Box 60 Biddeford Pool, ME 04006
Telephone: Jennifer (207) 939-9571 Rich (207) 939-9567
Email: jenniferbrownstrabley@yahoo.com

What is your legal interest in the property?

☒ Owner ☐ Potential Buyer with Contract ☐ Lease/Rental Agreement

Owner's Information:

Name: Jennifer and Rich Strabley
Mailing Address: P.O. Box 60 Biddeford Pool, ME 04006
Telephone: Jennifer (207) 939-9571
Email: jenniferbrownstrabley@yahoo.com

Agent's Information:

Name: _____
Mailing Address: _____
Telephone: _____
Email: _____

Engineer/Surveyor's Information:

Name: Dow and Coulombe, Inc.
Mailing Address: 13 Park Street Saco, ME 04072
Telephone: (207) 284-4521
Email: info@dowcoulombe.com

Project Location and Lot Information:

Street Address: 26 Ocean Avenue Drainage Watershed: _____
Tax Map: 60 Lot: 20
Current Zoning: CR Shoreland Zoning: _____
Size of Lot: .11 (✓) acres () s.f. Lot Frontage: 50 feet
Existing Use of Property: Single Family Dwelling - Year Round

Property currently serviced by:

☒ City Road ☐ Public Sewer ☒ Public Water ☒ Public Trash
☐ Private Road ☒ Septic System ☐ Private Well ☐ Private Hauler

Slope Conditions in Area of Construction (if applicable):

☒ Flat (0-3% slope) ☐ Rolling (3-8% slope) ☐ Hilly (8-15% slope) ☐ Steep (15%+ Slope)

Are there any wetlands or waterbodies on the site? ☐ (Yes) ☒ (No) if yes attach information

Is the project within the 100-year floodplain? ☐ (Yes) ☒ (No) if yes attach information

Do you plan to bring fill onto the lot? ☐ (Yes) ☐ (No) If yes attach information

Description of proposed use of property:

Project/Proposed Use:

New 2 Bedroom House with a new 2 Bedroom Septic System.
House will be moved back in the lot to be conforming.
Garage building will remain outside the side setback due to Septic.
Note that, the back of the garage building will now be conforming.

Property to be Serviced by:

☐ City Road ☐ Public Sewer ☐ Public Water ☐ Public Trash
☐ Private Road ☐ Septic System ☐ Private Well ☐ Private Hauler

Limits of Disturbance: _____ () acres () s.f.

Net change in impervious cover: 17.7 per Decreas () acres (✓) s.f.

Is this project part of a larger project? ☐ (Yes) ☒ (No)

Is the project proposing a new Private or Public Road? ☐ (Yes, Private) ☐ (Yes, Public) ☒ (No)

Is this project within the Urbanized Area/MS4 (see City Drainage Map) ☐ (Yes) ☐ (No)

Is the project proposing any Stormwater facilities/BMPs? ☐ (Yes) ☐ (No)

Will a Traffic Movement Permit (TMP) be required?: ☐ (Yes) ☐ (No)

☒ **If in a Shoreland Zone:**

Percent of residential lot coverage (Max 20%): Grandfathered

Percent of structure expansion (Max 30%): _____

☐ **If Subdivision Review, number of lots proposed:** _____

☐ **If a Private Way is proposed, number of lots served:** _____

If Site Plan Review, you must provide the following information:

Total new square feet footprint of structure: 1802

Total new square feet paving/parking: -

Waiver Requests (attach details):

1. Shoreland Zone
2. _____
3. _____
4. _____
5. _____

Required Submittal Attachments:

- A. Letters of Approval
 - ☐ Fire Department – Contact Chief or Deputy Chief – 282-9986
 - ☐ Ability to Serve for Water Service – Maine Water – 282-1543
 - ☐ Ability to Serve for Sewer Service – Engineering Department – Tom Milligan 284-9118
 - ☐ Police Department – e-911 Road Name Designation – Contact Joanne Fisk 282-5127
 - ☐ Ability to Serve for Electrical Service-CMP-1-866-225-4200
 - ☒ Letter to Planning Board describing project, Waiver requests, proposed improvements, addressing permit requirements, etc.
- B. Photographs of Site.
- C. Architectural renderings/drawings of proposed buildings, as required.
- D. Engineering Plans, as required.
- E. Stormwater Management Report, as required.

Fees (Due at time of Submission):

- \$75 Nonrefundable Administration Fee is required for every application.
- Refer to "Attachment A Fees and Charges" of the Land Development Regulations for more information. Consult with Planning Staff if you have questions.

Required Signatures:

By signing this application, as the foresaid applicant or authorized agent:

- I certify that I have read and completely understand the application;
- I certify that the information contained in this application and its attachments are true and correct;
- I understand that all information provided on this form and all other documents submitted as part of my proposal is a matter of public record;
- I understand that copies of this information may be supplied upon request to an interested party.
- I understand that additional funds may be required through the course of the review for special studies, legal review costs, and/or engineering review.
- I understand that by submitting an application I am not guaranteed a place on any particular agenda. I further understand that the City Planner will place me on an agenda for review when the application is deemed substantially complete.

Will the proposed project cause 1 acre or more of site disturbance? __ (Yes) ☒ (No)

- If Yes, applicant is responsible for any required Maine Construction General Permits and shall comply with the requirements of DEP Chapter 500 Stormwater Regulations, as they apply.

Signature of Applicant:

Jimmy Strahly

Date 2/10/2025

Signature of Property Owner:

Jimmy Strahly

Date 2/10/2025

DIGITAL SUBMITTAL REQUIREMENTS FOR ALL SUBMITTALS:

- A) PDF OF SIGNED APPLICATION
- B) PDFs OF ALL DRAWING SETS AND OTHER REQUIRED SUBMITTAL ATTACHMENTS NOTED ABOVE

HARD-COPY SUBMITTAL REQUIREMENTS FOR PLANNING BOARD APPLICATIONS:

- A) SEVEN (7) FULL-SIZE PAPER COPIES OF DRAWING SETS

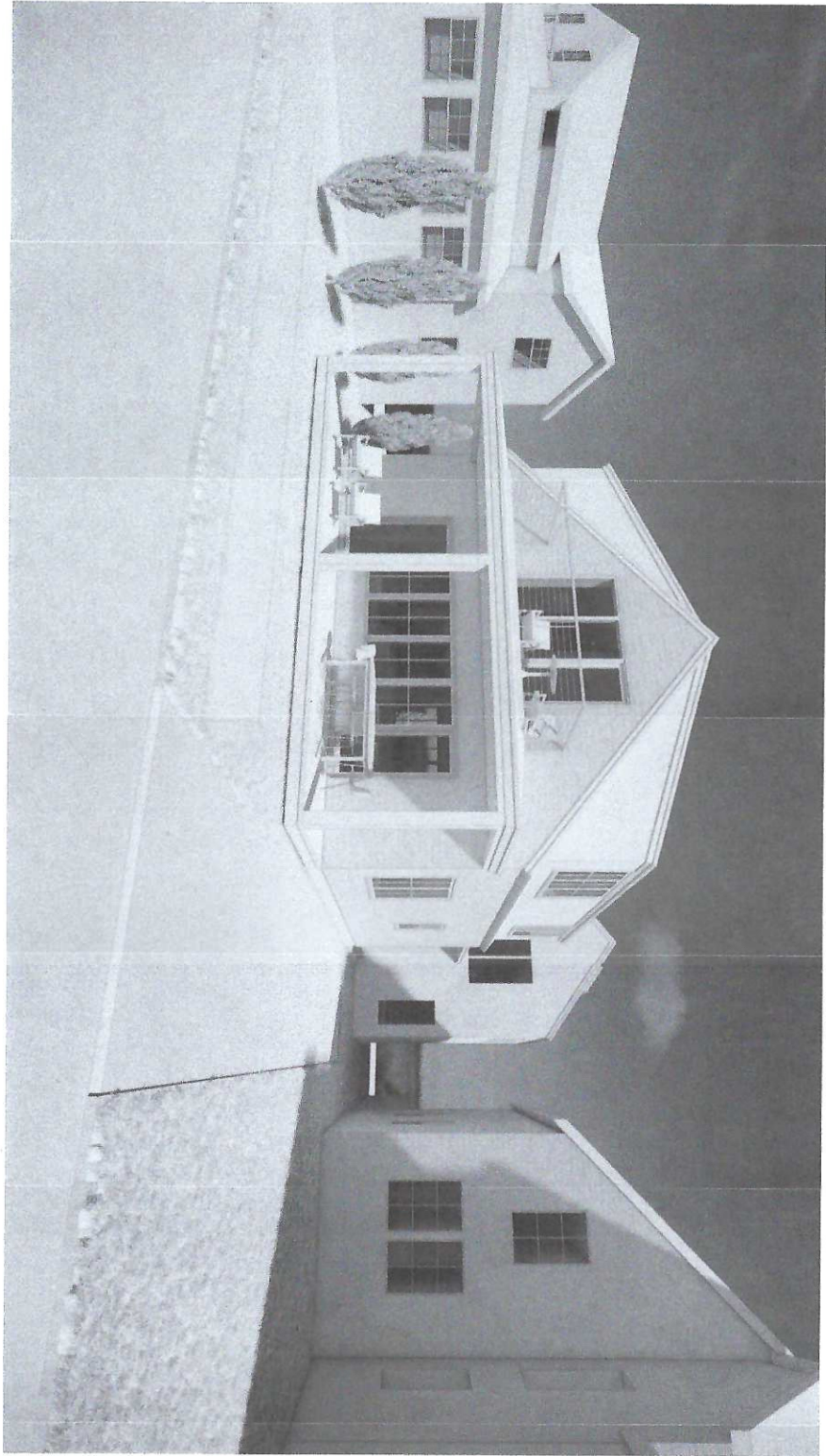
DIGITAL SUBMITTAL REQUIREMENTS FOR FINAL APPROVAL:

- A) INDIVIDUALLY NAMED PDFs OF EACH DRAWING (NOT A COMBINED PDF SET)
 - Individual Drawing PDF Naming Format: 'PROJECT/SHEETSET NAME_INDIVIDUAL DRAWING NAME.pdf'
- B) PDF COPIES OF ALL PERMIT APPROVALS, APPLICATIONS, REPORTS, NARRATIVES, LETTERS, ETC.
- C) FINAL CAD REFERENCE FILES IN DWG FORMAT (SURVEY & PROPOSED DESIGN LINEWORK)
 - All drawings & CAD reference files must be to-scale and within the following coordinate systems:
 - MAINE STATE PLANE WEST NAD83 (Horizontal Datum) & NAVD88 (Vertical Datum)

HARD-COPY SUBMITTAL REQUIREMENTS FOR FINAL APPROVAL:

- A) THREE (3) FULL-SIZE PAPER COPIES OF INDIVIDUAL DRAWINGS REQUIRING BOARD SIGNATURE
- B) ONE (1) FULL-SIZE PAPER COPY OF ENTIRE DRAWING SET FOR ENGINEERING RECORDS

PLEASE CONFIRM WITH PLANNING STAFF FOR CLARIFICATION



TRUSTEE'S DEED

KNOW ALL BY THESE PRESENTS THAT I, ISABEL P. OLESON, Trustee of the ISABEL P. OLESON TRUST, under trust dated January 19, 1990, as amended and reinstated by instrument dated January 26, 1993, for consideration paid by RICHARD S. F. STRABLEY and JENNIFER BROWN-STRABLEY, of 43 Kindred Way, Yarmouth, Maine 04096, do hereby remise, release, bargain, sell and convey, unto the said RICHARD S. F. STRABLEY and JENNIFER BROWN-STRABLEY, as joint tenants, their heirs and assigns forever, the land and buildings in the City of Biddeford, County of York and State of Maine more particularly described as follows:

SEE ATTACHED SCHEDULE A

TO HAVE AND TO HOLD the same, together with all the privileges and appurtenances thereunto belonging, to the said RICHARD S. F. STRABLEY and JENNIFER BROWN-STRABLEY, as joint tenants, their heirs and assigns, and the heirs and assigns of the survivor of them, forever.

IN WITNESS WHEREOF, I have hereunto set my hand this 3rd day of June, 2022.


Witness


ISABEL P. OLESON TRUST
By: Isabel P. Oleson, Trustee

STATE OF MAINE
COUNTY OF YORK

On this 3rd day of June, 2022, personally appeared before me the above-named Isabel P. Oleson and acknowledged the foregoing to be her free act and deed in her capacity as Trustee of the ISABEL P. OLESON TRUST.


Notary Public

Richard A. Hull III
Maine Attorney-at-law
Bar No. 000964

Exhibit A

A certain lot or parcel of land, with the buildings thereon, situated in Biddeford Pool, in the City of Biddeford, in the County of York and State of Maine, and being lot numbered forty-three (43) on Ocean Avenue, so-called, on a plan of "South Point Cottage Lots, Biddeford Pool, Maine," drawn by W.S. Dannett in January 1882 and recorded in the Registry of Deeds for said County of York, Plan Book three (3), Page two (2); Being the same premises set forth in Warranty Deed of Alice Scott to Richard D. Milliken, dated September 18, 1930, recorded in said Registry of Deeds in Book 829, Page 14, to which plan and deed and the record thereof reference is hereby made.

Reference is hereby made to a Certificate of Variance Approval from the City of Biddeford dated October 19, 1989 and recorded in the York County Registry of Deeds in Book 5226, Page 208.

Meaning and intending to describe and convey the same premises conveyed to Isabel P. Oleson, Trustee of the Isabel P. Oleson Trust by Deed from Isabel P. Oleson dated September 22, 1993 recorded on September 24, 1993 in the York County Registry of Deeds in Book 6730, Page 98.

Strabley - 26 Ocean Avenue Biddford Pool, Maine Project Diagram

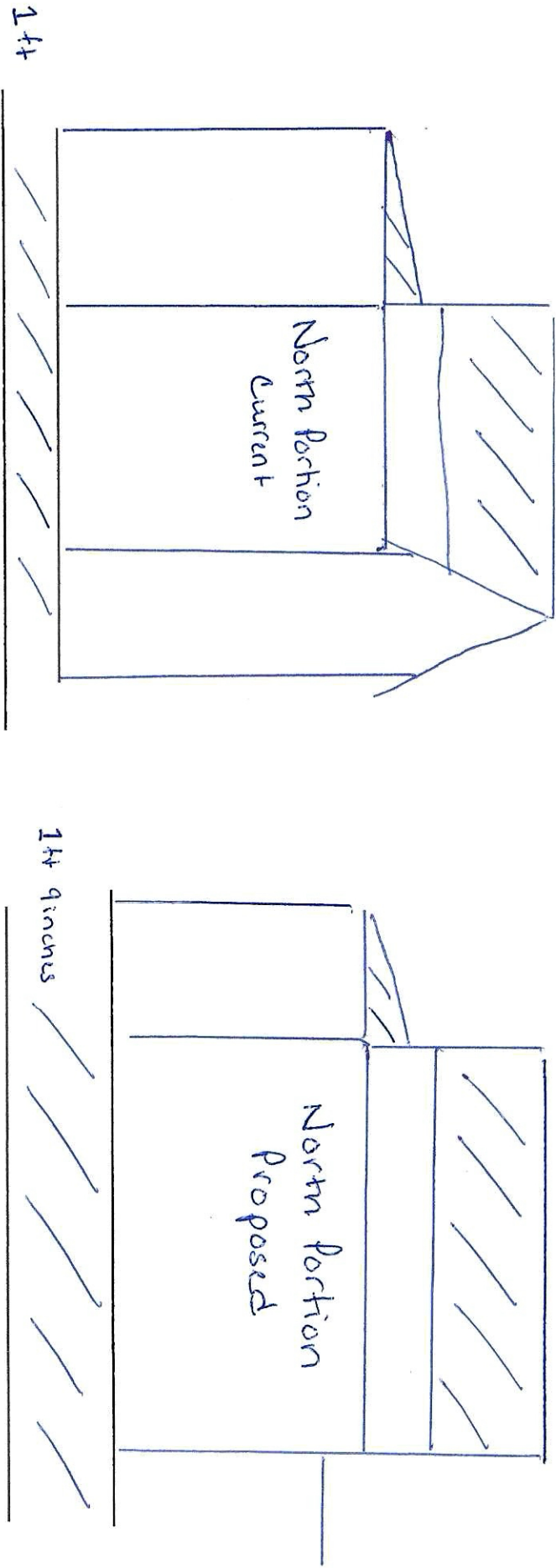


Diagram of Current and Proposed North Structure, shown raised 1 ft above existing height

Height Table

Flat Lot

	Existing	Proposed
First Floor EL	> 8 ft.	10. 9 ft.
Roof Peak EL	>25 ft.	25 ft.
Building Height	>22.5 ft. (estimate)	19.2 ft.



ZONING INFORMATION	
LOT AREA:	4,950 SF
LOT FRONTAGE:	50.04 FT
FRONT YARD SETBACK:	15 FT
SIDE YARD SETBACK:	10 FT
REAR YARD SETBACK:	10 FT
MAX. BUILDING HEIGHT:	20 FT IF 25'-X-75 FT FROM NORMAL HIGH WATER LINE, 25 FT IF 75'-X-100 FT FROM NORMAL HIGH WATER LINE, 35 FT IF X-100 FT FROM NORMAL HIGH WATER LINE
ALLOWABLE COVERAGE (20%):	990 SF
EXISTING COVERAGE (54.1%):	2,680 SF
PROPOSED	
FIRST FLOOR AREA:	1,600 SF
SECOND FLOOR AREA:	1,217 SF
TOTAL LOT COVERAGE (36.4%):	1,802 SF
*17.7% REDUCTION IN SITE COVERAGE	

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BOSTON, MA 02210
857.991.1021

CONSULTANTS

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#	DESCRIPTION	DATE

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PROJECT TITLE

STRABLEY
RESIDENCE
26 OCEAN AVENUE, BIDDEFORD
POOL, ME 04006

PHASE

DESIGN
DEVELOPMENT

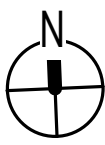
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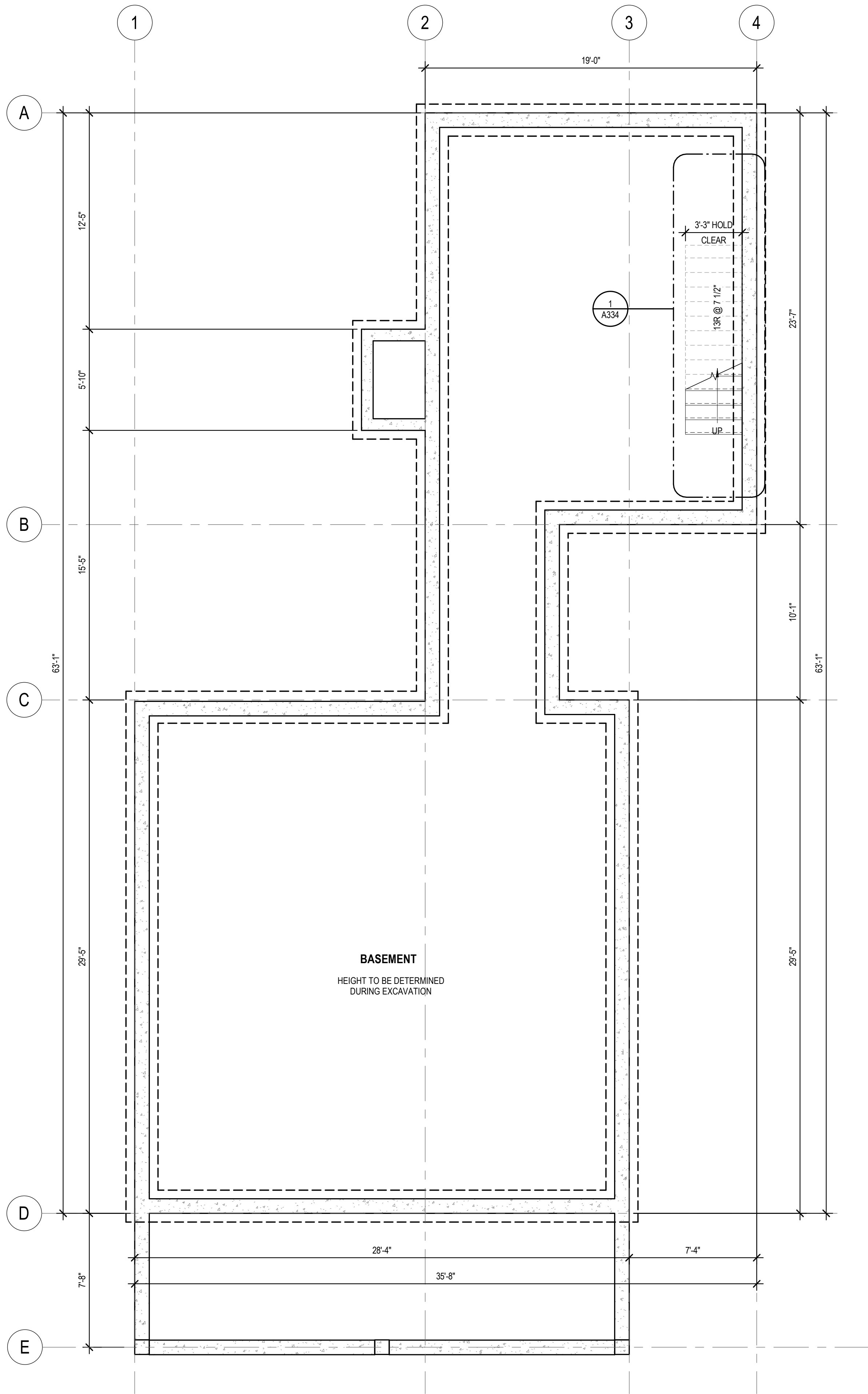
ARCHITECTURAL SITE
PLAN

PROJECT NUMBER	5630.10
DATE	09.30.2024
DRAWN BY:	ED / JH
CHECKED BY:	JM

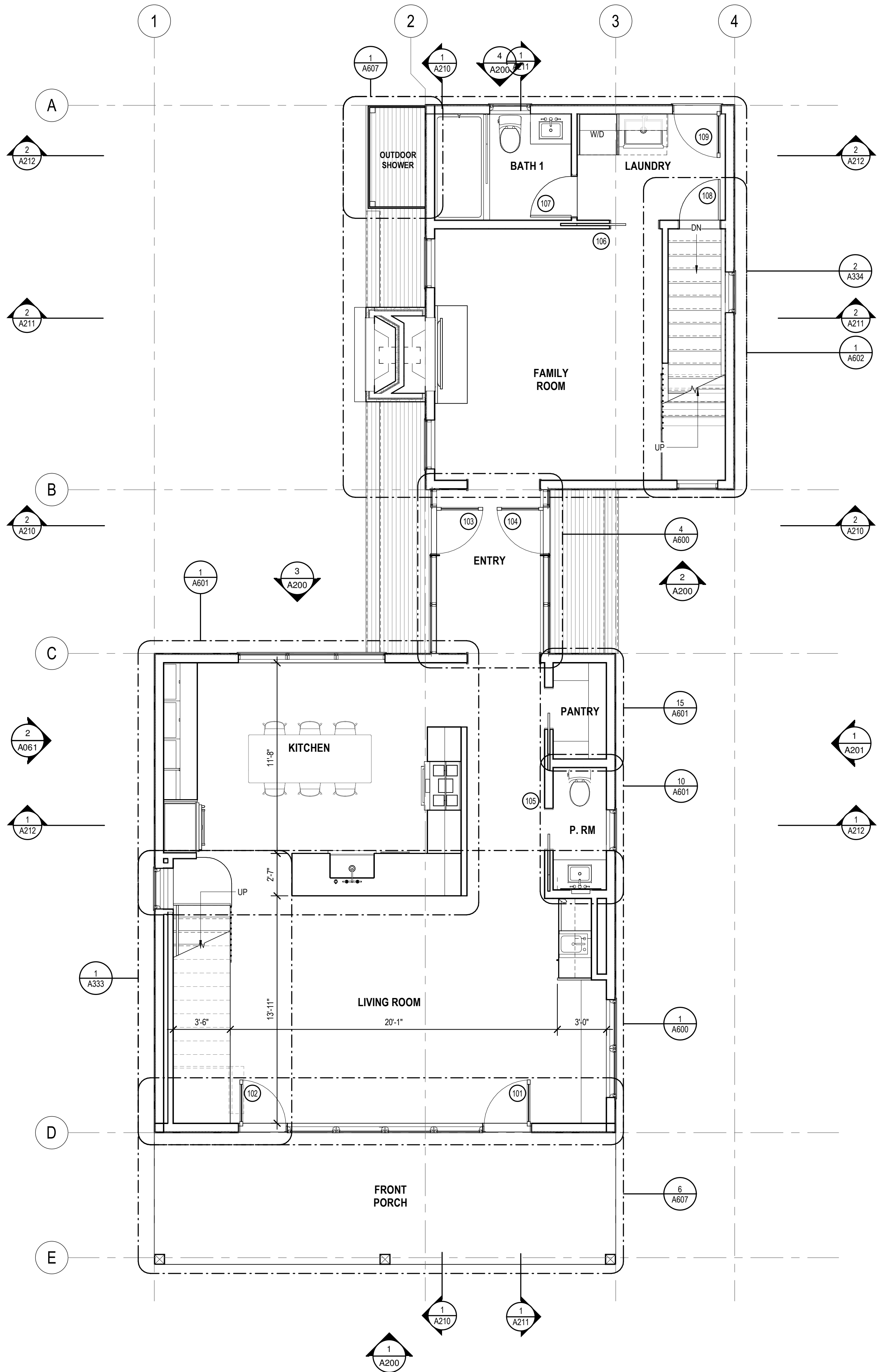
SCALE

3/16" = 1'-0"





1 BASEMENT PLAN
1/4" = 1'-0"



2 FIRST FLOOR PLAN
1/4" = 1'-0"

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PROJECT TITLE

STRABLEY RESIDENCE
26 OCEAN AVENUE, BIDDEFORD POOL, ME 04006

PHASE

DESIGN DEVELOPMENT

DRAWING TITLE

BASEMENT & FIRST FLOOR PLANS

PROJECT NUMBER 5630.10

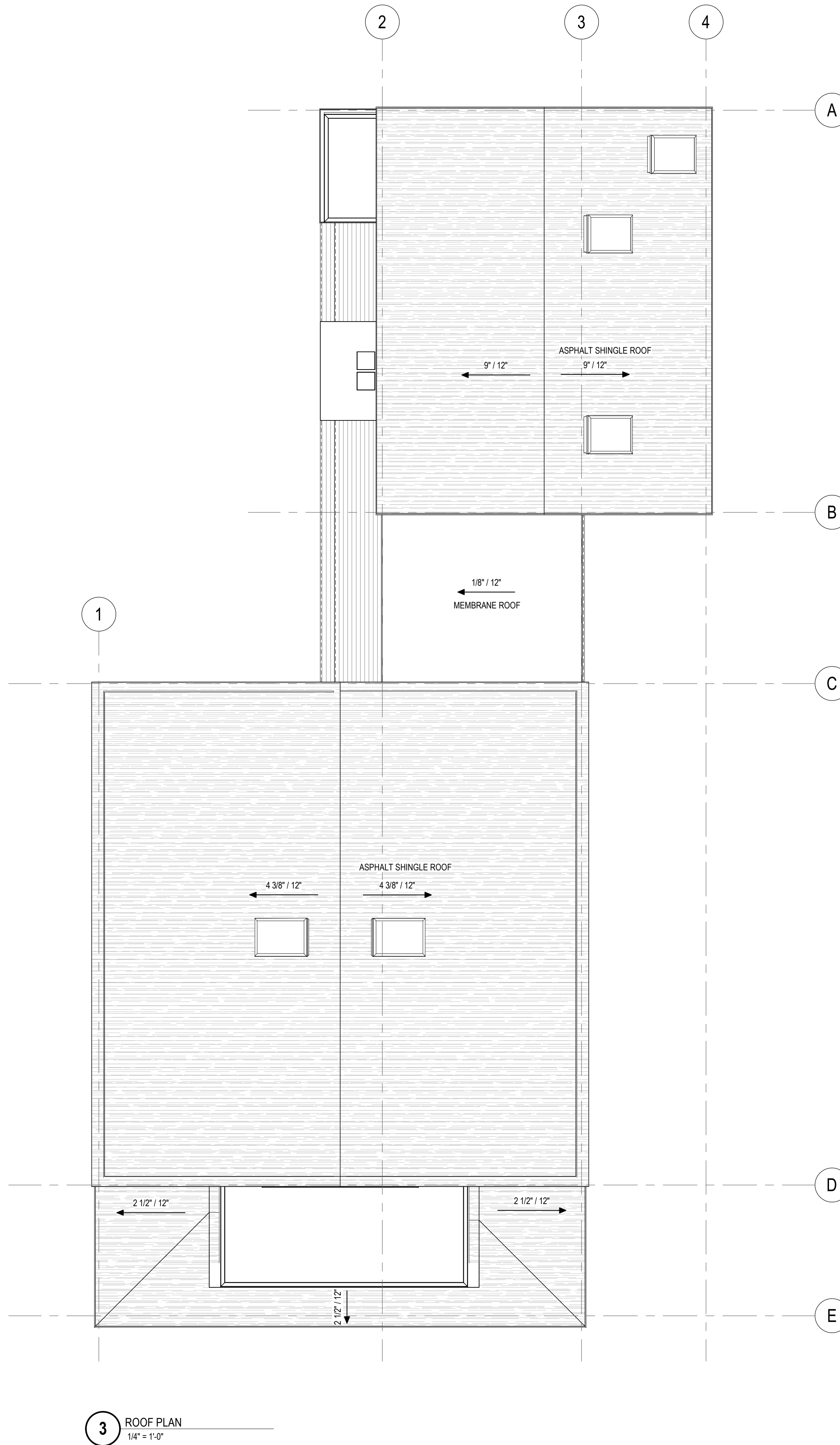
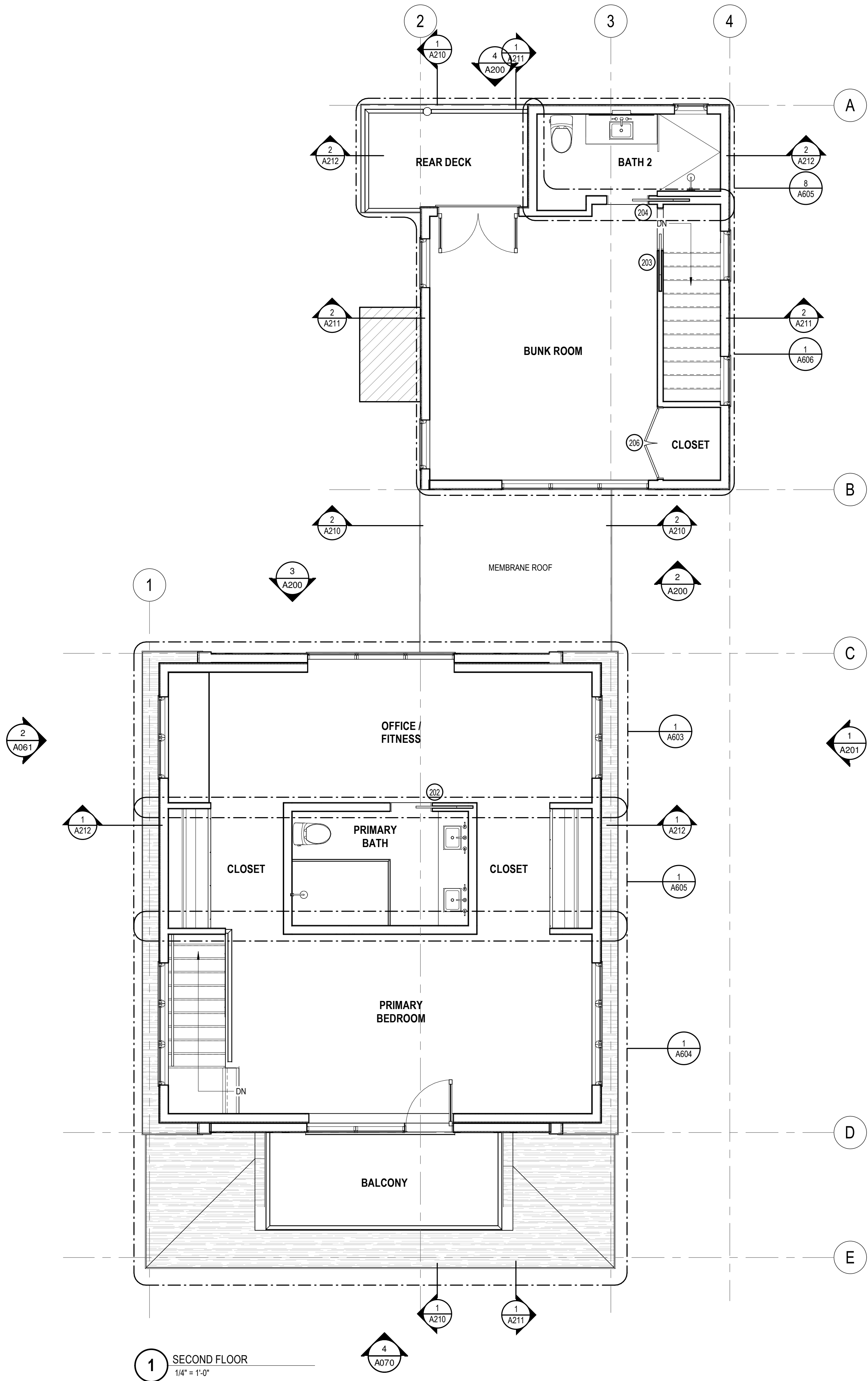
DATE 09.30.2024

DRAWN BY: ED / JH

CHECKED BY: JM

SCALE 1/4" = 1'-0"

A100



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PROJECT TITLE

**STRABLEY
RESIDENCE**
26 OCEAN AVENUE, BIDDEFORD
POOL, ME 04006

PHASE

**DESIGN
DEVELOPMENT**

DRAWING TITLE

**SECOND FLOOR &
ROOF PLANS**

PROJECT NUMBER 5630.10

DATE 09.30.2024

DRAWN BY: ED / JH

CHECKED BY: JM

SCALE 1/4" = 1'-0"

A101

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PROJECT TITLE

**STRABLEY
RESIDENCE**
26 OCEAN AVENUE, BIDDEFORD
POOL, ME 04006

PHASE

**DESIGN
DEVELOPMENT**

DRAWING TITLE

**EXTERIOR
ELEVATIONS**

PROJECT NUMBER

5630.10

DATE

09.30.2024

DRAWN BY:

ED / JH

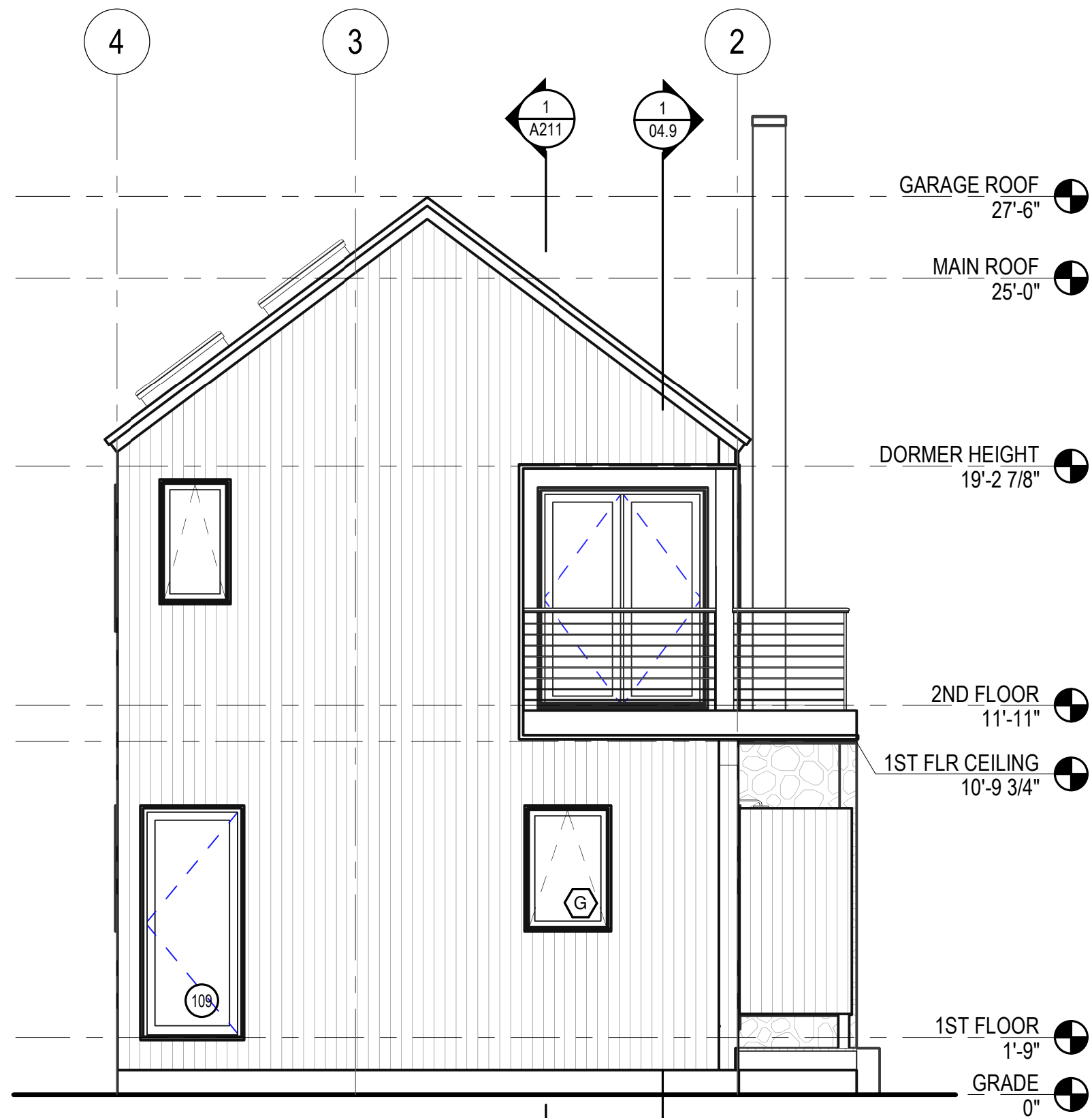
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JM

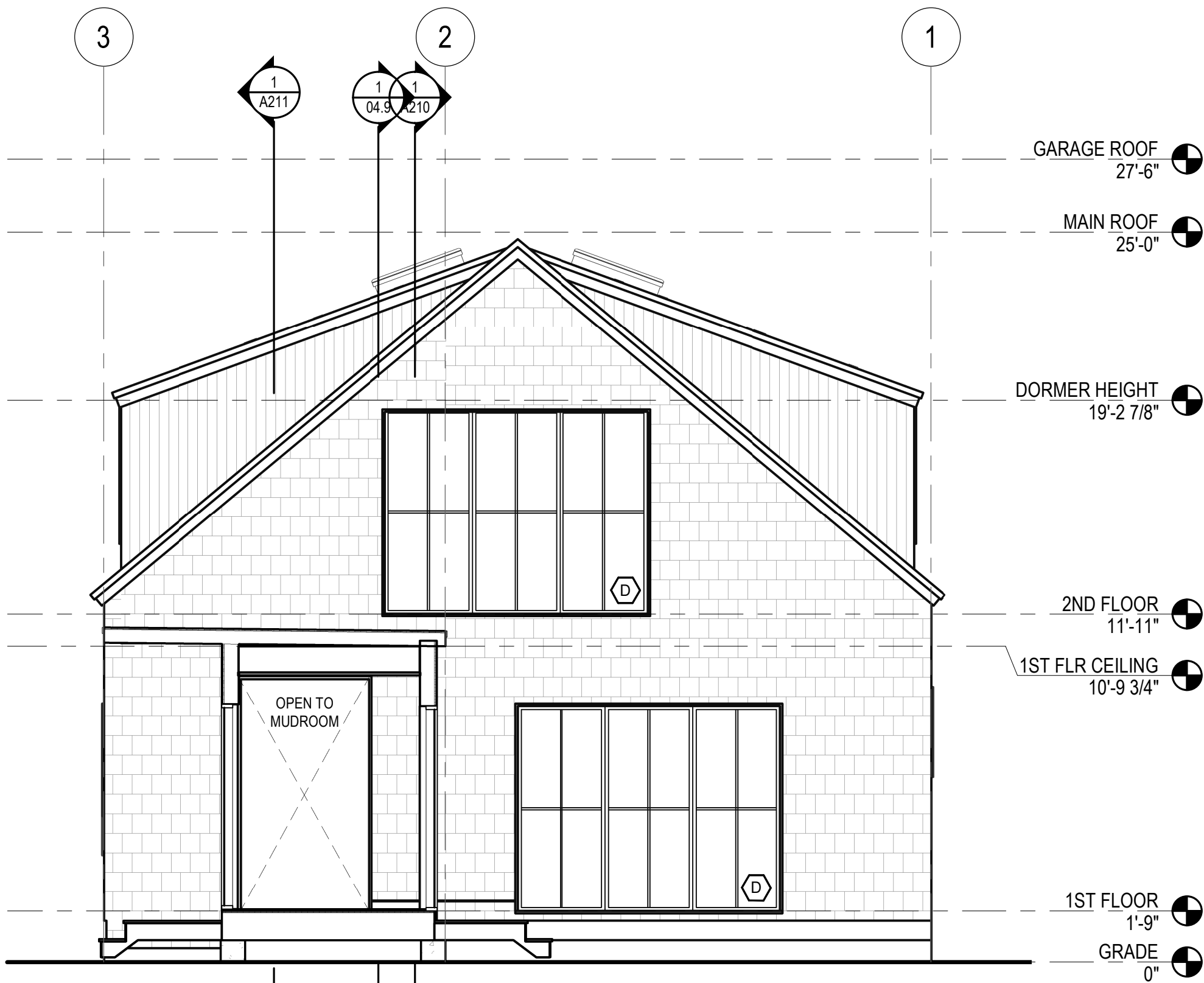
SCALE

1/4" = 1'-0"

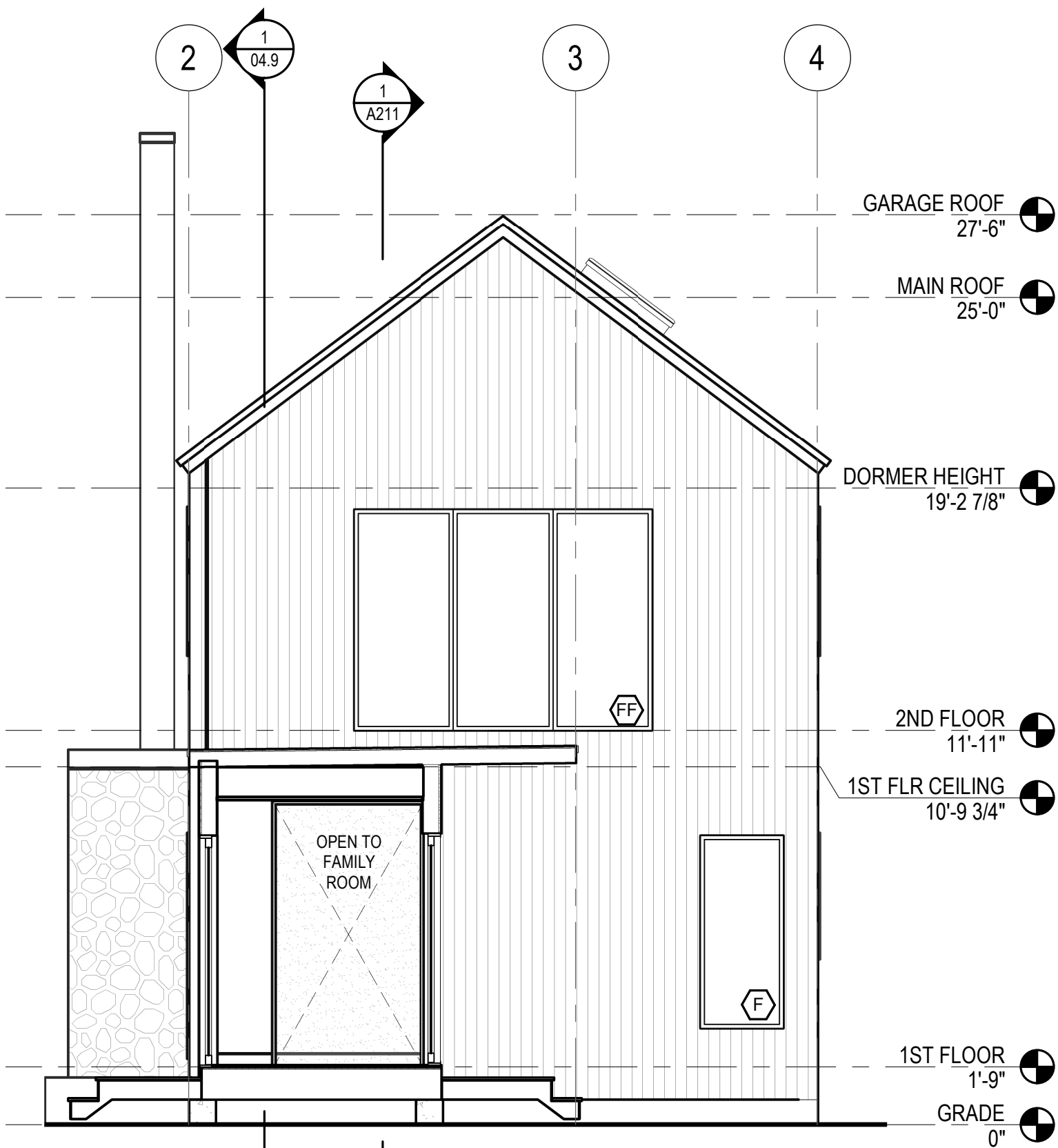
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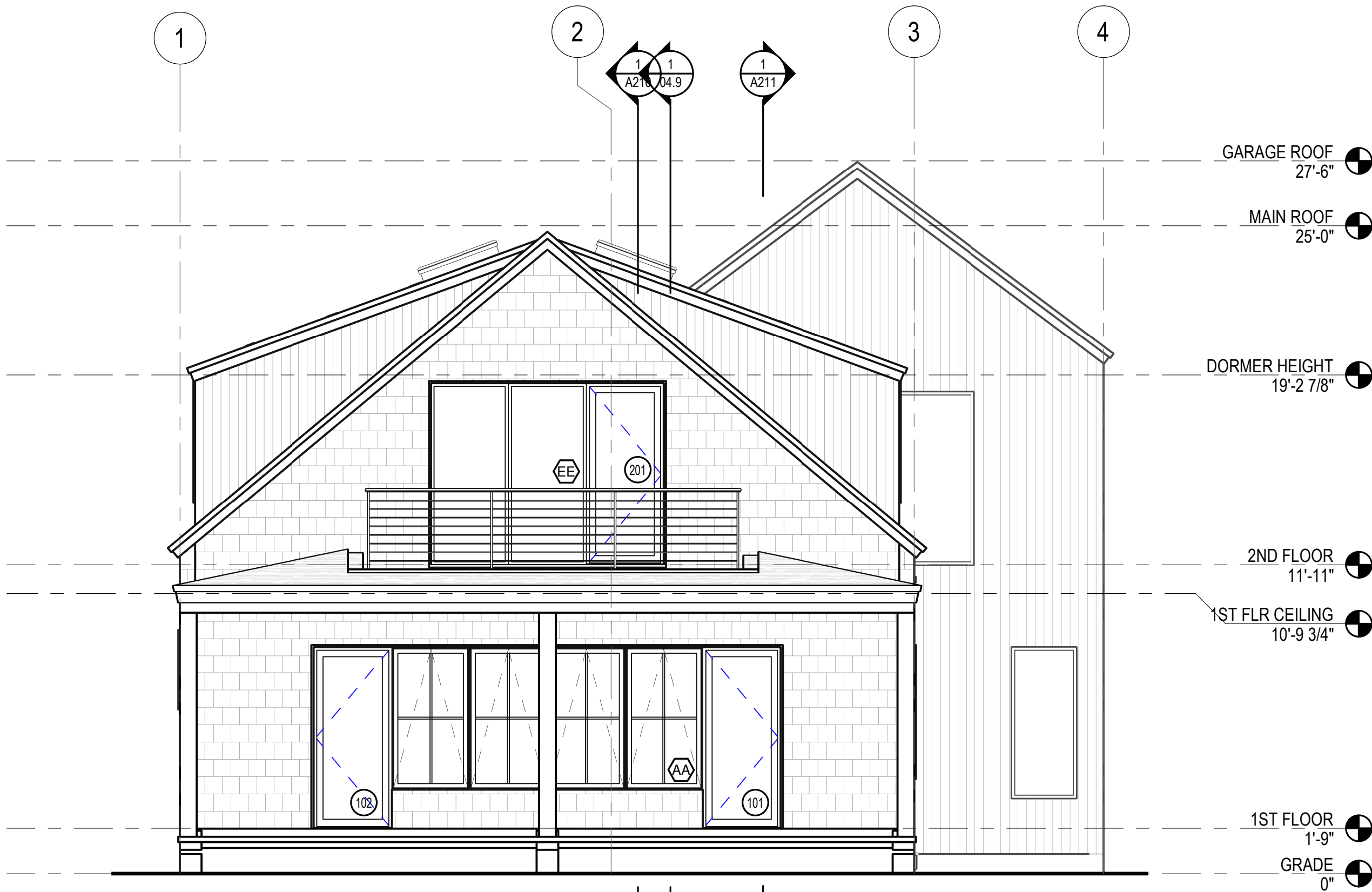
4 ELEVATION - GARAGE NORTH
1/4" = 1'-0"



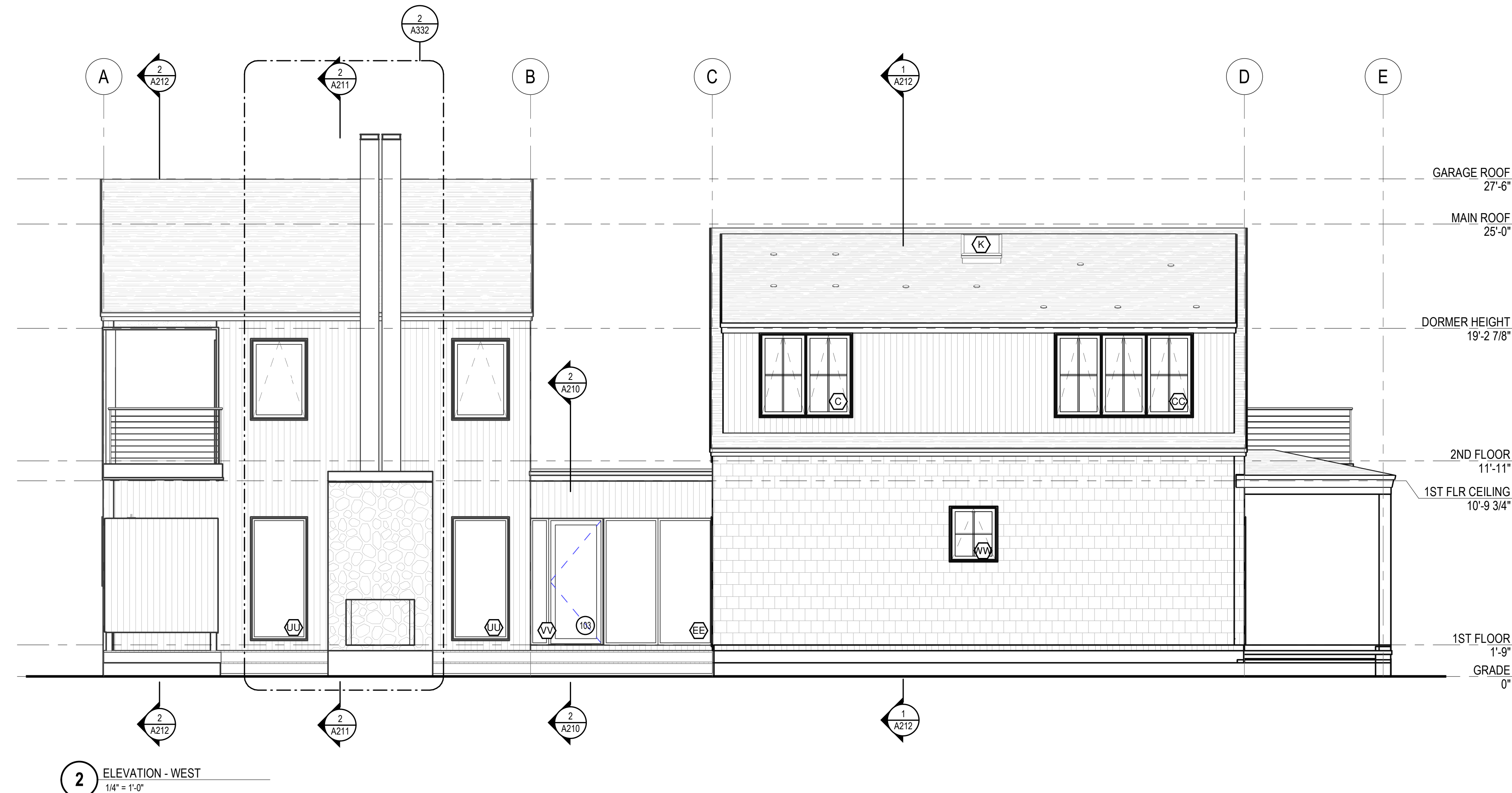
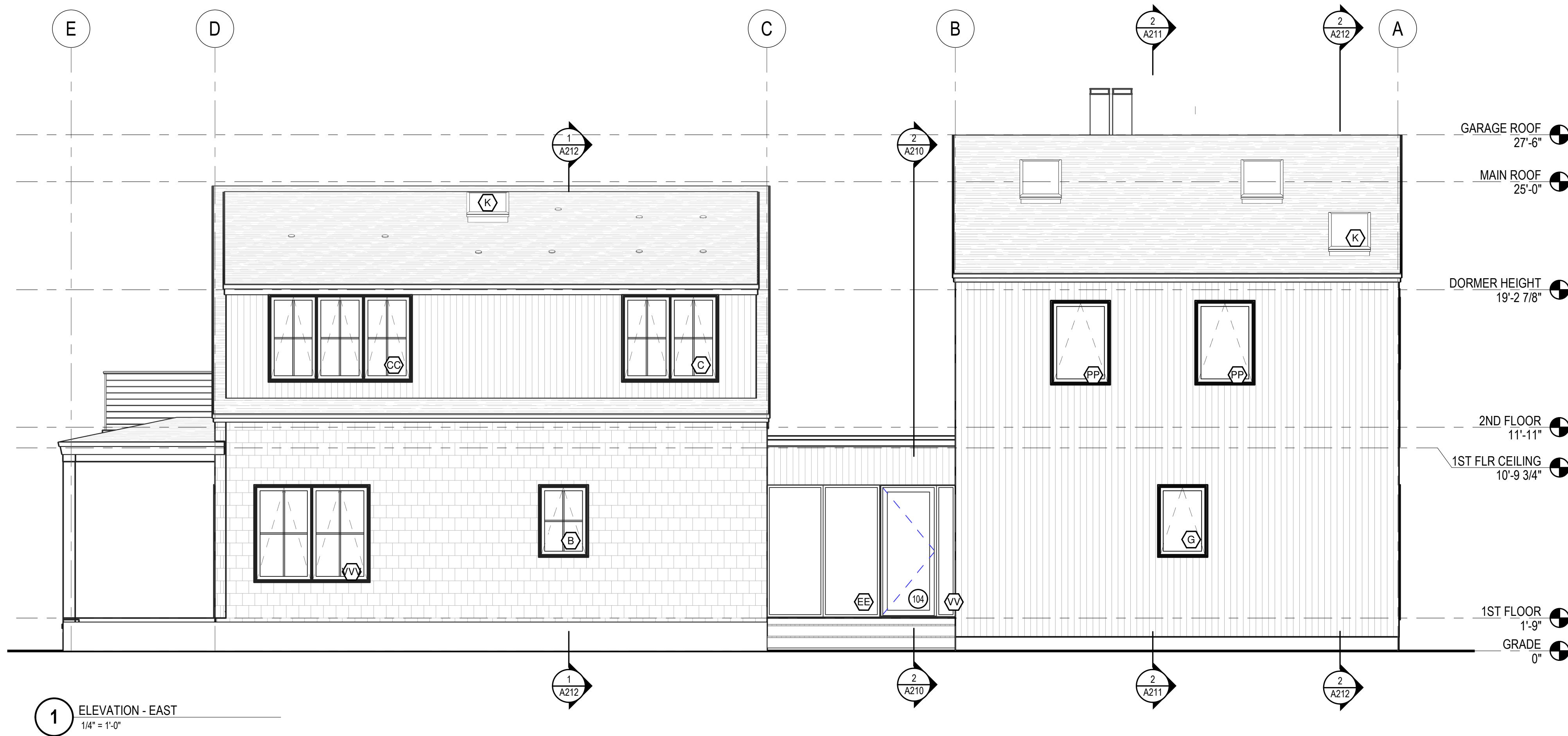
3 ELEVATION - MAIN HOUSE NORTH
1/4" = 1'-0"



2 ELEVATION - GARAGE SOUTH
1/4" = 1'-0"



1 ELEVATION - MAIN HOUSE SOUTH
1/4" = 1'-0"



TYP. ASSEMBLIES

- TYP. ROOF ASSEMBLY:**
- FINISH MATERIAL (SEE ELEVATIONS AND ROOF PLAN FOR DETAILS)
 - ICE AND WATER SHIELD MEMBRANE
 - 5/8" ADVANTECH SHEATHING
 - RAFTERS - REFER TO FRAMING PLANS FOR DETAILS, SIZING AND DIRECTIONS.
 - INSULATION (CLOSED CELL SPRAY FOAM)
 - CEILING JOISTS (MAY BE VAULTED / COFFERED) - REFER TO FRAMING PLANS FOR DETAILS, SIZING AND DIRECTIONS.
 - 1x3 PERPENDICULAR STRAPPING WITH 1/2" GWB.

- TYP. EXTERIOR WALLS ASSEMBLY:**
- FINISH FACADE (SEE ELEVATIONS AND MATERIAL LEGEND FOR DETAILS)
 - VENTILATED UNDERLAYMENT (MORTAIREVENT OR EQUAL)
 - BLUESKIWI AIR / WATER BARRIER
 - 1/2" EXTERIOR GRADE ADVANTECH SHEATHING
 - 2x6 STUDS (U.O.N. ON DRAWINGS)
 - INSULATION (OPEN CELL SPRAY FOAM)
 - 1/2" GYPSUM WALL BOARD (TYP.)

- TYP. FOUNDATION WALL ASSEMBLY:**
- RIGID POLY-ISO INSULATION (R-15 MINIMUM)
 - TUFF 'N' DRI WATERPROOFING SYSTEM
 - 10" CONCRETE FOUNDATION WALL - SEE STRUCTURAL DRAWINGS
 - HORIZONTAL AND VERTICAL STEEL REINFORCING BARS AS PER STRUCTURAL

- TYP. FINISHED BASEMENT ASSEMBLY**
(REFER TO FLOOR PLAN)
- 1/2" GYPSUM WALL BOARD
 - 2x4 STUDS (U.O.N. ON DRAWINGS)
 - 6 MIL. POLYURETHANE VAPOR BARRIER
 - 1/2" AIR SPACE

- TYP. FLOORING ASSEMBLY:**
- FINISH FLOORING (REFER TO FLOOR PLANS)
 - 3/4" TAG ADVANTECH SUBFLOOR, GLUED AND NAILED
 - FLOOR JOISTS - REFER TO FRAMING PLANS FOR DETAILS, SIZING AND DIRECTIONS.
 - SOUND ATTENUATING (ROXUL) INSULATION BETWEEN FLOORS
 - 1x3 PERPENDICULAR STRAPPING WITH 1/2" GWB

- TYP. INTERIOR SLAB**
- FINISH FLOORING (WHERE APPLICABLE)
 - 3/4" PLYWOOD SUBFLOOR WITH 2x PT SLEEPERS (WHERE APPLICABLE)
 - 4" POURED CONCRETE SLAB WITH 6x6 WWF AT CENTER
 - VAPOR BARRIER (CONTINUOUS)
 - 1/2" RIGID INSULATION AT SLAB PERIMETER
 - 2" RIGID INSULATION (R-10 MINIMUM W/ TAPED SEAMS)
 - 8" COMPACTED 3/4" CRUSHED STONE

EXTERIOR MATERIAL LEGEND

FACADE:

- STONE VENEER:**
 - 2" THIN STONE (MFTB TO BE DETERMINED), INSTALL AS PER MFTB'S REQUIREMENTS.
 - A. WATERABLE TO BE 2x2 ROCK EDGE STONE CAP
- CEDAR SHINGLES**
 - MAIBEC - 5" EXPOSURE
 - A. COLOR: TBD
- CEDAR VERTICAL SIDING**
 - TBD

ROOFING:

- ASPHALT SHINGLE:**
 - 'LANDMARK' BY CERTANTEED. ASPHALT ROOFING. WHERE ROOF PITCH IS 2:12 UP TO 4:12 SLOPES - SHINGLES TO HAVE EXPOSURE OF MAXIMUM 4" TO WEATHER & DOUBLE UNDERLAYMENT. SEE SECTIONS AND ROOF PLAN.
 - A. COLOR: TBD
- METAL / STANDING SEAM:**
 - TBD
- GUTTERS:**
 - TBD
- FASCIA TRIM:**
 - TBD

OTHER:

- EXTERIOR COLUMNS:**
 - PVC WRAPPED STRUCTURAL COLUMNS
- STEP FLASHING / DRIP CAPS / DRIP EDGE / MISC. EXPOSED FLASHING:**
 - LEAD / ZINC COATED ALLOY COPPER
- EXTERIOR TRIM:**
 - 'BORAL' (OR APPROVED COMPOSITE EQUAL). REFER TO DRAWINGS FOR BOARD SIZING.
 - PRIME WITH COMPATIBLE PRIMER AND PAINT.
- DECKING:**
 - 5/4x KEBONY
 - EXTERIOR RAILS
 - A. ASSEMBLY TBD
- PORCH CEILINGS:**
 - V-GROOVE BOARDS (PAINTED ON FRONT, SEALED IN BACK)
- WINDOW / DOOR TRIM:**
 - TBD

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PROJECT TITLE

**STRABLEY
RESIDENCE**
26 OCEAN AVENUE, BIDDEFORD
POOL, ME 04006

PHASE

**DESIGN
DEVELOPMENT**

DRAWING TITLE

**EXTERIOR
ELEVATIONS**

PROJECT NUMBER 5630.10

DATE 09.30.2024

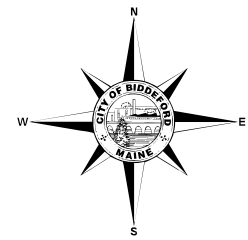
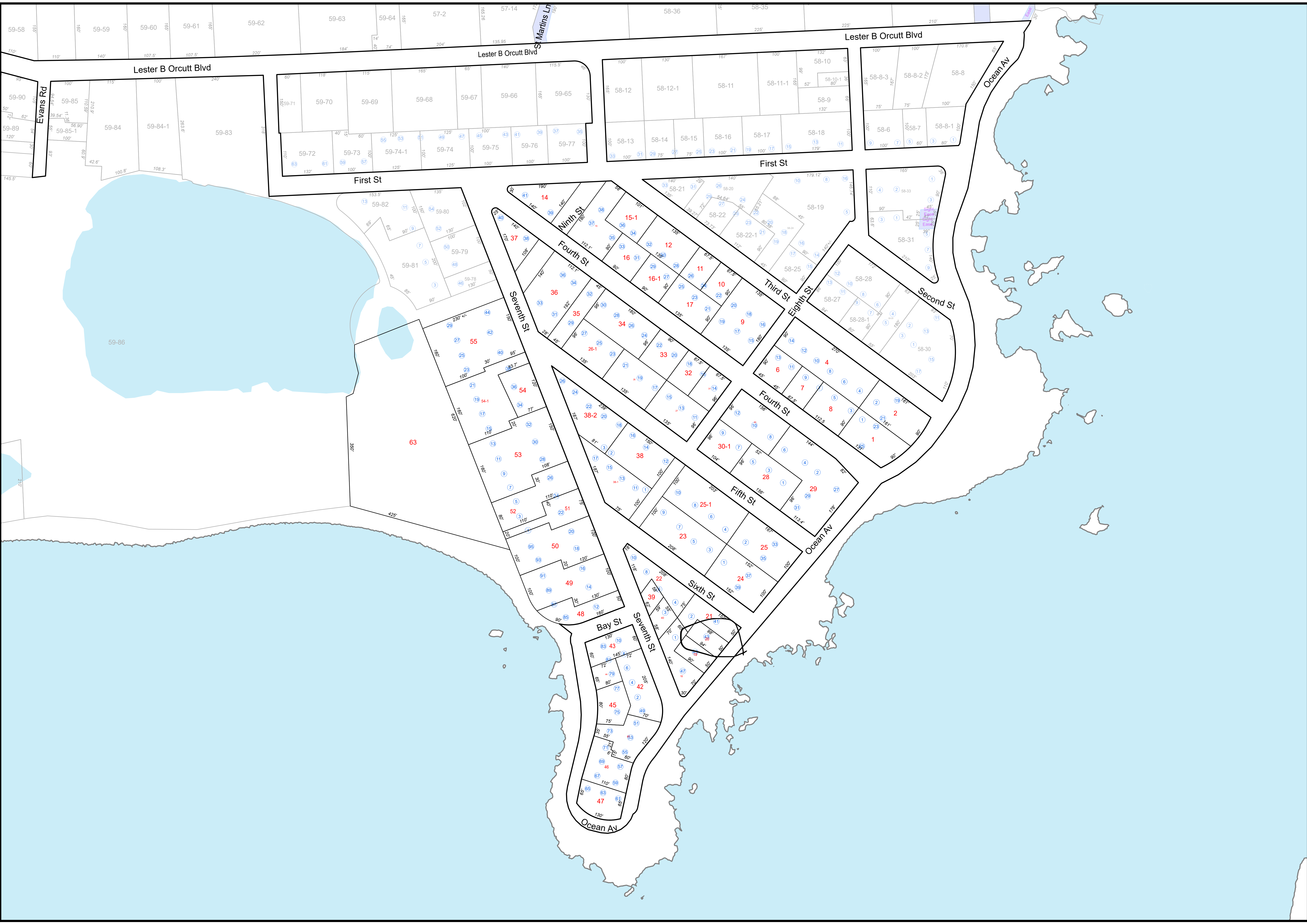
DRAWN BY: ED / JH

CHECKED BY: JM

SCALE 1/4" = 1'-0"

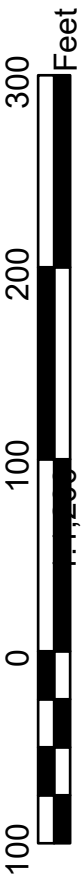
A201





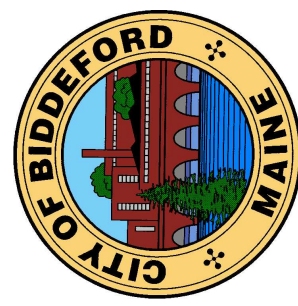
North is based on the
Maine State
Coordinate System
NAD 1983

North Rotation is 0°



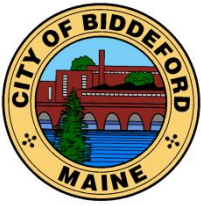
UPDATED THROUGH APRIL 1, 2024
FOR ASSESSMENT PURPOSES ONLY
NOT TO BE USED FOR CONVEYANCES

The City of Biddeford, Maine
OFFICIAL TAX MAP
Office of The Tax Assessor
Deanne Vail, C.M.A.
Assessor



This Map is Prepared By
The City of Biddeford, Maine
Technology Department
GIS Division
205 Main Street - P.O. Box 386 - Biddeford, Maine 04005
207-571-0660 - gis@biddefordmaine.org

60
Tax Map



CITY OF BIDDEFORD

Planning and Development Department

Adi Iriqat
Assistant City Planner
205 Main Street
P.O. Box 586
Biddeford, ME 04005
(207) 284-9115

adi.iriqat@biddefordmaine.org

FINDINGS OF FACT AND CONCLUSIONS OF LAW

Site Plan & Subdivision for Diversacorp Holdings LLC
Amari Condominiums
20 Clifford Street (Tax Map 39, Lot 301-1 & 304)
March 05, 2025

RE: 2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 zone.

Under the provisions of the City of Biddeford Code of Ordinances Land Development Regulations, Article XI (Site Plan Review), and Article VI (Performance Standards), the Biddeford Planning Board has considered the application of Based on its review, including supportive data, public hearing testimony and related materials contained in the record, the Planning Board makes the following Findings of Fact and Conclusions of Law:

1. PROJECT DATA/INFORMATION

1.	Applicant:	Diversacorp Holdings, LLC 5 Stone Pony Circle Saco, ME 04072
2.	Owner of Property:	Same as Applicant
3.	Agent:	Austin Fagan, BH2M 380 B Main Street Gorham, ME 04038 (207) 839-2771
4.	Engineer:	Same as Agent
5.	Project Location:	20 Clifford Street
6.	Project Tax Map & Lot:	Tax Map 39, Lots 303-1 & 304
7.	Lot Size:	18,054 sf
8.	Base Zoning:	R2
9.	Overlay Zoning:	N/A
10.	Existing Use:	Undeveloped; Vegetated
11.	Proposed Use:	Four (4) single-family units 24'x34'
12.	Approvals Required:	Minor subdivision, Site Plan
13.	Uses in the Vicinity:	Multifamily residential, Single Family Residential
14.	Number of Lots in Subdivision:	2

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

15.	Minimum Lot Size Required: Provided: Proposed:	20,000 sf 18,054 sf 4500 sf per unit (4 units x 4500= 18,054 sf)
16.	Frontage Required: Existing: Proposed:	45' 0' 108.10'
17.	Front Setback Required: Existing: Proposed:	25' 0' 25'+
18.	Side Setback Required: Existing: Proposed:	5' 0' 5'+
19.	Rear Setback Required: Existing: Proposed:	5' 0' 5'+
20.	Height Requirements: Provided:	35 feet or three stories N/A
21.	Water Supply:	Public Water
22.	Sewage Disposal:	Public Sewer
23.	Solid Waste Disposal:	Public Trash
24.	Fire Protection:	City of Biddeford
25.	Floodplain Status:	N/A
26.	Wetland/Surface Water Impacts:	N/A
27.	Soil Study Provided:	See Appendix B Soils Report in the 2024-12- 10_Stormwater Report
28.	Parking Spaces Required:	8 (2 per unit)
29.	Parking Spaces Provided:	10 (4 garages)
30.	Ownership of Road:	Clifford is a Public Street
31.	Impervious Surface Area:	6,580 SF Change
32.	Total Disturbed Area:	17, 678 SF
33.	Waivers Needed:	N/A
34.	Waivers Granted:	N/A
35.	Variances Needed for Approval:	None
36.	Other Permits Obtained:	N/A
37.	Other Non-City Permits Required:	Maine DEP Stormwater Permit
38.	Fees Paid:	Yes
39.	Planning Board Review History:	Sketch: Jun 7, 2023; June 26, 2024. Prelim: Jan 15, 2025. Final: March 05, 2025.

2. CONCLUSIONS OF LAW:

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

1. The proposed use meets specific requirements outlined in this ordinance and would comply with applicable state or federal laws.
2. The proposed use would not create fire safety hazards by providing adequate access to the site or its buildings for emergency vehicles, and it would not develop hazards through the storage of chemicals and wastes.
3. The proposed exterior lighting, where allowed, would not create hazards to motorists traveling on adjacent public streets, is adequate for the safety of occupants or users of the site, and would not damage the value and diminish the usability of neighboring properties.
4. The provisions for buffers and on-site landscaping adequately protect neighboring properties from the development's detrimental or unsightly features.
5. The proposed use would not significantly affect the use and peaceful enjoyment of abutting property due to noise, vibrations, fumes, odor, dust, glare, hours of operation, or other causes.
6. The provisions for vehicular loading, unloading, parking, and vehicular and pedestrian circulation on the site and adjacent public streets would not create hazards to public safety or traffic congestion.
7. The proposed use would generate a volume of traffic that can reasonably be accommodated by the existing road network, would not create unreasonable traffic hazards, would not exacerbate an existing traffic hazard, or would not create unreasonable traffic congestion.
8. The proposed use would not have a significant, detrimental effect on the value of adjacent properties, which could be avoided by reasonably modifying the proposal.
9. The proposed use would not adversely impact the privacy of the residents of the immediate area (within 500 feet), which could be avoided by reasonable modification of the proposal.
10. The proposed use would comply with Biddeford's Comprehensive Plan.
11. The proposed use would not adversely impact the immediate neighborhood or the community relative to architectural design, scale, bulk and building height, identity and historical character, or visual integrity, which could be avoided by reasonable modification of the proposal.
12. The site's design would not result in significant flood hazards or flood damage or would be in conformance with applicable flood hazard protection requirements.
13. Adequate provision has been made for the disposal of wastewater or solid waste or the prevention of ground or surface water contamination.
14. Adequate provision has been made to control erosion or sedimentation.
15. Adequate provision has been made to handle stormwater runoff or other drainage problems on the site, and the proposed development will not unduly burden off-site surface water systems.
16. The proposed water supply would meet the demands of the proposed use for fire protection purposes.

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

17. Adequate provision has been made for the transportation, storage, and disposal of hazardous substances and materials as defined by state law.
18. The proposed use would not adversely impact scenic vistas, significant wildlife habitat, wetland areas, or water bodies, which could be avoided by reasonable modification of the proposal.
19. When located in the Shoreland Zone, the proposed use would meet the purposes of Shoreland Zoning as identified in Article XIV, Section 1 (Purposes) of this ordinance.

3. APPROVAL GRANTED:

Based on the evidence and conclusions above, the Biddeford Planning Board approves the proposed project summarized within the attached Staff report. Under the provisions of the City of Biddeford Code of Ordinances Land Development Regulations, Article XI (Site Plan Review), and Article VI (Performance Standards), the Biddeford Planning Board has approved the application of Subdivision & Site Plan Review. Herby approves the proposed construction of four (4) residential units located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) for Diversacorp Holdings LLC, **called Amari Condominiums**, and approves the recommended Findings of Fact (FOF) with the following Conditions of Approval (COA):

1. Standard Conditions of Approval apply.
2. Before scheduling the required Pre-construction meeting, the Applicant shall make any changes necessary to the project Civil Plans for the review and approval of the Public Works Director.
3. **The final submission must include Homeowner's Association (HOA) Documents** and be made available for review and approval by the City Planner. Once approved, the documents shall be registered at the York County Registry of Deeds.
 - i) The final submission must include a landscape plan. Since the site is fully vegetated, the applicant should clarify how many trees on the parcel will be removed and how that may impact erosion.
 - ii) Additionally, planning staff noted that although the property address is 20 Clifford Street, driveway access for all four units will be on Tibbetts Ave. When heading into the final approval process, the applicant should address how the addressing will be handled.
 - iii) Condominium documents shall be submitted with the final application and must include annual maintenance of the stormwater facilities.
4. **Bonding and Inspection Fees:** Bonding and inspection fees shall be established **before the Pre-construction meeting**.
5. **Modifications to Approved Development Plans:** The project shall be constructed according to the approved development plans. If any changes are needed, the applicant must submit a letter requesting a "Minor Modification" to the approved development plans. The applicant must adequately justify the reasons for those deviations. The narrative shall include the current approved plans and the proposed modifications, which the City Planner shall agree to in writing before construction. Changes beyond the authority of the City Planner shall be reviewed and approved by the Planning Board.
6. Once the As-Built drawings are submitted to the Planning Department (clearly identifying what deviations and variances were installed based on the approved permit drawings), the City Engineering Department will conduct

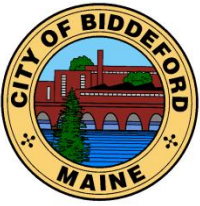
2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

an inspection. The “as-built Checklist” shall be submitted for review and approval for any performance guarantee release.

7. As-built drawings and CAD Files must be submitted to the Planning & Engineering Departments **before a ‘Site Punchlist Inspection’ and any bond release.**
8. York County Recorded Drawings: The applicant must submit copies of York County Registry of Deed drawings to the Planning & Engineering Department before the Building Permit is issued.
9. Sewer Permits must be finalized and paid before a Building Permit is issued; payment coordination will go through the Engineering Department.
10. Required Inspections:
 - i. **Erosion & Sediment Control Inspections**
 1. It needs to be completed by a city-approved third-party Inspector and paid by the Applicant via the inspection fee escrow held by the city.
 2. Initial, monthly, and final inspections.
 3. At a minimum, The City’s Engineering Department shall be notified for an initial E&S inspection before breaking ground.
 - ii. **Right-of-way Inspections**
 1. Needs to be completed by the City Engineering Department.
 2. For all public road, storm, and sewer connections.
 3. **Private right-of-way inspections:** The design engineer shall complete private right-of-way/road and utility inspections and certify that they have been constructed as approved before the full or partial release of established bonding.
 - iii. **Stormwater BMP Installation Inspections**
 1. Needs to be completed by the design engineer.
 2. Confirming stormwater facilities installed correctly per design.
 3. Inspection reports need to be submitted to the Engineering Department.
 - iv. **Post-construction BMP Maintenance Annual Inspections**
 1. Needs to be completed annually by the design engineer or 3rd party inspector.
 2. Needs to assess the current condition of each BMP, what repairs are needed, and confirm ongoing maintenance has occurred.
 3. Upon completing each inspection, copies of all inspection reports must be submitted to the Engineering Department.

Alexa Plotkin, Planning Board Chair

Date



CITY OF BIDDEFORD

Planning and Development Department

Adi Iriqat
Assistant City Planner
205 Main Street
P.O. Box 586
Biddeford, ME 04005
(207) 284-9115
adi.iriqat@biddefordmaine.org

PLANNING BOARD STAFF REPORT

TO: Chair Plotkin and Members of the Biddeford Planning Board

FROM: Adi Iriqat, Assistant City Planner

DATE: February 20, 2025

RE: 2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

MEETING DATE: March 05, 2025, at 6:00 PM

1) INTRODUCTION

This application was first before the Planning Board as a Sketch Plan Review on June 7th, 2023. As this sketch plan was previously reviewed over a year ago, the application was brought back to the Board as a sketch. Following sketch approval on June 26, 2024, and preliminary approval on January 15, 2025, **the application is being returned as a Final Plan.** The Applicant, Diversacorp Holdings LLC, proposes constructing four (4) in-line residential condominium units and associated driveways at 20 Clifford Street (Tax Map 39, Lots 301-1 and 304), called **Amari Condominiums**. Access to all driveways would be via Tibbets Avenue, and addressing will also be off Tibbets Avenue. The project will be served by public sewer (Tibbets) and public water (Clifford).

What has changed from the last report?

- The project is named Amari Condominiums
- Draft Declaration of Condominium Documents (HOA)
- Revised Plans, including a Landscape Plan
- Endangered species on the IF&W Beginning With Habitat Map have been identified. See Figure 1.



Figure 1 Peregrine Falcon

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

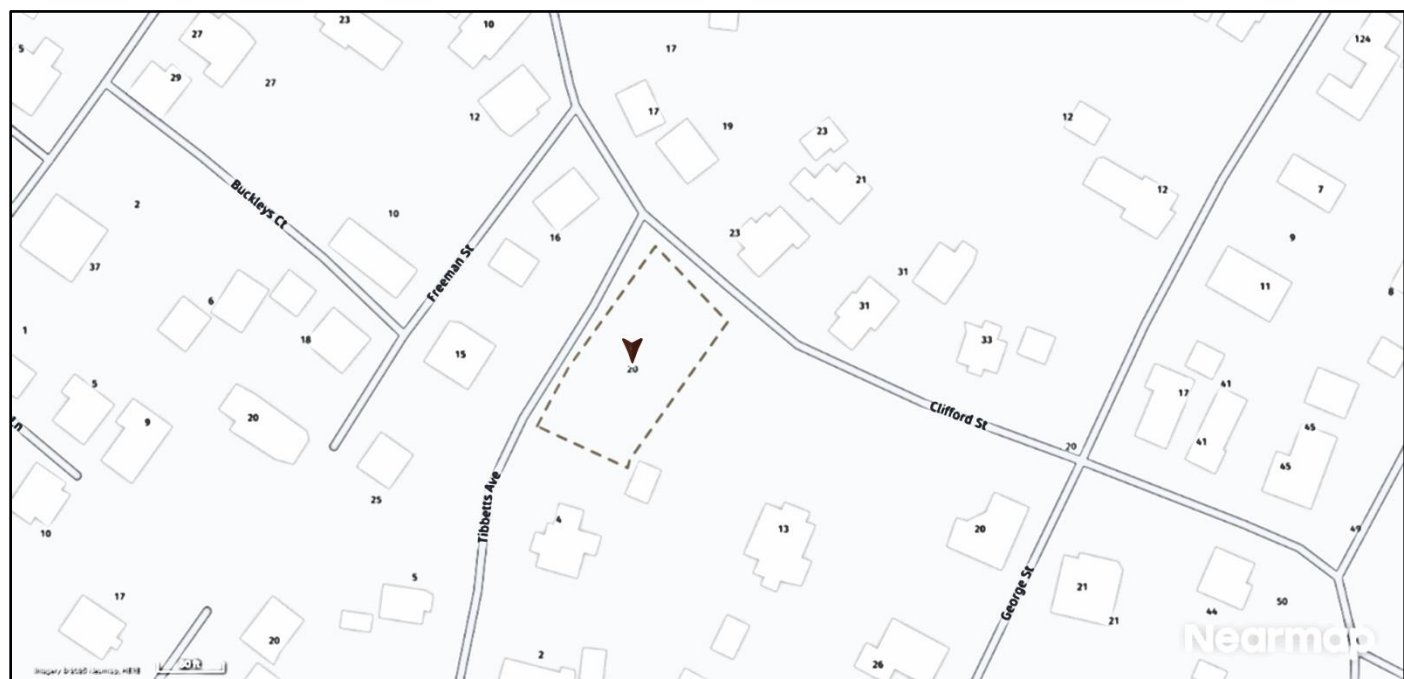


Figure 2 A road map view of the property

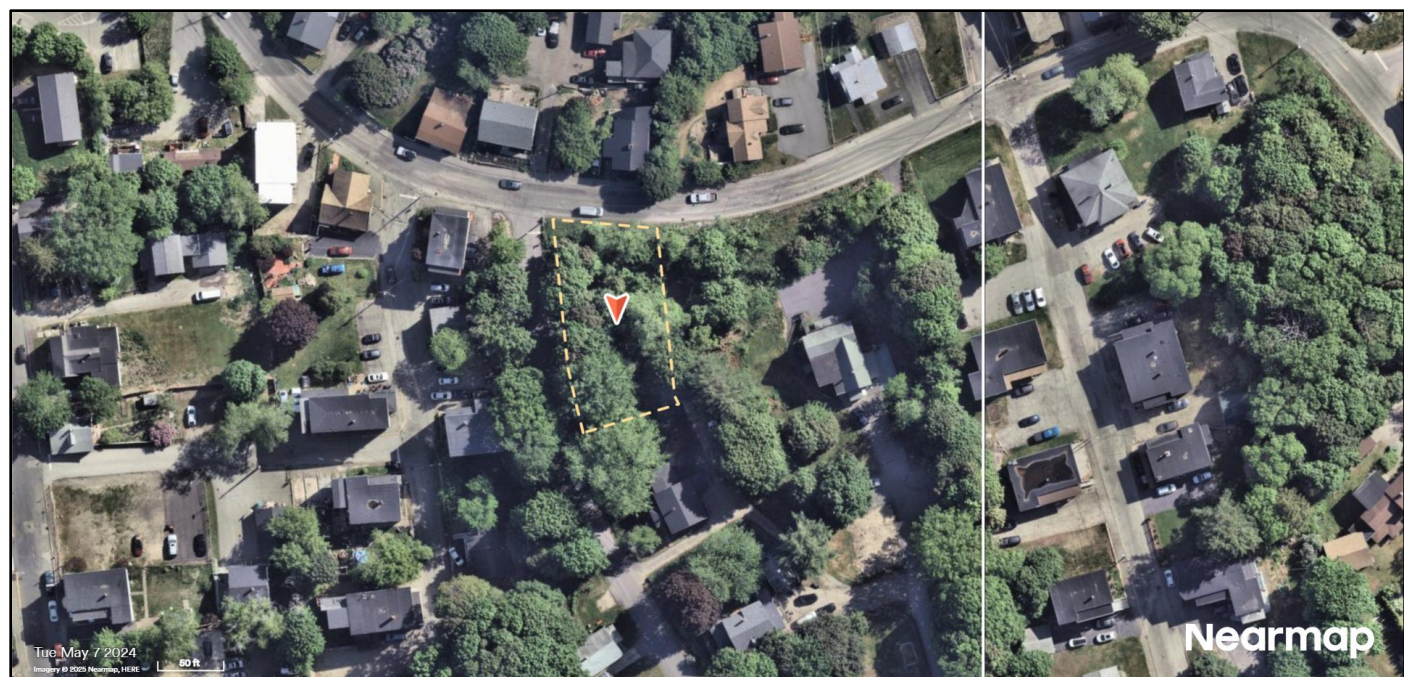


Figure 3 Demonstrates how highly vegetated the property is

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.



Figure 4 An Oblique view of 20 Clifford Street off of Tibbets Avenue and Clifford Street Intersection

2) PROJECT DATA/INFORMATION

1.	Applicant:	Diversacorp Holdings, LLC 5 Stone Pony Circle Saco, ME 04072
2.	Owner of Property:	Same as Applicant
3.	Agent:	Austin Fagan, BH2M 380 B Main Street Gorham, ME 04038 (207) 839-2771
4.	Engineer:	Same as Agent
5.	Project Location:	20 Clifford Street
6.	Project Tax Map & Lot:	Tax Map 39, Lots 303-1 & 304
7.	Lot Size:	18,054 sf
8.	Base Zoning:	R2
9.	Overlay Zoning:	N/A
10.	Existing Use:	Undeveloped; Vegetated
11.	Proposed Use:	Four (4) single-family units 24'x34'
12.	Approvals Required:	Minor subdivision, Site Plan
13.	Uses in the Vicinity:	Multifamily residential, Single Family Residential
14.	Number of Lots in Subdivision:	2

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

15.	Minimum Lot Size Required: Provided: Proposed:	20,000 sf 18,054 sf 4500 sf per unit (4 units x 4500= 18,054 sf)
16.	Frontage Required: Existing: Proposed:	45' 0' 108.10'
17.	Front Setback Required: Existing: Proposed:	25' 0' 25'+
18.	Side Setback Required: Existing: Proposed:	5' 0' 5'+
19.	Rear Setback Required: Existing: Proposed:	5' 0' 5'+
20.	Height Requirements: Provided:	35 feet or three stories N/A
21.	Water Supply:	Public Water
22.	Sewage Disposal:	Public Sewer
23.	Solid Waste Disposal:	Public Trash
24.	Fire Protection:	City of Biddeford
25.	Floodplain Status:	N/A
26.	Wetland/Surface Water Impacts:	N/A
27.	Soil Study Provided:	See Appendix B Soils Report in the 2024-12 10_Stormwater Report
28.	Parking Spaces Required:	8 (2 per unit)
29.	Parking Spaces Provided:	10 (4 garages)
30.	Ownership of Road:	Clifford is a Public Street
31.	Impervious Surface Area:	6,580 SF Change
32.	Total Disturbed Area:	17, 678 SF
33.	Waivers Needed:	N/A
34.	Waivers Granted:	N/A
35.	Variances Needed for Approval:	None
36.	Other Permits Obtained:	N/A
37.	Other Non-City Permits Required:	Maine DEP Stormwater Permit
38.	Fees Paid:	Yes
39.	Planning Board Review History:	Sketch: Jun 7, 2023; June 26, 2024. Prelim: Jan 15, 2025. Final: Mar 05, 2025.

3) Existing Conditions

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

The subject property is currently vacant and undeveloped. Its lot is between 16,552 sf and 18,054 sf, or 0.38 and 0.41 acres, in the R2 District. The property includes an existing house and a garage, as shown on the existing Conditions Plan Sheet 2.

4) Proposed Project

Diversacorp Holdings LLC proposes constructing a 4-unit condominium on a 0.64-acre parcel at the corner of Clifford Street and Tibbetts Avenue in Biddeford (Map 39, Lots 303-1 & 304).

The scope of work includes but is not limited to:

- Construction of a 4-unit residential building, each unit being 24'X34', 816 sf (3,264 SF)
- Construction of paved parking areas
- Extension of municipal utilities for water, sewer, electrical, and communications
- Construction of stormwater management facilities.

The proposed infrastructure improvements will create approximately 6,580 sf of impervious area and 11,098 sf of landscaped area, totaling 17,678 sf of developed area for the project.

5) Review Process

Per the City Ordinance, this application is subject to Land Development Regulations, Article XI (Site Plan Review), and Subdivision Review (Chapter § 66-39). Subdivision applications generally follow a three-tier approval process, beginning with a Sketch Plan review, a Preliminary Plan review, and a Final Plan approval.

6) STAFF REVIEW

- **Application Completeness:** The applicant has submitted a complete application featuring all required elements as specified under Section 66-35 (Required Information for Final Plan Submissions). As part of the staff's review comments, we have identified aspects of the plan submission that need to be revised or clarified, which we suggest being made a condition of approval.
- **Zoning:** The proposed uses are permitted within the R-2 Zone. Similarly, concerning applicable dimensional requirements, the project would comply with all relevant requirements, including building height, setback, frontage, and lot coverage requirements.
- **Review Standards:** Staff finds the application to satisfy City subdivision and site plan requirements. The primary site details, such as roadways, building envelopes, tree clearing areas, parking, landscaping, designs, and locations, have been finalized, so the plan being reviewed by the Board is what will be constructed on the face of the earth.
- **Maine DEP Stormwater Permit:** The project requires a Maine DEP Stormwater Permit.
- **Waivers:** No waivers were requested as part of this project.

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

- Departmental Review Comments:

- A. Fire Department:
Addressed
- B. Engineering Department:
Addressed
- C. Planning Department:
Addressed
- D. The Codes Department:
Addressed

7) STAFF RECOMMENDATION

The staff supports the proposed subdivision and recommends that the Board approves the proposed final subdivision plans. Sample motions are provided below.

8) SAMPLE MOTIONS

A. Motion to Approve Case #2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC (Tax Map 39, Lots 301-1 & 304), **called Amari Condominiums**, in the Residential-2 Zoning District with the adoption of the attached Findings of Fact (FOF) and recommended Conditions of Approval (COA) as written.

B. Motion to Table Case #2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC (Tax Map 39, Lots 301-1 & 304), **called Amari Condominiums**, in the Residential-2 Zoning District, for the following reasons:

- 1) _____
- 2) _____
- 3) _____

C. Motion to Deny Case #2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC (Tax Map 39, Lots 301-1 & 304), **called Amari Condominiums**, in the Residential-2 Zoning District, for the following reasons:

- 1) _____
- 2) _____
- 3) _____

2023.31 Site Plan and Subdivision Application for Diversacorp Holdings LLC to construct four (4) residential condominium units, called Amari Condominiums. The property is located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) in the Residential-2 Zone.

CITY OF BIDDEFORD - SITE PLAN APPLICATION DRAWING CHECKLIST

CHECKLIST DIRECTIONS:

1. The following checklist must be completely filled out by the applicant for any Site Plan submittal to the Planr
2. Applicant to confirm all of the items listed are included within the submittal. Any missing items must have ac
3. City to review applicant's submittal and checklist responses. Projects missing submittal information with non
4. Items in **BLACK** are required for 'Preliminary Site Plan' approval & 'Final Site Plan' approval.
5. Items in **BLUE** are only required for 'Final Site Plan' approval.

SUBMITTAL REQUIREMENT	
ITEM NUMBER	DESCRIPTION
1	GENERAL PLAN REQUIREMENTS
A	Drawing specific legends (linetypes, hatches, etc.)
B	Individual drawing layer control should be utilized: freeze/thawing, changing lineweights, and screening (i.e. screen existing layers on a proposed plan, freeze topography and underground utilities on a proposed site plan)
C	North arrows, standard engineering scale viewports, dated revision blocks
D	All drawings and surveys must be in the following coordinate systems: NAD83 Maine State Plane West (Horizontal) and NAVD88 (Vertical)
E	Drawings need to be designed, signed & sealed by a Maine licensed professional engineer (PE); all boundary survey data needs to be performed by a licensed professional land surveyor (PLS)
2	COVER SHEET
A	Project Name & Property Address
B	Project Team Contact Information (Owner, Engineer, Contractor, etc.)
C	Site Location Map
D	Sheet Set List of Drawings
E	Tax Map and Lot ID
F	Zoning & Shoreland Zone Information
G	Existing Use Description
H	Proposed Use Description
I	Required Waiver/Variations (Yes/No); if yes, plan must clearly list waivers/variances requesting
J	Name of Drainage Watershed
K	Within the MS4 Urbanized Area (Yes/No)
L	Natural resources (streams, wetlands, etc.) located on-site or adjacent to the property (Yes/No)
M	Within the 100-year Flood Zone (Yes/No)
N	Public Road Proposed (Yes/No)
O	Private Road Proposed (Yes/No)
P	Public Sewer Connection (Yes/No); if yes, need to include a proposed sewer flow calculation per Maine's Subsurface Wastewater Disposal Rules, Chapter 241, Section 4 (Tables 4A & 4C)
Q	Public Storm Drain Connection (Yes/No)
R	Limits of Disturbance in acres
S	Pervious Land Cover square footage, existing and proposed
T	Impervious Land Cover square footage (Pavement/Gravel), existing and proposed
U	Building Roof square footage, existing and proposed
V	Assigned Planning Board Number
W	Estimated cut/fill earthwork volumes; if disturbing within Flood Zone, separate set of earthwork volumes required (site vs. within flood zone)
3	EXISTING CONDITIONS PLAN
A	Horizontal & Vertical Datums annotated (NAD83 & NAVD88)
B	Survey Benchmark Locations (with XYZ Coordinates annotated)

C	Property & Right-of-Way Lines
D	Boundary line information (bearings, distances, etc.)
E	Property pin and monumentation locations
F	Existing easements with proper ownership identified
G	Road Names & Individual Lot Labels (Map, Lot, Owner, Acreage)
H	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
I	100-year Flood Zone Limits & Elevation
J	USDA-NRCS Soil Boundaries and Labels
K	Existing contours with adequate contour labelling; minimum 1' contour interval
L	Existing building FFEs annotated
M	Spot elevations for existing building corners, door entrances, accessible parking/walkways, road centerlines, and bottom/top of curbs
N	Existing buildings & structures
O	Existing pavement areas & number of parking spaces
P	Existing ADA ramp geometry, detectable warning plates, and ADA parking spaces
Q	Existing site features (sidewalks, retaining walls, curbing, lightpoles, guide rails, dumpsters, fencing)
R	Existing signage and striping
S	Existing underground utility locations (storm, sewer, force main, water, gas, elec, tele)
T	Existing above-ground utility locations (manholes, catch basins, utility poles, hydrants, transformers, riprap)
U	Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)
V	Existing tree lines, street trees, free-standing trees (12" or larger diameter at breast height), and vegetation
W	Location of any borings, drinking wells, and monitoring wells
4	SITE DEMOLITION & EROSION CONTROL (E&SC) PLAN
A	Limits-of-disturbance outlined and acreage annotated
B	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
C	100-year Flood Zone Limits
D	Callout existing site features to be demolished/removed/replaced
E	Callout existing utilities to be demolished/removed/abandoned-in-place
F	Hatch existing buildings and pavement to be removed
G	Construction Entrance location(s)
H	Perimeter E&SC control location(s) (i.e. silt fence, erosion berm mix)
I	Stockpile and staging area(s) identified (with proper perimeter control)
J	Inlet protection location(s)
K	Note requiring contractor to implement dust control measures throughout construction
L	Note requiring contractor to pave utility trenches within right-of-way within 3 days of excavation or prior to any rain event
M	If groundwater expected, show dewatering/silt bag location(s); show temporary pumping routing
N	If large development is proposed with an extensive underground stormwater conveyance network, show sediment trap/basin location(s) needed for constructability/phasing; provide sizing calculations
5	SITE PLAN/SUBDIVISION PLAN
A	Partial Site Plans needed for any viewport scale greater than 1"=20'
B	Existing property and right-of-way lines
C	Proposed subdivision lot lines and labels
D	Required Zoning Setbacks shown with dimensions and annotation
E	Bulk requirement summary table (zoning/parking calculations)
F	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
G	100-year Flood Zone Limits
H	Proposed building outlines, door entrances and loading docks
I	Proposed building labels

J	Proposed road extents; provide clear annotation if roads will be public or private
K	Proposed parking and accessible parking locations; annotate parking space counts
L	Proposed signage, parking striping, and traffic striping
M	Detailed ADA ramp geometry, detectable warning surfaces, and ADA parking striping/signage; existing & proposed
N	Proposed site features (i.e. curbing, walls, fencing, guiderail, fire hydrant, transformers, light pole locations)
O	Separate hatching for buildings, sidewalks, pavement, landscaping
P	Proposed landscaping; detailed landscaping design should be on separate plans
Q	Designated snow storage areas
R	Proposed dumpster locations and trash removal access
S	Linear dimensions of all drive aisles, sidewalk widths, parking spaces, loading docks
T	Radial dimensions for all curbs, landscaped islands, sidewalks
U	Road centerline stationing shown, labelled every 0+50' with curve data
V	If Private Road is proposed, final recorded plans must clearly note that proposed private roads will not be submitted in the future for public acceptance
W	If Private Road is proposed, final recorded plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads
X	Planning Board signature block for final recording
6	GRADING PLAN
A	Partial Grading Plans needed for any viewport greater than 1"=20'
B	Limits-of-disturbance outlined and acreage annotated
C	Proposed Building Labels with Individual Finished Floor Elevations (FFE's)
D	Existing contours with adequate contour labelling, screened; minimum 1' contour interval
E	Proposed contours with adequate contour labelling; minimum 1' contour interval
F	Detailed grading for all ditches, swales, outfalls, and riprap
G	All proposed contours tie-into existing contours at limits-of-disturbance outline
H	Existing spot elevations for all asphalt and curb tie-in locations
I	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
J	100-year Flood Zone Limits
K	Proposed spot elevations for all important roadway geometric points and/or on a 50' maximum interval: low/high points, PC/PT, road centerline, edge-of-asphalt
L	Proposed spot elevations for all curblines (bottom/top-of-curb) and sidewalks
M	Proposed spot elevations for all parking and drive aisle geometry points
N	Proposed spot elevations for all building corners and door-entry locations
O	Proposed retaining wall/loading dock elevations (bottom/top of wall)
P	Proposed spot elevations for all ADA ramp/landing/parking stall geometry points
Q	Proposed % slope arrows for all ADA parking spaces and sidewalks
R	Proposed longitudinal % slope arrows for drainage ditch centerlines
S	Proposed % slope arrows for roads, parking areas, and landscape tie-in areas
T	Estimated cut/fill earthwork volumes; if disturbing within Flood Zone, separate set of earthwork volumes required (site vs. within flood zone)
7	ROAD PROFILES (if public/private road proposed)
A	Existing surface; dashed and screened
B	Proposed surface; continuous and bold
C	Corresponding centerline stationing and curve data annotation
D	Road cross-section including proposed surface cross slopes; include multiple sections for various road cross slope conditions proposed (crowned, superelevated)
E	Horizontal and vertical scale bars
F	Clear annotation if proposed road will be public or private
G	If Private Road is proposed, plans must clearly note that proposed private roads will not be submitted in the future for public acceptance
H	If Private Road is proposed, plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads

8	UTILITY PLAN
A	Existing underground utility locations; screened (storm, sewer, force main, water, gas, electric, telecom)
B	Existing above-ground utility locations; screened (manholes, catch basins, utility poles, hydrants, riprap)
C	Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)
D	Proposed underground utility locations; bold (storm, sewer, force main, water, gas, electric, telecom, lighting)
E	Proposed above-ground utility locations; bold (manholes, catch basins, utility poles, hydrants, transformers, riprap)
F	Proposed storm culverts, outfalls, and riprap locations and sizes
G	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)
H	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope
I	Flow directional arrows for storm & sewer pipes
J	Proposed & existing site features shown that could conflict with proposed utilities (trees, signs, lightpoles, bollards, foundations, guiderails)
K	All storm drains must be sized to convey the 25-year storm
L	Sewer force main sizes and invert elevations
M	Sewer pump station locations, model, rim, inverts, pipe sizes, cardinal directions (N,E,S,W)
N	Grease trap & oil-water separator locations, sizes, elevations
O	Water, gas, electric, and telecom sizes labelled
9	UTILITY PROFILES
A	Utility profiles for <u>all</u> gravity storm drains and sewer pipes, including all laterals, catch basins, culverts, and outfalls; profiles preferred to be aligned on the pipe centerline (not superimposed on the road centerline)
B	Existing surface; dashed and screened
C	Proposed surface; continuous and bold
D	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)
E	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope
F	Existing and proposed gravity pipe crossings shown; sizes labelled and depths/clearance annotated
G	Existing and proposed electric/water/telecom/gas crossings shown at approximate depths; sizes labelled and depths/clearance annotated
H	Known ledge or groundwater elevations
I	For all storm drains, 25-year HGL must be shown on profiles with starting tailwater condition identified
J	For storm outfalls, include riprap sizing and grading extents
K	Horizontal and vertical scale bars
10	DETAILS
A	Road section detail, including pavement & gravel depths
B	Sidewalk, paver, crosswalk, and any other pavement section details
C	Pavement sawcut detail
D	Utility trench/backfill detail
E	All site feature details; curbing, retaining walls, fencing, guiderails, dumpsters, etc.
F	Signage, striping, and ADA details
G	E&S notes and details; only show applicable/proposed measures
H	Utility structure details (manholes, cleanouts, fittings, handholes, transformer pads, hydrants)
I	Storm outfall & riprap details
J	Drainage ditch cross section identifying minimum depth, minimum bed width, and maximum side slopes
K	Pump station, grease trap, and oil-water separator details

	L	Conduit section details
	M	Miscellaneous details (as needed)
11		LANDSCAPING, LIGHTING & PHOTOMETRIC PLANS
	A	As required by ordinance; at a minimum: locations, counts, and species/models must be identified
	B	Landscaping & lighting details
12		DOCUMENTS/REPORTS/CALCULATIONS
	A	On initial preliminary submittal applications, applicant must submit a development review and inspection fee. Applicant to coordinate fee amount with City Planner prior to submittal. This fee will be drawn against to cover the following type of services throughout the project life cycle (and may require replenishing): i. 3rd Party City Peer-Review ii. Site Inspections during the permitting process iii. Erosion & Sediment Control Inspections during construction iv. Right-of-Way Inspections during construction v. Site Punchlist/As-Built Inspections post-construction
	B	Predevelopment & Post-development Drainage Area Maps, including: i. Subdrainage areas delineated and labeled ii. Points of Interest/Analysis shown and labeled iii. Hatching for different land cover areas (impervious, pervious, gravel) iv. Time of concentration (Tc) paths & durations v. Four City-standardized stormwater summary tables
	C	An approved 'Sewer Ability-to-Serve Letter' from the Engineering Department: i. Applicant to submit proposed sewer flow calculations per Maine's Subsurface Wastewater Disposal Rules, Chapter 241, Section 4 (Tables 4A & 4C)
	D	A Performance Guarantee Cost Estimate utilizing Planning's template
	E	For any Site Location of Development (SLODA) project, the applicant's submittal must mimic a formal submittal to DEP. Submit must abide to DEP's SLODA application and include DEP's SLODA Submittal Checklist (Form D)
	F	25-year hydraulic calculations for all storm conveyance infrastructure (pipes, culverts, drainage ditches) via the rational method; starting tailwater conditions/documentation must be clearly identified
	G	If any SWM water quality BMP or detention facility is proposed, hydrologic model exports/hydrographs must be submitted for the for the 2, 10, 25, & 100-year storm frequencies
	H	Sizing calculations for any SWM water quality BMP or detention facility
	I	A stormwater maintenance manual for any proposed SWM water quality BMP or detention facility, including: i. Annual maintenance requirements ii. Annual inspection requirements by a licensed PE; noting that all inspection reports/logs need to be submitted to the Engineering Department by March 1st each following year, identifying what on-going maintenance has occurred and what remedial repairs are needed iii. Signed Property Owner Agreement: including the current property owner's contact information and signature; it must be noted that all stormwater BMP maintenance requirements are linked to the property for perpetuity and transfer to any new ownership
	J	Salt Management Plan
	K	Sewer pump station sizing calculations
	L	Sewer pump station maintenance plan
	M	Grease trap sizing calculations
	N	Homeowner Association (HOA) agreement for any private road serving two (2) lots or more
	O	Summary list & copy of any required DOT/DEP/USACE permits & approvals

LAST REVISED: 05/17/23

ning Department.
dequate reasoning to justify t
1-acceptable reasoning will be

INFORMATION PROVIDED (YES/NO)
Yes
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APPLICANT RESPONSE
REASON NOT PROVIDED/COMMENT
See plan set
See existing Conditiona Plan
None Requested
See stormwater report
See stormwater report
None onsite
Not in flood zone
No Road Proposed
No Road Proposed
See stormwater report
See stormwater report
See application
See application

None onsite
None onsite
See stormwater sheets
No existing buildings onsite
No existing buildings onsite
None onsite
None onsite
None onsite
None onsite
See stormwater report
None onsite
None onsite
None onsite
No construction entrance
None proposed
Trucks likely to remain on paved surfaces due to area of site
No groundwater expected. See S.W. Cole borings
None onsite
None onsite

None proposed
Private units
None proposed
None proposed
Snow storage in green space
None proposed
No roads
No roads
No roads
See application
None onsite
None onsite
No roads
Private units
Private units
See grading
See grading
No roads proposed
No roads proposed
No roads proposed
No roads proposed
No roads proposed
No roads proposed
No roads proposed
No roads proposed
No roads proposed

None proposed
None proposed
See design plans
Sewer and water to be set per utility company requirements. Test pits required for existing elevations.
Utilities to be set per utility company requirements
See test pits
No road profiles
None proposed
None proposed

No site lighting proposed
270 GPD per unit totaling 1080 GPD
Not Applicable
Residential units
None proposed
None proposed
None proposed
None proposed
None required

SUBMITTAL INFORMATION - TO BE FILLED OUT BY APPLICANT

20 Clifford Street

Diversacorp Holdings LLC

Preliminary

2/3/2024

CITY REVIEW RESPONSE

COMMENT	

[illegible]



Civil Engineering | Surveying

February 3, 2025

Adi Iriqat
Assistant City Planner of Biddeford, Maine
205 Main Street
P.O. Box 586
Biddeford, ME 04005

Re: 20 Clifford Street
Site Plan Response to Comments

Dear Adi,

We have reviewed the Planning Board Staff Report & Findings of Fact from the January 15, 2025 planning board meeting. Please find the following attachments in support of this final site plan submission:

1. Draft Declaration of Condominium Documents
2. Revised Plans Including a Landscape Plan

At the January 15, 2025 Planning Board meeting a question was brought up about what species was noted on the IF&W Beginning With Habitat map. It has been determined that the species that has been mapped in the area is the Peregrine Falcon. This is a cliff nesting bird that has been found to nest on bridges and buildings in urban environments. The project site does not currently contain any cliffs, bridges, or buildings and is not proposing to impact any protected natural resources.

Thank you for your review of this project. If you need any additional information, please let us know.

Sincerely,

Austin G. Fagan, PE
Project Engineer

Attachment 1
Draft Declaration of Condominium Documents

[NAME – TBD] CONDOMINIUM

ARTICLE 1 DECLARATION OF CONDOMINIUM PROPERTY

THIS DECLARATION OF [NAME – TBD] CONDOMINIUM (“Declaration”) is executed by Diversacorp Holdings, LLC, a Maine limited liability company (“Declarant”), pursuant to the Maine Condominium Act, Chapter 31 of Title 33 of the Maine Revised Statutes of 1964, as amended (“Condominium Act”).

§1.1 Declaration of Property. The Declarant as the owner in fee simple of the land located at a property commonly known as 20 Clifford Street in the City of Biddeford, County of York, State of Maine described in Exhibit A, the buildings and improvements located thereon and subject to and together with all easements, rights, privileges and appurtenances thereto (collectively the “Property”), HEREBY SUBMITS the Property to the Condominium Act in accordance with this Declaration, and establishes a condominium as defined in Section 1601-103(7) of the Condominium Act (“Condominium”) known as [NAME – TBD] Condominium. The name of the Unit Owners’ association is the [NAME – TBD] Condominium Association, a Maine mutual benefit nonprofit corporation (the “Association”). Initially, the Condominium consists of the Property and the following units: Unit 1, Unit 2, Unit 3 and Unit 4, as shown on the Condominium plats and plans prepared by Berry, Huff, McDonald, Milligan Inc. and recorded of near or even date herewith.

As set forth in this Declaration, the Declarant reserves various Development Rights, Special Declarant Rights and easements, along with the right to assign or transfer said Development Rights and Special Declarant Rights.

As of the date of this Declaration, only Units 1, 2, 3 and 4 (the “Units”) have been created.

This Declaration and the related Plats and Plans are subject to local and state regulations.

§1.2 Applicability. This Declaration shall govern the Property. All present and future owners, occupants and tenants, their guests, licensees, invitees, employees, agents, and any other person entering on the Property shall be subject to this Declaration, the Bylaws of the Association and to such Rules and Regulations of the Association, all of which shall be deemed to be covenants running with the land, and shall bind any person having at any time any interest in or entering upon the Property.

§1.3 Defined Terms. Capitalized terms not otherwise defined in this Declaration or on the Plat and Plans shall have the meanings specified in the Condominium Act.

§1.4 Interpretation. In the event of any conflict or discrepancy between this

Declaration, the Bylaws, the Rules and Regulations, and the Plat and Plans, the order of interpretive priority (from superior to inferior) shall be: Condominium Act; Declaration; Plat and Plans; Bylaws; Rules and Regulations.

ARTICLE 2 DESCRIPTION OF PROPERTY

§2.1 Description of the Property. A legal description of the Property included in the Condominium is set forth in Exhibit A. The location and dimensions of the Property included in the Condominium are depicted on the Condominium Plat entitled “[_____]” dated [____], by Berry, Huff, McDonald, Milligan Inc., recorded in the York County Registry of Deeds in Plan Book ___, Pages ___, all as amended from time to time hereafter (the “Plat” or “Plan”).

§2.2 Location and Dimensions of the Units. The proposed location and dimensions of each Unit together with its appurtenant Limited Common Elements are depicted on the Plat.

§2.3 Recorded Plat and Plans. The original Plat and any amendments thereto shall be recorded with this Declaration in the York County Registry of Deeds.

§2.4 Condominium Documents. “Condominium Documents” means this Declaration, the Plat, the Bylaws of the Association, and the Rules and Regulations adopted by the Board of Directors, and any amendments to any of the foregoing adopted from time to time.

ARTICLE 3 CONDOMINIUM UNITS

§3.1 Creation of Units. Initially Units 1, 2, 3 and 4 are legally created under this Declaration.

§3.2 Description of the Units. “Unit” means a part of the Property designated for separate ownership or occupancy as shown on the Plat, it being understood that each Unit consists of a portion of the Building on the Property, each labeled as Unit 1, Unit 2, Unit 3 and Unit 4.

Each Unit, the Limited Common Elements, and any Common Elements shall have any easement for lateral and subjacent support from every other Unit, and shall have the easement for encroachments established under Section 1602-114 of the Condominium Act. In addition, each Unit Owner has an unrestricted, perpetual right of ingress and egress to his or her Unit, which automatically transfers with a transfer of title to the Unit. Any conveyance, encumbrance, judicial sale, or other transfer (whether voluntary or involuntary) of an interest in the Common Elements shall be void unless the Unit to which that Common Element interest is allocated is also transferred.

§3.3 Unit Boundaries. The boundary lines of each Unit are as shown on the Plat and shall conform with unit boundaries as described in the Act to the extent not described herein.

(a) For each Unit, the Unit Boundaries are as follows:

(i) The upper and lower (horizontal) boundaries of each level of each Unit shall be the following boundaries extended to the intersection with the vertical (perimeter) boundaries:
(y) Upper Boundary: the horizontal plane of the undecorated finished ceiling of the top floor of the Unit; (z) Lower Boundary: the horizontal plane of the undecorated finished floor on the lowest level of the Unit.

(ii) The vertical (perimeter) boundaries of each Unit shall be the interior surface of the exterior walls bounding the Unit and, in addition, the mid-line of any interior wall adjacent to an adjoining Unit, extended to the intersections with each other vertical boundary and with the upper and lower boundaries.

(iii) Boundary lines shall also be the outside surface of the exterior structures and fixtures attached to the Unit or enclosing the Unit and separating it from the Limited Common Elements, including the exterior surface of doors, windows and storm windows, and glass walls, and their frames, sills and thresholds, shutters, awnings, window boxes, front and rear steps and railings, balconies, porches, decks, patios, sunrooms and dormers, including all finish materials.

(b) Each Unit's identifying number is shown on the Plat.

(c) The exact location of vertical unit boundaries of each Unit are as established as of the date of this Declaration.

§3.4 Allocated Interests. The term "Allocated Interests" means the Common Element Interest, the Common Expense Liability and the voting rights in the Association allocated to each Unit pursuant to this Declaration. The term "Common Element Interest" means the percentage of undivided interest in the Common Elements appurtenant to each Unit. The term "Common Expense Liability" means the allocation to each Unit of the respective liability for Common Expenses. Generally, the Common Expense Liability allocated to a Unit is a percentage equal to the Common Element Interest appurtenant to such Unit.

The percentage of each Unit's Common Element Interest and Common Expense Liability is allocated by a formula represented by a fraction wherein the numerator is 1 and the denominator is the total number of Units which have been created in the Condominium subject to rounding in order to permit ease of administration, provided however that the percentage stated in Exhibit B (as it may be amended) shall prevail in any event. Each Unit shall each have one vote in the Association on a formula of one vote per Unit.

§3.5 Alterations by Unit Owner. Subject to this Declaration, the Bylaws and the Rules and Regulations of the Association as amended from time to time by majority vote of the Units, a Unit Owner may make improvements and alterations within the interior of the Unit, provided all such improvements comply with all local, state, and federal ordinances, rules, regulations, and laws. However, no Unit Owner may make any improvements or alterations or do any work whatsoever which would impair the structural integrity or mechanical systems or the life safety systems of the Building, lessen the support of any portion of the Condominium, or jeopardize the soundness or safety of the Property.

ARTICLE 4

COMMON ELEMENTS, LIMITED COMMON ELEMENTS

§4.1 Common Elements. The term “Common Elements” means: the entire Property other than the Units and the Limited Common Elements, and includes:

(a) The land, together with the benefit of and subject to all the accompanying rights and easements described in Exhibit A;

(b) Utility lines, pipes, wires, electrical, communications and transmission wires and conduits, any life safety systems, distribution pipes, pumping station, stormwater treatment and conveyance facilities and systems, and water and sewer utility facilities and lines which serve more than one Unit (excepting lines and equipment owned by public and municipal utilities and tanks and lines owned by the propane supplier); and

(c) All other parts of the property necessary or convenient to its existence, maintenance and safety or normally in common use, except as otherwise expressly provided in this Declaration.

§4.2 Limited Common Elements. The term “Limited Common Elements” means those portions of the Common Elements where the exclusive use is reserved to one or more, but fewer than all, of the Units in accordance with this Declaration. Limited Common Elements include the following:

(a) The Patios located behind each Unit as depicted on the Plat; and

(b) The [Parking Areas] located in front of each Unit as depicted on the Plat.

The allocation of Limited Common Elements cannot be altered except in compliance with the Condominium Act, and with the written consent of the Unit Owners and Mortgagees of record of the Units affected by the reallocation of Limited Common Elements.

§4.3 Common Elements to Remain Undivided. The Common Element Interest of a Unit shall be inseparable from each Unit, and any conveyance, lease, devise or other disposition and any mortgage or other encumbrance of any Unit shall include the Common Element Interest, whether or not expressly referred to in the instrument making such transfer. The Common Elements shall remain undivided and no action for partition or division of any party shall be permitted, unless otherwise provided by law and permitted by this Declaration.

§4.4 Alteration of Common Elements by the Declarant. For the longest period permitted by the Condominium Act, the Declarant reserves the right to modify, alter, repair or improve portions of the Common Elements, including without limitation, any equipment, fixtures and appurtenances, and further reserves an easement over the Common Elements in order to discharge its obligations and/or exercise any Declarant Rights, whether arising hereunder or under the Condominium Act.

ARTICLE 5

DECLARANT’S RIGHTS AND PHASING

§5.1 Development Rights. The Declarant reserves the rights:

(a) For the longest period permitted by the Condominium Act, to locate in the Common Elements and Units of the Property, even though not depicted on the Plat, and grant and reserve easements and rights-of-way for the installation, maintenance, repair, replacement and inspection of public utility lines, wires, pipes, conduits and facilities servicing or burdening the Property including, but not limited to, water, electric, telephone, cable television, fuel, sewer, and surface and subsurface drainage, provided however that no such easement shall be effective until of record, that no such easements may be granted through Units sold by Declarant to third party who is not a successor Declarant and that the Common Elements shall be promptly restored upon installation and repair;

(b) For the longest period permitted by the Condominium Act, to connect with and make use of utility lines, wires, pipes and conduits located on the Property for construction and sales purposes, provided that the Declarant shall be responsible for the cost of services so used;

(c) For the longest period permitted by the Condominium Act, to use the Common Elements for ingress and egress, for the construction, reconstruction, maintenance, repair, renovation, replacement or correction of the Units or Common Elements including without limitation the movement and temporary storage of construction materials and equipment, the right of vehicular and pedestrian access, the right to park motor vehicles, and for the installation of signs and lighting for sales and promotional purposes;

(d) Appoint and remove members of the Board of Directors and Officers of the Association in accordance with Section 6.2 of this Declaration; and

(e) Those rights established under the Condominium Act.

§5.2 Assignment. All or any part of the rights, powers or reservations of Declarant contained in this Declaration may be assigned by Declarant to any person or entity which will assume the duties and obligations of Declarant related to the rights, powers or reservations assigned. Upon the recording of an assignment of such rights, powers or reservations pursuant to which the assignee assumes the duties and obligations of Declarant related thereto, the assignee shall become a successor Declarant as to such rights, powers or reservations assigned and shall have the same rights and powers and be subject to the same duties and obligations as are given to and assumed by Declarant herein, and Declarant shall be relieved from all liability with respect to the rights, powers, reservations, duties and obligations hereunder which are assumed by the assignee.

§5.4 Amendment, Waiver, Etc. This Article 5 shall not be amended or waived without the consent of the Declarant duly recorded in said Registry of Deeds.

The rights and benefits of Article 5 and all other rights of Declarant set forth in this Declaration, the Bylaws or otherwise, as amended from time to time, may be transferred in whole or part by recorded instrument specifically referring to this Section and executed by Declarant and its successor or assignee.

The Declarant shall have the right to waive the Development and Special Declarant Rights reserved hereunder in whole or part by a written instrument provided that such waiver shall only be effective upon recording in said Registry of Deeds and such waiver shall be subject to the limitations of Section 1603-103(d) of the Act regarding Declarant Control of the Association.

ARTICLE 6 CONDOMINIUM ASSOCIATION

§6.1 The Association. The term “Association” means the association of the Unit Owners organized pursuant to Section 1603-101 of the Condominium Act as a non-profit corporation under the Maine Non-Profit Corporation Act. The membership of the Association at all times shall consist exclusively of all Unit Owners, or in the event of a termination of the Condominium as provided in the Condominium Act, of all former Unit Owners entitled to distributions of proceeds, or their heirs, successors or assigns. Persons having an interest in a Unit solely as security for an obligation shall not be considered members.

Each Unit Owner shall automatically become a member of the Association, which membership shall continue as long as she or he continues as a Unit Owner, and upon the termination of the interest in the Condominium, his or her membership and any interest in the assets of the Association shall be automatically transferred and inure to the next Unit Owner or Owners succeeding him in interest.

The Association shall have all the powers granted pursuant to its Bylaws, the Condominium Act and the Maine Non-Profit Corporation Act.

§6.2 Board of Directors Powers; Declarant Control Period. Except as otherwise provided in Section 1603-103(b) of the Condominium Act, the Board of Directors may act on behalf of the Association and shall have all of the powers necessary or appropriate for the administration of Association.

During the Declarant Control Period, the Board of Directors shall be composed of Three (3) natural persons. The term “Declarant Control Period” means the period which extends from the date of the recording of this Declaration until the earlier of (a) seven (7) years following the conveyance of the first Unit to a Purchaser or (b) sixty (60) days after the conveyance of seventy-five percent (75%) of the Units, other than a conveyance to a successor Declarant. The Declarant shall have the right during the Declarant Control Period to appoint, remove and replace from time to time any and all members of the Board of Directors, and officers of the Association, without the necessity of obtaining resignations. The directors appointed by the Declarant need not be Unit Owners. Actions taken unilaterally by the Declarant in any recorded instrument shall be treated as if taken by the association during the Declarant Control Period.

Following the expiration of Declarant Control Period, the affairs of the Association shall be governed by a Board of Directors composed of four (4) natural persons, with each Unit being entitled to appoint one Director. A majority of the members at the Board of Directors shall be Unit Owners or spouses of Unit Owners or in the case of a Unit Owner

which is a corporation, limited liability company, partnership, trust or estate or other legal entity, a designated agent thereof.

The transition from Declarant-appointed members of the Board of Directors to the Unit Owners generally shall occur no later than the earlier of (a) sixty (60) days after the conveyance of seventy five percent (75%) of the Units to purchasers other than a successor Declarant, or (b) seven (7) years following conveyance of the first Unit to a Purchaser, or (c) at such earlier date as the Declarant in its sole discretion shall specify. Prior to the expiration of the Declarant Control Period, a transition meeting of the Association and a transition election shall be held at which all of the members of the Board of Directors and officers of the Association appointed by the Declarant shall resign, and the Unit Owners, including the Declarant if the Declarant owns any Units, shall thereupon elect a Board of Directors to act in the place and stead of those resigning.

By written notice duly recorded in said Registry of Deeds specifically referring to this Section, the Declarant may voluntarily surrender the right to appoint and remove officers and members of the Board of Directors prior to the termination of the Declarant Control Period, but in that event the Declarant may require, for the duration of the Declarant Control Period that specified actions of the Association or Board of Directors, as described in a recorded instrument executed by the Declarant, be approved by the Declarant before such action can become effective.

§6.3 Bylaws. The initial bylaws of the Association are attached hereto as Exhibit C.

§6.4 Rules and Regulations. The Board of Directors by majority vote shall have the power from time to time to adopt, amend and enforce Rules and Regulations relative to the operation, use and occupancy of the Units and the Common Elements, consistent with the provisions of this Declaration, Bylaws and the Condominium Act including, but not limited to, the appointment of such committees and the enactment and enforcement of such enforcement procedures and penalties for violations as the Board of Directors shall deem appropriate. Any such Rules and Regulations shall be adopted or amended, by means of appropriate resolutions duly approved by the Board of Directors. Notice of such Rules and Regulations and any amendment thereto shall be sent to each Owner or occupant of a Unit promptly after the adoption thereof, and shall bind all Owners, their heirs and assigns, any all tenants, invitees, guests and other persons entering upon the Property.

ARTICLE 7 COMMON CHARGES AND ASSESSMENTS

§7.1 Common Expenses and Service Charges. The term “Common Expenses” include, but are not limited to, such costs and expenses established by the Condominium Act, by this Declaration, by the Bylaws, or by the Board of Directors in connection with the administration, operation, maintenance and repair of the Condominium and the Property and the rendering to Unit Owners of all related services. All Units (whether declared herein or hereafter) shall pay the Common Expenses on a pro rata basis.

The term “Limited Common Expenses” mean the Common Expenses associated with the maintenance, repair or replacement of a Limited Common Element, which shall be

assessed against the Unit or Units to which the appurtenant Limited Common Element is assigned in proportion to the relative Common Expense Liabilities of such Units, as the Board of Directors may periodically establish and determine.

The term "Service Charges" shall mean charges for services benefiting fewer than all the Units, which area assessed exclusively against the Unit or Units benefited in accordance with the use of such services as permitted by Section 1603-115(c) of the Condominium Act and the Bylaws.

All expenses for the administration, operation, maintenance and repair of the condominium and the Property shall be borne by the Unit Owners, by means of assessments as set forth herein.

§7.2 Allocation and Payment of Assessments of Common Expenses. The total amount of common expenses shall be assessed to the Units as follows:

(a) The Common Expenses that are not otherwise assessed as Limited Common Expenses or Service Charges shall be assessed against all the Units in proportion to the relative Common Expense Liabilities as set forth herein.

(b) If the Board of Directors determine that a Limited Common Expense benefits more than a single Unit in a manner which is not uniform among all Units, then such Limited Common Expense shall be assessed solely against the benefited Units benefited in proportion to the relative Common Expense liabilities of such Units as between themselves, all as the Board of Directors may periodically determine. If a Limited Common Expense only benefits a single Unit, that Limited Common Expense shall be assessed solely against the Unit benefited, as the Board of Directors shall determine.

(c) For electricity, telephone, and cable television services, and, if separately metered, water and sewer, each Unit Owner shall promptly pay the bills for such services consumed or used in his or her Unit. Any electricity serving the Common Elements, and water and sewer if not separately metered shall be assessed to each Unit as a Common Expense, subject of the right of the Association to submeter and then separately charge for water and sewer services supplied to the Units as Service Charges.

(d) Each Unit shall be solely responsible for its own heating fuel.

(e) Each Unit is subject to a lien in favor of the Association for the unpaid Common Expenses, Limited Common Expenses, Service Charges and penalties, fines, interest and costs of collection including reasonable attorneys' fees, all as provided in the Condominium Act, the Declaration and the Bylaws.

(f) In any event no later than sixty (60) days after the first Unit is conveyed to third party purchaser for value, all Units owners including Declarant shall commence paying monthly common charges to the Association for all Units which have been legally created and submitted to the Condominium. Notwithstanding anything to the contrary anywhere else in this Declaration, no monthly common charge shall be due for any Unit which has not yet received a certificate of occupancy from the City of Biddeford, it being the intent that all the

monthly common charge shall be assessed beginning in the first full month after certificate of occupancy is issued.

(g) The cost of snowplowing and shoveling of front walkways and parking areas within any Limited Common Element shall be born by the Unit(s) benefited thereby. There are no snow plowing or shoveling costs which are Common Expenses, it being understood that each Unit shall exclusively maintain the Limited Common Elements associated therewith.

§7.3 Service Charges. To the extent the same are not separately metered, the Association shall have the express power to separately assess a Unit and the owner thereof as a "Service Charge" for services rendered to that Unit. Such Service Charge assessments shall constitute a lien on the Unit with the same status as a lien for Common Expense liability assessments under the Condominium Act, this Declaration and the Bylaws, which lien for service charges may be foreclosed in like manner as a mortgage on real estate. The recordation of this Declaration constitutes record notice of the lien. Service Charges shall include without limitation:

(a) If a Unit Owner, members of his family, guests or tenants requests the Association or its agent to perform repair and maintenance work on his Unit, or damages the Common Elements or safety systems or fails to perform maintenance and repair work required, the expense thereof as determined by the Board of Directors or its designee may be assessed as a Service Charge.

(b) Fees, if any, which may be established by the Board of Directors for the use and maintenance of water, sewer and/or other utility services and equipment (any of which is not directly metered to a specific Unit). Likewise, water and sewage services if supplied to each Unit may be measured separately by such methods and systems established by the Board of Directors in their discretion, or as exist as of the date of this Declaration. The expense of public utility charges for water and sewer services, and of associated equipment maintenance and repair and reasonable reserve allowances may be calculated by the Board of Directors in their discretion and assessed monthly as a service charge to each Unit. For budgeting and working capital purposes, the Board of Directors may charge Unit Owners monthly in advance for such expenses based on its reasonable estimate thereof, subject, however, to such periodic reconciliation as the Board in its discretion may deem appropriate based on the measuring system adopted by the Board. At the election of the Board of Directors, the expense of capital improvements, major repairs or renovations to the water and sewer services for the Common Elements may be assessed as a common expense or as a service charge at the election of the Board of Directors.

(c) Insurance premiums for permanent improvements to Units installed by Unit Owners and insured by the request of the Unit Owner with the Association's hazard insurance carrier.

§7.4 Payment of and Lien for Assessments, Service Charges, Fines, Etc.

(a) Each Unit Owner shall pay to the Association or its designee the following amounts: (i) on the first day of each month or on such other date that the Board of Directors

may determine, one-twelfth (1/12th) of the common charges for Common Expenses including Limited Common Expenses, and Service Charges and revised Common Expenses including revised Limited Common Expenses, assessed against his Unit; (ii) all special assessments and any other sums duly levied against the Unit pursuant to this Declaration, the Bylaws, the Rules and Regulations or the Condominium Act which are assessed against Unit Owners; and (iii) fines, penalties and fees as provided by this Declaration, the Bylaws or the Condominium Act, all interest and late charges and legal fees and other costs of collection thereof.

If for any reason the Association shall revise its annual budget and as a result the Common Expenses or Limited Common Expenses are increased, then commencing on the next day assessments are due each Unit Owner shall pay to the Association or its authorized representative such revised annual Common Expenses, including Limited Common Expenses, assessed against his Unit.

(b) The total annual assessment levied against each Unit for Common Expenses, Limited Common Expenses, Service Charges, any special assessment, other sums duly levied against the Unit pursuant to this Declaration, the Bylaws, the Rules and Regulations, or the Act, all interest and late charges, all legal fees and other costs of collection thereof, and all fines, penalties and fees as provided in this Declaration or the Bylaws: (i) shall constitute the personal liability of the Owner of the Unit so assessed; and (ii) shall, until fully paid, constitute a lien against the Unit in favor of the Association as provided in Section 1603-116 of the Condominium Act.

Such lien is prior to all other liens and encumbrances on a Unit except (a) liens and encumbrances recorded before the recordation of this Declaration, (b) a first priority mortgage recorded before or after the date on which the assessment sought to be enforced becomes delinquent, and (c) statutory liens for real estate taxes and other governmental assessments or charges against the Units; provided, however, that such lien is not subject to the provisions of 14 M.R.S.A. Section 4651 and 18-A M.R.S.A. Section 2-201, *et seq.*, as they or their equivalents may be amended or modified from time to time.

If any assessment is payable in installments, upon a default by such Unit Owner in the timely payment of any two (2) installments in any fiscal year, the maturity of the remaining total of the unpaid installments may be accelerated at the option of the Board of Directors, and the entire balance of the assessment may be declared due and payable in full.

(c) The lien for assessments described in subparagraph (b) may be enforced and foreclosed by the Association in like manner as a mortgage on real estate as provided in the Condominium Act, or by any other means presently or hereafter provided by law or in equity. A suit to recover a money judgment for unpaid assessments, interest, fines, penalties, and costs of collection may be maintained against the Unit Owner personally without foreclosing or waiving the lien securing such assessments, and a foreclosure may be maintained notwithstanding the pendency of any suit to recover a money judgment.

(d) Upon a default in the payment of any amount due the Association or a violation of any provision of the Condominium Act, this Declaration, the Bylaws, or the Rules and Regulations of the Association, which violation continues after reasonable notice from the

Association to the Unit Owner, then that Unit and its occupants may be excluded from the use and enjoyment of any and all of the Common Elements not essential to access to the Unit, in addition to all other remedies available to the Board of Directors.

§7.5 Liability. Multiple owners of a Unit shall each be jointly and severally liable for all Common Expenses, Limited Common Expenses, special assessments, Service Charges, interest, fees, penalties and costs of collection. A grantee shall not be prevented from exercising any right to recover from the grantor such amounts paid for those assessments, common charges, etc. arising prior to the conveyance. A grantee or proposed purchaser for a Unit under a purchase and sale contract may obtain a statement from the Association setting forth the amount of unpaid common charges, assessments and service charges, late fees, interest and costs of collection against the Unit and such other items required by the Condominium Act, upon payment of such fee as may be established from time to time by the Board of Directors. The grantee shall not be liable for, and the Unit conveyed shall not be subject to a lien for any unpaid amounts due from the grantor before the statement date in excess of the amount set forth in the statement except interest, late fees and costs of collection accruing thereafter.

§7.6 Budget. The proposed budget adopted by the Association's Board of Directors shall be adopted unless rejected by a two-thirds (2/3) vote of all Unit Owners.

§7.7 Working Capital Fund. The Board of Directors may establish a segregated working capital fund for the Association equal to one year of condominium dues (as estimated by the Declarant or as thereafter established by the Association) per declared Unit, to be paid by each Unit purchaser at the initial transfer of title by the Declarant to the purchaser and shall be paid to the Association, and again at each subsequent sale or transfer of the Unit (excluding transfers to trusts or entities for estate planning purposes). Such fund shall be held in a segregated account, owned by and in the name of the Association, established at a Maine financial institution insured by the Federal Deposit Insurance Corporation or other equivalent federally sponsored insurance. No purchaser shall be entitled to a refund of such monies from the Association upon any subsequent transfer of a Unit.

ARTICLE 8 MAINTENANCE AND USE

§8.1 General Maintenance Responsibilities. The Units and Common Elements shall be maintained and repaired by each Unit Owner and the Association in accordance with the provisions of Section 1603-107(a) of the Condominium Act.

§8.2 Maintenance of Common Elements. Generally, the Association shall be responsible for the maintenance, repair and replacement of the Common Elements, including but not limited to snowplowing, stormwater treatment and conveyance systems, and trash pickup (unless provided by the municipality). If such repair or replacement of the Common Elements shall be necessitated by the negligence, neglect or misconduct of fewer than all of the Unit Owners, then in such case the cost shall be assessed to the Unit Owners responsible as a Service Charge.

To the extent not maintained by the Association, the Unit Owners shall maintain all backyard (or, as the case may be, side yard) grass and any back backyard gardens or garden beds. All Unit-maintained landscaping shall be maintained in a neat and orderly condition including regular fertilizing, irrigation and other garden management practice necessary to promote healthy, weed-free environment. Any weeds shall be removed and any diseased or dead lawn, trees, ground cover or shrubbery shall be removed and replaced. All lawn areas shall be neatly mowed, and trees and shrubs shall be neatly trimmed. For clarity, all landscaping not otherwise maintained by the Association, shall be maintained and cared for by the Unit Owner in a manner consistent with the standards of design and quality as established by the Association from time to time. All landscaping shall be maintained in a neat and orderly condition. Any weeds shall be removed. If, after reasonable notice, such Unit Owner fails to maintain the yard, garden and/or lawn appurtenant to the Unit in accordance with the standards set forth herein, the Bylaws and the Rules and Regulations as may be adopted by the Association from time to time, the Association may perform the required maintenance and charge the cost thereof to the Unit Owner as a Common Expense against such Unit. Invasive shrubbery and plantings are expressly prohibited, it being understood that the Association, considering advice from the property manager or landscaper.

§8.3 Maintenance of Limited Common Elements. The Association may assess Limited Common Expenses applicable to particular Unit(s) to such Unit(s) if the item giving rise to the expense shall be uniquely for the benefit of such Unit(s) only. If such repair or replacement of the Limited Common Elements shall be necessitated by the negligence, neglect or misconduct of fewer than all of the Unit Owners, in which case such cost shall be assessed to the Unit Owners responsible as a Service Charge.

§8.4 Maintenance of Unit/Repair Responsibility. Each Unit Owner shall keep and maintain her or his Unit and any associated Limited Common Element, and its equipment, appliances and appurtenances in good order, condition and repair and in a clean and sanitary condition, whether such maintenance and repair shall be structural or non-structural. Each Unit Owner shall do all redecorating, painting and varnishing which at any time may be necessary to maintain the good appearance and condition of such Unit. The Unit Owner shall maintain the interior and exterior surface of windows in the Unit, including periodic washing. No Unit Owner shall deposit any trash, dirt, debris or other substance from the Unit onto the Common Elements or Limited Common Elements, except in designated trash disposal areas. If, after reasonable notice, the owner of a Unit fails to maintain the Unit or its appurtenant Limited Common Elements, or if the Unit Owner causes undue wear to Limited Common Elements maintained at the association's expense, the Association may at its discretion demand repair be made or perform the required maintenance and charge the cost thereof to the Unit Owner, or the Association may institute legal proceedings to enforce compliance or may take any and all other lawful actions to remedy such violation. Any expenses incurred by the Association in performing work within the Unit or the Limited Common Elements as authorized by this Declaration shall be charged to the Unit Owner, together with reasonable attorneys' fees and other expenses of collection, if any.

Each Unit Owner shall be responsible for all damage to any other Units or to the Limited Common Elements or to the Common Elements resulting from her or his failure or negligence to make any of the repairs required by this Article. Each Unit Owner shall perform its responsibility in such manner as shall not unreasonably disturb or interfere with

the other Unit Owners. Each Unit Owner shall promptly report to the Board of Directors or the managing agent any defect or need for repairs for which the Association is responsible.

To the extent that any damage to a Unit is covered by the Association's insurance, the Unit Owner shall be responsible for (i) payment of the insurance deductible, if any (or such other amount established by the Rules and Regulations) and for (ii) uninsured damage to any Limited Common Element or Common Element for which the Unit Owner is otherwise responsible due to the fault or negligence of the Owner.

§8.5 Liability of Owner. Each Unit Owner shall be liable, and the Association shall have a lien against his Unit for, all costs of maintaining, repairing or replacing any portion of another Unit or of the Common Elements including Limited Common Elements to the extent that such costs are caused by or attributable to such Unit Owner's act, neglect or carelessness or by that of such Unit Owner's guests, employees, agents, lessees, invitees, or their pets. The Association shall have the right to repair any damage so caused, to cure or correct the cause of the damage and to maintain or replace such damaged Unit or Common Element to the extent the Association deems necessary and appropriate. Such liability shall include any increase in insurance rates occasioned by uses, misuse, occupancy, or abandonment of any Unit or its appurtenances. Nothing herein contained, however, shall be construed to modify any waiver by insurance companies of rights or subrogation against such Unit Owner.

§8.6 Use and Occupancy Restrictions on Units. Each Unit shall be occupied and used subject to the following restrictions:

(a) Single Family Residential Use. No Unit shall be used or occupied for any purpose other than for single family residential purposes, provided, however, that an occupant of a Unit may conduct business activities within the confines of such Unit so long as no signs are displayed, the Unit is not used for meeting with customers or third parties, and there is no noticeable increase in deliveries. Provided however that nothing in this Declaration or the Bylaws shall be construed to prohibit the Declarant from exercising any easements and Special Declarant Rights reserved by the Declarant, including without limitation promotional, marketing or display purposes, sales of Units and for customer service purposes, or from leasing Units owned by Declarant as provided in this Declaration.

(b) Insurance. No activities shall be carried on or materials used or kept in any Unit or any in the Common Elements (exclusive of the Units and Limited Common Elements) that will materially increase the rate of insurance for the Property, or any part thereof without the prior written consent of the Board of Directors. No Unit Owner shall permit anything to be done or kept in his Unit or in the Common Elements which will result in the cancellation of insurance on the property, or any part thereof or which would be in violation of any law, regulation or administrative ruling. No waste may be committed on or to the Common Elements.

(c) Nuisance/Hazard. No Unit shall be used so as to create a nuisance or an unreasonable interference with the peaceful possession or proper use of any other Unit or the Common Elements. No owner or occupant of any Unit shall carry on, or permit to be carried on, any practice which unreasonably interferes with the quiet enjoyment and proper use of

another Unit or the Common Elements by the Owner or occupant of any other Unit, or which creates or results in a hazard on the Property. Current occupancy and use of Units 2 and 3 as a restaurant and wine bar shall not constitute a nuisance or hazard hereunder, it being understood that the purchaser of Unit 1 consents to such uses as reasonable and shall not challenge or claim nuisance or hazard as a result of such continued use of Units 2 and 3.

(d) Pets and Animals. Except for household pets permitted below, the maintenance, keeping, boarding and/or raising of animals, including without limitation laboratory animals, livestock, fowl, poultry, birds, arachnids or reptiles of any kind, regardless of number, is prohibited within any Unit or upon the Limited Common Elements, or Common Elements. A Unit Owner may keep within such Unit dogs, cats and other ordinary household pets in a Unit subject to the Rules and Regulations as established from time to time by the Board of Directors (or as otherwise set forth in the Bylaws). In any event all pets and animals shall be restrained so as not to become noisome, bothersome or offensive to other persons, as determined by the Board of Directors. Pet owners shall promptly clean up the droppings left by their pets. Pet owners shall be responsible for any damage caused by their pets.

The Association shall have the power to further regulate the keeping of pets and animals under the Bylaws or Rules and Regulations of the Association as promulgated or amended from time to time. Upon notice and opportunity to be heard, the Board of Directors may expel any offending pets and animals from the Property.

In addition to the foregoing, any pet-related activity which is in violation of the City of Biddeford animal control ordinances, as amended from time to time, shall be a violation of this Declaration by the Unit Owner.

(e) Fire Safety and Noise Control. No person shall impair not remove the any acoustical, sound-deadening, or fire-resistant material from the walls, floors or ceilings of a Unit without replacing the same with materials of equal or greater such qualities.

(f) Trash. Trash, garbage and other waste shall be kept only in sanitary containers and shall be disposed of in such manner as may be prescribed in Rules and Regulations established by the Board of Directors. No articles of personal property belonging to any Unit Owner shall be stored in any portion of the Common Elements.

(g) Electrical. No Unit Owner shall overload the electrical wiring in the Condominium. No Unit Owner shall operate any machinery, appliances, accessories or equipment in such a manner as to cause, in the judgment of the Board of Directors, as appropriate, an unreasonable disturbance or make any alterations, repairs or modifications to or connection with the electrical or plumbing systems without the prior written consent of the Board of Directors, as appropriate. Additional major appliances may not be installed in a Unit without the prior written consent of the Board of Directors.

(h) Governmental Requirements. All Unit Owners, their guests and invitees shall comply with and conform to all applicable laws and regulations of the State of Maine, and all ordinances, rules and regulations of the City of Biddeford. The violating Unit Owner shall hold the Association and other Unit Owners harmless from all fines, penalties, costs and prosecutions for the violation thereof or noncompliance therewith.

§8.7 Use of Common Elements. Subject to this Condominium Documents as amended from time to time, each Unit Owner, occupant, tenant, guest, visitor and invitee may use the Common Elements in common with all other Unit Owners and their occupants, tenants, guests, visitors and invitees, in accordance with the single family residential purposes for which they are intended, without hindering or encroaching upon the lawful rights of the other Unit Owners, upon the following terms:

(a) Motor Vehicles and Parking. Only passenger vehicles and trucks with a gross vehicle weight of less than 8,000 pounds may be kept or stored on the Property, and such vehicles must be in operable condition and fully licensed for operation on public highways. No motorized vehicles shall be used on the Property, except within the parking areas and on the streets as shown on the Condominium Plat.

No inoperable vehicles, nor any boats, recreational vehicles, snowmobiles, terrain vehicles or other vehicles or recreational equipment, trailers, or similar items may be kept or parked on the Property except within a fully enclosed garage forming a part of the Unit. No snowmobiles, all-terrain vehicles or similar items may be operated on the Property.

Motor vehicles may be parked only in the parking spaces adjacent to each Unit designated in those portions of the Common Elements designated from time to time by the Board of Directors for parking. No parking shall be permitted in areas posted against parking by the Board of Directors, and no overnight parking shall be permitted in the shared driveway. No parking is permitted in the turn around areas. Other than as the Board of Directors may permit from time to time, any Common Elements designated as spaces for parking shall be used by the Unit Owners on “first come, first served” basis. No unattended vehicle shall be left in such a manner as to impede the passage of traffic or to impair access to driveway or parking areas.

The Board of Directors may adopt such Rules and Regulations as it deems necessary or appropriate to further regulate parking.

(b) Exterior Alterations. Except with the written consent of the Board of Directors or as otherwise expressly provided in this Declaration, no person shall (i) construct or maintain any antennas, dishes, wires, cables, fences, decks, steps, signs, canopies, clotheslines or other structures, nor (ii) plant, trim, cut or remove vegetation, trees or shrubs, nor (iii) materially alter the grading or landscaping, nor (iv) do any other thing which affects the appearance from the exterior of the Common Elements.

The Board of Directors may in its discretion designate areas in which Unit Owners may plant flowers and annuals based on plans specifically approved by the Board and subject to the obligation of the Unit Owner to maintain such items in good condition and repair, failing which they may be removed by the Association at the Unit Owner’s expense.

(c) Signs. No signs of any character shall be erected, posted or displayed from any Unit or Common Element without the prior written approval of the Board of Directors, except for such signs as may be posted by the Declarant for the promotional or marketing purposes as permitted herein or as permitted by the Condominium Documents. The Board of Directors

shall have sole authority to erect the exterior sign or signs authorized by the City of Biddeford. The Board of Directors may also erect or authorize directional and identifying sign(s) listing the name and location of each occupant of the Units.

(d) Obstruction/Storage. No Unit Owner shall obstruct any of the Common Elements nor shall any Unit Owner place or store anything on any of the Common Elements except those areas designated for parking by the Condominium Documents or as permitted by the Board of Directors.

(e) Responsibility. Neither the Board of Directors, the Association, any Unit Owner, nor the Declarant shall be considered a bailee of any personal property stored on the Common Elements (including vehicles parked on the Common Elements), whether or not exclusive possession of the particular area is given to a Unit Owner for storage or parking purposes. None of them shall be responsible for the security of such personal property or for any loss or damage thereto, whether or not due to negligence, except to the extent covered by insurance in excess of any applicable deductible.

§8.8 Leasing. The Bylaws may restrict and regulate leasing of Units.

ARTICLE 9 EASEMENTS

§9.1 Utilities, Pipes and Conduits. Each Owner shall have an easement, in common with all other Unit Owners, to use all pipes, wires, ducts, cables, conduits, public utility lines and other Common Easements serving his Unit and located in any of the other Units (it being understood that no such rights exist to the extent that a Unit is not served by pipes, wires, ducts, cables, conduits, or public utility lines not benefiting such Unit. Each Unit shall be subject to an easement in favor of other Unit Owners to use the pipes, ducts, cables, wires, conduits, public utility lines and other Common Elements serving such other Units and located in such Unit. The Association shall have the right to grant to third parties additional permits, licenses and easements over and through the Common Elements for utilities, ways, and other purposes reasonably necessary or useful for the proper maintenance and operation of the Condominium.

§9.2 Access. Subject to the terms of this Declaration, the Bylaws and the Rules and Regulations, each Unit Owner shall have an easement in common with all other Unit Owners to use the Common Elements as a means of access to and from his Unit.

§9.3 Association and Board of Directors Access. The Association and its officers and directors and such persons as may be authorized by the Board of Directors shall have the right of access to each Unit, as provided in Section 1603-107(a) of the Condominium Act for the inspection, maintenance, repair or replacement of the Common Elements and Limited Common Elements located in the Unit or accessible from the Unit or for making any addition or improvements thereto; or to make repairs to any Unit, the Common Elements or the Limited Common Elements if such repairs are reasonably necessary for public safety or to prevent damage to any other Unit, the Common Elements or the Limited Common Elements; or to abate any violation of law, orders, rules or regulations of the Association or of any governmental authorities having jurisdiction thereof. In case of an emergency, such right of

entry shall be immediate whether or not the Unit Owner is present at the time. Upon request of the Association, each Unit Owner shall provide the Association with a copy of each key to the Unit.

§9.4 Encroachments. Each Unit and the Common Elements, as applicably, are subject to an easement for structural and lateral support in favor of every other Unit. If any portion of the Common Elements or Limited Common Elements hereafter encroach upon any Unit, or if any Unit hereafter encroaches upon any other Unit or upon any portion of the Common Elements or Limited Common Elements, as a result of settling or shifting of any building in which they are located, other than as a result of the willful or negligent act or omission of the owner of the encroaching Unit or of the Association in the case of encroachments by the Common Elements or Limited Common Elements, then a valid easement for the encroachment and for the maintenance of the same shall exist. In the event that a building is partially destroyed as a result of fire or other casualty or as a result of a taking by eminent domain or by deed in lieu of condemnation and is subsequently rebuilt, encroachments due to such rebuilding shall be permitted, and valid easements appurtenant thereto shall exist.

§9.5 Ancillary Easements through Common Elements. The Common Elements (including, but not limited to, the Limited Common Elements) adjacent to a Unit are subject to the following easements in favor of the adjacent Unit for the installation, repair, maintenance, use, removal and/or replacement of pipes, ducts, heating and air conditioning systems, electrical, cable television, telephone and other communication wiring and cables and all other utility lines and conduits which are a part of or serve any Unit and which pass across or through a portion of the Common Elements.

ARTICLE 10

RIGHTS OF MORTGAGE LENDERS ON UNITS

§10.1 Right to Mortgage. Each Unit Owner shall have the right to mortgage or encumber his own respective Unit together with its appurtenant Allocated Interests. Except as provided by Section 1603-112 of the Condominium Act, a Unit Owner may not mortgage or encumber the Common Elements in any manner except as a component of the Allocated Interests appurtenant to his Unit.

§10.2 Identification of Mortgagee. A Unit Owner who mortgages his or her Unit after the date hereof shall notify the Board of Directors in writing of the name and address of his Mortgagee(s).

§10.3 Mortgage Foreclosure and Dispositions. Any holder of a first mortgage covering a Unit which obtains title to the Unit pursuant to a foreclosure or other exercise of the remedies provided in the Mortgage or through deed in lieu of foreclosure after written notice of default which deed identifies the circumstances classifying it as such a deed shall take title to the Unit with its appurtenant Allocated Interests, free of any claims for unpaid assessments for Common Expenses, Service Charges, late fees, interest and costs levied against such Unit which accrued prior to the acquisition of title to such Unit by the Mortgagee, other than the proportionate share of the Common Expenses which become due and payable from and after the date on which the Mortgagee shall acquire title to the Unit through a completed foreclosure or deed in lieu of foreclosure.

In the event the Association adopts any right of first refusal or purchase option arising in the event of the sale or transfer of a Unit, it shall not impair the right of an institutional mortgage lender to foreclose its mortgage, to accept a deed in lieu of foreclosure after written notice of default which deed identifies the circumstances classifying it as such a deed, or to dispose or lease a Unit so acquired.

§10.4 Eligible Mortgage Holder. “Eligible Mortgage Holder” means the holder of record of a recorded first Mortgage encumbering a Unit (a “Mortgage”) which has delivered written notice to the Association, by prepaid United States Mail, return receipt requested, or by delivery in hand securing a receipt therefore, stating: (a) the name and address of the holder of the Mortgage, (2) the name and address of the owner of the Unit encumbered by such Mortgage, (3) the identifying number of such Unit, and (4) containing a statement that such Mortgage is a recorded first mortgage. The Secretary or manager of the Association shall maintain such information.

Eligible Mortgage Holders shall have all rights specified in the Condominium Act. Furthermore, after the filing of the request by an Eligible Mortgage Holder, the Board shall cause notice to be sent to the Eligible Mortgage Holders (and any insurers or guarantors of such mortgages identified in the request) of any one or more of the following events affecting the mortgaged Unit(s), if so requested.

(a) Default in the payment of Common Charges, Assessments, Service Charges, or other amounts due the Association which continues for sixty (60) days or as required by the Condominium Act;

(b) Default or violation of the Condominium Documents, or any proceedings by the Association relating thereto;

(c) The expiration, cancellation or material modification of insurance required to be maintained under the Declaration or Bylaws of the Association;

(d) A material amendment to the Declaration requiring the consent of Eligible Mortgage Holders;

(e) Termination of the Condominium pursuant to Section 1602-118 of the Condominium Act;

(f) Change in the Allocated Interests of a Unit, voting rights, a change in Unit boundaries or the subdivision of a Unit;

(g) The merger or consolidation of the Condominium with another condominium;

(h) The conveyance or subjection to a security interest of any portion of the Common Elements;

(i) The lapse, cancellation or material modification of any insurance policy maintained

by the Association or any use of any hazard insurance proceeds other than for repair or restoration of the Property; and

- (j) Such other events specified in the Condominium Act.

If in said request to the Association forwarded by an Eligible Mortgage Holder the mortgage is identified as being subject to the requirements of the Federal Home Loan Mortgage Corporation, the Federal National Mortgage Association, the Veterans' Administration, the Federal Housing Administration or other recognized institutional mortgage programs, then the Association shall maintain such hazard and other insurance policies and coverage required under said mortgage programs and identified in said notice from the institutional mortgage holder, to the extent such insurance is available to the Association.

§10.5 Mortgagee Approval Rights. For a material amendment to the Declaration or any of the actions specified below but subject in any event to the provisions of the Condominium Act, approval must be obtained from Eligible Mortgage Holders representing in the aggregate at least fifty-one percent (51%) of the votes of Units subject to mortgages held by Eligible Mortgage Holders. An amendment affecting any of the following is considered material:

- (a) Voting rights in the Association;
- (b) Change in percentage liability for common expenses, assessment liens for common expenses, priority of assessment liens, or the subordination of assessment liens, or increases in the assessments of more than twenty-five percent (25%) over the prior year,
- (c) Reduction in reserves for maintenance, repair and replacement of Common Elements;
- (d) Responsibility for maintenance and repairs;
- (e) Reallocation of pro rata interests in the Common Elements, the Limited Common Element or rights to their use;
- (f) Alteration of the definitions of the boundaries of any Unit, including the partition or subdivision of a Unit;
- (g) Convertibility of Units into Common Elements or vice versa;
- (h) Expansion or contraction of the Condominium, or the addition, annexation or withdrawal of property to or from the Condominium;
- (i) Hazard insurance or fidelity bond requirements;
- (j) Imposition of any restrictions on the leasing of Units;
- (k) Imposition of any restrictions on a Unit Owner's right to sell or transfer his or her Unit;

(l) Restoration or repair of the Property (after damage or destruction, or partial taking by eminent domain or condemnation) in a manner other than that specified in the Declaration;

(m) Any action to terminate the Condominium after substantial damage destruction or condemnation occurs;

(n) Any provisions of this Article and any other provision of this Declaration expressly benefits mortgage holders, insurers or guarantors; or

(o) Any provisions of this Article.

When Unit Owners are considering termination of the Condominium for reasons other than substantial damage, destruction or taking by eminent domain of the Condominium, the Eligible Mortgage Holders representing at least Sixty-Seven percent (67%) of the votes of Units subject to mortgages held by Eligible Holders must agree.

Approval shall be presumed when an Eligible Mortgage Holder is sent a written request for approval of a proposed amendment by registered or certified mail, return receipt requested, and then fails to submit a response within thirty (30) calendar days after the notice is received.

§10.6 Mortgagee Priority. No provision of the Condominium Documents shall be deemed or construed to give a Unit Owner, or any other person, priority over the rights of any Eligible Mortgage Holder under its mortgage in the case of a distribution of insurance proceeds or condemnation awards for losses to or taking of Units, Common Elements, or both.

§10.7 Records. An Eligible Mortgage Holder may examine the books, records and accounts of the Association at reasonable times. The Association shall maintain current copies of this Declaration, the Association's articles of incorporation, Bylaws, and other Rules and Regulations concerning the Condominium as well as its own books, records, and financial statements available for inspection by Unit Owners or by any Eligible Mortgage Holder, insurers, and guarantors of first mortgages that are secured by Units available during normal business hours. Upon written request, any Eligible Mortgage Holder may obtain an audited statement of the Association's fiscal affairs prepared by an independent certified public accountant once the Condominium has been established for a full fiscal year, which preparation shall be prepared at the Eligible Mortgage Holder's expense.

ARTICLE 11 INSURANCE

§11.1 General. No later than the date of the first conveyance of a Unit to a person other than the Declarant, the Association, shall obtain and maintain as a Common Expense, the policies of insurance described below to the extent such policies shall be reasonably available. If such insurance is not maintained, then the Association shall give written notice thereof to the Unit Owners and the Eligible Mortgage Holders. To the extent that such insurance subsequently becomes unavailable, the Association shall obtain as a substitution

the most comparable insurance available. The Board of Directors is hereby irrevocably appointed as attorney-in-fact for each Unit Owner and for each Mortgagee and Eligible Mortgage Holder and for each owner of any other interest in the Property, for purchasing and maintaining the insurance, for the collection and disposition of any insurance, including distribution pursuant to Section 1603-113(c) of the Condominium Act, for the negotiation of losses and execution of releases of liability, and for the execution of all documents, and performance of all other acts necessary to accomplish these purposes.

§11.2 Property and Casualty Insurance for Units and Common Elements. The Association shall obtain and maintain in effect an “all-risk” fire and casualty insurance policy covering the Property with extended coverage, vandalism, malicious mischief windstorm, debris removal, cost of demolition and water damage endorsements, issued by an insurance company authorized to do business in the State of Maine (which company shall also meet the ratings requirements of the Federal National Mortgage Association), insuring as a single entity the entire Property including the Common Elements, the Limited Common Elements Units, and the fixtures, supplies and common personal property belonging to the Association, excepting the land, foundations, excavations, and other similar items customarily excluded from property insurance policies and also excepting furniture, furnishings or other personal property supplied or installed by Unit Owners. The policy shall cover the interests of and name as insureds the Association, the Board of Directors, and all Unit Owners and their Mortgagees as their insurable interests may appear.

Such blanket or master insurance policy shall be in an amount equal to one hundred percent (100%) of the then current full replacement cost of the insured Property (exclusive of the land, excavations, foundations and other similar items customarily excluded from such coverage), without deduction for depreciation, together with coverage for the payment of common expenses with respect to damaged Units during the period of reconstruction. Such insurance policy may, at the option of the Board of Directors, contain such deductible as the Board of Directors shall reasonably deem appropriate but not to exceed the lesser of \$10,000 or one (1) percent of the policy’s face amount. Unless otherwise established by the Board of Directors from time to time, a Unit Owner shall pay the expense of repair of damage to his Unit in the initial deductible amount of \$250 (as such greater amount as may be revised by the Rules and Regulations adopted by the Board of Directors from time to time) not covered by the insurance; the Association shall not be responsible for the costs of repair of damage to the Unit in the amount of the Unit Owner’s insurance deductible. Such casualty insurance policy shall also include the following provisions:

(a) The following endorsements or their equivalent: (i) “no control,” meaning that coverage shall not be prejudiced by any act or neglect of any occupant or Unit Owner or their agents, when such act or neglect is not within the control of the insured, or the Unit Owners collectively, not by any failure of the insured, or the Unit Owners collectively, to comply with any warranty or condition with regard to any portion of the Condominium over which the insured, or the Unit Owners collectively, have no control; (ii) “Construction Code Endorsement” or “increased cost of construction,” (iii) “agreed amount” or elimination of co-insurance clause; and (iv) “inflation guard,” when it can be obtained.

(b) That any “no other insurance” clause shall expressly exclude individual Unit Owners’ policies from its operation, so that the physical damage policy purchased by the

Board of Directors shall be deemed primary coverage and any individual Unit Owners' policies shall be deemed excess coverage, and in no event shall the insurance coverage obtained and maintained by the Board of Directors hereunder provide for or be brought into contribution with insurance purchased by individual Unit Owners or their Mortgagees;

(c) The recognition of any Insurance Trust Agreement whereby the Board of Directors may designate in writing an Insurance Trustee to hold any insurance proceeds in trust for disbursement, as provided in Section 11.3 below; and

(d) A standard "mortgagee clause" which shall: (i) provide that any reference to a mortgagee in such policy shall mean and include all holders of mortgages of any Unit, in their respective order and preference, whether or not named therein; (ii) provide that such insurance as to the interest of any mortgagee shall not be invalidated by any act or neglect of the Association or owners or any persons under any of them; and (iii) waive any provision invalidating such mortgagee clauses by reason of the failure of any mortgagee to notify the insurer of any hazardous use or vacancy, and requirement that the mortgagee pay any premium thereon, and any contribution clause.

§11.3 Casualty Losses, Adjustment and Payment; Insurance Trustee. Any loss covered by the insurance policy described in Section 11.2 above shall be adjusted with the Association acting through its Board of Directors, but the insurance proceeds shall be payable to the Insurance Trustee designated for that purpose, if any, as provided in the Condominium Act and otherwise to the Association, and not to any Mortgagee.

The Insurance Trustee or the Association as applicable shall hold any insurance proceeds in trust for Unit Owners, Mortgagees and other lien holders as their interests may appear. The Board of Directors shall cause the Insurance Trustee or the Association to obtain a surety bond in one hundred percent (100%) of the amount of the insurance proceeds for the faithful performance of the duties as insurance trustee before it shall be entitled to receive such proceeds. Subject to the provisions of this Article, the Bylaws and Section 1603-113 (e) of the Condominium Act, the proceeds shall be disbursed first for the repair or restoration of the damage to the Property. Unit Owners, Mortgagees and other lien holders are not entitled to receive payment of any portion of the proceeds, unless either (i) there is a surplus of proceeds after the damaged Common Elements and Units have been repaired or restored, or (ii) the decision has been made not to repair or restore the damage as provided in Section 1603-113(h) of the Condominium Act, or (iii) the Condominium is terminated in whole or part.

§11.4 Liability Insurance. The Board of Directors shall obtain and maintain, as a Common Expense, comprehensive general public liability insurance (including medical payments insurance) and property damage insurance in such limits as the Board may from time to time determine, insuring each Board of Directors member, the managing agent, each Unit Owner and the Declarant against any liability to the public or to the Unit Owners (and their invitees, agents and employees) covering all occurrences commonly insured against for death, bodily injury or property damage, arising out of the maintenance, ownership or use of the Common Elements, and for any legal liability resulting from suits or actions related to employment contracts to which the Association is a party. Such insurance shall be issued on a comprehensive liability basis and shall contain: (a) a cross liability endorsement, under

which the rights of a named insured under the policy shall not be prejudiced with respect to his action against another named insured; (b) hired and non-owned vehicle coverage; (c) a “severability of interest endorsement, which shall preclude the insurer from denying liability to a Unit Owner because of negligent acts of the Association or of another Unit Owner; and (d) a broad form liability extension endorsement including “personal injury,” contractual liability, and other coverage commonly included in such broad form endorsement. The Board of Directors shall review such limits once each year, but in no event shall such insurance be less than one million dollars (\$1,000,000.00) covering all claims for bodily injury or property damage arising out of one occurrence.

§11.5 Additional Required Provisions. All insurance policies required to be carried by the Association under this Article shall in addition contain the following provisions or features:

(a) The insurer waives any right to claim by way of subrogation against the Declarant, the Association, the Board of Directors, the managing agent or the Unit Owners, and their respective agents, employees, guests and, in the case of the Unit Owners, the members of their households;

(b) The Declarant, so long as the Declarant shall own any Unit, shall be protected by all such policies as a Unit Owner;

(c) Each Unit Owner is an insured person under the policy with respect to liability arising out of the ownership of an undivided interest in the Common Elements or membership in the Association;

(d) The insurer waives its right to subrogation under the policy against any Unit Owner or members of his household;

(e) No act or omission by any Unit Owner, unless acting within the scope of his authority on behalf of the Association, will void the policy or be a condition to recovery under the policy; and

(f) If at the time of a loss under the Association’s policy, there is other insurance in the name of a Unit Owner covering the same risk covered by the policy, the Association’s policy provides primary insurance.

§11.6 Other Insurance. The Board of Directors shall obtain and maintain as a Common Expense:

(a) To the extent reasonably available, “directors and officers” liability insurance, to satisfy the indemnification obligations of the Association;

(b) Workers’ compensation insurance, if and to the extent necessary to meet the requirements of law;

(c) Flood insurance if any or all of the Property is located in a special flood hazard

area equal to the greater of one hundred percent (100%) of the insurable value of the Property or the maximum coverage available under the appropriate National Flood Insurance Administration program. A blanket or master policy shall be obtained which includes a maximum deductible of the lesser of \$5,000 or one percent (1.00%) of the policy face amount; and

(d) Such other insurance as the Board of Directors may determine, as may be requested by a majority of the Unit Owners, or as may be required by Federal National Mortgage Association Guidelines (including, without limitation, fidelity bond coverage).

§11.7 Memoranda and Cancellation. All insurers that shall issue an insurance policy or policies under this Article shall issue certificates or memoranda of insurance to the Association, and, upon request, to any Unit Owner or Mortgagee.

All such insurers issuing the policy may not cancel (including cancellation for non-payment of premium), substantially modify, or refuse to renew such policy or policies until twenty (20) days after notice of the proposed cancellation of non-renewal has been mailed to the Association, the managing agent, each Unit Owner and each Mortgagee to whom a certificate or memorandum of insurance has been issued at their respective last known addresses.

§11.8 Separate Insurance. Each Unit Owner shall, at his own expense, obtain insurance for its Unit and for its own benefit and to obtain insurance coverage upon its personal property and for his personal liability as well as upon any improvements made by it as to its Unit under coverage normally called “improvements and betterments coverage;” provided, however, that no Unit Owner shall be entitled to exercise his right to acquire or maintain such insurance coverage which would decrease the amount which the Association on behalf of all Unit Owners may realize under any insurance policy maintained by the Association, or to cause any insurance coverage maintained by the Association to be brought into contribution with insurance coverage obtained by a Unit Owner. All such Unit Owner’s policies shall contain waivers of subrogation.

At the request of the Association any Unit Owner who obtains an individual insurance policy covering any portion of the Condominium, other than improvements and betterments made by such Owner at his expense, and personal property belonging to such Owner, shall file a copy of such individual policy or policies with the Board of Directors within thirty (30) days after the purchase of such insurance. Such Unit Owner shall also promptly notify the Board of Directors in writing in the event such policy is canceled. Each Unit Owner shall notify the Board of Directors in writing of all structural improvements made by the Unit Owner to his Unit; provided, however, that this sentence shall not be construed as an authorization to Unit Owners to make structural improvements to Units otherwise than in accordance with this Declaration, the Bylaws and Rules and Regulations promulgated by the Board of Directors. Any premium increase caused by such improvements may be assessed to the Owner of the improved Unit. No Unit Owner shall be entitled to receive insurance proceeds for the repair, restoration or rebuilding of any such improvements not so reported to the Board of Directors, unless otherwise consented to by vote of the Board of Directors.

Notwithstanding any other provision of this Declaration, during the period a building

or other associated improvements are under construction prior to the creation of Units therein, the Declarant shall be responsible for procuring casualty insurance on the building and the proceeds of such insurance shall be the exclusive property of the Declarant and its mortgagee.

ARTICLE 12

DAMAGE OR DESTRUCTION

§12.1 Repair. Any portion of the Property (not allocated as a Unit or Limited Common Element) damaged or destroyed shall be repaired or replaced promptly by the Association unless:

- (a) The Condominium is terminated;
- (b) Repair or replacement would be illegal under any state or local health or safety statute or ordinance; or
- (c) One hundred percent (100%) in interest of the Unit Owners vote not to rebuild, including every owner of a Unit or limited common area which would not be rebuilt, and including the consent of the Eligible Mortgage Holders as required herein.

The cost of repair or replacement in excess of insurance proceeds and reserves or not covered by any deductible shall be a common expense, provided that Unit Owners shall be responsible for the insurance deductible for damage to their Units or such greater portion of the deductible established by the Rules and Regulations adopted from time to time by the Board of Directors.

§12.2 Application of Insurance Proceeds. If the entire Property is not completely repaired or replaced:

- (a) the insurance proceeds attributable to the damaged Units and Common Elements shall be used to restore the damaged areas to a condition compatible with the remainder of the Condominium;
- (b) the insurance proceeds attributable to Units which are not rebuilt, including without limitation the interest in the Common Elements and in Limited Common Element, shall be distributed to such Unit Owners and their mortgagees; and
- (c) the remainder of the proceeds shall be held in trust to be distributed to the Unit Owners and their mortgagees in accordance with the Condominium Act.

Any loss covered by such insurance shall be adjusted with the Association, which shall exclusively represent all Unit Owners in any proceedings, negotiations, settlements or agreements. The insurance proceeds shall be paid to the Association as trustee for the Unit Owners and lien holders as their interests may appear. Mortgagees' liens shall transfer in order of priority to the insurance proceeds. Notwithstanding the provisions of this Section, Article 13 of the Declaration governs the distribution of insurance proceeds if the Condominium is terminated. If the members vote not to rebuild any Unit, that Unit's

percentage interest in the Common Elements shall be automatically reallocated to the then remaining Units in proportion to their percentage interests prior to the reallocation, and the Association shall promptly prepare, execute and record an amendment to the Declaration reflecting the reallocation. Unless a Unit Owner has requested and received written confirmation from both the Association and the Association's hazard insurance carrier of optional insurance coverage for the owner's permanent improvements and betterments within the Unit, the Unit Owner shall be responsible for the expense of repair or replacement.

Notwithstanding any other provision of this Declaration, during the period a building is under construction prior to its creation as a Unit and the time the Unit commences paying common charges, the Declarant shall be responsible for procuring casualty insurance on the building and the proceeds of such insurance shall be the exclusive property of the Declarant and its mortgagee.

ARTICLE 13 TERMINATION OF CONDOMINIUM

§13.1 Termination. In accordance with Condominium Act, the Condominium may be terminated in whole or part with the agreement of the Owners of Units to which at least eighty percent (80%) of the Votes in the Association are allocated, and that percentage of Eligible Mortgage Holders required herein and the Condominium Act. Termination shall not bar the subsequent resubmission of the Property to the Condominium Act.

§13.2 Effect of Termination. Upon removal of the Property from the Condominium Act, the Unit Owners shall hold the Property and any proceeds thereof as tenants in common in accordance with the Condominium Act and subject to the Condominium Act with any mortgages or liens affecting a Unit to attach in order of priority against the resulting interest.

ARTICLE 14. EMINENT DOMAIN

§14.1 Acquisition of Unit(s). If a Unit is acquired by eminent domain, to the extent the award is paid to the Association or is controlled by this Declaration or the Association, the award shall be applied to compensate the Unit Owner and his mortgagee(s), if any, for the Unit and its percentage interest in the Common Elements, whether or not any Common Elements are acquired. Upon acquisition of the Unit, its Allocated Interests shall be automatically reallocated to the remaining Units in proportion to their respective Allocated Interests before the taking, and the Association shall promptly prepare, execute, and record an instrument reflecting the reallocations.

If part of a Unit is acquired by eminent domain, to the extent the award is paid to the Association or is controlled by this Declaration or the Association, the award shall be applied to compensate the Unit Owner and his mortgagee(s), if any, for the reduction in value of the Unit and its interest in the Common Elements, whether or not any Common Elements are acquired. Upon such acquisition, (i) that Unit's Allocated Interests shall be reduced in proportion to the reduction in the size of the Unit, and (ii) the portion of the allocated interest divested from the partially acquired Unit shall automatically be reallocated to that Unit and the remaining Units in proportion to their respective Allocated Interests, with the partially

acquired Unit participating in the reallocation on the basis of its reduced Allocated Interests provided however, that each Unit shall continue to have one vote to permit equality among Units.

§14.2 Acquisition of Common Elements. If part of the Common Elements are acquired by eminent domain, the Association shall be entitled to payment of the award, subject, however, to the Condominium Act; generally the portion of the award attributable to the Common Elements taken shall be distributed to the Unit Owners and their mortgagee(s) in accordance with the Condominium Act, unless the Association rebuilds or acquires comparable elements. Any portion of an award attributable to the acquisition of a Limited Common Elements or as may otherwise benefit the Condominium as determined by a Court of competent jurisdiction must be equally divided among the owners of the Units to which that Limited Common Element was allocated at the time of acquisition in proportion to their interests in the Common Elements.

§14.3 Rights of the Association and Mortgage Holders. In the event of a proposed acquisition by eminent domain, the Association shall have the right but not the obligation to act and to intervene on behalf of Unit Owners. Nothing contained in this Declaration, the Bylaws or any rule or regulation adopted by the Association, however, shall entitle any Unit Owner or other person to priority over a first mortgagee of a Unit pursuant to its mortgage instrument in the right to receive eminent domain awards for the taking of Units and/or Common Elements.

ARTICLE 15 AMENDMENTS

§15.1 General. Certain amendments to this Declaration may be made unilaterally by the Declarant in accordance with this Declaration and the Condominium Act. In addition, certain amendments may be unilaterally executed and recorded by the Association as described in Condominium Act Sections 1601-107, Eminent Domain, 1602-108(c), Allocation of Limited Common Elements, 1602-112(a), Relocation of Boundaries Between Adjoining Units, 1602-113, Subdivision of Units and 1602-117(a), Amendment of Declaration, and certain amendments to this Declaration may be made by certain U in Sections 1602-108(b), Reallocation of Limited Common Elements, 1602-112(a), Relocation of Boundaries Between Adjoining Units, 1602-113(b), Subdivision of Units, or 1602-118(b) of the Condominium Act.

Otherwise subject to the other provisions of this Declaration and of the Condominium Act, the Declaration and the accompanying Plats and the Plans may be amended as follows:

(a) Before Any Conveyance. Prior to the conveyance of any Unit by the Declarant to a third party purchaser (other than as security for an obligation), the Declarant shall have the right to unilaterally amend and re-amend this Declaration in any manner that the Declarant may deem appropriate.

(b) After First Conveyance. After the first conveyance of Unit by a Declarant to a third-party purchaser, the Declarant shall have the right to unilaterally amend and re-amend this Declaration in any manner permitted by the Condominium Act or state law.

(c) Development and Special Declarant Rights. Notwithstanding any other provision of this Declaration, the Declarant acting unilaterally may record amendments to this Declaration which result from the exercise of Development and Special Declarant Rights pursuant to this Declaration and/or the Act.

(d) Proposal and Notice. After the period of Declarant control, an amendment to the Declaration may be proposed by either the Board of Directors or by Unit Owners holding at least twenty-five percent (25%) of the votes in the Association. Notice of the subject matter of a proposed amendment, including the proposed text thereof, shall be included in the notice of any meeting in which a proposed amendment is to be considered, and such notice shall be given to all Unit Owners and all eligible Mortgage Holders.

(e) Approval. The amendment shall be adopted if it receives the affirmative vote or written consent of seventy-five percent (75%) or more of the total percentage in interest of all votes in the Association in all cases and such Eligible Mortgage Holders as may be required herein. Unit Owners and mortgagees may express their approval in writing or by proxy. Provided however that no amendment may change the uses to which a Unit may be put without the unanimous consent of the owners of Units affected. Except as specifically provided to the contrary in this Declaration or the Act, no amendment may alter the boundaries of a Unit, or the Allocated Interests allocated to a Unit without the unanimous consent of all affected owners.

(f) By Written Agreement. In the alternative, an amendment may be made by an agreement signed by the record Owners of Units to which are allocated one hundred percent (100%) of the Units in the manner required for the execution of a deed and acknowledged by at least one of them, together with any required approval by Eligible Mortgage Holders, and such amendment shall be effective when certified and recorded as provided below.

§15.2 Proviso; Consent of Declarant. No amendment of this Declaration shall make any change which would in any way affect any of the rights, privileges, powers and options of the Declarant, its successors or assigns, unless the Declarant shall approve such amendment.

§15.3 Notice, Execution and Recording. After each amendment to this Declaration adopted by the Association pursuant to this Article has been recorded, notice thereof shall be sent to all Unit Owners and to all Eligible Mortgage Holders, but failure to send such notices shall not affect the validity of such amendment. A certificate of each such amendment shall be executed and acknowledged by such officer(s) or director(s) of the Association designated for that purpose by the Bylaws. The amendment shall be effective when such certificate and copy of the Amendment are recorded.

§15.4 Notice and Challenge. No action to challenge the validity of an amendment to this Declaration adopted by the Association may be brought more than one (1) year after such amendment is recorded.

§15.5 Prohibited Amendments. Notwithstanding the above provisions no amendments are allowed that would violate municipal or state regulations or subdivision

approvals without consent of the municipality or state agency as appropriate. The municipality may enforce the provisions of this declaration to the extent municipal and state regulations or subdivision approvals are violated and the association fails to enforce the provisions within sixty (60) days after receipt of written demand by the municipality.

ARTICLE 16 GENERAL PROVISIONS

§16.1 Enforcement. The failure to comply with the terms of this Declaration, the Bylaws and the Rules and Regulations adopted pursuant thereto shall entitle the Association to (a) take court action, including without limitation suit for injunctive relief, and/or (b) take such further action as permitted under the Bylaws, and/or (c) enter the Unit or Common Elements in which such violation or breach exists and summarily to abate and cure the violation at the expense of the defaulting Unit Owner, and the Board of Directors shall not be deemed guilty in any manner of trespass when enforcing these terms. The exercise of any one remedy shall not preclude the exercise of other remedies provided by law, the Condominium Act, this Declaration or in the Bylaws. In any such enforcement action or proceeding the Association shall be entitled to recover the costs of the proceeding, including reasonable attorney's fees and costs, with interest.

The failure of the Board of Directors to enforce any covenant, restriction or other provision of the Condominium Act, the Bylaws or the Rules and Regulations adopted pursuant thereto, shall not constitute a waiver of the right to do so thereafter.

§16.2 Units Not Yet Separately Assessed. In the event that for any year real estate taxes are not separately taxed and assessed to each separate Unit Owner but are taxed on the Property as a whole, then each Unit Owner shall pay his proportionate share thereof in accordance with his respective Common Expense Liabilities.

§16.3 Conflict. If any provision of this Declaration, the Bylaws or the Rules and Regulations conflicts with any applicable laws, including, but not limited to, the Condominium Act, then the laws shall be deemed controlling; but the validity of the remainder of this Declaration, the Bylaws and Rules and Regulations, and the application of any such provision, section, clause, phrase, or word in other circumstances shall not be affected thereby.

§16.4 Severability. The invalidity of any provision of this Declaration shall not be deemed to impair or affect in any manner the validity, enforceability or effect of the remainder of this Declaration, and in such event, all of the other provisions of this Declaration shall continue in full force and effect as if such invalid provision had never been included herein.

§16.5 Waiver. No provision contained in this Declaration shall be deemed to have been abrogated or waived by reason of any failure to enforce the same irrespective of the number of violations or breaches which may occur.

§16.6 Captions. The headings in this Declaration are for purposes of reference only, and shall not limit or otherwise affect the meaning hereof. The table of contents is attached

to this Declaration for purposes of reference and convenience only, and shall neither limit nor otherwise affect the meaning of this Declaration. References in this Declaration to Articles, and Schedules without references to the document in which they are contained are references to this Declaration. Schedules are attached to and incorporated by reference into this Declaration.

§16.7 Gender, Number, Etc. The use of the singular number in this Declaration shall be deemed to include the plural, the plural the singular, and the use of any one gender shall be deemed applicable to all genders.

516.8 Power to Interpret. Any dispute or disagreement with any person other than the Declarant with respect to interpretation or application of this Declaration or the Bylaws or the Rules and Regulations shall be determined by the Board of Directors, which determination shall be final and binding on all parties.

§16.9 Disputes with Declarant and Arbitration. In any dispute between one or more Unit Owners and the Declarant regarding the Common Elements, the Board of Directors shall act for the Unit Owners, and any agreement with respect thereto by the Board of Directors shall be conclusive and binding upon the Unit Owners.

All claims, disputes and other matters in question between the Declarant, on the one hand, and the Association or any Unit Owner(s), on the other hand, arising out of or relating to a Unit, the Common Elements, the Limited Common Elements, this Declaration, the Bylaws, the Rules and Regulations, or the deed to any Unit or the breach thereof, or the course of dealing between any Unit Owner, the Association and the Declarant, except for claims which have been waived by the acceptance of a deed, shall be decided by arbitration in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association then obtaining unless the parties mutually agree otherwise in writing. This agreement to arbitrate shall be specifically enforceable under the prevailing arbitration law. The award rendered by the arbitrators shall be final, and judgment may be entered upon it in accordance applicable law in any court having jurisdiction thereof.

ARTICLE 17

NOTICES

§17.1 Notices.

(a) To Unit Owners. All notices, demands, bills and statements or other communications affecting the Condominium shall be given to Unit Owners by the Association in writing and shall be delivered in hand, delivered to the Unit, or sent by United States mail, postage prepaid. If such notification is of a default or lien, then it shall be sent by registered or certified United States mail, return receipt requested, postage prepaid, addressed to the Unit Owner at the address which the Unit Owner shall designate in writing and file with the Secretary of the Association, or if no such address is so designated, the address of the Unit of such Unit Owner who is the record owner thereof (as evidenced by the tax rolls of the City of Biddeford).

(b) Notice to the Association. All notices, demands, statements or other

communications affecting the condominium given by the Unit Owners to the Association shall be in writing, and shall be deemed to be delivered personally, securing a written receipt therefore, or sent by United States mail, postage prepaid, return receipt requested, addressed to the Association at the principal office of the managing agent, if any, and to the secretary of the Association at the Secretary's address.

(c) Notice to Eligible Mortgage Holder. All notices, demands, statements or other communications affecting the Condominium given by the Association to any Eligible Mortgage Holder shall be in writing and shall be delivered personally, securing a written receipt, or sent by United States mail, postage prepaid, addressed to the Eligible Mortgage Holder at the address identified pursuant to the notice given to the Association when it became an Eligible Mortgage Holder.

[SIGNATURE PAGE FOLLOWS]

WITNESS its hand and seal as of _____, 2025.

DIVERSACORP HOLDINGS, LLC

By: _____

Name:

Title:

Thereunto Duly Authorized

STATE OF MAINE

COUNTY OF _____, ss Date: _____

Personally appeared the above-named _____ in his/her said capacity and acknowledged the foregoing Declaration to be his/her free act and deed, and the free act and deed of said limited liability company, before me,

Notary Public / Attorney at Law

[Signature Page to Declaration]

Exhibit A	Legal Description of Land
Exhibit B	Allocated Interests
Exhibit C	Condominium Association Bylaws

Exhibit A
Legal Description of Property

[To be inserted].

Exhibit B
Allocated Interests

Each Unit (as declared herein or hereafter by Declarant) shall have one vote on all Association matters, regardless of the size of the dwelling space of such Unit.

Each Unit (whether declared hereunder or declared hereafter by amendment hereto) shall share pro rata in all Common Expenses of the association, except to the extent such costs or expenses are otherwise allocable to fewer than all Units under this Declaration or the Bylaws.

Exhibit C
Condominium Association Bylaws

BYLAWS OF [_____]
CONDOMINIUM ASSOCIATION

ARTICLE I.
CREATION AND APPLICATION

§1.01 Creation. This corporation is organized under the Maine Nonprofit Corporation Act in connection with the submission of the Property known as the [NAME - TBD] (the “Condominium”) located in the City of Biddeford, Maine to the Maine Condominium Act pursuant to the _____ Condominium Declaration (the “Declaration”) as recorded in the York County Registry of Deeds. The name of the corporation is the [NAME – TBD] Condominium Association (the “Association”).

The term “Property” as used herein shall include the land, the building and all other improvements thereon (including the Units, the Common Elements, the Limited Common Elements and all easements, rights and appurtenances belong thereto) and all other property, personal or mixed, intended for use in connection therewith now or hereafter submitted to or governed by the Declaration.

Capitalized terms not otherwise defined in these Bylaws shall have the meanings as specified in the Condominium Act or the Declaration.

§1.02 Application. All present and future Unit Owners, mortgagees, lessees, licensees and occupants of the Units, their employees, agents and customers, and any other persons who may enter upon the Property in any manner are subject to these Bylaws and to the Rules and Regulations, all as adopted, amended or altered from time to time by the Board of Directors of the Association (the “Board of Directors”).

§1.03 Office. The principal office of the Association shall be located at the Condominium, or during the Declarant Control Period set forth in the Declaration, at such location as determined by the Declarant, or during the Association control periods, at such location as the Board of Directors determines is reasonable by majority vote.

§1.04 Interpretation. In the event of any conflict or discrepancy between this Declaration, the Bylaws, the Rules and Regulations, and the Plat and Plans, the provisions of the Declaration shall govern.

ARTICLE II.
PURPOSES AND POWERS OF THE ASSOCIATION

§2.1 Purposes. The purposes of the Association are to establish an association of Unit

Owners pursuant to the Maine Condominium Act for the government, operation and maintenance of the Condominium established under the Declaration.

§2.2 Powers. In addition to all the powers, authority and responsibilities granted to or imposed upon this Association by the laws of the State of Maine, specifically including those set forth or referred to in the Maine Condominium Act or the Maine Nonprofit Corporation Act all of which the Association shall have to the extent permitted by law and by the Declaration, the Association shall have the specific powers to:

- A. Adopt and amend Bylaws and Rules and Regulations;
- B. Adopt and amend budgets for revenues, expenditures and reserves, and to collect assessments for Common Expenses and Service Charges from Unit Owners;
- C. Hire and terminate managers and other employees, agents, and independent contractors;
- D. Institute, defend, or intervene in litigation, arbitration, or administrative proceedings in its own name on behalf of itself or two (2) or more Unit Owners on matters affecting the Condominium, and the Association shall be deemed to be the attorney-in-fact of each Unit Owner for such purposes;
- E. Make contracts and incur liabilities;
- F. Regulate the use, maintenance, repair, replacement and modification of Common Elements, provided, however, that the use and allocation of the Limited Common Elements may not be changed without the consent of those Unit Owners affected;
- G. Cause additional improvements to be made as a part of the Common Elements, subject to the restrictions set forth herein;
- H. Acquire, hold, encumber and convey in its own name any right, title, or interest to real or personal property;
- I. Grant easements, leases, concessions, and licenses for public utilities servicing or benefiting the Property through or over the Common Elements;
- J. Impose and receive payments, fees, or charges for the use, rental, or operation of facilities located on the Common Elements;
- K. Impose charges and interest for late payment of assessments and Service Charges and, after notice and an opportunity to be heard, impose reasonable penalties for violations of the Declaration, Bylaws, and Rules and Regulations of the Association;
- L. Impose reasonable charges for the preparation and recordation of amendments to

the Declaration or statements of unpaid Common Charges and assessments or resale certificates furnished in accordance with the Maine Condominium Act;

- M. Provide for the indemnification of its officers and directors and maintain directors' and officers' liability insurance;
- N. Exercise any other powers conferred by Declaration or the Bylaws; and
- O. Exercise all other powers that may be exercised pursuant to the Maine Nonprofit Corporation Act.

The Board of Directors of the Association shall manage the Condominium and exercise such powers on behalf of the Association, subject to the terms of these Bylaws, the Declaration and the Maine Condominium Act.

§2.3 Nonprofit Status. The Association is not organized for profit and no property or profit thereof shall inure to the benefit of any person except in furtherance of the nonprofit-making purposes of the Association or in the course of acquiring, constructing, or providing management, maintenance and care of the Condominium Property, or by virtue of a rebate of excess membership dues, fees, assessments, or Common Charges.

ARTICLE III **ASSOCIATION OF OWNERS**

§3.1 Membership. The members shall consist exclusively of all owners of Units in the Condominium now or hereafter created in accordance with the Declaration or, following termination of the Condominium, of all former Unit Owners entitled to the distribution proceeds or their heirs, successors and assigns. Membership is transferable only as provided in the Declaration or these Bylaws. The membership of a Unit Owner shall terminate upon the conveyance, transfer, or other disposition of his interest in the Unit accomplished in accordance with the Declaration, whereupon his membership and interest in the assets of the Association shall automatically transfer to and be vested in the successor in ownership. Membership is otherwise non-transferable. A mortgage of a Unit or the grant of a security interest therein as security for an obligation shall not operate to transfer membership until a foreclosure of the mortgage or security agreement. The Association may but is not required to issue certificates of membership. All meetings may be held in person, or at the discretion of the Board, virtually via Zoom, Microsoft Teams, or other such video or audio conferencing which allows parties visual and/or auditory participation.

§3.2 Annual Meeting. Meetings of the members shall be held annually each successive year within one week before or after the last day of September, provided that the Board of Directors shall have the authority to alter the annual meeting date in its discretion if it determines that another meeting date is more convenient. The annual meeting and any special meetings shall be held at the Condominium's principal office or such other place as may be designated in the Notice of Meeting.

§3.3 Special Meetings. Special meetings of the members may be held at any time upon the call of the Board of Directors, or upon the call of fifty percent (50%) or more in interest of the owners, which call shall state the purpose of the meeting. Upon receipt of such call, the Secretary shall promptly send out notices of the meeting to all members of the Association.

§3.4 Notice of Meetings. A written notice of each meeting of the Association, stating whether it is an annual meeting or special meeting, the authority for the call of the meeting, the place and time of the meeting, and the items on the agenda (including the general nature of the proposed declaration or bylaw amendment, any budget charges, and any proposal to remove an officer or director) shall be sent by the President or Secretary or Assistant Secretary, if any, at least ten (10) days, but not more than sixty (60) days, before the date set for the meeting. Such notice shall be given to each member listed with the records of the Association as set forth below and to each Eligible Mortgage Holder if and as required by the Declaration:

- A. By hand delivering it to him, or
- B. By mailing it, postage prepaid, addressed to the member at the address of the Unit or any other address designated in writing by that member with the records of the Association.

The notice of any meeting shall state the time and place of the meeting, and the items on the agenda, including the general nature of any proposed Declaration or Bylaw amendments, any budget changes, and any proposal to remove an officer or director. If notice is given pursuant to the provisions of this section, the failure of any member to receive actual notice of the meeting shall not invalidate the meeting.

§3.5 Waiver of Notice. The presence of all members in person or by proxy, at any meeting shall conclusively establish the meeting's validity, unless any member shall object at the meeting to the noncompliance with this Article. Any meeting so held without objection shall be valid for all purposes, and any annual meeting any general business may be transacted and any action may be taken.

§3.6 Order of Business. The order of business at all meetings of the members shall be generally as follows, if applicable:

- A. Roll call.
- B. Proof of notice of meeting or waiver of notice.
- C. Reading of minutes of preceding meeting.
- D. Reports of Officers.
- E. Report of Board of Directors.
- F. Report of committees.

- G. Election of the Board of Directors.
- H. Unfinished business.
- I. New business.
- J. Adjournment.

§3.7 Parliamentary Procedure. At all meetings of the members or of the Board of Directors, Robert's Rules of Order as then amended shall be followed, except in the event of conflict these Bylaws or Declaration as the case may be shall prevail.

§3.8 Quorum. The presence at the beginning of any meeting of the Association, in person or by proxy of Unit Owners whose aggregate voting interest constitutes more than fifty percent (50%) of the total interest therein shall constitute a quorum for the transaction of all business.

§3.9 Voting.

- A. Any person, partnership, limited liability company, corporation, trust, or other legal entity or a combination thereof, owning any Unit (other than an interest held as security for an obligation) duly recorded in his or its name, which ownership shall be determined from the records of said Registry of Deeds, shall be a member of the Association, and either, in person or by proxy, shall be entitled to vote for each Unit so owned at all meetings of the Association.
- B. Multiple owners of a Unit shall be deemed one owner. If only one of the multiple owners of a Unit is present in person or by proxy at a meeting of the Association, he is entitled to cast all the votes allocated to that Unit. If more than one of the multiple owners are present, the votes allocated to that Unit may be cast only in accordance with the agreement of a majority in interest of the owners. There is presumed to be a majority agreement if any one of the multiple owners present casts the votes allocated to that Unit unless any of the other owners of the Unit promptly protests to the person presiding over the meeting.
- C. Votes allocated to a Unit may be cast pursuant to a written proxy duly executed by a Unit Owner and filed with the Secretary. If a Unit is owned by more than one person, each owner of the Unit may vote or register protest to the casting of votes by the other owners of the Unit through a duly executed written proxy. A Unit Owner may not revoke a proxy given pursuant to this section except by actual notice of revocation to the person presiding over a meeting of the Association. A proxy is not valid if it is not dated or purports to be revocable without notice as determined by the Secretary of the Association. A proxy shall automatically terminate eleven (11) months after its date, unless it specifies a shorter term.
- D. An executor, administrator, personal representative, guardian, or trustee may vote

in person or by proxy at any meeting of the Association with respect to any Unit owned or held by him in such a capacity, whether or not the same shall have been transferred of record by a duly recorded conveyance. If the Unit has not been so transferred, he shall satisfy the secretary that he so holds the Unit.

- E. The Declarant may exercise the voting rights pertaining to any Unit to which it retains title. No vote pertaining to a Unit owned by the Association may be cast, and the voting interest of such a Unit shall not be deemed to be outstanding in determining the presence of a quorum or the percentage of approval needed to act.
- F. Each Unit shall have the percentage vote in the Association as specified in the Declaration. Any specified percentage vote refers to the aggregate percentage of such votes.
- G. At any meeting at which a quorum is present, the affirmative vote of a majority of the voting interest of those present shall determine any question except the election of Directors, unless a greater percentage vote is required by law, by the Declaration or by these Bylaws. In the election of Directors, those receiving the greatest number of votes, though less than a majority shall be elected. To the extent required by the Act, for the purposes of amending the Declaration or these Bylaws, the percentage in interest shall be measured against the total voting interest regardless of whether or not such Unit Owners are present.

§3.10 Adjournment. Any meeting of the Association may be adjourned from time to time to such place and time as may be determined by majority vote of the members present, whether a quorum be present or not, without further notice of the time and place of adjournment beyond that given at the meeting. At any adjourned meeting at which a quorum is present, any business may be transacted which might have been transacted by a quorum at the meeting as originally called.

§3.11 Unanimous Action by Members Without a Meeting. Any action required or permitted to be taken at a meeting of the members (to the extent not otherwise precluded by law) may be taken without a meeting if written consents, setting forth the action so taken, are signed by all the members entitled to vote on such action and are filed with the Secretary of the Association as part of the corporate records. Such written consents shall have the same effect as a unanimous vote of the members.

ARTICLE IV. **BOARD OF DIRECTORS**

§4.1 Number and Qualifications. The affairs of the Association shall be governed by a Board of Directors initially composed of three (3) directors initially appointed by the Declarant. Upon the expiration of the Declarant Control Period as defined in the Declaration, the members shall elect three (3) directors, with each Unit being entitled to appoint a Director.

§4.2 Appointment and Term of Office. Each director shall serve for a term of three (3) years. At the expiration of the initial term of office of each director, his successor shall be

appointed to serve a term of three (3) year; provided, however, that a director shall in any event hold office until his successor has been elected.

§4.3 Powers and Duties. The Board of Directors shall generally act on behalf of the Association, shall have all powers and duties necessary or appropriate for the administration of the affairs of the Association, and shall have all powers referred to in the Declaration, the Bylaws or otherwise provided under the Maine Condominium Act or the Maine Nonprofit Corporation Act, as either may be amended from time to time, except those matters which by law, by the Declaration or by these Bylaws specifically reserved to the members.

§4.4 Other Duties. In addition to other duties imposed by these Bylaws or by duly adopted resolutions of the members of the Association, the Board of Directors shall be responsible for the following:

- A. Election of the officers of the Association;
- B. Management and administration of the Condominium, the Association's property and the Common Elements, including the maintenance, repair and replacement thereof;
- C. Determination and collection of assessments for Common Expenses, and Service Charges from the owners and the regulation of its fiscal affairs;
- D. Establishment of reserves for the maintenance, repair and replacement of Common Elements and for contingencies.
- E. Appointment and dismissal of the personnel and agents for the maintenance and operation of the Condominium, including without limitation the Common Elements, and to fix the terms of their engagement and their compensation and authority; and
- F. Designation of executive and other committees.

§ 4.5 Manager or Management Agent, Employees, Generally. The Board of Directors may employ on behalf of the Association a management agent or manager at a compensation established by the Board to perform such duties and services as the Board shall authorize including, but not limited to, the duties listed in Sections 4.4 and 6.2 of these Bylaws. All management contracts entered into during the Declarant Control Period shall permit termination without a penalty on thirty (30) days notice at any time with or without cause after the expiration of such period.

§4.6 Appointment and Vacancies. Until the expiration of the Declarant Control Period, the Declarant shall appoint replacement directors in the event of vacancies in the Board of Directors. Thereafter, a vacancy caused by the expiration of a Director's term, the removal of a Director by a vote of the members, or by the expiration of the Declarant Control Period shall be filled by vote of the members. Otherwise, vacancies in the Board of Directors prior to the expiration of the term of a director shall be filled by vote of the other directors, even though a quorum is lacking. A

director elected to fill a vacancy shall be elected for the unexpired term of his predecessor in office.

§4.7 Removal of Directors. At any regular meeting or special meeting duly called, any one or more of the Directors may be removed with or without cause by the majority vote of the members, with or without cause. Any director whose removal has been proposed shall be given an opportunity to be heard at the meeting, but the members' decision shall be final.

§4.8 Compensation. No compensation shall be paid to Directors for their services as Directors or in any other capacity, unless a resolution authorizing such remuneration shall have been adopted by the members before or after the services are undertaken.

§4.9 Annual Meeting. The annual meeting of the Board of Directors shall be held immediately following the annual meeting of the Association and at the same place; no further notice shall be necessary in order legally to constitute such meeting.

§4.10 Regular Meetings. Regular meetings of the Board of Directors (other than the annual meeting) may be held at such time and place as shall be determined, from time to time, by the Board. Notice of regular meetings of the Board of Directors shall be given to each Director, personally or by delivery to his Unit, or by telephone, at least ten (10) days prior to the day named for such meeting.

§4.11 Special Meetings. Special meetings of the Board of Directors may be called by the President on ten (10) days' notice to each Director, given personally or by delivery to his Unit, or by telephone, which notice shall state the time, place and purpose of the meeting. Special meetings of the Board of Directors shall be called by the President or Secretary in like manner and on like notice upon the written request of two (2) or more Directors.

§4.12 Waiver of Notice. Before or after any meeting of the Board of Directors, any Director may, in writing, waive notice of such meeting and such waiver shall be deemed equivalent to the giving of such notice. Attendance by a Director at any meeting of the Board shall be a waiver of notice by him of the time and place thereof. If all the Directors are present at any meeting of the Board, no notice shall be required and any business may be transacted at such meeting.

§4.13 Board of Directors' Quorum. At all meetings of the Board of Directors, at the presence at the beginning of a meeting of at least three directors or of the majority of directors then in office, whichever is less, shall constitute a quorum for the transaction of business. The acts of the majority of the Directors present shall be the acts of the Board of Directors. If, at any meeting of the Board of Directors, a quorum is not present, the majority of those present may adjourn the meeting from time to time. At any such adjourned meeting, any business which might have been transacted at the meeting as originally called may be transacted without further notice.

§4.14 Unanimous Action. Unless otherwise expressly provided by law, any action which may be taken at a meeting of the Directors may be taken without a meeting if all of the Directors sign written consents, setting forth the action taken or to be taken, at any time before or after the intended effective date of such action. Such consents shall be filed with the minutes of Directors' meetings and shall have the same effect as a unanimous vote.

ARTICLE V. **OFFICERS**

§5.1 Designation. The principal officers of the Association shall be a President, a Secretary and a Treasurer, of whom only the President need be elected from among the Directors. The Directors may in their discretion appoint a Vice President, Assistant Treasurer, and an Assistant Secretary, and such other officers, none of whom need be Directors, as in their judgment may be necessary.

§5.2 Election of Officers. The principal officers of the Association shall be elected annually by the Board of Directors at the annual meeting and shall hold office at the pleasure of the Board.

§5.3 Removal of Officers. Upon a majority vote of the Board of Directors at any regular meeting of the Board of Directors or at any special meeting of the Board of Directors called for such purpose, any officer may be removed, either with or without cause, and his successor elected. Any officer whose removal has been proposed shall be given an opportunity to be heard at the meeting, but the Board's decision shall be final.

§5.4 President. The President shall be the chief executive officer of the Association and shall be a Director. The President shall preside at all meetings of the Association and of the Board of Directors.

§5.5 Treasurer. The Treasurer shall be responsible for keeping financial records and accounts of all receipts and disbursements in books belonging to the Association. The Treasurer shall also, in the absence of the President, exercise the powers and perform the duties of the President. He shall be responsible, subject to the direction of the Board of Directors, for the preparation and dissemination to the members of all financial reports, budgets and notices required, and for the preparation and signing, if necessary, of all financial reports or tax returns required to be filed by the Association.

§5.6 Secretary. The Secretary shall keep and certify the minutes of all meetings of the Board of Directors or of the Association, shall give all notices as provided by these Bylaws, and shall have other powers or duties as may be incidental to the offices of Secretary, given him by these Bylaws or assigned to him from time to time by the Directors. If the Secretary or any assistant secretary shall not be present at any meeting, the presiding officer shall appoint a secretary *pro tempore* who shall keep the minutes of such meeting and record them in the books provided for that purpose. The Secretary shall be responsible for the filing of all reports and documents required to be filed by the Association with any governmental agency.

§5.7 Auditor. The Board of Directors may from time to time at any scheduled meeting appoint some person, firm or corporation engaged in the business of auditing to act as auditor of the Association and to perform such audits and fiscal duties as may be required by the Association.

§5.8 Amendments to Declaration. The Secretary shall prepare amendments to the

Declaration and the President and Secretary shall execute the certificate for recording on behalf of the Association.

ARTICLE VI.

FISCAL AFFAIRS AND ADMINISTRATION

§6.1 Accounting. Books and accounts of the Association shall be kept under the direction of the Treasurer and in accordance with customary accounting principles and practices. Within ninety (90) days after the close of each fiscal year, the Association shall furnish its members with a statement of the income and disbursements for such prior fiscal year and a balance sheet as of the close of that year. All financial records shall be available for examination by Unit Owners, mortgagees and their duly authorized agents and accountants at reasonable times.

§6.2 Budget and Common Charges.

- A. The Board shall cause a proposed annual budget to be prepared based on its estimate of annual income and expenses. Within thirty (30) days of the adoption of the proposed budget, the Board shall send a summary of such budget to each member. The Board shall call a meeting of the members to review the budget; unless at that meeting the budget is rejected by sixty-seven percent (67%) in interest of all members, the budget shall be deemed to have been ratified. Unless the budget is rejected, the members shall pay the amounts specified in the proposed budget adopted by the Board.
- B. The budget shall include the amount required by the Association to meet its expenses for each fiscal year or other such fiscal period as it deems appropriate, including but not limited to the following items:
 - i. Management and administration expenses;
 - ii. The cost of operation, repairs, maintenance, replacement, and improvements of the Common Elements and such Limited Common Elements and such parts of the Units which the Association is responsible for the maintenance, repair and replacement of;
 - iii. The cost of such insurance, bonds, services, and utilities as may be furnished by the Association, other than such items for which a service charge is assessed;
 - iv. The establishment and maintenance of adequate working capital and reserves including general operating reserves, reserves for contingencies, for losses not covered due to insurance deductibles for which the Association is responsible, and reserves for periodic maintenance, repair and replacement of the Common Elements and Limited Common Elements the Association is obligated to maintain, all to be held in a segregated fund

in a Maine financial institution;

- v. Such other expenses of the Association as may be approved by the Board of Directors including operating deficiencies, if any, for prior periods; and
 - vi. Costs associated with association obligations related to compliance with the maintenance, reporting and inspections of storm water facilities, Open Space and trail management.
 - vii. The cost of snow removal, front planter bed, maintenance of front walkway, the ordinary maintenance and repair of driveways (it being understood that unreasonable or unusual wear and tear shall be the sole obligation of the Unit owner), and grass mowing of all yards.
- C. Until an annual budget is adopted by the Board, the members shall continue to pay the monthly amount of Common Charges which had been previously established; any delay or failure to estimate, to deliver, or to adopt such budget shall not waive or release such obligation. The Association may send periodic statements to members showing the amount of assessments due, but each member shall pay his Common Charges promptly when due regardless of whether such a statement is sent.
- D. Each member shall pay his share of Common Charges and assessments without setoff or deduction, which shall be an amount equal to the total Association budget, net of other income and Services Charges as defined herein, multiplied by his respective common expense liability. Each member shall become liable to the Association, and a lien shall arise against his Unit for his entire fractional share of the assessments at the commencement of the pertinent fiscal period. Each member shall pay his share of the Common Charges in monthly installments on or before the first day of each and every month during such period, provided, however, that if any such installment is not paid when due, then if not paid upon twenty (20) days written notice of default, the entire remaining balance thereof shall immediately become due and payable in full.
- E. If any member shall fail or refuse to pay the Association when due his share of the assessments or any other Service Charges, user fees and penalties, thereafter the amount thereof shall bear interest at the rate of eighteen percent (18%) per annum or such other rate as may be set by vote of the Board prior to the date on which the payment became due. Such Common Charges and Service Charges with such late charges as may be determined by the Board of Directors, interest and all costs of collection, including reasonable attorneys' fees, shall constitute a lien on the Unit of such member. Recording of the Declaration constitutes record notice and perfection of the lien for Common Charges, Service Charges, user fees, including penalties, late charges, interest, and costs of collection. The Association may record a notice from time to time stating the amount and nature of the lien signed by an officer or director of the Association or by an agent authorized by the Board of Directors but such recorded notice is not necessary to establish or perfect the lien.

- F. If such payments are not received within thirty (30) days after they become due, the Board shall exercise and enforce any and all rights and remedies provided in the Maine Condominium Act, the Declaration, or these Bylaws or otherwise available at law or in equity for the collection of all unpaid amounts and, if available, all possessory remedies against the delinquent owner's Unit under the Forcible Entry and Detainer Laws of Maine, as amended from time to time. The delinquent owner shall be required to pay to the Association a reasonable rental for such Unit until sale or foreclosure. In any action to foreclose the lien for Common Charges, assessments, Service Charges, user fees, late charges, penalties, interest, and costs of collection including reasonable attorneys' fees against any owner of a Unit, the Association may act through its manager or Board of Directors in the same manner as any mortgagee of real property. The manager or Board of Directors acting on behalf of the Unit Owners shall have the power to bid and acquire such Unit at a foreclosure sale and to lease, mortgage, convey, or otherwise deal with the Unit. Suit to recover a money judgment for unpaid Common Charges, assessments, Service Charges, user fees and penalties due to the Association, with interest and all costs and reasonable attorneys' fees may be maintained without foreclosing upon or waiving the lien securing the same. The lien is extinguished unless action to enforce the lien is started within three (3) years after the full amount of the assessment becomes due.

§6.3 Service Charges. Services charges (other than common expenses) may be assessed separately to each Unit or group of Units thereby and shall be paid by the Unit Owner within fifteen (15) days of deposit in the U.S. Mail or hand delivery, and shall constitute a lien on the Unit of the same status as a lien for Common Charges set forth in Section 6.2 above.

§6.4 Revised and Special Assessments. If at any time the Board shall determine the amount of Common Charges to be inadequate, whether by reason of a revision in its estimate of expenses or income, the Board may adopt and deliver to the members at least thirty (30) days prior to the date on which it becomes effective, a revised estimated annual budget for the balance of each fiscal year and thereafter monthly Common Charges shall be determined and paid on the basis of any such revision.

The Board may, upon determining that circumstances exist which require immediate assessment of the members, make special assessments, not to exceed an amount equal to one current monthly assessment for each Unit unless approved by the members, which shall be due and payable when delivered to the members.

§6.5 Fiscal Year. The fiscal year of the Association shall be such as may from time to time be established by the Board of Directors.

§6.6 Capital Improvements. The approval of a majority in interest of all members shall be required to make a capital improvement to the Common Elements in an amount in excess of thirty-five percent (35%) of the aggregate Common Charges against all the members over the prior fiscal year, exclusive of Service Charges and user fees, and in such event the cost thereof shall be assessed to all Unit Owners as an assessment.

§6.7 Use of Units. All Units shall be utilized in accordance with the provisions of the Bylaws, Declaration, and Rules and Regulations.

§6.8 Enforcement of Declaration and Bylaws. Every Unit Owner shall pay to the Association promptly on demand all costs and expenses, including reasonable attorneys' fees and expenses incurred by or on behalf of the Association, in collecting any delinquent Common Charges, assessments, Service Charges, damages or fees due from such Unit, foreclosing its lien for assessments, collecting any penalties imposed hereunder, or enforcing any provisions of the Declaration, these Bylaws, or the Rules and Regulations against such owner or any occupant of such Unit.

§6.9 Rules and Regulations. In order to assist the peaceful and orderly use and enjoyment of the buildings and Common Elements of the Condominium, the Board of Directors may from time to time adopt, modify, and revoke, in whole or in part, such further reasonable rules and regulations governing the Condominium as it may deem necessary, including, but not limited to, methods and procedures for enforcing compliance with the Declaration and Bylaws. Such Rules and Regulations upon adoption, and every amendment, modification, and revocation thereof, shall be sent promptly to each Unit and shall be binding upon all members of the Association and all persons present on the Condominium.

§6.10 Restrictions. As an amendment to these Bylaws and subject to the Declaration, the members may from time to time adopt, modify and amend such further restrictions on and requirements respecting the use and maintenance of Units and the use of Common Elements designed to prevent unreasonable interference with the use and enjoyment of the Condominium. Amendments to this section 6.10 shall require an affirmative vote of seventy-five percent (75%) of the Unit Owners (except as otherwise governed during the Declarant Control Period). The following restrictions shall apply initially in addition to those expressed elsewhere in these Bylaws or in the Declaration:

- A. Trash, garbage and other waste shall be kept only in sanitary containers and shall be disposed of in such manner as may be prescribed from time to time in accordance with rules and regulations established by the Board of Directors.
- B. No Unit Owner shall erect or maintain an outside television or radio antenna or dish in the Common Elements or Limited Common Elements, except with the approval of the Board of Directors.
- C. No animals, livestock, fowl, birds, poultry, reptiles or insects of any kind shall be raised, bred, kept or boarded in or on the Units; provided, however, that the Unit Owners may keep a reasonable number of dogs, cats or other domestic animals which are bona fide household pets, so long as such pets are not kept for any commercial purpose and are not kept in such number or in such manner as to create a nuisance to any other Unit Owner.
- D. No pet shall be allowed to become a nuisance or create any unreasonable disturbance. Nuisance behavior includes, but is not limited to: (i) pets whose

unruly behavior causes personal injury or property damage; (ii) pets who bark or make noise continuously and/or incessantly for a period of fifteen (15) minutes or intermittently for one (1) hour or more to the disturbance of any person; (iii) pets in common areas who are not under the complete physical control of a responsible human companion and on a hand-held leash of no more than six feet in length or in a pet carrier; (iv) pets who exhibit aggressive or other dangerous or potentially dangerous behavior; or (v) pets who are conspicuously unclean or parasite infested. In addition to the foregoing, any activity which is in violation of the Town of York animal control ordinances, as amended from time to time, shall be a violation of these Bylaws.

- E. No house trailer, camping trailer, boat trailer, hauling trailer, boat, or accessories thereto, truck (rated larger than 1 ton), self-contained motorized recreational vehicle, or other type of recreational vehicle or equipment, may be parked or stored in a Unit or the Limited Common Elements, unless such parking or storage is within a garage and is otherwise in accordance with the Rules and Regulations of the Association, except that any such vehicle may be otherwise parked as a temporary expedient for loading, delivery or emergency.
- F. The Declarant and the Board of Directors shall have the right to enforce compliance with the visual standards set forth herein by either performing the required maintenance, instituting legal proceedings to enforce compliance or taking such other lawful actions to remedy any violations, and charge the cost thereof to the Unit Owner.

§6.11 Right of Entry. Upon such prior notice as is possible under the circumstances, the manager and any person authorized by the Board of Directors shall have the right to enter any Unit in case of any emergency originating in or threatening such Unit or adjoining Common Elements whether or not the owner or occupant is present at the time, and upon prior notice to enter any Unit at reasonable times for the purpose of performing authorized installations, alterations, or repairs to the Common Elements thereon or accessible therefrom.

§6.12 Title. Every Unit Owner shall promptly record in the Registry of Deeds the deed, assignment, or other conveyance to him of his Unit or other evidence of his title thereto and file such evidence of his title with the Association, and the Secretary shall maintain such information in the records of the Association.

§6.13 Insurance and Fidelity Bonds.

- A. The Association shall maintain insurance as required by the Declaration and such other insurance as the Board of Directors of the Association may determine is appropriate.
- B. The Board of Directors shall require all officers and employees of the Association handling or responsible for corporate funds to furnish adequate fidelity bonds in the amount of the maximum funds that will be in the custody of the Association or any

management agent at any time but not less than three (3) months Common Charges plus the amount of the Association's reserve account balance. The premiums on such bonds shall be paid by the Association. All such policies shall require at least twenty (20) days notice of cancellation.

- C. It shall be the responsibility of each Unit Owner to procure adequate insurance covering the contents of his Unit and any deductible for damage to the Unit interior, and any appliances, fixtures, betterments or improvements thereto installed by the owner unless that owner has elected to procure insurance under the Association's policy as provided in the Declaration.

ARTICLE VII.

SALE, LEASE, RENTAL OR OTHER TRANSFER OF A UNIT

§7.1 Binding Effect. All subsequent sales, leases or other transfers of a Unit by a Unit Owner shall be subject in all respects to the Declaration, Bylaws, and Rules and Regulations of the Condominium.

§7.2 Leasing Restrictions.

- A. No Unit Owner shall rent or lease a Unit other than in accordance with a written form of lease which contains the following provisions:
 - i. requiring the tenant to comply with the Declaration, these Bylaws, and Rules and Regulations;
 - ii. providing that failure to comply constitutes a default under the lease;
 - iii. providing that the Board of Directors has the power to terminate the lease or to bring summary proceedings to evict the tenant in the name of the Unit Owner after thirty (30) days' prior written notice to the Unit Owner, in the event of a default by the lessee in the performance of the lease, and
 - iv. in the event that the payment of Common Charges and/or Service Charges or other amounts due to the Association becomes more than thirty (30) days past due, the Association may require the tenant to pay directly to the Association the rent on the Unit in an amount of up to the balance of current and delinquent Common Charges and other unpaid amounts outstanding, subject to the rights of any recorded first mortgage or Eligible Mortgage Holder which has exercised an assignment of rents. The Association's notice to the tenant shall be conclusive and binding on the tenant as to the tenant's obligation to pay the rent directly to the Association and as to the amount of Common Charges and other fees due. The Unit Owner shall have ten (10) days after such notice is sent to file any objection with the Board of

Directors, which objection must be in writing and signed under oath under the pains and penalties of perjury, must contain a short and plain statement of any alleged errors by the Association, and shall include copies of cancelled checks or other written evidence of objection or miscalculation of the amounts due. The Unit Owner must state what amounts, if any, which the owner admits is owed to the Association.

Any lease or tenancy shall be in writing. The foregoing provisions shall be deemed to be automatically incorporated into any lease and into the terms of any tenancy or other agreement for the occupancy of a Unit.

Each Unit Owner of a Unit shall, promptly following the execution of any written lease of a Unit, forward a true copy thereof to the Board of Directors.

The foregoing provisions of this paragraph shall not apply to an institutional lender in possession of a Unit as a result of foreclosure, judicial sale, or a proceeding in lieu of foreclosure.

- B. In the event a guest or tenant of a Unit fails to comply with the provisions of the Declaration, these Bylaws, Rules and Regulations, or the lease, then, in addition to all other remedies which it may have, the Association may notify the Owner of such violation (s) and demand that the same be remedied through the Owner's efforts within a reasonable time after such notice in the judgment of the Directors.

If such violation(s) is (are) not remedied within said period, then the Owner shall thereafter, at his own costs and expense, immediately institute and diligently evict his tenant or guest on account of such violation(s). In the event the Owner fails to so act promptly, then the Board shall have the right, but not the duty, to institute and prosecute such election as attorney-in-fact for the Owner and at the Owner's sole cost and expense, including all legal fees incurred. Said costs and expenses shall be due and payable upon demand by the Association and shall be deemed to constitute a lien on the particular Unit involved, and collection thereof may be enforced by the Board of Directors in the same manner as the Board is entitled to enforce collection of Service Charges and common charge assessments.

§7.3 Liability for Assessments, Etc. In the transfer of a Unit, the grantee of the Unit shall be jointly and severally liable with the grantor for all unpaid Common Charges, assessments and Service Charges, penalties, fees, interest and costs of collection outstanding at the time of the grantor's transfer, without prejudice to the grantee's right to recover from the grantor the amounts paid by the grantee therefor. However, any such grantee or proposed purchaser under a purchase and sale contract upon written request and upon payment of such fee as may be set by the Directors, may obtain a statement from the Board of Directors setting forth the amount of unpaid, assessments, and Service Charges against the Unit, and the grantee shall not be liable for, nor shall the Unit conveyed be subject to a lien for any assessments and Service Charges arising before the statement date in excess of the amount therein set forth.

§7.4 Common Elements. No Unit Owner shall execute any deed, mortgage, or other instrument conveying or mortgaging title to his Unit without including therein the interests in Common Elements or Limited Common Elements appurtenant thereto, it being the intention hereof to prevent any severance of such combined ownership. Any such deed, mortgage, or other instrument purporting to affect one or more of such interests shall be deemed and taken to include the interest or interest so omitted, even though the latter shall not be expressly mentioned or described therein.

ARTICLE VIII. **EXECUTION OF INSTRUMENTS**

§8.1 Instruments Generally. All checks, drafts, notes, vouchers, bonds, acceptances, contracts, deeds, lien notices, certificates, and all other instruments shall be signed or approved by the President or the Secretary or Treasurer, and in addition by any one or more officer(s), agent(s) or employee(s), all as the Board of Directors may designate, unless otherwise unanimously voted by the Board of Directors.

ARTICLE IX. **GENERAL ADMINISTRATION**

§9.1 Easements, Etc. The Association is authorized and empowered to grant such easements, rights-of-way, leases and licenses for sewer lines and sewage disposal facilities, water lines, electrical cables, telephone cables, television cables and antennas, gas lines, storm drains, stormwater treatment and conveyance systems, underground conduits, fire escapes and alarms and such other purposes related to the provision of public services, and utilities to the Condominium as may be considered desirable, necessary or appropriate by the Board of Directors for the orderly maintenance, improvement and preservation and enjoyment of the Common Elements or for the preservation of the health, safety, convenience and welfare of the owners of the individual Units upon at least thirty (30) days' notice to the members unless a special meeting of the members is called within such period and the members vote to reject such grant. No such rights may be created through any Unit without the written consent of the owners thereof and that no such easement shall materially impair the use and enjoyment of the Condominium.

§9.2 Utility Services. The Association shall not be liable for the failure of electricity, telephone, water supply, sewage disposal systems, or other services to be obtained by the Association or paid for out of the common expense or service charge funds, or for injury or damages to persons or property caused by the elements or by the owner of any Unit or by any other person, or resulting from electricity, water, snow or ice which may leak, fall or flow from or settle on any portion of the Common Elements or limited Common Elements or from any roof, wire, pipe, drain, conduit, appliance or equipment. The Association shall not be liable to the owner of any Unit for loss or damage, by theft, or otherwise, of property which may be stored upon or in any individual Unit or in any of the Common Elements or facilities. No set-off, diminution or abatement of assessments for common expenses or Service Charges, shall be claimed or allowed for the expense, damage or discomfort arising from the making of repairs or improvements to the Common Elements or facilities or to any Unit, or from any action taken by the Association to comply with any law, ordinance, or order of any other governmental authority.

ARTICLE X.
LIABILITY OF DIRECTORS AND OFFICERS

§10.1 Exculpation. No director or officer of the Association shall be liable for acts or defaults of himself or any other officer or member, or for any loss sustained by the Association or any member thereof, unless the same has resulted from his own willful misconduct or gross negligence.

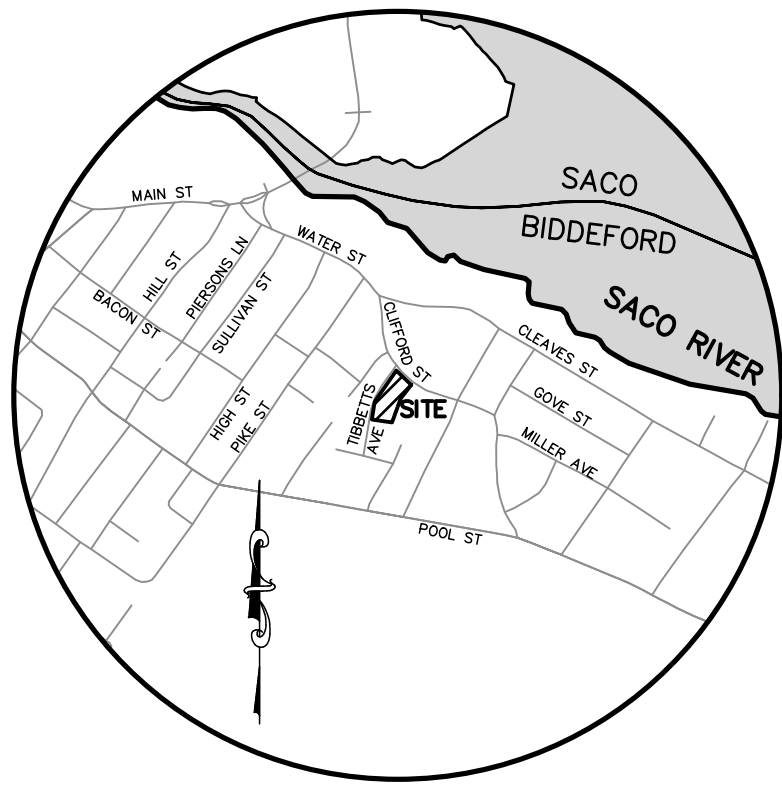
§10.2 Indemnification. The Association shall indemnify any person who was or is threatened to be made a party against any actual, threatened, or completed action, suit or proceeding, whether civil, criminal, administrative or investigative, by reason of the fact he is or was an officer, director, agent or employee of the Association against all expenses including reasonable counsel fees, judgments, fines and amounts paid in settlement actually and reasonably incurred by him in connection therewith, excepting, however, such matters in which such person is finally adjudged by a court of competent jurisdiction to have acted with willful misconduct or gross negligence towards the Association or absent a final adjudication thereof, excepting such matters in which the Board of Directors (excluding any interested Director) determines any such person acted with willful misconduct or gross negligence. This right to indemnification shall be in addition to any other power of the Association to indemnify as permitted by law. The Association may also maintain insurance on behalf of any person who is or was a director, officer, agent or employee of the Association against any liability asserted against him and

ARTICLE XI.
BYLAWS

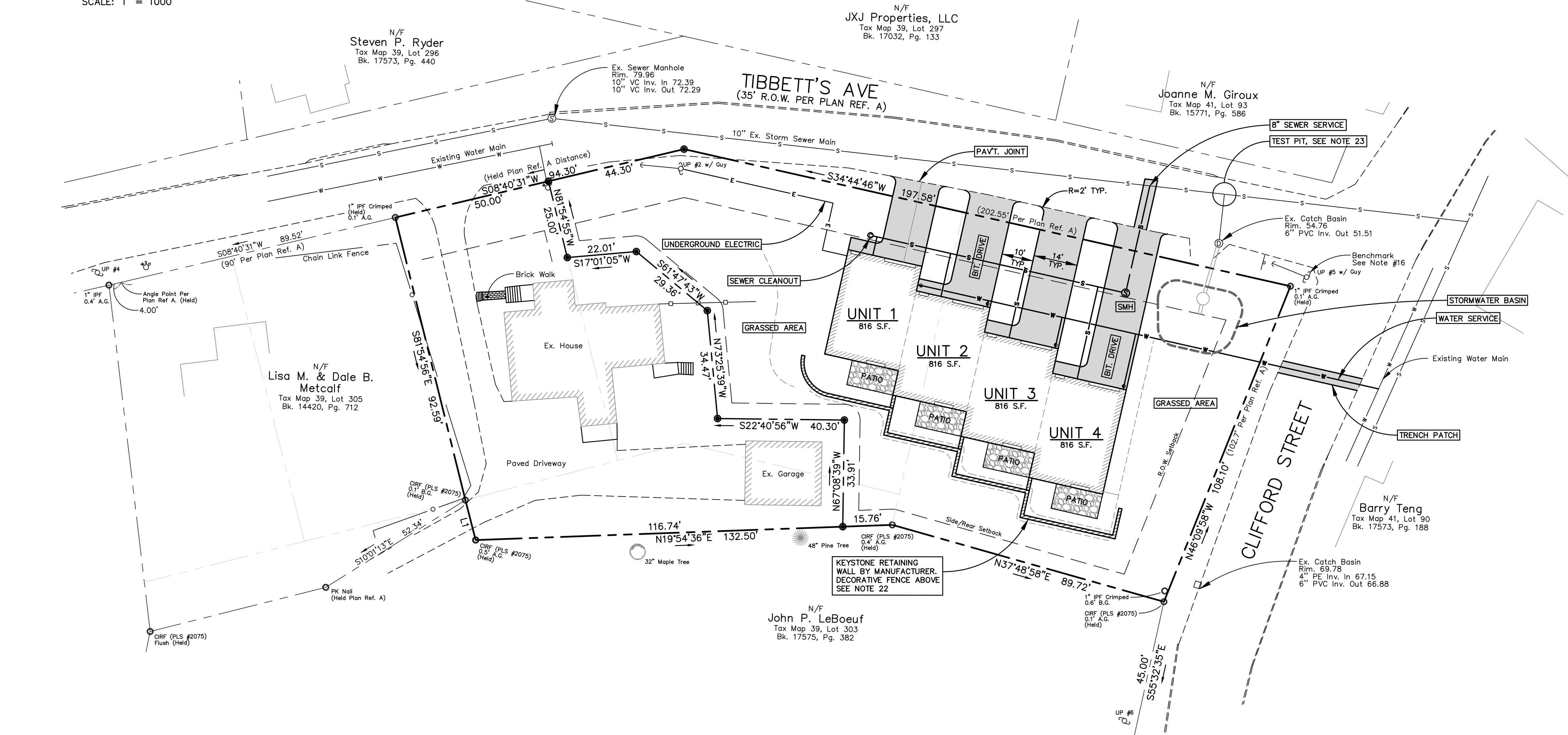
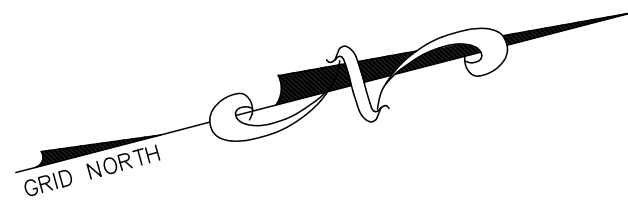
§11.1 Amendment. These Bylaws may be amended, modified or revoked in any respect from time to time by a vote of seventy-five percent (75%) or more of the members of the Association at a meeting duly called for the purpose, PROVIDED, HOWEVER, that these Bylaws shall always contain those particulars which are required by the Maine Condominium Act, as amended from time to time to the extent applicable by law to this Condominium; and PROVIDED, FURTHER, that no modification of or amendment to the Bylaws shall be valid, until a certificate of the amendment is executed to evidence the propriety of such amendment or modification by the Secretary and President of the Association. Such certificate shall be recorded in the York County Registry of Deeds. Notwithstanding the above, no amendments may be made that would be in conflict with municipal and state approvals and regulations related to the subdivision without the approval of the proper municipal or state authority.

§11.2 Conflict. In the event any conflict between these Bylaws and the provisions of the Declaration or the Maine Condominium Act, the Declaration and/or Maine Condominium Act shall govern and apply.

Attachment 2
Revised Plans Including a Landscape Plan



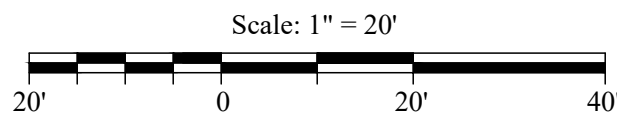
LOCATION MAP
SCALE: 1" = 1000'



SANITARY SEWER
SMH — RIM 59.0
INV. IN 54.0
INV. OUT 53.9
CLEANOUT — INV. 62.0

SYMBOL	DESCRIPTION
●	CAPPED IRON ROD TO BE SET #2190
○	IRON ROD/PIPE FOUND
○	#5 IRON ROD FOUND W/ CAP
○	UTILITY POLE
→	GUY WIRE
→	ABOVE GROUND/BELOW GROUND
→	NOW OR FORMERLY
→	WATER SHUTOFF VALVE
□	CATCH BASIN
⊙	DRAIN MANHOLE
⊙	SEWER MANHOLE
⊙	CLEANOUT MANHOLE
—	SIGN
.....	SILT FENCE
---	PROPERTY LINE
---	ABUTTER PROPERTY LINE
---	EXISTING EDGE OF PAVEMENT

LINE DATA
L1 — S82°24'29"E 13.12'



- NOTES:
- OWNERS/APPLICANT: DIVERSACORP HOLDINGS, LLC
5 STONE PONY CIRCLE
SACO, MAINE
 - ENGINEER: AUSTIN FAGAN, PE#16523
BH2M
380B MAIN STREET
GORHAM, ME 04038
 - SURVEYOR: ROBERT C. LIBBY JR., PLS #2190
BH2M
 - DEED REFERENCE: BK. 19016, PG. 347
 - TAX MAP REFERENCE: MAP 39, LOTS 303-1 AND 304
 - ZONING: RESIDENTIAL 2 (R2)
 - PROJECT AREA: 27,953 S.F.
 - PROPOSED USE: 4 UNIT CONDOMINIUM
 - MINIMUM STANDARDS: MIN. LOT SIZE/S.F PER UNIT - 4,500 S.F.
MIN. FRONTAGE - 45'
MIN. SETBACKS - 15' FROM R.O.W. (PER
SURROUNDING PROPERTY
AVERAGE SETBACKS)
5' SIDE AND REAR
MAX. BUILDING HEIGHT - 3 STORIES OR 35'
 - SEWER SERVICE: PUBLIC
 - WATER SERVICE: PUBLIC
 - ELECTRIC/TELEPHONE: UNDERGROUND
 - PARKING: REQUIRED - 8 (2 PER UNIT)
PROPOSED - 10 (4 GARAGE)
 - PLAN REFERENCES: A. SUNRISE HEIGHTS, BIDDEFORD,
ME. PROPERTY OF OSCAR
PARENT, DATED NOV. 1922, BY
LIBBY & JOHNSON, ENGINEERS,
RECORDED IN THE Y.C.R.D., IN
PLAN BOOK 9, PAGE 11.
B. BOUNDARY SURVEY & DIVISION,
DATED OCT. 2020 FOR JOHN
LEBOEUF, BY R.W. EATON ASSOC.,
JOB NUMBER 878.
 - COORDINATES: BEARINGS REFER TO GRID NORTH (NAD83),
MAINE STATE PLANE COORDINATES ME
W-1802.
 - BENCHMARK: NAIL SET IN UTILITY POLE #5
EL. 55.18
 - COORDINATE INSPECTION OF TAPPING PROCEDURE, PRESSURE
TESTING AND COORDINATION OF DOMESTIC AND FIRE SERVICES
WITH THE MAINE WATER COMPANY.
 - EXISTING UTILITY LOCATIONS SHOWN ON PLANS ARE APPROXIMATE.
CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING DIG SAFE
AND VERIFYING LOCATIONS PRIOR TO START OF CONSTRUCTION.
 - IF TEST PIT RESULTS INDICATE A DEPTH THAT WILL ALLOW FOR
A LOWER STORMDRAIN OUTFALL CONNECTION FROM OUTLET CONTROL
STRUCTURE, THE EXISTING CATCH MAY BE REPLACED TO PROVIDE
ADDITIONAL DEPTH TO STORMDRAIN PIPES. APPLICANT SHALL
WORK WITH PUBLIC WORKS AT TIME OF CONSTRUCTION TO
REVIEW REPLACEMENT.
 - KEYSTONE RETAINING WALL SHALL BE DESIGNED BY PROFESSIONAL
ENGINEER AND SUBMITTED TO THE CITY OF BIDDEFORD PLANNING
DEPARTMENT PRIOR TO INSTALLATION.
 - ROOF RUNOFF SHALL BE DIRECTED TO A GUTTER SYSTEM THAT
DISCHARGES TO THE CURTAIN DRAIN AT THE BACK OF UNITS 2-4.
GUTTERS FROM UNIT 1 SHALL DISCHARGE TO ITS SOUTHERN SIDE.
 - SPECIFICATIONS OF DECORATIVE FENCE ALONG TOP OF KEYSTONE
WALL SHALL BE SUBMITTED TO CODE ENFORCEMENT FOR APPROVAL
PRIOR TO INSTALLATION.

I CERTIFY THAT THIS SURVEY CONFORMS
TO THE MAINE BOARD OF LICENSURE
FOR PROFESSIONAL LAND SURVEYORS
TECHNICAL STANDARDS OF PRACTICE FOR
A STANDARD BOUNDARY SURVEY WITH
THE FOLLOWING EXCEPTIONS:

1. NO SURVEYORS REPORT

PLAN REVIEWED AND APPROVED BY THE
CITY OF BIDDEFORD PLANNING BOARD.

DATE

CHAIR



ROBERT C. LIBBY JR.

PLS #2190

NO.	DATE	REVISION	DESCRIPTION
1	4/25/24		Submitted To City of Biddeford for Review
2	8/15/24		Rev'd. Per Peer and Staff Review
3	10/23/24		Rev'd. Per Peer and Staff Review
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5	12/17/24		Rev'd. Per City Engineer Comments
6	1/30/25		Landscaping Plan



BH2M

Berry, Huff, McDonald, Milligan Inc.
Engineers, Surveyors

380B Main Street
Gorham, Maine 04038
Tel: (207) 839-2771
www.bh2m.com

FOR
Diversacorp Holdings, LLC
5 Stone Pony Circle
Saco, Maine 04072

SITE PLAN

AMARI CONDOMINIUM

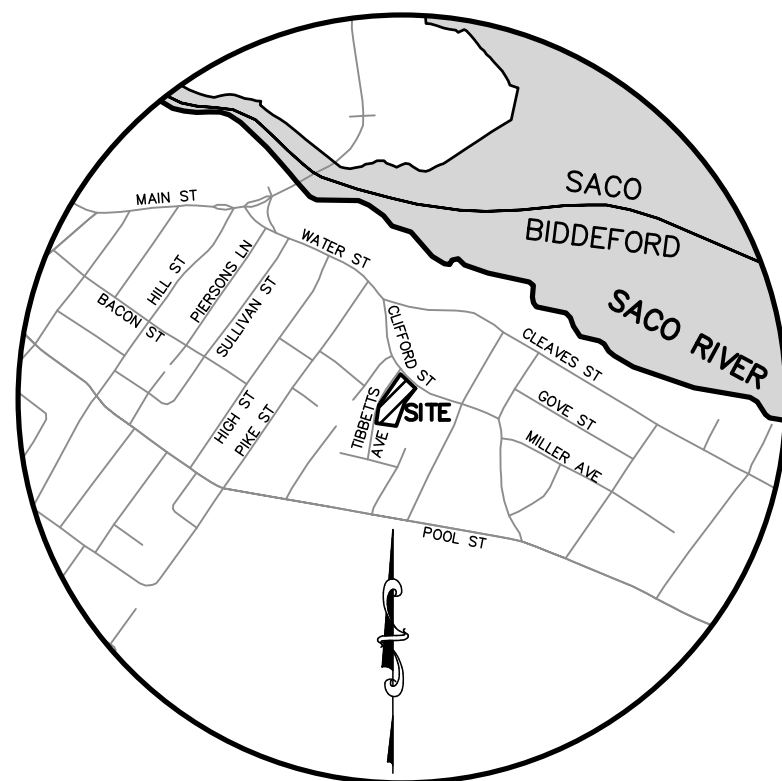
20 CLIFFORD STREET
BIDDEFORD, MAINE

DESIGNED	DATE
W. Pelkey	April 2023
DRAWN	SCALE
Dept.	1" = 20'
CHECKED	JOB. NO.
A. Fagan	22079

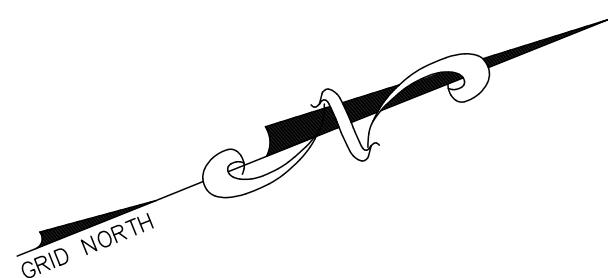
SHEET

1

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LOCATION MAP
SCALE: 1" = 1000'



PINETTE AVE

N/F
Jacquelyn H. Murphy
Tax Map 39, Lot 295
Bk. 17836, Pg. 312

N/F
Steven P. Ryder
Tax Map 39, Lot 296
Bk. 17573, Pg. 440

N/F
JXJ Properties, LLC
Tax Map 39, Lot 297
Bk. 17032, Pg. 133

N/F
Joanne M. Giroux
Tax Map 41, Lot 93
Bk. 15771, Pg. 586

N/F
Lisa M. & Dale B. Metcalf
Tax Map 39, Lot 305
Bk. 14420, Pg. 712

N/F
Robert J. Como
Tax Map 39, Lot 306
Bk. 16881, Pg. 502

N/F
John P. LeBoeuf
Tax Map 39, Lot 303
Bk. 17575, Pg. 382

- NOTES
- OWNER: DIVERSACORP HOLDINGS, LLC
5 STONE PONY CIRCLE
SACO, ME 04072
 - SURVEYOR: ROBERT LIBBY, JR. PLS #2190
BOUNDARY AND TOPOGRAPHY
BH2M
380B MAIN STREET
GORHAM, MAINE
 - DEED REFERENCE: BK. 19016, PG. 347
 - TAX MAP REFERENCE: MAP 39, LOT 304
MAP 39, LOT 303-1
 - ZONING: RESIDENTIAL 2 (R2)
MIN. LOT SIZE - 4,500 S.F.
MIN. FRONTAGE - 45'
SETBACKS - 15' FRONT (PER CEO FROM
EX. AREA BUILDINGS), 5' SIDE AND REAR
 - PARCEL AREA: 18,054 S.F.
 - COORDINATES: BEARINGS REFER TO GRID NORTH (NAD83),
MAINE STATE PLANE COORDINATES (ME
W-1802) USING A BRX7 ROVER.
 - BENCHMARK: NAIL SET IN UTILITY POLE #5
EL. 55.18 (NAVD88)
 - PLAN REFERENCES: A. "SUNRISE HEIGHTS, BIDDEFORD ME.,
PROPERTY OF OSCAR PARENT" DATED
NOVEMBER 1922, MADE BY LIBBY &
JOHNSON, ENGINEERS, RECORDED IN
THE Y.C.R.D. IN PLAN BOOK 9, PAGE
11.
B. "BOUNDARY SURVEY & DIVISION"
DATED OCTOBER 2020, MADE FOR
JOHN LEBOEUF, MADE BY R.W. EATON
ASSOCIATES, JOB NUMBER 878.

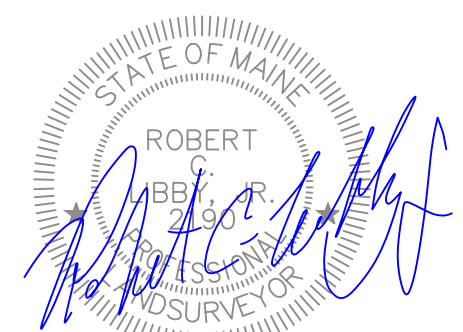
SYMBOL	DESCRIPTION
●	CAPPED IRON ROD TO BE SET #2190
○	IRON ROD/PIPE FOUND
○	#5 IRON ROD FOUND W/ CAP
○	UTILITY POLE
○	ABOVE GROUND/BELOW GROUND
○	NOW OR FORMERLY
○	WATER SHUTOFF VALVE
○	CATCH BASIN
○	DRAIN MANHOLE
○	SEWER MANHOLE
○	SIGN
---	PROPERTY LINE
---	ADJUTTER PROPERTY LINE
---	MAJOR CONTOUR LINE
---	MINOR CONTOUR LINE
---	EXISTING EDGE OF PAVEMENT

LINE DATA
L1 - S82°24'29"E 13.12'

Scale: 1" = 20'

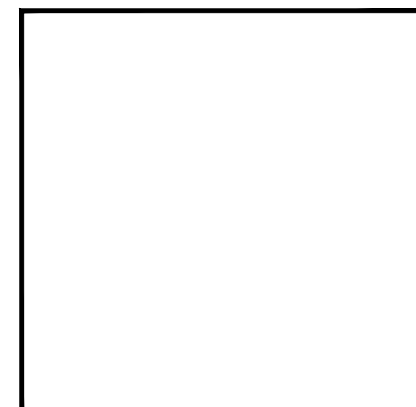
I CERTIFY THAT THIS SURVEY CONFORMS
TO THE MAINE BOARD OF LICENSURE
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TECHNICAL STANDARDS OF PRACTICE FOR
A STANDARD BOUNDARY SURVEY WITH
THE FOLLOWING EXCEPTIONS:

- NO SURVEYORS REPORT



ROBERT C. LIBBY JR. PLS #2190

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5	12/17/24	Rev'd. Per City Engineer Comments
6	1/30/25	Landscape Plan



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FOR
Diversacorp Holdings, LLC
5 Stone Pony Circle
Saco, Maine 04072

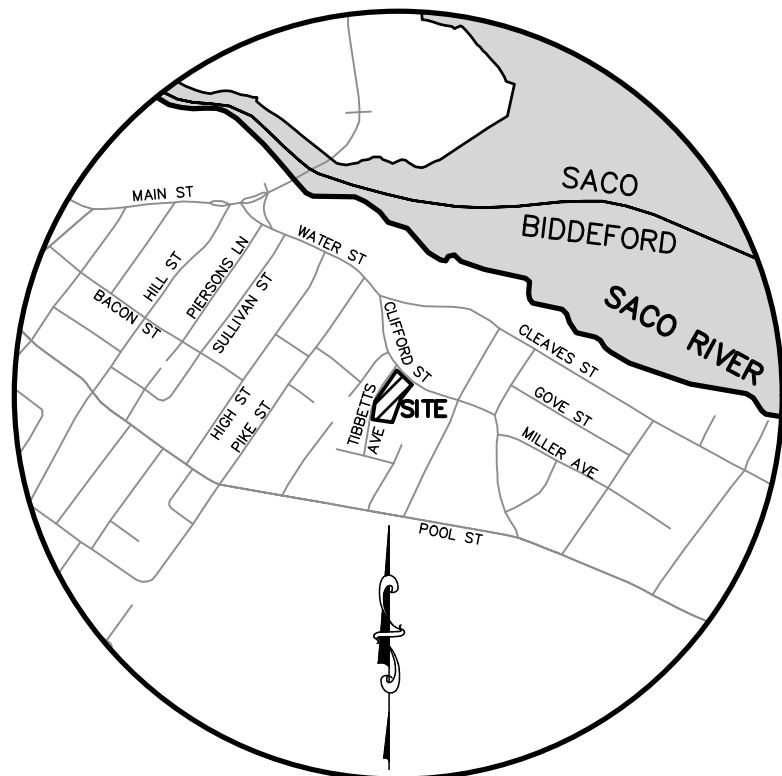
EXISTING CONDITIONS

LAND OF
DIVERSACORP HOLDINGS, LLC
TIBBETTS AVE
BIDDEFORD, MAINE

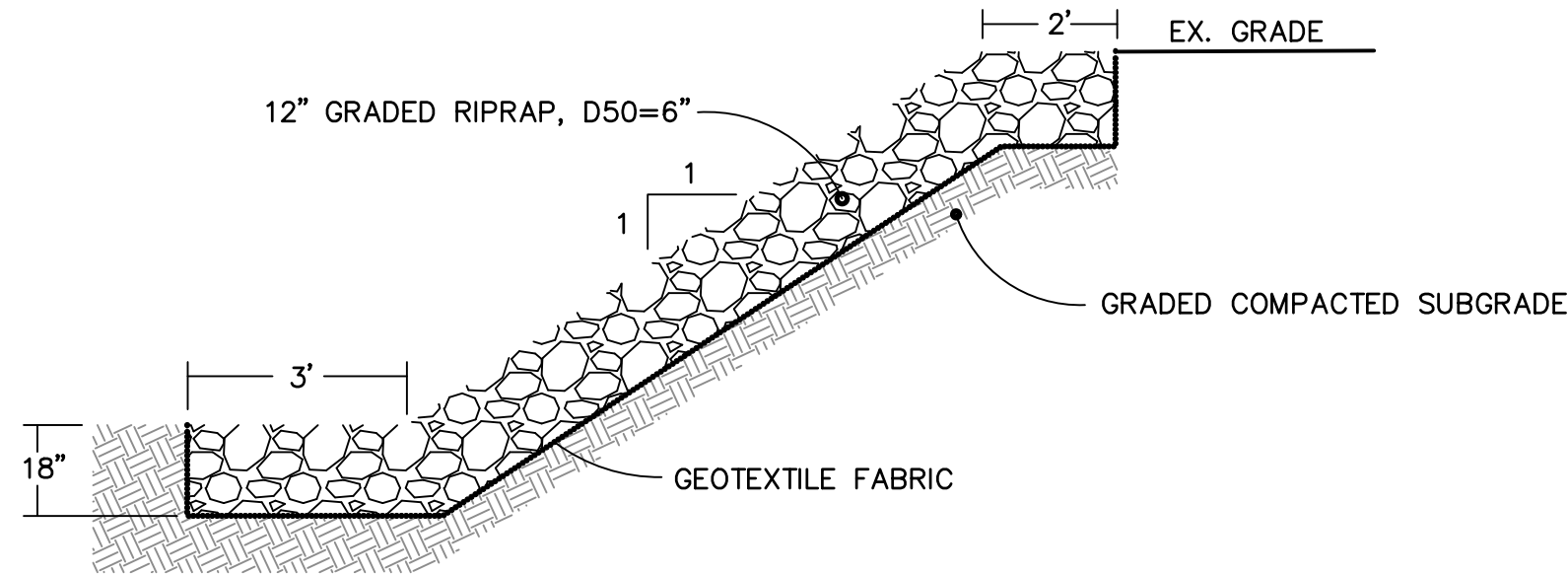
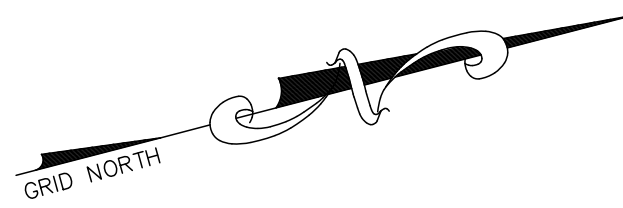
DESIGNED W. Pelkey	DATE April 2022
DRAWN W. Pelkey	SCALE 1" = 20'
CHECKED R. Libby, Jr.	JOB. NO. 22079

SHEET
2

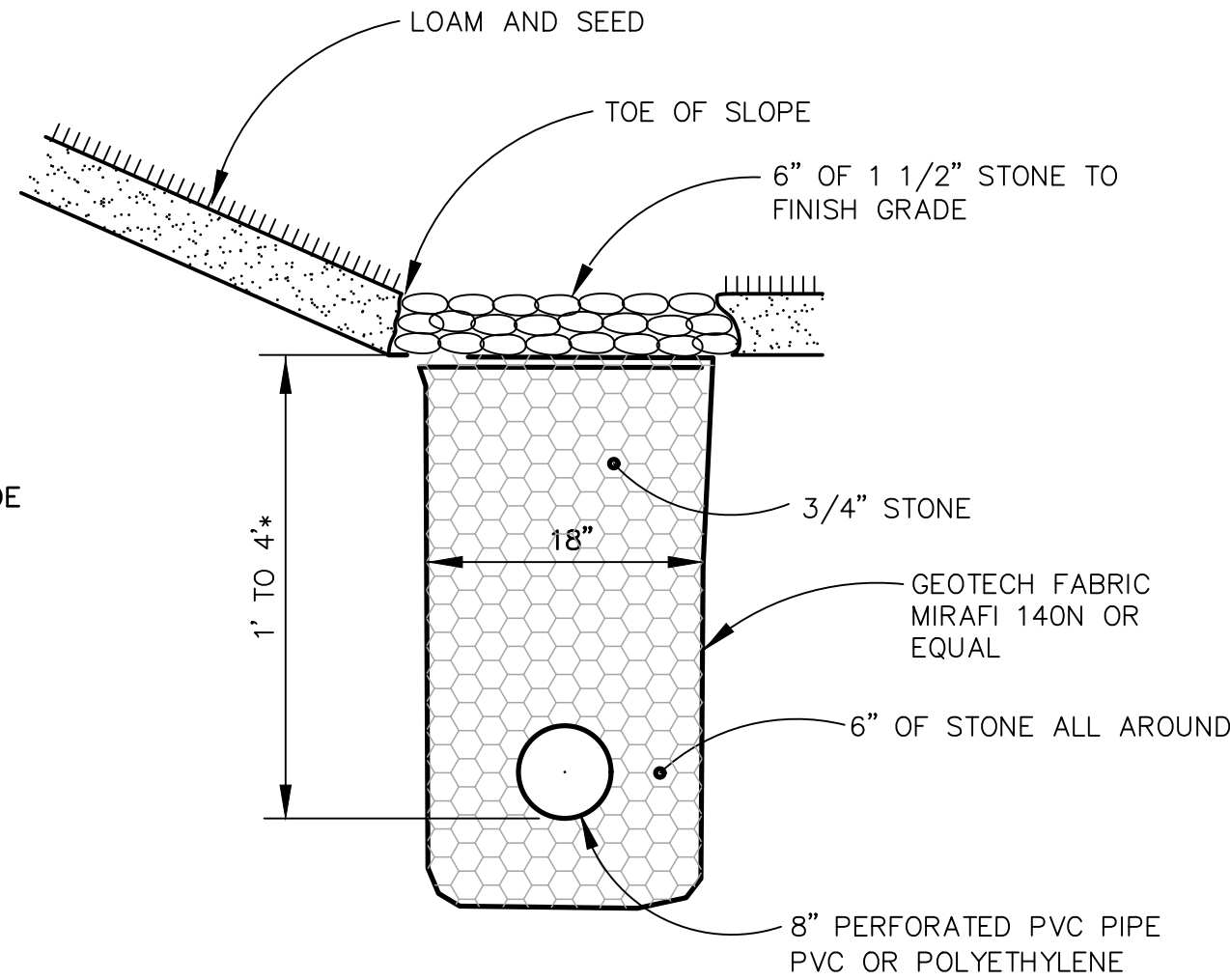
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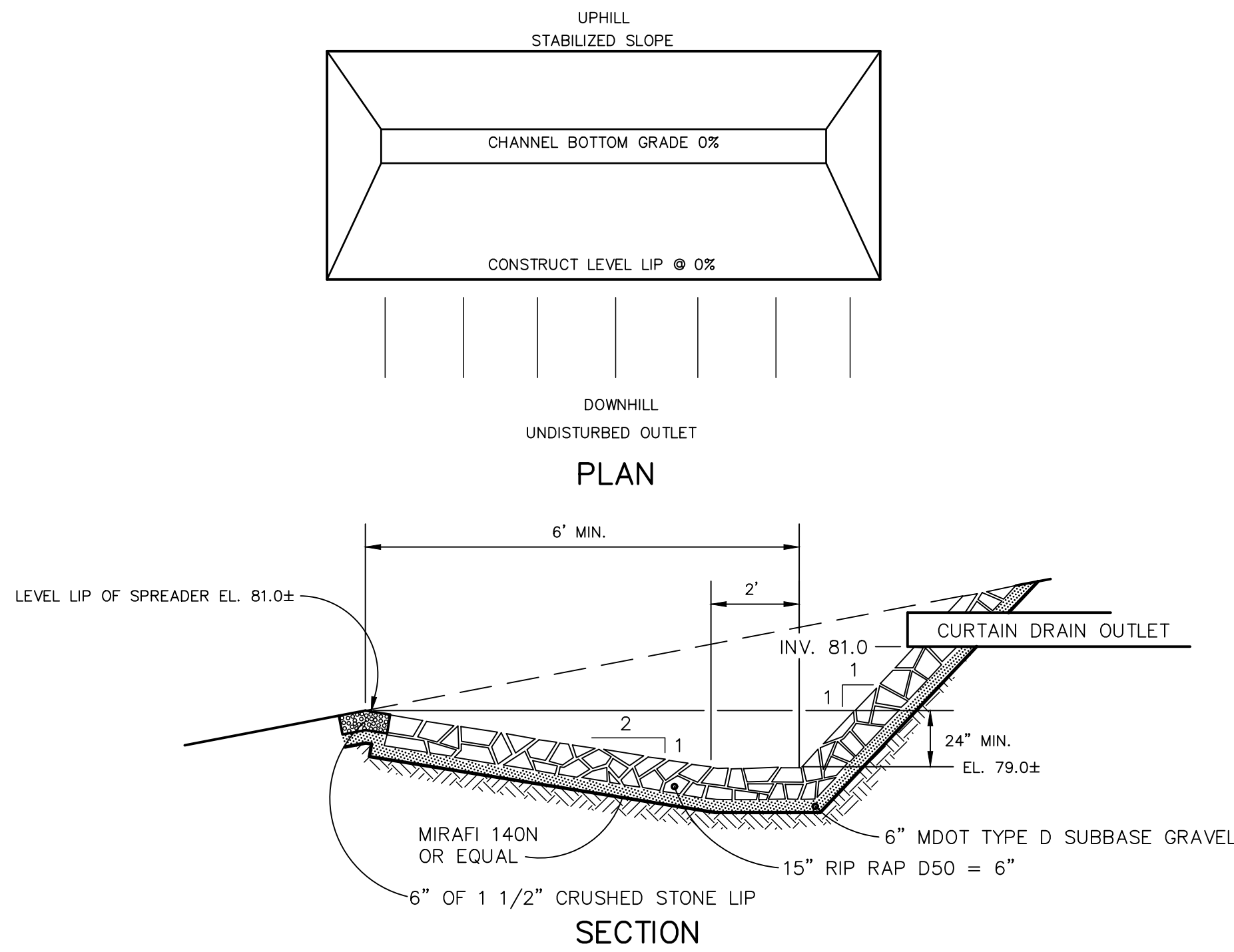
LOCATION MAP
SCALE: 1" = 1000'



RIPRAP SIDESLOPE
NTS

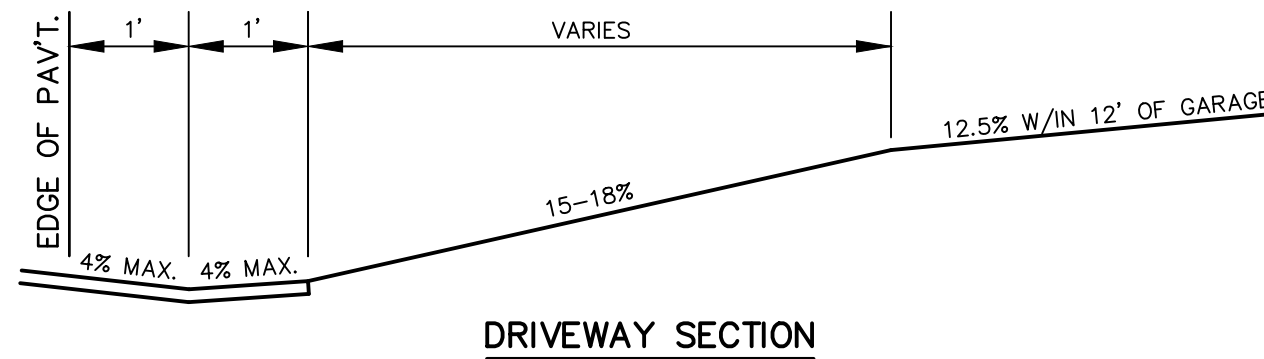


CURTAIN DRAIN
NTS



- NOTES:
1. LEVEL SPREADER SHALL BE CONSTRUCTED ON UNDISTURBED SOIL (NOT ON FILL)
 2. CONSTRUCT LEVEL LIP ON 0% GRADE TO INSURE UNIFORM SPREADING OF SEDIMENT-FREE RUNOFF (CONVERTING CHANNEL FLOW TO SHEET FLOW)

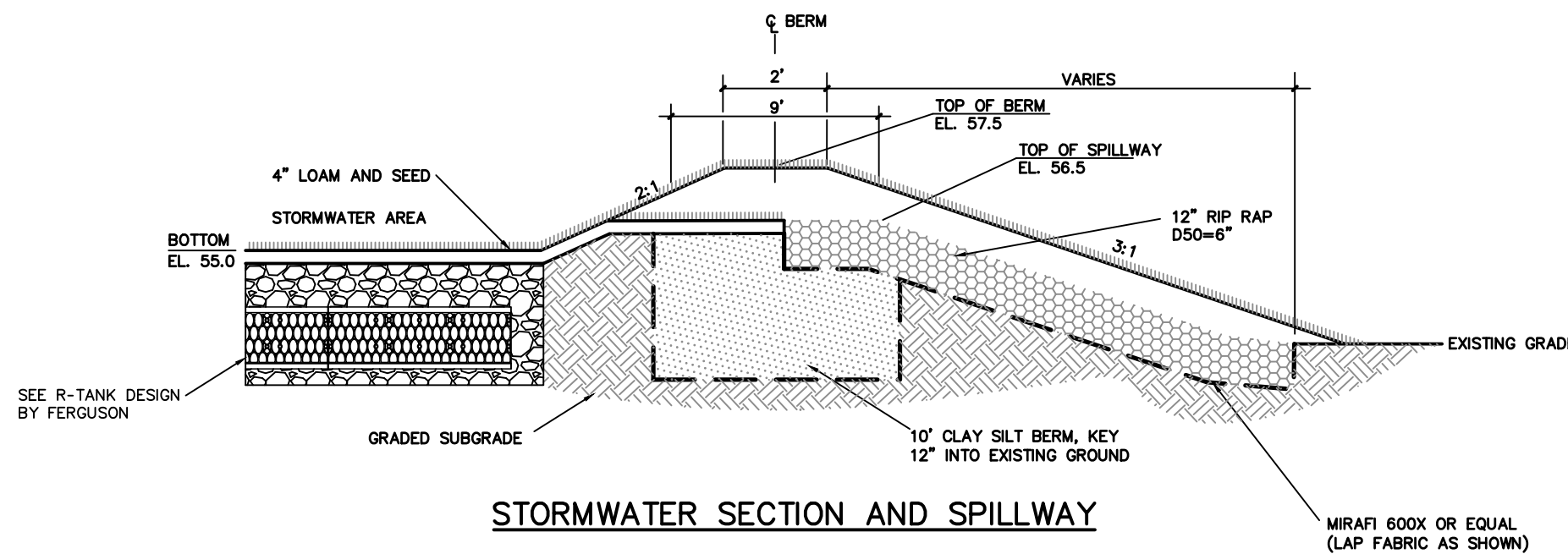
LEVEL SPREADER DETAIL
NTS



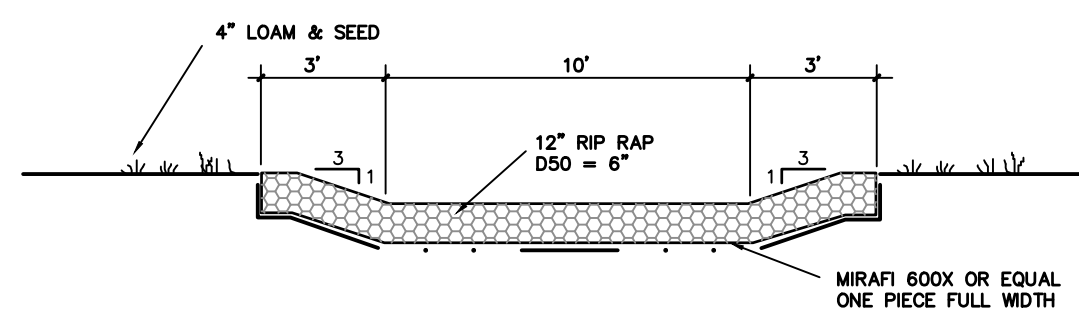
DRIVEWAY SECTION

- GENERAL NOTES:
1. THE FIRST 3' SHOWN AS PAW/T SHALL BE PAVED ONLY WHEN ABUTTING A PAVED AREA.
 2. ALL RESIDENTIAL 10% & OVER SHALL BE PAVED.

DRIVES ON
NON-SIDEWALK SECTIONS
NTS

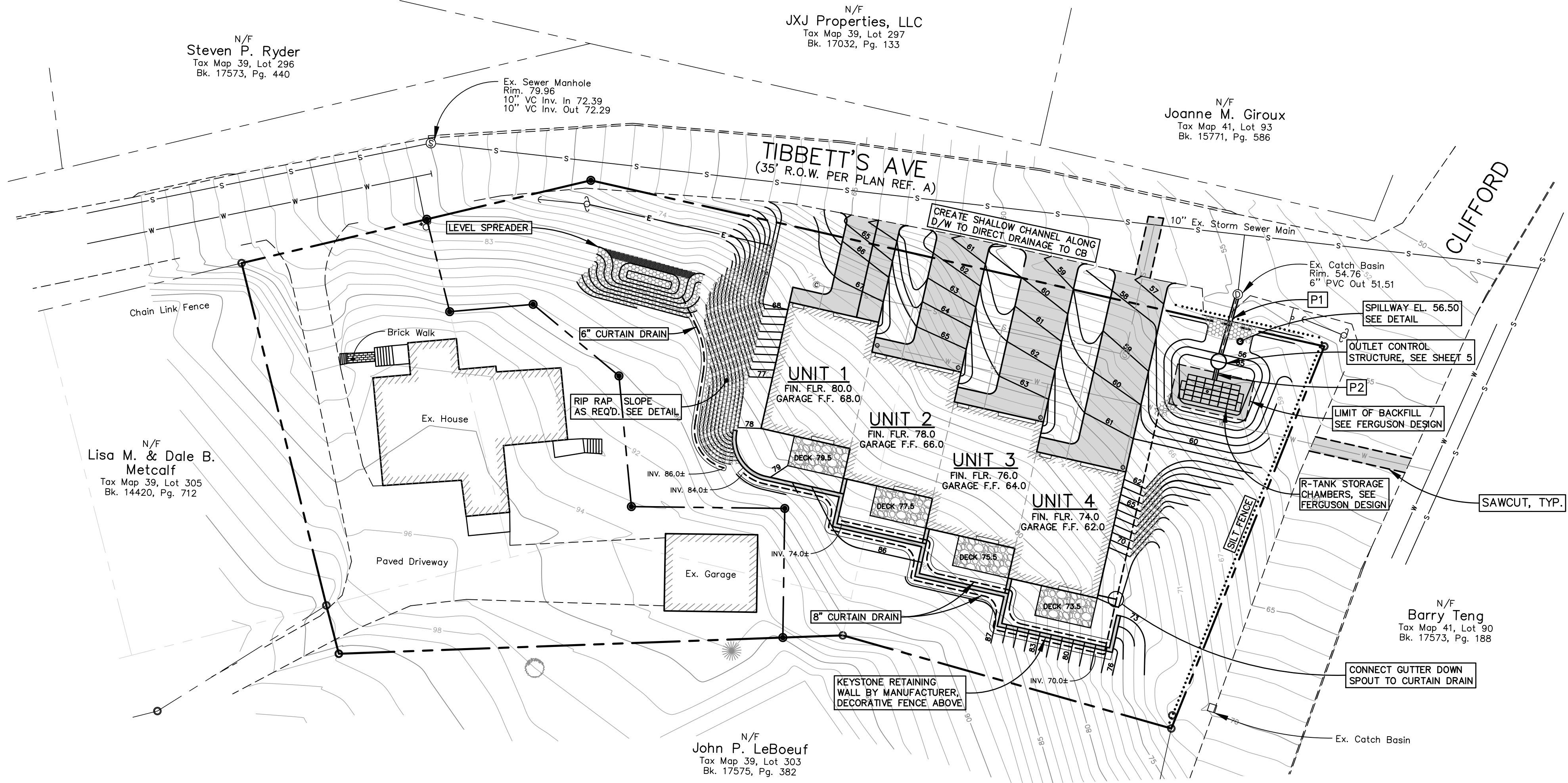


STORMWATER SECTION AND SPILLWAY



SPILLWAY TRANSVERSE SECTION

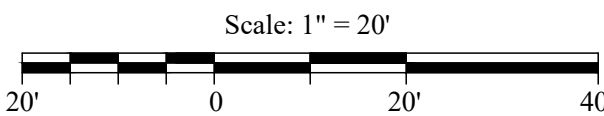
STORMWATER BASIN
NTS



SYMBOL	DESCRIPTION
●	CAPPED IRON ROD TO BE SET #2190
○	IRON ROD/PIPE FOUND
○	#5 IRON ROD FOUND W/ CAP
○	UTILITY POLE
→	GUY WIRE
→	ABOVE GROUND/BELOW GROUND
→	NOW OR FORMERLY
→	WATER SHUTOFF VALVE
→	CATCH BASIN
→	DRAIN MANHOLE
→	SEWER MANHOLE
→	CLEANOUT MANHOLE
→	SIGN
→	SILT FENCE
→	PROPERTY LINE
→	ABUTTER PROPERTY LINE
→	EXISTING EDGE OF PAVEMENT

STORMDRAIN STRUCTURES
RIM 55.00
12" INV. OUT w/ 6" ORIFICE 51.70
12" INV. IN 51.70

STORMDRAIN PIPES
P1 - 12" S.D., L=18', S=0.005'/FT.
P2 - 12" S.D., L=3', S=0.007'/FT.



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Saco, Maine 04072

SITE GRADING

AMARI CONDOMINIUM

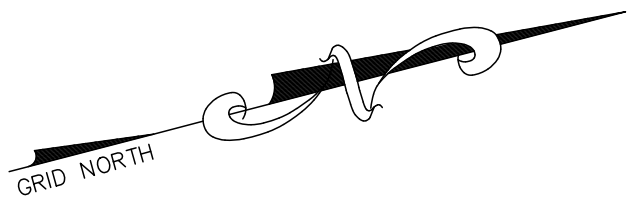
20 CLIFFORD STREET
BIDDEFORD, MAINE

DESIGNED W. Pelkey	DATE April 2023
DRAWN Dept.	SCALE 1" = 20'
CHECKED A. Fagan	JOB. NO. 22079

SHEET

3

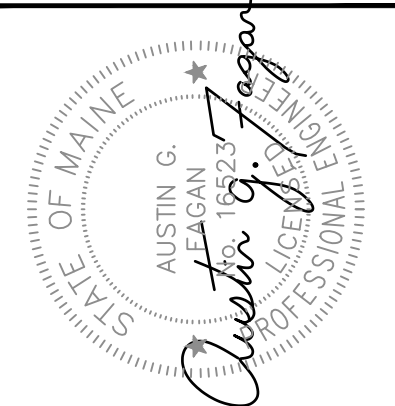
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NOTES:

- ALL PROPOSED PLANTING LOCATIONS SHALL BE STAKED CAREFULLY AS SHOWN ON THE PLANS FOR FIELD REVIEW BY THE ENGINEER OR CITY.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL UTILITIES AND NOTIFY OWNER'S REPRESENTATIVE OF CONFLICTS.
- NO PLANT MATERIAL SHALL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- INSTALL 3" OF BARK MULCH AT ALL PLANTING LOCATIONS.
- ALL TREES SHALL BE BALLED AND BURLAPPED, UNLESS OTHERWISE NOTED OR APPROVED BY THE OWNER'S REPRESENTATIVE.
- FINAL QUANTITY FOR EACH PLANT TYPE SHALL BE AS SHOWN ON THE PLAN. THIS NUMBER SHALL TAKE PRECEDENCE IN CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN ON THE PLANT LIST AND ON THE PLAN.
- ANY PROPOSED PLANT SUBSTITUTIONS MUST BE APPROVED IN WRITING BY THE CITY.
- ALL PLANT MATERIALS INSTALLED SHALL MEET OR EXCEED THE SPECIFICATIONS OF THE MAINE NURSERY AND LANDSCAPE ASSOCIATION.
- ALL PLANT MATERIALS SHALL BE GUANANTEED FOR ONE YEAR FOLLOWING DATE OF FINAL ACCEPTANCE.
- PROPOSED TREE LINE TO REMAIN SHALL BE FLAGGED AND PROTECTED. ANY DAMAGE TO PROPOSED TREE LINE ALONG ABUTTING PROPERTY LINES SHALL BE RESTORED WITH LIKE SPECIES OR AS SPECIFIED BY CITY STAFF.
- GRASSED AREAS SHALL RECIEVE 4" OF LOAM AND SPECIFIED SEED MIX. LAWNS OVER 3:1 SLOPE SHALL BE BY EROSION CONTROL FABRIC. ALL RIPRAP AREAS SHALL BE INSTALLED AS DETAILED.
- LOAM AND SEED ALL AREAS NOT OTHERWISE TREATED.
- THE PLAN IS INTENDED FOR LANDSCAPING PURPOSES ONLY. REFER TO SITE/CIVIL DRAWINGS FOR ALL OTHER SITE CONSTRUCTION INFORMATION.
- BUILDING PLANTINGS, TYPE AND NUMBER SHALL BE AT THE DISCRETION OF DEVELOPER OR BUILDING OWNER(S) AT COMPLETION SITE WORK.

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LANDSCAPING

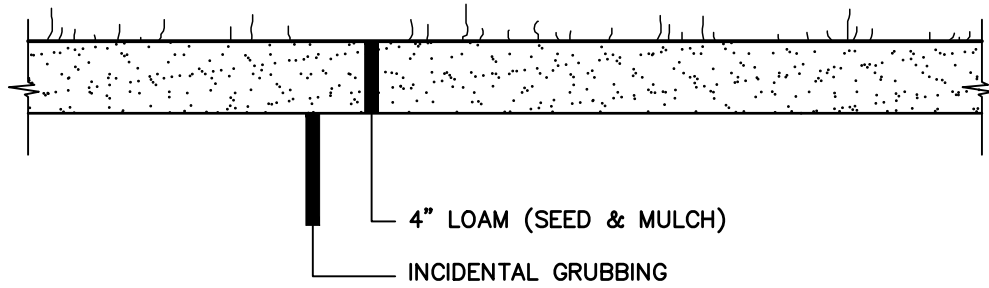
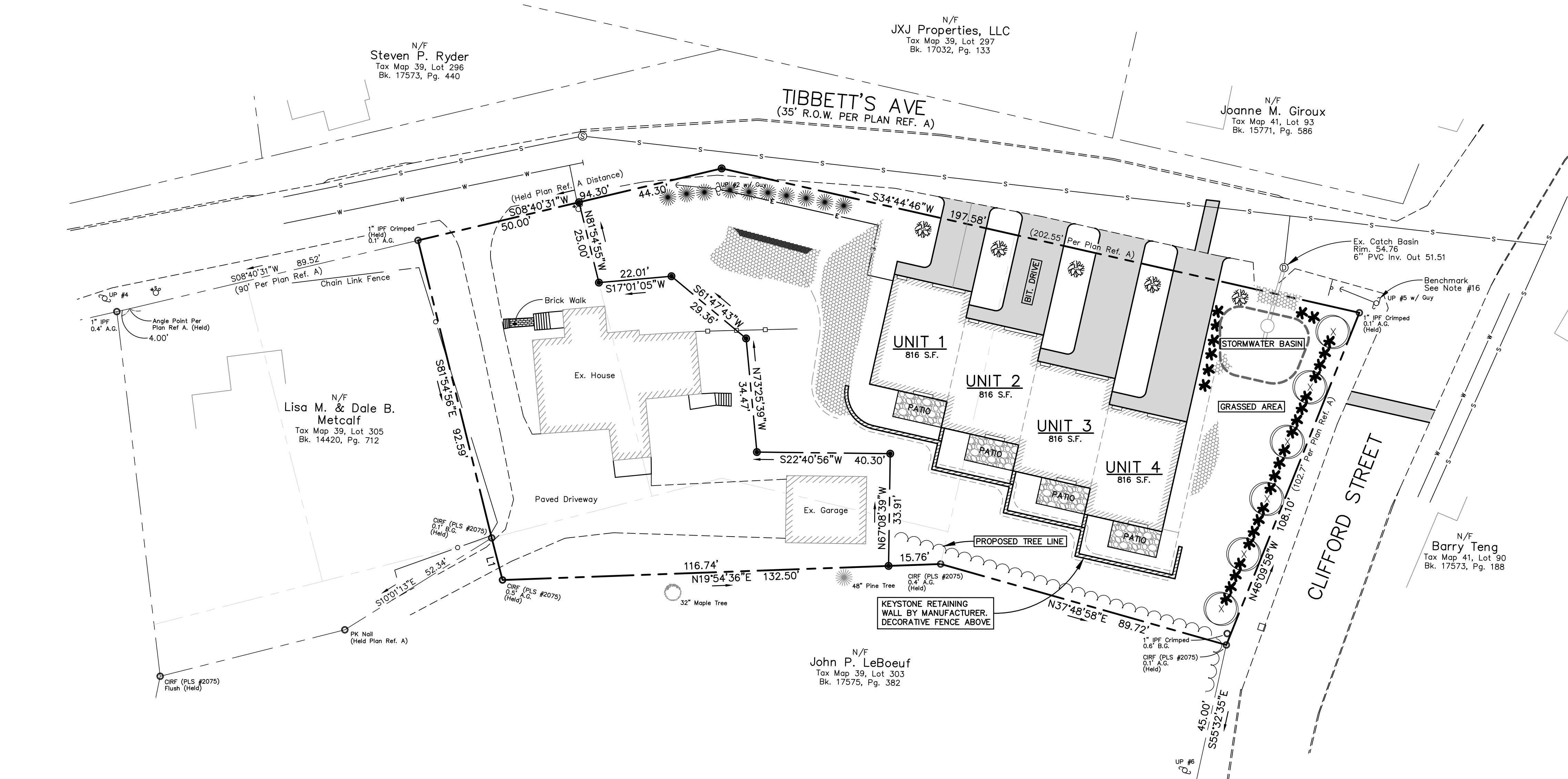
AMARI CONDOMINIUM

20 CLIFFORD STREET
BIDDEFORD, MAINE

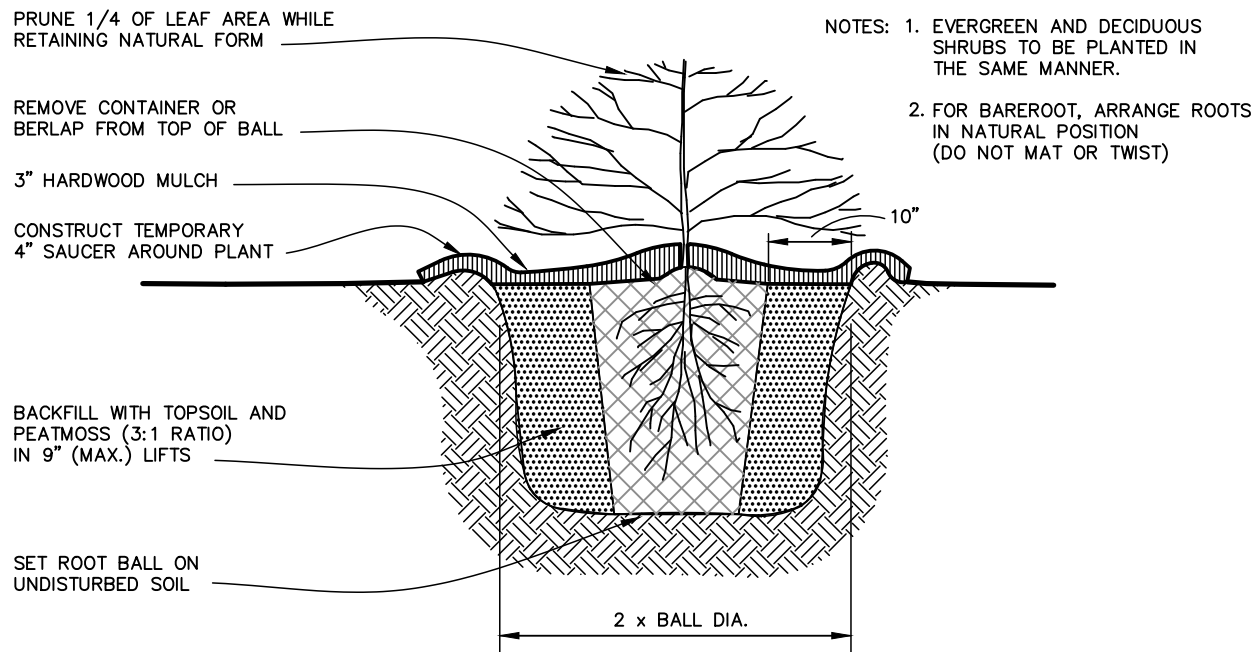
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SHEET
4

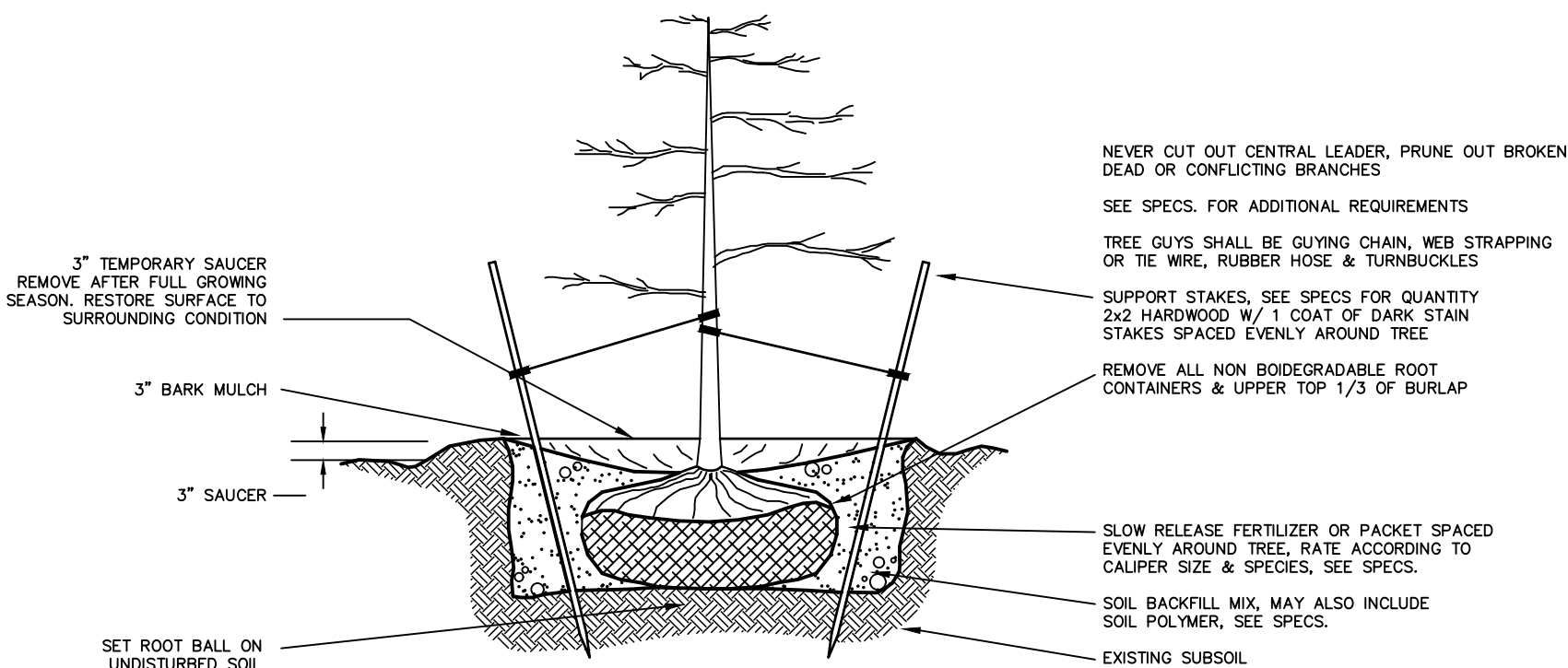
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TYPICAL LOAM DETAIL
N.T.S.

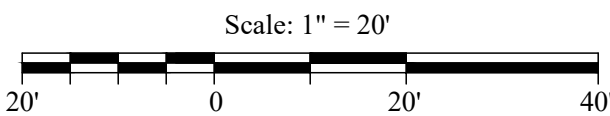


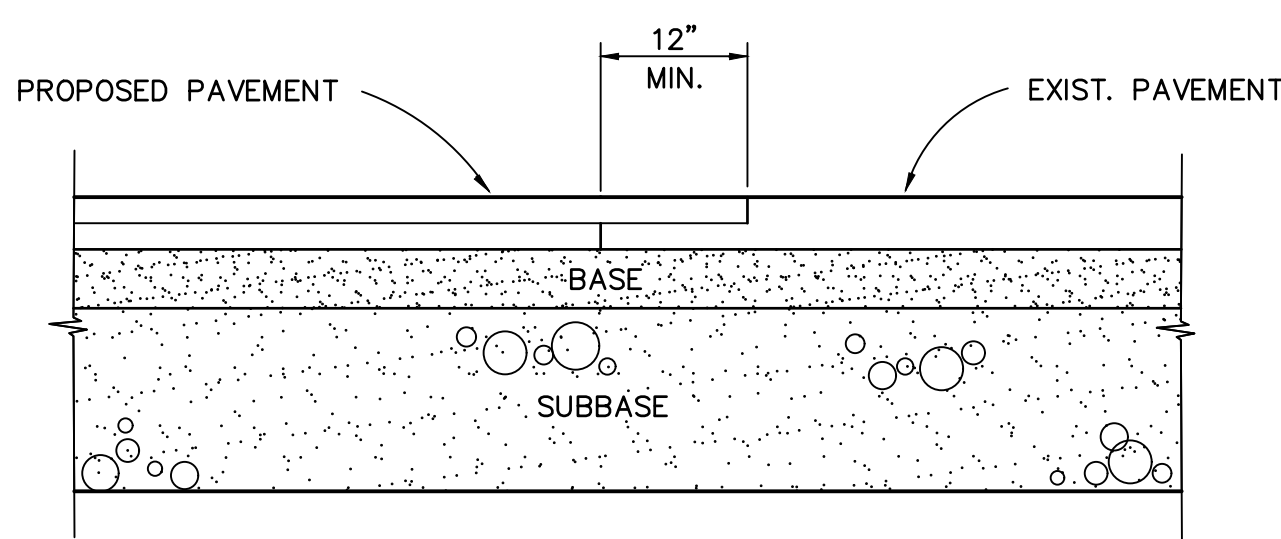
SHRUB PLANTING DETAIL
N.T.S.



TREE PLANTING & STAKING DETAIL
N.T.S.

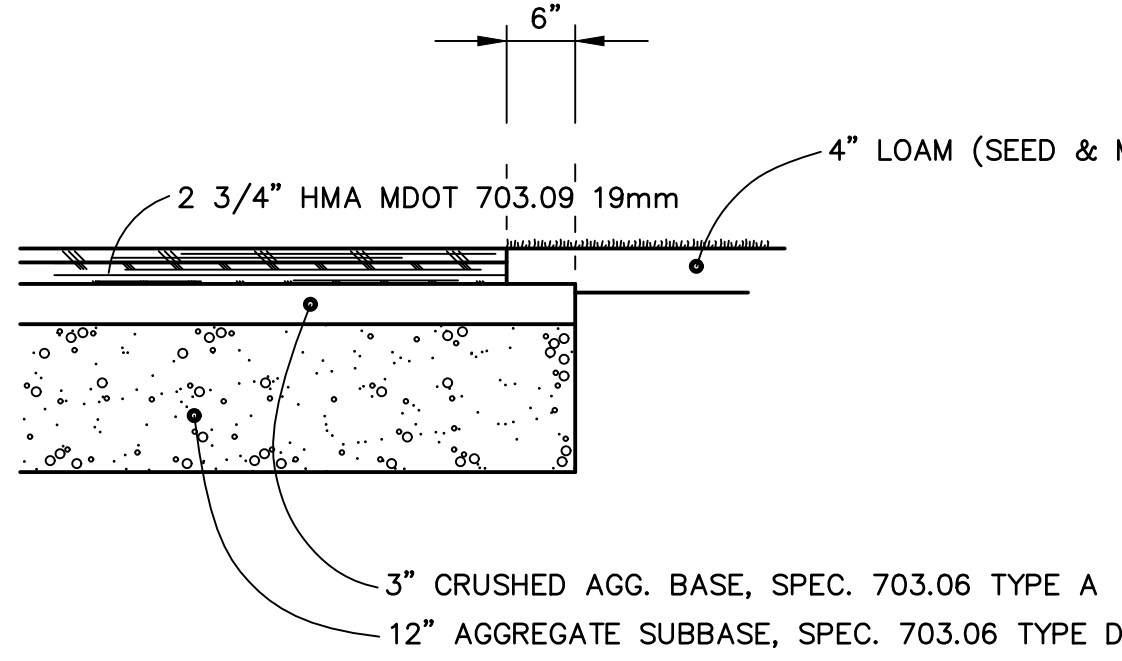
LANDSCAPING LEGEND			
SYMBOL	DESCRIPTION	SIZE	QUANTITY
	FEATHER REED GRASS (CALAMAGROSTIS X ACUTIFLORA)	#1 CONTAINER	28
	WHITE PINE (PINUS, STROBUS)	4' - 5'	5
	ALLEGHENY SERVICEBERRY (AMELANCHIER LAEVIS)	4' - 5'	5
	AUTUMN BLAZE MAPLE (ACER X FREEMANII)	2"	6



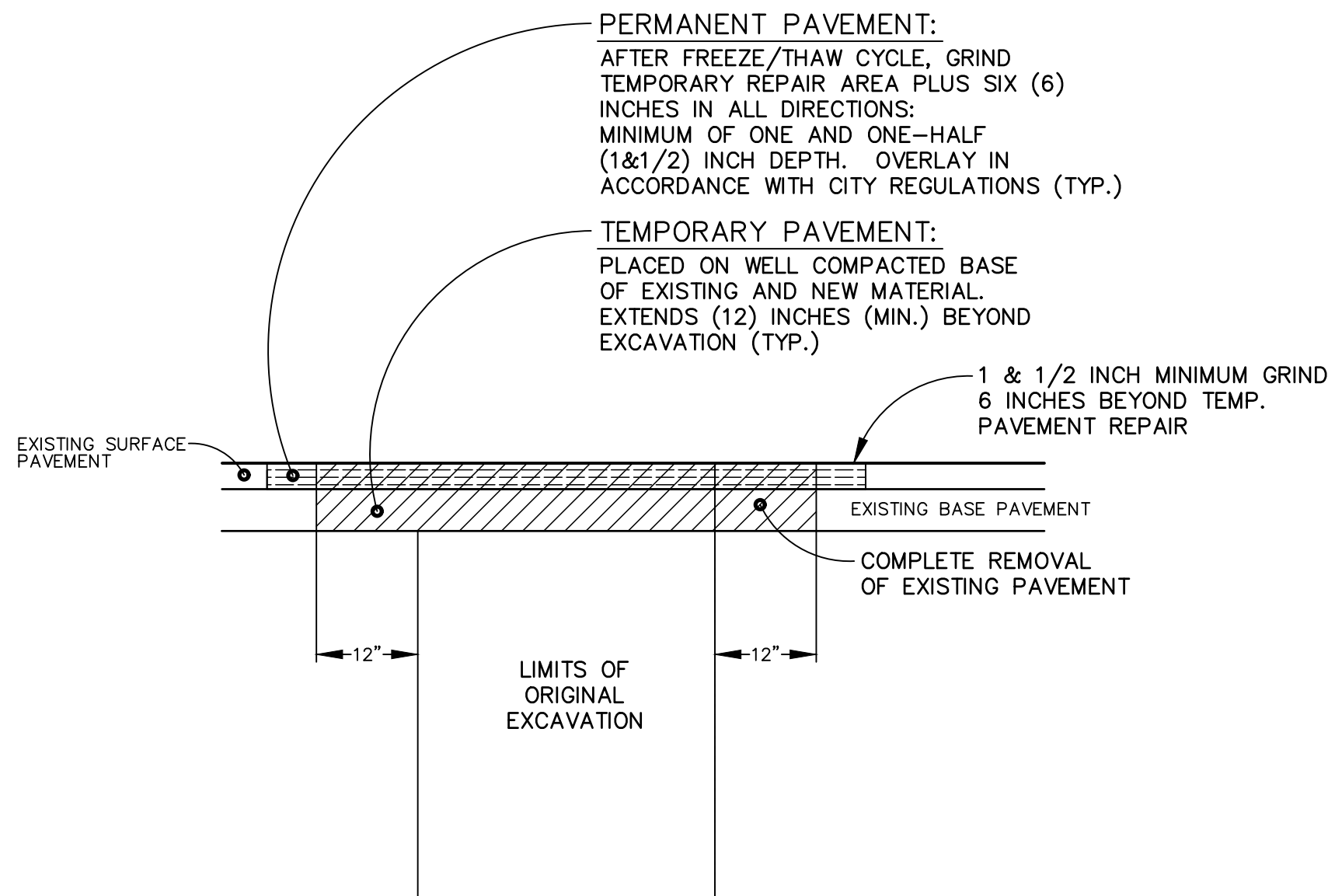


SAWCUT EXIST. PAVEMENT ALONG A SMOOTH LINE TO A NEAT EVEN VERTICAL JOINT, GRIND 12" X 1 1/4" SHIPLAP JOINT AND APPLY TACK PRIOR TO PROPOSED PAVING.

PAVEMENT JOINT DETAIL
N.T.S.



TYPICAL DRIVEWAY PAVEMENT
N.T.S.

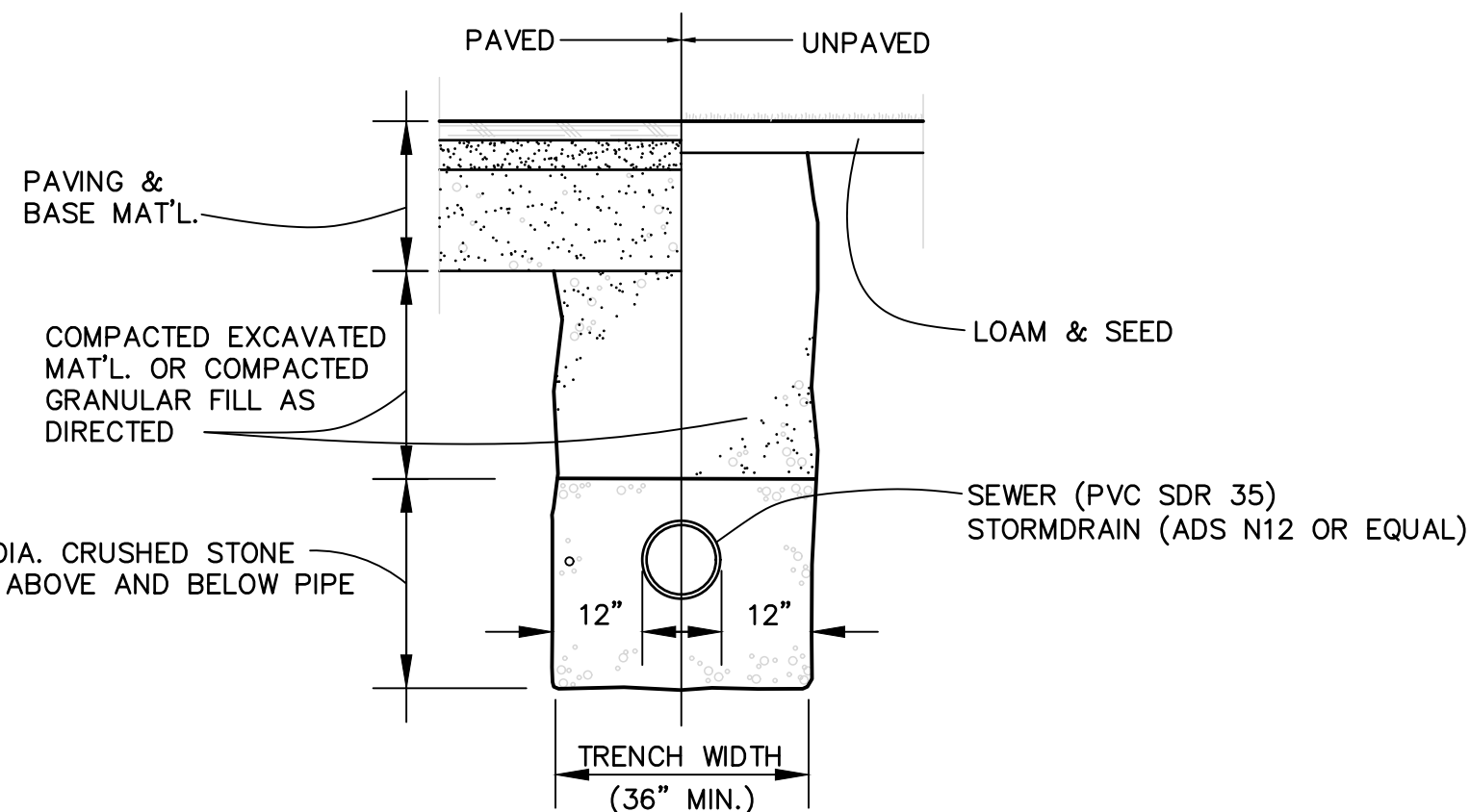


THE TWELVE (12) INCH PAVEMENT OVERCUT MEASUREMENT STARTS AT FURTHEST EDGE OF INTACT NATIVE SOILS. TRENCH WALL DISTURBANCE WILL IMPACT AMOUNT OF PAVEMENT REMOVAL REQUIRED

TRENCH PATCH
N.T.S.

NOTES:

- Trench width shown is payment width for rockexcavation & replacement of unsuitable material.
- Do not mechanically compact directly over flexible pipe (e.g. PVC, Polyethylene)
- Concrete pipe shall have sand bedding.



TRENCH DETAIL
N.T.S.

Manhole shall conform to ASTM C478. Concrete: 4,000 PSI after 28 days. Reinforcing: H20 loading. Shiplap joints sealed w/ 1 strip of Butyl Rubber Sealant. Each casting to have lifting holes cast in. Plug all holes & pipe penetrations w/ non-shrink grout. Exterior asphalt coated. Lock joint flexible pipe sleeves cast in. Testing and videoing sewer per city standards.

NEEHAH FOUNDRY, 24" SOLID, CAST IRON, HEAVY DUTY, FRAME & GRATE MARKED "SEWER"

BRICK TO GRADE: MIN. 1 COURSE MAX. 3 COURSES

1/2" THICK MORTAR PARGING

FINISH GRADE

BITUMINOUS COATING ALL EXTERIOR SURFACES

SUITABLE COMPACTED CRUSHED GRAVEL BACKFILL

PLUG ALL LIFTING HOLES, JOINT SECTIONS & INSIDE HANHOLE BOOT W/ NONSHRINK GROUT

4 LAYERS POLY FROST BARRIER

JOIN SECTION W/ 2 ROWS OF KENT SEAL OR RAM NEK

BRICK SHELF, SEE FIBERGLASS CHANNEL DETAIL

PROVIDE BOOT W/ STAINLESS STEEL STRAP

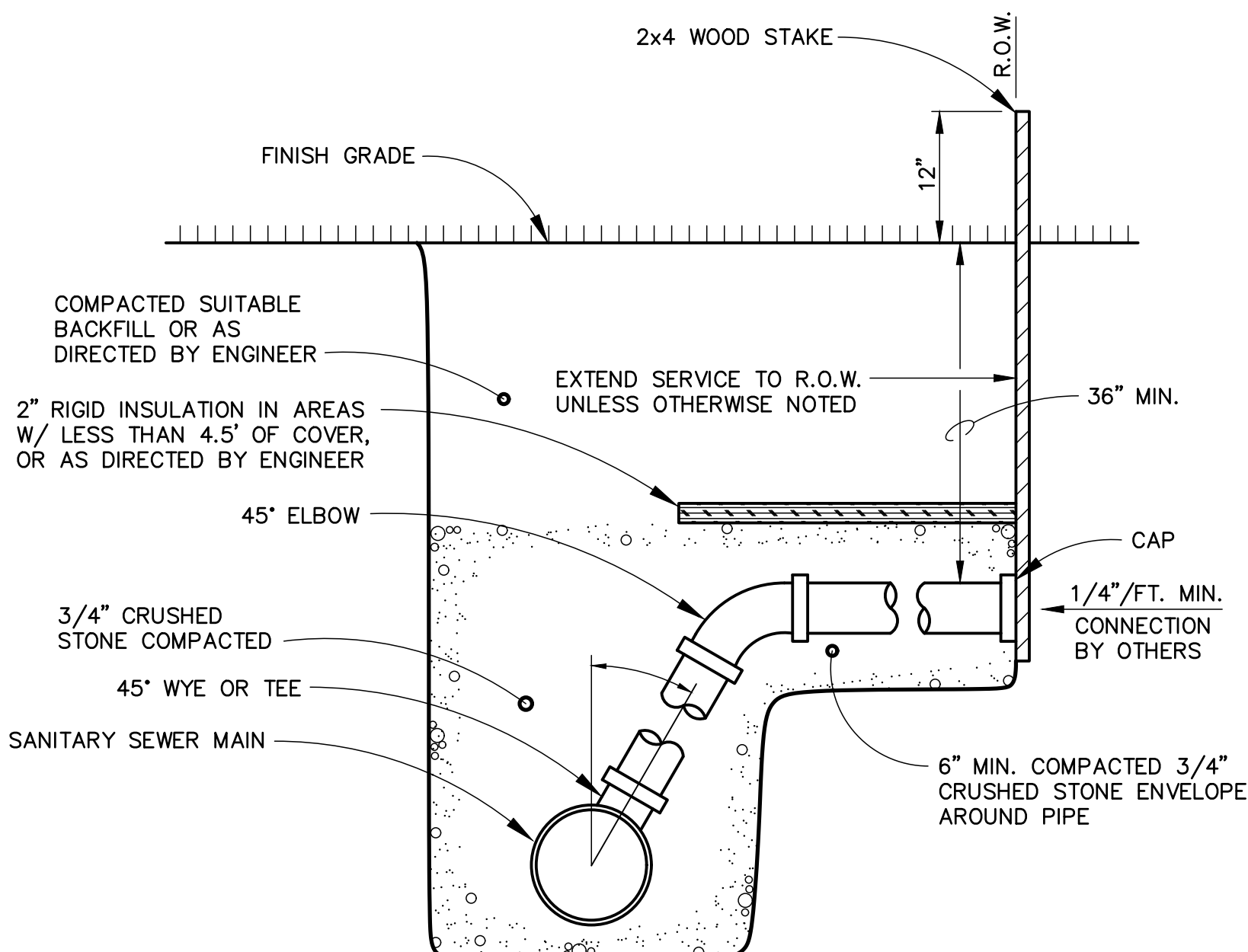
1" WASH MIN.

PROVIDE FLEXIBLE PIPE JOINT WITHIN 2' OF MH EXTERIOR

8" OF 3/4" DIA. CRUSHED STONE

SUITABLE UNDISTURBED MATERIAL

PRECAST CONCRETE
SANITARY SEWER MANHOLE
N.T.S.

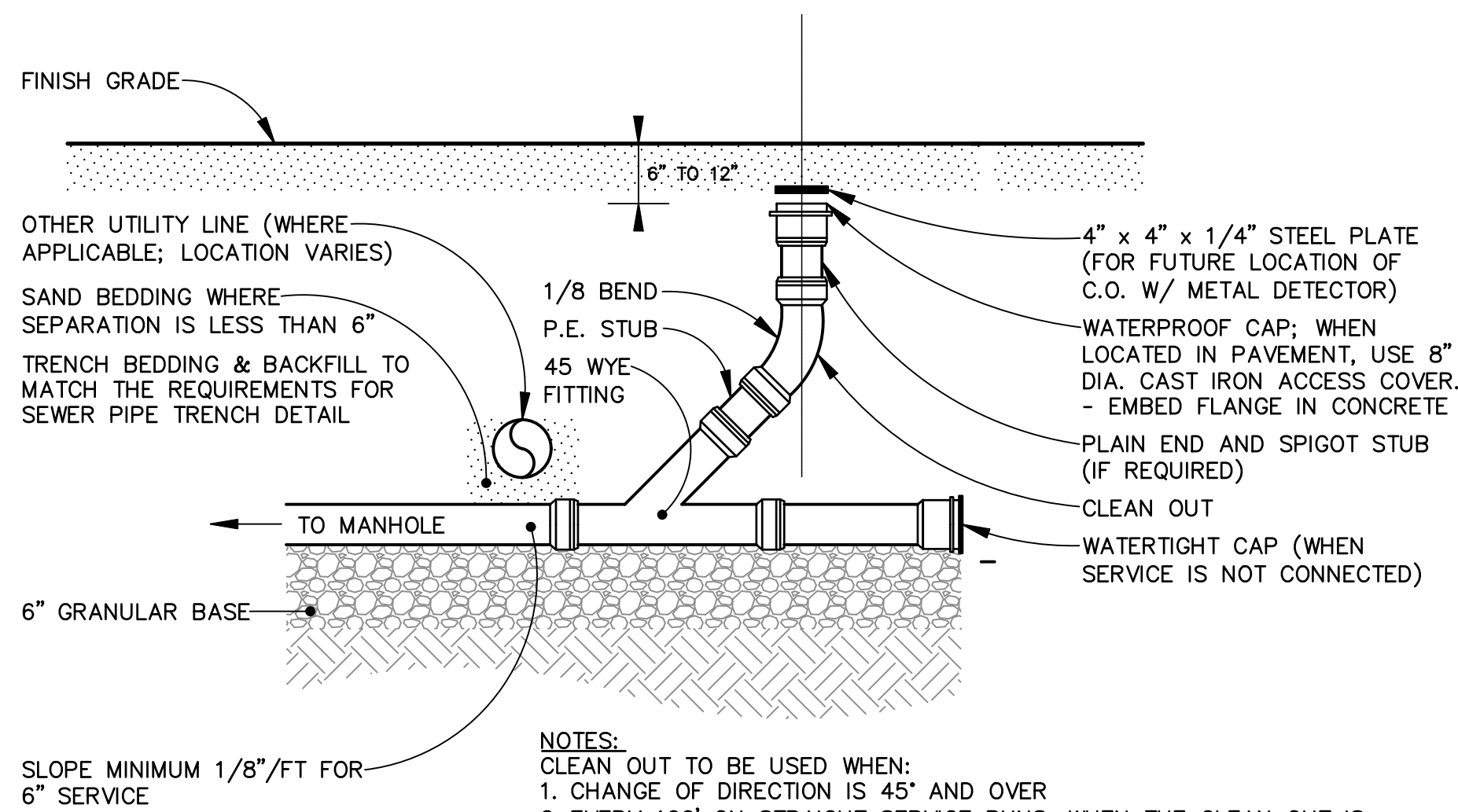


PIPE DIAMETERS MAY VARY, SEE TYPICAL PIPE TRENCH DETAIL.

WHERE 30° MINIMUM ANGLE BETWEEN SEWER CONNECTION AT THE SEWER MAIN AND THE VERTICAL CANNOT BE MAINTAINED, PROVIDE A PRECAST SEWER CHIMNEY

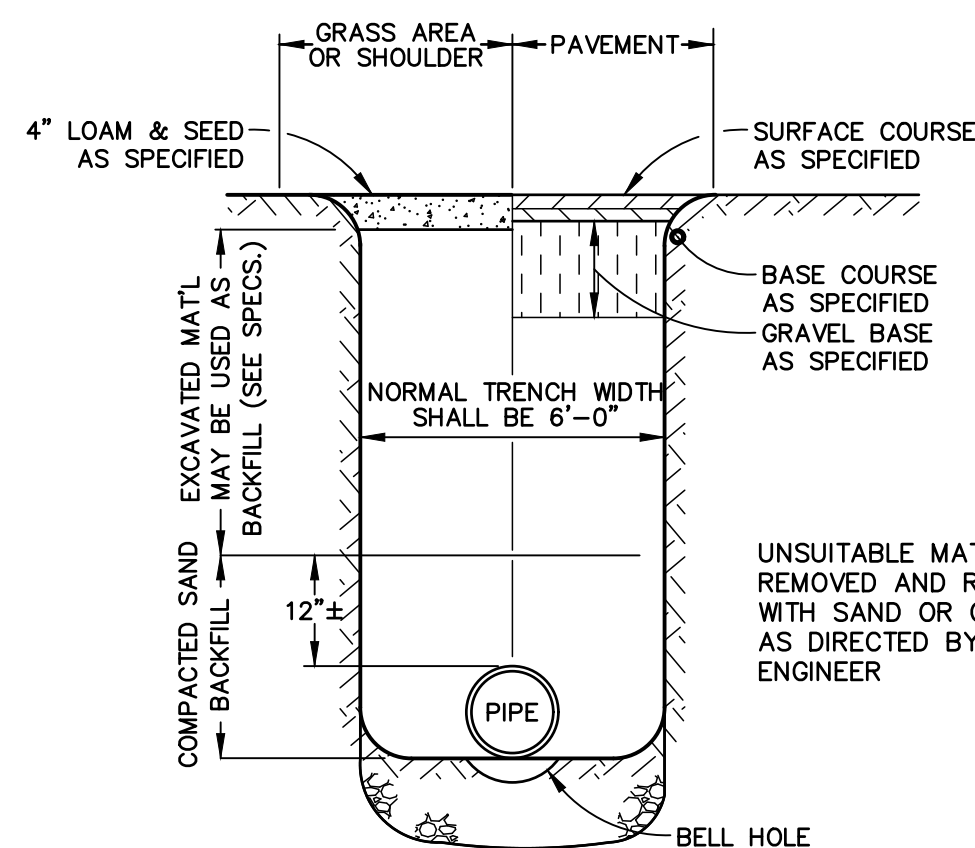
IF 2x4 STAKE IS CUT OFF FLUSH OR SLIGHTLY BELOW GRADE, PROVIDE MIN. OF 2 16d GALV. SPIKES DRIVEN INTO TOP OF STAKE TO PROVIDE METAL DETECTABILITY

HORIZONTAL SEWER CONNECTION
N.T.S.

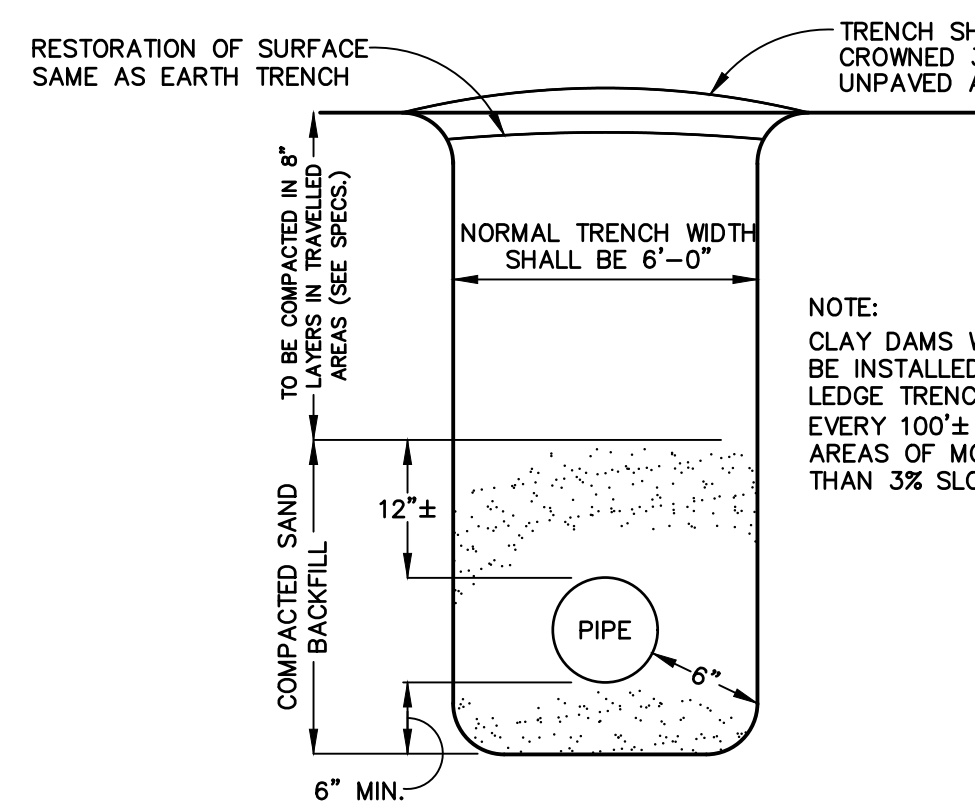


NOTES:
CLEAN OUT TO BE USED WHEN:
1. CHANGE OF DIRECTION IS 45° AND OVER
2. EVERY 100' ON STRAIGHT SERVICE RUNS. WHEN THE CLEAN OUT IS LOCATED IN AN AREA WHICH IS CURRENTLY PAVED OR PLANNED TO BE PAVED, THE CLEAN OUT SHALL BE ENCASED IN CONCRETE. THE CONCRETE SHALL BE FORMED USING A 30" SONATUBE. A 6X6/10X10 WELDED WIRE MESH SHALL BE USED FOR CONCRETE REINFORCEMENT.

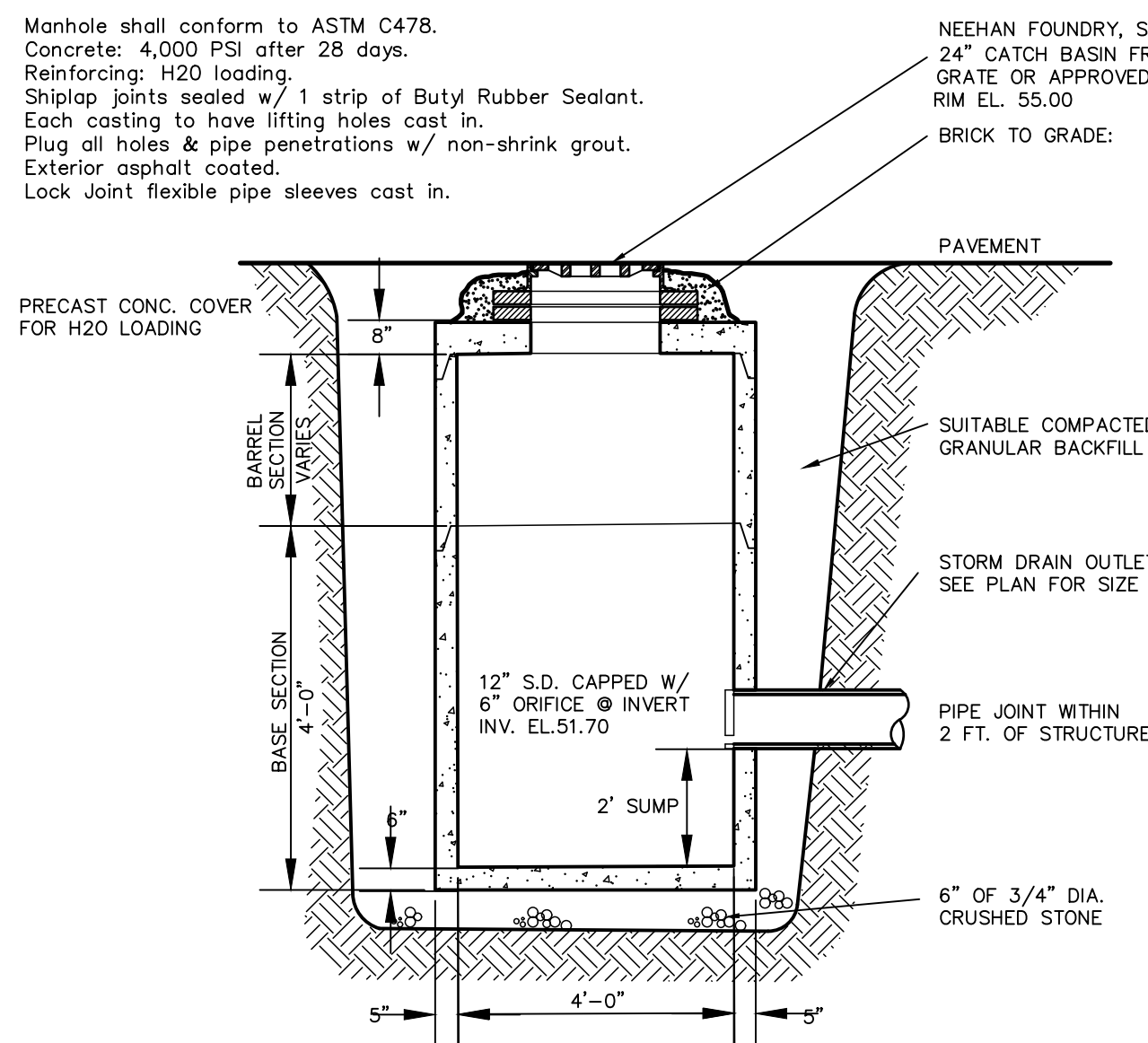
SEWER CLEANOUT
N.T.S.



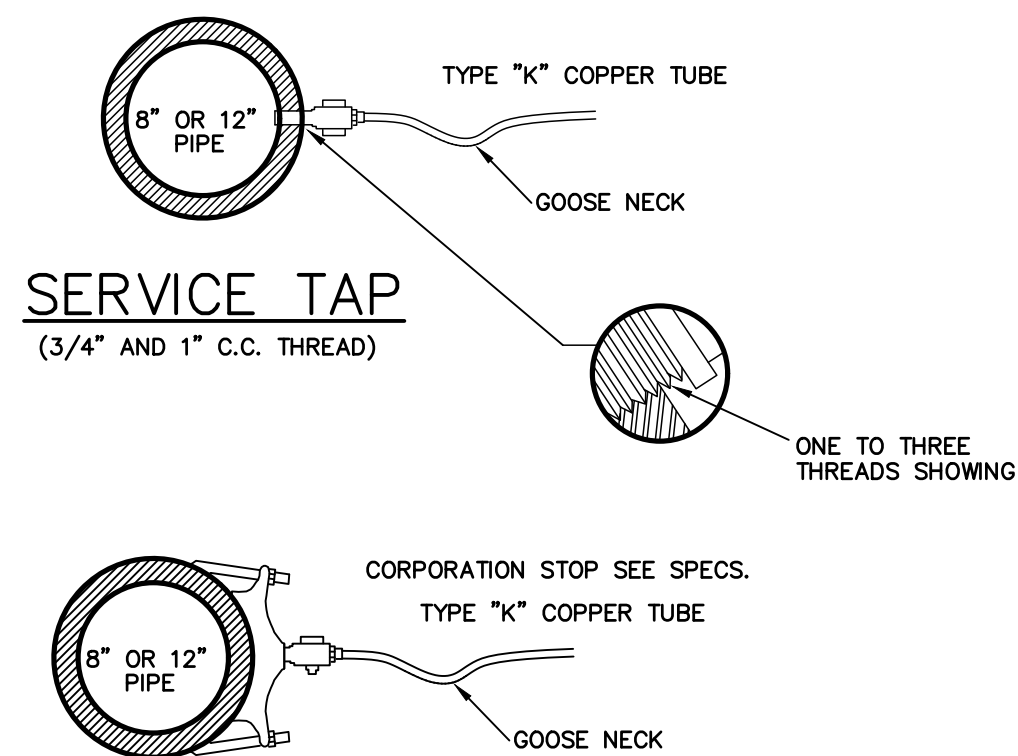
WATER THROUGH
EARTH TRENCH
N.T.S.



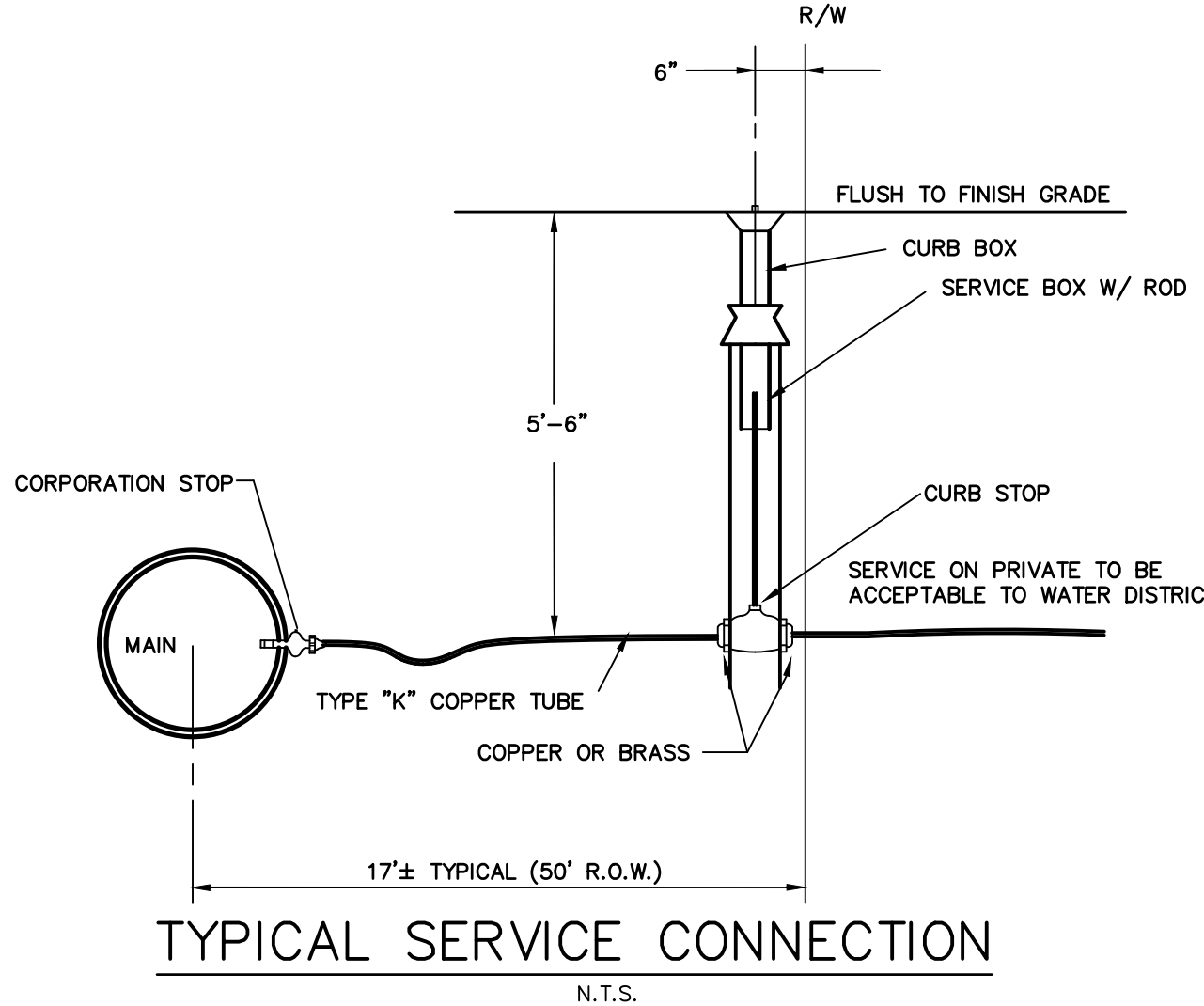
WATER THROUGH
LEDGE TRENCH
N.T.S.



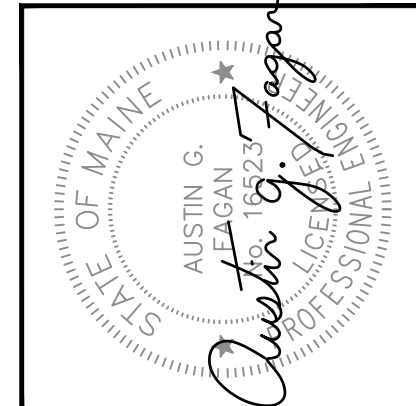
PRECAST CONCRETE C.B.
OUTLET CONTROL STRUCTURE
N.T.S.



NOTE: SERVICE CONNECTIONS (DIRECT TAPS AND SERVICE CLAMPS) WILL BE INSTALLED SO THAT THE OUTLET IS AT AN ANGLE OF NOT MORE THAN 45° ABOVE THE HORIZONTAL. ALWAYS PUT A BEND OR "GOOSENECK" IN THE SERVICE LINE PRIOR TO CONNECTING TO PROVIDE FLEXIBILITY AND "GIVE" TO COUNTERACT THE EFFECTS OF A LOAD DUE TO SETTLEMENT OR EXPANSION AND/OR CONTRACTION (SEE DETAILS).



NO.	DATE	REVISION
1	4/25/24	Submitted To City of Biddeford for Review
2	8/15/24	Rev'd. Per Peer and Staff Review
3	10/23/24	Rev'd. Per Peer and Staff Review
4	12/3/24	Rev'd. Per Meeting w/ City Engineer
5	12/17/24	Rev'd. Per City Engineer Comments
6	1/30/25	Landscaping Plan



BH2M

Berry, Huff, McDonald, Milligan Inc.
Engineers, Surveyors

380B Main Street
Gorham, Maine 04038
Tel: (207) 839-2771
www.bh2m.com

FOR
Diversacorp Holdings, LLC
5 Stone Pony Circle
Saco, Maine 04072

STANDARD DETAILS

AMARI CONDOMINIUM

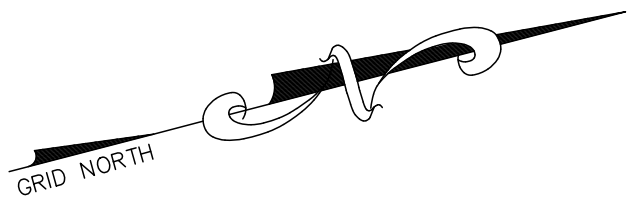
20 CLIFFORD STREET
BIDDEFORD, MAINE

DESIGNED W. Pelkey	DATE April 2023
DRAWN Dept.	SCALE 1" = 20'
CHECKED A. Fagan	JOB. NO. 22079

SHEET

6

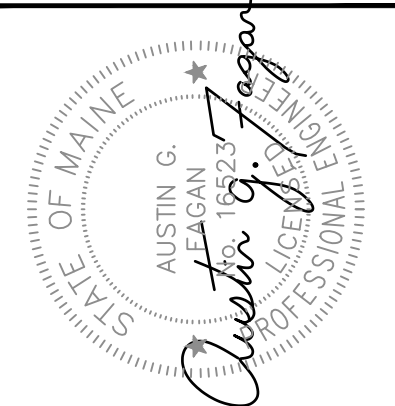
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NOTES:

- ALL PROPOSED PLANTING LOCATIONS SHALL BE STAKED CAREFULLY AS SHOWN ON THE PLANS FOR FIELD REVIEW BY THE ENGINEER OR CITY.
- CONTRACTOR SHALL VERIFY LOCATIONS OF ALL UTILITIES AND NOTIFY OWNER'S REPRESENTATIVE OF CONFLICTS.
- NO PLANT MATERIAL SHALL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- INSTALL 3" OF BARK MULCH AT ALL PLANTING LOCATIONS.
- ALL TREES SHALL BE BALLED AND BURLAPPED, UNLESS OTHERWISE NOTED OR APPROVED BY THE OWNER'S REPRESENTATIVE.
- FINAL QUANTITY FOR EACH PLANT TYPE SHALL BE AS SHOWN ON THE PLAN. THIS NUMBER SHALL TAKE PRECEDENCE IN CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN ON THE PLANT LIST AND ON THE PLAN.
- ANY PROPOSED PLANT SUBSTITUTIONS MUST BE APPROVED IN WRITING BY THE CITY.
- ALL PLANT MATERIALS INSTALLED SHALL MEET OR EXCEED THE SPECIFICATIONS OF THE MAINE NURSERY AND LANDSCAPE ASSOCIATION.
- ALL PLANT MATERIALS SHALL BE GUANANTEED FOR ONE YEAR FOLLOWING DATE OF FINAL ACCEPTANCE.
- PROPOSED TREE LINE TO REMAIN SHALL BE FLAGGED AND PROTECTED. ANY DAMAGE TO PROPOSED TREE LINE ALONG ABUTTING PROPERTY LINES SHALL BE RESTORED WITH LIKE SPECIES OR AS SPECIFIED BY CITY STAFF.
- GRASSED AREAS SHALL RECIEVE 4" OF LOAM AND SPECIFIED SEED MIX. LAWNS OVER 3:1 SLOPE SHALL BE BY EROSION CONTROL FABRIC. ALL RIPRAP AREAS SHALL BE INSTALLED AS DETAILED.
- LOAM AND SEED ALL AREAS NOT OTHERWISE TREATED.
- THE PLAN IS INTENDED FOR LANDSCAPING PURPOSES ONLY. REFER TO SITE/CIVIL DRAWINGS FOR ALL OTHER SITE CONSTRUCTION INFORMATION.
- BUILDING PLANTINGS, TYPE AND NUMBER SHALL BE AT THE DISCRETION OF DEVELOPER OR BUILDING OWNER(S) AT COMPLETION SITE WORK.

REVISION		DESCRIPTION
NO.	DATE	
1	4/25/24	Submitted To City of Biddeford for Review
2	8/15/24	Rev'd. Per Peer and Staff Review
3	10/23/24	Rev'd. Per Peer and Staff Review
4	12/3/24	Rev'd. Per Meeting w/ City Engineer
5	12/17/24	Rev'd. Per City Engineer Comments
6	1/30/25	Landscaping Plan



BH2M

Berry, Huff, McDonald, Miligan Inc.

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380B Main Street

Portland, Maine 04108

Tel: (207) 839-2771

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FOR

Diversacorp Holdings, LLC

5 Stone Pony Circle

Saco, Maine 04072

LANDSCAPING

AMARI CONDOMINIUM

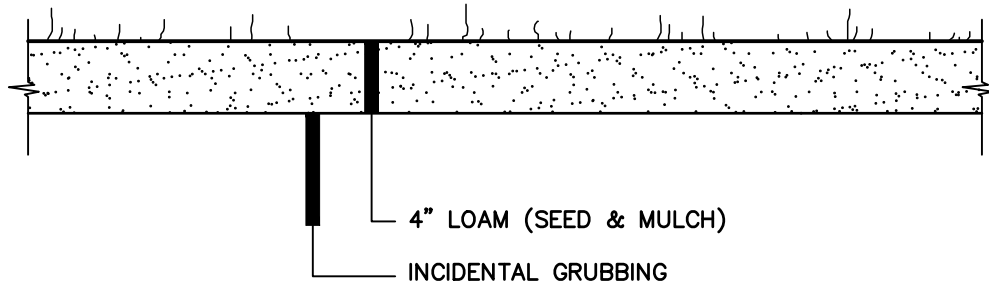
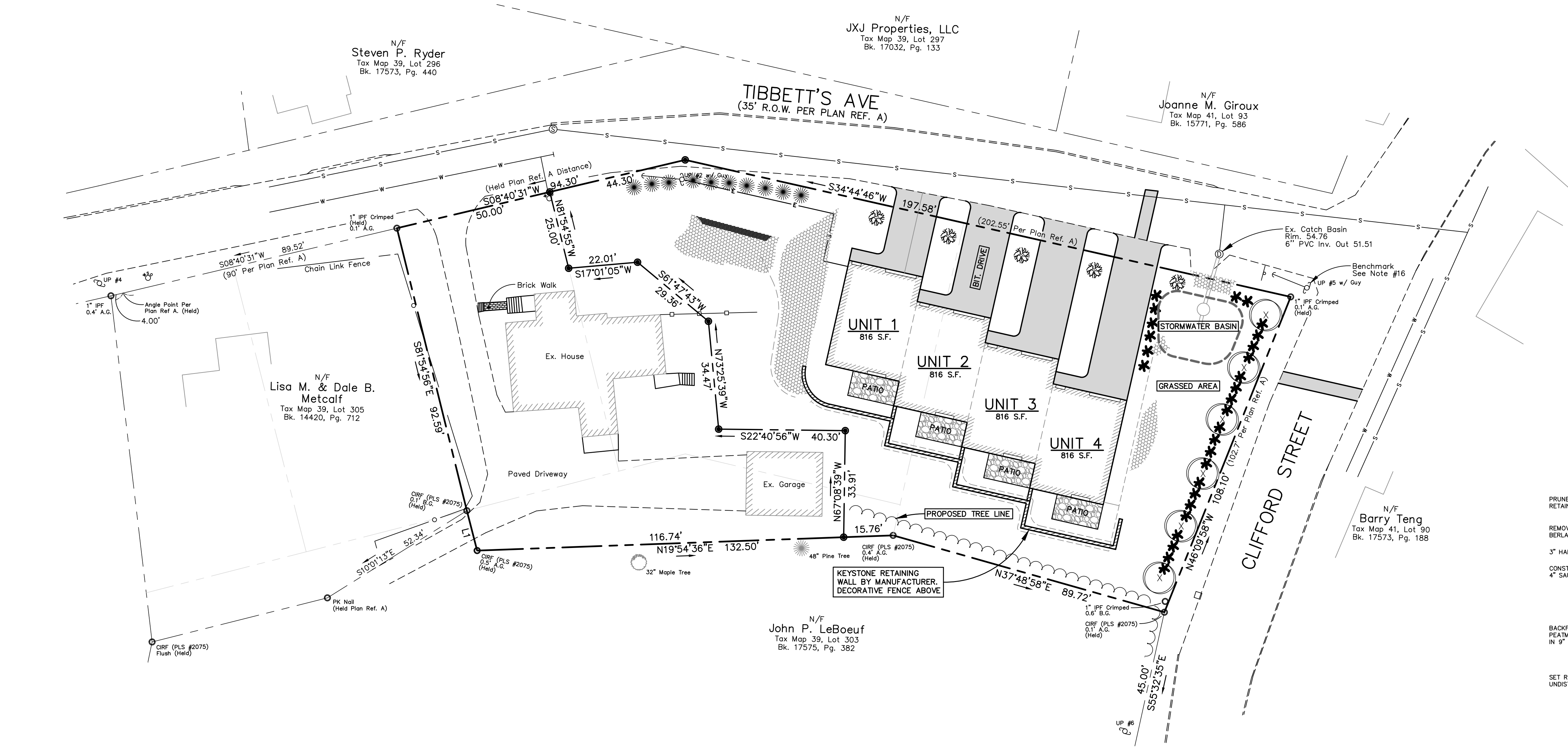
20 CLIFFORD STREET

BIDDEFORD, MAINE

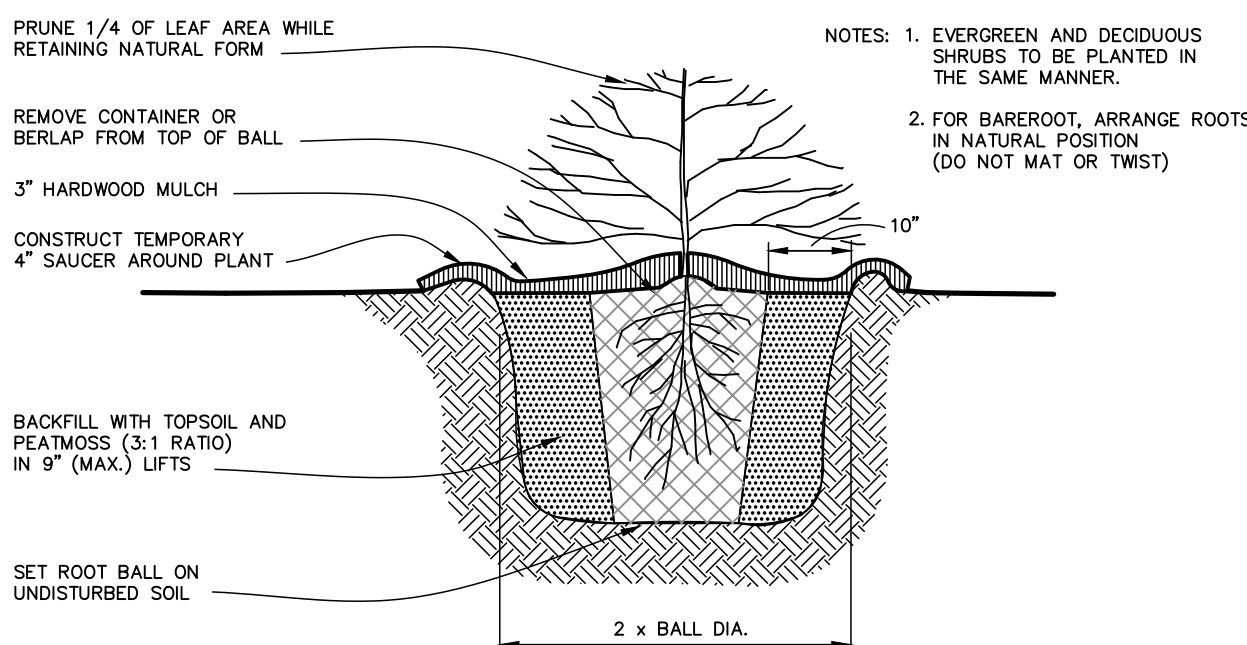
DESIGNED	W. Pelkey	DATE	April 2023
DRAWN	Dept.	SCALE	1" = 20'
CHECKED	A. Fagan	JOB. NO.	22079

SHEET
4

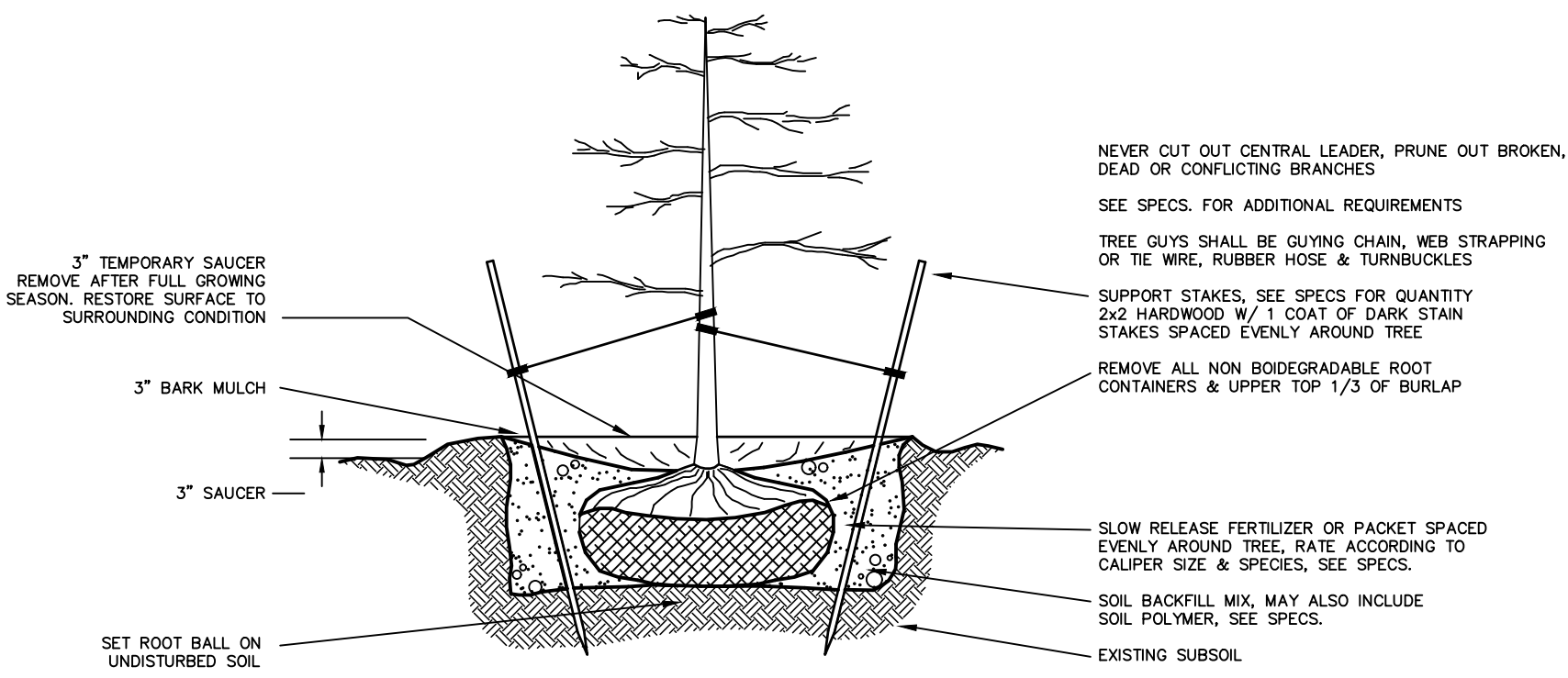
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TYPICAL LOAM DETAIL
N.T.S.

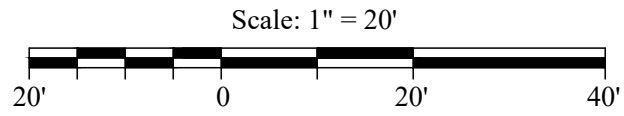


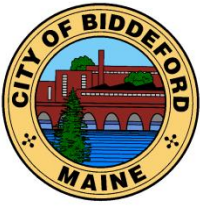
SHRUB PLANTING DETAIL
N.T.S.



TREE PLANTING & STAKING DETAIL
N.T.S.

LANDSCAPING LEGEND			
SYMBOL	DESCRIPTION	SIZE	QUANTITY
	FEATHER REED GRASS (CALAMAGROSTIS X ACUTIFLORA)	#1 CONTAINER	28
	WHITE PINE (PINUS, STROBUS)	4' - 5'	10
	ALLEGHENY SERVICEBERRY (AMELANCHIER LAEVIS)	4' - 5'	5
	AUTUMN BLAZE MAPLE (ACER X FREEMANII)	2"	6





CITY OF BIDDEFORD

Planning and Development Department

David C.M. Galbraith
Deputy Director/City Planner
205 Main Street
P.O. Box 586
Biddeford, ME 04005
(207) 284-9115

David.Galbraith@biddefordmaine.org

PLANNING BOARD STAFF REPORT

TO: Chair Plotkin and Members of the Biddeford Planning Board

FROM: David C.M. Galbraith, City Planner & Deputy Director of the Planning & Development Dept.

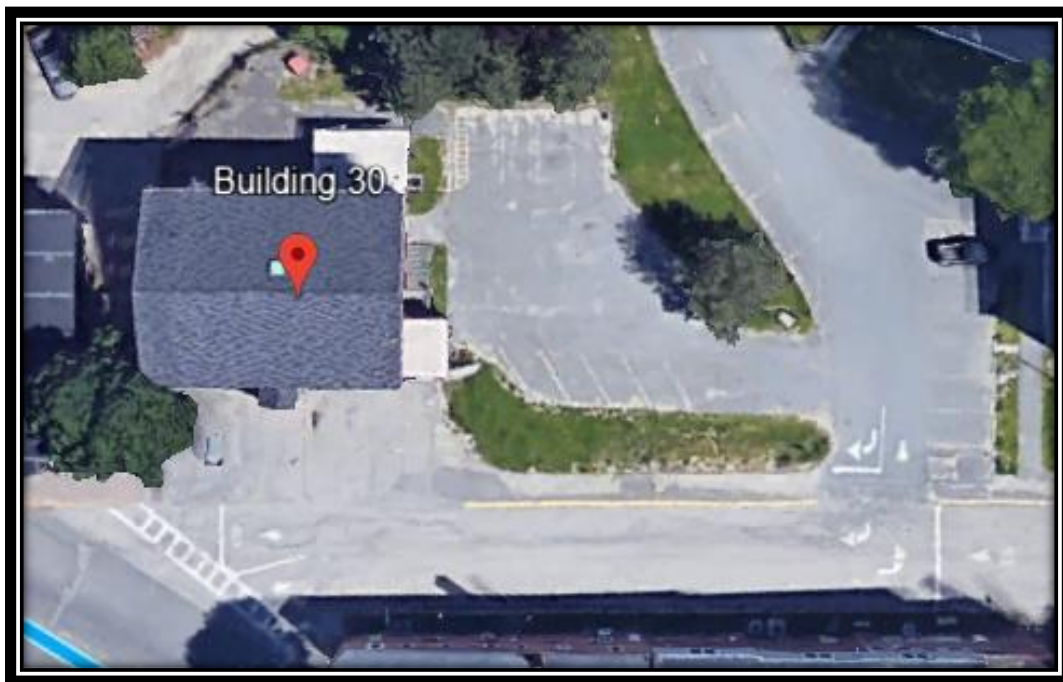
DATE: February 26, 2025

RE: **2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC – Proposed development of existing building into 11 residential units and a Subdivision Amendment at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD-3 Zone.**

MEETING DATE: March 5, 2025, 6:00 PM

1. INTRODUCTION

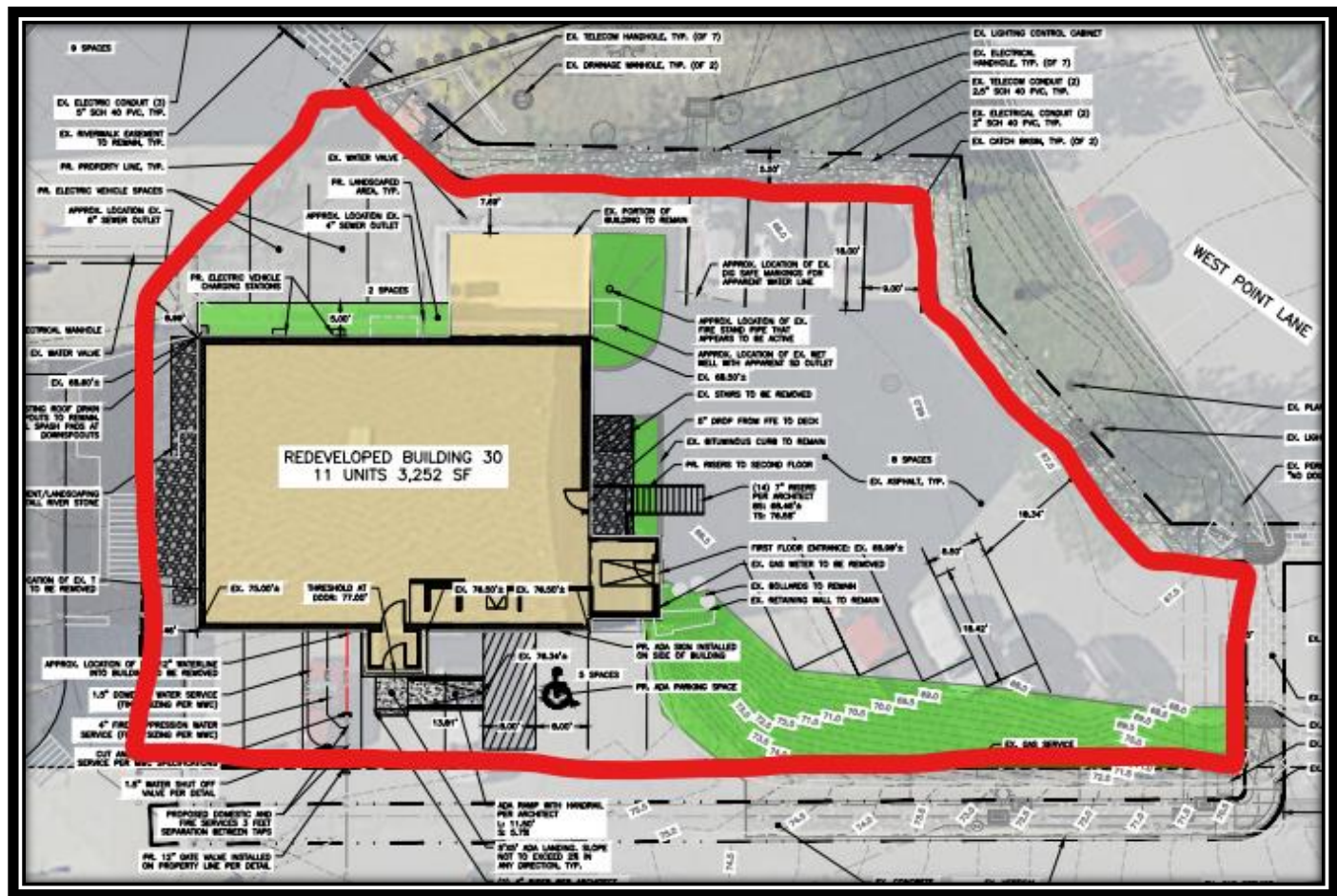
This project was last before the Planning Board on February 5, 2025, for "Sketch Plan Review". The application is being presented by Acorn Engineering, for Reveler LLC, referred to as "Applicant or Applicants". The Applicants are seeking to develop an existing, vacant building into 11 residential units and an amendment to an existing subdivision to create a self-contained / freestanding lot of record, independent of the Pepperill Mill Campus. The subject property is approximately .08-acres in area (3,252 square feet in area), as the existing property is only the building's footprint.



Pepperill Mill - Building # 30 – 2 York Street

RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

MEETING DATE: February 5, 2025, at 6:00 PM



Pepperill Mill – Bldg. # 30 – 2 York Street – Site Plan with new property line in red

As part of the project, the Applicants are seeking to amend the existing property lines, so the new proposed lot area (12,909 square feet) would provide the property with their own designated / controlled parking and some landscaped areas. The property line adjustment would include the existing parking areas to the front, east side and rear of the building. The property lines being proposed would allow this development to be “separated” from Pepperill Mill and provide the required off-street parking for the proposed development. Staff are supportive of the proposed property line adjustment as this building and the subject parking is physically separated from the majority of the Mill. The proposed lot is located in the MSRD-3. The proposed development lots would be served by the public sewer system and would connect to public water.

RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

MEETING DATE: February 5, 2025, at 6:00 PM



Amended Site Plan including at grade concrete sidewalk and additional landscaping

The Applicants have made several changes to the site plan including the addition of some landscaping materials, pulled the parking away from the front building façade to provide foundation landscaping and will be removing the existing bituminous pavement sidewalk and replace it with a concrete sidewalk at grade to provide better separation and pedestrian safety. One of the issues facing the development is redesigning the parking area located to the east of the existing building to meet the City’s parking lot standards. Typically, we look for drive aisles to be 24’ in width, where the site currently has slightly over 14’ and the narrowest location. The Applicant’s would like for this parking area to basically remain unchanged from the current design or modified slightly so that the amount of parking required for the development can be provided on-site. I believe the Applicant’s proposal to maintain the existing parking lot layout in its current configuration is valid, as it has been operating in the existing conditions since at least 1998.

RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

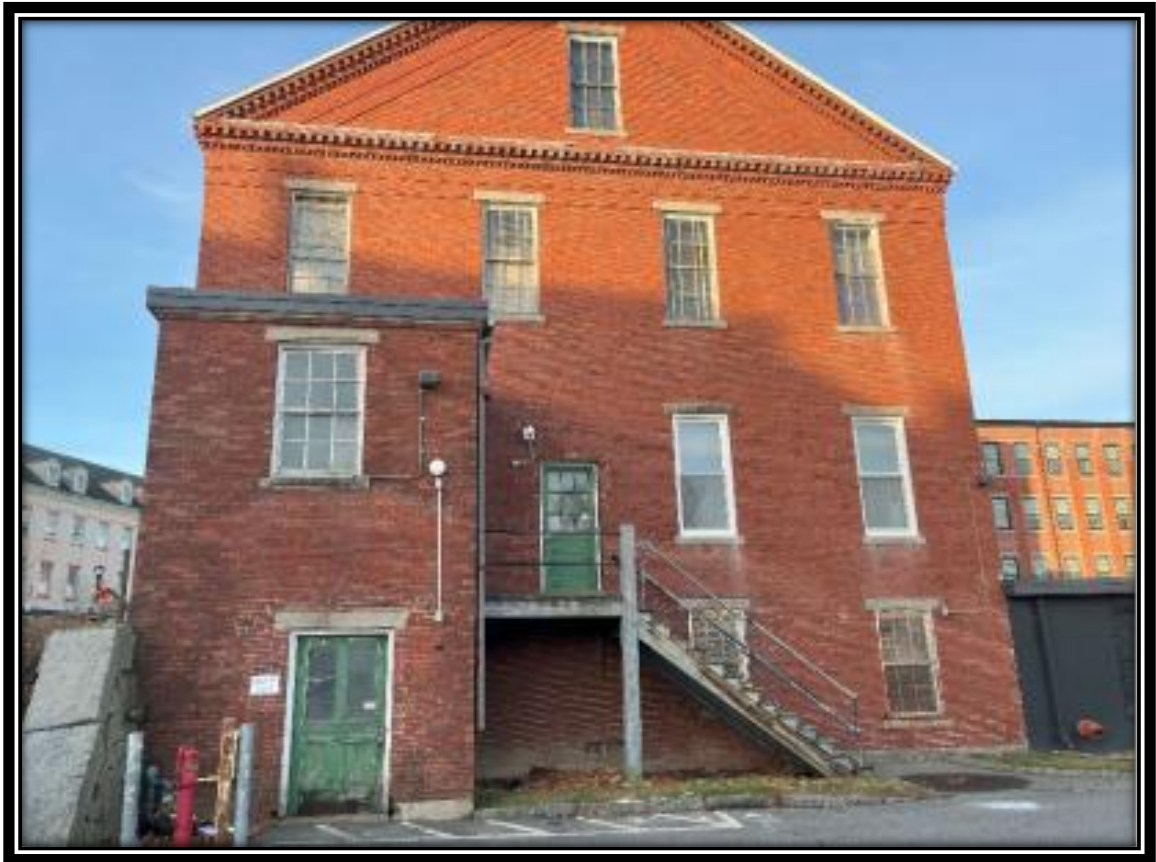
MEETING DATE: February 5, 2025, at 6:00 PM



Pepperill Mill - Building # 30 – 2 York Street – Front Façade

RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

MEETING DATE: February 5, 2025, at 6:00 PM



Pepperill Mill - Building # 30 – 2 York Street – Side / East Façade



RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

MEETING DATE: February 5, 2025, at 6:00 PM

Pepperill Mill - Building # 30 – 2 York Street – Front Façade



Pepperill Mill - Building # 30 – 2 York Street – Rear Façade – proposed EV Parking



Pepperill Mill - Building # 30 – 2 York Street – Rear Façade (left) – Stairs to Main Street

RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

MEETING DATE: February 5, 2025, at 6:00 PM

2. PROJECT DATA/INFORMATION

1.	Applicant:	Reveler LLC 188 State Street, Suite 301 Portland, ME 04102
2.	Owner of Property:	Pepperell Mill Development LLC 3100 McKinnin Street, Suite 250 Dallas, TX 75201
3.	Agent:	Peter Heil, P.E. Acorn Engineering P.O. Box 3372 Portland, ME 04104
4.	Surveyor:	Randy Loubier, PLS Owen Haskell 390 US Route 1 Falmouth, ME 04105
5.	Project Location:	2 York Street
6.	Project Tax Map /Lot #:	Tax Map 71, Lot 6-2
7.	Lot Size:	.08 Acres
8.	Base Zoning:	MSRD3
9.	Overlay Zoning:	N/A
10.	Existing Use:	Vacant Mill Building
11.	Proposed Use:	11 Residential Units
12.	Approvals Required:	Subdivision/Site Plan
13.	Uses in the Vicinity:	Mixed Use Residential & Commercial
14.	Waivers Needed:	a. Part III-Article XI-Section 5.B.1 Drainage
18.	Waivers Granted:	a. None
22.	Other Non-City Permits Required:	a. None
23.	LDR Attachment A: Fees Paid:	Sketch Plan Fees Paid
25.	Planning Board Review History:	Sketch Plan-February 5, 2025

3. REVIEW PROCESS

Per City ordinance, this application is subject to Subdivision Review (Chapter 66 – Subdivisions) and site plan approval by the Planning Board. This process involves Sketch Plan review, followed by Preliminary Plan Review, and ultimately Final Plan review / approval.

4. GENERAL REVIEW COMMENTS:

- **APPLICATION COMPLETENESS:** This application is for subdivision sketch plan review, so the purpose of this memorandum introduces the project/s to the Board, with the desire to identify items the Board believes are important and necessary for the continued review of this plan / project.
- **ZONING:** The subject property is zoned as MSRD-3 and multi-family dwellings are a permitted use within the district.

RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

MEETING DATE: February 5, 2025, at 6:00 PM

- **REVIEW STANDARDS:**

Staff found the sketch plan application to satisfy City subdivision requirements.

- **WAIVERS:** The applicant is seeking a waiver for Part III-Article XI-Section 5.B.1 Drainage.

5. STAFF REVIEW COMMENTS:

In addition to the below comments, additional comments have been provided by the City's Peer Reviewer (Write-Pierce) which may be found in your application materials.

A. Planning Department Comments:

- 1) Revised plans shall show the location of the required concrete pad and dumpster enclosure and provide elevations of the proposed enclosure.
- 2) The site has an old rusty 6' tall, barbed wire fence located in the northwest corner of the building. The fence does not seem to serve any purpose and Staff recommends its removal.
- 3) Parking in front of the building should include concrete wheel stops to protect the foundation landscaping and to identify the parking stalls so that vehicle overhangs so as not to block the sidewalk.
- 4) Although the proposed lot has a sizable green space adjacent to York Street it is almost devoid of landscaping. Staff recommend that this area includes a mixture of trees and shrubs to beautify this area.
- 5) 10% of the units must be L/MI (low to moderate income units), or the developer shall contribute \$100K per required unit to the City's Housing Trust Fund. If the developer opts to provide 10% LMI housing on site, they will need to enter into a 30-year agreement with the city to ensure the unit will remain LMI. Annual reporting will be required.
- 6) The electric vehicle parking stalls at the rear of the building are accessed through the Lincoln Mill parking lot. An access easement between the parties granting access to these parking stalls shall be submitted with the Final Development Application.
- 7) Please provide a copy of the access easement to utilize West Point Lane as the proposed property will no longer be part of the Pepperill Mill Campus.

B. Engineering Department Comments:

- 1) The drive aisle adjacent to the four angled parking spaces is less than 24' (See Table 6-49A from our ordinance); this would be a two-way entrance.

4. STAFF RECOMMENDATION

RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

MEETING DATE: February 5, 2025, at 6:00 PM

Staff continues to work through outstanding items, and the Applicants have been responsive to Staff's comments. Staff recommends granting Preliminary Site Plan and Subdivision approval.

5. SAMPLE MOTIONS:

A. Waiver Request: **WAIVERS:** The applicant is seeking a waiver for Part III-Article XI-Section 5.B.1 Drainage.

Sample Motions:

- 1) Motion to Approve: I motion to APPROVE a waiver for Part III-Article XI-Section 5.B.1 Drainage.
- 2) Motion to Deny: I motion to DENY the proposed waiver request of Part III-Article XI-Section 5.B.1 Drainage, for the following reasons:
 - a) _____.
 - b) _____.
 - c) _____.
- 3) Motion to Table: I motion to TABLE the proposed waiver request of Part III-Article XI-Section 5.B.1 Drainage, for the following reasons:
 - a) _____.
 - b) _____.
 - c) _____.

B. Project Approval Sample Motions:

- A. Motion to Approve: I motion to APPROVE Case # 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.
- B. Motion to Deny I motion to DENY Case # 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone, for the following reasons:
 - 1) _____.
 - 2) _____.
 - 3) _____.

C. Motion to Table: I motion to TABLE Case # 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone., for the following reasons:

RE: 2025.03 Preliminary Subdivision and Site Plan Review for Reveler LLC - Proposed development of existing building into 11 residential units at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD 3 Zone.

MEETING DATE: February 5, 2025, at 6:00 PM

- 1) _____.
- 2) _____.
- 3) _____.

Date: **2/26/2025**

Project No.: **22061D**

To: **David Galbraith, City Planner**
Adi Iriqat, Assistant Planner

From: **Christine Rinehart, PE**
Nate Edwards, PE

Subject: **2025.03 Reveler, 2 York Street, Preliminary Site Plan and Subdivision Review**

As requested by the City of Biddeford, Wright-Pierce has reviewed the Preliminary Site Plan and Subdivision Application for Pepperell Mill – Building Redevelopment. The proposed redevelopment is located at 2 York Street (Pepperell Mill Building 30) in Biddeford, Maine (Map 71, Block 6-2) and is located in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) district. The proposed development project includes a new property line adjustment to include the existing parking area adjacent to the building and redevelopment of the existing building into 11 residential units. Some utility infrastructure upgrades and grading for accessibility are also proposed.

Documents Reviewed by Wright-Pierce

- Preliminary Site Plan & Subdivision Application, Pepperell Mill Building 30 Redevelopment, City of Biddeford, Maine, prepared by Acorn Engineering, Inc for Reveler, LLC, dated February 2025.
- Pepperell Mill – Building 30 Redevelopment, 2 York Street, Biddeford, Maine, Civil plans, prepared by Acorn Engineering, Inc, issued for Preliminary dated 2/12/2025 (13 pages).
- Renovations to Building 30, Pepperell Mill Campus – 2 York Street, Biddeford, Maine, Architectural plans, prepared by Ryan Senatore Architecture, progress print dated 2/5/2025 (9 pages).
- Sketch Plan Planning Board Staff Report, dated January 28, 2025, RE: Sketch Plan for Reveler LLC – Proposed development of existing building into 11 residential units and a Subdivision Amendment at 2 York Street (Tax Map 71, Lot 6-2) in the MSRD-3 Zone.

Review Comments

Applicant should provide written responses to review comments recommending clarification or further information to be provided by the Applicant.

Staff Review Committee (SRC) Comments/City Coordination Items

1. **Coordination items for the City are indicated within the Review Comments in red font.**
2. We reviewed the Staff Review Comments within the Sketch Plan Staff Report, dated January 28, 2025, and have the following comments:
 - a. Planning Department Comment 1: Planning commented that a concrete pad and dumpster enclosure should be shown; however, the applicant has proposed a trash room and plans to roll out individual trash containers to the lower parking lot for collection. It does not appear a dumpster is required per ordinance. **City to clarify original comment.**

- b. Planning Department Comment 3: Planning commented about replacing the patched bituminous sidewalk. Flush concrete sidewalk is now proposed in front of the parking spaces along York Street. **City to confirm the sidewalk replacement is to the extent they intended.**
- c. Planning Department Comment 5: Planning commented that wheel stops should be proposed to protect the foundation and plantings and to keep vehicle overhangs out of the sidewalk. It does not appear that this has been addressed for the spaces facing the building.
- d. Planning Department Comment 7: Planning commented about L/MI housing units. We could not locate a response or documentation demonstrating this has been addressed.
- e. Planning Department Comment 10: Planning commented asking if there's an access easement to utilize West Point Lane. We could not locate a response or documentation demonstrating this has been addressed.
- f. Planning Department Comment 11: Planning commented that the primary drive aisle into the lower parking lot requires 24-foot width. The plans have not been revised to address this. Also see Article VI, Section 49 review comments below for an additional comment on this topic.

Checklist

See comments on attached Site Plan & Subdivision Application Drawing Checklist. Comments in the checklist have not been included in the review comments below.

Chapter 66 – Subdivisions, Design Standards

No comments.

Land Development Regulations, Article VI Performance Standards

Section 47 Multifamily Developments

- 1. Article VI, Section 47, Paragraph B.1.a of the Land Development Regulations (LDR) requires a letter from the Maine Water Company indicating an adequate water supply can be provided to the development at an adequate pressure for firefighting purposes. The Applicant to submit the letter, when available.
- 2. A 4-inch fire suppression service is proposed off of the existing 12-inch water main. **City of Biddeford Fire Department to comment on whether a hydrant is still needed within 500 feet of the building, as required by Article VI, Section 47, Paragraph 1.b of the LDR.**
- 3. The utility plan notes a "fire stand pipe that appears to be active". It should be confirmed whether or not this is active and intended to be used.
- 4. Article VI, Section 47, Paragraph B.1.e of the LDR requires a letter from the Biddeford Public Works, Sewer Division, indicating that sewer service is available and the sewage from the development can be adequately treated. **The Applicant has been coordinating with the City on an ability to serve letter.** The Applicant to submit the letter, when available.
- 5. Article VI, Section 47, Paragraph B.1.g of the LDR requires a group or common mailbox system to be located on-site in a convenient location so that it is accessible to all tenants or residents. Such mailbox system and location is to be approved by the local postmaster or their assigned representative. It does not appear that this is proposed.

Section 49 Off-street Parking and Loading

- 1. Article VI, Section 49, Paragraph A.11.a of the LDR requires parking areas with more than two parking spaces to be so arranged that it is not necessary for vehicles to back into the street. The 4 standard and 1 ADA parking

spaces require backing onto York Street. **Applicant to coordinate with the City to determine if this requirement applies to private streets.**

2. Article VI, Section 49, Paragraph A.11.b of the LDR requires that no off-street parking area to have more than two openings onto the same street, each opening not to exceed 26 feet in width. The 4 standard and 1 ADA parking spaces are off of York Street. **Applicant to coordinate with the City to determine if this requirement applies to private streets.**
3. Article VI, Section 49, Paragraph A.11.g of the LDR requires parking lots to be landscaped with a continuous border of shrubbery along all lot lines. The plans show landscaping around the building but not the parking lot.
4. All new buildings or redevelopment of existing buildings in the MSRD districts shall include a parking plan with a bicycle and pedestrian circulation plan component. Applicant should submit a plan meeting all of the requirements of Article VI, Section 49, Paragraph C.3.k.5 of the LDR.
5. Parking dimensions of the angled parking spots and drive isle should be reviewed. The use of angled parking indicates a one-way drive aisle. For a two-way drive aisle, 90-degree parking with 9 x 18 stall dimensions is required. Refer to Table 6-49A Parking Stall Size in Article VI, Section 49 of the LDR. However, the Applicant indicates the 18.34-foot driveway pinch point satisfies the 16-foot two-way travel width requirement for Type I-B (residential) developments as specified in Section 62-111, Driveway Aprons and Curb Cuts. **Is this access way to be considered a drive isle or driveway?**
6. The Applicant submitted a Turning Exhibit showing parking lot maneuverability. Consideration should be given regarding the angled parking space closest to the stairs. Is there enough maneuverability to utilize this space?

Land Development Regulations, Article XI Site Plan Review, Site Design and Development Criteria

Drainage

1. **The applicant has requested a waiver of the drainage requirements of Article XI. Since the proposed project will reduce the amount of impervious cover on site, which will reduce the peak runoff rates, we believe this waiver is reasonable.**

Utilities

1. We recommend noting on the plan that the existing gas service location is unknown but is intended to remain in use. The gas service location should be better located. At a minimum, we recommend showing where it enters the building.
2. Show all conduit materials and sizes on plan and/or details.
3. **Since the project connects to public water and sewer, the applicant needs to provide letters from the environmental specialist of the City of Biddeford for sewer, and water company shall confirm details of connection and/or concerns, as required by Article XI, Section 5, Paragraph B.2.e of the LDR.** This information was not submitted; Applicant to submit information when available.
4. The following items could not be located and should be specified in application narrative and on the plan, as required by Article XI, Section 5, Paragraph B.2.e of the LDR: Rated normal capacity and gallons per minute at prime use time, rated maximum capacity and gallons per minute at prime use time, and residual pressure of proposed tap line.
5. The Utility Plan notes "approx. location of ex. wet well with apparent SD outlet". The use of the wet well and outlet location should be clarified.

Structural Layout and Design

1. Fire protection

- a. See other comments regarding fire protection above related to Article VI, Section 47 of the LDR.
 - b. Applicant to submit response from City of Biddeford Fire Department, when available.
 - c. Applicant to confirm a separate external gas shut off valve will be provided. This should be shown on the plan and approved in writing by the fire chief/fire marshal as required by Article XI, Section 5, Paragraph B.4c.8 of the LDR.
 - d. Applicant should submit a vehicle turning diagram showing how emergency vehicles would access the site.
2. Paving, parking, and storage areas
- a. No paving, parking, or storage (except for entrances/exits) shall be permitted within 25 feet of any front property line, per Article XI, Section 5, Paragraph B.4.f.2 of the LDR. There are parking spaces within 25 feet of the property line. While the existing pavement will remain and not expand beyond its existing footprint, the lot lines are being altered. **Does this requirement apply?**
3. Parking, loading, and protective buffers
- a. Article XI, Section 5, Paragraphs B.4.i.3 through B.4.i.5 of the LDR are related to nonvegetated area and vegetated area percentages of development. For instance, Paragraph B.4.i.3 states, "Any parking or paving, including all access ways, egress ways, entrances and exits on streets for both pedestrian and vehicular use, shall not cover or occupy more than 30% of the land area being developed and reviewed and shall be included with the maximum nonvegetated area." While the existing pavement will remain and the building is not expanding beyond its existing footprint, the lot lines are being altered. The Site Plan indicates proposed max lot coverage of 79%. **Do the above-mentioned requirements apply?** If so, Applicant should provide the percent lot coverage of paving/parking to show compliance with Article XI, Section 5, Paragraph B.4.i.3.

CITY OF BIDDEFORD - SITE PLAN & SUBDIVISION APPLICATION DRAWING CHECKLIST

CHECKLIST DIRECTIONS:

1. The following checklist must be completely filled out by the applicant and included on all preliminary and final submittals.
2. Applicant to confirm all of the items listed are included within the submittal. Any missing items must have accompanying explanation.
3. City to review applicant's submittal and checklist responses. Projects missing substantial submittal information will be returned to applicant for completion.
4. Items in **BLACK** are required for 'Preliminary' approval & 'Final' approval.
5. Items in **BLUE** are only required for 'Final' approval.

SUBMITTAL REQUIREMENT	
ITEM NUMBER	DESCRIPTION
1	GENERAL PLAN REQUIREMENTS
A	Drawing specific legends (linetypes, hatches, etc.)
B	Individual drawing layer control should be utilized: freeze/thawing, changing lineweights, and screening (i.e. screen existing layers on a proposed plan, freeze topography and underground utilities on a proposed site plan)
C	North arrows, standard engineering scale viewports, scale bars, dated revision blocks
D	All drawings and surveys must be in the following coordinate systems: NAD83 Maine State Plane West (Horizontal) and NAVD88 (Vertical)
E	Drawings need to be designed, signed & sealed by a Maine licensed professional engineer (PE); all boundary survey data needs to be performed by a licensed professional land surveyor (PLS)
2	COVER SHEET
A	Project Name & Property Address
B	Project Team Contact Information (Owner, Engineer, Contractor, etc.)
C	Site Location Map
D	Sheet Set List of Drawings
E	Tax Map and Lot ID
F	Zoning & Shoreland Zone Information
G	Existing Use Description
H	Proposed Use Description
I	Required Waiver/Variations (Yes/No); if yes, plan must clearly list waivers/variances requesting
J	Name of Drainage Watershed
K	Within the MS4 Urbanized Area (Yes/No)
L	Natural resources (streams, wetlands, etc.) located on-site or adjacent to the property (Yes/No)
M	Within the 100-year Flood Zone (Yes/No)
N	Public Road Proposed (Yes/No)
O	Private Road Proposed (Yes/No)
P	Public Sewer Connection (Yes/No)
Q	Public Storm Drain Connection (Yes/No)
R	Limits of Disturbance in square feet and acres
S	Pervious Land Cover square footage, existing and proposed
T	Impervious Land Cover square footage (Pavement/Gravel), existing and proposed
U	Building Roof square footage, existing and proposed
V	Assigned Planning Board Number
W	Estimated cut/fill earthwork volumes. If disturbing within the Flood Zone, a separate set of earthwork volumes required (overall site vs. within flood zone)
3	EXISTING CONDITIONS PLAN
A	Horizontal & Vertical Datums annotated (NAD83 & NAVD88)
B	Property & Right-of-Way Lines
C	Boundary line information (bearings, distances, etc.)

D	Property pin and monumentation locations
E	Existing easements with proper ownership identified
F	Road Names & Individual Lot Labels (Map, Lot, Owner, Acreage)
G	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
H	100-year Flood Zone Limits & Elevation
I	Existing contours with adequate contour labelling; minimum 1' contour interval
J	Existing building FFEs annotated
K	Spot elevations for all tie-in locations (curb cuts, property line)
L	Existing buildings & structures
M	Existing pavement areas & number of parking spaces
N	Existing ADA ramp geometry, detectable warning plates, and ADA parking spaces
O	Existing site features (sidewalks, retaining walls, curbing, lightpoles, guide rails, dumpsters, fencing)
P	Existing signage and striping
Q	Existing underground utility locations (storm, sewer, force main, water, gas, elec, tele)
R	Existing above-ground utility locations (manholes, catch basins, utility poles, hydrants, transformers, riprap)
S	Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)
T	Existing tree lines, street trees, free-standing trees (12" or larger diameter at breast height), and vegetation
U	Location of any borings, drinking wells, and monitoring wells
4	SITE DEMOLITION & EROSION CONTROL (E&SC) PLAN
A	Limits-of-disturbance outlined and acreage annotated
B	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
C	100-year Flood Zone Limits
D	Callout existing site features to be demolished/removed/replaced
E	Callout existing utilities to be demolished/removed/abandoned-in-place
F	Hatch existing buildings and pavement to be removed
G	Construction Entrance location(s)
H	Perimeter E&SC control location(s) (i.e. silt fence, erosion berm mix)
I	Stockpile and staging area(s) identified (with proper perimeter control)
J	Inlet protection location(s)
K	Note requiring contractor to implement dust control measures throughout construction
L	Note requiring contractor to pave utility trenches within right-of-way within 3 days of excavation or prior to any rain event
M	If groundwater expected, show dewatering/silt bag location(s); show temporary pumping routing
N	If large development is proposed with an extensive underground stormwater conveyance network, identify how SWM infrastructure and BMPs will be protected during construction and if sediment traps/basins are needed
5	SITE PLAN/SUBDIVISION PLAN
A	Partial Site Plans needed for any viewport scale greater than 1"=20'
B	Existing property and right-of-way lines
C	Proposed subdivision lot lines and labels
D	Required Zoning Setbacks shown with dimensions and annotation
E	Bulk requirement summary table (zoning/parking calculations)
F	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
G	100-year Flood Zone Limits
H	Proposed building outlines, door entrances and loading docks
I	Proposed building labels

J	Proposed road & sidewalk extents; provide clear annotation if roads will be public or private
K	Proposed parking and accessible parking locations; annotate parking space counts
L	Proposed signage, parking striping, and traffic striping
M	Detailed ADA ramp geometry, detectable warning surfaces, and ADA parking striping/signage; existing & proposed
N	Proposed site features (i.e. curbing, walls, fencing, guiderail, fire hydrant, transformers, light pole locations)
O	Proposed landscaping; detailed landscaping design should be shown on separate plans
P	Designated snow storage areas
Q	Proposed dumpster locations and trash removal access
R	Linear dimensions of all drive aisles, sidewalk widths, parking spaces, loading docks
S	Radial dimensions for all curbs, landscaped islands, sidewalks
T	Public/private road centerline stationing shown, labelled every 0+50' with curve data
U	If Private Road is proposed, final recorded plans must clearly note that proposed private roads will not be submitted in the future for public acceptance
V	If Private Road is proposed, final recorded plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads
W	Planning Board signature block for final recording
6	GRADING PLAN
A	Partial Grading Plans needed for any viewport greater than 1"=20'
B	Limits-of-disturbance outlined and acreage annotated
C	Proposed Building Labels with Individual Finished Floor Elevations (FFE's)
D	Existing contours with adequate contour labelling, screened; minimum 1' contour interval
E	Proposed contours with adequate contour labelling; minimum 1' contour interval
F	Detailed grading for all ditches, swales, outfalls, and riprap
G	All proposed contours tie-into existing contours at limits-of-disturbance outline
H	Existing spot elevations for all asphalt, curb, and SWM BMP tie-in locations
I	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
J	100-year Flood Zone Limits
K	Proposed spot elevations for all important roadway geometric points (including but not limited to: parking/drive aisles, building corners/entrances, retaining walls, loading docks, EOP/curblines)
L	Proposed spot elevations for all ADA ramp/landing/parking stall geometry points
M	Proposed % slope arrows for all ADA parking spaces and sidewalks
N	Proposed longitudinal % slope arrows for drainage ditch centerlines
O	Proposed % slope arrows for roads, parking areas, and landscape tie-in areas
P	Estimated cut/fill earthwork volumes. If disturbing within the Flood Zone, a separate set of earthwork volumes required (overall site vs. within flood zone)
7	ROAD PROFILES (if public/private road proposed)
A	Existing surface; dashed and screened
B	Proposed surface; continuous and bold
C	Road design speed must be clearly identified
D	Corresponding centerline stationing and curve data annotation
E	All vertical curves must identify the proposed 'K' values and confirm they meet the minimum design speed thresholds listed in AASHTO's Green Book Tables 3-35 & 3-37
F	Clear annotation if proposed road will be public or private
G	If Private Road is proposed, plans must clearly note that proposed private roads will not be submitted in the future for public acceptance
H	If Private Road is proposed, plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads
8	UTILITY PLAN
A	Existing underground utility locations; screened (storm, sewer, force main, water, gas, electric, telecom)

B	Existing above-ground utility locations; screened (manholes, catch basins, utility poles, hydrants, riprap)
C	Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)
D	Proposed underground utility locations; bold (storm, sewer, force main, water, gas , electric , telecom , lighting)
E	Proposed above-ground utility locations; bold (manholes, catch basins, utility poles, hydrants, transformers, riprap)
F	Proposed storm culverts, outfalls, and riprap locations and sizes
G	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)
H	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope
I	Flow directional arrows for storm & sewer pipes
J	Proposed & existing site features shown that could conflict with proposed utilities (trees, signs, lightpoles, bollards, foundations, guiderails)
K	All storm drains must be sized to convey the 25-year storm
L	Sewer force main sizes and invert elevations
M	Sewer pump station locations, model, rim, inverts, pipe sizes, cardinal directions (N,E,S,W); additional details and hydraulic calculations required for any Public pump station proposed.
N	Locations, sizes, and elevations of any: grease traps, oil-water separators, septic systems, drinking wells
O	Proposed water sizes labelled
9	UTILITY PROFILES
A	Utility profiles required for all gravity storm drain and sewer pipes proposed: within the right-of-way, within private or public roads, for non-driveway culverts, and for any public infrastructure tie-ins
B	Existing surface; dashed and screened
C	Proposed surface; continuous and bold
D	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)
E	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope
F	Existing and proposed gravity pipe crossings shown; sizes labelled and depths/clearance annotated
G	Existing and proposed electric/water/telecom/gas crossings shown at approximate depths; sizes labelled and depths/clearance annotated
10	DETAILS
A	Road section detail, including pavement/gravel depths & cross slopes
B	Sidewalk, paver, crosswalk, and any other pavement section details
C	Pavement sawcut & shiplap details
D	Utility trench/backfill detail
E	All site feature details; curbing, retaining walls, fencing, guiderails, dumpsters, etc.
F	Signage, striping, and ADA details
G	E&S notes and details
H	Utility structure details (manholes, cleanouts, fittings, handholes, transformer pads, hydrants)
I	Storm outfall & riprap details
J	Drainage ditch cross section identifying minimum depth, minimum bed width, and maximum side slopes
K	Pump station, grease trap, oil-water separator, septic, drinking well details
L	Conduit section details
11	LANDSCAPING, LIGHTING & PHOTOMETRIC PLANS
A	As required by ordinance; at a minimum: locations, counts, lighting models, and landscaping species must be identified

	B Landscaping & lighting details
12	DOCUMENTS/REPORTS/CALCULATIONS
A	On initial preliminary submittal applications, applicant must submit a development review and inspection fee. Applicant to coordinate fee amount with City Planner prior to submittal. This fee will be drawn against to cover the following type of services throughout the project life cycle (and may require replenishing): i. 3rd Party City Peer-Review ii. Site Inspections during the permitting process iii. Erosion & Sediment Control Inspections during construction iv. Right-of-Way Inspections during construction v. Site Punchlist/As-Built Inspections post-construction
B	Stormwater Management Report, including: 1. Predevelopment & Post-development Drainage Area Maps, including: a. Subdrainage areas delineated and labeled b. Points of Interest/Analysis shown and labeled c. Hatching for different land cover areas (impervious, pervious, gravel) within each applicable USDA soil boundary d. Time of concentration (Tc) paths & durations e. Four City-standardized stormwater summary tables 2. If any SWM water quality BMP or detention facility is proposed, hydrologic model exports/hydrographs must be submitted for the for the 2, 10, 25, & 100-year storm frequencies 3. Sizing calculations for any SWM water quality BMP or detention facility 4. A stormwater maintenance manual for any proposed SWM water quality BMP or detention facility, including: a. Annual maintenance requirements b. Annual inspection requirements by a licensed PE; noting that all inspection reports/logs need to be submitted to the Engineering Department by March 1st each following year, identifying what on-going maintenance has occurred and what remedial repairs are needed c. Signed Property Owner Agreement: including the current property owner's contact information and signature; it must be noted that all stormwater BMP maintenance requirements are linked to the property for perpetuity and transfer to any new ownership
C	An approved 'Sewer Ability-to-Serve Letter' from the Engineering Department: i. Applicant to submit proposed sewer flow calculations per Maine's Subsurface Wastewater Disposal Rules, Chapter 241, Section 4 (Tables 4A & 4C)
D	A Performance Guarantee Cost Estimate utilizing Planning's template
E	For any Site Location of Development (SLODA) project, the applicant's submittal must mimic a formal submittal to DEP. Submit must abide to DEP's SLODA application and include DEP's SLODA Submittal Checklist (Form D)
F	25-year hydraulic calculations for all storm conveyance infrastructure (pipes, culverts, drainage ditches); starting tailwater conditions/documentation must be clearly identified
K	Public sewer pump station sizing calculations and maintenance plan
M	Grease trap sizing calculations
N	Homeowner Association (HOA) agreement for any private road serving two (2) lots or more
O	Summary list & copy of any required DOT/DEP/USACE permits & approvals

LAST REVISED: 11/26/2024

ial Site Plan & Subdivision submittals. No checklist is required
dequate reasoning to justify their absence.
 on with non-acceptable reasoning will be rejected and require

INFORMATION PROVIDED (YES/NO)	LIST DRAWING SHEET NUMBER WHERE INFORMATION IS PROVIDED
YES	C-01
YES	ALL SHEETS
YES	ALL SHEETS
YES	ALL SHEETS
YES	ALL SHEETS
YES	C-01
YES	C-01
YES	C-01
YES	C-01
YES	C-01
N/A	C-01
YES	C-01
YES	C-01
YES	C-01
YES	C-01
YES	C-01
No	C-01
No	C-01
No	C-01
No	C-01
YES	C-01
YES	C-01
YES	C-01
YES	C-01
YES	C-01
YES	C-01
YES	
N/A	
YES	EX
YES	EX
YES	EX

NO	
YES	
YES	EX
NO	
YES	
YES	C-03
YES	C-30
YES	C-30
YES	EX
YES	EX
YES	
YES	
YES	EX
YES	
YES	
NO	
NO	
NO	
YES	C-03
NO	
NO	
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	C-03
YES	PLAT
YES	C-10
YES	C-10
NO	
NO	
YES	C-10
YES	C-10

YES	C-10
YES	C-10
YES	C-10
YES	C-10
YES	C-10
YES	C-10
YES	C-10
YES	C-10
YES	C-10
YES	C-10
N/A	
N/A	
N/A	
YES	C-30
YES	C-30
YES	C-30
YES	C-30
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YES	C-30
YES	C-30
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NO	
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NO	
NO	
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NO	
NO	
NO	
NO	
YES	C-20

YES	C-20
NO	
YES	C-20
YES	C-20
YES	C-20
NO	
NO	
YES	C-20
YES	C-10
YES	C-40
YES	C-41
YES	C-40
YES	C-42
YES	C-41
YES	C-40
YES	C-43
YES	C-42
NO	
NO	
YES	SEE PHOTOMETRIC PLAN

YES	SEE PHOTOMETRIC PLAN CUT SHEETS
YES	N/A
NO	
NO	N/A
NO	N/A
NO	N/A

ed to resubmit.

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[illegible]

SUBMITTAL INFORMATION - TO BE FILLED OUT BY APPLICANT

Pepperell Mill - Buildings 30 Redevelopment

2025.03

Reveler, LLC

Preliminary

2/12/2025

CITY REVIEW RESPONSE

COMMENT	
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[illegible]



PRELIMINARY SITE PLAN & SUBDIVISION APPLICATION

PEPPERELL MILL BUILDING 30 REDEVELOPMENT CITY OF BIDDEFORD, MAINE



Prepared By:

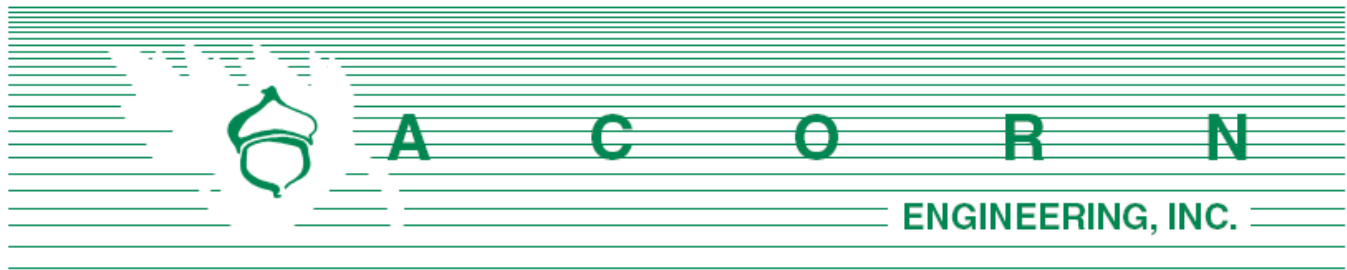
ACORN ENGINEERING, INC.

For:

REVELER, LLC

FEBRUARY, 2025





Planning Board & Planning Department
Attn: Mr. David Galbraith
City of Biddeford, Maine
205 Main Street
Biddeford, ME 04005

February 12, 2025

Subject: Preliminary Site Plan & Subdivision Application
Pepperell Mill – Building 30 Redevelopment, Biddeford

Members of the Board, & Mr. Galbraith:

On behalf of Reveler LLC, we are pleased to submit the accompanying package of submission materials related to the proposed redevelopment at 2 York Street (Pepperell Mill Building 30). The parcel is mapped as Map: 71, Block: 6-2 and located in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) zoning district. The existing site is the location of a vacant mill building. The project proposes a new property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units, with some utility infrastructure upgrades and grading for accessibility.

Limits of Disturbance: 2,858 SF

Existing Lot 30 Area: 3,250 Square Feet

- It should be noted that the existing property boundary for Lot 30 only contains the building footprint therefore the entirety of the existing parcel is impervious area.

Proposed Lot 30 Area: 13,817 Square Feet

The team's vision for this site is to foster a community-based space for living in downtown Biddeford. One of many redevelopments within the Mill district, this project will further increase the activity within the City's flourishing downtown. If you have any questions regarding these materials or the completeness of the application materials, please do not hesitate to contact us.

Sincerely,

William H. Savage, P.E.
Principal
Acorn Engineering, Inc.

Peter F. Heil P.E.
Project Manager
Acorn Engineering, Inc.

TABLE OF CONTENTS

EXHIBIT #	TITLE
1.	RIGHT, TITLE, OR INTEREST
2.	DECLARATION OF EASEMENTS, COVENANTS, AND RESTRICTIONS
3.	FINANCIAL & TECHNICAL CAPACITY
4.	PHOTOGRAPHS
5.	EROSION & SEDIMENTATION CONTROL REPORT
6.	TRAFFIC OVERVIEW
7.	UTILITY SUMMARY
8.	PUBLIC SAFETY LETTER OF APPROVAL REQUESTS
9.	LIGHTING
10.	SOLID WASTE
11.	WAIVERS

LIST OF DRAWINGS

C-01	COVER SHEET & LEGEND
C-02	GENERAL NOTES
EX	ALTA/NSPS LAND TITLE SURVEY – BY OWEN HASKELL, INC.
C-03	CONSTRUCTION MANAGEMENT PLAN
C-10	SITE PLAN
C-20	UTILITY PLAN
C-30	GRADING PLAN
C-40	SITE DETAILS – 1
C-41	SITE DETAILS – 2
C-42	UTILITY DETAILS
C-43	EROSION & SEDIMENTATION CONTROL NOTES AND DETAILS
PLAT	SUBDIVISION PLAT
	ARCHITECTURAL ELEVATIONS, FLOOR PLANS, & RENDERINGS
	PHOTOMETRIC PLAN



**City of Biddeford – Planning Department****Planning Board Application**

P.O. Box 586, 205 Main Street Biddeford, Maine 04005
207-284-9115

Type of Application:

☐ Shoreland Zoning Permit ☒ Site Plan Review (Please include checklist) ☐ Extraction
☐ Conditional Use Permit ☒ Subdivision (Please include Checklist) ☐ Private Way
☐ Other: _____

Applicant Information:

Name: Reveler LLC
 Mailing Address: 511 Congress Street, Suite 601, Portland, Maine, 04101
 Telephone: (207) 590-2029
 Email: John Laliberte jlaliberte@reveler.com
 What is your legal interest in the property?
☐ Owner ☐ Potential Buyer with Contract ☐ Lease/Rental Agreement

Owner's Information:

Name: Pepperell Mill Development LLC
 Mailing Address: 3100 McKinnon Street, Suite 250, Dallas, TX 75201
 Telephone: _____
 Email: _____

Agent's Information:

Name: Peter Heil, PE (Acorn Engineering)
 Mailing Address: P.O. Box 3372, Portland, ME 04104
 Telephone: (207) 775-2655
 Email: pheil@acorn-engineering.com

Engineer/Surveyor's Information:

Name: Peter Heil, PE (Acorn) / Randy Loubier, PLS (Owen Haskell, Inc.)
 Mailing Address: P.O. Box 3372, Portland, ME 04104 / 390 U.S. Route 1, Falmouth, ME 04105
 Telephone: (207) 775-2655 / (207) 774-0424
 Email: pheil@acorn-engineering.com / rloubier@owenhaskell.com

Project Location and Lot Information:

Street Address: 2 York Street Watershed: Saco River
Tax Map: 71 Lot: 6-2
Current Zoning: MSRD3 Shoreland Zoning:
 Size of Lot: 3,250 () acres (x)s.f. Lot Frontage: Approx. 60 ft
 Existing Use of Property: Vacant Mill building

Property currently serviced by:

☐ City Road ☒ Public Sewer ☒ Public Water ☐ Public Trash
☒ Private Road ☐ Septic System ☐ Private Well ☒ Private Hauler

Slope Conditions in Area of Construction (if applicable):

☒ Flat (0-3% slope) ☒ Rolling (3-8% slope) ☐ Hilly (8-15% slope) ☒ Steep (15%+ Slope)

Are there any wetlands or waterbodies on the site? ☐ (Yes) ☒ (No) if yes attach information

Is the project within the 100-year floodplain? ☐ (Yes) ☒ (No) if yes attach information

Do you plan to bring fill onto the lot? ☐ (Yes) ☒ (No) If yes attach information

Description of proposed use of property:

Project/Proposed Use: The project proposes to redevelop the existing buildings into (11) residential units, with utility infrastructure improvements.

Property to be Serviced by:

☒ City Road ☒ Public Sewer ☒ Public Water ___ Public Trash
☒ Private Road ___ Septic System ___ Private Well ☒ Private Hauler

Limits of Disturbance: 2,858 () acres (x) s.f.

Net change in impervious cover: -1325 () acres (x) s.f.

Is this project part of a larger project? ___(Yes) x(No)

Is the project proposing a new Private or Public Road? ___(Yes, Private) ___(Yes, Public) x(No)

Is this project within the Urbanized Area/MS4 (see [City Drainage Map](#)) x(Yes) ___(No)

Is the project proposing any Stormwater facilities/BMPs? ___(Yes) x(No)

Will a Traffic Movement Permit (TMP) be required?: ___(Yes) x(No)

___ If in a Shoreland Zone:

Percent of residential lot coverage (Max 20%): _____

Percent of structure expansion (Max 30%): _____

___ If Subdivision Review, number of lots proposed: _____

___ If a Private Way is proposed, number of lots served: _____

If Site Plan Review, you must provide the following information:

Total new square feet footprint of structure: 0 sf

Total new square feet paving/parking: 0 sf

Waiver Requests (attach details):

1. Part III – Article XI – Section 5.B.1 Drainage
2. _____
3. _____
4. _____
5. _____

Required Submittal Attachments:

- A. Letters of Approval
 - ___ Fire Department – Contact Chief or Deputy Chief – 282-9986
 - ☐ Ability to Serve for Water Service – Maine Water – 282-1543
 - ___ Ability to Serve for Sewer Service – Engineering Department – Tom Milligan 284-9118
 - ___ Police Department – e-911 Road Name Designation – Contact Joanne Fisk 282-5127
 - ___ Ability to Serve for Electrical Service-CMP-1-866-225-4200
 - ☒ Letter to Planning Board describing project, Waiver requests, proposed improvements, addressing permit requirements, etc.
- B. Photographs of Site.
- C. Architectural renderings/drawings of proposed buildings, as required.
- D. Engineering Plans, as required.
- E. Stormwater Management Report, as required.

Fees (Due at time of Submission):

- \$75 Nonrefundable Administration Fee is required for every application.
- Refer to “Attachment A Fees and Charges” of the Land Development Regulations for more information. Consult with Planning Staff if you have questions.

Required Signatures:

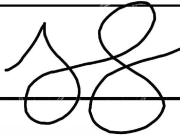
By signing this application, as the foresaid applicant or authorized agent:

- I certify that I have read and completely understand the application;
- I certify that the information contained in this application and its attachments are true and correct;
- I understand that all information provided on this form and all other documents submitted as part of my proposal is a matter of public record;
- I understand that copies of this information may be supplied upon request to an interested party.
- I understand that additional funds may be required through the course of the review for special studies, legal review costs, and/or engineering review.
- I understand that by submitting an application I am not guaranteed a place on any particular agenda. I further understand that the City Planner will place me on an agenda for review when the application is deemed substantially complete.

Will the proposed project cause 1 acre or more of site disturbance?: __ (Yes) ☒ (No)

- **If Yes, applicant is responsible for any required Maine Construction General Permits and shall comply with the requirements of DEP Chapter 500 Stormwater Regulations, as they apply.**

Signature of Applicant: _____



Date 2/4/2025

Signature of Property Owner: _____

Date _____

DIGITAL SUBMITTAL REQUIREMENTS FOR ALL SUBMITTALS:

- A) PDF OF SIGNED APPLICATION
- B) PDFs OF ALL DRAWING SETS AND OTHER REQUIRED SUBMITTAL ATTACHMENTS NOTED ABOVE

HARD-COPY SUBMITTAL REQUIREMENTS FOR PLANNING BOARD APPLICATIONS:

- A) SEVEN (7) FULL-SIZE PAPER COPIES OF DRAWING SETS

DIGITAL SUBMITTAL REQUIREMENTS FOR FINAL APPROVAL:

- A) INDIVIDUALLY NAMED PDFs OF EACH DRAWING (NOT A COMBINED PDF SET)
 - *Individual Drawing PDF Naming Format: 'PROJECT/SHEETSET NAME_INDIVIDUAL DRAWING NAME.pdf'*
- B) PDF COPIES OF ALL PERMIT APPROVALS, APPLICATIONS, REPORTS, NARRATIVES, LETTERS, ETC.
- C) FINAL CAD REFERENCE FILES IN DWG FORMAT (SURVEY & PROPOSED DESIGN LINEWORK)
 - *All drawings & CAD reference files must be to-scale and within the following coordinate systems:*
 - MAINE STATE PLANE WEST NAD83 (Horizontal Datum) & NAVD88 (Vertical Datum)

HARD-COPY SUBMITTAL REQUIREMENTS FOR FINAL APPROVAL:

- A) THREE (3) FULL-SIZE PAPER COPIES OF INDIVIDUAL DRAWINGS REQUIRING BOARD SIGNATURE
- B) ONE (1) FULL-SIZE PAPER COPY OF ENTIRE DRAWING SET FOR ENGINEERING RECORDS

PLEASE CONFIRM WITH PLANNING STAFF FOR CLARIFICATION

CITY OF BIDDEFORD - SITE PLAN APPLICATION DRAWING CHECKLIST

LAST REVISED: 05/17/23

CHECKLIST DIRECTIONS:

- The following checklist must be completely filled out by the applicant for any Site Plan submittal to the Planning Department.
- Applicant to confirm all of the items listed are included within the submittal. Any missing items must have adequate reasoning to justify their absence.
- City to review applicant's submittal and checklist responses. Projects missing submittal information with non-acceptable reasoning will be rejected.
- Items in **BLACK** are required for 'Preliminary Site Plan' approval & 'Final Site Plan' approval.
- Items in **BLUE** are only required for 'Final Site Plan' approval.

SUBMITTAL INFORMATION - TO BE FILLED OUT BY APPLICANT	
Project Name:	Pepperell Mill - Buildings 30 Redevelopment
Planning Board # (if available):	2025-03
Applicant Name/Info:	Reveler, LLC
Submittal #/Type (Prelim/Final):	Preliminary
Submittal Date:	2/12/2025

ITEM NUMBER	SUBMITTAL REQUIREMENT	INFORMATION PROVIDED (YES/NO)	APPLICANT RESPONSE	CITY REVIEW RESPONSE	
				ACCEPTABLE (YES/NO-REVISE & RESUBMIT)	COMMENT
1	GENERAL PLAN REQUIREMENTS				
	A Drawing specific legends (linetypes, hatches, etc.)	Yes			
	B Individual drawing layer control should be utilized: freeze/thawing, changing lineweights, and screening (i.e. screen existing layers on a proposed plan, freeze topography and underground utilities on a nonproposed site plan)	Yes			
	C North arrows, standard engineering scale viewports, dated revision blocks	Yes			
	D All drawings and surveys must be in the following coordinate systems: NAD83 Maine State Plane West (Horizontal) and NAVD88 (Vertical)	Yes			
	E Drawings need to be designed, signed & sealed by a Maine licensed professional engineer (PE); all boundary survey data needs to be performed by a licensed professional land surveyor (PLS)	Yes			
2	COVER SHEET				
	A Project Name & Property Address	YES			
	B Project Team Contact Information (Owner, Engineer, Contractor, etc.)	YES			
	C Site Location Map	YES			
	D Sheet Set List of Drawings	YES			
	E Tax Map and Lot ID	YES			
	F Zoning & Shoreland Zone Information	N/A			
	G Existing Use Description	YES			
	H Proposed Use Description	YES			
	I Required Waiver/Variances (Yes/No); if yes, plan must clearly list waivers/variances requesting	YES			
	J Name of Drainage Watershed	YES			
	K Within the MS4 Urbanized Area (Yes/No)	YES			
	L Natural resources (streams, wetlands, etc.) located on-site or adjacent to the property (Yes/No)	No			
	M Within the 100-year Flood Zone (Yes/No)	No			
	N Public Road Proposed (Yes/No)	No			
	O Private Road Proposed (Yes/No)	No			
	P Public Sewer Connection (Yes/No); if yes, need to include a proposed sewer flow calculation per Maine's Subsurface Wastewater Disposal Rules, Chapter 241, Section 4 (Tables 4A & 4C)	YES			
	Q Public Storm Drain Connection (Yes/No)	YES			
	R Limits of Disturbance in acres	YES			
	S Pervious Land Cover square footage, existing and proposed	YES			
	T Impervious Land Cover square footage (Pavement/Gravel), existing and proposed	YES			
	U Building Roof square footage, existing and proposed	YES			
	V Assigned Planning Board Number	Yes	2025.03		
	W Estimated cut/fill earthwork volumes; if disturbing within Flood Zone, separate set of earthwork volumes required (site vs. within flood zone)	N/A			
3	EXISTING CONDITIONS PLAN				
	A Horizontal & Vertical Datums annotated (NAD83 & NAVD88)	YES			
	B Survey Benchmark Locations (with XYZ Coordinates annotated)	NO			
	C Property & Right-of-Way Lines	YES	Property lines from ALTA survey and the City of Biddeford GIS		
	D Boundary line information (bearings, distances, etc.)	YES			
	E Property pin and monumentation locations	No	Existing Property line matches building boundary		
	F Existing easements with proper ownership identified	YES	Easement information from plan titled "Site Layout Plan 3" prepared by the City of Biddeford, Maine, engineering department, dated June 15, 2023		
	G Road Names & Individual Lot Labels (Map, Lot, Owner, Acreage)	YES			
	H Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)	NO	The project is located approximately 520 feet from the Saco River		
	I 100-year Flood Zone Limits & Elevation	YES	Provided in FEMA map		
	J USDA-NRCS Soil Boundaries and Labels	YES	Provided in soil map		
	K Existing contours with adequate contour labelling; minimum 1" contour interval	YES	Existing topographic information from plan titled "Site Layout Plan 3" prepared by the City of Biddeford, Maine, engineering department, dated June 15, 2023		
	L Existing building FFEs annotated	YES	FFE approximated by existing grade and existing step reveal the front of the building		
	M Spot elevations for existing building corners, door entrances, accessible parking/walkways, road centerlines, and bottom/top of curbs	YES			
	N Existing buildings & structures	YES			
	O Existing pavement areas & number of parking spaces	YES			
	P Existing ADA ramp geometry, detectable warning plates, and ADA parking spaces	YES			
	Q Existing site features (sidewalks, retaining walls, curbing, lightpoles, guide rails, dumpsters, fencing)	YES			
	R Existing signage and striping	YES			
	S Existing underground utility locations (storm, sewer, force main, water, gas, elec, tele)	YES			
	T Existing above-ground utility locations (manholes, catch basins, utility poles, hydrants, transformers, riprap)	YES			
	U Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)	NO	N/A		
	V Existing tree lines, street trees, free-standing trees (12" or larger diameter at breast height), and vegetation	NO	N/A		
	W Location of any borings, drinking wells, and monitoring wells	NO	N/A		
4	SITE DEMOLITION & EROSION CONTROL (E&SC) PLAN				
	A Limits-of-disturbance outlined and acreage annotated	YES			
	B Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)	NO	The project is located approximately 520 feet from the Saco River		
	C 100-year Flood Zone Limits	NO	N/A		
	D Callout existing site features to be demolished/removed/replaced	YES			
	E Callout existing utilities to be demolished/removed/abandoned-in-place	YES			
	F Hatch existing buildings and pavement to be removed	YES			
	G Construction Entrance location(s)	YES			
	H Perimeter E&SC control location(s) (i.e. silt fence, erosion berm mix)	YES			
	I Stockpile and staging area(s) identified (with proper perimeter control)	YES			
	J Inlet protection location(s)	YES			
	K Note requiring contractor to implement dust control measures throughout construction	YES			
	L Note requiring contractor to pave utility trenches within right-of-way within 3 days of excavation or prior to any rain event	YES			

	M) If groundwater expected, show dewatering/silt bag location(s); show temporary pumping routing				
	N) If large development is proposed with an extensive underground stormwater conveyance network, show sediment trap/basin location(s) needed for constructability/phasing; provide sizing calculations				
5	SITE PLAN/SUBDIVISION PLAN				
	A) Partial Site Plans needed for any viewpoint scale greater than 1"=20'				
	B) Existing property and right-of-way lines	YES			
	C) Proposed subdivision lot lines and labels	YES			
	D) Required Zoning Setbacks shown with dimensions and annotation	YES			
	E) Bulk requirement summary table (zoning/parking calculations)	YES			
	F) Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)	NO	N/A		
	G) 100-year Flood Zone Limits	NO	N/A		
	H) Proposed building outlines, door entrances and loading docks	YES			
	I) Proposed building labels	YES			
	J) Proposed road extents; provide clear annotation if roads will be public or private	YES	N/A		
	K) Proposed parking and accessible parking locations; annotate parking space counts	YES			
	L) Proposed signage, parking striping, and traffic striping	YES			
	M) Detailed ADA ramp geometry, detectable warning surfaces, and ADA parking striping/signage; existing & proposed	YES			
	N) Proposed site features (i.e. curbing, walls, fencing, guiderail, fire hydrant, transformers, light pole locations)	YES			
	O) Separate hatching for buildings, sidewalks, pavement, landscaping	YES			
	P) Proposed landscaping; detailed landscaping design should be on separate plans	YES	Shown on C-10		
	Q) Designated snow storage areas	YES			
	R) Proposed dumpster locations and trash removal access	YES			
	S) Linear dimensions of all drive aisles, sidewalk widths, parking spaces, loading docks	YES			
	T) Radial dimensions for all curbs, landscaped islands, sidewalks	YES			
	U) Road centerline stationing shown, labelled every 0+50' with curve data	N/A			
	V) If Private Road is proposed, final recorded plans must clearly note that proposed private roads will not be submitted in the future for public acceptance	N/A			
	W) If Private Road is proposed, final recorded plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads	N/A			
	X) Planning Board signature block for final recording				
6	GRADING PLAN				
	A) Partial Grading Plans needed for any viewpoint greater than 1"=20'				
	B) Limits-of-disturbance outlined and acreage annotated	YES			
	C) Proposed Building Labels with Individual Finished Floor Elevations (FFE)s	YES			
	D) Existing contours with adequate contour labelling; screened; minimum 1' contour interval	YES			
	E) Proposed contours with adequate contour labelling; minimum 1' contour interval	YES			
	F) Detailed grading for all ditches, swales, outfalls, and riprap	NO	N/A		
	G) All proposed contours tie-into existing contours at limits-of-disturbance outline	YES			
	H) Existing spot elevations for all asphalt and curb tie-in locations	YES			
	I) Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)	YES			
	J) 100-year Flood Zone Limits	NO	N/A		
	K) Proposed spot elevations for all important roadway geometric points and/or on a 50' maximum interval; low/high points, PC/PT, road centerline, edge-of-asphalt				
	L) Proposed spot elevations for all curbsides (bottom/top-of-curb) and sidewalks				
	M) Proposed spot elevations for all parking and drive aisle geometry points				
	N) Proposed spot elevations for all building corners and door-entry locations				
	O) Proposed retaining wall/loading dock elevations (bottom/top of wall)				
	P) Proposed spot elevations for all ADA ramp/landing/parking stall geometry points				
	Q) Proposed % slope arrows for all ADA parking spaces and sidewalks				
	R) Proposed longitudinal % slope arrows for drainage ditch centerlines				
	S) Proposed % slope arrows for roads, parking areas, and landscape tie-in areas				
	T) Estimated cut/fill earthwork volumes; if disturbing within Flood Zone, separate set of earthwork volumes required (site vs. within flood zone)				
7	ROAD PROFILES (if public/private road proposed)	NO	N/A		
	A) Existing surface; dashed and screened	NO	N/A		
	B) Proposed surface; continuous and bold	NO	N/A		
	C) Corresponding centerline stationing and curve data annotation	NO	N/A		
	D) Road cross-section including proposed surface cross slopes; include multiple sections for various road cross slope conditions proposed (crowned, superelevated)	NO	N/A		
	E) Horizontal and vertical scale bars	NO	N/A		
	F) Clear annotation if proposed road will be public or private	NO	N/A		
	G) If Private Road is proposed, plans must clearly note that proposed private roads will not be submitted in the future for public acceptance	NO	N/A		
	H) If Private Road is proposed, plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads	NO	N/A		
8	UTILITY PLAN				
	A) Existing underground utility locations; screened (storm, sewer, force main, water, gas, electric, telecom)	YES			
	B) Existing above-ground utility locations; screened (manholes, catch basins, utility poles, hydrants, riprap)	YES			
	C) Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)	NO	N/A		
	D) Proposed underground utility locations; bold (storm, sewer, force main, water, gas, electric, telecom, lightline)	YES			
	E) Proposed above-ground utility locations; bold (manholes, catch basins, utility poles, hydrants, transformers, riprap)	YES			
	F) Proposed storm culverts, outfalls, and riprap locations and sizes	YES			
	G) Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)	NO	N/A		
	H) Storm/sewer pipe labels must include: linear footage, pipe size, material, slope	NO	N/A		
	I) Flow directional arrows for storm & sewer pipes	YES			
	J) Proposed & existing site features shown that could conflict with proposed utilities (trees, signs, lightpoles, bollards, foundations, guiderails)	YES			
	K) All storm drains must be sized to convey the 25-year storm				
	L) Sewer force main sizes and invert elevations				
	M) Sewer pump station locations, model, rim, inverts, pipe sizes, cardinal directions (N, E, S, W)				
	N) Grease trap & oil-water separator locations, sizes, elevations				
	O) Water, gas, electric, and telecom sizes labelled				
9	UTILITY PROFILES				
	A) Utility profiles for all gravity storm drains and sewer pipes, including all laterals, catch basins, culverts, and outfalls; profiles preferred to be aligned on the pipe centerline (not superimposed on the road centerline)				
	B) Existing surface; dashed and screened				
	C) Proposed surface; continuous and bold				

D	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)				
E	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope				
F	Existing and proposed gravity pipe crossings shown; sizes labelled and depths/clearance annotated				
G	Existing and proposed electric/water/telecom/gas crossings shown at approximate depths; sizes labelled and depths/clearance annotated				
H	Known ledge or groundwater elevations				
I	For all storm drains, 25-year HGL must be shown on profiles with starting tailwater condition identified				
J	For storm outfalls, include riprap sizing and grading extents				
K	Horizontal and vertical scale bars				
10	DETAILS				
A	Road section detail, including pavement & gravel depths	YES			
B	Sidewalk, paver, crosswalk, and any other pavement section details	YES			
C	Pavement sawcut detail	YES			
D	Utility trench/backfill detail	YES			
E	All site feature details: curbing, retaining walls, fencing, guiderails, dumpsters, etc.	YES			
F	Signage, striping, and ADA details	YES			
G	E&S notes and details; only show applicable/proposed measures	YES			
H	Utility structure details (manholes, cleanouts, fittings, handholes, transformer pads, hydrants)	YES			
I	Storm outfall & riprap details	NO	N/A		
J	Drainage ditch cross section identifying minimum depth, minimum bed width, and maximum side slopes	NO	N/A		
K	Pump station, grease trap, and oil-water separator details				
L	Conduit section details				
M	Miscellaneous details (as needed)				
11	LANDSCAPING, LIGHTING & PHOTOMETRIC PLANS				
A	As required by ordinance; at a minimum: locations, counts, and species/models must be identified				
B	Landscaping & lighting details				
12	DOCUMENTS/REPORTS/CALCULATIONS				
A	On initial preliminary submittal applications, applicant must submit a development review and inspection fee. Applicant to coordinate fee amount with City Planner prior to submittal. This fee will be drawn against to cover the following type of services throughout the project life cycle (and may require replenishing): i. 3rd Party City Peer-Review ii. Site inspections during the permitting process iii. Erosion & Sediment Control Inspections during construction iv. Right-of-Way Inspections during construction	YES			
B	Predevelopment & Post-development Drainage Area Maps, including: i. Subdrainage areas delineated and labeled ii. Points of Interest/Analysis shown and labeled iii. Hatching for different land cover areas (impervious, pervious, gravel) iv. Time of concentration (Tc) paths & durations	NO	The project proposes a waive the Stormwater Requirement from the City of Biddeford Land Development Regulations Part III – Article XI – Section 5.B.1 Drainage.		
C	An approved "Sewer Ability-to-Serve Letter" from the Engineering Department: i. Applicant to submit proposed sewer flow calculations per Maine's Subsurface Wastewater Disposal Rules, Chapter 241, Section 4 (Tables AA & 4C)	NO	Waiting response from City		
D	A Performance Guarantee Cost Estimate utilizing Planning's template	NO	N/A		
E	For any Site Location of Development (SLODA) project, the applicant's submittal must mimic a formal submittal to DEP. Submit must abide to DEP's SLODA application and include DEP's SLODA Submittal Checklist (Form DL)	NO	N/A		
F	25-year hydraulic calculations for all storm conveyance infrastructure (pipes, culverts, drainage ditches) via the rational method; starting tailwater conditions/documentation must be clearly identified				
G	If any SWM water quality BMP or detention facility is proposed, hydrologic model exports/hydrographs must be submitted for the for the 2, 10, 25, & 100-year storm frequencies				
H	Sizing calculations for any SWM water quality BMP or detention facility				
I	A stormwater maintenance manual for any proposed SWM water quality BMP or detention facility, including: i. Annual maintenance requirements ii. Annual inspection requirements by a licensed PE; noting that all inspection reports/logs need to be submitted to the Engineering Department by March 1st each following year, identifying what on-going maintenance has occurred and what remedial repairs are needed iii. Signed Property Owner Agreement: including the current property owner's contact information and signature; it must be noted that all stormwater BMP maintenance requirements are linked to the property for perpetuity and transfer to any new ownership				
J	Salt Management Plan				
K	Sewer pump station sizing calculations				
L	Sewer pump station maintenance plan				
M	Grease trap sizing calculations				
N	Homeowner Association (HOA) agreement for any private road serving two (2) lots or more				
O	Summary list & copy of any required DOT/DEP/USACE permits & approvals				

CITY OF BIDDEFORD - SITE PLAN APPLICATION DRAWING CHECKLIST

LAST REVISED: 05/17/23

CHECKLIST DIRECTIONS:

- The following checklist must be completely filled out by the applicant for any Site Plan submittal to the Planning Department.
- Applicant to confirm all of the items listed are included within the submittal. Any missing items must have adequate reasoning to justify their absence.
- City to review applicant's submittal and checklist responses. Projects missing submittal information with non-acceptable reasoning will be rejected.
- Items in **BLACK** are required for 'Preliminary Site Plan' approval & 'Final Site Plan' approval.
- Items in **BLUE** are only required for 'Final Site Plan' approval.

SUBMITTAL INFORMATION - TO BE FILLED OUT BY APPLICANT	
Project Name:	Pepperell Mill - Buildings 30 Redevelopment
Planning Board # (if available):	2025.03
Applicant Name/Info:	Reveler, LLC
Submittal #/Type (Prelim/Final):	Preliminary
Submittal Date:	2/12/2025

ITEM NUMBER	SUBMITTAL REQUIREMENT DESCRIPTION	INFORMATION PROVIDED (YES/NO)	APPLICANT RESPONSE REASON NOT PROVIDED/COMMENT	CITY REVIEW RESPONSE	
				ACCEPTABLE (YES/NO-REVISE & RESUBMIT)	COMMENT
1	GENERAL PLAN REQUIREMENTS				
A	Drawing specific legends (linetypes, hatches, etc.)	Yes			
B	Individual drawing layer control should be utilized: freeze/thawing, changing lineweights, and screening (i.e. screen existing layers on a proposed plan, freeze topography and underground utilities on a proposed site plan)	Yes			
C	North arrows, standard engineering scale viewports, dated revision blocks	Yes			
D	All drawings and surveys must be in the following coordinate systems: NAD83 Maine State Plane West (Horizontal) and NAVD88 (Vertical)	Yes			
E	Drawings need to be designed, signed & sealed by a Maine licensed professional engineer (PE); all boundary survey data needs to be performed by a licensed professional land surveyor (PLS)	Yes			
2	COVER SHEET				
A	Project Name & Property Address	YES			
B	Project Team Contact Information (Owner, Engineer, Contractor, etc.)	YES			
C	Site Location Map	YES			
D	Sheet Set List of Drawings	YES			
E	Tax Map and Lot ID	YES			
F	Zoning & Shoreland Zone Information	N/A			
G	Existing Use Description	YES			
H	Proposed Use Description	YES			
I	Required Waiver/Variances (Yes/No); if yes, plan must clearly list waivers/variances requesting	YES			
J	Name of Drainage Watershed	YES			
K	Within the M54 Urbanized Area (Yes/No)	YES			
L	Natural resources (streams, wetlands, etc.) located on-site or adjacent to the property (Yes/No)	No			
M	Within the 100-year Flood Zone (Yes/No)	No			
N	Public Road Proposed (Yes/No)	No			
O	Private Road Proposed (Yes/No)	No			
P	Public Sewer Connection (Yes/No); if yes, need to include a proposed sewer flow calculation per Maine's Subsurface Wastewater Disposal Rules, Chapter 241, Section 4 (Tables 4A & 4C)	YES			
Q	Public Storm Drain Connection (Yes/No)	YES			
R	Limits of Disturbance in acres	YES			
S	PerVIOUS Land Cover square footage, existing and proposed	YES			
T	Impervious Land Cover square footage (Pavement/Gravel), existing and proposed	YES			
U	Building Roof square footage, existing and proposed	YES			
V	Assigned Planning Board Number	Yes	2025.03		
W	Estimated cut/fill earthwork volumes; if disturbing within Flood Zone, separate set of earthwork volumes required (site vs. within flood zone)	N/A			
3	EXISTING CONDITIONS PLAN				
A	Horizontal & Vertical Datums annotated (NAD83 & NAVD88)	YES			
B	Survey Benchmark Locations (with XYZ Coordinates annotated)	NO			
C	Property & Right-of-Way Lines	YES	Property lines from ALTA survey and the City of Biddeford GIS		
D	Boundary line information (bearings, distances, etc.)	YES			
E	Property pin and monumentation locations	No	Existing Property line matches building boundary		
F	Existing easements with proper ownership identified	YES	Easement information from plan titled "Site Layout Plan 3" prepared by the City of Biddeford, Maine, engineering department, dated June 15, 2023		
G	Road Names & Individual Lot Labels (Map, Lot, Owner, Acreage)	YES			
H	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)	NO	The project is located approximately 520 feet from the Saco River		
I	100-year Flood Zone Limits & Elevation	YES	Provided in FEMA map		
J	USDA-NRCS Soil Boundaries and Labels	YES	Provided in soil map		
K	Existing contours with adequate contour labelling; minimum 1" contour interval	YES	Existing topographic information from plan titled "Site Layout Plan 3" prepared by the City of Biddeford, Maine, engineering department, dated June 15, 2023		
L	Existing building FFEs annotated	YES	FFE approximated by existing grade and existing step reveal the front of the building		
M	Spot elevations for existing building corners, door entrances, accessible parking/walkways, road centerlines, and bottom/top of curbs	YES			
N	Existing buildings & structures	YES			
O	Existing pavement areas & number of parking spaces	YES			
P	Existing ADA ramp geometry, detectable warning plates, and ADA parking spaces	YES			
Q	Existing site features (sidewalks, retaining walls, curbing, lightpoles, guide rails, dumpsters, fencing)	YES			
R	Existing signage and striping	YES			
S	Existing underground utility locations (storm, sewer, force main, water, gas, elec, tele)	YES			
T	Existing above-ground utility locations (manholes, catch basins, utility poles, hydrants, transformers, riprap)	YES			
U	Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)	NO	N/A		
V	Existing tree lines, street trees, free-standing trees (12" or larger diameter at breast height), and vegetation	NO	N/A		
W	Location of any borings, drinking wells, and monitoring wells	NO	N/A		
4	SITE DEMOLITION & EROSION CONTROL (E&SC) PLAN				
A	Limits-of-disturbance outlined and acreage annotated	YES			
B	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)	NO	The project is located approximately 520 feet from the Saco River		
C	100-year Flood Zone Limits	YES	N/A		
D	Callout existing site features to be demolished/removed/replaced	NO			
E	Callout existing utilities to be demolished/removed/abandoned-in-place	YES			
F	Hatch existing buildings and pavement to be removed	YES			
G	Construction Entrance location(s)	YES			
H	Perimeter E&SC control location(s) (i.e. silt fence, erosion berm mix)	YES			
I	Stockpile and staging area(s) identified (with proper perimeter control)	YES			
J	Inlet protection location(s)	YES			
K	Note requiring contractor to implement dust control measures throughout construction	YES			

L	Note requiring contractor to pave utility trenches within right-of-way within 3 days of excavation or prior to any rain event	YES			
M	If groundwater expected, show dewatering/silt bag location(s); show temporary pumping routing				
N	If large development is proposed with an extensive underground stormwater conveyance network, show sediment trap/basin location(s) needed for constructability/phasing; provide sizing calculations				
5	SITE PLAN/SUBDIVISION PLAN				
A	Partial Site Plans needed for any viewpoint scale greater than 1"=20'				
B	Existing property and right-of-way lines	YES			
C	Proposed subdivision lot lines and labels	YES			
D	Required Zoning Setbacks shown with dimensions and annotation	YES			
E	Bulk requirement summary table (zoning/parking calculations)	YES			
F	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)	NO	N/A		
G	100-year Flood Zone Limits	NO	N/A		
H	Proposed building outlines, door entrances and loading docks	YES			
I	Proposed building labels	YES			
J	Proposed road extents; provide clear annotation if roads will be public or private	YES	N/A		
K	Proposed parking and accessible parking locations; annotate parking space counts	YES			
L	Proposed signage, parking striping, and traffic striping	YES			
M	Detailed ADA ramp geometry, detectable warning surfaces, and ADA parking striping/signage; existing & proposed	YES			
N	Proposed site features (i.e. curbing, walls, fencing, guiderail, fire hydrant, transformers, light pole locations)	YES			
O	Separate hatching for buildings, sidewalks, pavement, landscaping	YES			
P	Proposed landscaping; detailed landscaping design should be on separate plans	YES	Shown on C-10		
Q	Designated snow storage areas	YES			
R	Proposed dumpster locations and trash removal access	YES			
S	Linear dimensions of all drive aisles, sidewalk widths, parking spaces, loading docks	YES			
T	Radial dimensions for all curbs, landscaped islands, sidewalks	YES			
U	Road centerline stationing shown, labelled every 0+50' with curve data	N/A			
V	If Private Road is proposed, final recorded plans must clearly note that proposed private roads will not be submitted in the future for public acceptance	N/A			
W	If Private Road is proposed, final recorded plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads	N/A			
X	Planning Board signature block for final recording				
6	GRADING PLAN				
A	Partial Grading Plans needed for any viewpoint greater than 1"=20'				
B	Limits-of-disturbance outlined and acreage annotated	YES			
C	Proposed Building Labels with Individual Finished Floor Elevations (FFEs)	YES			
D	Existing contours with adequate contour labelling; screened; minimum 1' contour interval	YES			
E	Proposed contours with adequate contour labelling; minimum 1' contour interval	YES			
F	Detailed grading for all ditches, swales, outfalls, and riprap	NO	N/A		
G	All proposed contours tie-into existing contours at limits-of-disturbance outline	YES			
H	Existing spot elevations for all asphalt and curb tie-in locations	YES			
I	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)	YES			
J	100-year Flood Zone Limits	NO	N/A		
K	Proposed spot elevations for all important roadway geometric points and/or on a 50' maximum interval: low/high points, PC/PT, road centerline, edge-of-asphalt				
L	Proposed spot elevations for all curblines (bottom/top-of-curb) and sidewalks				
M	Proposed spot elevations for all parking and drive aisle geometry points				
N	Proposed spot elevations for all building corners and door-entry locations				
O	Proposed retaining wall/loading dock elevations (bottom/top of wall)				
P	Proposed spot elevations for all ADA ramps/landing/parking stall geometry points				
Q	Proposed % slope arrows for all ADA parking spaces and sidewalks				
R	Proposed longitudinal % slope arrows for drainage ditch centerlines				
S	Proposed % slope arrows for roads, parking areas, and landscape tie-in areas				
T	Estimated cut/fill earthwork volumes; if disturbing within Flood Zone, separate set of earthwork volumes required (site vs. within flood zone)				
7	ROAD PROFILES (if public/private road proposed)	NO	N/A		
A	Existing surface; dashed and screened	NO	N/A		
B	Proposed surface; continuous and bold	NO	N/A		
C	Corresponding centerline stationing and curve data annotation	NO	N/A		
D	Road cross-section including proposed surface cross slopes; include multiple sections for various road cross slope conditions proposed (crowned, superelevated)	NO	N/A		
E	Horizontal and vertical scale bars	NO	N/A		
F	Clear annotation if proposed road will be public or private	NO	N/A		
G	If Private Road is proposed, plans must clearly note that proposed private roads will not be submitted in the future for public acceptance	NO	N/A		
H	If Private Road is proposed, plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads	NO	N/A		
8	UTILITY PLAN				
A	Existing underground utility locations; screened (storm, sewer, force main, water, gas, electric, telecom)	YES			
B	Existing above-ground utility locations; screened (manholes, catch basins, utility poles, hydrants, riprap)	YES			
C	Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)	NO	N/A		
D	Proposed underground utility locations; bold (storm, sewer, force main, water, gas, electric, telecom, lighting)	YES			
E	Proposed above-ground utility locations; bold (manholes, catch basins, utility poles, hydrants, transformers, riprap)	YES			
F	Proposed storm culverts, outfalls, and riprap locations and sizes	YES			
G	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)	NO	N/A		
H	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope	NO	N/A		
I	Flow directional arrows for storm & sewer pipes	YES			
J	Proposed & existing site features shown that could conflict with proposed utilities (trees, signs, lightpoles, bollards, foundations, guiderails)	YES			
K	All storm drains must be sized to convey the 25-year storm				
L	Sewer force main sizes and invert elevations				
M	Sewer pump station locations, model, rim, inverts, pipe sizes, cardinal directions (N,E,S,W)				
N	Grease trap & oil-water separator locations, sizes, elevations				
O	Water, gas, electric, and telecom sizes labelled				
9	UTILITY PROFILES				

A	Utility profiles for <u>all</u> gravity storm drains and sewer pipes, including all laterals, catch basins, culverts, and outfalls; profiles preferred to be aligned on the pipe centerline (not superimposed on the road centerline)				
B	Existing surface: dashed and screened				
C	Proposed surface: continuous and bold				
D	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)				
E	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope				
F	Existing and proposed gravity pipe crossings shown; sizes labelled and depths/clearance annotated				
G	Existing and proposed electric/water/telecom/gas crossings shown at approximate depths; sizes labelled and depths/clearance annotated				
H	Known ledge or groundwater elevations				
I	For all storm drains, 25-year HGL must be shown on profiles with starting tailwater condition identified				
J	For storm outfalls, include riprap sizing and grading extents				
K	Horizontal and vertical scale bars				
10	DETAILS				
A	Road section detail, including pavement & gravel depths	YES			
B	Sidewalk, paver, crosswalk, and any other pavement section details	YES			
C	Pavement sawcut detail	YES			
D	Utility trench/backfill detail	YES			
E	All site feature details; curbing, retaining walls, fencing, guiderails, dumpsters, etc.	YES			
F	Signage, striping, and ADA details	YES			
G	E&S notes and details; only show applicable/proposed measures	YES			
H	Utility structure details (manholes, cleanouts, fittings, handholes, transformer pads, hydrants)	YES			
I	Storm outfall & riprap details	NO	N/A		
J	Drainage ditch cross section identifying minimum depth, minimum bed width, and maximum side slopes	NO	N/A		
K	Pump station, grease trap, and oil-water separator details				
L	Conduit section details				
M	Miscellaneous details (as needed)				
11	LANDSCAPING, LIGHTING & PHOTOMETRIC PLANS				
A	As required by ordinance, at a minimum: locations, counts, and species/models must be identified				
B	Landscaping & lighting details				
12	DOCUMENTS/REPORTS/CALCULATIONS				
A	On initial preliminary submittal applications, applicant must submit a development review and inspection fee. Applicant to coordinate fee amount with City Planner prior to submittal. This fee will be drawn against to cover the following type of services throughout the project life cycle (and may require replenishing): i. 3rd Party City Peer-Review ii. Site Inspections during the permitting process iii. Erosion & Sediment Control Inspections during construction iv. Right-of-Way Inspections during construction v. Site Punchlist/As-Built Inspections post-construction	YES			
B	Predevelopment & Post-development Drainage Area Maps, including: i. Subdrainage areas delineated and labeled ii. Points of Interest/Analysis shown and labeled iii. Hatching for different land cover areas (impervious, pervious, gravel) iv. Time of concentration (Tc) paths & durations v. Four City-standardized stormwater summary tables	NO	The project proposes a waive the Stormwater Requirement from the City of Biddeford Land Development Regulations Part III – Article XI – Section 5.B.1 Drainage.		
C	An approved 'Sewer Ability-to-Serve Letter' from the Engineering Department: i. Applicant to submit proposed sewer flow calculations per Maine's Subsurface Wastewater Disposal Rules, Chapter 241, Section 4 (Tables 4A & 4C)	NO	Waiting response from City		
D	A Performance Guarantee Cost Estimate utilizing Planning's template	NO	N/A		
E	For any Site Location of Development (SLODA) project, the applicant's submittal must mimic a formal submittal to DEP. Submit must abide to DEP's SLODA application and include DEP's SLODA Submittal Checklist (Form D)	NO	N/A		
F	25-year hydraulic calculations for all storm conveyance infrastructure (pipes, culverts, drainage ditches) via the rational method; starting tailwater conditions/documentation must be clearly identified				
G	If any SWM water quality BMP or detention facility is proposed, hydrologic model exports/hydrographs must be submitted for the for the 2, 10, 25, & 100-year storm frequencies				
H	Sizing calculations for any SWM water quality BMP or detention facility				
I	A stormwater maintenance manual for any proposed SWM water quality BMP or detention facility, including: i. Annual maintenance requirements ii. Annual inspection requirements by a licensed PE; noting that all inspection reports/logs need to be submitted to the Engineering Department by March 1st each following year, identifying what on-going maintenance has occurred and what remedial repairs are needed iii. Signed Property Owner Agreement: including the current property owner's contact information and signature; it must be noted that all stormwater BMP maintenance requirements are linked to the property for perpetuity and transfer to any new ownership				
J	Salt Management Plan				
K	Sewer pump station sizing calculations				
L	Sewer pump station maintenance plan				
M	Grease trap sizing calculations				
N	Homeowner Association (HOA) agreement for any private road serving two (2) lots or more				
O	Summary list & copy of any required DOT/DEP/USACE permits & approvals				



January 3, 2025

Biddeford Planning Board
205 Main Street
Biddeford, ME 04004

To whom it may concern:

I grant Pete Heil of Acorn Engineering Inc. authority to sign on behalf of Reveler, LLC (2 York Street) for all matters pertaining to planning board approval. Thank you.

Sincerely,
Reveler, LLC

By John Laliberte, it's Vice President

511 Congress Street, Suite 601, Portland, ME 04101

Section 1: Right Title Interest

Please see attached for a copy of the Contract for Sale of Commercial Real estate for the rights of the property from Pepperell Mill Development, LLC to Reveler LLC.





CONTRACT FOR THE SALE OF COMMERCIAL REAL ESTATE

Reveler LLC and/or assigns, with a mailing address of c/o Port Property Management, Inc., 82 Hanover Street, Suite 5, Portland, Maine 04101, (hereinafter called "Purchaser"), this 14th day of November, 2024 enters into this purchase and sale of certain real estate owned by Pepperell Mill Development, LLC (hereinafter called the "Seller") and located at 1 York Street in the City/Town of Biddeford, County of York, State of Maine, described as follows: a 7,500± SF 2-story building known as Building 30 Pepperell Mill Campus, together with the parking lot adjoining the Building as shown on that certain Functional Subdivision Plan approved by the City of Biddeford on December 13, 2021 and recorded in the York County Registry of Deeds in Plan Book 420, Page 43 and in accordance with the Rider Exhibit A and being more fully described at said County Registry of Deeds in Book (See Rider), Page (See Rider), upon the terms and conditions indicated below.

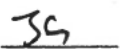
1. **PERSONAL PROPERTY:** The following items of personal property are included in this sale (if applicable): None
2. **PURCHASE PRICE:** The total Purchase Price is [REDACTED] with payment made as follows:
 Earnest money to be delivered on or before: 3 business days from the Effective Date
 Total Due at Closing: [REDACTED]
3. **EARNEST MONEY/ACCEPTANCE:** Drummond Woodsum ("Escrow Agent") shall hold the earnest money in a non-interest-bearing account and act as escrow agent until closing. This offer shall be valid until, November, 2024 at 5:00 (PM). In the event of Seller's non-acceptance of this offer, the earnest money shall be returned promptly to Purchaser.
4. **TITLE:** Within one hundred twenty (120) days of Effective Date (the "Title Review Period"), Purchaser shall notify Seller in writing (the "Title Objection Notice") of any matters affecting title to the property that are objectionable to Purchaser in Purchaser's sole discretion ("Title Defects"). Purchaser shall be deemed to have waived the right to object to any matter affecting title as of the Effective Date, except for any mortgage, tax lien, mechanics' lien, judgment lien, or other liens encumbering the property (for which no objection is required), if Purchaser fails to specifically identify such matters in the Title Objection Notice (each matter not objected to being a "Permitted Encumbrance"). Within seven (7) days of Seller's receipt of the Title Objection Notice, Seller shall notify Purchaser in writing whether or not Seller elects to cure any of the matters identified in the Title Objection Notice. If Seller elects to cure certain Title Defects, Seller shall use good faith efforts to cure such Title Defects and shall have a period of not more than thirty (30) days after notice of Seller's election within which to cure any such Title Defects (the "Title Cure Period"), and the Closing Date shall be extended until five (5) days after the expiration of the Title Cure Period. Seller agrees that, after the Effective Date, it shall not permit or suffer encumbrance of the property with any liens, easements, leases or other encumbrances without Purchaser's prior written consent, except that Purchaser shall not unreasonably withhold or delay its consent to new leases. On or before the Closing Date, Seller shall remove at its sole cost any such matters affecting the title to the property suffered or created by or consented to by Seller after the Effective Date that are not approved in writing by Purchaser. If Seller elects not to cure any Title Defects, then Purchaser shall elect, by written notice to Seller on or before the end of the Due Diligence Period (as defined below) provided for in Section 10 hereof (i) to accept title to the property, subject to such uncured Title Defects without reduction of the purchase price and without any liability on the part of Seller therefor, in which case such Title Defects shall be Permitted Encumbrances, or (ii) to terminate this Contract, whereupon the earnest money immediately shall be returned to Purchaser and neither party shall have any further obligations under this Contract.
5. **DEED:** In return for payment in full of the purchase price, Seller shall convey the property on the date that is fifteen (15) days after expiration of the Historic Review and Financing Period (the "Closing Date") to Purchaser by Maine Statutory Short-Form Quit Claim with Covenant Deed (the "Deed"), and the parties agree to execute and deliver on the Closing Date such other documents that are customary and/or reasonably necessary to complete the conveyance. It is a condition to Purchaser's obligations hereunder that title to the property shall be free and clear of all liens and encumbrances except for the following matters and otherwise in compliance with the requirements of this Contract: (i) zoning restrictions and land use laws and regulations and permits and approvals issued pursuant thereto; (ii) current taxes and assessments attributable to periods from and after the Closing, which Purchaser shall be liable to pay; (iii) leases and occupancies disclosed to Purchaser (if any); and (iv) any Permitted Encumbrance.
- ~~6. **LEASES/TENANT SECURITY DEPOSITS:** Seller agrees at closing to transfer to Purchaser, by proper assignment thereof, all Seller's rights under the current leases to the property and any and all security deposits held by Seller pursuant to said leases.~~
6. **POSSESSION/OCCUPANCY:** Possession/occupancy of property shall be given to Purchaser on the Closing Date, unless otherwise agreed by both parties in writing.

7. **RISK OF LOSS:** Until transfer of title, the risk of loss or damage to the property by fire or otherwise is assumed by Seller unless otherwise agreed in writing. The property shall at closing be in substantially the same condition as of the Effective Date, excepting reasonable use and wear. If the property is materially damaged or destroyed prior to closing, Purchaser may either terminate this Contract and be refunded the earnest money deposit, or close this transaction and accept the property in its as-is condition together with an assignment of the Seller's right to any insurance proceeds relating thereto.
8. **PRORATIONS:** The following items shall be prorated as of the Closing Date:
- a. Real Estate Taxes based on the municipality's tax year. Seller is responsible for any unpaid taxes for prior years.
 - b. Any other municipal fees, levies or liens;
 - c. Fuel
 - d. Metered utilities, such as water and sewer, shall be paid by the Seller through the date of closing;
 - e. Purchaser and Seller shall each pay one-half of the transfer tax as required by the laws of the State of Maine.
 - f. Rents, estimated monthly common area maintenance charges, estimated monthly property tax payments, and all other additional revenue received by Seller pursuant to leases of the property, in which case whether such amounts have been received by Seller or are due and payable pursuant to the relevant agreement(s).
9. **DUE DILIGENCE:** Purchaser is advised to seek information from professionals regarding any specific issue of concern. Purchaser acknowledges receipt of property disclosure form attached hereto. Neither Seller nor the Real Estate Licensees identified below make any representations or warranties regarding the condition, permitted use or value of Seller's real or personal property. Purchaser's obligation to close under this Contract is conditioned upon Purchaser's satisfaction with its investigations of the property, which may without limitation include survey, environmental assessment, engineering studies, wetlands or soils studies, zoning compliance or feasibility, condition of water, sewer and other utilities serving the property, and code compliance, all within thirty 30 days of the Effective Date (the "Due Diligence Period")

All investigations will be done by professionals chosen and paid for by Purchaser. If the result of any investigation is unsatisfactory to Purchaser, in Purchaser's sole discretion, Purchaser may declare this Contract null and void by notifying Seller in writing within the specified number of days set forth above and the earnest money shall be returned to Purchaser. If Purchaser does not notify Seller that Purchaser's investigation(s) is unsatisfactory within the time period set forth above, this contingency is waived by Purchaser. In the absence of any investigations(s) mentioned above, Purchaser is relying completely upon Purchaser's own opinion as to the condition of the property. Purchaser agrees to restore any disturbance to the property caused by Purchaser's investigations, and Purchaser agrees to indemnify and hold Seller harmless for any claims, damages, losses or costs, including without limitation reasonable attorneys' fees incurred or suffered by Seller as a result of Purchaser's investigations of the property, which indemnification obligation shall survive termination or closing under this Contract.

~~11. REVIEW OF LEASES AND INCOME AND EXPENSE INFORMATION: Seller represents: (a) that below is a complete list of all tenants occupying the property under leases or other tenancy arrangements or agreements (the "Leases"), (b) that the Leases are in full force and effect, (c) that to Seller's knowledge, all tenants under the Leases are in full compliance therewith and (d) that Seller is not in violation of its obligations under the Leases. Seller agrees to provide Purchaser within five (5) days of the Effective Date of this Contract, complete copies of all Leases, including any amendments, and income and expense information concerning the property. Purchaser shall have Click or tap here to enter text. (Click or tap here to enter text.) days from the date Purchaser has been provided all Leases and income and expense information to review same, and if the result of the review is unsatisfactory to Purchaser, Purchaser may declare the Contract terminated and the earnest money shall be immediately refunded to Purchaser and thereafter neither party shall have any further obligation under this Contract. Seller represents and warrants that income and expense information provided to Purchaser will be true, accurate and complete in all material respects when given. Seller shall use reasonable efforts to obtain a tenant estoppel certificate and a subordination, non disturbance and attornment agreement in form reasonably satisfactory to Purchaser and/or Purchaser's lender for each Lease within Click or tap here to enter text. (Click or tap here to enter text.) days from delivery of forms therefor. Purchaser shall also on a rolling basis have Click or tap here to enter text. (Click or tap here to enter text.) days from the date of actual receipt of fully executed written tenant estoppel certificates in which to terminate this Contract pursuant to this Section 11 due to unsatisfactory information contained therein and upon such termination the earnest money shall be immediately refunded to Purchaser and thereafter neither party shall have any further obligation under this Contract. Between the Effective Date and the closing, Seller shall not modify, voluntarily terminate or enter into new leases or tenancy arrangements or agreements and shall obtain Purchaser's written consent to any modification or termination of Leases and to any new lease that Seller proposes to enter into with respect to the property, Purchaser's consent not to be unreasonably withheld, conditioned or delayed. In the event that Seller modifies or terminates any Leases or enters into a new Lease without Purchaser's consent, Purchaser's sole remedy shall be to terminate this Contract and receive an immediate refund of the earnest money and thereafter neither party shall have any further obligation under this Contract. Failure of Purchaser to timely notify Seller of its termination of the Contract pursuant to any of its foregoing rights to do so under this Section 11 shall be deemed to be a waiver of the applicable right under this Section 11 to terminate the Contract. At the closing, Seller shall deliver written notice to the tenants and occupants of the property of the transfer of the property, and of the tenants' security deposits, to Purchaser. List tenants: Click or tap here to enter text.~~





- ~~12. FINANCING: Notwithstanding anything to the contrary contained in this Contract, Purchaser's obligation to close hereunder is conditioned upon Purchaser's obtaining on or before Click or tap here to enter text. (the "Commitment Date") a written commitment (the "Commitment") from a lender for a mortgage loan on terms reasonably acceptable to Purchaser. In the event the Purchaser is unable to obtain the Commitment and Purchaser notifies Seller thereof by the Commitment Date, then Escrow Agent shall return the earnest money to Purchaser, this Contract shall terminate, and neither party shall be under any further obligation under this Contract. It shall be a further condition of Purchaser's obligation to close hereunder that the Commitment shall not lapse, be terminated and/or withdrawn prior to the Closing Date for any reason whatsoever, including but not limited to the property failing to appraise at or above the Purchase Price, or any such other level acceptable to Purchaser and Purchaser's lender sufficient to support the Commitment. In the event the Commitment shall lapse, be terminated and/or withdrawn by Purchaser's lender for any reason (other than at the request of Purchaser) at any time prior to the Closing Date, Purchaser shall within Click or tap here to enter text. (Click or tap here to enter text) days of Purchaser's receipt of notice of lapse, termination and/or withdrawal notify Seller of same, and upon such notification Purchaser may, at Purchaser's option, elect to terminate this Contract and thereafter the earnest money shall be returned to Purchaser and neither party shall have any further obligation under this Contract. If Purchaser does not timely notify Seller that it has failed to obtain the Commitment or that the Commitment has lapsed, terminated and/or been withdrawn, then Purchaser shall be in default of this Contract at the election of Seller. This contingency benefits Purchaser only, and only Purchaser may waive it by providing written notice to Seller specifically waiving this condition and contingency or any part thereof.~~
10. AGENCY DISCLOSURE: Purchaser and Seller acknowledge that they have been informed Joe Malone of Malone Commercial Brokers ("Listing Agent") is acting as a Seller's agent in this transaction and is representing the Seller and Porta & Company is acting as Purchaser's Agent in this transaction and is representing the Purchaser ("Purchaser's Agent") (Listing Agent and Purchaser's Agent are referred to elsewhere herein as "Licensees"). Disclosed Dual Agency permitted by the Listing Agreement with Seller.
11. DEFAULT: If the sale of the property as contemplated hereunder is not consummated solely by reason of Purchaser's default hereunder, provided that Seller is then ready, willing and able to consummate the sale of the property as contemplated by this Contract and provided further that all conditions to Purchaser's obligation to consummate such purchase have been satisfied or waived by Purchaser, Seller's sole and exclusive remedy shall be terminate this Contract and receive the earnest money as full and complete liquidated damages for the breach of this Contract, it being agreed between the parties that the actual damages to Seller in the event of such breach are difficult to ascertain and/or prove and the earnest money is a reasonable estimate and forecast of such actual damages. If Seller(s) fails to perform any of the terms of this Contract or is otherwise in default of any of its obligations, Purchaser shall have the option of terminating the Contract and receiving the earnest money back, and/or pursuing specific performance, and/or any other remedies allowed by law, provided that Purchaser initiates such action for specific performance within sixty (60) days from the date of such breach. The parties acknowledge that the payment of the earnest money is not intended as a forfeiture or penalty, but is intended to constitute liquidated damages to Seller. In the event of an undisputed default by either party, the Escrow Agent may deliver the earnest money to the party entitled to it under this Contract, with written notice to both parties pursuant to Maine Real Estate Commission regulations. If a dispute arises between Purchaser and Seller as of the existence of a default hereunder and said dispute is not resolved by the parties within thirty (30) days, the Escrow Agent may elect to file an action in interpleader and deposit the earnest money in the court to resolve said dispute, or otherwise disburse the earnest money pursuant to Maine Real Estate Commission regulations. Purchaser and Seller, jointly and severally, shall indemnify Escrow Agent for all costs, losses, expenses, and damages, including reasonable attorneys' fees, incurred by the Escrow Agent in connection with said action and/or in connection with any dispute relating to this Contract and/or the earnest money.
12. MEDIATION: Any dispute or claim arising out of or relating to this Contract or the property addressed in this Contract shall be submitted to mediation in accordance with the Maine Residential Real Estate Mediation Rules of the Maine Association of Dispute Resolution Professionals or its successor organization. This clause shall survive the closing of this transaction.
13. PRIOR STATEMENTS: This Contract sets forth the entire agreement between the parties, and there are no other representations, agreements or understandings with respect to the subject matter of this Contract. This Contract shall be construed according to the laws of the State of Maine.
14. HEIRS/ASSIGNS: This Contract shall extend to and be obligatory upon heirs, personal representatives, successors, and assigns of Seller and assigns of Purchaser, provided, however, that Seller shall not have the right to assign this Contract without Purchaser's consent. Purchaser, however, shall have the right to assign this Contract, without Seller's consent, to an affiliated entity for which Purchaser or an affiliate of Purchaser is the Manager.
15. COUNTERPARTS: This Contract may be signed on any number of identical counterparts, including telefax copies and electronically transmitted copies with the same binding effect as if all of the signatures were on one instrument.
16. EFFECTIVE DATE: This Contract is a binding contract when signed by both Seller and Purchaser and when that fact has been communicated to all parties or to their agents. Time is of the essence of this Contract. Seller or Licensees are given permission by the parties to complete the Effective Date blank below with the date of the last signature of the parties, and that date shall be the Effective Date for all purposes under this Contract, and if that blank is not completed, then the Effective Date shall be the date of the last signature

of the parties. Except as expressly set forth to the contrary in this Contract, the use of the term "days" in this Contract, including all addenda made a part hereof, shall mean calendar days. Deadlines in this Contract, including all addenda, expressed as "within x days" or the like shall be counted from the Effective Date, unless another starting date is expressly set forth, beginning with the first day after the Effective Date, or such other established starting date, and ending at 5:00 pm, Eastern Time, on the last day counted.

17. CONFIDENTIALITY: Purchaser and Seller authorize the disclosure of the information herein to the real estate licensees, attorneys, lenders, appraisers, inspectors, investigators and others involved in the transaction necessary for the purpose of closing this transaction. Purchaser and Seller authorize the lender and/or closing agent preparing the closing statement to release a copy of the closing statement to the parties and their licensees prior to, at and after the closing.
18. A copy of this Contract is to be received by all parties and, by signature, receipt of a copy is hereby acknowledged. If not fully understood, consult an attorney.
19. Seller acknowledges that the laws of the State of Maine provide that every Purchaser of real property located in Maine must withhold a withholding tax equal to 2 1/2 % of the consideration unless Seller furnishes to Purchaser a certificate by the Seller stating, under penalty of perjury, that Seller is a resident of the State of Maine or the transfer is otherwise exempt from withholding.
20. ADDENDA: This Contract has addenda containing additional terms and conditions. Yes ☒ No ☐

The parties agree that none of the above is collateral agreements. It is the intent of the parties that except as expressly set forth in this Contract, all covenants, representations, statements and obligations of both parties herein shall not survive closing.

Reveler LLC

Legal Name of Purchaser

By: _____
Signature

John Laliberte
Its Manager

Seller accepts and agrees to the terms and conditions set forth in this Contract and agree to pay the Licensees the commission for services according to the terms of the listing agreement, it being the intent hereof that Seller is responsible for the payment of any commission owed to Purchaser's Agent in connection with this Contract. In the event the earnest money is forfeited by Purchaser, it shall be evenly distributed between (1) Licensees and (2) Seller; provided, however, that the Licensees' portion shall not exceed the full amount of the commission specified.

Signed this day: _____

Pepperell Mill Development, LLC

Legal Name of Seller

By: _____
Signature

John Griggs, Manager of Pepperell Mill Development Manager,
LLC, Sole Member of Pepperell Mill Development, LLC
Name/Title, thereunto duly authorized

By signature hereof, Escrow Agent agrees to perform the obligations of Escrow Agent in accordance with applicable law, the applicable provisions of the rules of the Maine Real Estate Commission, and the terms and conditions set forth in this Contract.

Drummond Woodson
Malone Commercial Brokers

Legal Name of Escrow Agent

Joe Malone

Gary Vige, shareholder
Name/Title, thereunto duly authorized

By: _____
Signature



Maine Commercial Association of REALTORS®/Copyright© 2023
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EFFECTIVE DATE OF THIS CONTRACT: November 14, 2024



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**SPECIAL PROVISIONS ADDENDUM
TO
CONTRACT FOR THE SALE OF COMMERCIAL REAL ESTATE
(Pepperell Mill Building 30)**

This Special Provisions Addendum (this "**Addendum**") is intended to be attached to and incorporated into that certain Contract For The Sale Of Commercial Real Estate of even date by and between Pepperell Mill Progression, a Delaware limited liability company, as "**Seller**", and Reveler LLC, a Maine limited liability company, as "**Purchaser**" (as modified by this Addendum, the "**Contract**"), regarding certain real property located Biddeford, Maine, as more particularly described in the printed form portion of Contract. Except as specified otherwise in this Addendum, all capitalized terms herein shall have the meaning ascribed to such terms in the printed form portion of the Contract.

1. **AMENDMENT TO THE FUNCTIONAL SUBDIVISION PLAN/CREATION OF NEW LOT.** Purchaser understands and acknowledges that the Property is currently part of the Pepperell Mill Campus (the "**Campus**"), depicted on that certain Functional Subdivision Plan approved by the City of Biddeford on December 13, 2021 and recorded in the York County Registry of Deeds in Plan Book 420, Page 43 (the "**Subdivision Plan**"). Seller acknowledges and consents to, and Purchaser hereby has the right to seek an amendment to the Subdivision Plan and to work directly with the City of Biddeford to remove the Property from the Subdivision Plan so that the Property becomes its own separate lot, unencumbered by that certain Declaration of Covenants, Conditions, Easements and Restrictions dated December 13, 2021 and recorded in the York County Registry of Deeds in Book 18901, Page 239 (the "**Master Declaration**"). Seller shall work with and assist Purchaser, at no cost other than the minimis costs to Seller, and diligently review and execute any such amendments, consents, or other documentation reasonably required by the City of Biddeford, to complete the above-described amendment to the Subdivision Plan, the creation of such new lot and the receipt of all necessary approvals for the same, which approvals shall be in final, unappealable form (the "**City Approval**"). The parties hereby agree and acknowledge that said new lot which will comprise the Property is approximately depicted on the plan attached hereto as **Exhibit A** and made a part hereof and that prior to the expiration of the Historic Review and Financing Period, the parties shall mutually agree upon the final depiction of the Property, including the creation of a separate metes and bounds description to describe the same. Notwithstanding anything else to the contrary herein, Purchaser's obligation to close under this Contract is conditioned upon, Purchaser's satisfaction, in its sole and absolute discretion, of the following conditions on before the expiration of the Historic Review and Financing Period: (a) Purchaser obtaining the City Approval; and (b) Purchaser obtaining from the Seller, any affiliates of the Seller, and/or any abutters, the easements required by Purchaser for access and/or the installation of utilities in connection with Purchaser's development of the Property, which easements shall include any applicable agreements for cost-sharing and reimbursements with respect to the use and maintenance of York Street. If the New Lot depicted on Exhibit A is subject to any utility or drainage easements benefitting other portions of the Campus, the Property shall be conveyed subject to such existing easements, provided that such easements do not unreasonably interfere with Purchaser's use or development of the Property. If Purchaser is unable to satisfy the above-described conditions in subsections (a) and (b) above prior to the expiration of the Historic Review and Financing Period, Purchaser may terminate this Contract by delivering written notice to the Seller on or before the end of the Historic Review and Financing Period and the earnest money deposit shall be returned to Purchaser, and Purchaser shall transfer to Seller all plans, surveys, engineering, studies, all materials generated by or for Purchaser in connection with the Historic Review or any approvals for Part 1 or Part 2 approval by the National Park Service or the Maine Historic Preservation Commission and all materials generated by or for Purchaser in connection with the removal of the Property from the Functional Subdivision Plan, including a consent to assignment of the City Approval or any other municipal or state approvals for the development of the Property. If Purchaser does not terminate the Contract prior to the end of the Historic Review and Financing Period, as applicable, then Purchaser will be deemed to have waived the condition set forth in this Section 1 and will have no right to terminate the Contract under this section. All costs and expenses related to amending the Subdivision Plan and creating the new lot shall be for the account of and borne solely by Purchaser.

2. **DUE DILIGENCE INVESTIGATIONS.** In connection with any entry by Purchaser or its agents, employees or contractors onto the Property, Purchaser shall give Seller 48 hours advance notice of such entry. Notwithstanding the foregoing, Purchaser shall not be permitted to interfere unreasonably with Seller's operations at the Property or at the Campus. If Purchaser wishes to engage in any subsurface or intrusive environmental or physical

testing of the Property or any other testing which could damage or disturb any portion of the Property, Purchaser shall obtain Seller's prior consent thereto, which shall not be unreasonably withheld, conditioned, or delayed. Without limiting the generality of the foregoing, Seller's written approval (which, notwithstanding the foregoing, shall not be unreasonably withheld or conditioned) shall be required prior to any testing or sampling of surface or subsurface soils, surface water, groundwater or any materials in or about the Improvements in connection with Purchaser's environmental or structural due diligence. In the event the need arises to notify under applicable law any federal, state or local public agencies of any environmental or structural conditions at the Property as a result of Purchaser's due diligence investigations, Purchaser agrees that Seller, and not Purchaser shall make such disclosure as Seller deems appropriate, unless such disclosure is required by law to be made by Purchaser, in which instance Purchaser shall make such disclosure and Purchaser shall immediately notify Seller in writing. Purchaser shall, immediately repair any damage to the Property caused by any such tests or investigations or Purchaser's entry onto the Property and restore the Property to substantially the same condition existing prior to such tests or investigations. Purchaser shall obtain and maintain during the pendency of this Contract, and shall require any consultants or agents entering upon the Property for any purpose to maintain (a) casualty insurance and commercial general liability insurance with coverages of not less than \$1,000,000.00 for injury or death to any one person and \$2,000,000.00 for injury or death to more than one person and \$1,000,000.00 with respect to property damage, and (b) worker's compensation insurance for all of their respective employees issued by an insurance company licensed in the state in which the Property is located, having a Best's rating of not less than B+/VII, naming Seller as an additional insured and Purchaser agrees to provide Seller with a copy of the declaration page(s) of such insurance policy. Purchaser shall indemnify and hold Seller harmless from and against all costs, expenses, damages, liabilities, liens or claims, including, without limitation, attorneys' fees and court costs, directly related to any entry on the Property by Purchaser, its agents, employees or contractors in the course of performing inspections, tests and/or inquiries provided for under this Contract, or resulting from any conditions on the Property created by Purchaser's entry and testing. Upon learning of any claim that could be governed by Purchaser's indemnity obligation(s) hereunder, Purchaser shall immediately notify Seller thereof, in writing. The foregoing indemnity shall survive the Closing Date or earlier termination of this Contract for a period of one (1) year.

3. **ENVIRONMENTAL INVESTIGATION AND FINANCING PERIOD.** Notwithstanding any other provision of this Contract, if Purchaser initiates a Phase II Environmental Site Assessment (the "Phase II ESA") within ten (10) days after the conclusion of the Due Diligence Period, Purchaser shall have an additional ninety (90) days from the expiration of the Due Diligence Period (the "Environmental Investigation Period") to complete the Phase II ESA and obtain financing on terms reasonably acceptable to Purchaser for any necessary environmental remediation or clean-up of hazardous materials identified in the Phase II ESA. If the Purchaser disapproves the results of the Phase II ESA or is unable to secure reasonable financing for the required clean-up, Purchaser may terminate this Contract by delivering written notice to the Seller on or before the end of the Environmental Investigation Period and the earnest money deposit shall be returned to Purchaser. If Purchaser does not terminate the Contract prior to the end of the Environmental Investigation Period, Purchaser will be deemed to have approved the environmental condition of the Property and will have no right to terminate the Contract under this section.

4. **HISTORIC REVIEW AND FINANCING PERIOD.** Notwithstanding any other provision of this Contract, if the Purchaser submits an application to the Maine Historic Preservation Commission ("MHPC") and/or the National Park Service ("NPS") for Part 1 approval within ten (10) days following the conclusion of the Due Diligence Period and submits an application to MHPC and/or NPS for Part 2 approval within sixty (60) days of the date of the submission for said Part 1 approval, the Purchaser shall have an additional sixty (60) days from the expiration of the Environmental Investigation Period (the "Historic Review and Financing Period") to obtain Part 2 approval from the MHPC and/or the NPS (the "Historic Tax Credit Approvals") and secure financing on terms reasonably acceptable to the Purchaser to fully fund the historic rehabilitation of the Property. If Purchaser is unable to obtain the Historic Tax Credit Approvals and secure said financing prior to the expiration of the Historic Review and Financing Period, Purchaser may terminate this Contract by delivering written notice to the Seller on or before the end of the Historic Review and Financing Period and the earnest money deposit shall be returned to Purchaser. If Purchaser does not terminate the Contract prior to the end of the Historic Review and Financing Period, Purchaser will be deemed to have approved the condition set forth in this Section 4 and will have no right to terminate the Contract under this section.

5.

DISCONNECTION OF ELECTRIC SERVICE. The Property is currently served with electrical service and billed under an account servicing multiple buildings within the Campus. Within ten (10) days prior to Closing, Seller shall submit an application to the electric service provider to separate the Property from the existing multi-building account and to establish a new connection for electric service such that the Property will be separately metered and billed and diligently pursue the same to completion. Purchaser shall be solely responsible, at its sole cost and expense for properly disconnecting and terminating all physical connections to the electric service coming from other buildings upon the Campus in accordance with all applicable building and electrical codes and regulations to the reasonable satisfaction of Seller and for establishing its own separate electric account for electric service to the Property.

6. CASUALTY AND CONDEMNATION.

(a) **Casualty.** If, prior to the Closing Date, the Property is materially damaged or destroyed by fire or other casualty loss and the cost of repair of damage to the Property on account of such casualty shall exceed \$60,000, this Contract may be terminated by Purchaser by sending a written termination notice to Seller within five (5) business days after the date Purchaser receives notice of such casualty, in which case the Deposit will be released to Purchaser; provided that if Purchaser does not timely send such a termination notice, this Contract shall not be terminated and the parties shall proceed with the purchase and sale of the Property pursuant to clause (i) below. Seller shall notify Purchaser in writing of such casualty within three (3) calendar days of Seller becoming aware of such casualty. If the cost of repair of damage to the Property on account of such casualty shall not exceed \$60,000, Seller may elect to restore the Property to its previous condition as soon as reasonably possible, but, in any event, prior to the Closing Date. If Seller is unable or unwilling to do so, without fault, then (i) Purchaser may elect to proceed with the purchase and sale of the Property, in which event, at Closing Purchaser shall receive a credit against the Purchase Price in the amount of all insurance proceeds collected by Seller as a result of any such damage or destruction (or the rights to such proceeds shall be assigned to Purchaser if not then collected), plus any insurance deductibles applicable to such damage or destruction, less any monies actually expended by Seller to repair any damage, or (ii) this Contract shall terminate in the event Purchaser delivers a written termination notice to Seller within five (5) business days after Seller's election not to restore the Property, in which case the Deposit will be released to Purchaser. If Purchaser does not deliver a timely termination notice pursuant to clause (ii) in the preceding sentence, it shall be deemed an acceptance to proceed with the purchase and sale of the Property pursuant to clause (i) in the preceding sentence.

(b) **Condemnation.** If a material part of the Property is condemned or if Seller receives any written notice of a pending condemnation or intention of a condemning authority to seek condemnation of a material portion the Property prior to Closing Date, Seller shall promptly give Purchaser written notice of such condemnation or threatened condemnation and Purchaser shall have the option of either applying the proceeds of any condemnation award on a pro rata basis to reduce the Purchase Price provided herein, or declaring this Contract terminated by delivering written notice of termination to Seller within five (5) days of Purchaser's receipt of Seller's notice of condemnation, in which case the Deposit will be released to Purchaser.

7. CLOSING FEES AND COSTS. Except as set forth in Section 9 of the printed portion of the Contract, Seller shall pay the cost of (i) discharging any liens on the Property created by, through, or under Seller, and (ii) all fees and expenses of its legal counsel and other third party consultants engaged by or on behalf of Seller in connection with this transaction. Purchaser shall pay (i) all fees and expenses of its legal counsel and other third party consultants engaged by or on behalf of Purchaser in connection with this transaction, (ii) the costs of an ALTA Survey, if any, and (iii) the cost of any premiums and endorsements to its owner's title insurance policy. Any costs and expenses of closing that are not expressly identified above shall be allocated between the parties in accordance with the Contract, and if not specified therein, then in accordance with the prevailing custom in the county in which the Property is located.

8. SUCCESSORS AND ASSIGNMENT. Purchaser shall not voluntarily or by operation of law assign or transfer any right, interest or obligation hereunder without Seller's express prior written consent, which consent may be given or withheld by Seller in its sole discretion. Any change in control of Purchaser shall constitute an assignment of this Contract and shall require Seller's consent pursuant to the foregoing provisions. Provided, however that Purchaser may, without Seller's consent, assign this Contract to any entity that controls, is controlled by or is under

common control with Purchaser or Purchaser's principal, including but not limited to, any entity or entities in which Purchaser or such principal is the manager. As used herein, "control" shall mean the possession, direct or indirect, of the power to direct or cause the direction of the management and policies of Purchaser, whether through the ownership of voting securities, by contract, or otherwise.

9. **DISCLAIMER OF WARRANTIES.** AS A MATERIAL PART OF THE CONSIDERATION FOR THE CONTRACT, SELLER AND PURCHASER AGREE THAT PURCHASER IS TAKING THE PROPERTY "AS-IS" WITH ANY AND ALL LATENT AND PATENT DEFECTS AND THAT THERE IS NO WARRANTY BY SELLER THAT THE PROPERTY IS FIT FOR A PARTICULAR PURPOSE. PURCHASER ACKNOWLEDGES THAT IT IS NOT RELYING UPON THE ACCURACY OR COMPLETENESS OF ANY REPRESENTATION, PROMISE, STATEMENT, OR OTHER ASSERTION OR INFORMATION WITH RESPECT TO THE PROPERTY MADE OR FURNISHED BY OR ON BEHALF OF, OR OTHERWISE ATTRIBUTED TO, SELLER OR ANY OF ITS AGENTS, EMPLOYEES, OR REPRESENTATIVES UNLESS EXPRESSLY MADE IN THIS CONTRACT, ANY AND ALL SUCH RELIANCE BEING HEREBY EXPRESSLY AND UNEQUIVOCALLY DISCLAIMED, BUT IS RELYING SOLELY AND EXCLUSIVELY UPON ITS OWN EXPERIENCE AND ITS INDEPENDENT JUDGMENT, EVALUATION, AND EXAMINATION OF THE PROPERTY. PURCHASER FURTHER UNEQUIVOCALLY DISCLAIMS (I) THE EXISTENCE OF ANY DUTY TO DISCLOSE ON THE PART OF SELLER OR ANY OF ITS AGENTS, EMPLOYEES, OR REPRESENTATIVES AND (II) ANY RELIANCE BY PURCHASER ON THE SILENCE OR ANY ALLEGED NONDISCLOSURE OF SELLER OR ANY OF ITS AGENTS, EMPLOYEES, OR REPRESENTATIVES. PURCHASER TAKES THE PROPERTY UNDER THE EXPRESS UNDERSTANDING THAT THERE ARE NO EXPRESS OR IMPLIED WARRANTIES (EXCEPT FOR LIMITED WARRANTIES OF TITLE SET FORTH IN THE DEED). THE CONTRACT AND THIS ADDENDUM CONSTITUTE THE ENTIRE AGREEMENT BETWEEN THE PARTIES. THIS PROVISION WAS FREELY NEGOTIATED AND PLAYED AN IMPORTANT PART IN THE BARGAINING PROCESS FOR THE CONTRACT. ADDITIONALLY, PURCHASER HAS AGREED TO DISCLAIM RELIANCE ON SELLER AND TO ACCEPT THE PROPERTY "AS-IS" WITH FULL AWARENESS THAT THE PROPERTY'S PRIOR USES OR OTHER MATTERS COULD AFFECT ITS CONDITION, VALUE, SUITABILITY, OR FITNESS; AND PURCHASER CONFIRMS THAT PURCHASER IS HEREBY ASSUMING ALL RISK ASSOCIATED THEREWITH. PURCHASER UNDERSTANDS THAT THE DISCLAIMERS OF RELIANCE AND OTHER PROVISIONS CONTAINED HEREIN COULD LIMIT ANY LEGAL RECOURSE OR REMEDY PURCHASER OTHERWISE MIGHT HAVE. PURCHASER ACKNOWLEDGES THAT IT HAS SOUGHT AND HAS RELIED UPON THE ADVICE OF ITS OWN LEGAL COUNSEL CONCERNING THIS PROVISION.

10. **CONFLICTS.** In the event of any inconsistency or conflict between this Addendum and the printed form portion of the Contract, the terms of this Addendum will control.

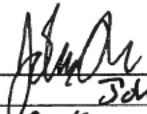
11. **ELECTRONIC TRANSMISSIONS.** The parties hereto agree that this Addendum, the Contract and any amendments thereto may be executed in counterparts and to accept signatures on any such document sent by facsimile transmission and email, including .pdf email transmitted signatures, and such transmitted signatures shall be binding upon such party as if signed in person. Seller and Purchaser intend to be bound by the signatures on the facsimile or .pdf document, and are aware that the other party will rely on the facsimile or .pdf signatures, and hereby waive any defenses to the enforcement of the terms of the Contract based upon the form of signature. If facsimile signatures are delivered, Seller and Purchaser will, upon request, forward original counterpart signatures to the other promptly after delivery of the facsimile or .pdf signatures as set forth herein.

[Signature Page to Follow]

EXECUTED on 11/14, 2024, by Seller.

SELLER:

Pepperell MILL PROGRESSION,
a Delaware limited liability company

By: 
Name: John Griggs
Title: Authorized Person

EXECUTED on November 14, 2024, by Purchaser.

PURCHASER:

REVELER LLC

a _____,

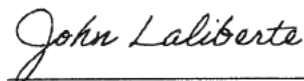
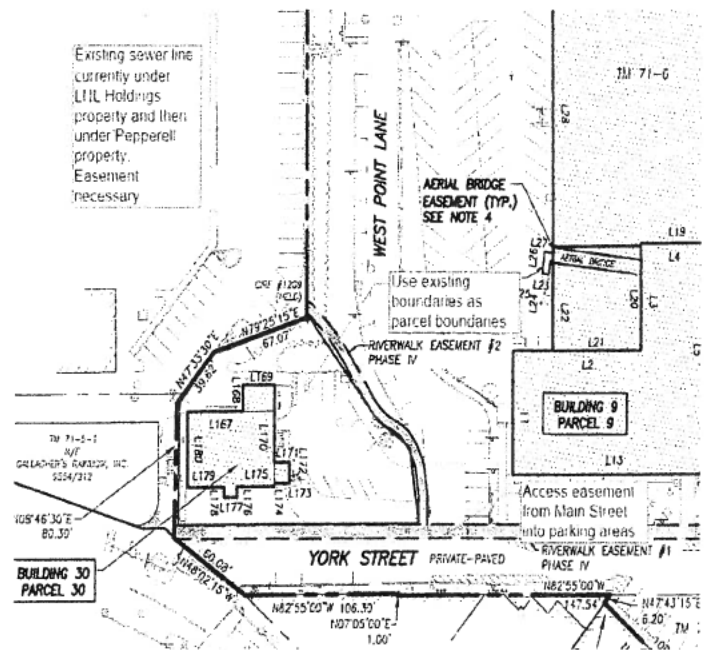
By: 
Name: John Laliberte
Title: Manager

Exhibit A

Section 2: Declaration of Easements, Covenants, and Restrictions

Access, maintenance, and utility easements are being considered based on the property line modification and proposed improvements. Access easements through the existing Pepperell Mill Campus are forthcoming, see Section 1 RTI, page 6 for more information. Additional information to be provided as part of Final Site Plan & Subdivision application

Please refer the attached plans for the existing easements across the property.

1. ALTA / NSPA Land Title Survey, prepared by Owen Haskell, Inc. dated December 10, 2021

Proposed Easements:

1. Access/Utility/Maintenance easement from LHL Holdings, LLC to Reveler, LLC



Section 3: Financial and Technical Capacity

Financial Capacity

Please refer to the attached letter from the Applicant's bank confirming financial capacity for the project.

Technical Capacity

Acorn Engineering specializes in providing urban redevelopment, civil/site design, environmental services, municipal consulting, and construction administration. Together, Acorn Engineering, Inc. and Ryan Senatore Architecture have successfully designed and permitted more than 20 projects in Biddeford and Portland during the past 5 years, including the recent Upper Falls Way redevelopment.

Ryan Senatore Architecture has designed several important multifamily residential projects in Southern and Central Maine, including the nine-story, 139-unit, concrete and steel framed high-rise apartment building. RSA's residential clients include private developers as well as public housing authorities, and completed projects include both new construction and adaptive reuse of existing historic structures.

Reveler is the largest apartment manager in Portland Maine and has completed several development projects within Downtown, East End, Longfellow, Oakdale, West Bayside/Parkside, and West End. The apartment homes in Revelers portfolio consist of modern infill mixed use buildings and historic buildings. The modern infill mixed use buildings have re-activated underserved areas of the city with vibrancy. These historic buildings have been renovated with modern amenities but retain much of their unique historic charm. Portland gives residents plenty to see and do with its walkable downtown, chic restaurants, boutique shopping, and waterfront activities. Convenient living in Maine's largest city has resulted in Reveler apartments to be a perfect living location. Some examples include:

- 341 Cumberland Ave – The Earl
- 638 Congress St – The Lafayette
- 117 Preble St – Schlotterbeck & Foss
- 82 Hanover St– Hanover Works
- 132 Marginal Way – The Linden
- 52 Hanover St – The Armature



January 14, 2025

City of Biddeford
Planning Department
205 Main Street
Biddeford, ME 04005

RE: Reveler Development / Redevelopment of 2 York Street, Maine

To Whom it May Concern,

On behalf of Bar Harbor Bank & Trust, I am pleased to provide this letter in support of Reveler Development on their plans to develop the property at 2 York Street, Biddeford, Maine. Based on our review of the financial aspects of the project, I believe that the Reveler Development team has the financial capacity and technical experience to successfully complete this project.

I have known and worked with the principals of Reveler Development for several years and have been involved with the financing of prior projects. Bar Harbor Bank & Trust currently has a lending relationship with Reveler Development and I am interested in providing financing for the subject project. While this letter of support is not a commitment to lend, the Bank would welcome the opportunity to look at providing financing to the Reveler Development team on the subject project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joe Delano", with a long horizontal flourish extending to the right.

Joe Delano
Senior Vice President

Section 4: Photographs



Figure 1: View of the south side of Building 30 facing east down York Street.



Figure 2: View of the east side of Building 30 facing west.





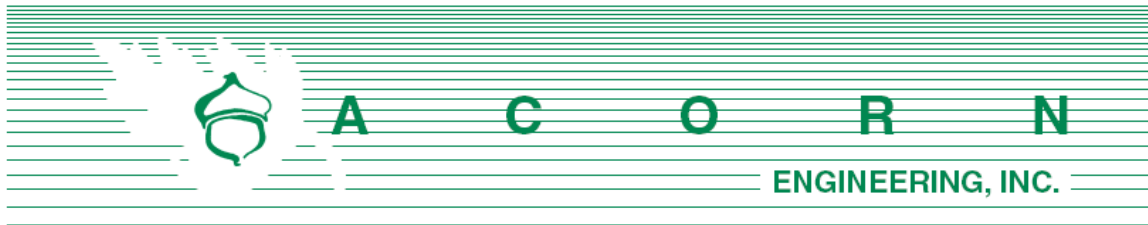
Figure 3: View of stairwell on west side of Building 30. Facing south.



Figure 4: Overview of existing lower parking area.



Figure 5: Overview of north side of building.



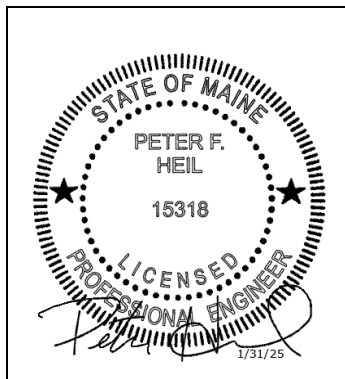
Section 5: EROSION & SEDIMENTATION CONTROL REPORT

Prepared For:

**Reveler, LLC
511 Congress Street, Suite 601
Portland, ME 04101**

Prepared By:

**Acorn Engineering, Inc.
16 Middle Street Suite #302
Portland, Maine 04101**



February 2025

INTRODUCTION

Acorn Engineering, Inc. has been retained by Reveler, LLC to provide civil engineering services for the proposed redevelopment of 2 York Street. The project proposes to redevelop the existing mill building into (11) residential units, with utility infrastructure improvements. We understand the existing campus is primarily developed with parking areas, and limited site improvements are anticipated as part of the redevelopment.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Biddeford Land Development Regulations, Article VI: Performance Standards, Section 26: Erosion Control and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1), Amended August 12, 2015. This narrative also meets the standards required in the Maine DEP's Erosion & Sediment Control BMP's Manual, revised in 2016.

1.0 EXISTING CONDITIONS

The proposed project site is located within the Pepperell Mill Campus adjacent to the Saco River. An ALTA/NSPS Land Title Survey has been prepared by Owen Haskell, Inc. on December 10, 2021.

Abutting Uses:

- | | |
|---------------|-----------------|
| ➤ North MSRD3 | Resturant/Hotel |
| ➤ East MSRD3 | Commercial |
| ➤ South MSRD1 | Retail |
| ➤ West MSRD1 | Restaurant |

The site contains 100% impervious area, currently being utilized as building footprint.

1.1 Existing Soils

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for York County

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. Higher "K" values indicate more erodible soils.

Table 1 - "K" Value		
Soils Type	Subsurface	Substratum
Urban Land (Ur)	0.27	0.27

The soil "K" values for the soils, listed above, show a low to moderate susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for York County. Although soil "K" values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion &



Sedimentation Measures by the contractor will be of the utmost importance given the proximity of the site to the Saco River.

1.2 Existing Erosion Problems

There are no signs of existing erosion.

1.3 Critical Areas

There are no known critical areas.

1.4 Protected Natural Resource

The project is not located within a watershed classified as an Urban Impaired Stream by the Maine DEP.

1.5 Previous Construction Activity (5 years)

Acorn is unaware of any construction activity in the last 5 years.

1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any timber harvesting within the past five years.

2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the site development, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period:

2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas. The following specifications shall be followed at a minimum:

- Stone size shall be 2-3 inches or reclaimed or recycled concrete equivalent.
- The thickness of the entrance stone layer shall be no less than 6 inches.
- The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.



- Geotextile fabric (woven or non-woven) shall be placed over the entire entrance area.
 - The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public roadways.
- 2.1.2 Erosion control berm mix with hay bale reinforcement shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.
- 2.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.
- 2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.
- 2.1.5 York Street shall be swept to control mud and dust from the construction site as necessary. Add additional stone to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.
- 2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.
- 2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14-gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be "toed" into the ground.
- 2.1.8 Storm drain inlet protection shall be provided to storm drains using any of the following: hay bale drop inlet structures, silt fence drop inlet sediment



filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached $\frac{1}{2}$ the design height.

- 2.1.9 Dust control shall be accomplished using any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.
- 2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.
- 2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.
- 2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.
- 2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

- 2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4" of loam, limed, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.
- 2.2.2 All stormwater devices shall be installed, and tributary areas stabilized prior receiving stormwater.
- 2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.

3.0 EROSION AND SEDIMENTATION CONTROL PLAN

- 3.1 The Erosion and Sedimentation Control Plan is included within the plan set.



4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion Control Details and Specifications are included in the plan set.

5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

5.1 Sediment Barriers

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

5.2 Mulching

All areas shall be considered denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This



shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

5.4 Seeding

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

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs./1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

5.5 Over winter stabilization of disturbed soils

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

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1st, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.
- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

5.6 Over winter stabilization of disturbed slopes



All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.
- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every two weeks, as well as after a “storm event”. A “storm event” shall consist 0.5 inches of rain within a 24-hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall inspected in the manner as described.

6.1 Sediment Barriers

Hay bale barriers and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier, or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary check dam. Should the fabric on a silt fence or filter barrier decompose or become



ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

6.2 Stabilized Stone Construction Entrances

The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas

All mulches must be inspected periodically, in particular after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

6.4 Dust Control

When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control.

6.5 Stormwater Appurtenances

All underdrains, storm drains, and catch basins need to be operating effectively and free of debris.

6.6 Erosion and Sedimentation Control Inspections:

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information, contact:

Contact: Peter Heil, PE
Telephone: (207) 775-2655

Qualifications:



- Maine Professional Engineering License #15318
- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert
- Maine DEP – Certified Third-Party Inspector
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #7071

The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.

7.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above-described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter erosion control berm with hay bale reinforcement
3. Install all other erosion control devices as necessary throughout the remainder of this schedule.
4. Commence earthwork operations, associated with the roadway construction.
5. Commence installation of any utility work.
6. Continue earthwork and grading to subgrade as necessary for construction.
7. Complete installation of utilities.
8. Complete remaining earthwork operations.
9. Install sub-base and base gravels in paved areas.
10. Install paving, curbing and brickwork.
11. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
12. Once the site is stabilized, 90% catch of grass has been obtained, or mulching of landscape areas is complete, remove all temporary erosion control measures.
13. Touch up areas without a vigorous catch of grass with loam and seed.
14. Complete site signage and striping.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed areas to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.



8.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.

9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan
- Housekeeping Plan
- Soil Report Prepared by USDA Web Soil Survey
- FEMA Firmette



TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.



PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.



HOUSEKEEPING PLAN

The following housekeeping plan has is developed in accordance with Maine DEP Chapter 500 Stormwater Management standards. For additional information, reference Appendix C of Chapter 500.

1. **Spill prevention.** Controls must be used to prevent pollutants from construction and waste materials stored on site to enter stormwater, which includes storage practices to minimize exposure of the materials to stormwater. The site contractor or operator must develop, and implement as necessary, appropriate spill prevention, containment, and response planning measures.

NOTE: Any spill or release of toxic or hazardous substances must be reported to the Department. For oil spills, call 1-800-482-0777 which is available 24 hours a day. For spills of toxic or hazardous material, call 1-800-452-4664 which is available 24 hours a day. For more information, visit the Department's website at :
<http://www.maine.gov/dep/spills/emergspillresp/>

2. **Groundwater protection.** During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials. Any project proposing infiltration of stormwater must provide adequate pre-treatment of stormwater prior to discharge of stormwater to the infiltration area, or provide for treatment within the infiltration area, in order to prevent the accumulation of fines, reduction in infiltration rate, and consequent flooding and destabilization.

See Chapter 500 Appendix D for license by rule standards for infiltration of stormwater.

NOTE: Lack of appropriate pollutant removal best management practices (BMPs) may result in violations of the groundwater quality standard established by 38 M.R.S.A. §465-C(1).

3. **Fugitive sediment and dust.** Actions must be taken to ensure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control, but other water additives may be considered as needed. A stabilized construction entrance (SCE) should be included to minimize tracking of mud and sediment. If off-site tracking occurs, public roads should be swept immediately and no less than once a week and prior to significant storm events. Operations during dry months, that experience fugitive dust problems, should wet down unpaved access roads once a week or more frequently as needed with a water additive to suppress fugitive sediment and dust.

NOTE: Dewatering a stream without a permit from the Department may violate state water quality standards and the *Natural Resources Protection Act*.

4. **Debris and other materials.** Minimize the exposure of construction debris, building and landscaping materials, trash, fertilizers, pesticides, herbicides, detergents, sanitary waste and other materials to precipitation and stormwater runoff. These materials must be prevented from becoming a pollutant source.

NOTE: To prevent these materials from becoming a source of pollutants, construction and post-construction activities related to a project may be required to comply with applicable provision of rules related to solid, universal, and hazardous waste, including, but not limited to, the Maine solid waste and hazardous waste management rules; Maine hazardous waste management rules; Maine oil conveyance and storage rules; and Maine pesticide requirements.

5. **Excavation de-watering.** Excavation de-watering is the removal of water from trenches, foundations, coffer dams, ponds, and other areas within the construction area that retain water after excavation. In most cases the collected water is heavily silted and hinders correct and safe construction practices. The collected water removed from the ponded area, either through gravity or pumping, must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved by the Department.

NOTE: Dewatering controls are discussed in the “Maine Erosion and Sediment Control BMPs, Maine Department of Environmental Protection.”

6. **Authorized Non-stormwater discharges.** Identify and prevent contamination by non-stormwater discharges. Where allowed non-stormwater discharges exist, they must be identified and steps should be taken to ensure the implementation of appropriate pollution prevention measures for the non-stormwater component(s) of the discharge. Authorized non-stormwater discharges are:

- (a) Discharges from firefighting activity;
- (b) Fire hydrant flushings;
- (c) Vehicle washwater if detergents are not used and washing is limited to the exterior of vehicles (engine, undercarriage and transmission washing is prohibited);
- (d) Dust control runoff in accordance with permit conditions and Section 3, above;
- (e) Routine external building washdown, not including surface paint removal, that does not involve detergents;
- (f) Pavement washwater (where spills/leaks of toxic or hazardous materials have not occurred, unless all spilled material had been removed) if detergents are not used;
- (g) Uncontaminated air conditioning or compressor condensate;



- (h) Uncontaminated groundwater or spring water;
- (i) Foundation or footer drain-water where flows are not contaminated;
- (j) Uncontaminated excavation dewatering (see requirements in Section 5, above);
- (k) Potable water sources including waterline flushings; and
- (l) Landscape irrigation.

7. Unauthorized non-stormwater discharges. The Department's approval under Chapter 500 does not authorize a discharge that is mixed with a source of non-stormwater, other than those discharges in compliance with Section 6, above. Specifically, the Department's approval does not authorize discharges of the following:

- (a) Wastewater from the washout or cleanout of concrete, stucco, paint, form release oils, curing compounds or other construction materials;
- (b) Fuels, oils or other pollutants used in vehicle and equipment operation and maintenance;
- (c) Soaps, solvents, or detergents used in vehicle and equipment washing; and
- (d) Toxic or hazardous substances from a spill or other release.

(8) Additional requirements. Additional requirements may be applied on a site-specific basis.





United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for York County, Maine



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit

 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water

 Perennial Water

 Rock Outcrop

 Saline Spot

 Sandy Spot

 Severely Eroded Spot

 Sinkhole

 Slide or Slip

 Sodic Spot

 Spoil Area

 Stony Spot

 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: York County, Maine
Survey Area Data: Version 23, Aug 26, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 19, 2020—Sep 20, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ur	Urban land	0.3	100.0%
Totals for Area of Interest		0.3	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

York County, Maine

Ur—Urban land

Map Unit Setting

National map unit symbol: 9k6x
Elevation: 10 to 2,200 feet
Mean annual precipitation: 30 to 50 inches
Mean annual air temperature: 37 to 46 degrees F
Frost-free period: 70 to 160 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Setting

Landform position (two-dimensional): Footslope, toeslope
Landform position (three-dimensional): Base slope, tread
Down-slope shape: Linear
Across-slope shape: Linear

Typical profile

H1 - 0 to 6 inches: variable

Properties and qualities

Slope: 0 to 8 percent
Drainage class: Moderately well drained
Depth to water table: About 24 to 72 inches
Available water supply, 0 to 60 inches: Very low (about 0.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8s
Hydric soil rating: No

Minor Components

Croghan

Percent of map unit: 2 percent
Landform: Outwash plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Sulfihemists

Percent of map unit: 2 percent
Landform: Salt marshes
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Talf
Down-slope shape: Linear

Custom Soil Resource Report

Across-slope shape: Linear

Hydric soil rating: Yes

Adams

Percent of map unit: 2 percent

Landform: Outwash plains

Landform position (two-dimensional): Footslope

Landform position (three-dimensional): Tread

Down-slope shape: Linear

Across-slope shape: Linear

Hydric soil rating: No

Buxton

Percent of map unit: 2 percent

Landform: Coastal plains

Landform position (two-dimensional): Footslope

Landform position (three-dimensional): Tread

Down-slope shape: Concave

Across-slope shape: Linear

Hydric soil rating: No

Scantic

Percent of map unit: 2 percent

Landform: Coastal plains

Landform position (two-dimensional): Toeslope

Landform position (three-dimensional): Dip

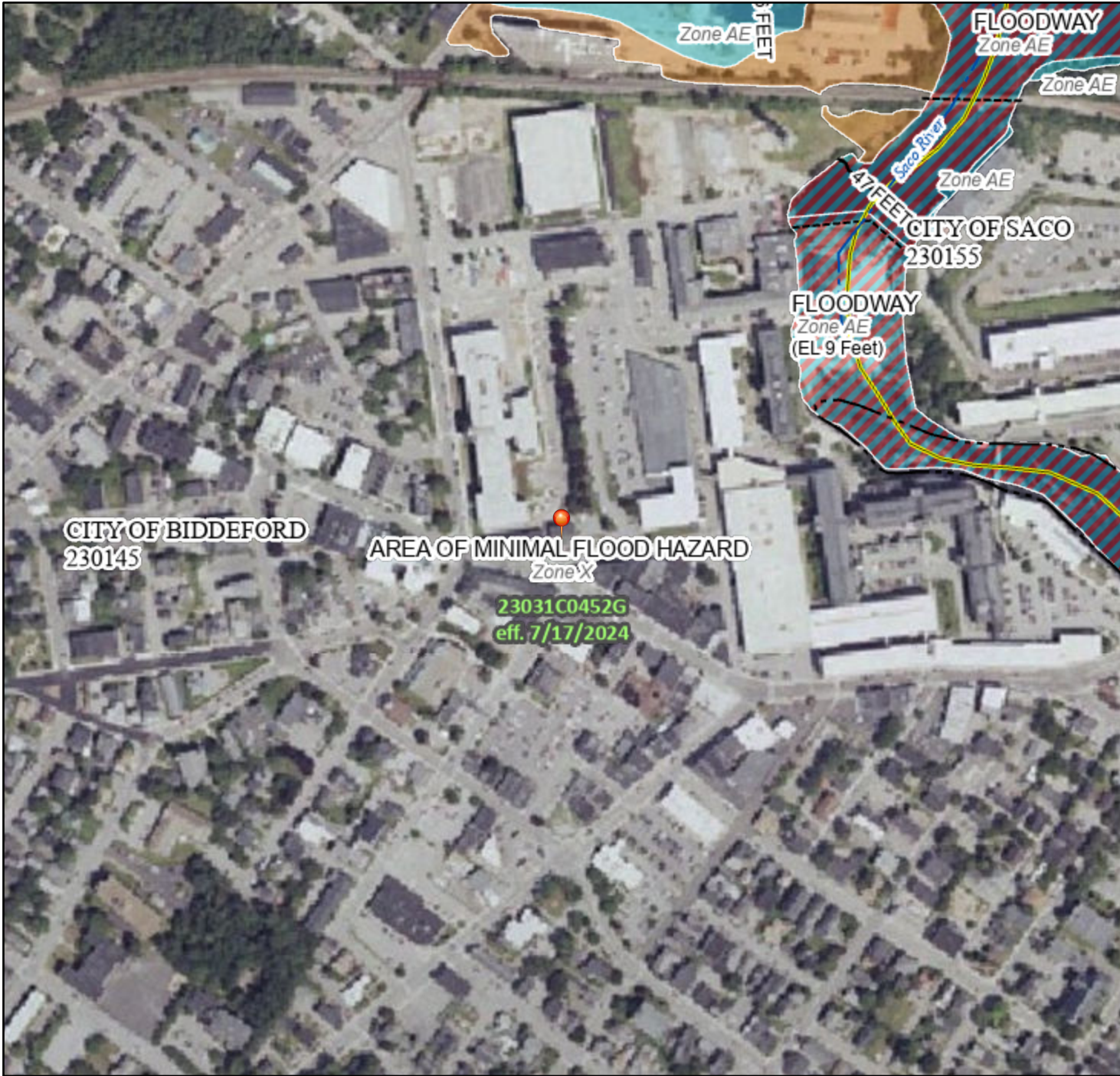
Down-slope shape: Concave

Across-slope shape: Concave

Hydric soil rating: Yes

National Flood Hazard Layer FIRMMette

70°27'37"W 43°29'50"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

70°27'W 43°29'24"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/31/2025 at 5:45 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Section 6: Parking Overview

The project proposes to redevelop the existing building into (11) residential units, with utility infrastructure upgrades. Two (2) parking spaces are required per dwelling unit, One (1) if designed exclusively for, and occupancy is restricted to, senior housing, studio apartments and 1-bedroom apartments). The unit breakdown for the proposed project is as follows: (10) 1-bedroom units, (1) 2-bedroom units = $((10 \times 1) + (1 \times 2)) = 12$ parking spaces required for the tenants with an additional 5% increase in parking spaces to allow for visitors a total of 13 parking spaces are required for this project.

The parking lot will be restriped to slightly modify the parking lot configuration to allow ADA access and simplify maneuverability. The property boundary is proposed to be modified to formally include the sites parking lot.

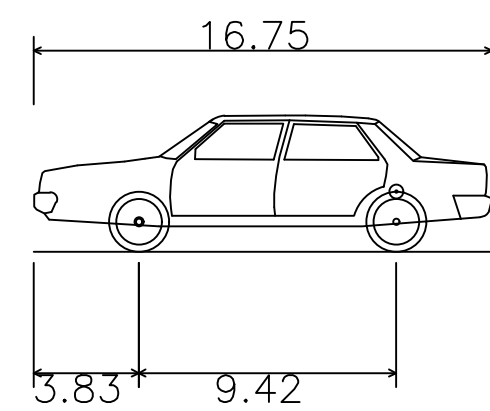
The proposed 18.34' driveway pinch point satisfies the 16-foot two-way travel width requirement for Type I-B (residential) developments as specified in Section 62-111, Driveway Aprons and Curb Cuts.

Refer to the attached turning template for additional information regarding parking lot maneuverability.



PLAN REFERENCES:

1. ALTA/NSPS LAND TITLE SURVEY CREATED BY OWEN HASKELL, DATED DECEMBER 10TH, 2021.
2. PHOTOMETRIC PLAN CREATED BY REFLEX LIGHTING, DATED JANUARY 25TH, 2025.
3. CAD REFERENCES:
 - 3.1. PLAN TITLED "SITE LAYOUT PLAN 3" PREPARED BY CITY OF BIDDEFORD, MAINE ENGINEERING DEPARTMENT, DATED JUNE 15, 2023.



Architectural	
Overall Length	16.750ft
Overall Width	6.300ft
Overall Body Height	5.003ft
Min Body Ground Clearance	0.939ft
Track Width	6.300ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	20.000ft



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

TURNING EXHIBIT

PEPPERELL MILL - BUILDING 30 REDEVELOPMENT
2 YORK STREET BIDDEFORD, ME

REVELER LLC
511 CONGRESS STREET, SUITE 601, PORTLAND, MAINE, 04101

100

PROJECT NAME:

CLIENT:

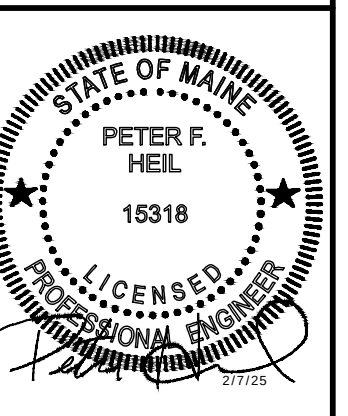
2

—

A C O R N
ENGINEERING, INC.

PO BOX 3372, PORTLAND MAINE 04104
ACORN ENGINEERING, INC.
(207) 775-2655

FILE:	AE_SITE
IN:	1269
SCALE:	AS NOTED
DESIGNED BY:	ZMS
DRAWN BY:	DSH
CHECKED BY:	PFH



DRAWING NO.
EX

Section 7: Utilities Summary

The project proposes to utilize existing infrastructure in the area and provides utility upgrades for various utility lines. Summaries of each utility are as follows:

Water:

It is our understanding that there is an existing 12" water service entering the south face of the building which separates internally to a 12" fire suppression line and a 2" domestic service. The project proposes to cut and cap the existing 12" water service before it enters the building. The building will be served by a new 4" fire suppression service and 1.5" domestic water service tapped off the existing 12" water service. The new services will include shut offs within the property line.

Sanitary Sewer:

The existing building is served by existing 4" and 6" sewer services on the north face of the building. As part of the project, the existing sewer services will continue to be utilized.

Stormwater:

The redeveloped building will utilize the existing roof drain downspouts located on the northwest, northeast, and southwest corners of the building. Splash pads will be incorporated at the base of the roof drains at landscape locations. Ultimately, the runoff from the roof will continue to discharge into the storm drain network within the Pepperell Mill campus and York Street. No stormwater flow will enter into a sanitary sewer line.

Electric/ Cable/Telephone:

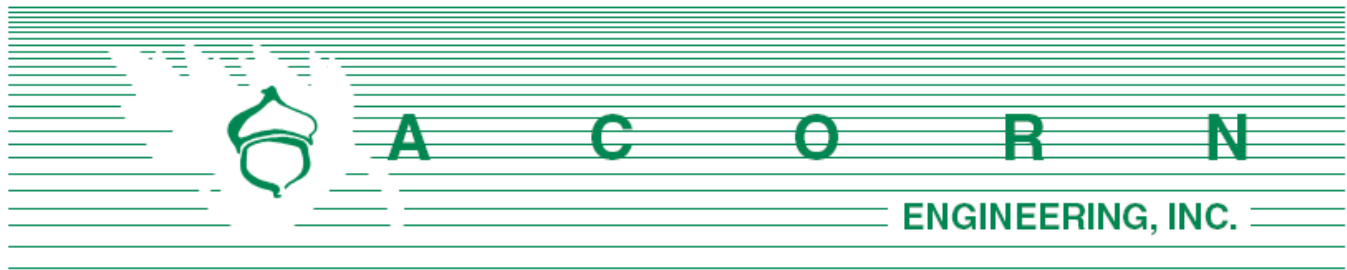
The location of the existing electric service is currently unknown. It is our understanding that a new secondary conduit will extend from the existing transformer located to the northwest of building 30 within the Pepperell Mill campus to the redeveloped building. A new telecommunication service is also anticipated to serve the building from an existing telecom splice box and is currently being coordinated with utility providers.

Gas:

The location of the existing gas service is currently unknown. The project proposes to utilize the existing gas service connection to serve the building.

In addition to the summaries above, Ability to serve letters have been sent out to the respective utility companies on December 19, 2024 and January 29, 2025. Responses not received thus far will be provided upon receipt and submitted to the Planning Department within the subsequent application.





Maine Water Company
 Attn: Mr. Patrick Gere, P.E.
 205 Main Street
 93 Industrial Park Road
 Saco, Maine 04072

December 19th, 2024

Subject: Redevelopment of Pepperell Mill – Building 30
 Re: Water – Ability to Serve

Mr. Gere:

On behalf of Reveler LLC, we are pleased to submit the following request for Maine Water’s ability to serve the project located at 2 York Street in Biddeford, Maine. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) Zoning District. The project proposes a property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units with some likely utility infrastructure and site upgrades.

It is our understanding that there is an existing 12” water service entering the south face of the building which separates internally to a 12” fire suppression line and a 2” domestic service. The location, size and material of the existing water main within York Street is currently unknown. The project proposes to utilize the existing domestic and fire suppression water service. Please refer to the attached utility plan for more information. Based upon Section 4 of the *Maine Subsurface Wastewater Disposal Rules*, the table below outlines the proposed flow.

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Vacant Building	N/A	N/A	N/A	0
Total Gallons per Day (Existing)				0
Proposed Flow				
Residential Units	1 to 2-Bedroom	11	180	1,980
Total Gallons per Day (Proposed)				1,980
Net Change				1,980

Based on the assumptions in the above table, the proposed project is anticipated to increase the net

water and wastewater demand by approximately **1,980** gallons per day (GPD). It should be noted that the majority of these values were developed using conservative estimates from the State of Maine Subsurface Wastewater Disposal Rules.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as service cards, utility mapping within York Street, Main Street, West Point Lane as well as abutting properties and/or existing service connections.
2. Any proposed infrastructure improvements within the project vicinity.
3. Flow date for the hydrants in the vicinity.
4. Maine Water's ability to serve the project.

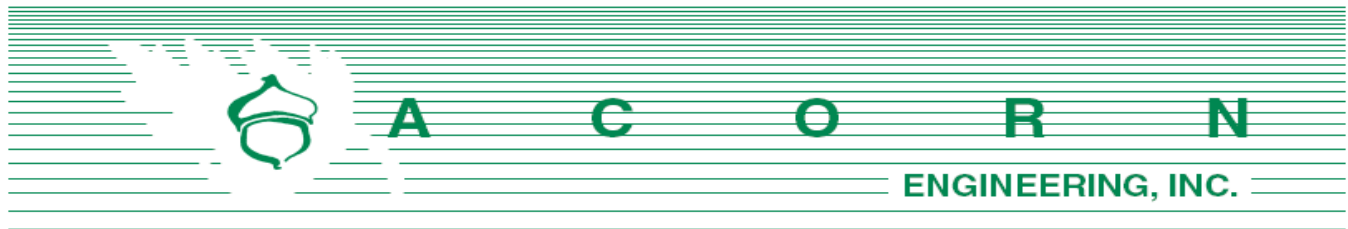
I have attached an ALTA/NSPS Land Title Survey created by Owen Haskell dated December 10th, 2021, and a proposed preliminary Utility Plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,



Peter F. Heil P.E.
Project Manager
Acorn Engineering, Inc.





Charter Communications
Attn: Mr. Dan Minchev
118 Johnson Road
Portland, Maine 04102

January 27th, 2025

Subject: Redevelopment of Pepperell Mill – Building 30
Re: Ability to Serve Request

Mr. Minchev:

On behalf of Reveler LLC, we are pleased to submit the following request for Charter Communication's ability to serve at a proposed project located at 2 York Street in Biddeford, Maine. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) Zoning District. The project proposes a property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units with some likely utility infrastructure and site upgrades.

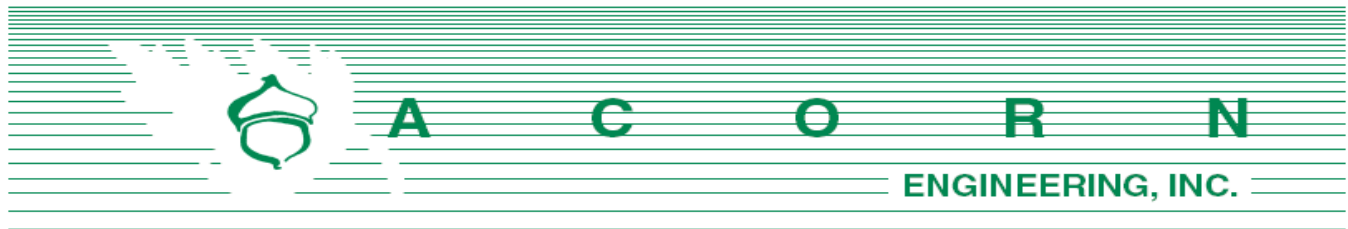
The existing building appears to have an existing telecommunications service entering the west face of the building. The project proposes to remove and replace the existing telecommunication service. The new service will be subsurface and tie into the proposed building. Please see the utility plan for additional information. On behalf of the client, we are requesting the following information:

1. Additional information, such as utility mapping within York Street, Main Street, West Point Lane as well as abutting properties, and/or existing service connections.
2. Easements for services currently crossing the proposed development.
3. Alternative connection locations from the property to the existing communication system.
4. Charter's proposed infrastructure improvements within the project vicinity.
5. Charter's ability to serve the project.

I have attached an ALTA/NSPS Land Title Survey created by Owen Haskell dated December 10th, 2021, and a proposed preliminary Utility Plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Peter Heil, PE
Project Manager
Acorn Engineering, Inc.



First Light
Attn: Jonathan Rovillard
14 Resilient Circle
Brunswick, ME 04011

December 19th, 2024

Subject: Redevelopment of Pepperell Mill – Building 30
Re: Ability to Serve Request

Mr. Rovillard:

On behalf of Reveler LLC, we are pleased to submit the following request for First Light's ability to serve at a proposed project at 2 York Street in Biddeford, Maine. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) Zoning District. The project proposes a property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units with some likely utility infrastructure and site upgrades.

The existing building appears to have an existing telecommunications service entering the west face of the building. The project proposes to remove and replace the existing telecommunication service. The new service will be subsurface and tie into the proposed building. Please see the utility plan for additional information. On behalf of the client, we are requesting the following information:

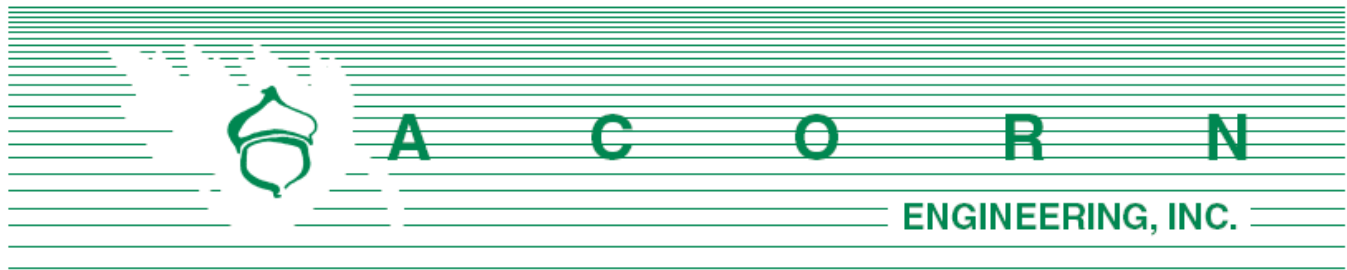
On behalf of the client, we are requesting the following information:

1. Additional information, such as utility mapping within York Street, Main Street, West Point Lane as well as abutting properties, and/or existing service connections.
2. Alternative connection locations from the property to the existing communication system.
3. First Light's proposed infrastructure improvements within the project vicinity.
4. First Light's ability to serve the project.

I have attached an ALTA/NSPS Land Title Survey created by Owen Haskell dated December 10th, 2021, and a proposed preliminary Utility Plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Peter Heil, PE
Project Manager
Acorn Engineering, Inc.



City of Biddeford Department of Public Works
 Attn: Mr. Craig Checkan, P.E.
 205 Main Street
 Biddeford, Maine 04005

December 19th, 2024

Subject: Redevelopment of Pepperell Mill – Building 30
 Re: Sanitary Sewer – Ability to Serve

Mr. Checkan:

On behalf of Reveler LLC, we are pleased to submit the following request for Department of Public Works ability to serve the project located at 2 York Street in Biddeford, Maine. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) Zoning District. The project proposes a property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units with some likely utility infrastructure and site upgrades.

The location, size and material of the existing sewer main that serves the existing building is unknown. It is our understanding that there is an existing 6” and 4” sewer service that enter the north face of the building. As part of the project, the existing sewer services will be utilized. Based upon the City of Biddeford’s Building Sewer Application and Permit Instructions, the table below outlines the proposed flow.

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Vacant Building	N/A	N/A	N/A	0
Total Gallons per Day (Existing)				0
Proposed Flow				
Residential Units	1-Bedroom/ 2-Bedroom	11	200	2,200
Total Gallons per Day (Proposed)				2,200
Net Change				2,200

Based on the assumptions in the above table, the proposed project is anticipated to increase the net water and wastewater demand by approximately **2,200** gallons per day (GPD). It should be noted that these values were developed using conservative estimates from the City of Biddeford’s sewer ordinance.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within York Street, Main Street, West Point Lane as well as abutting properties, and/or existing service connections.
2. Any proposed infrastructure improvements within the project vicinity.
3. DPW's ability to serve the project.

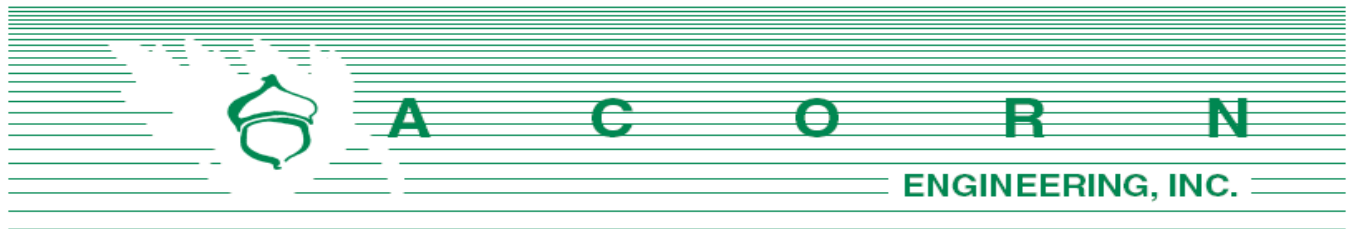
I have attached an ALTA/NSPS Land Title Survey created by Owen Haskell dated December 10th, 2021, and a proposed preliminary Utility Plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,



Peter F. Heil P.E.
Project Manager
Acorn Engineering, Inc.





Unitil Service Corp.
Attn: Scott Carpenter
376 Riverside Industrial Parkway
Portland, Maine 04103

December 19th, 2024

Subject: Redevelopment of Pepperell Mill – Building 30
Re: Ability to Serve Request

Dear Mr. Carpenter:

On behalf of Reveler LLC, we are pleased to submit the following request for Until Service Corporation's ability to serve at a proposed project at 2 York Street in Biddeford, Maine. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) Zoning District. The project proposes a property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units with some likely utility infrastructure and site upgrades.

The location of the existing gas service is currently unknown. The project proposes to utilize the existing gas service connection to serve the building. On behalf of the client, we are requesting the following information:

1. Any additional gas lines within York Street, Main Street, West Point Lane as well as abutting properties, and/or existing service connections.
2. Confirmation of the existing building service tap location & size.
3. Unitil's proposed infrastructure improvements within the project vicinity.
4. Unitil's ability to serve the project.
5. Any project related offsite main improvements.

I have attached an ALTA/NSPS Land Title Survey created by Owen Haskell dated December 10th, 2021, and a proposed preliminary Utility Plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

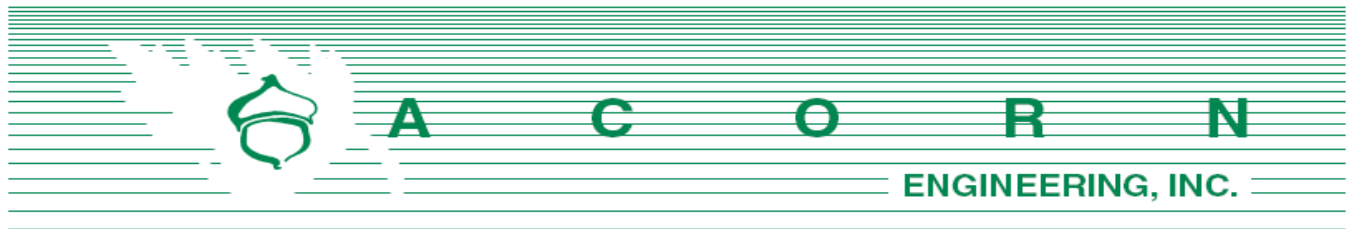
Sincerely,

Sincerely,

Peter F. Heil P.E.
Project Manager
Acorn Engineering, Inc.



ACORN Engineering, Inc. • www.acorn-engineering.com
207-775-2655 • PO Box 3372 • Portland • Maine • 04104



Consolidated Communications
Attn: Mr. Jason Cunha
5 Davis Farm Road
Portland, Maine 04103

January 29th, 2025

Subject: Redevelopment of Pepperell Mill – Building 30
Re: Ability to Serve Request

Mr. Cunha:

On behalf of Reveler LLC, we are pleased to submit the following request for Consolidated Communication's ability to serve at a proposed project located at 2 York Street in Biddeford, Maine. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) Zoning District. The project proposes a property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units with some likely utility infrastructure and site upgrades.

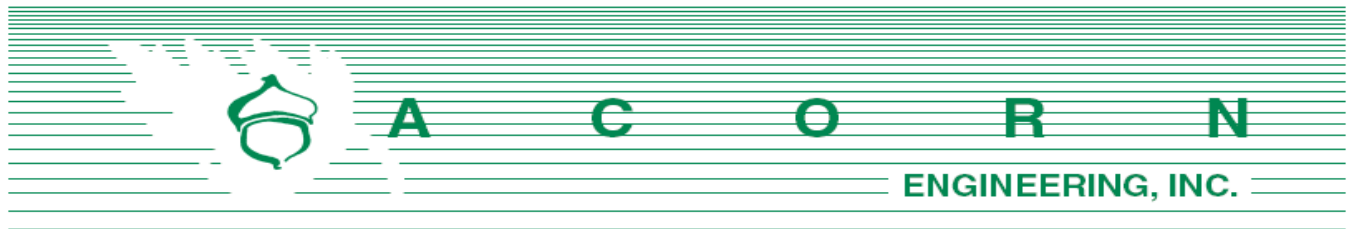
The existing building appears to have an existing telecommunications service entering the west face of the building. The project proposes to remove and replace the existing telecommunication service. The new service will be subsurface and tie into the proposed building. Please see the utility plan for additional information. On behalf of the client, we are requesting the following information:

1. Additional information, such as utility mapping within York Street, Main Street, West Point Lane as well as abutting properties, and/or existing service connections.
2. Easements for services currently crossing the proposed development.
3. Alternative connection locations from the property to the existing communication system.
4. Consolidated's proposed infrastructure improvements within the project vicinity.
5. Consolidated's ability to serve the project.

I have attached an ALTA/NSPS Land Title Survey created by Owen Haskell dated December 10th, 2021, and a proposed preliminary Utility Plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Peter Heil, PE
Project Manager
Acorn Engineering, Inc.



Central Maine Power Company
Attn: Katherine Dumont
162 Canco Road
Portland, Maine 04103

December 19th, 2024

Subject: Redevelopment of Pepperell Mill – Building 30
Re: Ability to Serve Request

Mrs. Dumont

On behalf of Reveler LLC, we are pleased to submit the following request for Central Maine Power's ability to serve at a proposed project located at 2 York Street in Biddeford, Maine. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) Zoning District. The project proposes a property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units with some likely utility infrastructure and site upgrades.

The location of the existing electric service is currently unknown. The project proposes to utilize the existing electric service connection to serve the building. On behalf of the client, we are requesting the following information:

1. Additional information, such as utility mapping confirming single and three-phase power locations along York Street, Main Street, West Point Lane as well as abutting properties, and/or existing service connections.
2. Existing easements for underground services currently crossing the proposed development.
3. Alternative connection locations from the development to the existing system, if necessary.
4. CMP's proposed infrastructure improvements within the project vicinity.
5. CMP's ability to serve the project.
6. Access requirements to the CMP meters.
7. Please send a list of communication/telecom providers that are located on the utility poles located in front of 2 York Street.

I have attached an ALTA/NSPS Land Title Survey created by Owen Haskell dated December 10th, 2021, and a proposed preliminary Utility Plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications. Forthcoming electrical loading computations and final metering will be performed by the project's M.E.P designer &/or architect. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Peter F. Heil P.E.
Project Manager



ACORN Engineering, Inc. • www.acorn-engineering.com
207-775-2655 • PO Box 3372 • Portland • Maine • 04104

Acorn Engineering, Inc.





Letter

Sent: Friday, December 20, 2024 8:59 AM
To: David Horne <dhorne@acorn-engineering.com>
Cc: DUPERRE, PAUL <paul.duperre@cmpco.com>
Subject: CMP Three Phase Service Process and Ability to Serve Letter

David Horne
Acorn Engineering
PO Box 3372
Portland, ME 04104

RE: Redevelopment Building 30
2 York Street, Biddeford, Maine
Letter of Ability to Serve Request

SAP TBD Please call 1-800-750-4000 when ready to get a notification/job# created
Project Description:

Central Maine Power has the ability to serve at a proposed project located at 2 York Street in Biddeford, Maine. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3) Zoning District. The project proposes a property line adjustment to include the existing parking area adjacent to the building as well as redeveloping the existing building into (11) residential units with some likely utility infrastructure and site upgrades. Please keep in mind if the new diversified connected load is above 500kw. A circuit capacity study will be required by CMP's Distribution Planning Department. There is an existing 3phase primary underground loop system that feeds the adjacent buildings in that area. Existing pad mount transformers are out back. The connection may require the extension of this 3phase primary underground loop, to possibly new contractor supplied man hole(s) and to a new 3phase pad base. All to be determined at a future Field Planner appointment.

CMP has the ability to serve the proposed project in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Handbook of Standard Requirements. If you have any questions on the process, or need help in completion of the documents, please contact CMP at 800-565-3181.

Here is our typical process for getting your three phase or CT rated single phase service installed. If you have any questions, please let us know. The underlined links will redirect you to the appropriate site for additional

information.

Service Milestones for Three Phase Services and CT Rated Single Phase Services. There are additional requirements for primary metered Solar Service Installations listed in the Chapter 324 Interconnections section below. Please refer to [CMP Installation Checklists](#) for other installations.

- Call 800-750-4000 option 4 to establish a new account (if needed) and an SAP work order. Please provide both of these to me.
- Submit Load information. Please complete the attached EDET (excel file) using load information. Please complete this and email back to me. If the loads are over 500 kw, more in depth load studies may be required with our Distribution Planning and Transmission Planning Departments. Be advised that these will involve more detailed load information, a load study agreement (signed contract), as well as other items. This additional study process may add up to two additional months to completion of the job.
- Submit the easement information worksheet, including where any CMP structures may be on ANY private property (Poles, Wires, Anchors). You are responsible for obtaining all information for all required easements. Please complete this form and either email or fax back to me.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections.
- For Primary Metered installations (including PV), please have the access road in for pole staking.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)
- Field planner design appointment scheduled once the preliminary information is complete. This will allow us to cost out the job and develop a CMP Invoice. The invoice is typically generated 5-6 weeks after the design appointment. This expires after 90 days from the invoice date.
- Submit completed W9 so that your bill can be properly processed. This is a new CMP process.
- CMP submits invoice to the customer for payment (typically via email). Payment received from customer.
- Easements (based on easement information worksheet) sent out, signed and originals returned to CMP.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer or materials delivery, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

As you may be aware, there are global supply chain issues impacting the utility industry. CMP is closely monitoring and managing their inventory in order to serve our customers. Larger padmount transformers may not be readily available for the date that you will need to be energized. Please consider this as part of your construction plan. The energy service advisor will continue to work closely with you and let you know as soon as the transformer becomes available. Should you have any questions or concerns throughout this process, please do not hesitate to contact your ESA directly at the number or email provided.

Please complete the attached forms (the specific instructions are on each form). Please email them at your earliest convenience. If you are returning an Easement Form, a 1190 or State Permit please be sure to send those documents to lineclerknewservice@cmpco.com, All W9's should be sent to gettingconnected@cmpco.com. All other forms including the EDET (load sheet) and technical information should be sent to me.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements: [CMP Handbook of Standard Requirements](#) An additional resource is our Distribution Construction Standards: CMP Distribution Construction Standards [CMP Distribution Construction Standards](#).

You will be responsible for installing the customer connections, conduits, and metering in accordance with the [CMP Handbook of Standard Requirements](#) The transformer will be sized based on your submitted load sheets.

Your deposit amount will be typically based on an estimated two month bill, calculated from your completed load sheet unless otherwise determined by CMP.

In addition, we have recently added on an online map that shows single phase and three phase power locations within CMP. Here is that link: [CMP ArcGIS Information](#)

Metering:

All metering (including locations) must be preapproved by CMP. If you have any questions, please consult the [CMP Handbook of Standard Requirements](#)

Chapter 324 Interconnections:

Please be advised that if you plan to install solar/wind/hydro generation, you must complete an application under the MPUC mandated Chapter 324 Interconnection Standards. If you go to [Chapter 324 Interconnection Standards](#) and follow the instructions for the Small Generator Interconnection Procedures, CMP can do this work in parallel to your service request that will be handled by me. If your project is under 660 KW you will be able to have a Customer Net Energy Billing contract. Information concerning Customer Net Energy Billing can be accessed thru the Chapter 324 website or by clicking here: [Net Energy Billing](#).

Reallocation/Line Extensions:

Recently, changes were made to the three-phase construction policy, which require CMP to reallocate construction costs paid by customers. If applicable, those projects identified as "developments" do not qualify for reallocation of funds. Please see this document at our website for details about the reallocation conditions. Any reallocation charges will be specifically denoted on your invoice. The website address for this is: [PolyphaseLineExtension](#).

This line extension will be part of Central Maine Power's distribution system. In the event the property served under this Agreement is sold or otherwise conveyed, all rights and obligations of the Agreement shall stay with the property. Please note that if you rent or lease this property to another and you want to receive the reimbursement payments, you must make special arrangements with the Central Maine Power Company. Otherwise, any reimbursement payments will be sent to the "Customer" taking service at the service location.

Electricity Supplier Information:

Central Maine Power Company (CMP) will provide your facility with electric delivery service. If you don't already have a provider, you will need to make arrangements with a competitive electricity provider in order to receive electricity supply for your facility. In the event you fail to choose a competitive electricity provider, you will receive Standard Offer service arranged by the Maine Public Utilities Commission. If you wish to be served by a competitive electricity provider immediately upon establishment of delivery service, you must arrange for this service directly through your chosen competitive electricity provider, who must enroll your account no later than 5 PM on the business day prior initiation of delivery service by CMP. An up-to-date list of competitive suppliers can be found at the:

1. Maine Public Utilities Commission (MPUC) web site- [Maine PUC](#)
2. By calling the MPUC at (207) 287-3831

Attachments:

Excel Load Sheet (EDET)
Easement Worksheet and Sample Standard Easement
W9

Jay Agreste

Energy Service Specialist

Central Maine Power

[439 Sanford Rd, Alfred ME.04002](#)Jay.Agreste@cmpco.com

Please consider the environment before printing this email.

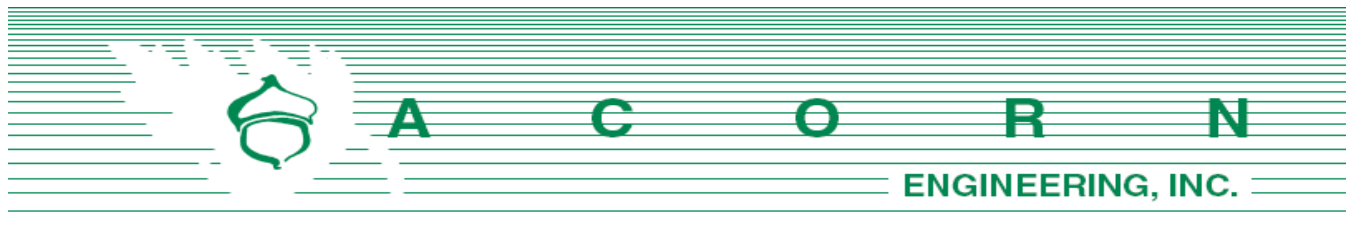
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Section 8: Public Safety Letter of Approvals

Please refer to the attached response letters from the City of Biddeford Fire and Police Departments.





Biddeford Fire Dept.
Attn: Mr. Lawrence Best, Chief of Fire
Department 152 Alfred St
Biddeford, ME 04005

January 27, 2025

Subject: Redevelopment of Pepperell Mill – Building 30,
 2 York Street, Biddeford
 Letter of Approval

Chief Best:

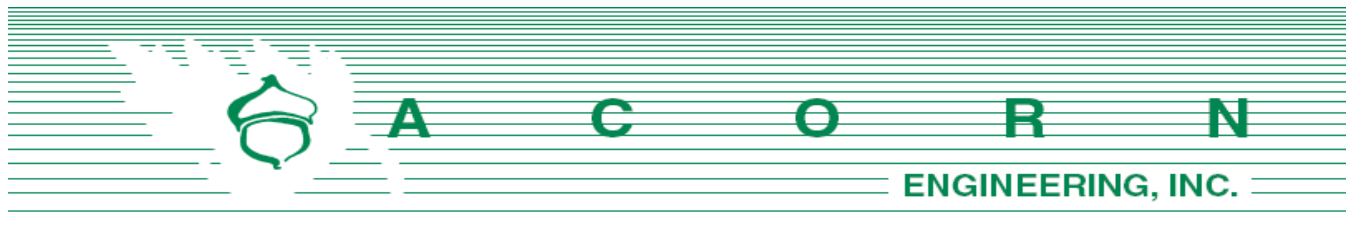
On behalf of Reveler LLC, we are pleased to submit the following request for a letter of approval as required by the City of Biddeford Subdivision & Site Plan application. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3). The site is an existing vacant mill building. The project proposes redeveloping the existing building into (11) residential units with minor utility infrastructure upgrades and minor grading improvements for accessibility. The project includes a property line adjustment to include the existing parking area adjacent to the building. Accessways for emergency vehicles will not change as part of the project and will be provided directly via York Street and West Point Lane. Additionally, the site provides three-sided access to the existing building for emergency situations.

From a fire protection standpoint, it is our understanding that there is an existing fire hydrant located on Main Street (directly south of the parcel). The existing building will be sprinkled and served by a new 4" fire suppression service and 1.5" domestic service. The new services will have associated shut off valves and will connect to the existing 12" main within York Steet. We are currently coordinating this design with Maine Water Company and the sprinkler designer.

Please let me know if you have any questions or if you would like additional information from the sprinkler designer or code summaries from the architect.

Sincerely,

Peter F. Heil, P.E.
Project Manager
Acorn Engineering, Inc



Biddeford Police Dept.
Attn: JoAnne W. Fisk, Chief of Police
39 Alfred St
Biddeford, ME 04005

January 27, 2025

Subject: Redevelopment of Pepperell Mill – Building 30,
 2 York Street, Biddeford
 Letter of Approval

Chief Fisk:

On behalf of Reveler LLC, we are pleased to submit the following request for a letter of approval as required by the City of Biddeford Subdivision & Site Plan application. The parcel is mapped as Map: 71, Block 6, Lot 2 and is in the Main Street Revitalization District – High Density / Mixed-Use (MSRD-3). The site is an existing vacant mill building. The project proposes redeveloping the existing building into (11) residential units with minor utility infrastructure upgrades and minor grading improvements for accessibility. The project includes a property line adjustment to include the existing parking area adjacent to the building. Accessways for emergency vehicles will not change as part of the project and will be provided directly via York Street and West Point Lane. Additionally, the site provides three-sided access to the existing building for emergency situations.

The project anticipates to utilize multiple wall pack lighting fixtures along the existing building at egress locations, thus maintaining nighttime visibility for patrons and residents. Furthermore, the additional “eyes on the street” created by the 11 units will provide another layer of security on York Street and the abutting properties.

Accessways for emergency vehicles will not change as part of the project and will be provided directly via York Street and West Point Lane. We envision the newly developed building to be a contribution to the small community along York Street and the flourishing downtown Biddeford area. We feel the proposed project will improve public safety when compared to the existing condition by ensuring adequate lighting and increasing the occupancy of the neighborhood.

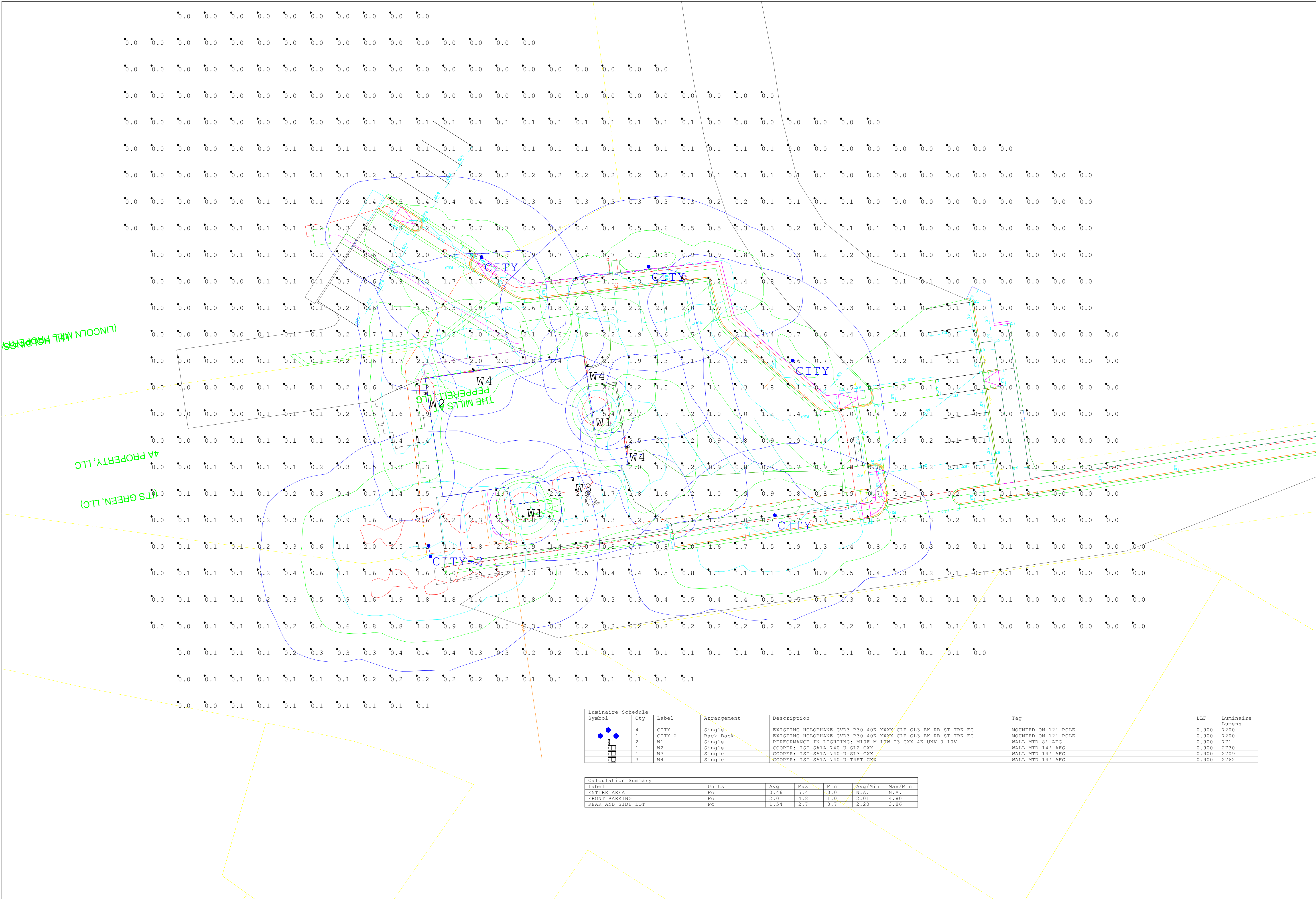
Please let me know if you have any questions or if you would like additional information from the sprinkler designer or code summaries from the architect.

Sincerely,

Peter F. Heil, P.E.
Project Manager
Acorn Engineering, Inc

Section 9: Lighting

Photometric plans and associated cut sheets have been prepared by Reflex Lighting on January 30, 2025, and can be found attached.



Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens
	4	CITY	Single	EXISTING HOLOPHANE GVD3 P30 40K XXXX CLF GL3 BK RB ST TBK FC	MOUNTED ON 12' POLE	0.900	7200
	1	CITY-2	Back-Back	EXISTING HOLOPHANE GVD3 P30 40K XXXX CLF GL3 BK RB ST TBK FC	MOUNTED ON 12' POLE	0.900	7200
	2	W1	Single	PERFORMANCE IN LIGHTING: WLOF-M-10W-T3-CXX-4R-UNV-0-10V	WALL MTD 8' AFG	0.900	771
	1	W2	Single	COOPER: IST-SA1A-740-U-SL2-CXX	WALL MTD 14' AFG	0.900	2730
	1	W3	Single	COOPER: IST-SA1A-740-U-SL3-CXX	WALL MTD 14' AFG	0.900	2709
	3	W4	Single	COOPER: IST-SA1A-740-U-T4FT-CXX	WALL MTD 14' AFG	0.900	2762

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
ENTIRE AREA	Fc	0.46	5.4	0.0	N.A.	N.A.
FRONT PARKING	Fc	2.01	4.8	1.0	2.01	4.80
REAR AND SIDE LOT	Fc	1.54	2.7	0.7	2.20	3.86

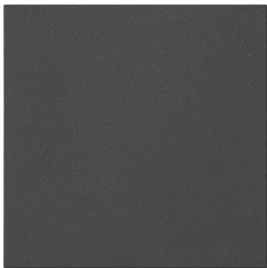


#	Date	Comments
Revisions		

Drawn By: Michael O'Brien	Scale: NTS
Checked By:	
Date: 1/30/2025	
Contact: mobrien@charroninc.com	

2 YORK ST REDEVELOPMENT	BIDDEFORD, ME
-------------------------	---------------

MIMIK 10

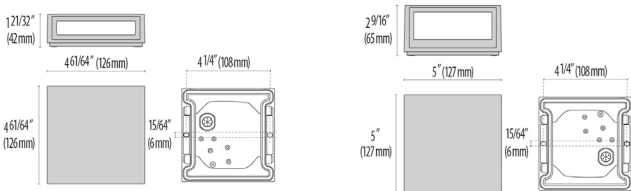


- Wall sconce series. Fixtures consist of:
- Multi-step powder-coat painting process, optimized against UV rays and corrosion.
 - Copper-free precision die-cast aluminum housing and mounting plate.
 - Extra-clear, flat, tempered silk-screened soda-lime glass diffuser.
 - Micro-prismatic patterned, flat, tempered silk-screened soda-lime glass diffuser (FLAT versions).
 - Custom molded, anti-aging gasket(s).
 - Stainless steel external hardware.
 - Custom MCPCB utilized to maximize heat dissipation and promote a long LED life.
 - High-transmittance transparent optics.
 - DarkSky approved when ordered with single light emission only, and in 3000K or below.
- Single (M) or dual (B) light emission.
 - IESNA Type III light distribution (FLAT).
 - IESNA Type III light distribution.
 - 20° x 20° beam angle (C/I).
 - Input voltage: 120-277 V (50 / 60 Hz), integral driver.
 - Customizing facade faceplate available for MIMIK FLAT versions (ordered separately).
 - Consult factory for dimming options, custom finishes (please specify RAL color), and non-cataloged CCT (Kelvin) options.
 - Product meets Buy American Act requirements within ARRA.
 - 5-year warranty.
 - Marine Grade finish.
 - Suitable for Natatorium applications.



FINISHES

- AN-96 / Iron gray / Textured
- GR-94 / Aluminum metallic / Textured
- WH-87 / White / Textured
- BK-81 / Black / Textured
- RB-10 / Iron rust / Textured



MIMIK
10 FLAT

MIMIK
10

Scan here
for installation
instructions



WATTAGE	
MIMIK 10 M T3	5W
MIMIK 10 M T3	10W
MIMIK 10 M C/I	5W
MIMIK 10 M C/I	10W
MIMIK 10 FLAT M	5W
MIMIK 10 FLAT M	10W
MIMIK 10 FLAT B	10W
MIMIK 10 B C/I	10W
MIMIK 10 B C/I+T3	10W

LUMEN OUTPUT		2700K	3000K	3500K	4000K
MIMIK 10 M T3	5W	292	314	336	358
MIMIK 10 M T3	10W	505	542	579	617
MIMIK 10 M C/I	5W	307	349	390	432
MIMIK 10 M C/I	10W	607	653	699	745
MIMIK 10 FLAT M	5W	440	451	462	473
MIMIK 10 FLAT M	10W	751	771	790	810
MIMIK 10 FLAT B	10W	857	880	902	925
MIMIK 10 B C/I	10W	725	779	833	888
MIMIK 10 B C/I+T3	10W	657	707	756	806

Revision 25
01/25

Order Guide - Mimik 10

Order code example

M10F-B-AM-27K-120V-NA

M10-

Housing Style	Light Emission	Wattage	Optics	Finish	Kelvin	Voltage	Controls	Accessories
M10 Standard M10F Flat *Flat Housing is only suitable for T3 Distribution	M (One-Way) B (Two-Way)	5W 5 watts 10W 10 watts (max) XX Specify wattage must be below max	Standard Housing only Select one for M & two for B Leave Blank for Flat Housing T3 Type III T4 Type IV C/I 20° beam 10 10° Beam 40 40° Beam 65 65° Beam	AM Aluminum Metallic IG Iron Gray IR Iron Rust BK Textured Black WH Textured White CC Custom Color	27K 2700k 3K 3000k 35K 3500k 4K 4000k RED Static Red GRN Static Green BLU Static Blue AMB Static Amber 590nm RGBW RGBW (flat only)	UNV 120-277V	(When selecting Flat housing, or B (two-way) emmissions, Dimming options must be remote) NA Non Dimming (standard) 0-10V 0-10V Dimming ELV ELV Dimming	(SEE PICTURES BELOW) FC Facade cover SP8 8" Square Panel L24 24" Vertical Panel L33 33" Vertical Panel L48 48" Vertical Panel RP7 7" Round Panel Wedge Wedge Panel D-Wedge Double Wedge Panel SIGN Signage REM Remote mounted Emergency battery back up RDR Remote driver CON2 (double-gang j-box, adaptor plate and 1/2" knockouts) CON4 (double-gang j-box, adaptor plate and 3/4" knockouts) BABAA Build America Buy America Act compliant

80 CRI STANDARD - OTHER OPTIONS AVAILABLE

Performance in Lighting reserves the right to make all necessary changes without prior notice.

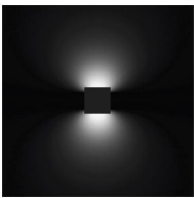
 Performance in Lighting - 2621 Keys Pointe - Conyers, Georgia 30013 - USA - voice 770.822.2115 - info.usa@pil.lighting
www.performanceinlighting.com

Revision 25

01/25

Page 251 of 606

MIMIK 10



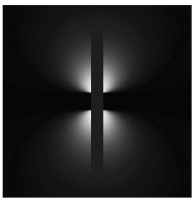
8" Square Panel



L24 Vertical Panel



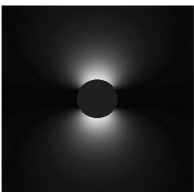
L33 Vertical Panel



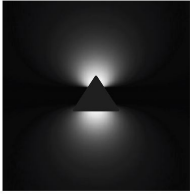
L48 Vertical Panel



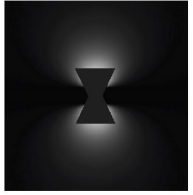
Signage Panel



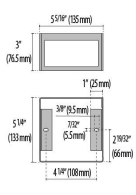
7" Round Panel



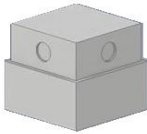
Wedge Panel



Double Wedge Panel



Fascade Cover



CON 2/4
Surface Mounted
J-box with Conduit
Entry

REMOTE RGBW ACCESSORIES

Power Supply



17433
Kit driver 48V



17096
Kit driver 48V WP

RF Controls



3104173
RGBW RF controller 4 channel
(0.35A each CH)



31041730
RGBW RF controller WP 4 channel
(0.35A each CH)



310429
RGBW hand held remote

DMX Controls



178973
RGBW DMX enabler/decoder 4
channel (0.35A each CH)



1789730
RGBW DMX enabler/decoder WP 4
channel (0.35A each CH)



11015
Terminating Resistor



110150
Terminating Resistor WP

Project		Catalog #		Type	
Prepared by		Notes		Date	



McGraw-Edison

Impact Elite LED

Wall Mount Luminaire

- Interactive Menu**
- Ordering Information page 2
 - Product Specifications page 2
 - Energy and Performance Data page 3
 - Control Options page 4

Product Certifications

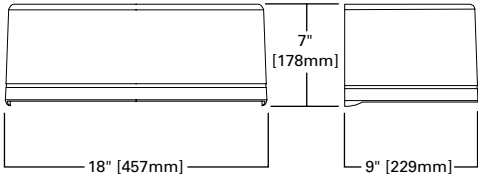


- Quick Facts**
- 15 Optical Distributions
 - Lumen packages range from 2,459 to 11,480 (20W - 95W)
 - Efficacy up to 149 lumens per watt

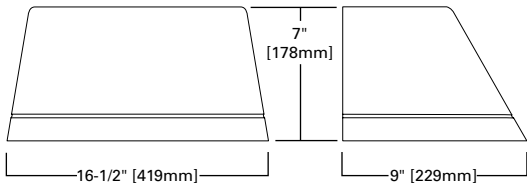
- Connected Systems**
- WaveLinX PRO Wireless
 - WaveLinX LITE Wireless
 - Enlighted

Dimensional Details

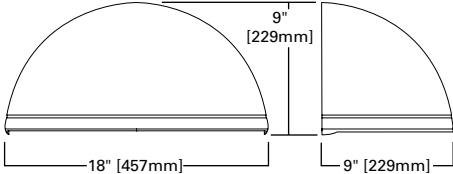
Cylinder



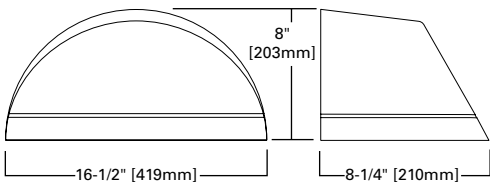
Trapezoid



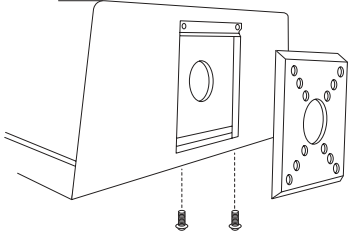
Quarter Sphere



Wedge



Hook -n- Lock



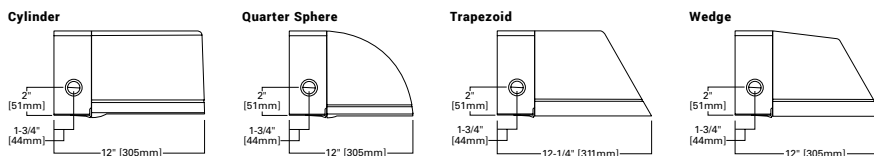
NOTES:
1. IDA Certified for 3000K CCT and warmer only.

Ordering Information

SAMPLE NUMBER: ISC-SA1F-740-U-T3-BZ

Product Family ¹	Light Engine		Color Temperature	Voltage	Distribution	Finish
	Configuration	Drive Current				
ISC =Impact Elite LED Small Cylinder ISS =Impact Elite LED Small Quarter Sphere IST =Impact Elite LED Small Trapezoid ISW =Impact Elite LED Small Wedge BAA-ISC =Impact Elite LED Small Cylinder Buy American Act Compliant ²³ TAA-ISC =Impact Elite LED Small Cylinder Trade Agreements Act Compliant ²³ BAA-ISS =Impact Elite LED Small Quarter Sphere Buy American Act Compliant ²³ TAA-ISS =Impact Elite LED Small Quarter Sphere Trade Agreements Act Compliant ²³ BAA-IST =Impact Elite LED Small Trapezoid Buy American Act Compliant ²³ TAA-IST =Impact Elite LED Small Trapezoid Trade Agreements Act Compliant ²³ BAA-ISW =Impact Elite LED Small Wedge Buy American Act Compliant ²³ TAA-ISW =Impact Elite LED Small Wedge Trade Agreements Act Compliant ²³	SA1 =1 Square (16 LED) PA1 =1 Panel (24 LED) ²⁶	A =350mA B =450mA C =600mA D =800mA E =1000mA F =1200mA ²	722 =70CRI, 2200K 727 =70CRI, 2700K 730 =70CRI, 3000K 735 =70CRI, 3500K 740 =70CRI, 4000K 750 =70CRI, 5000K 760 =70CRI, 6000K 827 =80CRI, 2700K 830 =80CRI, 3000K AMB =Amber, 590nm ^{3,4}	U =120-277V 1=120V 2=208V 3=240V 4=277V 8=480V ⁵ 9=347V	SA1 Optics T2 =Type II T3 =Type III T4FT =Type IV Forward Throw T4W =Type IV Wide SL2 =Type II w/Spill Control SL3 =Type III w/Spill Control SL4 =Type IV w/Spill Control SLL =90° Spill Light Eliminator Left SLR =90° Spill Light Eliminator Right RW =Rectangular Wide Type I	AP =Grey BZ =Bronze BK =Black DP =Dark Platinum GM =Graphite Metallic WH =White RALXX =Custom Color ²⁷
Options (Add as Suffix)	Controls and Systems Options (Add as Suffix)			Accessories (Order Separately) ²⁴		
X =Driver Surge Protection (6kV) Only ¹⁷ 20K =Series 20kV UL 1449 Surge Protective Device CBP =Battery Pack with Back Box, Cold Weather Rated ^{14,15} CBP-CEC =Battery Pack with Back Box, Cold Weather Rated, CEC compliant ¹⁴ HSS =Factory Installed House Side Shield ¹⁶ ULG =Uplight Glow ^{6,7,25} LCF =Light Square Trim Plate Painted to Match Housing ²⁸ TR =Tamper Resistant Hardware CC =Coastal Construction ²¹ HA =50°C High Ambient ⁸ AHD145 =After Hours Dim, 5 Hours, 50% ⁹ AHD245 =After Hours Dim, 6 Hours, 50% ⁹ AHD255 =After Hours Dim, 7 Hours, 50% ⁹ AHD355 =After Hours Dim, 8 Hours, 50% ⁹	BPC =Button Type Photocontrol (120, 208, 240 or 277V. Must Specify Voltage) PR7 =NEMA 7-PIN Twistlock Photocontrol Receptacle ^{2,4,7} SPB1 =Dimming Occupancy Sensor with Bluetooth Interface, <8' Mounting ^{12,22} SPB2 =Dimming Occupancy Sensor with Bluetooth Interface, 8'-20' Mounting ^{12,22} SPB4 =Dimming Occupancy Sensor with Bluetooth Interface, 21'-40' Mounting ^{12,22} MS/DIM-LXX =Motion Sensor for Dimming Operation ^{7,10,11,12} LWR-LW =Enlighted Wireless Sensor, Wide Lens for 8'-16' Mounting Height ^{6,12,13} LWR-LN =Enlighted Wireless Sensor, Narrow Lens for 16'-40' Mounting Height ^{6,12,13} WLS2XX =WaveLinx LITE, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting ^{7,18,20} WLS4XX =WaveLinx LITE, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting ^{7,18,20} WPS2XX =WaveLinx PRO, SR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting ^{7,18,20} WPS4XX =WaveLinx PRO, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting ^{7,18,20}			MA1253 =10kV Circuit Module Replacement MA1254-XX =Thruway Back Box - Impact Elite Trapezoid MA1255-XX =Thruway Back Box - Impact Elite Cylinder MA1256-XX =Thruway Back Box - Impact Elite Quarter Sphere MA1257-XX =Thruway Back Box - Impact Elite Wedge FSIR-100 =Wireless Configuration Tool for Occupancy Sensor WOLC-7P-10A =WaveLinx Outdoor Control Module (7-pin) ^{7,19}		
NOTES: 1. DesignLight Consortium® Qualified. Refer to www.designlights.org , Qualified Products List under Family Models for details. 2. Not available with ULG option. 3. Choose Drive Current "A" for Amber 590nm, which is provided at 500mA only. 4. Narrow-band 590nm +/- 5nm for wildlife and observatory use. Exact luminaire wattage available in IES files. Available with 5WQ, 5MQ, SL2, SL3 and SL4 distributions. Can be used with HSS option. 5. 480V not to be used with ungrounded or impedance grounded systems. 6. Not available with ISS or ISW. 7. Cannot be used in conjunction with other control options. 8. Suitable for 50°C provided no options other than motion sensor are included and driver output set to 1000mA or less. 9. Requires the use of photocontrol. Not available with 350mA drive current. See After Hours Dim supplemental guide for additional information. 10. Replace LXX with L08 (<8' mounting), L20 (8'-20' mounting) or L40W (21'-40' mounting). 11. The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Cooper Lighting Solutions for more information. 12. Includes integral photocell. 13. Enlighted wireless sensors are factory installed and require network components in appropriate quantities. 14. Battery pack operating temperature of -20C to +40C. Operates downlight for 90-minutes. 15. Must specify 120V or 277V. 16. Not for use with 5WQ, 5MQ, 5WQ or RW optics. A black trim plate is used when HSS is selected. 17. Removes additional surge module. 18. Replace XX with sensor color (WH, BZ, or BK). 19. Requires PR7. 20. For WaveLinx applications, WAC Gateway required to enable field-configurability: Order WAC-PoE and WPOE-120 (10V to PoE injector) power supply if needed. Gateway not required for WaveLinx Lite Commercial (LC) applications. 21. Coastal construction finish salt spray tested to over 5,000-hours per ASTM B117, with a scribe rating of 9 per ASTM D1654. 22. Smart device with mobile application required to change system defaults. See controls section for details. 23. Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC-PREFERENCES website for more information Components shipped separately may be separately analyzed under domestic preference requirements. 24. For BAA or TAA requirements, Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information. 25. Only available in 3000K, 4000K or 5000K CCT. 26. Not available with motion sensor controls, including SPB, MS/DIM, LWR or WaveLinx. 27. Specify RAL number for Custom Color. Custom color matching available upon request. Consult your lighting representative at Cooper Lighting Solutions for more information. 28. Not available with PA1 configuration.						

Thruway Back Box



Product Specifications

Construction

- Heavy-wall, die-cast aluminum housing and removable hinged door frame
- Optional tamper-resistant fasteners offer vandal resistant access
- IK10 impact rated

Optics

- High-efficiency injection-molded AccuLED optics technology
- 15 optical distributions
- IDA Certified (3000K CCT and warmer only)

Electrical

- Standard with 0-10V dimming
- Standard with Cooper Lighting Solutions proprietary circuit module designed to withstand 10kV of transient line surge
- Suitable for operation in -40°C to 40°C ambient environments. Optional 50°C high ambient (HA) configuration
- Suitable for operation in -40°C to 40°C ambient environments. Optional 50°C high ambient (HA) configuration.

Mounting

- Utilizes "Hook-N-Lock" mounting mechanism, securing to a gasketed and zinc plated mounting attachment

- Two black oxide coated Allen set screws concealed but accessible from below

Finish

- Super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness
- RAL and custom color matches available
- Coastal Construction (CC) option available

Warranty

- Five year limited warranty, consult website for details. www.cooperlighting.com/legal

Energy and Performance Data

[View Impact Elite IES files](#)

1 Light Square (SA)		Cylinder (ISC) and Quarter Sphere (ISS)						Trapezoid (IST) and Wedge (ISW)					
Drive Current (mA)		350	450	600	800	1000	1200	350	450	600	800	1000	1200
Power (Watts)	120 - 277V	20.1	25.4	34.2	45.2	58.2	66.0	20.1	25.4	34.2	45.2	58.2	66.0
Current (A)	120	0.17	0.22	0.29	0.38	0.48	0.56	0.17	0.22	0.29	0.38	0.48	0.56
	277V	0.09	0.10	0.13	0.17	0.21	0.25	0.09	0.10	0.13	0.17	0.21	0.25
Power (Watts)	347V or 480V	23.3	28.7	36.6	49.5	60.7	70.1	23.3	28.7	36.6	49.5	60.7	70.1
Current (A)	347V	0.07	0.08	0.11	0.15	0.18	0.21	0.07	0.08	0.11	0.15	0.18	0.21
	480V	0.05	0.06	0.08	0.11	0.13	0.16	0.05	0.06	0.08	0.11	0.13	0.16
Optics (4000K, 70 CRI)													
T2	Lumens	2,802	3,500	4,618	5,778	7,231	7,895	2,772	3,475	4,576	5,733	7,175	7,834
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2
	Lumens Per Watt	139	138	135	128	124	120	138	137	134	127	123	119
T3	Lumens	2,778	3,470	4,578	5,729	7,169	7,827	2,731	3,424	4,508	5,648	7,069	7,718
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2
	Lumens Per Watt	138	137	134	127	123	119	136	135	132	125	121	117
T4FT	Lumens	2,751	3,436	4,534	5,673	7,099	7,751	2,762	3,462	4,559	5,712	7,149	7,805
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2
	Lumens Per Watt	137	135	133	126	122	117	137	136	133	126	123	118
T4W	Lumens	2,780	3,473	4,582	5,733	7,174	7,833	2,739	3,434	4,522	5,665	7,089	7,740
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2
	Lumens Per Watt	138	137	134	127	123	119	136	135	132	125	122	117
SL2	Lumens	2,763	3,451	4,554	5,698	7,130	7,785	2,730	3,422	4,507	5,646	7,066	7,715
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B2-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B2-U0-G2
	Lumens Per Watt	137	136	133	126	123	118	136	135	132	125	121	117
SL3	Lumens	2,745	3,429	4,524	5,660	7,084	7,734	2,709	3,396	4,472	5,603	7,012	7,655
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2
	Lumens Per Watt	137	135	132	125	122	117	135	134	131	124	120	116
SL4	Lumens	2,680	3,348	4,417	5,526	6,916	7,551	2,666	3,342	4,401	5,514	6,900	7,534
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2
	Lumens Per Watt	133	132	129	122	119	114	133	132	129	122	119	114
SLL	Lumens	2,447	3,057	4,033	5,046	6,315	6,895	2,459	3,083	4,059	5,086	6,365	6,949
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2
	Lumens Per Watt	122	120	118	112	109	104	122	121	119	113	109	105
RW	Lumens	2,883	3,601	4,751	5,945	7,440	8,123	2,818	3,533	4,652	5,828	7,294	7,964
	BUG Rating	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1
	Lumens Per Watt	143	142	139	132	128	123	140	139	136	129	125	121

1 Light Panel (PA)		Cylinder (ISC) and Quarter Sphere (ISS)						Trapezoid (IST) and Wedge (ISW)					
Drive Current (mA)		350	450	600	800	1000	1200	350	450	600	800	1000	1200
Power (Watts)	120 - 277V	28.9	36.4	48.9	63.0	82.4	94.4	28.9	36.4	48.9	63.0	82.4	94.4
Current (A)	120V	0.24	0.31	0.41	0.53	0.69	0.79	0.24	0.31	0.41	0.53	0.69	0.79
	277V	0.11	0.14	0.18	0.23	0.30	0.34	0.11	0.14	0.18	0.23	0.30	0.34
Power (Watts)	347V or 480V	30.5	37.7	49.0	63.9	83.2	95.0	30.5	37.7	49.0	63.9	83.2	95.0
Current (A)	347V OR 480V	0.09	0.11	0.14	0.19	0.24	0.28	0.09	0.11	0.14	0.19	0.24	0.28
	480V	0.07	0.08	0.11	0.14	0.18	0.20	0.07	0.08	0.11	0.14	0.18	0.20
Optics (4000K, 70 CRI)													
T2R	Lumens	4,296	5,369	7,010	8,733	10,721	11,750	4,154	5,211	6,738	8,386	10,329	11,338
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2
	Lumens Per Watt	149	147	143	139	130	124	144	143	138	133	125	120
T2U	Lumens	4,241	5,300	6,920	8,621	10,584	11,600	4,123	5,172	6,688	8,323	10,252	11,253
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3
	Lumens Per Watt	147	146	142	137	128	123	143	142	137	132	124	119
T3	Lumens	4,193	5,240	6,842	8,524	10,464	11,468	4,079	5,117	6,616	8,235	10,143	11,133
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3
	Lumens Per Watt	145	144	140	135	127	121	141	141	135	131	123	118
T4W	Lumens	4,165	5,205	6,796	8,467	10,394	11,392	4,083	5,122	6,623	8,243	10,152	11,144
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens Per Watt	144	143	139	134	126	121	141	141	135	131	123	118
5WQ	Lumens	4,255	5,318	6,943	8,650	10,619	11,638	4,206	5,276	6,822	8,491	10,458	11,480
	BUG Rating	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G2	B4-U0-G3	B4-U0-G3	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G3
	Lumens per Watt	147	146	142	137	129	123	146	145	140	135	127	122

Lumen Maintenance (TM-21)

Drive Current	Ambient Temperature	25,000 hours*	50,000 hours*	60,000 hours*	100,000 hours**	Theoretical L70 hours**
Up to 1A	25°C	99.4%	99.0%	98.9%	98.3%	> 2.4M
	40°C	98.7%	98.3%	98.1%	97.4%	> 1.9M
	50°C	98.2%	97.2%	96.8%	95.2%	> 851,000
1.2A	25°C	99.4%	99.0%	98.9%	98.3%	> 2.4M
	40°C	98.5%	97.9%	97.7%	96.7%	> 1.3M

* Supported by IES TM-21 standards

** Theoretical values represent estimations commonly used; however, refer to the IES position on LED Product Lifetime Prediction, IES PS-10-18, explaining proper use of IES TM-21 and LM-80.

Lumen Multiplier

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99

Control Options

0-10V

This fixture is offered standard with 0-10V dimming driver(s).

Photocontrol (BPC and PR7)

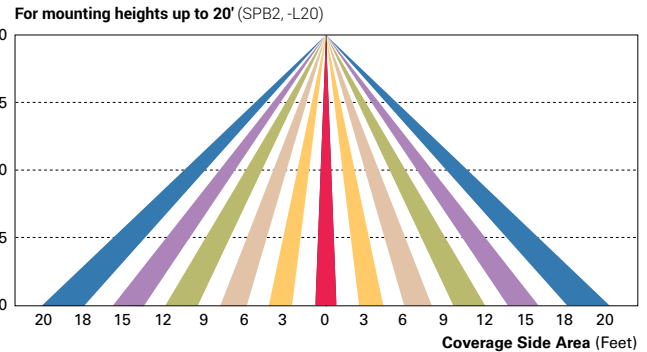
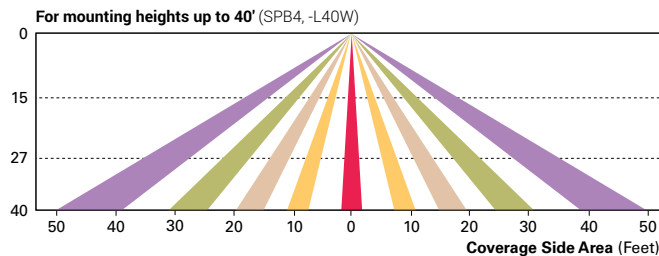
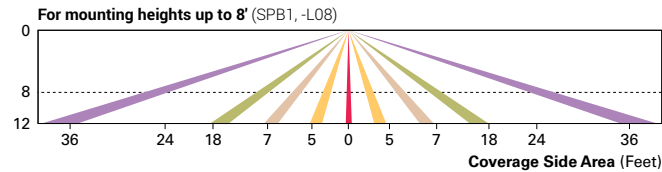
Optional button-type photocontrol provides a flexible solution to enable “dusk-to-dawn” lighting by sensing light levels.

After Hours Dim (AHD)

This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a “dusk-to-dawn” period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

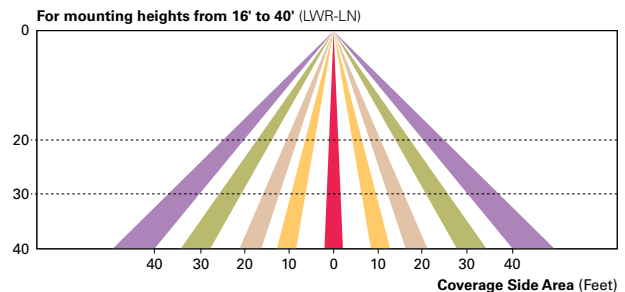
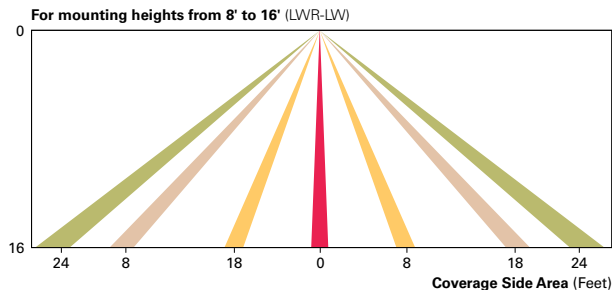
Dimming Occupancy Sensor (SPB, MS/DIM-LXX)

These sensors are factory installed in the luminaire housing. When the SPB or MS/DIM sensor options are selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes. SPB motion sensors require the Sensor Configuration mobile application by Wattstopper to change factory default dimming level, time delay, sensitivity and other parameters. Available for iOS and Android devices. The SPB sensor is factory preset to dim down to approximately 10% power with a time delay of five minutes. The MS/DIM occupancy sensors require the FSIR-100 programming tool to adjust factory defaults.



Enlighted Wireless Control and Monitoring System (LWR-LW and LWR-LN)

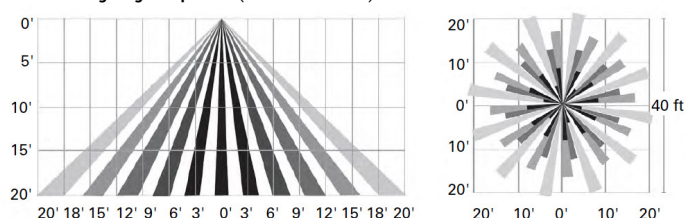
Enlighted is a connected lighting solution that combines a broad selection of energy-efficient LED luminaires with a powerful integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of building resources, beyond lighting.



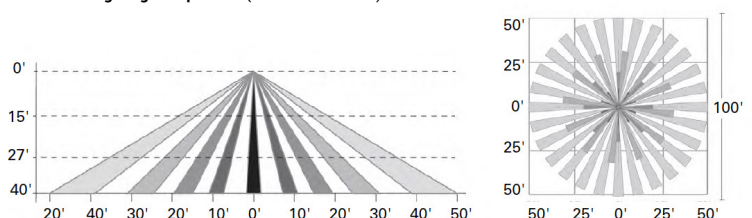
WaveLinX Wireless Control and Monitoring System

Operates on a wireless mesh network based on IEEE 802.15.4 standards enabling wireless control of outdoor lighting. WaveLinX Pro (WPS2 to WPS4) outdoor wireless sensors offer passive infrared (PIR) occupancy and photocell for closed loop daylight harvesting, and can be factory or field-installed. Sensors are factory preset to dim down to 50% after 15 minutes of no motion detected. Two lens options are available for mounting heights of 7' to 40'. Use the WaveLinX mobile application for set-up and configuration. At least one Wireless Area Controller (WAC) is required for full functionality and remote communication (including adjustment of any factory pre-sets). WaveLinX Lite (WLS4 and WLS2) outdoor wireless sensors provide PIR occupancy and photocell for closed loop daylight harvesting, and can be factory or field-installed. Sensors are factory preset to dim down to 50% after 15 minutes of no motion detected. Two lens options are available for mounting heights of 7' to 40'. Use the WaveLinX Lite mobile application for set-up and configuration. WAC not required. WaveLinX Outdoor Control Module (WOLC-7P-10A) accessory provides a photocontrol enabling astronomical or time-based schedules to provide ON, OFF and dimming control of fixtures utilizing a 7-PIN receptacle. The out-of-box functionality is ON at dusk and OFF at dawn.

For mounting heights up to 15' (WPS2 and WLS2)



For mounting heights up to 40' (WPS4 and WLS4)



Section 10: Solid Waste

The property management company or owner shall be responsible for managing and contracting with a private hauler to remove solid waste. All solid waste containers are anticipated to be located internally as depicted on Plan Sheet C-10. The expectation is that solid waste bins will be rolled out to the lower parking lot off West Point Lane and collected as needed by the private hauler.

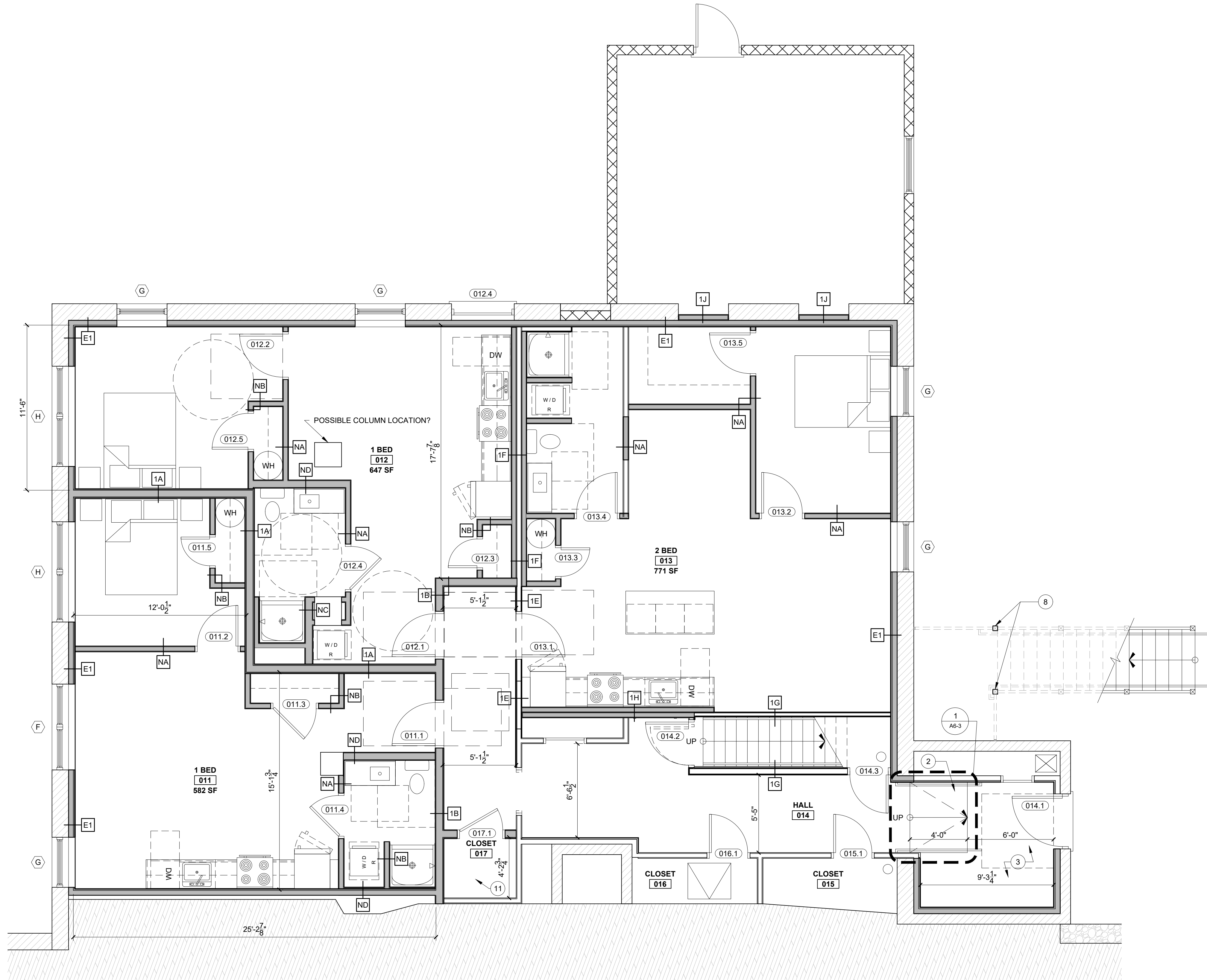


Section 11: Waivers

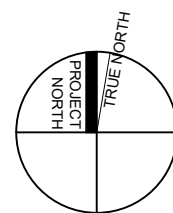
The project does propose the following Waivers.

- 1.) The project proposes to waive the Stormwater Requirement from the City of Biddeford Land Development Regulations Part III – Article XI – Section 5.B.1 Drainage.
 - a. The project does not propose to alter the existing watershed or adversely impact the existing sites runoff conditions (including downstream impacts).





KEYED NOTES	
1.)	NEW EGRESS STAIR
2.)	NEW RAMP. 1:12 SLOPE MAX. HANDRAILS BOTH SIDES OF RAMP.
3.)	BUILD UP FLOOR TO ADA DOOR SILL ELEVATION WITH PT SLEEPERS AT 16" O.C. WITH 3/4" FLOOR SHEATHING
4.)	UNIT 111 CLOSET WITH W/D
5.)	NEW ADA RAMP AND STAIR
6.)	NEW EPDM ROOF AND INSULATION. SLOPE INSULATION AWAY FROM BUILDING 3/4" PER 1'.
7.)	NEW FLOOR INSULATION. SEE FLOOR ASSEMBLIES
8.)	DECKPOST WITH FROST PROTECTED PIER FOUNDATION



1 FIRST FLOOR PLAN
1/4" = 1'-0"

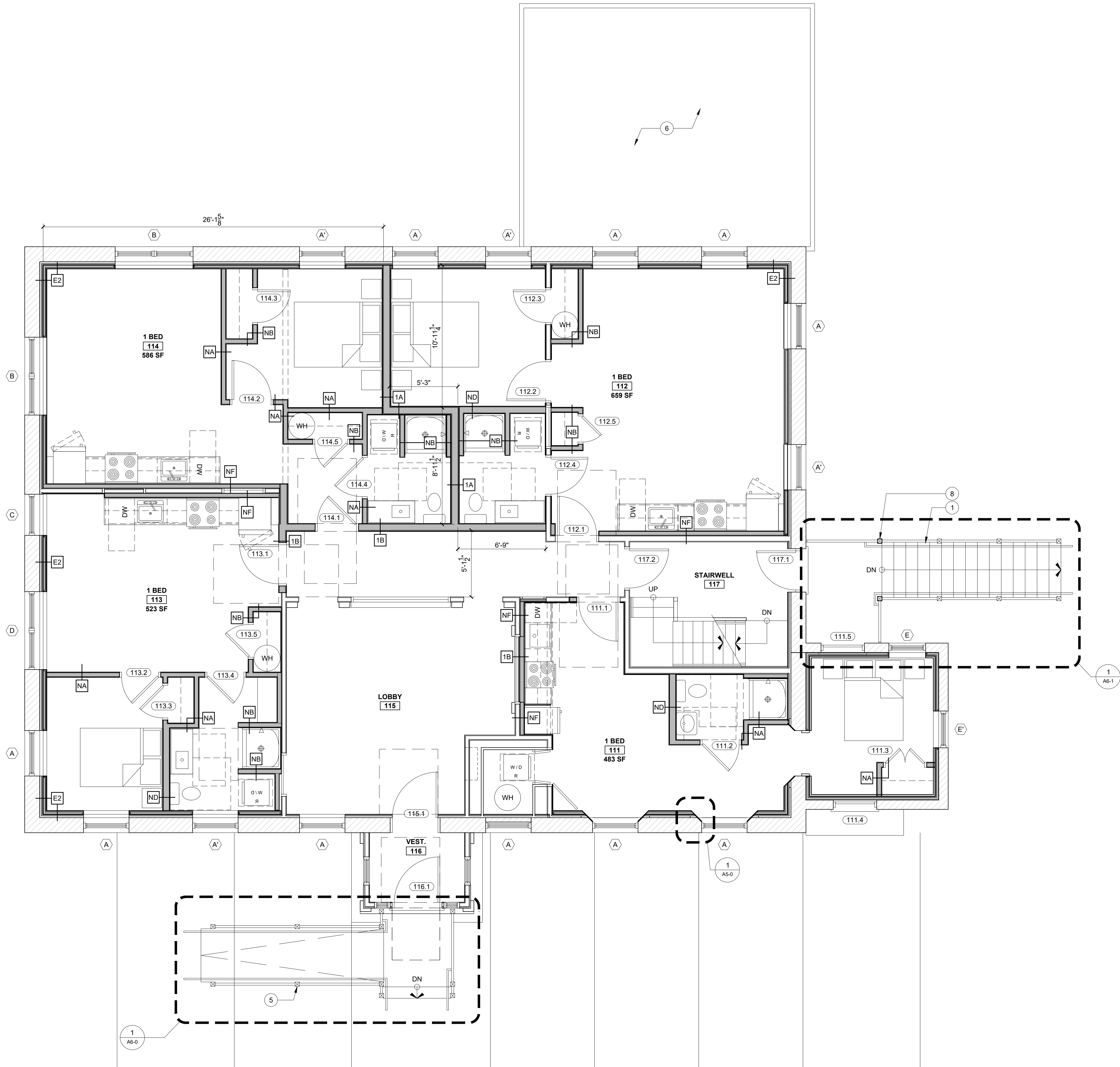
RENOVATIONS TO BUILDING 30
PEPPERELL MILL CAMPUS - 2 YORK STREET
BIDDEFORD, MAINE

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CHECKED BY: RJS
SCALE: AS NOTED
SHEET TITLE:
GROUND FLOOR PLAN

A1-0



KEYED NOTES

- 1.) NEW EGRESS STAIR
- 2.) NEW RAMP. 1:12 SLOPE MAX. HANDRAILS BOTH SIDES OF RAMP.
- 3.) BUILD UP FLOOR TO ADA DOOR SILL ELEVATION WITH PT SLEEPERS AT 16" O.C. WITH $\frac{3}{4}$ " FLOOR SHEATHING
- 4.) UNIT 111 CLOSET WITH W/D
- 5.) NEW ADA RAMP AND STAIR
- 6.) NEW EPDM ROOF AND INSULATION. SLOPE INSULATION AWAY FROM BUILDING $\frac{3}{4}$ " PER 1'.
- 7.) NEW FLOOR INSULATION. SEE FLOOR ASSEMBLIES
- 8.) DECKPOST WITH FROST PROTECTED PIER FOUNDATION

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CHECKED BY: RJS
SCALE: AS NOTED
SHEET TITLE:
FIRST FLOOR
PLAN

A1-1

1 SECOND FLOOR PLAN
1/4" = 1'-0"

KEYED NOTES	
1.)	NEW EGRESS STAIR
2.)	NEW RAMP. 1:12 SLOPE MAX. HANDRAILS BOTH SIDES OF RAMP.
3.)	BUILD UP FLOOR TO ADA DOOR SILL ELEVATION WITH PT SLEEPERS AT 16" O.C. WITH 3/4" FLOOR SHEATHING
4.)	UNIT 111 CLOSET WITH W/D
5.)	NEW ADA RAMP AND STAIR
6.)	NEW EPDM ROOF AND INSULATION. SLOPE INSULATION AWAY FROM BUILDING 3/4" PER 1'.
7.)	NEW FLOOR INSULATION. SEE FLOOR ASSEMBLIES
8.)	DECKPOST WITH FROST PROTECTED PIER FOUNDATION

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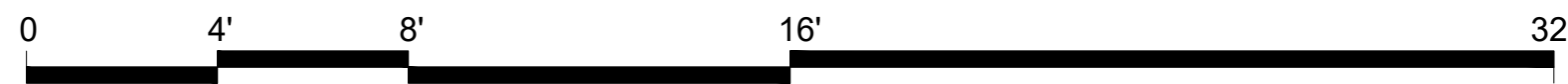
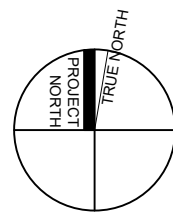
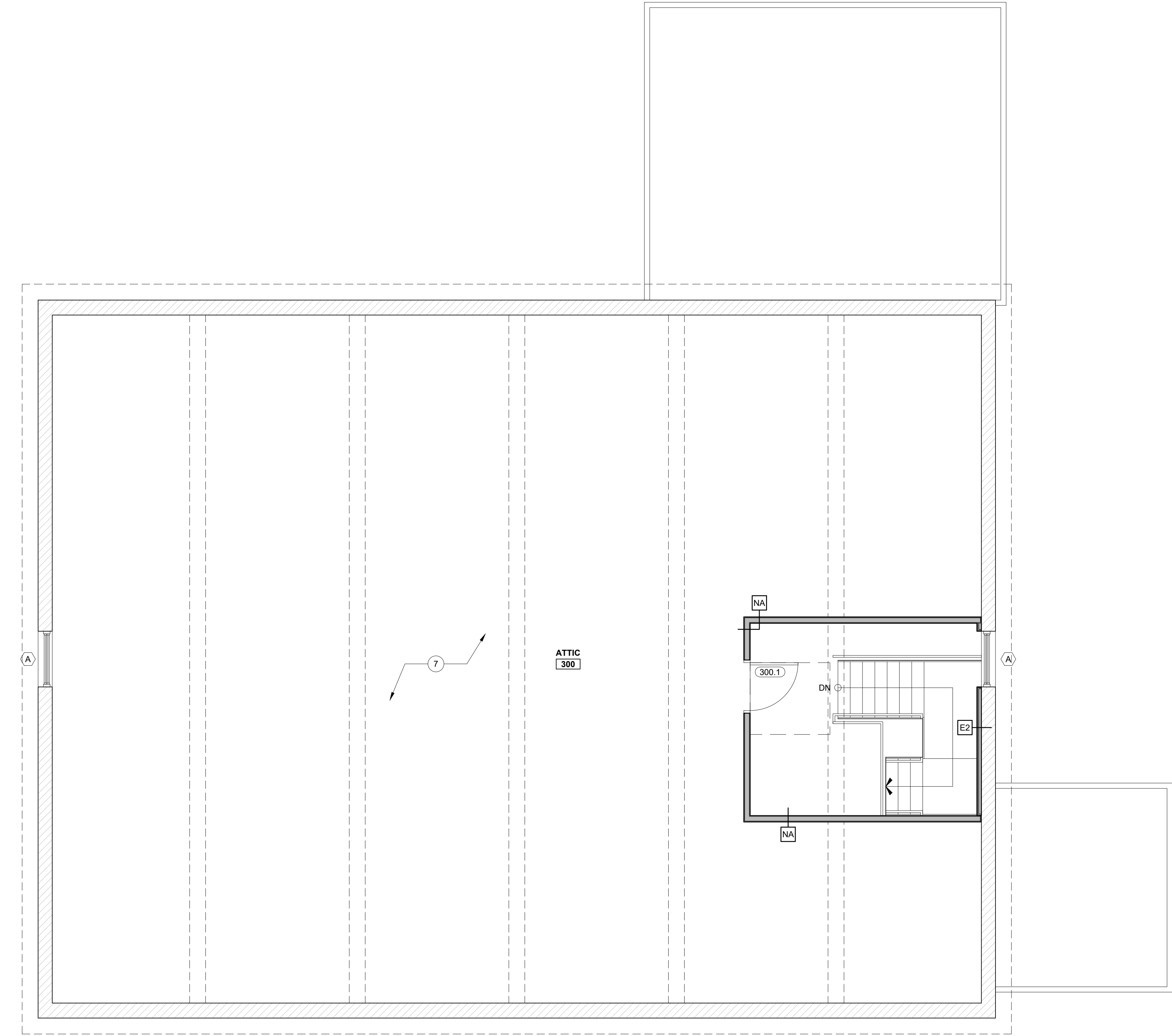
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PROJECT No.	2476
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SCALE:	AS NOTED
SHEET TITLE:	SECOND FLOOR PLAN

A1-2



1 THIRD FLOOR PLAN
1/4" = 1'-0"



1 ATTIC FLOOR PLAN
1/4" = 1'-0"

KEYED NOTES

- 1.) NEW EGRESS STAIR
- 2.) NEW RAMP. 1:12 SLOPE MAX. HANDRAILS BOTH SIDES OF RAMP.
- 3.) BUILD UP FLOOR TO ADA DOOR SILL ELEVATION WITH PT SLEEPERS AT 16" O.C. WITH 3/4" FLOOR SHEATHING
- 4.) UNIT 111 CLOSET WITH W/D
- 5.) NEW ADA RAMP AND STAIR
- 6.) NEW EPDM ROOF AND INSULATION. SLOPE INSULATION AWAY FROM BUILDING 1/4" PER 1'.
- 7.) NEW FLOOR INSULATION. SEE FLOOR ASSEMBLIES

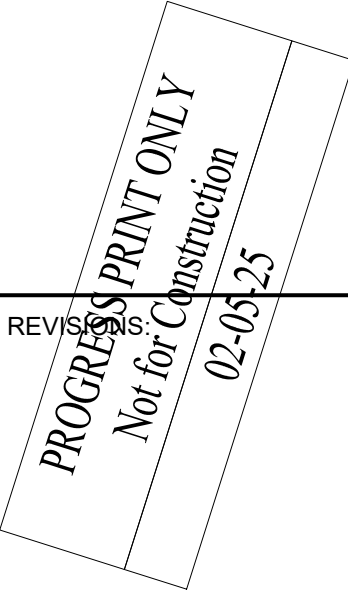
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CONSULTANTS:



REVISIONS

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PROJECT No. 2476

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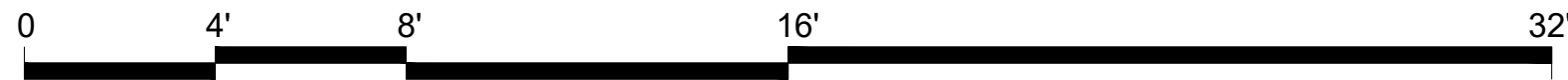
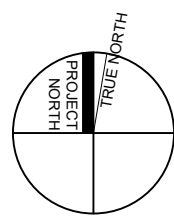
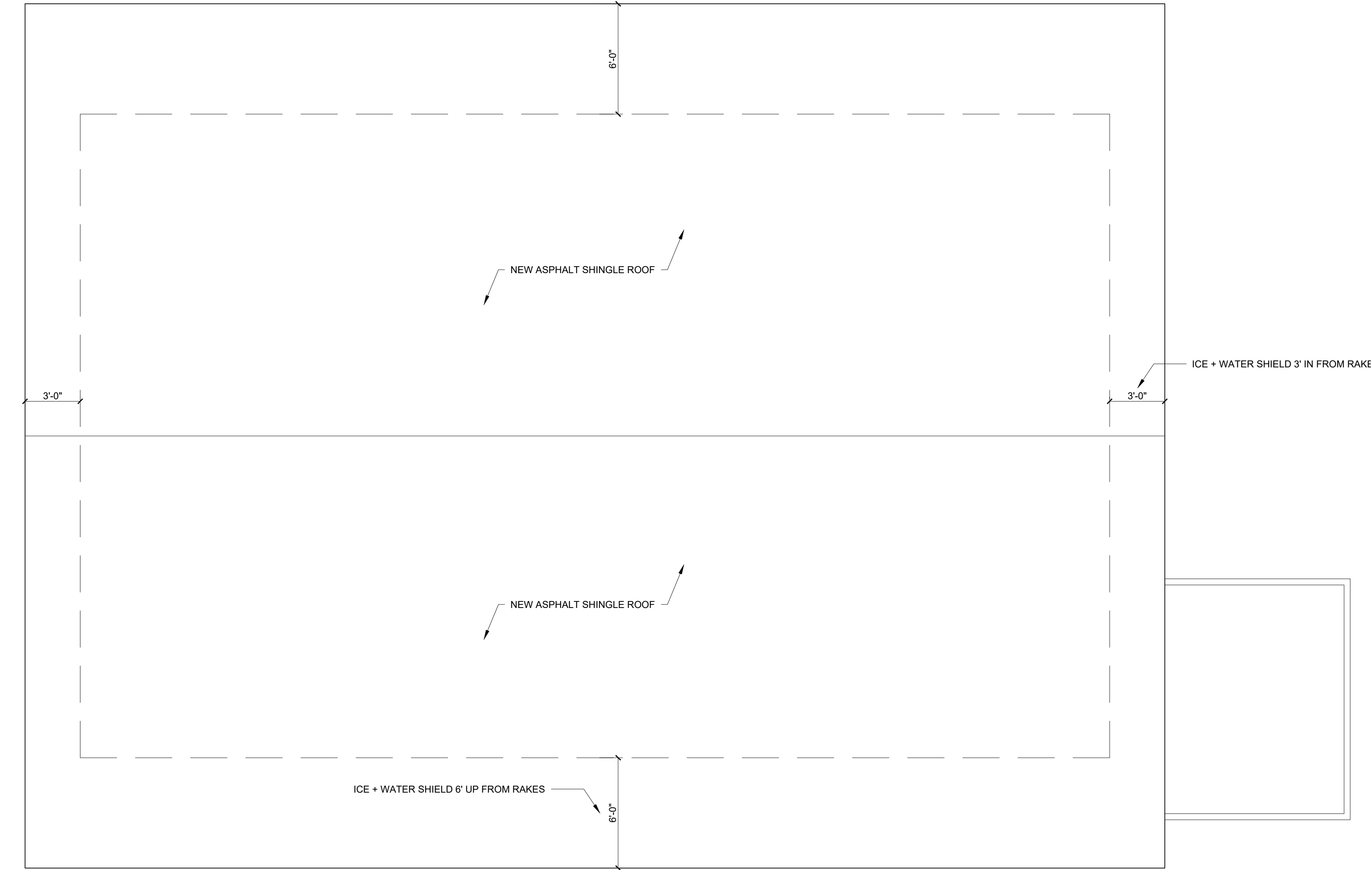
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SCALE: AS NOTED

SHEET TITLE:

ATTIC PLAN

A1-3



1 ROOF PLAN
1/4" = 1'-0"

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RENOVATIONS TO BUILDING 30
PEPPERELL MILL CAMPUS - 2 YORK STREET
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SHEET TITLE:

ROOF PLAN

A1-4

KEYED NOTES

1.)

REMOVE EXISTING WINDOW. SALVAGE ORIGINAL TRIM FOR REINSTALLATION OF NEW WINDOWS

2.)

NEW ADA RAMP AND STAIRCASE

3.)

REPAIR EXISTING DOOR AND SEAL CLOSED.

4.)

REMOVE ROOF SHINGLES AND UNDERLAYMENT

5.)

REMOVE EPDM AND UNDERLAYMENT.

6.)

REMOVE RAISED SILL, REPLACE DOOR TO MATCH EXISTING DESIGN

7.)

PAINT CMU



1

SOUTH ELEVATION

1/8" = 1'-0"

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ARCHITECTURE

RENOVATIONS TO BUILDING 30

PEPPERELL MILL CAMPUS - 2 YORK STREET

BIDDEFORD, MAINE

RSA

RYAN SENATORE
ARCHITECTURE
500 CONGRESS STREET, SUITE 2
PORTLAND, MAINE 04101
O: 207-747-5159
C: 207-650-6414
senatorearchitecture.com

CONSULTANTS:

REVISIONS:

PROGRESS PRINT ONLY
Not for Construction
02-05-25

DATE:

PROJECT No. 2476

DRAWN BY: CRS / ES

CHECKED BY: RJS

SCALE: AS NOTED

SHEET TITLE:

SOUTH
ELEVATION

A2-0



1 EAST ELEVATION
1/4" = 1'-0"

KEYED NOTES

- 1.) REMOVE EXISTING WINDOW. SALVAGE ORIGINAL TRIM FOR REINSTALLATION OF NEW WINDOWS
- 2.) NEW ADA RAMP AND STAIRCASE
- 3.) REPAIR EXISTING DOOR AND SEAL CLOSED.
- 4.) REMOVE ROOF SHINGLES AND UNDERLAYMENT
- 5.) REMOVE EPDM AND UNDERLAYMENT.
- 6.) REMOVE RAISED SILL, REPLACE DOOR TO MATCH EXISTING DESIGN
- 7.) PAINT CMU

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CONSULTANTS:
REVISIONS:
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02-03-25

DATE:
PROJECT No. 2476
DRAWN BY: CRS / ES
CHECKED BY: RJS
SCALE: AS NOTED
SHEET TITLE:
EAST
ELEVATION

A2-1

KEYED NOTES	
1.)	REMOVE EXISTING WINDOW, SALVAGE ORIGINAL TRIM FOR REINSTALLATION OF NEW WINDOWS
2.)	NEW ADA RAMP AND STAIRCASE
3.)	REPAIR EXISTING DOOR AND SEAL CLOSED.
4.)	REMOVE ROOF SHINGLES AND UNDERLAYMENT
5.)	REMOVE EPDM AND UNDERLAYMENT.
6.)	REMOVE RAISED SILL, REPLACE DOOR TO MATCH EXISTING DESIGN
7.)	PAINT CMU



1 NORTH ELEVATION
1/4" = 1'-0"

RENOVATIONS TO BUILDING 30
PEPPERELL MILL CAMPUS - 2 YORK STREET
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CONSULTANTS:
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02-03-25

DATE:
PROJECT No. 2476
DRAWN BY: CRS / ES
CHECKED BY: RJS
SCALE: AS NOTED
SHEET TITLE:
NORTH
ELEVATION

A2-2



KEYED NOTES

- 1.) REMOVE EXISTING WINDOW, SALVAGE ORIGINAL TRIM FOR REINSTALLATION OF NEW WINDOWS
- 2.) NEW ADA RAMP AND STAIRCASE
- 3.) REPAIR EXISTING DOOR AND SEAL CLOSED.
- 4.) REMOVE ROOF SHINGLES AND UNDERLAYMENT
- 5.) REMOVE EPDM AND UNDERLAYMENT.
- 6.) REMOVE RAISED SILL, REPLACE DOOR TO MATCH EXISTING DESIGN
- 7.) PAINT CMU

RENOVATIONS TO BUILDING 30
PEPPERELL MILL CAMPUS - 2 YORK STREET
BIDDEFORD, MAINE



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CONSULTANTS:

PROGRESS PRINT ONLY
Not for Construction
02-03-25

DATE:

PROJECT No. 2476

DRAWN BY: CRS / ES

CHECKED BY: RJS

SCALE: AS NOTED

SHEET TITLE:
WEST
ELEVATION

A2-3

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITIES COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF BIDDEFORD AND SERVING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN .DWG FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.
6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
7. EXISTING CONDITIONS FROM THE PLAN TITLED:
 - 7.1. ALTA/NSPS LAND TITLE SURVEY BY OWEN HASKELL, INC. FOR PEPPERELL MILL PROGRESSION, LLC, DATED DECEMBER 10, 2021.
 - 7.2. SITE LAYOUT PLAN 3 PREPARED BY CITY OF BIDDEFORD, MAINE ENGINEERING DEPARTMENT, DATED JUNE 15, 2023.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THOUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE BIDDEFORD PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
9. CONSTRUCTION MANAGEMENT PLAN AND SITE LOGISTICS NARRATIVE SHALL BE PREPARED BY THE CONTRACTOR AND SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
10. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
11. NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT-OF-WAY.
12. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS SHALL BE COMPLETED AT A MINIMUM ADJACENT STRUCTURES. PROVIDE A COPY OF THE SURVEY TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.
13. THE CONTRACTOR SHALL PROVIDE A GPS MODEL OF THE PROPERTY TO ACORN ENGINEERING, INC. (ACORN).
14. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH THE ENGINEER, ACORN ENGINEERING INC, IF ANY.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY, REMOVAL OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

CIVIL SITE NOTES:

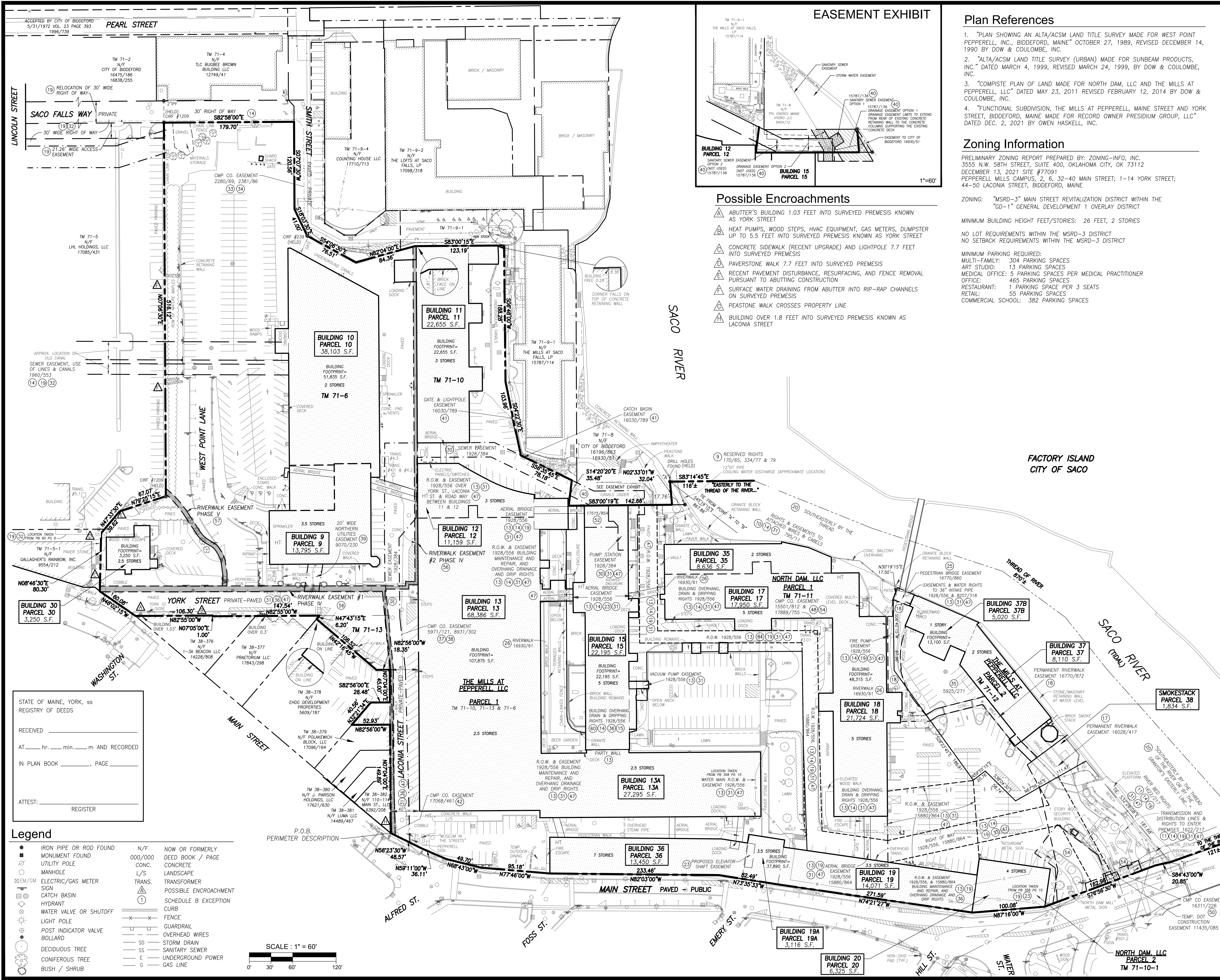
1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.
10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED. PRIOR TO BACKFILLING, CONCRETE SHALL BE CURED PER STRUCTURAL ENGINEER'S SPECIFICATIONS.
11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE, IF APPLICABLE.
12. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
13. ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.
14. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
15. ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAYER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.
2. ALL SITE DRAINAGE-RELATED WORK SHALL BE REVIEWED BY ACORN.
3. IF NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT ARE NECESSARY. NOTIFY CITY 48 HOURS PRIOR TO REQUIRED REVIEW.
4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.

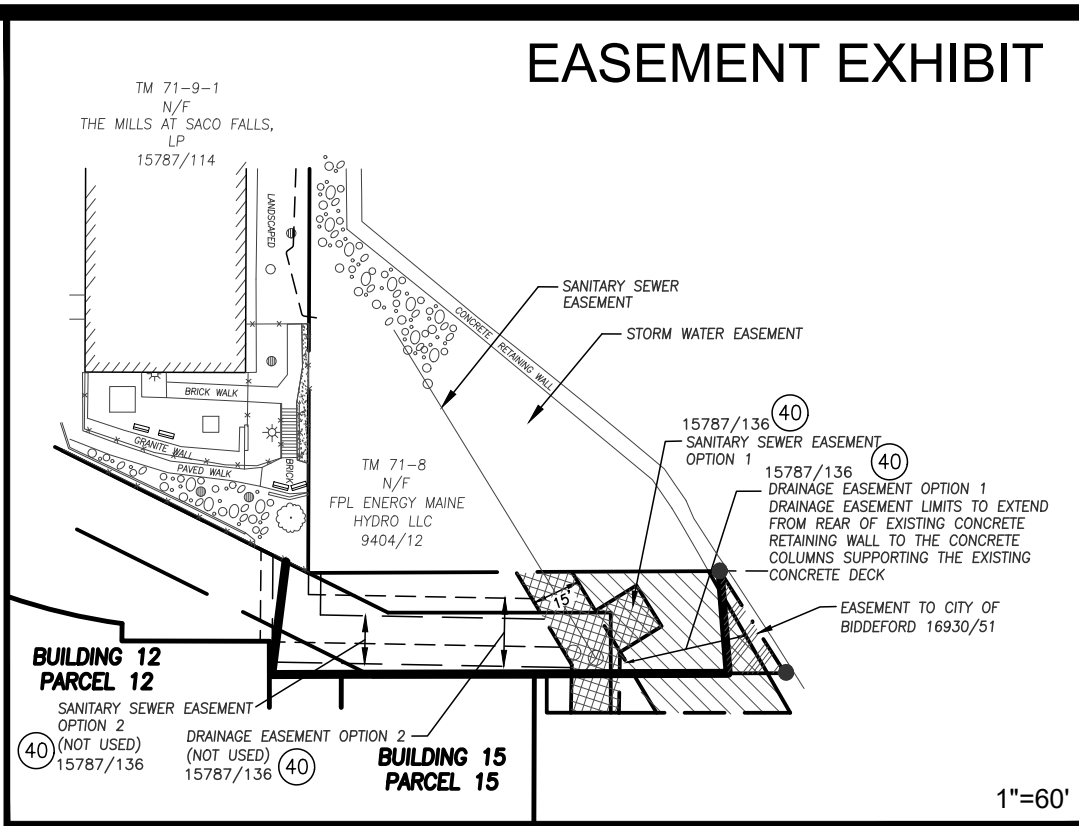
1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.
2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

- PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]



EASEMENT EXHIBIT



Possible Encroachments

- ABUTTER'S BUILDING 1.03 FEET INTO SURVEYED PREMESIS KNOWN AS YORK STREET
- HEAT PUMPS, WOOD STEPS, HVAC EQUIPMENT, GAS METERS, DUMPSTER UP TO 5.5 FEET INTO SURVEYED PREMESIS KNOWN AS YORK STREET
- CONCRETE SIDEWALK (RECENT UPGRADE) AND LIGHTPOLE 7.7 FEET INTO SURVEYED PREMESIS
- PAVERSTONE WALK 7.7 FEET INTO SURVEYED PREMESIS
- RECENT PAVEMENT DISTURBANCE, RESURFACING, AND FENCE REMOVAL PURSUANT TO ABUTTING CONSTRUCTION
- SURFACE WATER DRAINING FROM ABUTTER INTO RIP-RAP CHANNELS ON SURVEYED PREMESIS
- PEASTONE WALK CROSSES PROPERTY LINE
- BUILDING OVER 1.8 FEET INTO SURVEYED PREMESIS KNOWN AS LACONIA STREET

Plan References

- "PLAN SHOWING AN ALTA/ACSM LAND TITLE SURVEY MADE FOR WEST POINT PEPPERELL, INC., BIDDEFORD, MAINE" OCTOBER 27, 1989, REVISED DECEMBER 14, 1990 BY DOW & COULOMBE, INC.
- "ALTA/ACSM LAND TITLE SURVEY (URBAN) MADE FOR SUNBEAM PRODUCTS, INC." DATED MARCH 4, 1999, REVISED MARCH 24, 1999, BY DOW & COULOMBE, INC.
- "COMPOSITE PLAN OF LAND MADE FOR NORTH DAM, LLC AND THE MILLS AT PEPPERELL, LLC" DATED MAY 23, 2011 REVISED FEBRUARY 12, 2014 BY DOW & COULOMBE, INC.
- "FUNCTIONAL SUBDIVISION, THE MILLS AT PEPPERELL, MAINE STREET AND YORK STREET, BIDDEFORD, MAINE MADE FOR RECORD OWNER PRESIDUM GROUP, LLC" DATED DEC. 2, 2021 BY OWEN HASKELL, INC.

Zoning Information

PRELIMINARY ZONING REPORT PREPARED BY: ZONING-INFO, INC.
3555 N.W. 58TH STREET, SUITE 400, OKLAHOMA CITY, OK 73112
DECEMBER 13, 2021 SITE #77091
PEPPERELL MILLS CAMPUS, 2, 6, 32-40 MAIN STREET; 1-14 YORK STREET;
44-50 LACONIA STREET, BIDDEFORD, MAINE

ZONING: "MSRD-3" MAIN STREET REVITALIZATION DISTRICT WITHIN THE
"GD-1" GENERAL DEVELOPMENT 1 OVERLAY DISTRICT

MINIMUM BUILDING HEIGHT FEET/STORIES: 26 FEET, 2 STORIES

NO LOT REQUIREMENTS WITHIN THE MSRD-3 DISTRICT
NO SETBACK REQUIREMENTS WITHIN THE MSRD-3 DISTRICT

MINIMUM PARKING REQUIRED:
MULTI-FAMILY: 304 PARKING SPACES
ART STUDIO: 13 PARKING SPACES
MEDICAL OFFICE: 5 PARKING SPACES PER MEDICAL PRACTITIONER
OFFICE: 465 PARKING SPACES
RESTAURANT: 1 PARKING SPACE PER 3 SEATS
RETAIL: 55 PARKING SPACES
COMMERCIAL SCHOOL: 382 PARKING SPACES

General Notes

- OWNER OF RECORD: THE MILLS AT PEPPERELL, LLC
TM 71 LOT 6, TM 71 LOT 10, TM 71 LOT 12
DEED BOOK 15880, PAGE 864
DEED BOOK 18640, PAGE 480
- NORTH DAM, LLC
TM 71 LOT 11 AND TM 71 LOT 10-1
DEED BOOK 14072, PAGE 296
DEED BOOK 16478, PAGE 953
- BEARINGS ARE MAGNETIC 1929 BASED ON MARKERS FOUND AS SHOWN ON PLAN REFERENCE 1.
- THERE ARE 454 REGULAR SPACES AND 8 HANDICAP SPACES, FOR A TOTAL OF 462 DELINEATED PARKING SPACES.
- UTILITIES SHOWN ARE SURVEYED FROM OBSERVED SURFACE EVIDENCE AND PLANS OF RECORD.
- EVIDENCE OF RECENT EARTH MOVING WORK WAS OBSERVED IN THE COURTYARD AREA BETWEEN BUILDING 11 AND LAND NOW OR FORMERLY OF THE MILLS AT SACO FALLS, LP (TM 71-9-1). SEE POSSIBLE ENCROACHMENT "E" FOR OTHER EVIDENCE OF RECENT EARTH MOVING WORK. EVIDENCE OF RECENT SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED ALONG PORTIONS OF MAIN STREET AND IN THE VICINITY OF THE INTERSECTION OF MAIN STREET AND YORK STREET. ALL BOUNDARY MARKERS ALONG MAIN STREET HAVE BEEN DESTROYED POSSIBLY DUE TO THE SIDEWALK RECONSTRUCTION.
- NO EVIDENCE OF RECENT BUILDING CONSTRUCTION OR ADDITIONS WERE OBSERVED.
- NO PROPOSED CHANGES IN STREET LINES IS KNOWN BY THIS SURVEYOR.
- THE PROPERTY IS BENEFITED BY AND SUBJECT TO THE EASEMENTS, COVENANTS AND RESTRICTIONS SET FORTH IN THE MASTER DECLARATION.
- COMMON AREA TO BE OWNED BY PEPPERELL MILL PROGRESSION, LLC.
- TOTAL AREA = 788,128 S.F. OR 18.09 ACRES, MORE OR LESS MEASURED TO THE THREAD OF THE SACO RIVER.

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THE PORTIONS OF THE PROPERTY ABOVE THE GRANITE BLOCK AND CONCRETE RETAINING WALLS ALONG THE SACO RIVER ARE IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230145 0004B, WHICH BEARS AN EFFECTIVE DATE OF MAY 15, 1984 AND ARE NOT IN A SPECIAL FLOOD HAZARD AREA. THOSE PORTIONS OF THE PROPERTY BEYOND THE GRANITE BLOCK AND CONCRETE RETAINING WALLS, I.E., THE SACO RIVER, LIE IN ZONE A2, AREAS OF 100 YEAR FLOOD.

Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

ALTA / NSPS Land Title Survey

The Mills at Pepperell
2 & 6 Main Street, 32-40 Main Street &
44-50 Laconia Street, 12 York Street,
1-15 York Street and 10 West Point Lane
Biddeford, York County, Maine
Made for Record Owner
Pepperell Mill Progression, LLC &
Pepperell Mill Development, LLC
3100 McKinnon Street, Suite 250, Dallas, Texas

Surveyor's Certification

TO: OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY; LADDER CAPITAL FINANCE LLC, ITS SUCCESSORS AND/OR ASSIGNS; PEPPERELL MILL PROGRESSION, LLC; PEPPERELL MILL DEVELOPMENT, LLC; CLASSIC TITLE CO.

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 7(A), 8, 9, 11, 13, 15, 16, AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 26, 2021.

Randy R. Loubier
RANDY R. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407

DATE OF PLAT OR MAP: SEPTEMBER 9, 2021
DATE OF LAST REVISION: DECEMBER 10, 2021



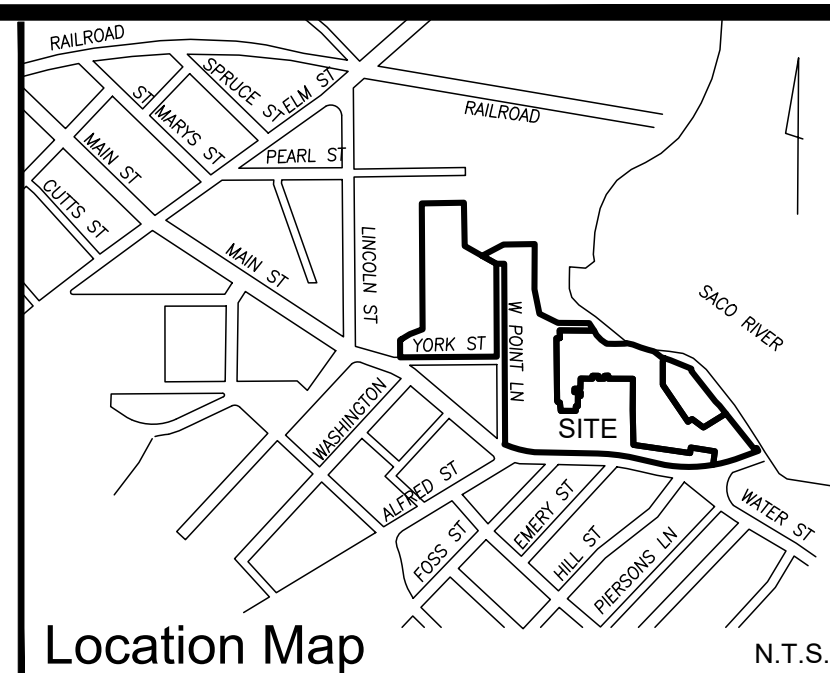
OWEN HASKELL, INC.

PROFESSIONAL LAND SURVEYORS

390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: SDG / JLW FIELD BOOK: FILE JOB NO. 2021-201 B-Y

CHECKED BY: SDG SCALE: 1" = 60' DRWG. NO. 1 OF 2



Schedule B Section II Exceptions

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

COMMITMENT FILE NO. 9258-1112(OB & CA) / 27415-1 EFFECTIVE DATE: DECEMBER 3, 2021
TITLE COMMITMENT FILE NO. 9258-1112(OB) / 27415-1 EFFECTIVE DATE: DECEMBER 3, 2021

1 - 8. NON SURVEY ITEMS

9. RIGHTS RESERVED BY YORK MANUFACTURING COMPANY IN AGREEMENTS WITH SACO WATER POWER COMPANY, DATED OCTOBER 17, 1840 AND RECORDED IN BOOK 170, PAGE 65, AND IN BOOK 334, PAGES 77 AND 79, AS THE SAME MAY AFFECT RIGHTS TO DRAW WATER AND RELATED EASEMENTS, AS SHOWN ON THE SURVEY. --AS SHOWN

10. RIGHTS AND COVENANTS SET FORTH IN DEED FROM PEPPERELL, MANUFACTURING COMPANY TO CUMBERLAND COUNTY POWER AND LIGHT DATED SEPTEMBER 22, 1930 AND RECORDED IN BOOK 795, PAGE 11. --AS SHOWN

11. RIGHTS AND EASEMENTS GRANTED TO CUMBERLAND COUNTY POWER AND LIGHT COMPANY FROM YORK MANUFACTURING COMPANY AS SET FORTH IN THE EASEMENT DEED DATED DECEMBER 15, 1931 AND RECORDED IN BOOK 935, PAGE 332; AS CONVEYED BY CENTRAL MAINE POWER COMPANY TO PEPPERELL, MANUFACTURING COMPANY, DATED SEPTEMBER 15, 1964 AND RECORDED IN BOOK 1622, PAGE 217; AS AFFECTED BY THE RELEASE DEED FROM CENTRAL MAINE POWER COMPANY TO NORTH DAM, LLC DATED SEPTEMBER 16, 2010 AND RECORDED IN BOOK 15947, PAGE 614. --AS SHOWN

12. SUCH STATE OF FACTS AS SHOWN ON THE PLAN ENTITLED "PLAN SHOWING A PROPOSED SALE OF LAND, WEST POINT--PEPPERELL, INC., TO NECO ELECTRICAL PRODUCTS CORP.," DATED OCTOBER 29, 1971 AND RECORDED IN PLAN BOOK 53, PAGE 44, AS SHOWN ON SURVEY. -- ALL PERTINENT INFORMATION ON REFERENCED PLAN AS SHOWN

13. RIGHTS, PRIVILEGES AND EASEMENTS AS SET FORTH IN DEED FROM WEST POINT --PEPPERELL, INC. TO BIDEFORD TEXTILE COMPANY DATED NOVEMBER 17, 1971 AND RECORDED IN BOOK 1928, PAGE 556; INCLUDING BUT NOT LIMITED TO AN UNRECORDED AGREEMENT BY AND BETWEEN WEST POINT--PEPPERELL, INC. AND NECO ELECTRICAL PRODUCTS CORPORATION, AS REFERENCED IN THE DEED RECORDED IN BOOK 1928, PAGE 556; AS AFFECTED BY THE AGREEMENT BETWEEN BIDEFORD TEXTILE CORPORATION, SUNBEAM PRODUCTS, INC., AND WEST POINT STEVENS, INC. DATED MAY 9, 1997 AND RECORDED IN BOOK 8257, PAGE 318, TO THE EXTENT LIST IN EFFECT. --AS SHOWN

14. EXCEPTIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS AND CONDITIONS SET FORTH IN THE SPECIAL WARRANTY DEED FROM WESTPOINT STEVENS, INC. I TO WP PROPERTY HOLDINGS I, LLC DATED AUGUST 8, 2005 AND RECORDED IN BOOK 14603, PAGE 592, AS SHOWN ON THE SURVEY. -- AS SHOWN

15. TERMS, CONDITIONS, PROVISIONS, AGREEMENTS AND OBLIGATIONS SET FORTH IN THE UTILITY EASEMENT AGREEMENT BY AND BETWEEN WESTPOINT HOME, INC. AND NORTH DAM MILL, LLC, DATED NOVEMBER 18, 2008, AND RECORDED IN BOOK 15532, PAGE 471. -- NOT PLOTTABLE

16. INTENTIONALLY DELETED.

17. RIGHTS, EASEMENTS, TERMS, CONDITIONS AND AGREEMENT SET FORTH IN THE PERMANENT RIVERWALK EASEMENT DEED (PHASE I) FROM NORTH DAM, LLC AND THE MILLS AT PEPPERELL, LLC TO THE CITY OF BIDEFORD DATED JANUARY 5, 2011, AND RECORDED IN BOOK 16028, PAGE 417, AS SHOWN ON THE SURVEY. --AS SHOWN

18. RIGHTS AND EASEMENTS SET FORTH IN THE PERMANENT RIVERWALK EASEMENT DEED (PHASE II) FROM NORTH DAM, LLC AND THE MILLS AT PEPPERELL, LLC TO THE CITY OF BIDEFORD DATED JANUARY 9, 2014 AND RECORDED IN BOOK 16770, PAGE 872, AS SHOWN ON THE SURVEY. --AS SHOWN

19. EXCEPTIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS AND CONDITIONS SET FORTH IN THE QUITCLAIM WITH COVENANT DEED FROM THE MILLS AT PEPPERELL, LLC TO NORTH DAM, LLC DATED DECEMBER 6, 2012 AND RECORDED IN BOOK 16478, PAGE 953, AS SHOWN ON THE SURVEY. --AS SHOWN

20. TITLE TO THAT PORTION OF THE INSURED PREMISES LOCATED WITHIN THE NORMAL BOUNDS OF THE SACO RIVER, IF ANY, AS SHOWN ON THE SURVEY. --AS SHOWN

21. RIGHTS OF OTHERS IN OR TO THE UNINTERRUPTED FLOW OF THE SACO RIVER, BUT THIS POLICY DOES NOT INSURE ANY RIPARIAN RIGHTS OR EASEMENTS IN FAVOR OF THE OWNER OF THE INSURED PREMISES HEREIN, IF ANY, AS SHOWN ON THE SURVEY. --NON SURVEY

22. RIPARIAN RIGHTS OF OTHERS IN AND TO THE SACO RIVER AS THE SAME PASSES BY OR THROUGH THE INSURED PREMISES, IF ANY, AS SHOWN ON THE SURVEY. --NON SURVEY

23. SUCH STATE OF FACTS AS IS SHOWN ON THE "PLAN SHOWING PROPOSED CONVEYANCES OF LAND MADE FOR THE MILLS AT PEPPERELL, LLC, BIDEFORD, MAINE" DATED JULY 9, 2012; AS REVISED OCTOBER 15, 2012, PREPARED BY MICHAEL J. COULOMBE, PLS NO. 1293 OF DOW & COULOMBE, INC. AND RECORDED IN THE YORK COUNTY REGISTRY OF DEEDS IN PLAN BOOK 358, PAGES 15 AND 16, AS SHOWN ON SURVEY. --ALL PERTINENT INFORMATION ON REFERENCED PLAN AS SHOWN

24. INTENTIONALLY DELETED.

25. RIGHTS, EASEMENTS, TERMS, CONDITIONS AND AGREEMENT SET FORTH IN THE PERMANENT PEDESTRIAN BRIDGE EASEMENT DEED FROM NORTH DAM, LLC AND THE MILLS AT PEPPERELL, LLC TO THE CITY OF BIDEFORD DATED OCTOBER 31, 2012, AND RECORDED IN BOOK 16770, PAGE 860, AS SHOWN ON THE SURVEY. --AS SHOWN

26. RIGHTS, EASEMENTS, TERMS, CONDITIONS AND AGREEMENTS SET FORTH IN RIVERWALK EASEMENT AGREEMENT (PHASE II) BETWEEN NORTH DAM, LLC AND THE CITY OF BIDEFORD DATED APRIL 29, 2014 AND RECORDED IN BOOK 16930, PAGE 61, AS SHOWN ON THE SURVEY. --AS SHOWN

27. INTENTIONALLY DELETED

28. SUCH STATE OF FACTS AS SHOWN ON THE PLAN ENTITLED "PLAN SHOWING LAND AND BUILDINGS FOR SALE BY WEST POINT--PEPPERELL, INC., TO DANIEL TURKANIS" DATED AUGUST 2, 1972 AND RECORDED IN PLAN BOOK 60, PAGE 6, AS SHOWN ON SURVEY. --ALL PERTINENT INFORMATION ON REFERENCED PLAN AS SHOWN

29. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY BY SACO REALTY CORPORATION AS SET FORTH IN THE INDENTURE DATED NOVEMBER 28, 1958 AND RECORDED IN BOOK 1396, PAGE 280. --NO STEAM PIPES OBSERVED

30. RIGHTS, PRIVILEGES AND EASEMENTS AS SET FORTH IN DEED FROM WEST POINT--PEPPERELL, INC. TO THE CITY OF BIDEFORD DATED NOVEMBER 11, 1971, AND RECORDED IN BOOK 1928, PAGE 384, AS SHOWN ON THE SURVEY. --AS SHOWN

31. RIGHTS, PRIVILEGES AND EASEMENTS AS SET FORTH IN DEED FROM WEST POINT --PEPPERELL, INC. TO BIDEFORD TEXTILE COMPANY DATED NOVEMBER 17, 1971 AND RECORDED IN BOOK 1928, PAGE 556, AS SHOWN ON THE SURVEY. --AS SHOWN

32. TERMS, CONDITIONS, RIGHTS AND EASEMENTS SET FORTH IN DEED FROM WEST POINT--PEPPERELL TO DANIEL TURKANIS DATED AUGUST 16, 1972, AND RECORDED IN BOOK 1960, PAGE 553, AS SHOWN ON THE SURVEY. --AS SHOWN

33. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY FROM WEST POINT PEPPERELL INC. TO CENTRAL MAINE POWER COMPANY RECORDED ON NOVEMBER 8, 1977 IN BOOK 2280, PAGE 69, AS SHOWN ON THE SURVEY. -- UNDERGROUND ELECTRIC IN SMITH STREET AS SHOWN, POLES REFERENCED NOT FOUND

34. CONTRACT FOR OUTDOOR LIGHTING BY AND BETWEEN CENTRAL MAINE POWER COMPANY AND WEST POINT PEPPERELL DATED AUGUST 25, 1977, AND RECORDED IN BOOK 2381, PAGE 86, AS SHOWN ON THE SURVEY. -- UNDERGROUND ELECTRIC IN SMITH STREET AS SHOWN, POLES REFERENCED NOT FOUND

35. NOTICE OF ABANDONED UNDERGROUND OIL STORAGE FACILITY OR TANK FILED BY WEST POINT--PEPPERELL, INC. DATED DECEMBER 19, 1991 AND RECORDED IN BOOK 5925, PAGE 271, AS SHOWN ON THE SURVEY. --AS SHOWN

36. POSSIBLE RIGHTS OF OTHERS IN PRIVATE ROADS KNOWN AS YORK STREET AND LACONIA STREET AS AFFECTED BY AFFIDAVITS OF PHYSICAL OBSTRUCTION AND CLOSING OF PRIVATE WAYS BY WEST POINT--PEPPERELL DATED DECEMBER 7, 1980 AS RECORDED IN BOOK 5583, PAGE 177, AND DATED MARCH 6, 1992 AS RECORDED IN BOOK 5598, PAGE 51, AND DATED SEPTEMBER 7, 1995 AS RECORDED IN BOOK 7549, PAGE 25, AND DATED NOVEMBER 5, 1997 AS RECORDED IN BOOK 8511, PAGE 177, AS SHOWN ON THE SURVEY. --AS SHOWN

STATE OF MAINE, YORK, ss	
REGISTRY OF DEEDS	
RECEIVED _____	
AT _____ hr. _____ min. _____ m AND RECORDED _____	
IN PLAN BOOK _____, PAGE _____	
ATTEST:	REGISTER

Schedule B Section II Exceptions - cont'd

37. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY FROM WEST POINT--PEPPERELL, INC. AS SET FORTH IN THE EASEMENT DEED DATED NOVEMBER 22, 1991, AND RECORDED IN BOOK 5971, PAGE 121, AS SHOWN ON THE SURVEY. --AS SHOWN

38. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY FROM WESTPOINT STEVENS INC. AS SET FORTH IN THE EASEMENT DEED DATED JUNE 10, 1998 AND RECORDED IN BOOK 8931, PAGE 302, AS SHOWN ON THE SURVEY. --AS SHOWN

39. RIGHTS AND EASEMENTS GRANTED TO NORTHERN UTILITIES, INC. FROM WESTPOINT STEVENS INC. AS SET FORTH IN THE EASEMENT DEED DATED JUNE 1, 1998 AND RECORDED IN BOOK 9070, PAGE 230, AS SHOWN ON THE SURVEY. --AS SHOWN

40. RIGHTS AND EASEMENTS SET FORTH IN THE EASEMENT DEED FROM WP PROPERTY HOLDINGS I, LLC TO THE MILL AT SACO FALLS, LP AND RIVERDAM MILL, LLC DATED NOVEMBER 6, 2009 AND RECORDED IN BOOK 15787, PAGE 136, AS SHOWN ON THE SURVEY. --AS SHOWN

41. RIGHTS AND EASEMENTS SET FORTH IN THE EASEMENT DEED FROM THE MILLS AT PEPPERELL, LLC TO THE MILL AT SACO FALLS, LP DATED JANUARY 14, 2011, AND RECORDED IN BOOK 16030, PAGE 789, AS SHOWN ON THE SURVEY. --AS SHOWN

42. RIGHTS AND EASEMENTS SET FORTH IN EASEMENT FROM THE MILLS AT PEPPERELL, LLC TO CENTRAL MAINE POWER COMPANY DATED MAY 8, 2015 AND RECORDED IN BOOK 17068, PAGE 461. --AS SHOWN

43. AFFIDAVIT OF PHYSICAL OBSTRUCTION AND CLOSING OF PRIVATE WAYS BY WILLIAM D. SANFORD, PROPERTY MANAGER FOR THE MILLS AT PEPPERELL, LLC DATED APRIL 12, 2017 AND RECORDED IN BOOK 17868, PAGE 876. --NON SURVEY

44. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY FROM BIDEFORD TEXTILE COMPANY SET FORTH IN THE EASEMENT DEED DATED MARCH 30, 1972 AND RECORDED IN BOOK 2055, PAGE 84. --REFERENCED POLES NOT FOUND

45. INTENTIONALLY DELETED.

46. SUCH STATE OF FACTS AS IS SHOWN ON THE PLAN ENTITLED "STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, RIGHT OF WAY MAP, STATE AID HIGHWAY NO. 3 AND 8 (RTE 9/MAIN STREET), BIDEFORD--SACO, YORK COUNTY," DATED AUGUST 2001 AND RECORDED IN PLAN BOOK 322, PAGE 40, AS SHOWN ON SURVEY. -- ALL PERTINENT INFORMATION ON REFERENCED PLAN AS SHOWN

47. EXCEPTIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS AND CONDITIONS SET FORTH IN THE QUITCLAIM DEED FROM SUNBEAM PRODUCTS, INC. TO NORTH DAM, LLC DATED APRIL 30, 2004 AND RECORDED IN BOOK 14072, PAGE 296. --AS SHOWN

48. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY FROM NORTH DAM, LLC AS SET FORTH IN THE EASEMENT DEED (UNDERGROUND LINE) DATED AUGUST 6, 2008, AND RECORDED IN BOOK 15501, PAGE 812, AS SHOWN ON THE SURVEY. --AS SHOWN

49. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY BY EASEMENT DEED FROM NORTH DAM, LLC DATED AUGUST 19, 2008, AND RECORDED IN BOOK 15535, PAGE 609. --REFERENCED POLES NOT FOUND

50. RIGHTS AND EASEMENTS DESCRIBED IN THE EASEMENT DEED (UNDERGROUND LINE) FROM NORTH DAM, LLC TO CENTRAL MAINE POWER COMPANY DATED APRIL 3, 2012 AND RECORDED IN BOOK 16311, PAGE 226, AS SHOWN ON THE SURVEY. --AS SHOWN

51. NOTICE OF DECISION FROM THE BIDEFORD PLANNING BOARD DATED JANUARY 16, 2014 AND RECORDED IN BOOK 16803, PAGE 815, NOTE; WITH RESPECT TO THE REQUIREMENTS OF THE NOTICE OF DECISION DATED JANUARY 16, 2014 RECORDED IN BOOK 16803, PAGE 815, SAID REQUIREMENTS WERE DEEMED SATISFIED AS EVIDENCED BY AN UNRECORDED CERTIFICATE OF OCCUPANCY DATED JUNE 30, 2015. --NON SURVEY

52. RIGHTS, EASEMENTS, TERMS AND CONDITIONS IN PERMANENT EASEMENT GRANTED TO CITY OF BIDEFORD DATED APRIL 15, 2015 AND RECORDED IN BOOK 17005, PAGE 538; AS AFFECTED BY A CORRECTIVE PERMANENT EASEMENT DEED GRANTED TO CITY OF BIDEFORD DATED JUNE 30, 2017 AND RECORDED IN BOOK 17515, PAGE 854, AS SHOWN ON THE SURVEY. --AS SHOWN

53. TERMS AND CONDITIONS IN AN AFFIDAVIT OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AFFIDAVIT VOLUNTARY RESPONSE ACTION PROGRAM NORTH DAM MILL SITE DATED AUGUST 26, 2015 AND RECORDED IN BOOK 17092, PAGE 503. --NON SURVEY

54. RIGHTS AND EASEMENTS SET FORTH IN AN UNDERGROUND LINE EASEMENT FROM NORTH DAM LLC TO CENTRAL MAINE POWER COMPANY DATED OCTOBER 11, 2018 AND RECORDED IN BOOK 17889, PAGE 755, AS SHOWN ON THE SURVEY. --AS SHOWN

55. RIGHTS AND EASEMENTS SET FORTH IN A SIGNAL SYSTEM EASEMENT FROM NORTH DAM, LLC TO STATE OF MAINE, ACTING BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION DATED JUNE 11, 2021 AND RECORDED IN BOOK 18736, PAGE 668, AS SHOWN ON THE SURVEY. --AS SHOWN

56. RIGHTS AND EASEMENTS SET FORTH IN RIVERWALK EASEMENT DEED (PHASE IV) FROM THE MILLS AT PEPPERELL, LLC TO THE CITY OF BIDEFORD, DATED DECEMBER ____ , 2021 AND RECORDED IN BOOK _____, PAGE _____, AS SHOWN ON SURVEY. --AS SHOWN

57. RIGHTS AND EASEMENTS SET FORTH IN RIVERWALK EASEMENT DEED (PHASE V) FROM THE MILLS AT PEPPERELL, LLC TO THE CITY OF BIDEFORD, DATED DECEMBER ____ , 2021 AND RECORDED IN BOOK _____, PAGE _____, AS SHOWN ON SURVEY. --AS SHOWN

58. COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS SET FORTH IN DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS BY PEPPERELL MILL PROGRESSION, LLC DATED DECEMBER 15, 2021 AND RECORDED IN BOOK _____, PAGE _____, AS SHOWN ON SURVEY. --ALL PERTINENT INFORMATION AS SHOWN

59. SUCH STATE OF FACTS AS SET FORTH ON PLAN ENTITLED FUNCTIONAL SUBDIVISION -- FOR PEPPERELL MILL PROGRESSION, LLC AND PEPPERELL MILL DEVELOPMENT, LLC, MAIN STREET AND YORK STREET, BIDEFORD, MAINE PREPARED BY OWEN HASKELL, INC. DATED NOVEMBER 19, 2021 AND REVISED THROUGH DECEMBER ____ , 2021, AS RECORDED IN PLAN BOOK _____, PAGE _____, AS SHOWN ON SURVEY. --ALL PERTINENT INFORMATION ON REFERENCED PLAN AS SHOWN

60. THE FOLLOWING STATE FACTS AS SET FORTH ON PLAN ENTITLED ALTA/NSPS LAND TITLE SURVEY, THE MILLS AT PEPPERELL, MADE FOR RECORD OWNER PEPPERELL MILL PROGRESSION, LLC AND PEPPERELL MILL DEVELOPMENT, LLC, MAIN STREET AND YORK STREET, BIDEFORD, MAINE PREPARED BY OWEN HASKELL, INC. DATED SEPTEMBER 9, 2021 AND REVISED THROUGH DECEMBER ____ , 2021 ("THE SURVEY," AS USED HEREIN): POSSIBLE ENCROACHMENTS A THROUGH H AS LISTED THEREON. --SEE THIS PLAN

Legal Description

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

TITLE COMMITMENT FILE NO. 9258-1112(OB & CA) / 27415-1

OCCUPIED BUILDINGS AND COMMON AREAS:

A CERTAIN LOT OR PARCEL OF LAND, TOGETHER WITH THE BUILDINGS AND IMPROVEMENTS THEREON, SITUATED ON THE NORTHERLY SIDE OF MAIN STREET IN THE CITY OF SACO, COUNTY OF YORK AND STATE OF MAINE, AS SHOWN AND SET FORTH ON A PLAN ENTITLED FUNCTIONAL SUBDIVISION THE MILLS AT PEPPERELL, MAIN STREET, BIDEFORD, YORK COUNTY, MAINE MADE FOR PEPPERELL MILL PROGRESSION, LLC AND PEPPERELL MILL DEVELOPMENT, LLC PREPARED BY OWEN HASKELL, INC., PROFESSIONAL LAND SURVEYORS, DATED DECEMBER 10, 2021, 2021, AS RECORDED IN PLAN BOOK _____, PAGE _____ (THE "PLAN"), AND BEING BOUNDED AND DESCRIBED BY THE FOLLOWING METES AND BOUNDS, HOWEVER, SPECIFICALLY EXCEPTING THEREFROM THOSE CERTAIN BUILDINGS/PARCELS AS SHOWN ON SAID PLAN THAT ARE THEREON DESIGNATED AS BUILDING/PARCEL NO'S 11, 12, 19, 20, 30, 36, AND SMOKESTACK PARCEL 38:

BEGINNING ON THE NORTHERLY SIDELINE OF MAIN STREET AT THE SOUTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF MAIN ST., LLC AS DESCRIBED IN DEED BOOK 6392, PAGE 208; THENCE N 07°40'00" E ALONG LAND OF SAID MAIN ST., LLC, LAND NOW OR FORMERLY OF LUMA LLC AS DESCRIBED IN DEED BOOK 14489, PAGE 467, LAND NOW OR FORMERLY OF J. PARISON HOLDINGS, LLC AS DESCRIBED IN DEED BOOK 17621, PAGE 630 AND LAND NOW OR FORMERLY OF POLAKIEWICH BLOCK, LLC 149.89 FEET;

THENCE, N 82°56'00" W ALONG LAND OF SAID POLAKIEWICH BLOCK, LLC 52.93 FEET TO LAND NOW OR FORMERLY OF EHDG DEVELOPMENT PROPERTIES AS DESCRIBED IN DEED BOOK 5609, PAGE 187;

THENCE THE FOLLOWING COURSES AND DISTANCES ALONG LAND OF SAID EHDG DEVELOPMENT PROPERTIES: N 47°46'00" E A DISTANCE OF 40.56 FEET; S 82°56'00" E A DISTANCE OF 26.48 FEET; S 82°56'00" E A DISTANCE OF 45.00 FEET; N 07°04'00" E A DISTANCE OF 45.00 FEET; N 82°56'00" W A DISTANCE OF 18.35 FEET; S 42°16'45" W A DISTANCE OF 108.62 FEET TO LAND NOW OR FORMERLY OF PRAETORIUM LLC AS DESCRIBED IN DEED BOOK 17843, PAGE 298;

Legal Description - cont'd

THENCE, N 47°43'15" E ALONG SAID PRAETORIUM LLC 6.20 FEET;

THENCE, N 82°55'00" W CONTINUING ALONG PRAETORIUM LLC AND LAND NOW OR FORMERLY OF 1--3A BEACON LLC AS DESCRIBED IN DEED BOOK 1422, PAGE 808 A DISTANCE OF 147.54 FEET;

THENCE, N 07°05'00" E ALONG SAID 1--3A BEACON LLC 1.00 FEET;

THENCE, N 82°55'00" W CONTINUING ALONG 1--3A BEACON LLC 106.30 FEET TO THE NORTHERLY SIDELINE OF SAID MAIN STREET;

THENCE, N 48°02'15" W ALONG THE NORTHERLY SIDELINE OF MAIN STREET 60.08 FEET TO THE SOUTHEASTERLY CORNER OF LAND OF GALLAGHER'S RAINBOW, INC. AS DESCRIBED IN DEED BOOK 9554, PAGE 212;

THENCE, N 08°46'30" E ALONG LAND OF SAID GALLAGHER'S RAINBOW, INC. 80.30 FEET;

THENCE, N 47°33'30" E CONTINUING ALONG LAND OF GALLAGHER'S RAINBOW AND LAND NOW OR FORMERLY OF LHL HOLDING, LLC AS DESCRIBED IN DEED BOOK 17085, PAGE 431 A DISTANCE OF 39.62 FEET;

THENCE, N 79°25'15" E ALONG LAND OF SAID LHL HOLDINGS, LLC 67.07 FEET TO A CAPPED IRON ROD STAMPED #1209;

THENCE, N 07°06'30" E CONTINUING ALONG LHL HOLDINGS, LLC 516.12 FEET TO THE SOUTHERLY SIDELINE OF SACO FALLS WAY MARKED BY A CAPPED IRON ROD FOUND STAMPED #1209;

THENCE, S 82°58'00" E ALONG THE SOUTHERLY SIDELINE OF SAID SACO FALLS WAY 179.70 FEET TO THE MILLS AT SACO FALL, LP AS DESCRIBED IN DEED BOOK 15787, PAGE 114;

THENCE THE FOLLOWING COURSES AND DISTANCES ALONG SAID THE MILLS AT SACO FALLS, LP: S 07°07'30" W A DISTANCE OF 120.56 FEET; S 18°03'30" E A DISTANCE OF 41.00 FEET TO A CAPPED IRON ROD FOUND STAMPED #239; S 84°08'30" E A DISTANCE OF 76.51 FEET; N 82°04'00" E A DISTANCE OF 84.36 FEET; S 83°00'15" E A DISTANCE OF 123.19 FEET; S 06°48'00" W A DISTANCE OF 188.28 FEET; S 04°22'30" E A DISTANCE OF 103.96 FEET; S 56°35'45" E A DISTANCE OF 78.18 FEET TO LAND NOW OR FORMERLY OF CITY OF BIDEFORD AS DESCRIBED IN DEED BOOK 16930, PAGE 51;

THENCE, S 14°20'20" E ALONG THE SAID CITY OF BIDEFORD 35.48 FEET;

THENCE, S 83°00'19" E CONTINUING ALONG THE LAND OF THE CITY OF BIDEFORD 142.66 FEET;

THENCE, N 02°33'01" W ALONG THE LAND OF THE CITY OF BIDEFORD 32.04 FEET TO A DRILL HOLE FOUND;

THENCE, S 83°14'45" E A DISTANCE OF 116 FEET, MORE OR LESS TO THE THREAD OF THE SACO RIVER; THENCE, SOUTHWESTERLY 121 FEET, MORE OR LESS TO A POINT BEING S 45°19'45" E FROM THE LAST-MENTIONED DRILL HOLE FOUND;

THENCE THE FOLLOWING COURSES AND DISTANCES ALONG THE NORTHERLY SIDELINE OF MAIN STREET: S 84°43'00" W A DISTANCE OF 20.84 FEET;

S 76°36'00" W A DISTANCE OF 162.98 FEET; N 87°16'00" W A DISTANCE OF 100.08 FEET; N 74°21'27" W A DISTANCE OF 271.59 FEET; N 73°35'33" W A DISTANCE OF 82.48 FEET; N 82°03'00" W A DISTANCE OF 233.46 FEET; N 77°46'00" W A DISTANCE OF 95.18 FEET; S 68°43'00" W A DISTANCE OF 48.70 FEET; N 59°11'00" W A DISTANCE OF 36.11 FEET; N 56°23'30" W A DISTANCE OF 48.57 FEET TO THE POINT OF BEGINNING, CONTAINING 788,128 S.F. OR 18.09 ACRES, MORE OR LESS.

TOGETHER WITH RIGHTS AND EASEMENTS SET FORTH IN UTILITY EASEMENT BY AND BETWEEN WESTPOINT HOME, INC. AND NORTH DAM MILL, LLC DATED NOVEMBER 18, 2008 AND RECORDED IN BOOK 15532, PAGE 471.

TOGETHER WITH THE EASEMENTS AND RIGHTS, IF ANY, LOCATED IN THE CITY OF BIDEFORD, YORK COUNTY, MAINE, AS MORE PARTICULARLY RESERVED BY THE MILLS AT PEPPERELL, LLC OR OTHERWISE HELD BY THE MILLS AT PEPPERELL, LLC PURSUANT TO THE FOLLOWING INSTRUMENTS: THE QUITCLAIM DEED WITH COVENANT DEED FROM THE MILLS AT PEPPERELL, LLC TO CITY OF BIDEFORD DATED AS OF APRIL 29, 2014 AND RECORDED IN THE YORK COUNTY REGISTRY OF DEEDS ON NOVEMBER 25, 2014 IN BOOK 16930, PAGE 51; THE RIVERWALK EASEMENT AGREEMENT (PHASE III) WITH THE CITY OF BIDEFORD DATED AS OF APRIL 29, 2014 AND RECORDED IN SAID REGISTRY OF DEEDS ON NOVEMBER 29, 2014 IN BOOK 16930, PAGE 61;

TOGETHER WITH THE EXCEPTIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS AND CONDITIONS SET FORTH IN THE QUITCLAIM DEED FROM SUNBEAM PRODUCTS, INC. TO NORTH DAM, LLC DATED APRIL 30, 2004 AND RECORDED IN THE YORK COUNTY REGISTRY OF DEEDS IN BOOK 14072, PAGE 296. TOGETHER WITH THE EXCEPTIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS AND CONDITIONS SET FORTH IN THE QUITCLAIM WITH COVENANT DEED FROM THE MILLS AT PEPPERELL, LLC TO NORTH DAM, LLC DATED DECEMBER 6, 2012 AND RECORDED IN THE YORK COUNTY REGISTRY OF DEEDS IN BOOK 16478, PAGE 953.

TOGETHER WITH COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS SET FORTH IN DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS BY PEPPERELL MILL PROGRESSION, LLC, DATED DECEMBER 15, 2021 TO BE RECORDED IN THE YORK COUNTY REGISTRY OF DEEDS.

TOGETHER WITH THE FOLLOWING HISTORICAL RIGHTS AND EASEMENTS:

EASEMENT ONE:

THOSE RIGHTS AND EASEMENTS CONVEYED BY YORK MANUFACTURING COMPANY TO CUMBERLAND COUNTY POWER AND LIGHT COMPANY BY INDENTURE DATED SEPTEMBER 22, 1938, RECORDED IN YORK COUNTY REGISTRY OF DEEDS, BOOK 935, PAGE 332 FOR THE BENEFIT OF PARCELS ONE AND TWO AS SET FORTH AND DEFINED IN THE DEED FROM CENTRAL MAINE POWER COMPANY TO PEPPERELL, MANUFACTURING COMPANY DATED NOVEMBER 15, 1964 AND RECORDED OCTOBER 12, 1964 IN BOOK 1622, PAGE 556, INCLUDING THE BRIDGE, PENSTOCK AND PIPELINES, THE INTAKE, SCREEN CHAMBER AND GATES TO THE CENTER OF THE SACO RIVER.

EASEMENT TWO:

RIGHT AND EASEMENT FOR THE PURPOSE OF OPERATING, REPLACING, REPAIRING AND MAINTAINING A STEAM PIPE LINE AND A RETURN CONDENSATE PIPE LINE, WITH VALVES, FITTINGS AND NECESSARY APPURTENANCES, TOGETHER WITH NECESSARY STEEL TRETTLES, BRIDGES AND WALL BRACKETS TO SUPPORT THE SAME AS FURTHER DESCRIBED BY THE DEED FROM SACO REALTY CORPORATION TO CENTRAL MAINE POWER COMPANY DATED NOVEMBER 28, 1958, RECORDED IN SAID REGISTY, BOOK 1396, PAGE 280, FOR THE BENEFIT OF PARCELS ONE AND TWO AS SET FORTH AND DEFINED IN THE DEED FROM CENTRAL MAINE POWER COMPANY TO PEPPERELL, MANUFACTURING COMPANY DATED SEPTEMBER 15, 1964 AND RECORDED OCTOBER 12, 1964 IN BOOK 1622, PAGE 217.

EASEMENT THREE:

THE RIGHT TO LAY A PIPELINE OR PIPELINES ALONG THE CANALS AND/OR PENSTOCKS OF PEPPERELL, MANUFACTURING COMPANY FOR THE PURPOSE OF OBTAINING SUFFICIENT WATER FROM ABOVE THE UPPER YORK DAM FOR THE PROPER OPERATION OF A STEAM PLANT AS FURTHER DESCRIBED IN THE DEED FROM PEPPERELL, MANUFACTURING COMPANY TO CUMBERLAND COUNTY POWER AND LIGHT COMPANY DATED SEPTEMBER 22, 1938 AND RECORDED IN BOOK 795, PAGE 11 TO INCLUDE ANY AND ALL OF THE FOLLOWING: THE RIGHT TO EXCAVATE THE BED OF THE WESTERLY BRANCH OF SAID SACO RIVER IN ANY PART THEREOF BETWEEN SAID NORTHWESTERLY BOUNDARY LINE OF THE POWER HOUSE PROPERTY AND SAID SOUTHERLY BOUNDARY LINE OF THE PROPERTY DESCRIBED IN SAID SECTION 15 THEREIN; THE RIGHT TO TAKE WATER FROM THE SAID WEST BRANCH OF SAID SACO RIVER ABOVE UPPER YORK DAM FOR USE ON THE PREMISES OCCUPIED BY ITS MANUFACTURING PLANT IN SAID BIDEFORD AS THE SAME NOW IS OR MAY HEREAFTER BE CONSTITUTED, THE SAID WATER TO BE USED FOR ANY PURPOSE ON SAID PREMISES EXCEPT FOR THE GENERATION OF WATER POWER, AND THE RIGHT TO LAY, CONSTRUCT AND MAINTAIN ON AND ACROSS THAT PART OF THE LAND THEREBY CONVEYED TO CUMBERLAND COUNTY POWER AND LIGHT COMPANY WHICH LIES NORTHERLY OF THE NORTHERLY BOUNDARY OF THE PARCEL DESCRIBED IN SECTION 13 THEREIN A SUITABLE PIPE LINE OR LINES AND A SUITABLE INTAKE TO ENABLE PEPPERELL, MANUFACTURING COMPANY, ITS SUCCESSORS AND ASSIGNS, TO OBTAIN SAID WATER, SAID INTAKE TO BE LOCATED APPROXIMATELY ON A LINE RUNNING NORTHERLY FROM THE NORTHEASTERLY CORNER OF SAID PARCEL DESCRIBED IN SECTION 13 THEREIN, TOGETHER WITH THE RIGHT TO ENTER ON SAID LAND FOR THE PURPOSES OF LAYING, CONSTRUCTING, INSPECTING, REPAIRING AND/OR REPLACING SAID PIPE LINE OR LINES AND INTAKE FOR THE BENEFIT OF PARCELS ONE AND TWO AS SET FORTH AND DEFINED IN THE DEED FROM CENTRAL MAINE POWER COMPANY TO PEPPERELL, MANUFACTURING COMPANY DATED SEPTEMBER 15, 1964 AND RECORDED OCTOBER 12, 1964 IN BOOK 1622, PAGE 217.

EASEMENT FOUR:

RIGHT OF WAY AND EASEMENT FOR THE PURPOSE OF INGRESS AND EGRESS ON FOOT AND BY VEHICLE FROM AND TO MAIN STREET AND BUILDINGS 13, 16, 19, 20, 37 AND 37B AND APPURTENANT LAND OVER THE ROADWAY AS SHOWN ON THE NECO PLAN FOR THE BENEFIT OF PARCELS ONE AND TWO AS SET FORTH AND DEFINED IN PARAGRAPH C, SECTION 1 OF DEED FROM WEST POINT --PEPPERELL, INC., TO BIDEFORD TEXTILE COMPANY DATED NOVEMBER 17, 1971 AND RECORDED NOVEMBER 17, 1971 IN BOOK 1928 PAGE 556.

EASEMENT FIVE:

RIGHT OF WAY AND EASEMENT FOR THE PURPOSE OF RECEIVING, DELIVERING AND SHIPPING GOODS, MERCHANDISE, RAW MATERIALS AND OTHER PERSONAL PROPERTY BY VEHICLE FROM AND TO BUILDINGS 16, 19, 20, 37 AND 37B OVER THE AREA AS SHOWN ON THE NECO PLAN FOR THE BENEFIT OF PARCELS ONE AND TWO AS SET FORTH AND DEFINED IN PARAGRAPH C, SECTION 2 OF THE DEED FROM WEST POINT --PEPPERELL, INC., TO BIDEFORD TEXTILE COMPANY DATED NOVEMBER 17, 1971 AND RECORDED NOVEMBER 17, 1971 IN BOOK 1928, PAGE 556.

Legal Description - cont'd

EASEMENT TO MAINTAIN, OPERATE AND REPAIR THE FIRE PUMP AND AUXILIARY EQUIPMENT LOCATED ADJACENT TO THE NORTHEAST CORNER OF BUILDING 18 AS SHOWN ON THE NECO PLAN AND ALL PIPES, MAINS, VALVES AND OTHER EQUIPMENT CONNECTED THERETO OR USED OR USEFUL IN THE OPERATION THEREOF, FOR THE BENEFIT OF PARCELS ONE AND TWO AS SET FORTH AND DEFINED IN PARAGRAPH C, SECTION 3 OF THE DEED FROM WEST POINT --PEPPERELL, INC., TO BIDEFORD TEXTILE COMPANY DATED NOVEMBER 17, 1971 AND RECORDED NOVEMBER 17, 1971 IN BOOK 1928, PAGE 556.

EASEMENT SIX:

1. ALL SIDEWALK AND VERTICAL GRANITE CURBING TO BE REPLACED SHALL BE REBUILT TO CITY OF BIDEFORD STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF BIDEFORD STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OFFSITE.
4. CURBS TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURBS SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. CONTRACTOR SHALL VERIFY BOTTOM AND TOP OF CURB ELEVATIONS ALONG BUILDING FOOTING PRIOR TO CONSTRUCTION OF THE FOUNDATIONS. CONTACT ENGINEER PRIOR TO CONSTRUCTION IF DISCREPANCIES ARE FOUND.

PLAN REFERENCES:

1. ALTA/NSPS LAND TITLE SURVEY CREATED BY OWEN HASKELL, DATED DECEMBER 10TH, 2021.
2. PHOTOMETRIC PLAN CREATED BY REFLEX LIGHTING, DATED JANUARY 25TH, 2025.

CAD REFERENCES:

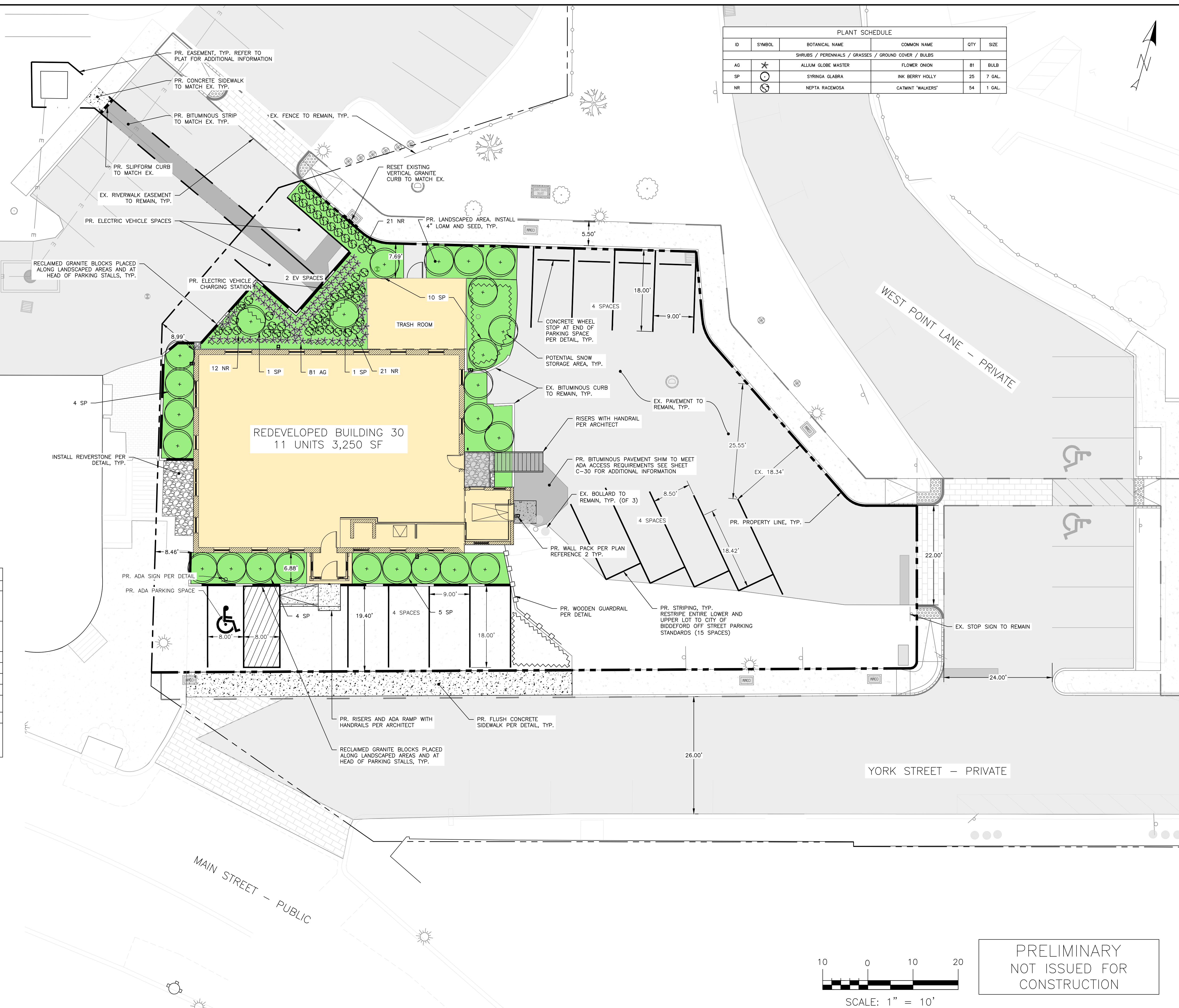
- 3.1. PLAN TITLED "SITE LAYOUT PLAN 3" PREPARED BY CITY OF BIDDEFORD, MAINE ENGINEERING DEPARTMENT, DATED JUNE 15, 2023

USE	UNITS	SPACES REQUIRED	EXISTING	PROPOSED
RESIDENTIAL	11	2 SPACES / DWELLING UNIT = 12 SPACES	—	—
MULTIFAMILY DEVELOPMENTS	—	INCREASE OF 5% (OF 12 SPACES) TO ALLOW FOR VISITORS = 1 SPACE	—	—
ADA (8'X18')	—	—	0	1
STANDARD (9'X18')	—	—	10	8
60 DEGREE (8.5'X18.42')	—	—	4	4
PARALLEL (9'X20')	—	—	1	0
ELECTRIC VEHICLE (9'X18')	—	—	0	2
TOTAL SPACES	—	13	15	15

*1 PARKING SPACE REQUIRED IF DESIGNED EXCLUSIVELY FOR, AND OCCUPANCY IS RESTRICTED TO, SENIOR HOUSING, STUDIO APARTMENTS AND 1-BEDROOM APARTMENTS. (10) 1-BEDROOM UNITS & (1) 2-BEDROOM UNITS = (10+2 = 12 SPACES)

SPACE AND BULK STANDARDS			
ZONE:	REQUIRED (MSRD3)	EX. LOT 30	PR. LOT 30
MINIMUM LOT SIZE	NONE	3,250± SF	13,817± SF
MINIMUM STREET FRONTAGE	NONE	71'±	166.86'±
MINIMUM FRONT YARD SETBACK	NONE	N/A	19.40±
MINIMUM REAR YARD SETBACK	NONE	N/A	8.99±
MINIMUM SIDE YARD SETBACK	NONE	N/A	8.46'±
MINIMUM BUILDING HEIGHT	MIN. 2 STORIES OR 26 FEET	40.19'	8.46'± TO REMAIN
MAXIMUM UNITS PER LOT AREA	NONE	N/A	11 UNITS
MAX LOT COVERAGE	100%	100%	79%

PLANT SCHEDULE						
ID	SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE	
		SHRUBS / PERENNIALS / GRASSES	GROUND COVER / BULBS			
AG		ALLIUM GLOBE MASTER	FLOWER ONION	81	BULB	
SP		SYRINGA GLABRA	INK BERRY HOLLY	25	7 GAL.	
NR		NEPTA RACEMOSA	CATMINT 'WALKERS'	54	1 GAL.	

[illegible]

DRAWING NAME: **SITE PLAN**

PROJECT NAME: **PEPPERELL MILL – BUILDING 30 REDEVELOPMENT
2 YORK STREET BIDDEFORD, ME**

CLIENT: **REVELER LLC**
511 CONGRESS STREET, SUITE 601, PORTLAND, MAINE, 04101



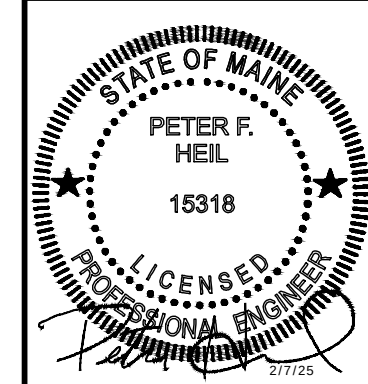
ACORN ENGINEERING, INC.
P.O. BOX 4040, THE MEADOWS
(207) 775-2855

A C O R N

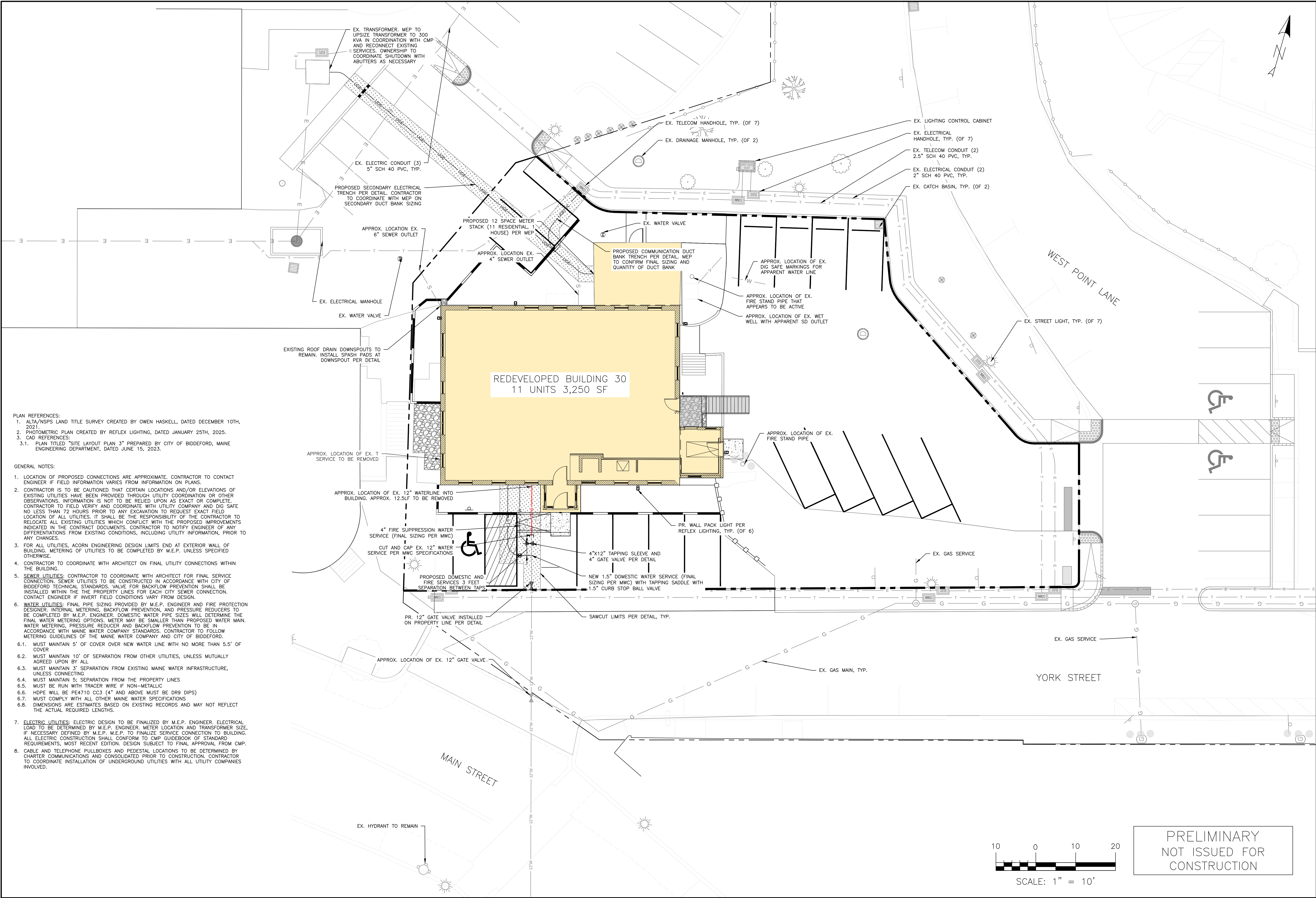
ENGINEERING, INC.

THIS FIRM HAS NOT BEEN GRANTED AGENCY STATUS BY THE NATIONAL ARCHITECTURAL EXCHANGE. ANY CONTRACTS ENTERED INTO BY THIS FIRM ON BEHALF OF ARCHITECTS OR OTHERS, SHALL BE AT THE CLIENT'S SOLE RISK AND WITHOUT LIABILITY TO THE NATIONAL ARCHITECTURAL EXCHANGE.

FILE:	AE_SITE
JN:	1269
SCALE:	AS NOTED
DESIGNED BY:	ZMS
DRAWN BY:	DSH
CHECKED BY:	PFH



DRAWING NO.
C-10



ISSUED FOR	BY
SKETCH	PFH
PRELIMINARY	PFH
	17/15/25
	27/12/25

UTILITY PLAN	
PROJECT NAME:	PEPPERELL MILL - BUILDING 30 REDEVELOPMENT
PROJECT NAME:	2 YORK STREET BIDDEFORD, ME
CLIENT:	REVELER LLC
CLIENT:	511 CONGRESS STREET, SUITE 601, PORTLAND, MAINE, 04101

ACORN ENGINEERING, INC.	
PO BOX 3372, PORTLAND MAINE 04104	(207) 775-2655
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE THE RESPONSIBILITY OF THE USER AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.	

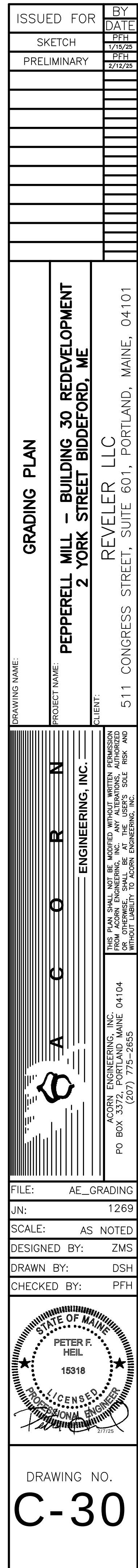
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JN:	1269
SCALE:	AS NOTED
DESIGNED BY:	ZMS
DRAWN BY:	DSH
CHECKED BY:	PFH

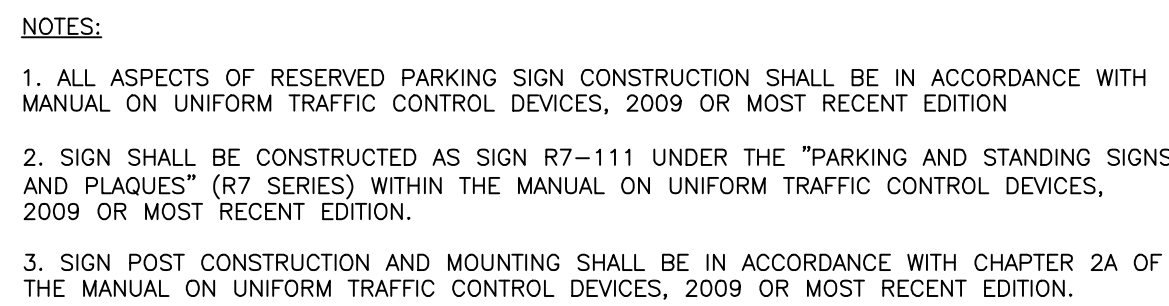
STATE OF MAINE	
PETER F. HEIL	15318
LICENSED PROFESSIONAL ENGINEER	

DRAWING NO.
C-20

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF BIDEFDORF TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. IT IS NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE SLOPE OUT TO PROPOSED CONNECTIONS.
4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES/RESERVED DOWNDRAIN OF ACTIVE CONSTRUCTION.
5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED. DOWNDRAIN OF ALL ACTIVE CONSTRUCTION WITHIN THE CITY STREET RIGHT OF WAY SHALL BE PROTECTED BY SLOPE LINES; BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL PURPOSES ONLY.
6. CONTRACTOR SHALL VERIFY BOTTOM AND TOP OF CURB ELEVATIONS ALONG WITH BUILDING PROJECTIONS PRIOR TO CONSTRUCTION OF THE FOUNDATIONS. CONTACT THE ENGINEER PRIOR TO CONSTRUCTION IF DISCREPANCIES ARE FOUND.

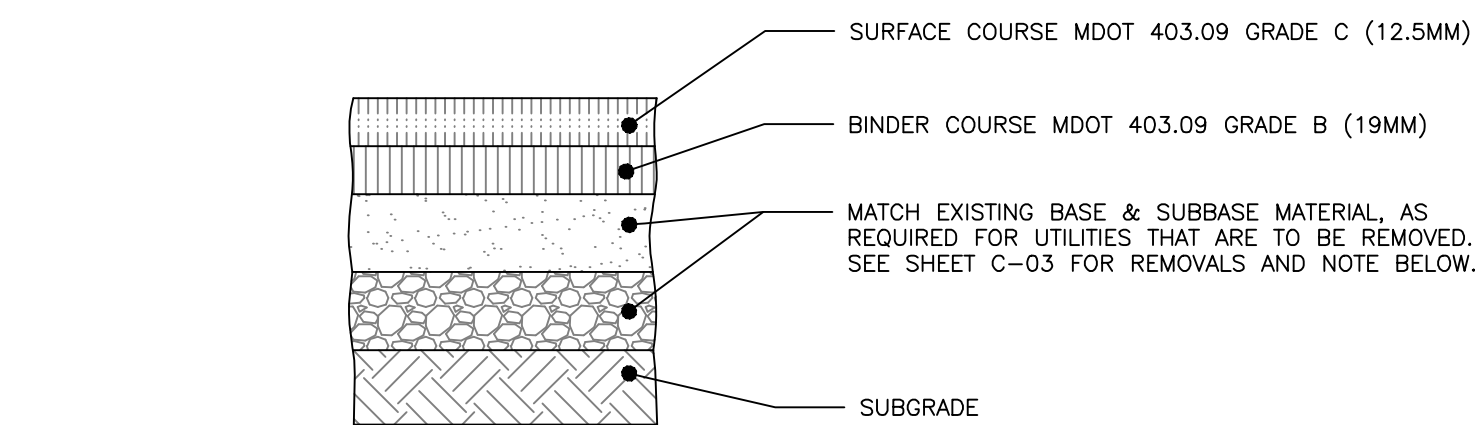
1. ALTA/NSPS LAND TITLE SURVEY CREATED BY OWEN HASKELL, DATED DECEMBER 10TH, 2021.
2. PHOTOMETRIC PLAN CREATED BY REFLEX LIGHTING, DATED JANUARY 25TH, 2025.
3. CAD REFERENCES:
 - 3.1. PLAN TITLED "SITE LAYOUT PLAN 3" PREPARED BY CITY OF BIDDEFORD, MAINE ENGINEERING DEPARTMENT, DATED JUNE 15, 2023.
 - 3.2. LIDAR OBTAINED FROM NOAA.GOV DATA VIEWER



[illegible]

NOTES:

1. ALL ASPECTS OF RESERVED PARKING SIGN CONSTRUCTION SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION
2. SIGN SHALL BE CONSTRUCTED AS SIGN R7-8 UNDER THE "PARKING AND STANDING SIGNS AND PLAQUES" (R7 SERIES) WITHIN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION. VAN ACCESSIBILITY SHALL BE CONSTRUCTED AS SIGN R7-8a OR R7-8b.
3. SIGN POST CONSTRUCTION AND MOUNTING SHALL BE IN ACCORDANCE WITH CHAPTER 2A OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.



NOTE:

1. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557.
2. CONTRACTOR TO VERIFY EXISTING ROAD BASE AND SUBBASE MATERIALS AND MATCH EXISTING
3. PROJECT PROPOSES TO MILL EXISTING PAVEMENT AND INSTALL NEW BITUMINOUS PAVEMENT PER DETAIL. REFER TO APPLICABLE UTILITY CROSS SECTIONS FOR NEW UTILITY INSTALLATION.

The diagram illustrates a cross-section of a building's exterior foundation and ground level. Key components include:

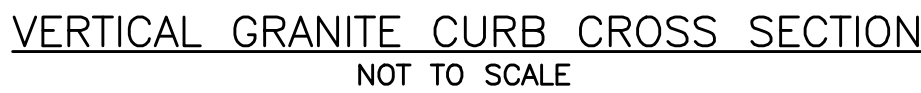
- Foundation Wall:** Shaded area on the left.
- Concrete Pad:** A 6" thick fiber-reinforced concrete pad with a medium broom finish, perpendicular to travel. It has a 3/4" chamfer at the top corner.
- Slope:** The surface slopes away from the building at a maximum of 2%.
- Gravel Surface:** A compacted gravel surface above the concrete pad.
- Underdrain Backfill:** A minimum 4" layer of 703.22 underdrain backfill material (Type C) wrapped in filter fabric, located below the concrete pad.
- Perimeter Reinforcement:** Two #4 continuous bars around the perimeter.
- Subgrade:** Compacted subgrade (typical) at the base.
- Dowel:** A dowel is shown connecting the concrete pad to the foundation wall, with a note indicating it should be coordinated by the contractor and fixed to the foundation.
- Dimensions:**
 - A horizontal dimension of "VARIES (5' MIN)" spans the width of the concrete pad.
 - A vertical dimension of "10"
 - A horizontal dimension of "8"
 - A horizontal dimension of "12"
 - A vertical dimension of "1"

Diagram illustrating a 18' wide site plan with various parking and access features:

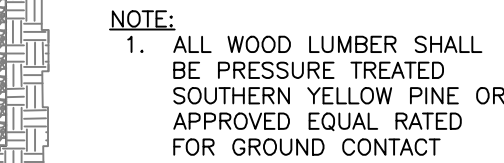
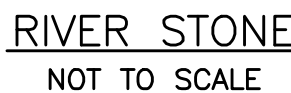
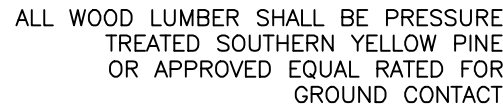
- STRIPING 3' O.C. @ 45°**: Indicated for the diagonal hatched area.
- BARRIER FREE PARKING SIGN PER DETAIL**: Located above the diagonal hatched area.
- 90°**: Indicated for the corner of the 18' wide area.
- 36"**: Indicated for the width of the accessible parking spaces.
- 8'**: Indicated for the width of the diagonal hatched area and the adjacent parking spaces.
- 9'**: Indicated for the width of the first parking space on the left.
- SEE SITE PLAN**: Indicated for the diagonal hatched area.
- ADA SYMBOL (TYP.)**: Indicated for the accessible parking spaces.
- 4" WIDE TRAFFIC PAINT STRIPE**: Indicated for the stripe between the diagonal hatched area and the adjacent parking spaces.
- TYPICAL: WHITE PAINT ON BITUMINOUS PAVEMENT AND YELLOW PAINT ON PORTLAND CEMENT PAVEMENT.**
- STRIPING SHALL BE PAINTED BLUE FOR ANY DENOTED COMPACT SPACE AS SHOWN ON C-10.**

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

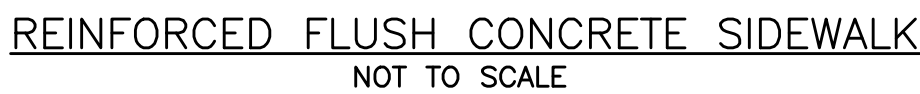
1. CURB SHALL BE RESET IN ACCORDANCE WITH MDOT 609.08 WITH THE EXCEPTION OF CURB SPACING TO BE INSTALLED PER DETAIL.
2. INDIVIDUAL PIECES OF CURB SHORTER THAN 4' L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
3. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10 INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF THE CURB.
4. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
5. WOODEN SHIMS MAY BE USED TO SET CURB.



SIDE ELEVATION
WOOD POST DETAIL
NOT TO SCALE



WOODEN GUARDRAIL DETAIL
NOT TO SCALE



CONCRETE WHEEL STOP
NOT TO SCALE

SECTION VIEW

[illegible]

SITE DETAILS - 2

SITE DETAILS - 2

PEPPERELL MILL - BUILDING 30 REDEVELOPMENT
2 YORK STREET BIDDEFORD, ME

DRAWING NAME: SITE DETAILS - 2

PROJECT NAME: PEPPERELL MILL - BUILDING
2 YORK STREET BIDD

R N
ENGINEERING, INC. :

ACORN ENGINEERING, INC.
P.O. BOX 3372, PORTLAND, MAINE 04104
(207) 775-2655

FILE: AE_1269_DETAILS

JN: 1269

SCALE: AS NOTED

DESIGNED BY: ZMS

DRAWN BY: DSH

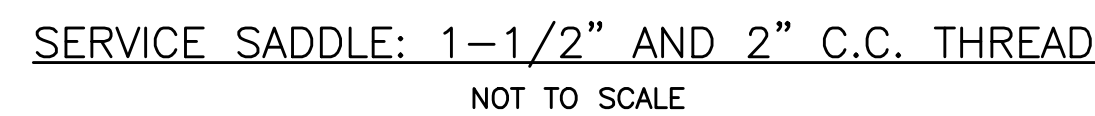
CHECKED BY: PFH



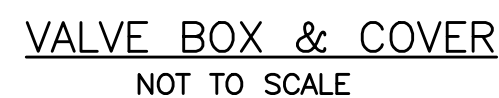
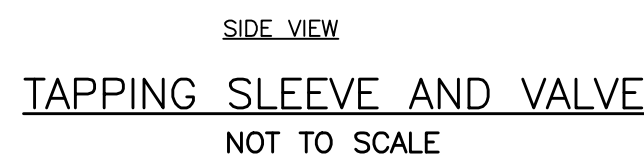
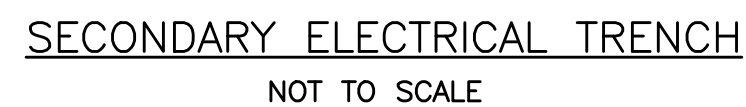
DRAWING NO.

C-41

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION



1. ALL MATERIALS AND INSTALLATION PROCEDURES MUST COMPLY WITH MAINE WATER COMPANY SPECIFICATIONS.
2. CURB STOP BALL VALVE TO BE MADE OF COPPER OR BRASS UNLESS OTHERWISE NOTED BY THE PORTLAND WATER DISTRICT.
3. SERVICE LINE TO BE MADE OF TYPE K COPPER.
4. CONCRETE BLOCKING SHALL BE ADDED TO THE BASE OF THE SERVICE BOLT.
5. CURB STOP SHALL BE INSTALLED 10 FEET FROM STOP AND SERVICE BOLT.
6. CURB STOP TO BE INSTALLED IN PEROUS AREAS TO THE GREATEST EXTENT FEASIBLE. FOR LOTS IN WHICH THE CURB STOP MUST BE LOCATED IN A DRIVEWAY, OR DRIVEWAY, CONTRACTOR TO CONTACT PWD FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
7. CONTRACTOR TO COIL ACCESS PIPE ON PRIVATE PROPERTY PRIOR TO CONNECTION TO MAIN ACCESS PIPE TO BE ADEQUATELY MARKED IF BURIED OR PROTECTED IF STORED ABOVE GROUND.



1. DIMENSIONS APPLICABLE FOR 5 1/4" BUFFALO VALVE BOXES
2. BASE SECTION MAY BE USED AS INTERMEDIATE SECTION

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

Page 280 of 606

GENERAL NOTES:

1. ALL SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF BIDDEFORD STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF BIDDEFORD STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

PLAN REFERENCES:

1. ALTA/NSPS LAND TITLE SURVEY CREATED BY OWEN HASKELL, DATED DECEMBER 10TH, 2021.
2. PHOTOMETRIC PLAN CREATED BY REFLEX LIGHTING, DATED JANUARY 25TH, 2025.
3. CAD REFERENCES:
 - 3.1. PLAN TITLED "SITE LAYOUT PLAN 3" PREPARED BY CITY OF BIDDEFORD, MAINE ENGINEERING DEPARTMENT, DATED JUNE 15, 2023.

EASEMENTS:

- EXISTING
1. RIVER WALK EASEMENT AS RECORDED IN BOOK 437, PAGE 38.
- PROPOSED:
1. ACCESS/UTILITY/MAINTENANCE EASEMENT FROM LHL HOLDINGS, LLC TO REVELER, LLC
 2. ACCESS/UTILITY/MAINTENANCE EASEMENT FROM REVELER, LLC TO CMP

WAIVERS:

1. WAIVER TO BE EXEMPT FROM STORMWATER STANDARDS IN PART III - ARTICLE XI - SECTION 5.8.1 DRAINAGE

STATE OF MAINE, YORK, ss
REGISTRY OF DEEDS

RECEIVED _____

AT _____ hr. _____ min. _____ m AND RECORDED

IN PLAN BOOK _____, PAGE _____

ATTEST: _____
REGISTER

THIS SURVEY CONFORMS TO THE CURRENT STANDARDS OF PRACTICE SET FORTH BY THE MAINE STATE BOARD OF LICENSURE FOR LAND SURVEYORS.

RANDY R. LOUBIER, MAINE P.L.S. #2407
OWEN HASKELL, INC. DATE: _____

PARKING SUMMARY				
USE	UNITS	SPACES REQUIRED	EXISTING	PROPOSED
RESIDENTIAL				
	11	2 SPACES / DWELLING UNIT* = 12 SPACES	-	-
MULTIFAMILY DEVELOPMENTS	-	INCREASE OF 5% (OF 12 SPACES) TO ALLOW FOR VISITORS = 1 SPACE	-	-
ADA (8'X18')	-	-	0	1
STANDARD (9'X18')	-	-	10	8
60 DEGREE (8.5'X18.42')	-	-	4	4
PARALLEL (9'X20')	-	-	1	0
ELECTRIC VEHICLE (9'X18')	-	-	0	2
TOTAL SPACES	-	13	15	15

*1 PARKING SPACE REQUIRED IF DESIGNED EXCLUSIVELY FOR, AND OCCUPANCY IS RESTRICTED TO, SENIOR HOUSING, STUDIO APARTMENTS AND 1-BEDROOM APARTMENTS. (10) 1-BEDROOM UNITS & (1) 2-BEDROOM UNITS = (10+2 = 12 SPACES)

SPACE AND BULK STANDARDS			
ZONE:	REQUIRED (MSRD3)	EX. LOT 30	PR. LOT 30
MINIMUM LOT SIZE	NONE	3,250± SF	13,817± SF
MINIMUM STREET FRONTAGE	NONE	71'±	166.86'±
MINIMUM FRONT YARD SETBACK	NONE	N/A	19.40±
MINIMUM REAR YARD SETBACK	NONE	N/A	8.99'±
MINIMUM SIDE YARD SETBACK	NONE	N/A	8.46'±
MINIMUM BUILDING HEIGHT	MIN. 2 STORIES OR 26 FEET	40.19'	EX. TO REMAIN
MAXIMUM UNITS PER LOT AREA	NONE	N/A	11 UNITS
MAX LOT COVERAGE	100%	100%	79%

OWNER:

REVELER, LLC
CONTACT: JOHN LALIBERTE
511 CONGRESS STREET, SUITE 601
PORTLAND, ME 04101

CIVIL/SITE ENGINEER:

ACORN ENGINEERING, INC.
CONTACT: PETER HEIL, P.E.
P.O. BOX 3372
PORTLAND, ME 04101

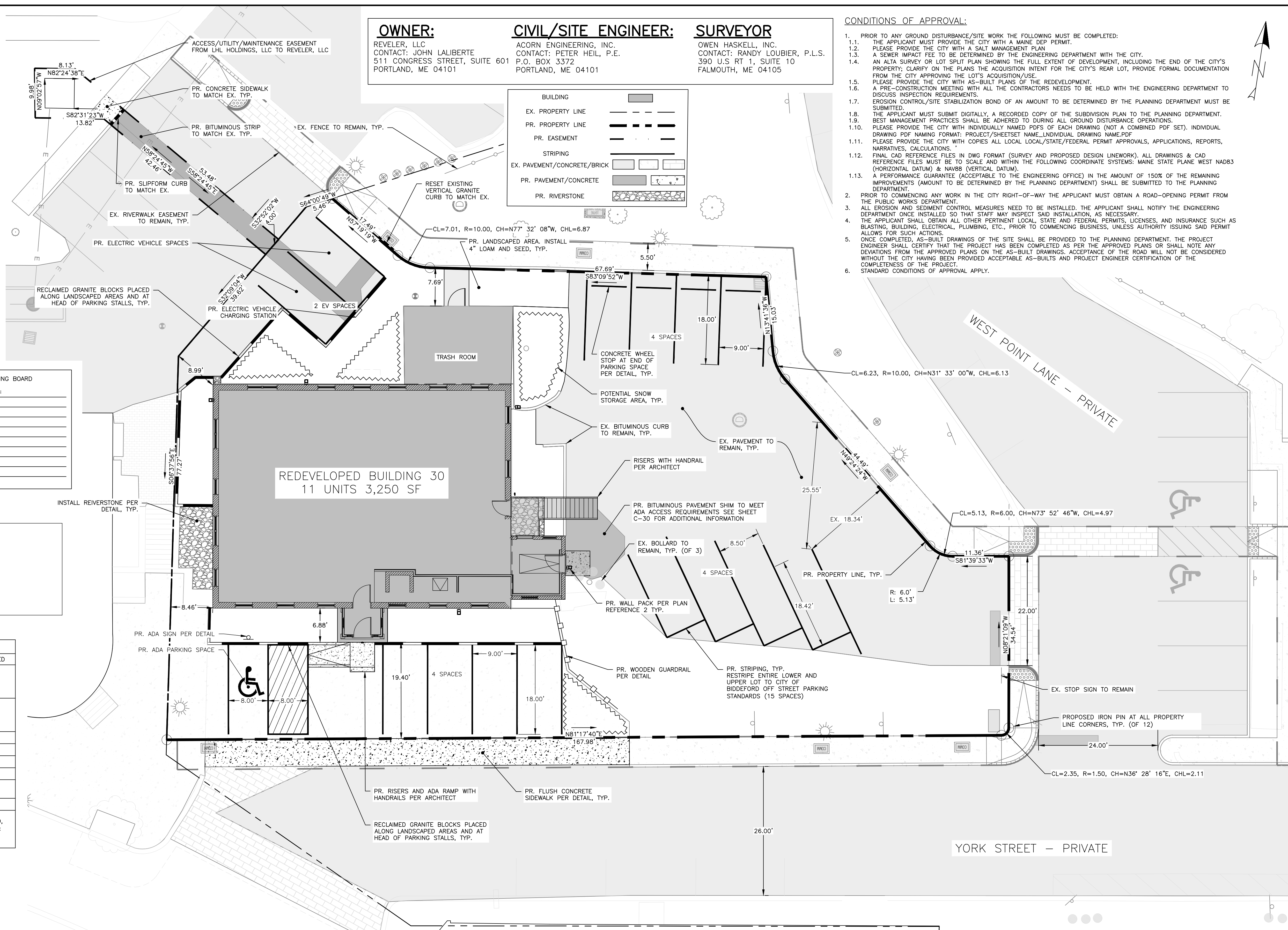
SURVEYOR

OWEN HASKELL, INC.
CONTACT: RANDY LOUBIER, P.L.S.
390 U.S. RT 1, SUITE 10
FALMOUTH, ME 04105

BUILDING	
EX. PROPERTY LINE	---
PR. PROPERTY LINE	---
PR. EASEMENT	---
STRIPING	
EX. PAVEMENT/CONCRETE/BRICK	---
PR. PAVEMENT/CONCRETE	---
PR. RIVERSTONE	---

CONDITIONS OF APPROVAL:

1. PRIOR TO ANY GROUND DISTURBANCE/SITE WORK THE FOLLOWING MUST BE COMPLETED:
 - 1.1. THE APPLICANT MUST PROVIDE THE CITY WITH A MAINE DEP PERMIT.
 - 1.2. PLEASE PROVIDE THE CITY WITH A SALT MANAGEMENT PLAN.
 - 1.3. A SEWER IMPACT FEE TO BE DETERMINED BY THE ENGINEERING DEPARTMENT WITH THE CITY.
 - 1.4. AN ALTA SURVEY OR LOT SPLIT PLAN SHOWING THE FULL EXTENT OF DEVELOPMENT, INCLUDING THE END OF THE CITY'S PROPERTY; CLARIFY ON THE PLANS THE ACQUISITION INTENT FOR THE CITY'S REAR LOT, PROVIDE FORMAL DOCUMENTATION FROM THE CITY APPROVING THE LOTS ACQUISITION/USE.
 - 1.5. PLEASE PROVIDE THE CITY WITH AS-BUILT PLANS OF THE REDEVELOPMENT.
 - 1.6. A PRE-CONSTRUCTION MEETING WITH ALL THE CONTRACTORS NEEDS TO BE HELD WITH THE ENGINEERING DEPARTMENT TO DISCUSS INSPECTION REQUIREMENTS.
 - 1.7. EROSION CONTROL/SITE STABILIZATION BOND OF AN AMOUNT TO BE DETERMINED BY THE PLANNING DEPARTMENT MUST BE SUBMITTED.
 - 1.8. THE APPLICANT MUST SUBMIT DIGITALLY, A RECORDED COPY OF THE SUBDIVISION PLAN TO THE PLANNING DEPARTMENT.
 - 1.9. BEST MANAGEMENT PRACTICES SHALL BE ADHERED TO DURING ALL GROUND DISTURBANCE OPERATIONS.
 - 1.10. PLEASE PROVIDE THE CITY WITH INDIVIDUALLY NAMED PDFS OF EACH DRAWING (NOT A COMBINED PDF SET), INDIVIDUAL DRAWING PDF NAMING FORMAT: PROJECT/SHEETSET NAME-INDIVIDUAL DRAWING NAME.PDF
 - 1.11. PLEASE PROVIDE THE CITY WITH COPIES ALL LOCAL LOCAL/STATE/FEDERAL PERMIT APPROVALS, APPLICATIONS, REPORTS, NARRATIVES, CALCULATIONS.
 - 1.12. FINAL CAD REFERENCE FILES IN DWG FORMAT (SURVEY AND PROPOSED DESIGN LINEWORK). ALL DRAWINGS & CAD REFERENCE FILES MUST BE TO SCALE AND WITHIN THE FOLLOWING COORDINATE SYSTEMS: MAINE STATE PLANE WEST NAD83 (HORIZONTAL DATUM) & NAV83 (VERTICAL DATUM).
 - 1.13. A PERFORMANCE GUARANTEE (ACCEPTABLE TO THE ENGINEERING OFFICE) IN THE AMOUNT OF 150% OF THE REMAINING IMPROVEMENTS (AMOUNT TO BE DETERMINED BY THE PLANNING DEPARTMENT) SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT.
2. PRIOR TO COMMENCING ANY WORK IN THE CITY RIGHT-OF-WAY THE APPLICANT MUST OBTAIN A ROAD-OPENING PERMIT FROM THE PUBLIC WORKS DEPARTMENT.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES NEED TO BE INSTALLED. THE APPLICANT SHALL NOTIFY THE ENGINEERING DEPARTMENT ONCE INSTALLED SO THAT STAFF MAY INSPECT SAID INSTALLATION, AS NECESSARY.
4. THE APPLICANT SHALL OBTAIN ALL OTHER PERTINENT LOCAL, STATE AND FEDERAL PERMITS, LICENSES, AND INSURANCE SUCH AS BLASTING, BUILDING, ELECTRICAL, PLUMBING, ETC., PRIOR TO COMMENCING BUSINESS, UNLESS AUTHORITY ISSUING SAID PERMIT ALLOWS FOR SUCH ACTIONS.
5. ONCE COMPLETED, AS-BUILT DRAWINGS OF THE SITE SHALL BE PROVIDED TO THE PLANNING DEPARTMENT. THE PROJECT ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED AS PER THE APPROVED PLANS OR SHALL NOTE ANY DEVIATIONS FROM THE APPROVED PLANS ON THE AS-BUILT DRAWINGS. ACCEPTANCE OF THE ROAD WILL NOT BE CONSIDERED WITHOUT THE CITY HAVING BEEN PROVIDED ACCEPTABLE AS-BUILTS AND PROJECT ENGINEER CERTIFICATION OF THE COMPLETENESS OF THE PROJECT.
6. STANDARD CONDITIONS OF APPROVAL APPLY.



DRAFT
NOT ISSUED FOR
RECORDING

ISSUED FOR

BY

DATE

SKETCH

DATE

PRELIMINARY

DATE

SUBDIVISION PLAT

PEPPERELL MILL - BUILDING 30 REDEVELOPMENT

2 YORK STREET BIDDEFORD, ME

REVELER LLC

511 CONGRESS STREET, SUITE 601, PORTLAND, MAINE, 04101

DRAWING NAME

PROJECT NAME

CLIENT

ACORN ENGINEERING, INC.

ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED BY THE CITY OF BIDDEFORD, MAINE, SHALL BE THE SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

PO BOX 3372, PORTLAND, MAINE 04104

(207) 775-2655

FILE:

AE_SITE

JN:

1269

SCALE:

AS NOTED

DESIGNED BY:

ZMS

DRAWN BY:

DSH

CHECKED BY:

PFH

STATE OF MAINE

PETER F. HEIL

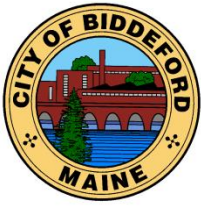
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LICENSED PROFESSIONAL ENGINEER

1998

DRAWING NO.

PLAT



PLANNING BOARD STAFF REPORT

TO: Chair Plotkin and Members of the Biddeford Planning Board

FROM: Adi Iriqat, Assistant City Planner

DATE: February 24, 2025

RE: 2025.07 Preliminary Site Plan Review Application for Bohler Engineering c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

MEETING DATE: March 05, 2025, at 6:00 PM

1. Introduction

Bohler LLC is presenting this application for Chick-fil-A, referred to as Applicant throughout this document. The project involves the demolition of the existing Olive Garden and the construction of a 5,200-square-foot Quick-Serve Restaurant with a double Drive-Thru. The project is located at 150 Shops Way in Biddeford, Maine, Tax Map 2, Lot 24. The parcel is a 13.416-acre shopping plaza with multiple tenants in the Highway Business District (B2). The plaza includes Kobe Japanese Grill, Panera Bread, Michaels, and more. The site is bounded by Alfred Road (State Route 111) to the north, and Mariner Way to the west. Driveways off Mariner Way and Alfred Road grant access to the site (See Figure below). The proposed building is generally in the exact location of the existing Olive Garden.



Figure 1 A location map of the site

- The scope of work summarized includes:
- Demolition of an 8,083 vacant building, parking lot, and landscaped area.
 - Construction of a newly 5,200 building with a dual drive-thru
 - Addition of a new utility service, landscaping enclosure enclosure
 - Addition of a catch basin
 - Installment of two canopies over the drive-thru

2. Project Data/ Information

1.	Applicant:	Bohler c/o Chick-fil-A 352 Turnpike Rd, Southborough, MA
2.	Owner of Property:	DSM MB II LLC 8875 East St, Tewksbury, MA 01876
3.	Agent:	Joey Fonseca – Bohler Engineer 352 Turnpike Rd, Southborough, MA
4.	Surveyor:	Gerry Holdright – Control Point Associates (Surveyor) 352 Turnpike Rd, Southborough, MA
5.	Project Location:	150 Shops Way
6.	Project Tax Map & Lot:	Tax Map 2, Lot 24
7.	Lot Size:	13.4 Acres
8.	Base Zoning:	Highway Business District (B2)
9.	Overlay Zoning:	N/A
10.	Existing Use:	Vacant Former Olive Garden Building
11.	Proposed Use:	Chick-fil-A Restaurant
12.	Approvals Required:	Subdivision/Site Plan
13.	Uses in the Vicinity:	Commercial
14.	Waivers Needed:	N/A
18.	Waivers Granted:	N/A
22.	Other Non-City Permits Required:	
23.	Fees Paid	Yes
25.	Planning Board Review History:	Preliminary Plan: March 05, 2025

3. Existing Conditions

The project site currently comprises parking spaces and an existing vacant building. Access to the shopping plaza is provided via one signalized full-access driveway on Alfred Street and one right-in/right-out driveway on Alfred Street. The project site is in the northeast portion of The Shops at Biddeford Crossing shopping

RE: 2025.07 A Site Plan Review Application for Bohler Engineering c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

plaza in Biddeford, ME. The site is located on the southwest corner of Alfred Road (Route 111) and Shops Way. The site currently contains a parking lot and an existing vacant building. See the location map below.



Figure 2 The aerial image shows the 13.4 acres plaza, which is highlighted in light green.

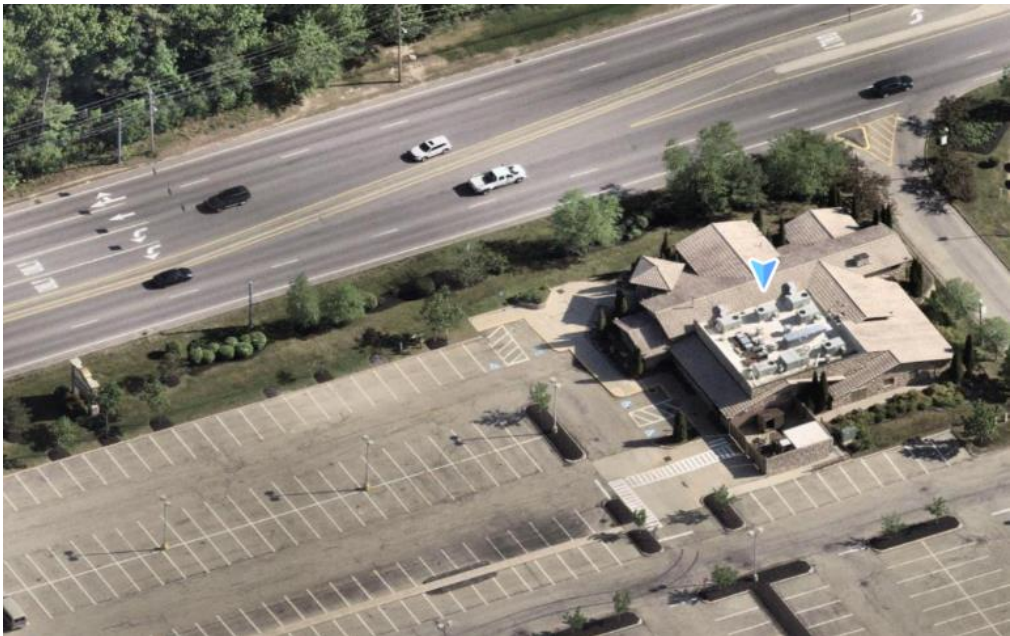


Figure 3 An oblique view of the current vacant Olive Garden

4. Proposed Project

The project consists of demolishing the existing 8,083 vacant building (previously occupied by Olive Garden) located at the northeasterly corner of the parcel and demolishing parts of the existing parking lot and landscaped areas. The proposed development will consist of a newly constructed ±5,200 square foot freestanding restaurant with a drive-thru and associated drive-thru components.

The parking area with the newly constructed drive-thru lanes has been modified to accommodate traffic circulation around the site better. Also included in the proposed development are new utility services to the

proposed freestanding building, a trash refuse enclosure, updating landscaping within and around the site, and regarding the site within the newly paved areas. Stormwater will be managed similarly to the existing condition; however, additional catch basins will be utilized to increase the overall water quality before being conveyed to the existing stormwater system within the plaza. The landscaping throughout the parcel will also be enhanced to match the existing condition.

Two canopies are also being installed over the drive-thru, one near the order boards and the other at the pickup window. The restaurant will have 62 interior seats and 16 seasonal outdoor seats. Overall, parking within the shared parcel will be reduced by +45. This is primarily due to the creation of better circulation within the parking area shared with Kobe Grill. The total spaces will be +100 within this parking field.

The proposed Chick-fil-A restaurant's utility demands for water and sewer will also be reduced, as it will have considerably fewer seats than the former Oliver Garden.

5. Review Process

Per the City Ordinance, this application is subject to Subdivision Review (Chapter 66—Subdivisions) and approval by the Planning Board. The permitting process for this proposed development is anticipated to consist only of a Site Plan Review and Building Permit, for which no waivers are being requested.

General Review Comments:

- **Application Completeness:** This application is for subdivision Preliminary plan review, so the purpose of this memorandum is to introduce the project/s to the Board, with the desire to identify items the Board believes are essential for the continued review of this plan/project.
- **Zoning:** The subject property is zoned as Highway Business District (B2)
- **Review Standards:** Staff generally found the preliminary plan application to satisfy City Site Plan requirements.
- **Waivers:** N/A

Staff Review Comments:

A. Planning Department Comments:

1. The required Traffic Movement Permit (TMP) shall be reviewed by the City's Peer Review Consultant (Diane Morabito, mordi@sewall.com).
2. Parking calculations (required and provided) shall be submitted. Any off-property parking provided within the shopping center's parking lot shall include the amount of off-site parking, a shared parking agreement, and a rationale for why required parking may be permitted off the subject property.
3. Shops Way shall remain open to through traffic during construction.
4. Final Plans shall include a staging plan identifying materials laydown areas, site access and the location of construction fencing during construction.
5. Revised plans shall include a fully dimensioned retaining wall plans including elevations and images of the proposed wall. All retaining walls over 4 feet in height shall be structurally engineered and shall include a decorative fence at the top of the wall.

B. Engineering Department

1. The existing shopping center is served by multiple underground stormwater management facilities, initially designed by Gorrill-Palmer. The applicant shall perform a stormwater analysis and determine if the existing underground system can handle any proposed impervious cover increases.
2. Applicant shall modify any existing DEP SLODA/SWM permits and provide documentation to the City.
3. Applicant shall document where vehicle traffic backups may occur during peak hours and what circulation will be impacted within the Shopping Center and Alfred Street.
4. Per our new sewer impact fees, since they are demolishing the existing structure – they will be subject to a complete sewer impact fee:

5C. No existing flows can be credited towards the proposed 'Impact Fee' for any new building (i.e. demolition/rebuild) or change-in-use.

C. Fire Department

1. The sprinkler design must be submitted to the State Fire Marshall's Office (SFMO) for review and approval.
2. Fire Connections shall be shown in the revised plans. The fire connection should be placed in the front of the building to avoid conflicts with the drive-thru facilities.
3. The fire alarm panel shall be shown in the revised plans.
4. It is proposed that private on-site fire hydrants serve the site. The Fire Department will require: A) Flow ratings of the on-site hydrants and test reports supporting the property redevelopment.
5. The submitted "Demolition Plan" (Sheet C-100) shows four underground propane tanks "to be removed." Is natural gas being utilized at this site? If so, please identify it on utility sheets.

D. Code Department:

1. Is the applicant planning on temporarily fencing off the site for demolition?
2. Will Shops Way Rd remain open to provide an entrance to the Saco & Biddeford Saving Bank.

E. Fees / Contributions / Permitting:

1. A sewer permit fee will be assessed, which will be a Condition of Approval (COA) at the final plan review. As the existing building is being demolished, there will be no credits from the past Olive Garden use.
2. The project requires a Traffic Movement Permit (TMP).
3. Applicant shall confirm what modifications/re-timing will be required at the existing Mariner Way traffic signal and will be responsible for all upgrade costs.
4. Due to existing pedestrian traffic and the anticipated increase in pedestrian access to the shopping center, the Applicant shall contribute to installing a pedestrian crossing at Alfred Street and Mariner Way. The contribution will be determined by City Staff payment, which must be paid before Occupancy Permit Issuance.

6. Sample Motions

A. Motion to Approve Case 2025.07 A Site Plan Review Application for Bohler Engineering c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

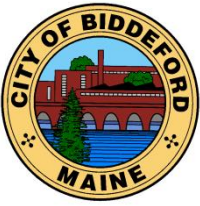
B. Motion to Table Case 2025.07 A Site Plan Review Application for Bohler c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2), for the following reasons:

RE: 2025.07 A Site Plan Review Application for Bohler Engineering c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

- 1) _____
- 2) _____
- 3) _____

C. Motion to Deny Case 2025.07 A Site Plan Review Application for Bohler c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2), for the following reasons:

- 1) _____
- 2) _____
- 3) _____



FINDINGS OF FACT AND CONCLUSIONS OF LAW

Bohler c/o Chick-fil-A
Site Plan & Subdivision
150 Shops Way (Tax Map 2, Lot 24)
March 05, 2025

RE: 2025.07 A Site Plan Review Application for Bohler c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

Under the provisions of the City of Biddeford Code of Ordinances Land Development Regulations, Article XI (Site Plan Review), and Article VI (Performance Standards), the Biddeford Planning Board has considered the application of Based on its review, including supportive data, public hearing testimony and related materials contained in the record, the Planning Board makes the following Findings of Fact and Conclusions of Law:

1. PROJECT DATA/INFORMATION

1.	Applicant:	Bohler c/o Chick-fil-A 352 Turnpike Rd, Southborough, MA
2.	Owner of Property:	DSM MB II LLC 8875 East St, Tewksbury, MA 01876
3.	Agent:	Joey Fonseca – Bohler Engineer 352 Turnpike Rd, Southborough, MA
4.	Surveyor:	Gerry Holdright – Control Point Associates (Surveyor) 352 Turnpike Rd, Southborough, MA
5.	Project Location:	150 Shops Way
6.	Project Tax Map /Lot #:	Tax Map 2, Lot 24
7.	Lot Size:	13.4 Acres
8.	Base Zoning:	Highway Business District (B2)
9.	Overlay Zoning:	N/A
10.	Existing Use:	Vacant Former Olive Garden Building
11.	Proposed Use:	Chick-fil-A Restaurant
12.	Approvals Required:	Subdivision/Site Plan
13.	Uses in the Vicinity:	Commercial
14.	Waivers Needed:	N/A

RE: 2025.07 A Site Plan Review Application for Bohler c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

18.	Waivers Granted:	N/A
22.	Other Non-City Permits Required:	
23.	Fees Paid:	Yes
25.	Planning Board Review History: Preliminary Plan- March 05, 2025	

2. CONCLUSIONS OF LAW:

1. The proposed use meets specific requirements outlined in this ordinance and would comply with applicable state or federal laws.
2. The proposed use would not create fire safety hazards by providing adequate access to the site or the buildings for emergency vehicles. It would not develop hazards through the storage of chemicals and wastes.
3. The proposed exterior lighting, where allowed, would not create hazards to motorists traveling on adjacent public streets, is adequate for the safety of occupants or users of the site, or would not damage the value and diminish the usability of neighboring properties.
4. The provisions for buffers and on-site landscaping adequately protect neighboring properties from the development's detrimental or unsightly features.
5. The proposed use would not significantly affect the use and peaceful enjoyment of abutting property due to noise, vibrations, fumes, odor, dust, glare, hours of operation, or other causes.
6. The provisions for vehicular loading, unloading, parking, and vehicular and pedestrian circulation on the site and adjacent public streets would not create hazards to public safety or traffic congestion.
7. The proposed use would generate a volume of traffic that can reasonably be accommodated by the existing road network, would not create unreasonable traffic hazards, would not exacerbate an existing traffic hazard, or would not create unreasonable traffic congestion.
8. The proposed use would not have a significant, detrimental effect on the value of adjacent properties, which could be avoided by reasonably modifying the proposal.
9. The proposed use would not adversely impact the privacy of the residents of the immediate area (within 500 feet), which could be avoided by reasonable modification of the proposal.
10. The proposed use would comply with Biddeford's Comprehensive Plan.
11. The proposed use would not adversely impact the immediate neighborhood or the community relative to architectural design, scale, bulk and building height, identity and historical character, or visual integrity, which could be avoided by reasonable modification of the proposal.
12. The site's design would not result in significant flood hazards or flood damage or would be in conformance with applicable flood hazard protection requirements.
13. Adequate provision has been made for disposing of wastewater or solid waste or for preventing ground or surface water contamination.

RE: 2025.07 A Site Plan Review Application for Bohler c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

14. Adequate provision has been made to control erosion or sedimentation.
15. Adequate provision has been made to handle stormwater runoff or other drainage problems on the site, and the proposed development will not unduly burden off-site surface water systems.
16. The proposed water supply would meet the demands of the proposed use for fire protection purposes.
17. Adequate provision has been made for the transportation, storage, and disposal of hazardous substances and materials as defined by state law.
18. The proposed use would not adversely impact scenic vistas, significant wildlife habitat, wetland areas, or water bodies, which could be avoided by reasonable modification of the proposal.
19. When located in the Shoreland Zone, the proposed use would meet the purposes of Shoreland Zoning as identified in Article XIV, Section 1 (Purposes) of this ordinance.

3. APPROVAL GRANTED:

Based on the evidence and conclusions above, the Biddeford Planning Board approves the proposed project summarized within the attached Staff report. Under the provisions of the City of Biddeford Code of Ordinances Land Development Regulations, Article XI (Site Plan Review), and Article VI (Performance Standards), the Biddeford Planning Board has approved the application of Subdivision & Site Plan Review. Herby approves the proposed construction of four (4) residential units located at 20 Clifford Street (Tax Map 39, Lots 301-1 & 304) for Diversacorp Holdings LLC and approves the recommended Findings of Fact (FOF) with the following Conditions of Approval (COA):

1. Standard Conditions of Approval apply.
2. Before scheduling the required Pre-construction meeting, the Applicant shall make any changes necessary to the project Civil Plans for the review and approval of the Public Works Director.
3. The final submission must include Homeowner's Association (HOA) Documents and be made available for review and approval by the City Planner. Once approved, the documents shall be registered at the York County Registry of Deeds.
 - i) The final submission must include a landscape plan. Since the site is fully vegetated, the applicant should clarify how many trees on the parcel will be removed and how that may impact erosion.
 - ii) Additionally, planning staff noted that although the property address is 20 Clifford Street, driveway access for all four units will be on Tibbetts Ave. When heading into the final approval process, the applicant should address how the addressing will be handled.
 - iii) Condominium documents shall be submitted with the final application and must include annual maintenance of the stormwater facilities.
4. Bonding and Inspection Fees: Bonding and inspection fees shall be established before the Pre-construction meeting.
5. Modifications to Approved Development Plans: The project shall be constructed according to the approved development plans. If any changes are needed, the applicant must submit a letter requesting a "Minor Modification" to the approved development plans. The applicant must adequately justify the reasons for those

RE: 2025.07 A Site Plan Review Application for Bohler c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

deviations. The narrative shall include the current approved plans and the proposed modifications, which the City Planner shall agree in writing before construction. Changes beyond the authority of the City Planner shall be reviewed and approved by the Planning Board.

6. Once the As-Built drawings are submitted to the Planning Department (clearly identifying what deviations and variances were installed based on the approved permit drawings), the City Engineering Department will conduct an inspection. The “as-built Checklist” shall be submitted for review and approval for any performance guarantee release.
7. As-built drawings and CAD Files must be submitted to the Planning & Engineering Departments **before a ‘Site Punchlist Inspection’ and any bond release.**
8. York County Recorded Drawings: The applicant must submit copies of York County Registry of Deed drawings to the Planning & Engineering Department before the Building Permit is issued.
9. Sewer Permits must be finalized and paid before a Building Permit is issued; payment coordination will go through the Engineering Department.
10. Required Inspections:
 - i. **Erosion & Sediment Control Inspections**
 1. It needs to be completed by a city-approved third-party Inspector and paid by the Applicant via the inspection fee escrow held by the city.
 2. Initial, monthly, and final inspections.
 3. At a minimum, The City’s Engineering Department shall be notified for an initial E&S inspection before breaking ground.
 - ii. **Right-of-way Inspections**
 1. Needs to be completed by the City Engineering Department.
 2. For all public road, storm, and sewer connections.
 3. **Private right-of-way inspections:** The design engineer shall complete private right-of-way/road and utility inspections and certify that they have been constructed as approved before the full or partial release of established bonding.
 - iii. **Stormwater BMP Installation Inspections**
 1. Needs to be completed by the design engineer.
 2. Confirming stormwater facilities installed correctly per design.
 3. Inspection reports need to be submitted to the Engineering Department.
 - iv. **Post-construction BMP Maintenance Annual Inspections**
 1. Needs to be completed annually by the design engineer or 3rd party inspector.
 2. Needs to assess the current condition of each BMP, what repairs are needed, and confirm ongoing maintenance has occurred.
 3. Upon completing each inspection, copies of all inspection reports must be submitted to the Engineering Department.

Alexa Plotkin, Planning Board Chair

RE: 2025.07 A Site Plan Review Application for Bohler c/o Chick-fil-A to rebuild a Vacant Building Previously Occupied by Olive Garden into a Chick-fil-A Quick-Serve Restaurant. The property is at 150 Shops Way (Tax Map 2, Lot 24) in the Highway Business District (B2).

Date

January 24, 2025

City of Biddeford
Planning Department
205 Main Street
Biddeford, ME 04005

Attention: David Galbraith, City Planner

**RE: Planning Board Site Plan Review
150 Shops Way
Biddeford, ME 04005
Map #2 | Lot #24**

Dear Mr. Galbraith:

Please find the following enclosed documents for the Planning Board Site Plan Review Approval associated with the proposed development at 150 Shops Way (Chick-fil-A). Please note that electronic copies will be submitted under a separate cover.

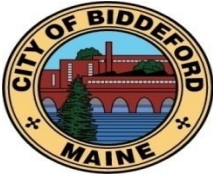
- Seven (7) copies of the Application Pacaket including:
 - Completed and Signed Planning Board Application
 - Project Narrative
 - Site Photos
 - Copy of Filing Fees
- Seven (7) full-size (24"x36") sets of the Proposed Site Development Plans prepared by Bohler dated Jan. 22, 2025;
- Seven (7) full-size (24"x36") copies of the Architecutral Plans prepared by Chipman Architects;
- Seven (7) 11x17 copies of the Sign Package prepared by Anchor Sign dated Feb 22, 2024;
- Seven (7) copies of the Drainage Memorandum dated Jan. 3, 2025;
- Seven (7) copies of the Traffic Report prepared by Bowman dated Jan. 2025;
- Check for \$750.00 made payable to the City of Biddeford inclusive of the below fees:

We look forward to discussing this project with the Planning Board. Please do not hesitate to contact us at (508) 480-9900 should you have any questions or wish to discuss further.

Sincerely,

BOHLER

Joey Fonseca

**City of Biddeford – Planning Department****Planning Board Application**

P.O. Box 586, 205 Main Street Biddeford, Maine 04005
207-284-9115

Type of Application:

☐ Shoreland Zoning Permit ☒ Site Plan Review ☐ Extraction
☐ Conditional Use Permit ☐ Subdivision ☐ Private Way
☐ Other: _____

Applicant Information:

Name: Bohler c/o Chick-fil-A
Mailing Address: 352 Turnpike Rd, Southborough, MA
Telephone: 508-480-9900
Email: jfonseca@bohlereng.com

What is your legal interest in the property?

☐ Owner ☐ Potential Buyer with Contract ☒ Lease/Rental Agreement

Owner's Information:

Name: DSM MB II LLC
Mailing Address: 875 East Street, Tewksbury, MA 01876
Telephone: 978-618-6685
Email: rms9119@cs.com

Agent's Information:

Name: Joey Fonseca - Bohler (Engineer)
Mailing Address: 352 Turnpike Rd, Southborough, MA
Telephone: 508-480-9900
Email: jfonseca@bohlereng.com

Engineer/Surveyor's Information:

Name: Gerry Holdright - Control Point Associates (Surveyor)
Mailing Address: _____
Telephone: 508-948-3000
Email: gholdright@cpasurvey.com

Project Location and Lot Information:

Street Address: 150 Shops Way Drainage Watershed: Thacker Brook
Tax Map: Map 2 Lot: Lot 24
Current Zoning: Business 2 Shoreland Zoning: n/a
Size of Lot: 13.4 (X)acres ()s.f. Lot Frontage: 930± ft
Existing Use of Property: Former Olive Garden Restaurant with associated parking, utilities and trash enclosure

Property currently serviced by:

☒ City Road ☒ Public Sewer ☒ Public Water ☐ Public Trash
☐ Private Road ☐ Septic System ☐ Private Well ☐ Private Hauler

Slope Conditions in Area of Construction (if applicable):

☒ Flat (0-3% slope) ☐ Rolling (3-8% slope) ☐ Hilly (8-15% slope) ☐ Steep (15%+ Slope)

Are there any wetlands or waterbodies on the site? ☐ (Yes) ☒ (No) if yes attach information

Is the project within the 100-year floodplain? ☐ (Yes) ☒ (No) if yes attach information

Do you plan to bring fill onto the lot? ☐ (Yes) ☒ (No) If yes attach information

Description of proposed use of property:

Project/Proposed Use:

Existing 8,000± sf building will be demolished and a new 4,900± sf Chick-fil-A restaurant with drive-thru will be constructed. A portion of the existing parking area will be modified. New utilities will be also be constructed as part of this project.

Property to be Serviced by:

☒ City Road ☒ Public Sewer ☒ Public Water ☐ Public Trash
☐ Private Road ☐ Septic System ☐ Private Well ☐ Private Hauler

Limits of Disturbance: 1.0± (X)acres ()s.f.

Net change in impervious cover: _____ ()acres ()s.f.

Is this project part of a larger project? ☐ (Yes) ☒ (No)

Is the project proposing a new Private or Public Road? ☐ (Yes, Private) ☐ (Yes, Public) ☒ (No)

Is this project within the Urbanized Area/MS4 (see [City Drainage Map](#)) ☒ (Yes) ☐ (No)

Is the project proposing any Stormwater facilities/BMPs? ☐ (Yes) ☒ (No)

Will a Traffic Movement Permit (TMP) be required?: ☐ (Yes) ☐ (No)

N/A If in a Shoreland Zone:

Percent of residential lot coverage (Max 20%): _____

Percent of structure expansion (Max 30%): _____

N/A If Subdivision Review, number of lots proposed: _____

N/A If a Private Way is proposed, number of lots served: _____

If Site Plan Review, you must provide the following information:

Total new square feet footprint of structure: 5,198± sf

Total new square feet paving/parking: _____

Waiver Requests (attach details):

1. N/A
2. _____
3. _____
4. _____
5. _____

Required Submittal Attachments:

A. Letters of Approval

PROP. RESTAURANT
WILL REDUCE
DEMANDS OVER
EXIST. CONDITION.

+	Fire Department – Contact Chief or Deputy Chief – 282-9986
+	Ability to Serve for Water Service – Maine Water – 282-1543
+	Ability to Serve for Sewer Service – Engineering Department – Tom Milligan 284-9118
+	Police Department – e-911 Road Name Designation – Contact Joanne Fisk 282-5127

B. Letter to Planning Board describing project, Waiver requests, proposed improvements, addressing permit requirements, etc.

C. Photographs of Site.

D. Architectural renderings/drawings of proposed buildings, as required.

E. Engineering Plans, as required.

F. Stormwater Management Report, as required.

Fees (Due at time of Submission):

- \$75 Nonrefundable Administration Fee is required for every application.
- Refer to “Attachment A Fees and Charges” of the Land Development Regulations for more information. Consult with Planning Staff if you have questions.

Required Signatures:

By signing this application, as the foresaid applicant or authorized agent:

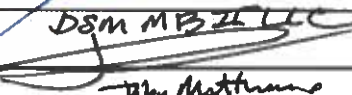
- I certify that I have read and completely understand the application;
- I certify that the information contained in this application and its attachments are true and correct;
- I understand that all information provided on this form and all other documents submitted as part of my proposal is a matter of public record;
- I understand that copies of this information may be supplied upon request to an interested party.
- I understand that additional funds may be required through the course of the review for special studies, legal review costs, and/or engineering review.
- I understand that by submitting an application I am not guaranteed a place on any particular agenda. I further understand that the City Planner will place me on an agenda for review when the application is deemed substantially complete.

Will the proposed project cause 1 acre or more of site disturbance?: ☐ (Yes) ☒ (No)

- If Yes, applicant is responsible for any required Maine Construction General Permits and shall comply with the requirements of DEP Chapter 500 Stormwater Regulations, as they apply.

Signature of Applicant: 

Date 10/24/24

Signature of Property Owner: 

Date 10/24/24

John Matthews, Owner's Representative

DIGITAL SUBMITTAL REQUIREMENTS FOR ALL SUBMITTALS:

- A) PDF OF SIGNED APPLICATION
- B) PDFs OF ALL DRAWING SETS AND OTHER REQUIRED SUBMITTAL ATTACHMENTS NOTED ABOVE

HARD-COPY SUBMITTAL REQUIREMENTS FOR PLANNING BOARD APPLICATIONS:

- A) SEVEN (7) FULL-SIZE PAPER COPIES OF DRAWING SETS

DIGITAL SUBMITTAL REQUIREMENTS FOR FINAL APPROVAL:

- A) INDIVIDUALLY NAMED PDFs OF EACH DRAWING (NOT A COMBINED PDF SET)
 - Individual Drawing PDF Naming Format: 'PROJECT/SHEETSET NAME_INDIVIDUAL DRAWING NAME.pdf'
- B) PDF COPIES OF ALL PERMIT APPROVALS, APPLICATIONS, REPORTS, NARRATIVES, LETTERS, ETC.
- C) FINAL CAD REFERENCE FILES IN DWG FORMAT (SURVEY & PROPOSED DESIGN LINEWORK)
 - All drawings & CAD reference files must be to-scale and within the following coordinate systems:
 - MAINE STATE PLANE WEST NAD83 (Horizontal Datum) & NAVD88 (Vertical Datum)

HARD-COPY SUBMITTAL REQUIREMENTS FOR FINAL APPROVAL:

- A) THREE (3) FULL-SIZE PAPER COPIES OF INDIVIDUAL DRAWINGS REQUIRING BOARD SIGNATURE
- B) ONE (1) FULL-SIZE PAPER COPY OF ENTIRE DRAWING SET FOR ENGINEERING RECORDS

PLEASE CONFIRM WITH PLANNING STAFF FOR CLARIFICATION

SITE PLAN REVIEW

XI Attachment 1

City of Biddeford

Site Review Checklist

PROJECT NAME: Chick-fil-A

LOCATION: 222 Mariner Way ZONE: B2

DATE REVIEWED: _____

WAIVERS REQUESTED: _____ GRANTED BY BOARD: _____

Section 5 – Site Design and Development Criteria

	Complete	Incomplete	N/A
A. SITE DEVELOPMENT PLAN.	X		
Sheet size of 24 by 36 inches.	X		
Scale not less than one inch equals 50 feet.			X
Bar or graphic scale.	X		
Original plan or Mylar.			X
Submitted ten paper prints.	X		
Plan shall bear the drawing/revision date.	X		
Title.	X		
North point.	X		

BIDDEFORD CODE

	Complete	Incomplete	N/A
Name and address of developer and applicant.	X		
Location/vicinity sketch (one inch equals 80 feet).	X		
A sketch showing existing natural features including:			X
Watercourses and water bodies, seasonal wet areas.			
Soil type/location and test borings.			
Topographic contours (every five feet for 0% to 3% slope; or every two feet for steeper areas).			
The preservation/supplementation of existing dominant vegetation.			
Plan view of all buildings.	X		
First floor elevation.	X		
Outline of buildings within 200 feet.			X
Existing use of abutting property.	X		
The location, width, curbing, and paving of accessways, egress ways and streets within the site for both pedestrian and vehicular use.	X		
Location of off-street parking and loading.	X		
Size and proposed location of water mains and sanitary sewerage facilities with all necessary engineering data.	X		
Size and location of all other existing and proposed public service connections including, without limitations, gas lines, power lines, telephone lines, and fire alarm connections and locations, indicating whether above or below ground.	X		
Type, nature, and composition of all solid, liquid, and gaseous waste, industrial or otherwise, and the location, type, and design criteria of the storage and disposal facilities dealing with such waste.	X		
Location, elevation, and layout of existing and proposed catchbasins and other surface drainage features.	X		
Existing and proposed contours and finished grade elevations as well as the type, extent, and location of existing and proposed landscaping and open space areas which will be retained.	X		

SITE PLAN REVIEW

	Complete	Incomplete	N/A
Location, size, and design of proposed signs and other advertising or instructional devices.	X		
Location and type of lighting for outdoor facilities.	X		
Lines of existing and proposed abutting streets showing width.	X		
Surveyed property lines showing their bearing and distances and monument locations	X		
Lines and names of all proposed streets, lanes, ways, or easements intended to be dedicated for public or private use.	X		
Copy of any covenants or restrictions that are intended to cover all or a part of the land areas to be developed.	X		
Limits of wetland areas on the property.			X
Delineate existing zoning boundaries within 1,000 feet of the site on location map.	X		
Stamp and signature of licensed land surveyor.	X		
Stamp and signature of professional engineer.	X		
Stamp and signature of architect.	X		
Other exhibits or data that the Planning Board may require in order to adequately evaluate proposed development or project; this would include:			
Traffic study.	X		
Community fiscal impact study.			
Drainage study/calculations.			
High-intensity soils study.			
Photographs.	X		

Project Narrative:

The project is located at 150 Shops Way in Biddeford, Maine. Also identified by the City of Biddeford Assessors Office as Map 2, Lot 24. The parcel is a 13.416-acre shopping plaza located in the Highway Business District (B2) consisting of multiple tenants, including but not limited to: Kobe Japanese Grill, Panera Bread, Michaels, and more. The site is surrounded by Alfred Road (State Route 111) to the north, and Mariner Way to the west. The site can be accessed by driveways off both Mariner Way and Alfred Road.

The project consists of the demolition of the existing 8,083 vacant building (previously occupied by Olive Garden) located at the northeasterly corner of the parcel, as well as the demolition of parts of the existing parking lot and landscaped areas. The proposed development will consist of a newly constructed $\pm 5,200$ square foot freestanding restaurant with a drive thru and associated drive thru components. The parking area has been modified to better accommodate traffic circulation around the site with the newly constructed drive thru lanes. Also included in the proposed development is new utility services to the proposed freestanding building, a trash refuse enclosure, updating landscaping within and around the site, and regrading of the site within the newly paved areas. Stormwater will be managed in a similar manner as the existing condition however additional catch-basins will be utilized to increase the overall water quality prior to being conveyed to the existing stormwater system within the plaza. The landscaping throughout the parcel will also be enhanced over the existing condition.

The utility demands for water and sewer for the proposed Chick-fil-A restaurant will also be reduced as the restaurant will have considerably less seats than the former Oliver Garden.

The permitting process for this proposed development is anticipated to consists only of Site Plan Review and Building Permit, of which no waivers are being requested for at this time.

Should you have any questions or require additional information, please do not hesitate to contact me at (508) 480-9900.

Sincerely,

BOHLER

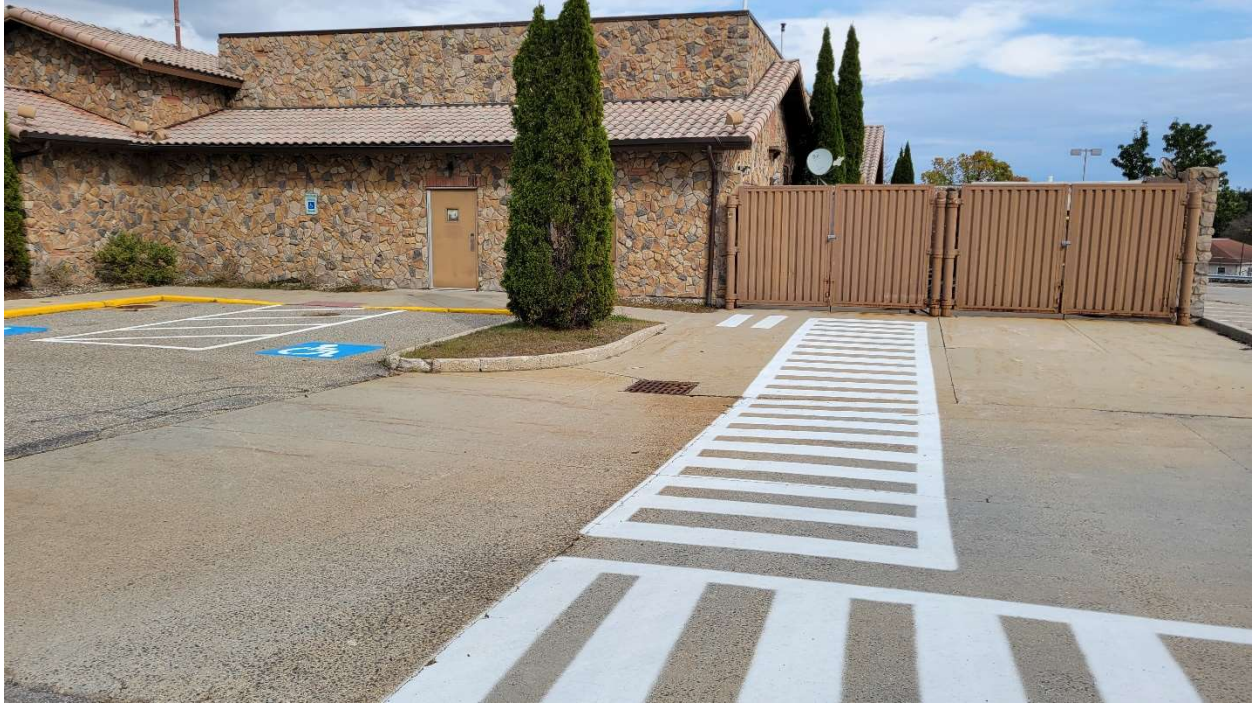


Joey Fonseca









HOLD TO LIGHT TO VIEW TRUE WATERMARK IN PAPER | THAT SENSITIVE RED LINES DISAPPEAR WHEN HEATED

0610

BOHLER MA
SOUTHBOROUGH LOCAL ACCOUNT
352 TURNPIKE ROAD
SOUTHBOROUGH, MA 01772

DATE January 14, 2025 1-2/210

PAY
TO THE
ORDER OF

City of Biddeford

\$ 750.00

Seven Hundred Fifty and 00/100

DOLLARS

CHASE

JPMorgan Chase Bank, N.A.
www.Chase.com

[Signature]



FOR Site Plan Review Application fee

Details on back

Security Features

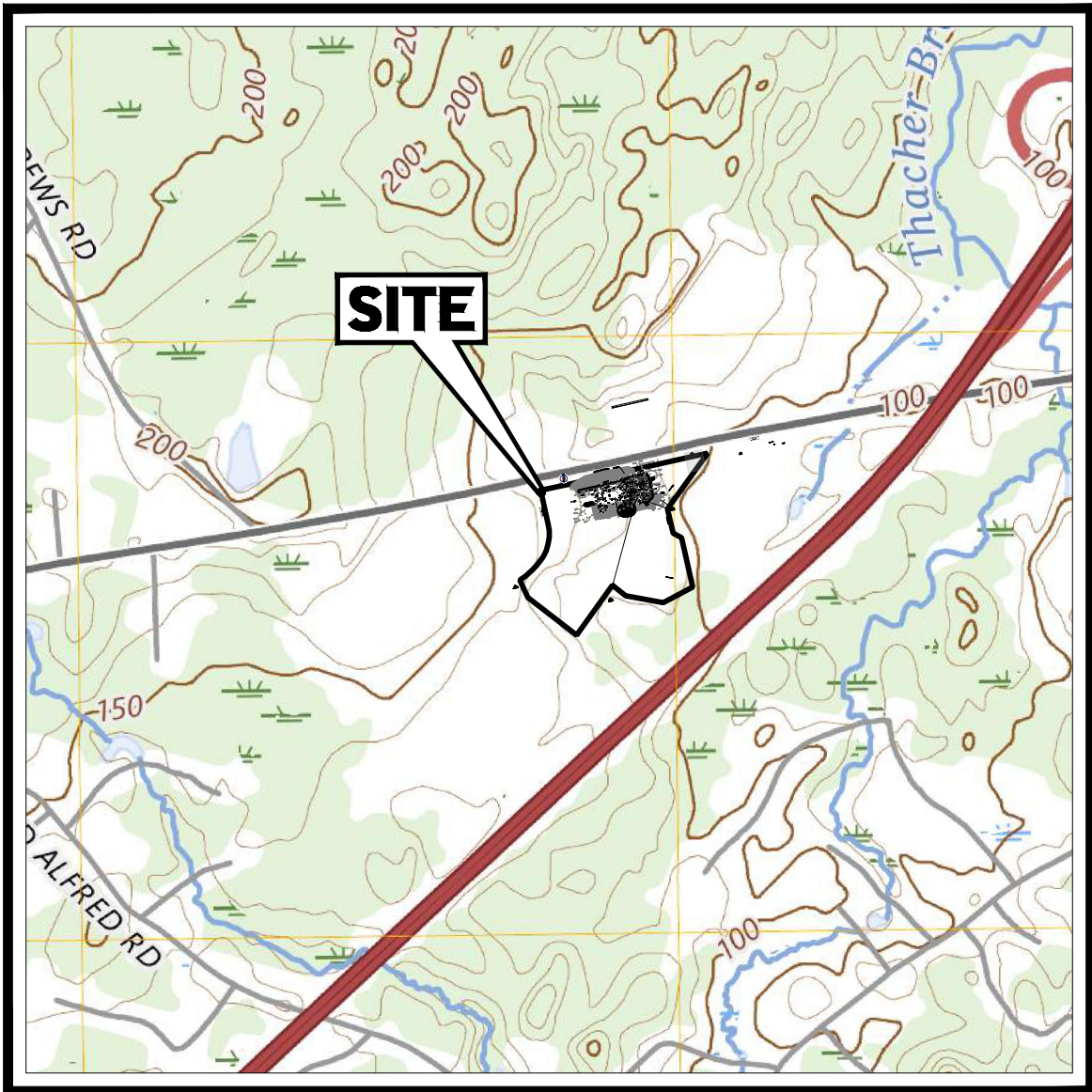
PROPOSED SITE PLAN DOCUMENTS

FOR



PROPOSED RESTAURANT W/ DRIVE-THRU

LOCATION OF SITE
150 SHOPS WAY, CITY OF BIDDEFORD
YORK COUNTY, MAINE
MAP 2, LOT 24



LOCATION MAP

SCALE: 1" = 1,000'
SOURCE: USGS

PREPARED BY

BOHLER //

CONTACT: JOEY FONSECA

REFERENCES AND CONTACTS

REFERENCES
♦BOUNDARY & TOPOGRAPHIC SURVEY:
CONTROL POINT ASSOCIATES, INC.
352 TURNPIKE ROAD
SOUTHBOROUGH, MA 01772
DATED: 04/25/24 (REV. 1)
SURVEY JOB #: 03-240044-00
ELEVATIONS: NAVD 1988

* THE ABOVE REFERENCED DOCUMENTS ARE INCORPORATED BY REFERENCE AS PART OF THESE PLANS.
HOWEVER, BOHLER ENGINEERING DOES NOT CERTIFY THE ACCURACY OF THE WORK REFERENCED OR
DERIVED FROM THESE DOCUMENTS, BY OTHERS.



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-
2998

BOHLER //

352 TURNPIKE ROAD, 3rd FLOOR
SOUTHBOROUGH, MA 01772
Phone: (508) 480-9900

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CHICK-FIL-A

150 SHOPS WAY
BIDDEFORD, ME

FSR#05752

BUILDING TYPE / SIZE: P14-LE_LRG
RELEASE: 24.08

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1a	1/22/25	UPDATED ARCH FOOTPRINT

CONSULTANT PROJECT # MAA230431.00

PRINTED FOR ISSUED FOR PERMIT

DATE 11/08/2024

DRAWN BY AEH

CHECKED BY JNF

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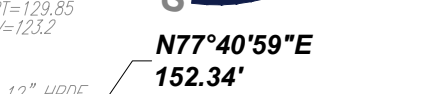
SHEET
COVER SHEET

SHEET NUMBER

C-000

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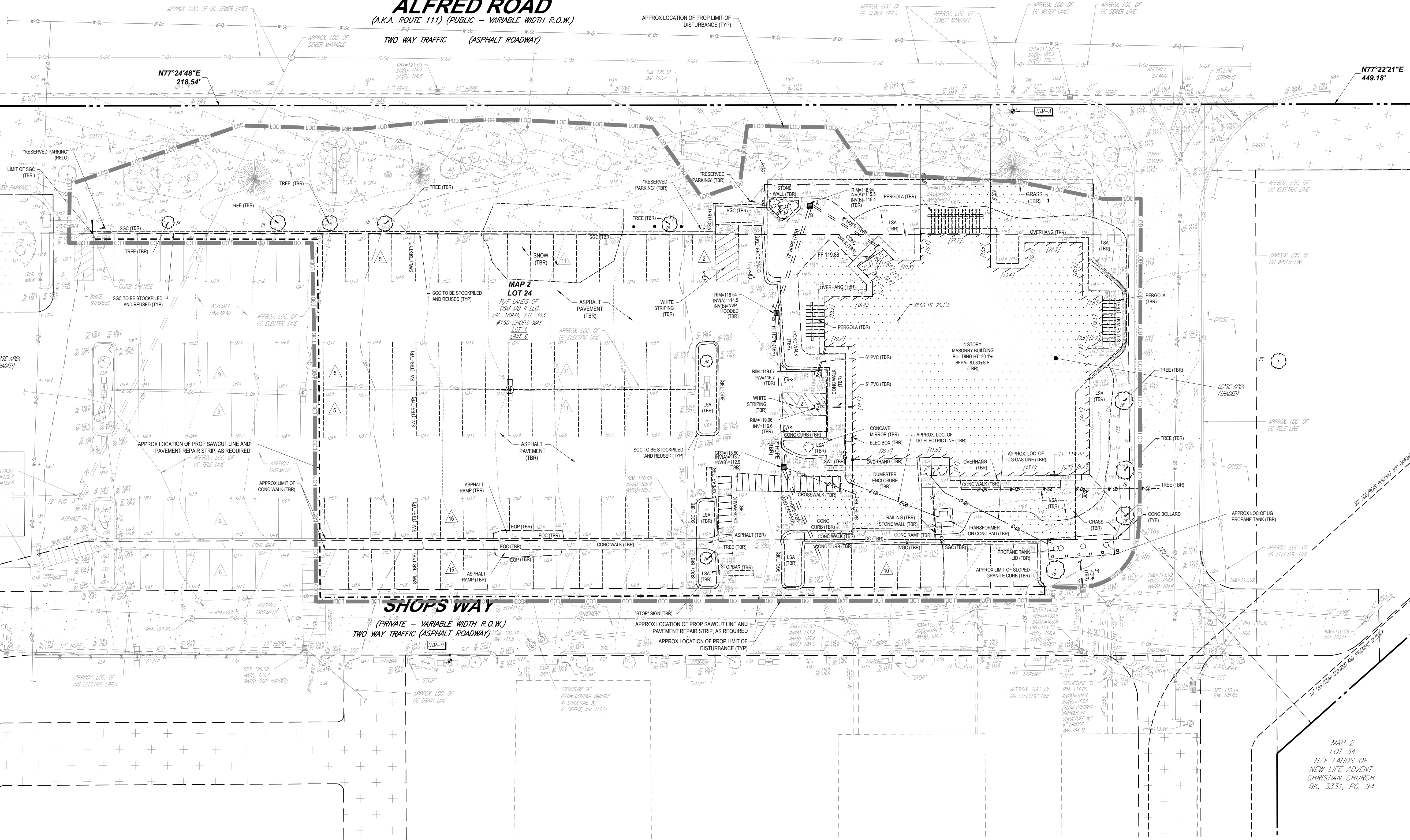
GENERAL NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT
WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO
THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN
WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE
ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN
ALL CONNECTIONS WITH LOCAL, STATE AND FEDERAL AGENCIES.



TWO WAY TRAFFIC (ASPHALT ROADWAY)

TWO WAY TRAFFIC (ASPHALT ROADWAY)

(ASPHALT ROADWAY)



THE CONTRACTOR MUST LOCATE AND CLEARLY DEFINE VERTICALLY AND HORIZONTALLY ALL ACTIVE AND INACTIVE UTILITY AND/OR SERVICE SYSTEMS THAT ARE TO BE REMOVED. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN ALL EXISTING UTILITIES AND SERVICES NOT TO BE REMOVED.

CONTRACTOR SHALL FIELD LOCATION EXISTING UTILITIES PRIOR TO CONSTRUCTION AND IF REQUIRED, DIG EXPLORATORY TEST PITS TO CONFIRM EXACT LOCATION AND DEPTH OF UTILITIES. CONTRACTOR SHALL NOTIFY DESIGN ENGINEER WITH ANY CONCERN OR NEED FOR ADDITIONAL LOCATION INFORMATION.

CONTRACTOR SHALL INSPECT ALL EXISTING UTILITY STRUCTURES THAT ARE TO REMAIN FOR THE PROJECTS REUSE TO VERIFY THEY ARE THE SAME TYPE AND SIZE AS SHOWN ON RECORD PLANS. CONTRACTOR SHALL PROVIDE A NEW STRUCTURE, THE CONTRACTOR SHALL COORDINATE SUCH WORK WITH THE APPLICABLE UTILITY PROVIDER.

CONTRACTOR TO REMOVE ANY BUILDING FOUNDATION REMAINS OR ASSOCIATED IMPROVEMENTS, DELETERIOUS MATERIALS AND OBSTRUCTIONS THAT MAY INTERFERE WITH THE PROPOSED CONSTRUCTION.

THE CONTRACTOR SHALL REVIEW THE PLANS VERSUS THE LOCATION OF EXISTING STRUCTURES, UTILITIES AND UNDERGROUND UTILITIES. THE CONTRACTOR SHALL IDENTIFY AND MARK ALL EXISTING UTILITIES. CONTRACTOR SHALL CARRY CUTS FOR REMOVAL OF ANY EXISTING STRUCTURES, APPURTENANCES, AND UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO, DRAIN, WATER, SEWER, STEAM, IRRIGATION, GAS, TELECOM AND ELECTRIC.

CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES FROM DAMAGE IN ACCORDANCE WITH THE DIRECTION OF THE ENVIRONMENTAL CONSULTANT (TYP).

IF ANY PART OF AN EXISTING PROPERTY LINE, TREE LINE, PROPOSED SAWCUT OR COMBINATION THEREOF IT IS SHOWN ADJACENT TO THESE FEATURES FOR GRAPHICAL CLARITY.

EXISTING TREES TO REMAIN ARE TO BE PROTECTED DURING CONSTRUCTION UNLESS CLEARLY INDICATED OTHERWISE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN NECESSARY PERMITS AND PERMISSIONS TO PREVENT DAMAGE AND SELECTIVE PRUNING MAY BE REQUIRED TO ENSURE THAT TREES DO NOT CONFLICT WITH THE DEVELOPMENT.

ALL EXISTING UTILITIES AND STRUCTURES TO BE REMOVED SHALL BE REMOVED BY THE CONTRACTOR DURING CONSTRUCTION. ANY EXISTING OR PROPOSED RIGHTS OF WAY'S, ANY SUCH WORK SHALL BE PERFORMED BY A LICENSED / DOT APPROVED SIGNAL CONTRACTOR. ANY DAMAGED LOOPS OR OTHER SIGNAL EQUIPMENT SHALL BE REPAIRED IMMEDIATELY AFTER THE SIGNAL CONTRACTOR HAS BEEN ADVISED BY THE SIGNAL CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF ANY DOT AND/OR THE MUNICIPALITY.

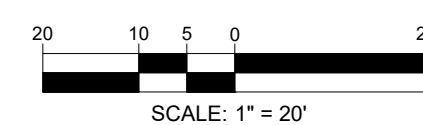
CONTRACTOR MUST BE ABLE TO VERIFY THE LOCATIONS WHERE PROPOSED UTILITIES CROSS EXISTING UNDERGROUND UTILITIES BY USING A TEST PIT TO DETERMINE THE EXACT SIZE, DEPTH AND LOCATION, PRIOR TO COMMENCEMENT OF CONSTRUCTION.

CONTRACTOR SHALL LOCATE ANY EXISTING UTILITY SERVICES THAT ARE TO BE TERMINATED AT THE EXISTING MAIN AND/OR PROPERTY LINE. THESE SERVICES ARE TO BE TERMINATED IN ACCORDANCE WITH MUNICIPAL / STATE TRANSPORTATION DEPARTMENT REQUIREMENTS.

DEMOLITION ABBREVIATIONS	
ABBREVIATION	DESCRIPTION
(TBA)	TO BE ABANDONED
(TBR)	TO BE REMOVED
(TBV)	TO BE VACATED
(RELO)	TO BE RELOCATED

ALL VEGETATION WITHIN THE LOW TO REMAIN AND BE PROTECTED UNLESS NOTED

**THIS PLAN TO BE UTILIZED FOR
DEMOLITION PURPOSES ONLY**



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Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-
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**150 SHOPS WAY
BIDDEFORD, ME**

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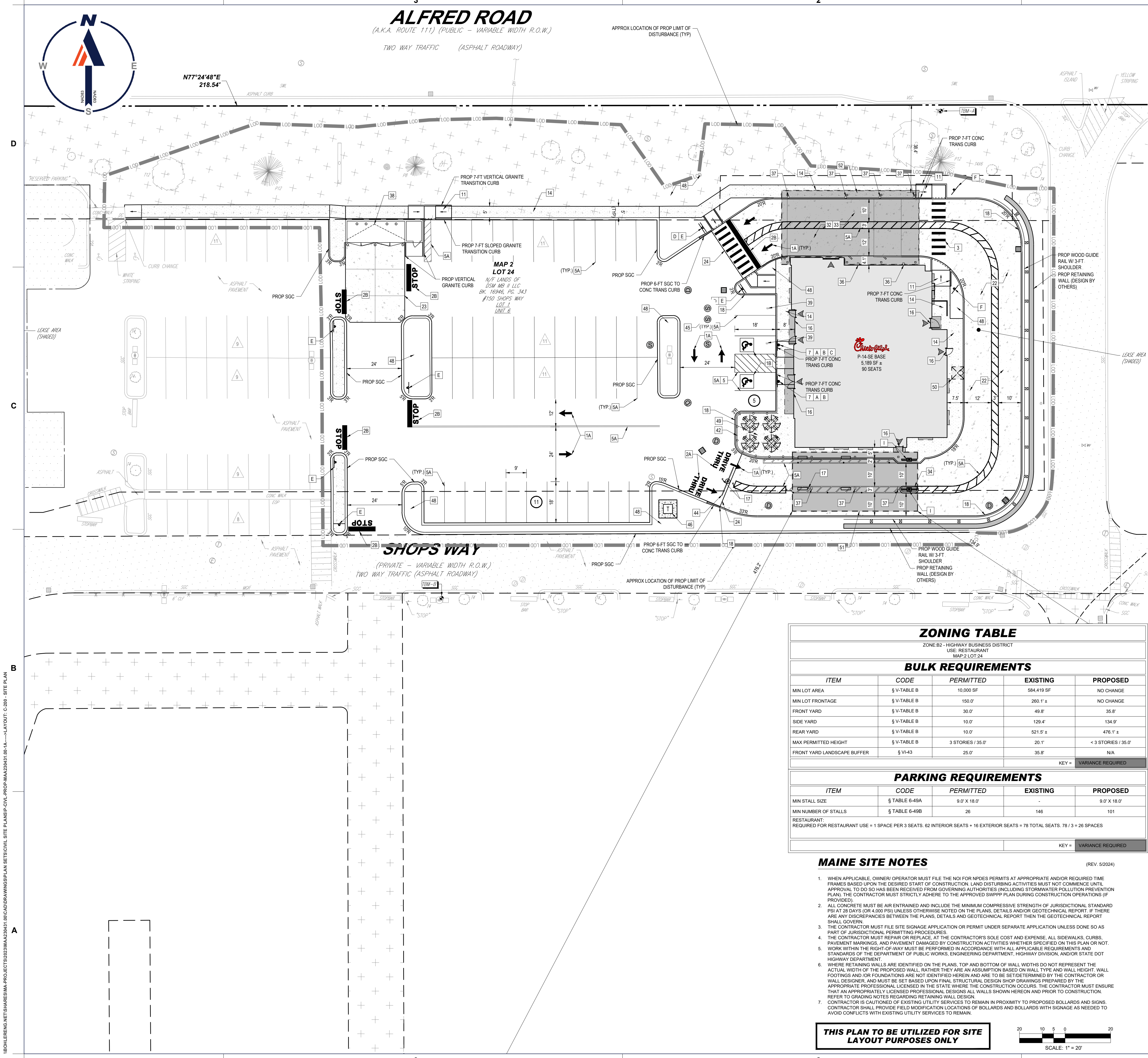
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SHEET
DEMOLITION PLAN

SHEET NUMBER

C-100



SITE PLAN DESIGN NOTES & KEY PLAN

- 1A DIRECTIONAL ARROW
- 1B PAINTED HANDICAP PARKING SYMBOL
- 2A DRIVE-THRU GRAPHICS
- 2B STOP BAR GRAPHIC
- 3 CROSSWALK MARKINGS
- 4 MULTI-LANE DIRECTIONAL GRAPHICS
- 5 STANDARD OR HANDICAP PARKING STALL PER CODE
- 5A 4" SOLID WHITE STRIPING
- 5B 4" SOLID YELLOW STRIPING
- 5C 4" SKIP DASH YELLOW STRIPING
- 6 SOLID PLASTIC WHEEL STOP
- 7 BOLLARD MOUNTED SIGN
- 8 CURB RAMP w/ SHORT FLARED SIDES (GRASSED AREAS)
- 9 CURB RAMP w/ FLARED SIDES (IN SIDEWALK)
- 10 RETURNED CURB HANDICAP RAMP
- 11 SIDEWALK ACCESSIBLE RAMP
- 12 DETECTABLE WARNING DEVICE
- 13 TYPICAL ADA RAMP & HANDRAIL
- 14 CONCRETE SIDEWALK
- 15 CONCRETE SIDEWALK w/ CURB & GUTTER
- 16 ENTRY DOOR FROST SLAB DETAIL
- 17 CONCRETE BOLLARD
- 18 CONCRETE CURB & GUTTER

- 18A SPILLING CURB & GUTTER
- 18B CATCHING CURB & GUTTER
- 18C DEPRESSED SPILLING CURB & GUTTER
- 18D DEPRESSED CATCHING CURB & GUTTER
- 18E SPILLING GUTTER SECTION AT ACCESSIBLE RAMP
- 18F CATCHING GUTTER SECTION AT ACCESSIBLE RAMP
- 18G MOUNTABLE CURB & GUTTER
- 19 LANDSCAPE & IRRIGATION PROTECTOR
- 20 TYPICAL HMA PAVEMENT SECTION
- 21 BUTT JOINT
- 22 CONCRETE PAVEMENT DRIVE-THRU LANE
- 23 CONCRETE APRON AT TRASH ENCLOSURE
- 24 PAVEMENT EDGE DETAIL (START & END OF DRIVE-THRU LANES)
- 25 CONCRETE PAVEMENT SECTIONS
- 26 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT
- 27 TRANSVERSE & LONGITUDINAL DOWELED CONSTRUCTION JOINT
- 28 CONTRACTION JOINT
- 29 KEYED CONSTRUCTION JOINT
- 30 LONGITUDINAL BUTT JOINT
- 31 EXPANSION JOINT
- 32 DRIVE-THRU PLAN - FLUSH WITH FFE
- 33 DRIVE-THRU ISOMETRIC
- 34 DRIVE-THRU ORDER POINT ISLAND
- 35 MENU BOARD LOOP DETECTION SYSTEM
- 36 BUILDING DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM)
- 37 CANOPY DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM)
- 38 SCREENED REFUSE ENCLOSURE (REFER TO ARCH PLANS FOR ADDITIONAL DETAILS)
- 39 CLEAN-OUT (OUTSIDE OF BUILDING)
- 40 THICKENED PAVEMENT @ STRUCTURES
- 41 STORM STRUCTURE WEEP HOLE DETAILS
- 42 ALUMINUM HANDRAIL (REFER TO ARCH PLANS)
- 43 BUILDING DOWNSPOUT CONNECTION
- 44 DRIVE-THRU CLEARANCE BAR (REFER TO SIGNAGE PACKAGE)
- 45 GREASE TRAP
- 46 PROPOSED TRANSFORMER
- 47 BIKE RACK
- 48 LANDSCAPED AREA
- 49 TYPICAL LOCATION FOR OUTDOOR TABLES (REFER TO ARCH PLANS)
- 50 CONCRETE PAD FOR OPTIONAL CASH STATION
- 51 FREE-STANDING ORDER POINT CANOPY
- 52 FREE-STANDING OUTSIDE MEAL DELIVERY CANOPY

ZONING TABLE

ZONE B2 - HIGHWAY BUSINESS DISTRICT
USE: RESTAURANT
MAP LOT 24

BULK REQUIREMENTS

ITEM	CODE	PERMITTED	EXISTING	PROPOSED
MIN LOT AREA	§ V-TABLE B	10,000 SF	584,419 SF	NO CHANGE
MIN LOT FRONTAGE	§ V-TABLE B	150.0'	280.1' ±	NO CHANGE
FRONT YARD	§ V-TABLE B	30.0'	49.8'	35.8'
SIDE YARD	§ V-TABLE B	10.0'	129.4'	134.9'
REAR YARD	§ V-TABLE B	10.0'	521.5' ±	476.1' ±
MAX PERMITTED HEIGHT	§ V-TABLE B	3 STORIES / 35.0'	20.1'	< 3 STORIES / 35.0'
FRONT YARD LANDSCAPE BUFFER	§ VI-43	25.0'	35.8'	N/A

KEY = VARIANCE REQUIRED

PARKING REQUIREMENTS

ITEM	CODE	PERMITTED	EXISTING	PROPOSED
MIN STALL SIZE	§ TABLE 6-49A	9.0' X 18.0'	-	9.0' X 18.0'
MIN NUMBER OF STALLS	§ TABLE 6-49B	26	146	101

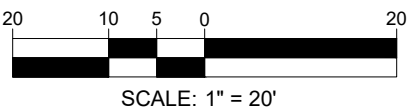
RESTAURANT:
REQUIRED FOR RESTAURANT USE = 1 SPACE PER 3 SEATS. 62 INTERIOR SEATS + 16 EXTERIOR SEATS = 78 TOTAL SEATS. 78 / 3 = 26 SPACES

(REV. 5/20/24)

MAINE SITE NOTES

- WHEN APPLICABLE, OWNER/OPERATOR MUST FILE THE NOI FOR NPDES PERMITS AT APPROPRIATE AND/OR REQUIRED TIME FRAMES BASED UPON THE DESIRED START OF CONSTRUCTION. LAND DISTURBING ACTIVITIES MUST NOT COMMENCE UNTIL APPROVAL TO DO SO HAS BEEN RECEIVED FROM GOVERNING AUTHORITIES INCLUDING STORMWATER POLLUTION PREVENTION PLAN. THE CONTRACTOR MUST STRICTLY ADHERE TO THE APPROVED SWPPP PLAN DURING CONSTRUCTION OPERATIONS (IF PROVIDED).
- ALL CONCRETE MUST BE AIR ENTRAINED AND INCLUDE THE MINIMUM COMPRESSIVE STRENGTH OF JURISDICTIONAL STANDARD PSI AT 28 DAYS (OR 4,000 PSI) UNLESS OTHERWISE NOTED ON THE PLANS. DETAILS AND/OR GEOTECHNICAL REPORT, IF THERE ARE ANY DISCREPANCIES BETWEEN THE PLANS, DETAILS AND GEOTECHNICAL REPORT THEN THE GEOTECHNICAL REPORT SHALL GOVERN.
- THE CONTRACTOR MUST FILE SITE SIGNAGE APPLICATION OR PERMIT UNDER SEPARATE APPLICATION UNLESS DONE SO AS PART OF JURISDICTIONAL PERMITTING PROCEDURES.
- THE CONTRACTOR MUST REPAIR OR REPLACE, AT THE CONTRACTOR'S SOLE COST AND EXPENSE, ALL SIDEWALKS, CURBS, PAVEMENT MARKINGS, AND PAVEMENT DAMAGED BY CONSTRUCTION ACTIVITIES WHETHER SPECIFIED ON THIS PLAN OR NOT.
- WORK WITHIN THE RIGHT-OF-WAY MUST BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS AND STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS, ENGINEERING DEPARTMENT, HIGHWAY DIVISION, AND/OR STATE DOT HIGHWAY DEPARTMENT.
- WHERE RETAINING WALLS ARE IDENTIFIED ON THE PLANS, TOP AND BOTTOM OF WALL WIDTHS DO NOT REPRESENT THE ACTUAL WIDTH OF THE PROPOSED WALL, RATHER THEY ARE AN ASSUMPTION BASED ON WALL TYPE AND WALL HEIGHT. WALL FOOTINGS AND/OR FOUNDATIONS ARE NOT IDENTIFIED HEREIN AND ARE TO BE SET DETERMINED BY THE CONTRACTOR OR WALL DESIGNER, AND MUST BE SET BASED UPON FINAL STRUCTURAL DESIGN SHOP DRAWINGS PREPARED BY THE APPROPRIATE PROFESSIONAL LICENSED IN THE STATE WHERE THE CONSTRUCTION OCCURS. THE CONTRACTOR MUST ENSURE THAT AN APPROPRIATELY LICENSED PROFESSIONAL DESIGNS ALL WALLS SHOWN HEREON AND PRIOR TO CONSTRUCTION. REFER TO GRADING NOTES REGARDING RETAINING WALL DESIGN.
- CONTRACTOR IS CAUTIONED OF EXISTING UTILITY SERVICES TO REMAIN IN PROXIMITY TO PROPOSED BOLLARDS AND SIGNS. CONTRACTOR SHALL PROVIDE FIELD MODIFICATION LOCATIONS OF BOLLARDS AND BOLLARDS WITH SIGNAGE AS NEEDED TO AVOID CONFLICTS WITH EXISTING UTILITY SERVICES TO REMAIN.

THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY



SIGN LEGEND

** CONTRACTOR TO REFER TO THE SIGNAGE PACKAGE FOR PLACEMENT AND SPECIFICATIONS OF ALL SIGNS **

- A HANDICAP PARKING SIGN (SEE SIGNAGE PACKAGE)
R7-8; 12" X 18" (TYP.)
- B HANDICAP PARKING FINE SIGN (SEE SIGNAGE PACKAGE)
6" X 12" (TYP.)
- C "VAN ACCESSIBLE" SIGN (SEE SIGNAGE PACKAGE)
R7-8P; 6" X 12" (TYP.)
- D "DO NOT ENTER" SIGN (SEE SIGNAGE PACKAGE)
R5-1; 24" X 24" (TYP.)
- E STOP SIGN (SEE SIGNAGE PACKAGE)
R1-1; 30" X 30" (TYP.)
- F CFA PEDESTRIAN CROSSING SIGN (SEE SIGNAGE PACKAGE)
- G FLAG POLE (SEE SIGNAGE PACKAGE)
- H CFA MONUMENT OR PYLON SIGN
- I DIGITAL DRIVE-THRU MENU BOARDS



Chick-fil-A

Chick-fil-A
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Atlanta, Georgia 30349-2998

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BIDDEFORD, ME

FSR#05752

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1a	1/22/25	UPDATED ARCH FOOTPRINT

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PRINTED FOR ISSUED FOR PERMIT

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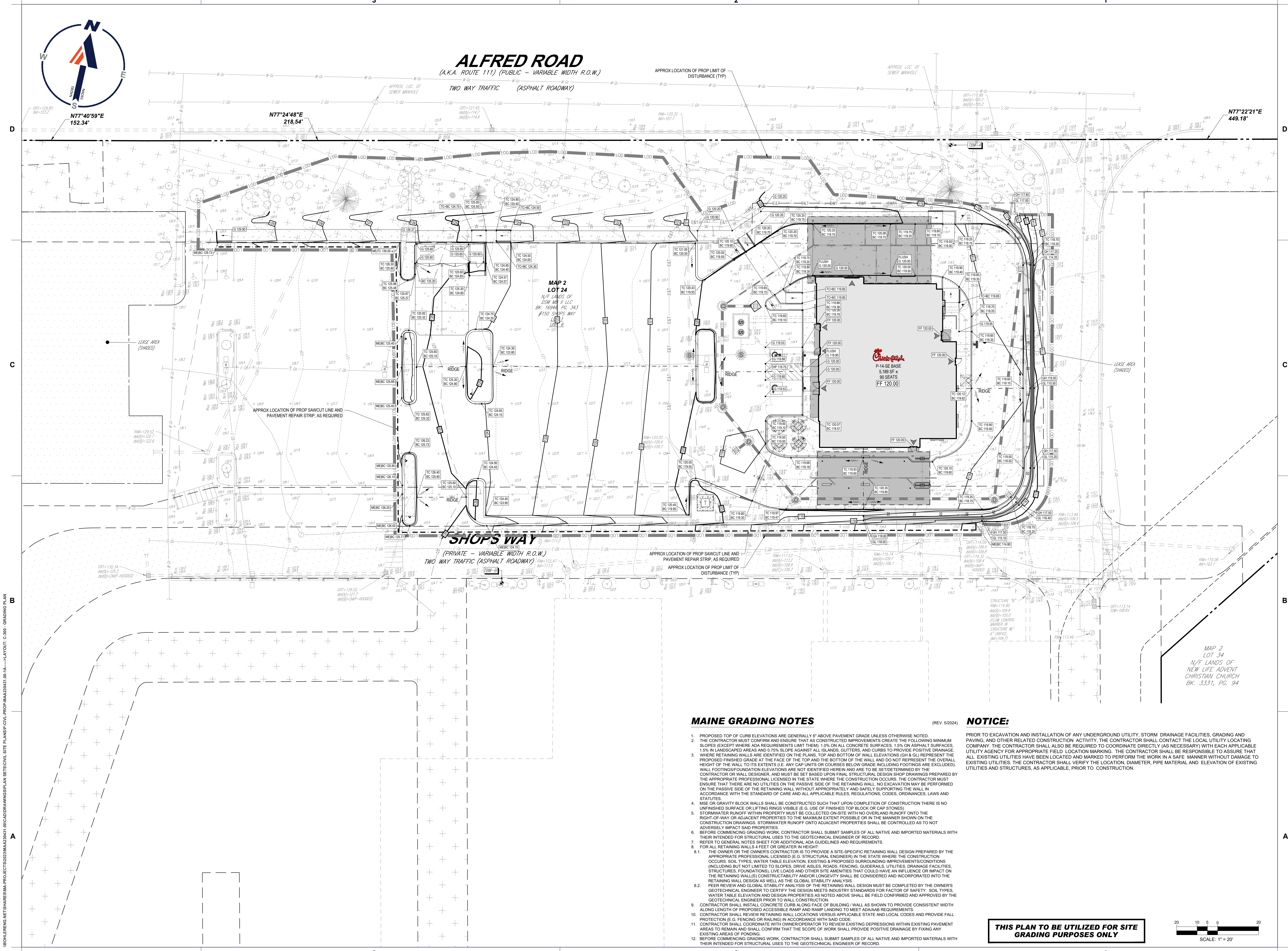
SHEET SITE PLAN

SHEET NUMBER

C-200

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\\BOHLER\NET\SHARES\MA-PROJECTS\2023\MAA230431.00\CADD\DRAWINGS\PLAN SET\CIVIL\SITE PLAN\SP-CIVIL SITE PLAN\SP-MAA230431.00-1A---LAYOUT: C-200- SITE PLAN



MAINE GRADING NOTES

(REV 5/2024)

- PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 6" ABOVE PAVEMENT GRADE UNLESS OTHERWISE NOTED.
- THE CONTRACTOR MUST CONFIRM AND ENSURE THAT AS CONSTRUCTED IMPROVEMENTS CREATE THE FOLLOWING MINIMUM SLOPES (EXCEPT WHERE ADA REQUIREMENTS LIMIT THEM): 1.0% ON ALL CONCRETE SURFACES, 1.5% ON ASPHALT SURFACES, 1.5% IN LANDSCAPED AREAS AND 0.75% SLOPES AGAINST ALL ISLANDS, GUTTERS, AND CURBS TO PROVIDE POSITIVE DRAINAGE.
- WHERE RETAINING WALLS ARE IDENTIFIED ON THE PLANS, TOP AND BOTTOM OF WALL ELEVATIONS (GH & GL) REPRESENT THE PROPOSED FINISHED GRADE AT THE FACE OF THE TOP AND THE BOTTOM OF THE WALL AND DO NOT REPRESENT THE OVERALL HEIGHT OF THE WALL TO ITS EXTENTS (I.E. ANY CAP UNITS OR COURSES BELOW GRADE INCLUDING FOOTINGS ARE EXCLUDED). WALL FOOTINGS/FOUNDATION ELEVATIONS ARE NOT IDENTIFIED HEREIN AND ARE TO BE SET/DETERMINED BY THE CONTRACTOR OR WALL DESIGNER, AND MUST BE SET BASED UPON FINAL STRUCTURAL DESIGN SHOP DRAWINGS PREPARED BY THE APPROPRIATE PROFESSIONAL LICENSED IN THE STATE WHERE THE CONSTRUCTION OCCURS. THE CONTRACTOR MUST ENSURE THAT THERE ARE NO UTILITIES ON THE PASSIVE SIDE OF THE RETAINING WALL. NO EXCAVATION MAY BE PERFORMED ON THE PASSIVE SIDE OF THE RETAINING WALL WITHOUT APPROPRIATELY AND SAFELY SUPPORTING THE WALL IN ACCORDANCE WITH THE STANDARD OF CARE AND ALL APPLICABLE RULES, REGULATIONS, CODES, ORDINANCES, LAWS AND STATUTES.
- MSE OR GRAVITY BLOCK WALLS SHALL BE CONSTRUCTED SUCH THAT UPON COMPLETION OF CONSTRUCTION THERE IS NO UNFINISHED SURFACE OR LIFTING RINGS VISIBLE (E.G. USE OF FINISHED TOP BLOCK OR CAP STONES).
- STORMWATER RUNOFF WITHIN PROPERTY MUST BE COLLECTED ON-SITE WITH NO OVERLAND RUNOFF ONTO THE RIGHT-OF-WAY OR ADJACENT PROPERTIES TO THE MAXIMUM EXTENT POSSIBLE OR IN THE MANNER SHOWN ON THE CONSTRUCTION DRAWINGS. STORMWATER RUNOFF ONTO ADJACENT PROPERTIES SHALL BE CONTROLLED AS TO NOT ADVERSELY IMPACT SAID PROPERTIES.
- BEFORE COMMENCING GRADING WORK, CONTRACTOR SHALL SUBMIT SAMPLES OF ALL NATIVE AND IMPORTED MATERIALS WITH THEIR INTENDED FOR STRUCTURAL USES TO THE GEOTECHNICAL ENGINEER OF RECORD.
- REFER TO GENERAL NOTES SHEET FOR ADDITIONAL ADA GUIDELINES AND REQUIREMENTS.
- FOR ALL RETAINING WALLS 4 FEET OR GREATER IN HEIGHT:
 - THE OWNER OR THE OWNER'S CONTRACTOR IS TO PROVIDE A SITE-SPECIFIC RETAINING WALL DESIGN PREPARED BY THE APPROPRIATE PROFESSIONAL LICENSED (E.G. STRUCTURAL ENGINEER) IN THE STATE WHERE THE CONSTRUCTION OCCURS. SOIL TYPES, WATER TABLE ELEVATION, EXISTING & PROPOSED SURROUNDING IMPROVEMENTS/CONDITIONS (INCLUDING BUT NOT LIMITED TO SLOPES, DRIVE AISLES, ROADS, FENCING, GUARDRAILS, UTILITIES, DRAINAGE FACILITIES, STRUCTURES, FOUNDATIONS), LIVE LOADS AND OTHER SITE AMENITIES THAT COULD HAVE AN INFLUENCE OR IMPACT ON THE RETAINING WALL(S) CONSTRUCTABILITY AND/OR LONGEVITY SHALL BE CONSIDERED AND INCORPORATED INTO THE RETAINING WALL DESIGN AS WELL AS THE GLOBAL STABILITY ANALYSIS.
 - PEER REVIEW AND GLOBAL STABILITY ANALYSIS OF THE RETAINING WALL DESIGN MUST BE COMPLETED BY THE OWNER'S GEOTECHNICAL ENGINEER TO CERTIFY THE DESIGN MEETS INDUSTRY STANDARDS FOR FACTOR OF SAFETY, SOIL TYPES, WATER TABLE ELEVATION AND DESIGN PROPERTIES AS NOTED ABOVE SHALL BE FIELD CONFIRMED AND APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO WALL CONSTRUCTION.
- CONTRACTOR SHALL INSTALL CONCRETE CURB ALONG FACE OF BUILDING / WALL AS SHOWN TO PROVIDE CONSISTENT WIDTH ALONG LENGTH OF PROPOSED ACCESSIBLE RAMP AND RAMP LANDING TO MEET ADA/AB REQUIREMENTS.
- CONTRACTOR SHALL REVIEW RETAINING WALL LOCATIONS VERSUS APPLICABLE STATE AND LOCAL CODES AND PROVIDE FALL PROTECTION (E.G. FENCING OR RAILING) IN ACCORDANCE WITH SAID CODE.
- CONTRACTOR SHALL COORDINATE WITH OWNER/OPERATOR TO REVIEW EXISTING DEPRESSIONS WITHIN EXISTING PAVEMENT AREAS TO REMAIN AND SHALL CONFIRM THAT THE SCOPE OF WORK SHALL PROVIDE POSITIVE DRAINAGE BY FIXING ANY EXISTING AREAS OF PONDING.
- BEFORE COMMENCING GRADING WORK, CONTRACTOR SHALL SUBMIT SAMPLES OF ALL NATIVE AND IMPORTED MATERIALS WITH THEIR INTENDED FOR STRUCTURAL USES TO THE GEOTECHNICAL ENGINEER OF RECORD.

NOTICE:

PRIOR TO EXCAVATION AND INSTALLATION OF ANY UNDERGROUND UTILITY, STORM DRAINAGE FACILITIES, GRADING AND PAVING, AND OTHER RELATED CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL CONTACT THE LOCAL UTILITY LOCATING COMPANY. THE CONTRACTOR SHALL ALSO BE REQUIRED TO COORDINATE DIRECTLY (AS NECESSARY) WITH EACH APPLICABLE UTILITY AGENCY FOR APPROPRIATE FIELD LOCATION MARKING. THE CONTRACTOR SHALL BE RESPONSIBLE TO ASSURE THAT ALL EXISTING UTILITIES HAVE BEEN LOCATED AND MARKED TO PERFORM THE WORK IN A SAFE MANNER WITHOUT DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION, DIAMETER, PIPE MATERIAL AND ELEVATION OF EXISTING UTILITIES AND STRUCTURES, AS APPLICABLE, PRIOR TO CONSTRUCTION.

THIS PLAN TO BE UTILIZED FOR SITE GRADING PURPOSES ONLY



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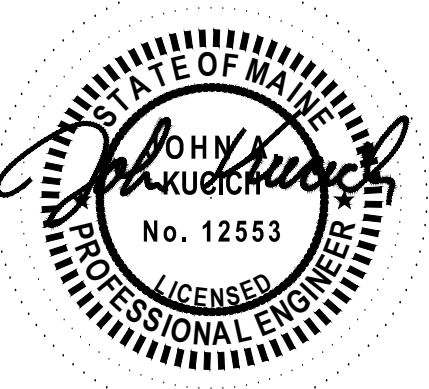
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FSR#05752

BUILDING TYPE / SIZE: P14-LE_LRG
RELEASE: 24.08

REVISION SHEET

NO.	DATE	DESCRIPTION
1a	1/22/25	UPDATED ARCH FOOTPRINT

CONSULTANT PROJECT # MA230431.00

PRINTED FOR ISSUED FOR PERMIT

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DRAWN BY AEH

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SHEET GRADING PLAN

SHEET NUMBER

C-300

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TWO WAY TRAFFIC (ASPHALT ROADWAY)

APPROX LOCATION OF PROP LIMIT OF DISTURBANCE (TRIP)

TWO WAY TRAFFIC (ASPHALT ROADWAY)

N77°24'48"E
218.54'

N77°22'21"E
449.18'



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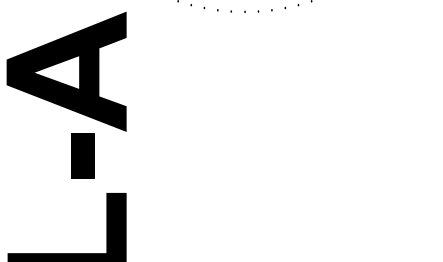
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(REV. 1/2023)

MAINE DRAINAGE NOTES

- [illegible]

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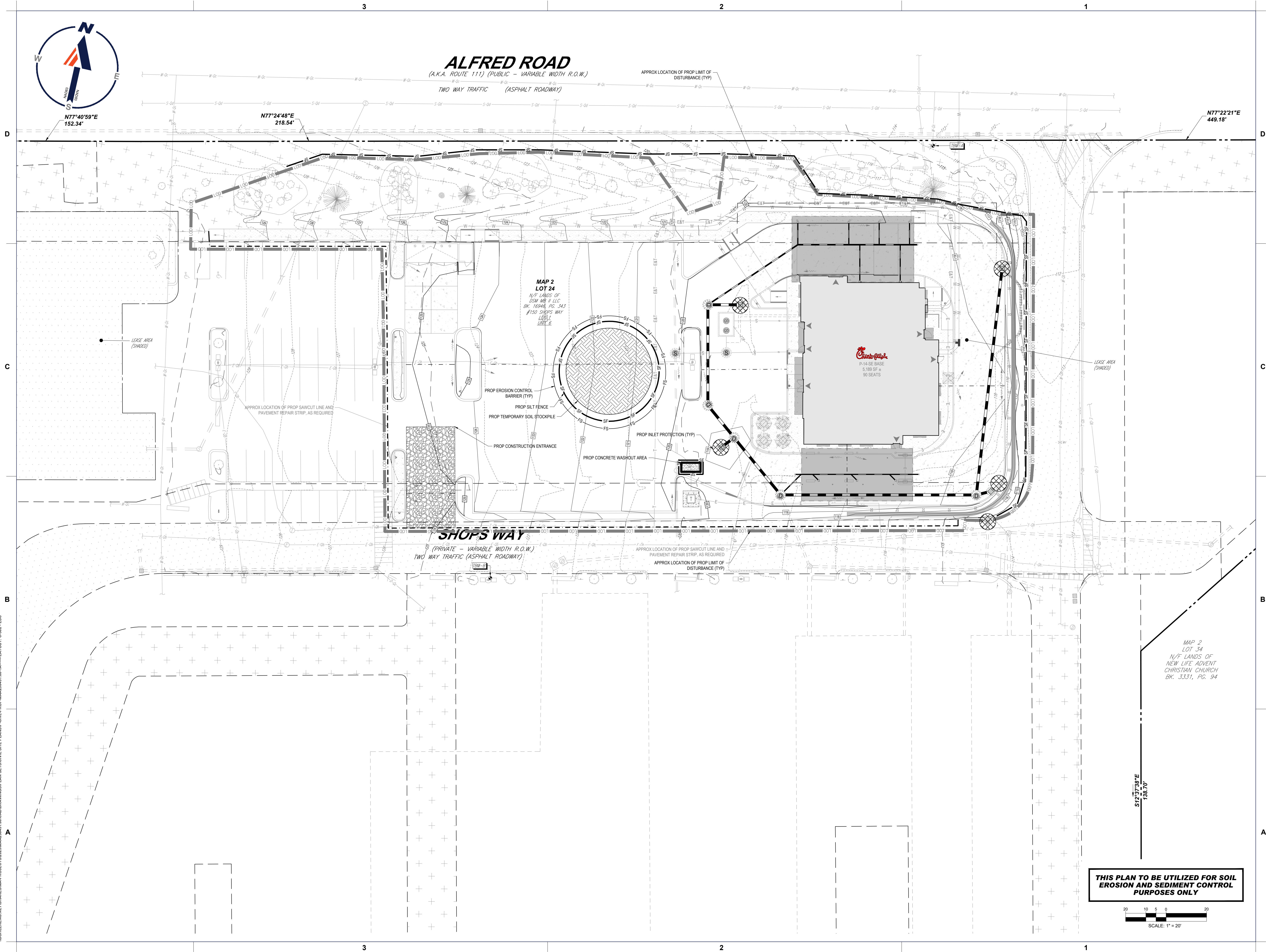
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SHEET	
DRAINAGE PLAN	

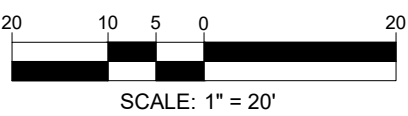
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W:\BOHLER\NET\SHARES\MA PROJECTS\2023\MAA230431.00\CADD\DRAWINGS\PLAN SETS\CIVIL SITE PLANS\SP-CIVIL_PROJ-MAA230431.00-1A-----LAYOUT: C-302 - EBC



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SHEET EROSION AND SEDIMENT CONTROL PLAN

SHEET NUMBER
C-302

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FINISHED GRADING COORDINATION

NOTICE:

TIP: INSTALLATION OF BLANK CONDUIT

NOTICE: EXISTING UTILITY LOCATIONS

APPROPRIATE FIELD LOCATION MARKING. THE CONTRACTOR SHALL BE RESPONSIBLE TO ASSURE THAT ALL EXISTING UTILITIES HAVE BEEN LOCATED AND MARKED TO PERFORM THE WORK IN A SAFE MANNER WITHOUT DAMAGE TO EXISTING UTILITIES.

THE CONTRACTOR SHALL VERIFY THE LOCATION, DIAMETER, PIPE MATERIAL AND ELEVATION OF EXISTING UTILITIES AND STRUCTURES, AS APPLICABLE, PRIOR TO CONSTRUCTION.



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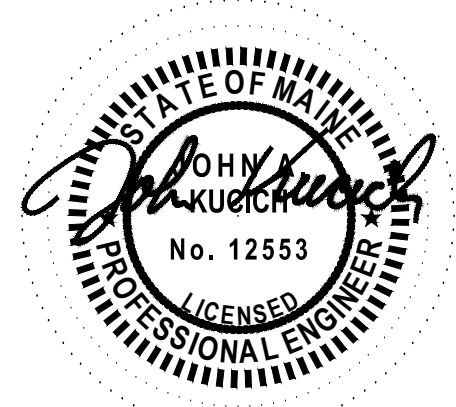
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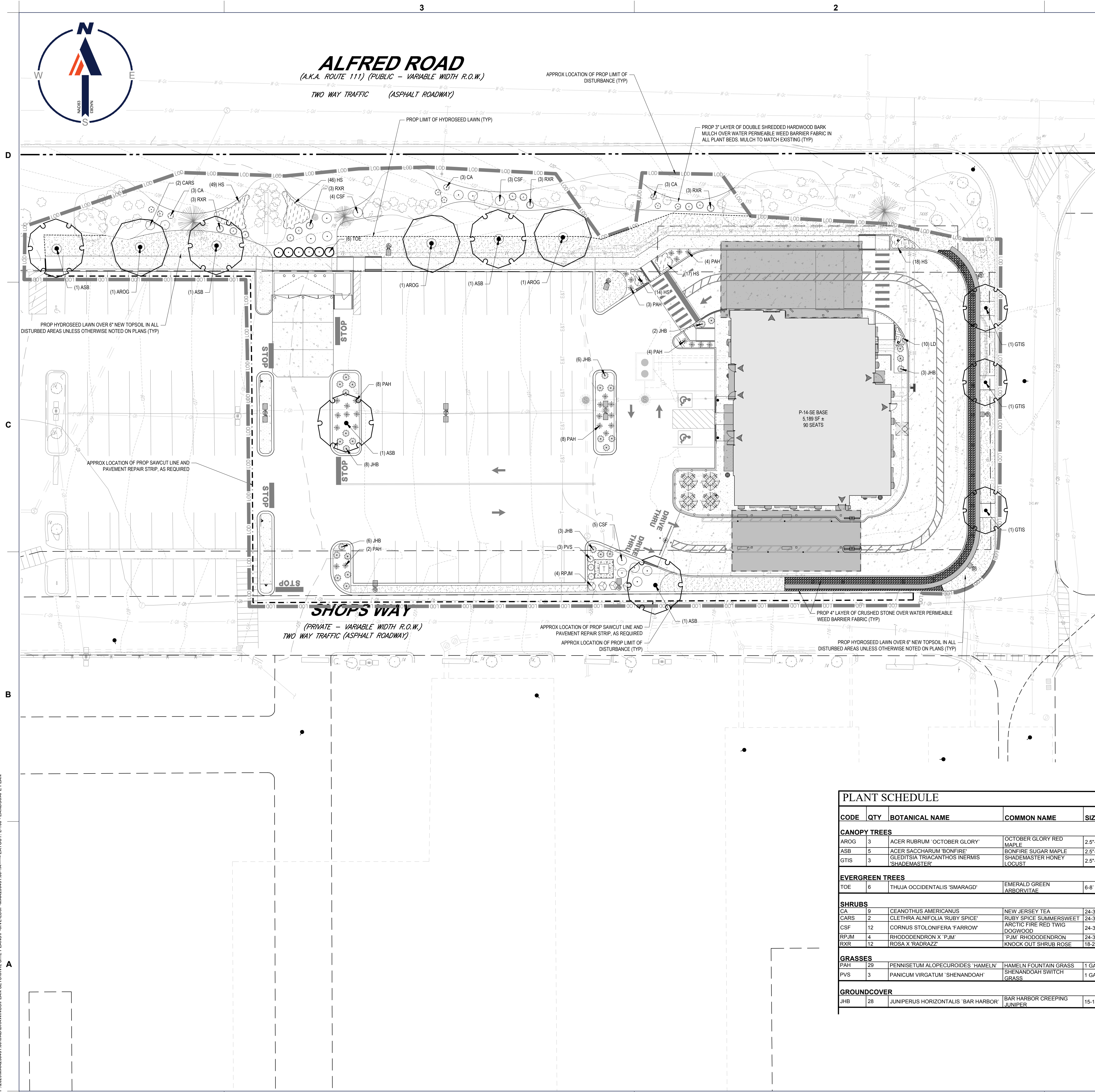
PLUMBING SITE PLAN

SHEET NUMBER
DO-100

PS-100

Discussion

P:\2023\MAA230431\06\CADD\DRAWINGS\PLAN SETS\CIVIL\LSCP-MAA230431-06-1A---3-LAYOUT-L-100- LANDSCAPE PLAN



PLANT SCHEDULE					
CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
CANOPY TREES					
AROG	3	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	2.5"-3" CAL.	B&B
ASB	5	ACER SACCHARUM 'BONIFIRE'	BONIFIRE SUGAR MAPLE	2.5"-3" CAL.	B&B
GTIS	3	GLEDTISIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	2.5"-3" CAL.	B&B
EVERGREEN TREES					
TOE	6	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	6-8'	B&B
SHRUBS					
CA	2	CEANOTHUS AMERICANUS	NEW JERSEY TEA	24-30"	CONTAINER
CARS	2	CLETHRA ALNIFOLIA 'RUBY SPICE'	RUBY SPICE SUMMERSWEET	24-30"	CONTAINER
CSF	12	CORNUS STOLONIFERA 'FARROW'	ARCTIC FIRE RED TWIG DOGWOOD	24-36"	CONTAINER
RPJM	4	RHODODENDRON X 'PJM'	PJM RHODODENDRON	24-30"	CONTAINER
RXR	12	ROSA X 'RADRAZZ'	KNOCK OUT SHRUB ROSE	18-24"	CONTAINER
GRASSES					
PAH	29	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GAL.	CONTAINER
PVS	3	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH SWITCH GRASS	1 GAL.	CONTAINER
GROUND COVER					
JHB	28	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR CREEPING JUNIPER	15-18" SPED	CONTAINER

OWNER MAINTENANCE RESPONSIBILITIES

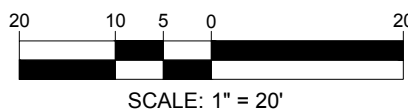
UPON OWNERS (OR OWNER CONTRACTORS) COMPLETION OF LANDSCAPING WORK, THE OWNER IS FULLY RESPONSIBLE FOR ALL FUTURE MAINTENANCE, CARE, UNLESS WATERING AND TRIMMING OF ALL INSTALLED VEGETATION PLANTS, TREES, BUSHES, SHRUBS, GRASSES, GRASS, ORNAMENTAL PLANTS AND FLOWERS, FLOWERS, GROUND COVER, AND LANDSCAPING, INCLUDING ALL LANDSCAPE ISLANDS AND AREAS ADJACENT OR PART OF THE LANDSCAPED AREAS. THIS RESPONSIBILITY INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

- TREES ADJACENT TO WALKWAYS AND AREAS OF PEDESTRIAN TRAFFIC MUST BE MAINTAINED TO ASSURE THAT ANY BRANCHES MUST BE TRIMMED UP TO A CLEARANCE HEIGHT OF 7 FT. (FROM ALL PEDESTRIAN SURFACES) OR PRUNED BACK TO AVOID ANY INTERFERENCE WITH THE TYPICAL PATH OF TRAVEL.
- TREES WITHIN VEHICULAR SIGHT LINES, AS ILLUSTRATED ON THE LANDSCAPE PLAN, ARE TO BE TRIMMED TO A CLEARANCE HEIGHT OF 7 FT. (FROM ALL PAVED, TRAVELED SURFACES), OR AS OTHERWISE INDICATED ON THE PLANS.
- VEGETATIVE GROUND COVER, SHRUBS AND ORNAMENTAL PLANTS AND GRASSES MUST BE TRIMMED SO THAT NO PORTION OF THE PLANT EXCEEDS 30 INCHES ABOVE GRADE (OF ALL PAVED, TRAVEL SURFACES) ALONG AND WITHIN THE SIGHT LINES OF PARKING LOTS AND INGRESS-EGRESS WAYS.
- FALLEN PLANT FLOWERS, FRUIT, SEEDS AND DEBRIS DROPPINGS ARE TO BE REMOVED IMMEDIATELY FROM VEHICULAR AND PEDESTRIAN TRAFFIC AREAS TO PREVENT TRIPPING, SLIPPING OR ANY OTHER HAZARDS.

THESE REQUIREMENTS DO NOT AFFECT THE PLANT LIFE GUARANTEES THE LANDSCAPE CONTRACTOR IS REQUIRED TO PROVIDE.

THIS PLAN TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY

REFER LANDSCAPE NOTES & DETAILS SHEET FOR LANDSCAPE NOTES AND DETAILS



CITY OF BIDDEFORD LANDSCAPE REQUIREMENTS		
SECTION	REQUIREMENTS	CALCULATIONS/PROPOSED
ART VI SECTION 43	A. THE LANDSCAPE SHALL BE PRESERVED IN ITS NATURAL STATE, INsofar AS PRACTICAL, BY MINIMIZING TREE REMOVAL AND GRADE CHANGES IN KEEPING WITH THE GENERAL APPEARANCE OF NEIGHBORING AREAS. LANDSCAPING SHALL BE DESIGNED TO SOFTEN, SCREEN, OR ENHANCE THE PHYSICAL DESIGN OF STRUCTURES AND PARKING AREAS TO AVOID THE ENCROACHMENT OF THE PROPOSED USE ON ABUTTING LAND USES.	PROVIDED
	B. COMMERCIAL AND INDUSTRIAL USES SHALL MAINTAIN THE FIRST 25 FEET FROM THE EDGE OF THE RIGHT-OF-WAY (EXCLUDING DRIVEWAYS) IN FRONT OF ALL BUILDINGS, STRUCTURES AND IMPERVIOUS AREAS AS A GREEN STRIP. THE GREEN STRIP SHALL CONSIST OF A MAINTAINED VEGETATED AREA WITH A TWO-AND-ONE-HALF-INCH DIAMETER OR LARGER DECIDUOUS SHADE TREE, SPACED EVERY 25 FEET, OR A SHRUB, TWO TO THREE FEET IN HEIGHT, MINIMUM, PLACED THE EQUIVALENT OF ONE PER 10 FEET, ALONG THE GREEN STRIP AND PARALLEL TO THE RIGHT-OF-WAY, IN ORDER TO ENSURE PROPER VISIBILITY FOR ENTERING AND DEPARTING VEHICLES. ALL DRIVEWAY ENTRANCES AND EXITS SHALL BE KEPT FREE FROM VISUAL OBSTRUCTIONS HIGHER THAN THREE FEET ABOVE STREET LEVEL FOR A DISTANCE OF 25 FEET MEASURED ALONG THE INTERSECTING DRIVEWAY AND STREET LINES	REQUIRED: 12 TREES PROVIDED: 12 TREES (6 EXISTING TREES TO REMAIN) CALCULATION: 300' OF FRONTAGE / 25' = 12 TREES
ART VI SECTION 49	5. OFF-STREET PARKING AND LOADING SPACES FOR NONRESIDENTIAL USES SHALL BE EFFECTIVELY SCREENED FROM VIEW BY A CONTINUOUS LANDSCAPED AREA NOT LESS THAN NINE FEET IN HEIGHT ALONG EXTERIOR LOT LINES ADJACENT TO RESIDENTIAL PROPERTIES AND ALL PUBLIC ROADS, EXCEPT THAT DRIVEWAYS SHALL BE KEPT OPEN TO PROVIDE VISIBILITY FOR ENTERING AND LEAVING. NO OFF-STREET PARKING AND LOADING SHALL BE PERMITTED WITHIN THE FRONT SETBACK OR ANY SETBACK ADJOINING A PUBLIC STREET, EXCEPT AS SPECIFICALLY AUTHORIZED IN THIS ORDINANCE.	PROVIDED. SUPPLEMENTAL SHRUBBERY ADDED ALONG EXISTING LANDSCAPE BUFFER
	10. THE EXISTING LANDSCAPE SHALL BE PRESERVED IN ITS NATURAL STATE WHEREVER POSSIBLE. LARGE PARKING LOTS COVERING MORE THAN 1/4 ACRE SHALL BE PROVIDED WITH DECIDUOUS SHADE TREES DESIGNED TO REDUCE SOLAR HEATING IN THE SUMMER AND PROVIDE FOR WINDBREAKS. ALL PARKING OR OUTDOOR STORAGE AREAS SHALL BE SEPARATED FROM A PUBLIC ROAD BY A LANDSCAPED BUFFER STRIP AT LEAST 15 FEET WIDE. PLANTED WITH SHADE TREES A MINIMUM TWO INCHES DIAMETER AT BREAST HEIGHT AND DENSE MEDIUM HEIGHT SHRUBS TO SCREEN PARKED VEHICLES. ALL SUCH PLANTING SHALL BE MAINTAINED AS AN EFFECTIVE VISUAL SCREEN. SHRUBS OR TREES WHICH DIE SHALL BE REPLACED WITHIN ONE GROWING SEASON.	PROVIDED PROVIDED. SUPPLEMENTAL SHRUBBERY ADDED ALONG EXISTING LANDSCAPE BUFFER
ART VI SECTION 50	A. THE LANDSCAPE SHALL BE PRESERVED IN ITS NATURAL STATE, INsofar AS PRACTICABLE, BY MINIMIZING TREE REMOVAL AND ANY GRADE CHANGES SHALL BE IN KEEPING WITH THE GENERAL APPEARANCE OF NEIGHBORING DEVELOPED AREAS.	PROVIDED
	B. PLANS PRESENTED TO THE BOARD SHALL HAVE ANNOTATED IN THE NOTE SECTION SPECIFIC MEASURES TO BE TAKEN TO PRESERVE NATURAL VEGETATION.	PROVIDED
ART XI SECTION 5 (B)	d. 1. ALL SITES MUST BE LANDSCAPED WITH VEGETATION THAT WILL ACT TO: (a) REDUCE THE IMPACT OF LIGHTING, VEHICULAR AND STRUCTURAL ON ABUTTING PROPERTIES; (b) REDUCE THE IMPACT OF PROPOSED STRUCTURES ON THE PRIVACY OF ABUTTERS; (c) MAKE THE SITE MORE ATTRACTIVE TO THE AVERAGE VIEWER.	PROVIDED
	2. THE USE OF TREES AND SHRUBS FOR FENCING AND SHADING IS STRONGLY ENCOURAGED. CARE MUST BE TAKEN TO ENSURE THAT TREE, ETC., ARE PLACED IN SUCH A FASHION THAT IN TIME THEY WILL CAUSE MINIMUM IMPACT ON ABUTTING PROPERTIES AND PUBLIC ROADWAYS AND TRAVELWAYS, PARTICULARLY AS THEY GROW.	PROVIDED
	3. WHENEVER POSSIBLE EXISTING VEGETATION SHALL BE PRESERVED AND INCORPORATED INTO THE LANDSCAPING SCHEME OF THE PROJECT.	PROVIDED
	e. 1. ALL SERVICE, STORAGE AND UTILITY AREAS SHALL BE DESIGNED TO THE SIDE OR YEAR YARD OF A PROPOSED OR EXISTING BUILDING OR STRUCTURE, AND SUCH AREAS SHALL BE APPROPRIATELY SCREENED / BUFFERED BY WALLS, EARTH BERMS, OR VEGETATIONS	PROVIDED
L	6. ALL BUFFERED OR SCREENED AREAS SHALL BE DENSELY PLANTED WITH SHRUBS OR TREES WHICH ARE RESPECTIVELY AT LEAST TWO OR THREE FEET HIGH AT THE TIME OF PLANTING AND ARE OF A TYPE WHICH MAY BE EXPECTED TO FORM A YEAR-ROUND DENSE SCREEN OF AT LEAST FIVE FEET HIGH WITHIN THREE YEARS, PROVIDED THAT SUCH SCREENING SHALL NOT OBSTRUCT THE VIEW OF ONCOMING TRAFFIC WHEN ENTERING OR EXITING THE SITE.	PROVIDED



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FSR#05752
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RELEASE: 24.08

REVISION SCHEDULE
NO. DATE DESCRIPTION
1a 1/22/25 UPDATED ARCH FOOTPRINT

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SHEET LANDSCAPE PLAN
SHEET NUMBER L-100

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A

- h) ACER RUBRUM PLATANUS X ACERIFOLIA
i) BETULA VARIETIES POPULUS VARIETIES
j) CARPINUS VARIETIES PRUNUS VARIETIES
k) CRATAEGUS VARIEIS PYRUS VARIETIES
l) KOELREUTERIA QUERCUS VARIETIES
m) LIQUIDAMBAR STYRACIFLUA TILIA TOMENTOSA
n) LIQUIDENDRON TULIPIFERA ZELKOVA VARIETIES
- h) PLANTING PITS SHALL BE DUG WITH LEVEL BOTTOMS, WITH THE WIDTH TWICE THE DIAMETER OF ROOT BALL. THE ROOT BALL SHALL

- g) FURTHERMORE, THE FOLLOWING TREE VARIETIES ARE UNUSUALLY SUSCEPTIBLE TO WINTER DAMAGE. WITH TRANSPLANT SHOCK AND THE SEASONAL LACK OF NITROGEN AVAILABILITY, THE RISK OF PLANT DEATH IS GREATLY INCREASED. IT IS NOT RECOMMENDED THAT THESE SPECIES BE PLANTED DURING THE FALL PLANTING SEASON:
- h) PLANTS: MARCH 15 TO DECEMBER 15
i) LAWN: MARCH 15 TO JUNE 15 OR SEPT. 1 TO DECEMBER 1
j) PLANTINGS REQUIRED FOR A CERTIFICATE OF OCCUPANCY SHALL BE PROVIDED DURING THE NEXT APPROPRIATE SEASON AT THE MUNICIPALITY'S DISCRETION. CONTRACTOR SHOULD CONTACT APPROVING AGENCY FOR POTENTIAL SUBSTITUTIONS.
- g) LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL. SOIL TESTS SHALL BE PERFORMED BY A CERTIFIED SOIL LABORATORY.
- h) LANDSCAPE CONTRACTOR SHALL REPORT ANY SOIL OR DRAINAGE CONDITIONS CONSIDERED DETRIMENTAL TO THE GROWTH OF PLANT MATERIAL. SOIL MODIFICATIONS, AS SPECIFIED HEREIN, MAY NEED TO BE CONDUCTED BY THE LANDSCAPE CONTRACTOR DEPENDING ON SITE CONDITIONS.
- i) THE FOLLOWING AMENDMENTS AND QUANTITIES ARE APPROXIMATE AND ARE FOR BIDDING PURPOSES ONLY. COMPOSITION OF AMENDMENTS SHOULD BE REVISED DEPENDING ON THE OUTCOME OF A TOPSOIL ANALYSIS PERFORMED BY A CERTIFIED SOIL LABORATORY.
- j) TO INCREASE A SANDY SOIL'S ABILITY TO RETAIN WATER AND NUTRIENTS, THOROUGHLY TILL ORGANIC MATTER INTO THE TOP 6-12". USE COMPOSTED BARK, COMPOSTED LEAF MULCH OR PEAT MOSS. ALL PRODUCTS SHOULD BE COMPOSTED TO A DARK COLOR AND BE FREE OF PIECES WITH IDENTIFIABLE LEAF OR WOOD STRUCTURE. AVOID MATERIAL WITH A PH HIGHER THAN 7.5.
- k) TO INCREASE DRAINAGE, MODIFY HEAVY CLAY OR SILT (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) AND/OR AGRICULTURAL GYPSUM. COARSE SAND MAY BE USED IF ENOUGH IS ADDED TO BRING THE SAND CONTENT TO MORE THAN 60% OF THE TOTAL MIX. SUBSURFACE DRAINAGE LINES MAY NEED TO BE ADDED TO INCREASE DRAINAGE.
- l) MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.
7. FINISHED GRADING
- a) UNLESS OTHERWISE CONTRACTED, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE FINISHING WITHIN THE DISTURBANCE AREA OF THE SITE.
- b) LANDSCAPE CONTRACTOR SHALL VERIFY THAT SUBGRADE FOR INSTALLATION OF TOPSOIL HAS BEEN ESTABLISHED. THE SUBGRADE OF THE SITE MUST MEET THE FINISHED GRADE LESS THE REQUIRED TOPSOIL THICKNESS (1"±).
- c) ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THIS SET OF CONSTRUCTION PLANS, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER OR LANDSCAPE ARCHITECT.
- d) ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW FREE FLOW OF SURFACE WATER IN AND AROUND THE PLANTING BEDS. STANDING WATER SHALL NOT BE PERMITTED IN PLANTING BEDS.
8. TOPSOILING
- a) CONTRACTOR SHALL PROVIDE A 6" THICK MINIMUM LAYER OF TOPSOIL, OR AS DIRECTED BY THE LOCAL ORDINANCE OR CLIENT, IN ALL PLANTING AREAS. TOPSOIL SHOULD BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS.
- b) ON-SITE TOPSOIL MAY BE USED TO SUPPLEMENT THE TOTAL AMOUNT REQUIRED. TOPSOIL FROM THE SITE MAY BE REJECTED IF IT HAS NOT BEEN PROPERLY REMOVED, STORED AND PROTECTED PRIOR TO CONSTRUCTION.
- c) CONTRACTOR SHALL FURNISH TO THE APPROVING AGENCY AN ANALYSIS OF BOTH IMPORTED AND ON-SITE TOPSOIL TO BE UTILIZED IN ALL PLANTING AREAS. THE PH ON CENTER OR AS INDICATED WITHIN THE TREE PROTECTION DETAIL.
- d) ALL LAWN AREAS ARE TO BE CULTIVATED TO A DEPTH OF SIX INCHES (6"). ALL DEBRIS EXPOSED FROM EXCAVATION AND CULTIVATION SHALL BE DISPOSED OF IN ACCORDANCE WITH GENERAL WORK PROCEDURES SECTION ABOVE. THE FOLLOWING SHALL BE FILLED INTO THE TOP FOUR INCHES (4") IN TWO DIRECTIONS QUANTITIES BASED ON A 1,000 SQUARE FOOT AREA - FOR BID PURPOSES ONLY [SEE SPECIFICATION 6.A.1].
- e) 20 POUNDS GRO-POWER OR APPROVED SOIL CONDITIONER/FERTILIZER
- f) 20 POUNDS NITRO-FORM (COURSE) 38-0-0 BLUE CHIP OR APPROVED NITROGEN FERTILIZER
- g) THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN CONDITIONS.
9. PLANTING
- a) INSOFAR THAT IT IS FEASIBLE, PLANT MATERIAL SHALL BE PLANTED ON THE DAY OF DELIVERY. IN THE EVENT THAT THIS IS NOT POSSIBLE, LANDSCAPE CONTRACTOR SHALL PROTECT UNINSTALLED PLANT MATERIAL. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN A THREE DAY PERIOD AFTER DELIVERY. PLANTS THAT WILL NOT BE PLANTED FOR A PERIOD OF TIME GREATER THAN THREE DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH TO HELP PRESERVE ROOT MOISTURE.
- b) PLANTING OPERATIONS SHALL BE PERFORMED DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH ACCEPTED LOCAL PRACTICE. PLANTS SHALL NOT BE INSTALLED IN TOPSOIL THAT IS IN A MUDDY OR FROZEN CONDITION.
- c) ANY INJURED ROOTS OR BRANCHES SHALL BE PRUNED TO MAKE CLEAN-CUT ENDS PRIOR TO PLANTING UTILIZING CLEAN, SHARP TOOLS. ONLY INJURED OR DISEASED BRANCHING SHALL BE REMOVED.
- d) ALL PLANTING CONTAINERS, BASKETS AND NON-BIODEGRADABLE MATERIALS SHALL BE REMOVED FROM ROOT BALLS DURING PLANTING. NATURAL FIBER BURLAP MUST BE CUT FROM AROUND THE TRUNK OF THE TREE AND FOLDED DOWN AGAINST THE ROOT BALL PRIOR TO BACKFILLING.
- e) POSITION TREES AND SHRUBS AT THEIR INTENDED LOCATIONS AS PER THE PLANS AND SECURE THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO EXCAVATING PITS, MAKING NECESSARY ADJUSTMENTS AS DIRECTED.
- f) PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, THE PROPOSED LANDSCAPE, AS SHOWN ON THE APPROVED LANDSCAPE PLAN, MUST BE INSTALLED, INSPECTED AND APPROVED BY THE APPROVING AGENCY. THE APPROVING AGENCY SHALL TAKE INTO ACCOUNT SEASONAL CONSIDERATIONS IN THIS REGARD AS FOLLOWS. THE PLANTING OF TREES, SHRUBS, VINES OR GROUND COVER SHALL OCCUR ONLY DURING THE FOLLOWING PLANTING SEASONS:
- h) PLANTS: MARCH 15 TO DECEMBER 15
i) LAWN: MARCH 15 TO JUNE 15 OR SEPT. 1 TO DECEMBER 1
j) PLANTINGS REQUIRED FOR A CERTIFICATE OF OCCUPANCY SHALL BE PROVIDED DURING THE NEXT APPROPRIATE SEASON AT THE MUNICIPALITY'S DISCRETION. CONTRACTOR SHOULD CONTACT APPROVING AGENCY FOR POTENTIAL SUBSTITUTIONS.

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5. TREE PROTECTION
- a) CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES TO REMAIN. A TREE PROTECTION ZONE SHALL BE ESTABLISHED AT THE DRIP LINE OR AT THE LIMIT OF CONSTRUCTION DISTURBANCE, WHICHEVER IS GREATER. LOCAL STANDARDS THAT MAY REQUIRE A MORE STRICT TREE PROTECTION ZONE SHALL BE HONORED.
- b) A FORTY-EIGHT INCH (48") HIGH WOODEN SNOW FENCE OR ORANGE COLORED HIGH-DENSITY "YIS-FENCE", OR APPROVED EQUIVALENT, MOUNTED ON STEEL POSTS SHALL BE PLACED ALONG THE BOUNDARY OF THE TREE PROTECTION ZONE. POSTS SHALL BE LOCATED AT A MAXIMUM OF EIGHT FEET OR AS INDICATED WITHIN THE TREE PROTECTION DETAIL.
- c) WHEN THE TREE PROTECTION FENCING HAS BEEN INSTALLED, IT SHALL BE INSPECTED BY THE APPROVING AGENCY PRIOR TO DEMOLITION, GRADING, TREE CLEARING OR ANY OTHER CONSTRUCTION. THE FENCING ALONG THE TREE PROTECTION ZONE SHALL BE REGULARLY INSPECTED BY THE LANDSCAPE CONTRACTOR AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITY HAS BEEN COMPLETED.
- d) AT NO TIME SHALL MACHINERY, DEBRIS, FALLEN TREES OR OTHER MATERIALS BE PLACED, STOCKPILED OR LEFT STANDING IN THE TREE PROTECTION ZONE.
6. SOIL MODIFICATIONS
- a) CONTRACTOR SHALL ATTAIN A SOIL TEST FOR ALL AREAS OF THE SITE PRIOR TO CONDUCTING ANY PLANTING. SOIL TESTS SHALL BE PERFORMED BY A CERTIFIED SOIL LABORATORY.
- b) LANDSCAPE CONTRACTOR SHALL REPORT ANY SOIL OR DRAINAGE CONDITIONS CONSIDERED DETRIMENTAL TO THE GROWTH OF PLANT MATERIAL. SOIL MODIFICATIONS, AS SPECIFIED HEREIN, MAY NEED TO BE CONDUCTED BY THE LANDSCAPE CONTRACTOR DEPENDING ON SITE CONDITIONS.
- c) THE FOLLOWING AMENDMENTS AND QUANTITIES ARE APPROXIMATE AND ARE FOR BIDDING PURPOSES ONLY. COMPOSITION OF AMENDMENTS SHOULD BE REVISED DEPENDING ON THE OUTCOME OF A TOPSOIL ANALYSIS PERFORMED BY A CERTIFIED SOIL LABORATORY.
- d) TO INCREASE A SANDY SOIL'S ABILITY TO RETAIN WATER AND NUTRIENTS, THOROUGHLY TILL ORGANIC MATTER INTO THE TOP 6-12". USE COMPOSTED BARK, COMPOSTED LEAF MULCH OR PEAT MOSS. ALL PRODUCTS SHOULD BE COMPOSTED TO A DARK COLOR AND BE FREE OF PIECES WITH IDENTIFIABLE LEAF OR WOOD STRUCTURE. AVOID MATERIAL WITH A PH HIGHER THAN 7.5.
- e) TO INCREASE DRAINAGE, MODIFY HEAVY CLAY OR SILT (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) AND/OR AGRICULTURAL GYPSUM. COARSE SAND MAY BE USED IF ENOUGH IS ADDED TO BRING THE SAND CONTENT TO MORE THAN 60% OF THE TOTAL MIX. SUBSURFACE DRAINAGE LINES MAY NEED TO BE ADDED TO INCREASE DRAINAGE.
- f) MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.
7. FINISHED GRADING
- a) UNLESS OTHERWISE CONTRACTED, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE FINISHING WITHIN THE DISTURBANCE AREA OF THE SITE.
- b) LANDSCAPE CONTRACTOR SHALL VERIFY THAT SUBGRADE FOR INSTALLATION OF TOPSOIL HAS BEEN ESTABLISHED. THE SUBGRADE OF THE SITE MUST MEET THE FINISHED GRADE LESS THE REQUIRED TOPSOIL THICKNESS (1"±).
- c) ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THIS SET OF CONSTRUCTION PLANS, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER OR LANDSCAPE ARCHITECT.
- d) ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW FREE FLOW OF SURFACE WATER IN AND AROUND THE PLANTING BEDS. STANDING WATER SHALL NOT BE PERMITTED IN PLANTING BEDS.
8. TOPSOILING
- a) CONTRACTOR SHALL PROVIDE A 6" THICK MINIMUM LAYER OF TOPSOIL, OR AS DIRECTED BY THE LOCAL ORDINANCE OR CLIENT, IN ALL PLANTING AREAS. TOPSOIL SHOULD BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS.
- b) ON-SITE TOPSOIL MAY BE USED TO SUPPLEMENT THE TOTAL AMOUNT REQUIRED. TOPSOIL FROM THE SITE MAY BE REJECTED IF IT HAS NOT BEEN PROPERLY REMOVED, STORED AND PROTECTED PRIOR TO CONSTRUCTION.
- c) CONTRACTOR SHALL FURNISH TO THE APPROVING AGENCY AN ANALYSIS OF BOTH IMPORTED AND ON-SITE TOPSOIL TO BE UTILIZED IN ALL PLANTING AREAS. THE PH ON CENTER OR AS INDICATED WITHIN THE THROUGH SOIL MODIFICATIONS AS NEEDED TO ACHIEVE THE REQUIRED LEVELS AS SPECIFIED IN THE MATERIALS SECTION ABOVE.
- d) ALL LAWN AREAS ARE TO BE CULTIVATED TO A DEPTH OF SIX INCHES (6"). ALL DEBRIS EXPOSED FROM EXCAVATION AND CULTIVATION SHALL BE DISPOSED OF IN ACCORDANCE WITH GENERAL WORK PROCEDURES SECTION ABOVE. THE FOLLOWING SHALL BE FILLED INTO THE TOP FOUR INCHES (4") IN TWO DIRECTIONS QUANTITIES BASED ON A 1,000 SQUARE FOOT AREA - FOR BID PURPOSES ONLY [SEE SPECIFICATION 6.A.1].
- e) 20 POUNDS GRO-POWER OR APPROVED SOIL CONDITIONER/FERTILIZER
- f) 20 POUNDS NITRO-FORM (COURSE) 38-0-0 BLUE CHIP OR APPROVED NITROGEN FERTILIZER
- g) THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN CONDITIONS.
9. PLANTING
- a) INSOFAR THAT IT IS FEASIBLE, PLANT MATERIAL SHALL BE PLANTED ON THE DAY OF DELIVERY. IN THE EVENT THAT THIS IS NOT POSSIBLE, LANDSCAPE CONTRACTOR SHALL PROTECT UNINSTALLED PLANT MATERIAL. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN A THREE DAY PERIOD AFTER DELIVERY. PLANTS THAT WILL NOT BE PLANTED FOR A PERIOD OF TIME GREATER THAN THREE DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH TO HELP PRESERVE ROOT MOISTURE.
- b) PLANTING OPERATIONS SHALL BE PERFORMED DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH ACCEPTED LOCAL PRACTICE. PLANTS SHALL NOT BE INSTALLED IN TOPSOIL THAT IS IN A MUDDY OR FROZEN CONDITION.
- c) ANY INJURED ROOTS OR BRANCHES SHALL BE PRUNED TO MAKE CLEAN-CUT ENDS PRIOR TO PLANTING UTILIZING CLEAN, SHARP TOOLS. ONLY INJURED OR DISEASED BRANCHING SHALL BE REMOVED.
- d) ALL PLANTING CONTAINERS, BASKETS AND NON-BIODEGRADABLE MATERIALS SHALL BE REMOVED FROM ROOT BALLS DURING PLANTING. NATURAL FIBER BURLAP MUST BE CUT FROM AROUND THE TRUNK OF THE TREE AND FOLDED DOWN AGAINST THE ROOT BALL PRIOR TO BACKFILLING.
- e) POSITION TREES AND SHRUBS AT THEIR INTENDED LOCATIONS AS PER THE PLANS AND SECURE THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO EXCAVATING PITS, MAKING NECESSARY ADJUSTMENTS AS DIRECTED.
- f) PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, THE PROPOSED LANDSCAPE, AS SHOWN ON THE APPROVED LANDSCAPE PLAN, MUST BE INSTALLED, INSPECTED AND APPROVED BY THE APPROVING AGENCY. THE APPROVING AGENCY SHALL TAKE INTO ACCOUNT SEASONAL CONSIDERATIONS IN THIS REGARD AS FOLLOWS. THE PLANTING OF TREES, SHRUBS, VINES OR GROUND COVER SHALL OCCUR ONLY DURING THE FOLLOWING PLANTING SEASONS:
- h) PLANTS: MARCH 15 TO DECEMBER 15
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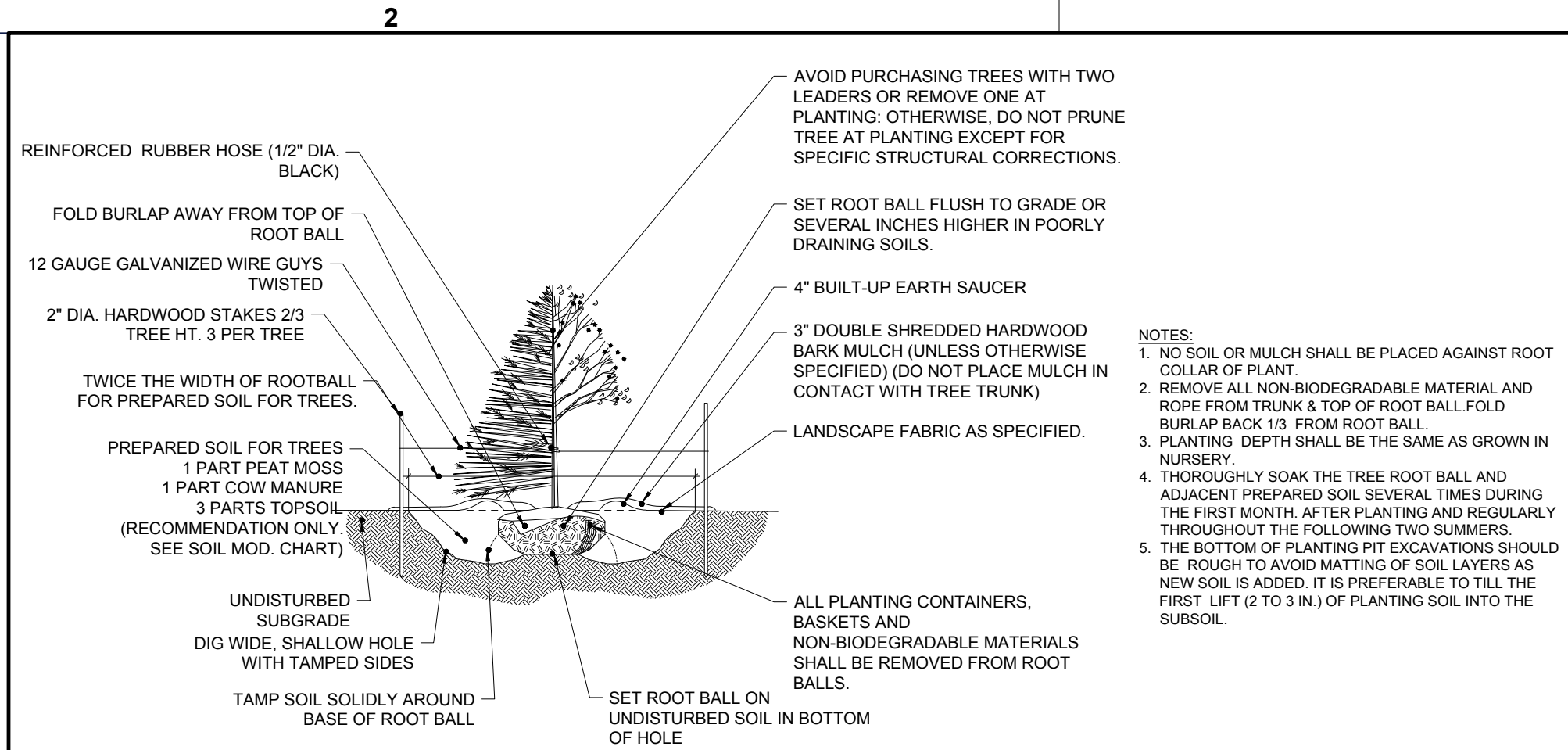
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1. SCOPE OF WORK
- a) THE LANDSCAPE CONTRACTOR SHALL BE REQUIRED TO PERFORM ALL CLEARING, FINISHED GRADING, SOIL PREPARATION, PERMANENT SEEDING OR SODDING, PLANTING AND MULCHING INCLUDING ALL LABOR, MATERIALS, TOOLS AND EQUIPMENT NECESSARY FOR THE COMPLETION OF THIS PROJECT, UNLESS OTHERWISE CONTRACTED BY THE GENERAL CONTRACTOR.
2. MATERIALS
- a) GENERAL - ALL HARDSCAPE MATERIALS SHALL MEET OR EXCEED SPECIFICATIONS AS OUTLINED IN THE STATE DEPARTMENT OF TRANSPORTATION'S SPECIFICATIONS.
- b) TOPSOIL - NATURAL, FRABLE, LOAMY SILT SOIL HAVING AN ORGANIC CONTENT NOT LESS THAN 5%, A PH RANGE BETWEEN 4.5-7.0. IT SHALL BE FREE OF DEBRIS, ROCKS LARGER THAN ONE INCH (1"), WOOD, ROOTS, VEGETABLE MATTER AND CLAY CLODS.
- c) LAWN
- (a) ALL DISTURBED AREAS ARE TO BE TREATED WITH A MINIMUM 6" THICK LAYER OF TOPSOIL, OR AS DIRECTED BY THE LOCAL ORDINANCE OR CLIENT, AND SEEDED OR SODDED IN ACCORDANCE WITH THE PERMANENT STABILIZATION METHODS INDICATED ON THE LANDSCAPE PLAN.
- (b) LAWN SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED.
- (c) SOD SHALL BE STRONGLY ROOTED, WEED AND DISEASE/PEST FREE WITH A UNIFORM THICKNESS. SOD INSTALLED ON SLOPES GREATER THAN 4:1 SHALL BE PEGGED TO HOLD SOD IN PLACE.
- (d) MULCH - ALL PLANTING BEDS SHALL BE MULCHED WITH A 3" THICK LAYER OF DOUBLE SHREDDED HARDWOOD BARK MULCH, UNLESS OTHERWISE STATED ON THE LANDSCAPE PLAN AND/OR LANDSCAPE PLAN NOTES / DETAILS.
- d) FERTILIZER
- (1) FERTILIZER SHALL BE DELIVERED TO THE SITE MIXED AS SPECIFIED IN THE ORIGINAL UNOPENED STANDARD BAGS SHOWING WEIGHT, ANALYSIS AND NAME OF MANUFACTURER. FERTILIZER SHALL BE STORED IN A WEATHERPROOF PLACE SO THAT IT CAN BE KEPT DRY PRIOR TO USE.
- (2) FOR THE PURPOSE OF BIDDING, ASSUME THAT FERTILIZER SHALL BE 10% NITROGEN, 6% PHOSPHORUS AND 4% POTASSIUM BY WEIGHT. A FERTILIZER SHOULD NOT BE SELECTED WITHOUT A SOIL TEST PERFORMED BY A CERTIFIED SOIL LABORATORY.
- e) PLANT MATERIALS
- (1) ALL PLANTS SHALL IN ALL CASES CONFORM TO THE REQUIREMENTS OF THE "AMERICAN STANDARD FOR NURSERY STOCK" (ANSI Z60.1), LATEST EDITION, AS PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION (FORMERLY THE AMERICAN ASSOCIATION OF NURSERYMEN).
- (2) IN ALL CASES, BOTANICAL NAMES SHALL TAKE PRECEDENCE OVER COMMON NAMES FOR ANY AND ALL PLANT MATERIAL.
- (3) PLANTS SHALL BE LEGIBLY TAGGED WITH THE PROPER NAME AND SIZE. TAGS ARE TO REMAIN ON AT LEAST ONE PLANT OF EACH SPECIES FOR VERIFICATION PURPOSES DURING THE FINAL INSPECTION.
- (4) TREES WITH ABRASION OF THE BARK, SUN SCALDS, DISFIGURATION OR FRESH CUTS OF LIMBS OVER 1/4", WHICH HAVE NOT BEEN COMPLETELY CALLEDUS, SHALL BE REJECTED. PLANTS SHALL NOT BE BOUND WITH WIRE OR ROPE AT ANY TIME SO AS TO DAMAGE THE BARK OR BREAK BRANCHES.
- (5) ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY AND SHALL HAVE A NORMAL HABIT OF GROWTH: WELL DEVELOPED BRANCHES, DENSELY FOLIATED, VIGOROUS ROOT SYSTEMS AND BE FREE OF DISEASE, INSECTS, PESTS, EGGS OR LARVAE.
- (6) CALIPER MEASUREMENTS OF NURSERY GROWN TREES SHALL BE TAKEN AT A POINT ON THE TRUNK SIX INCHES (6") ABOVE THE NATURAL GRADE FOR TREES UP TO AND INCLUDING A FOUR INCH (4") CALIPER SIZE. IF THE CALIPER AT SIX INCHES (6") ABOVE THE GROUND EXCEEDS FOUR INCHES (4") IN CALIPER, THE CALIPER SHOULD BE MEASURED AT A POINT 12" ABOVE THE NATURAL GRADE.
- (7) SHRUBS SHALL BE MEASURED TO THE AVERAGE HEIGHT OR SPREAD OF THE SHRUB, AND NOT TO THE LONGEST BRANCH.
- (8) TREES AND SHRUBS SHALL BE HANDLED WITH CARE BY THE ROOT BALL.
3. GENERAL WORK PROCEDURES
- a) CONTRACTOR TO UTILIZE WORKMANLIKE INDUSTRY STANDARDS IN PERFORMING ALL LANDSCAPE CONSTRUCTION. THE SITE IS TO BE LEFT IN A CLEAN STATE AT THE END OF EACH WORKDAY. ALL DEBRIS, MATERIALS AND TOOLS SHALL BE PROPERLY STORED, STOCKPILED OR DISPOSED OF.
- b) WASTE MATERIALS AND DEBRIS SHALL BE COMPLETELY DISPOSED OF AT THE CONTRACTOR'S EXPENSE. DEBRIS SHALL NOT BE BURIED, INCLUDING ORGANIC MATERIALS, BUT SHALL BE REMOVED COMPLETELY FROM THE SITE.
4. SITE PREPARATIONS
- a) BEFORE AND DURING PRELIMINARY GRADING AND FINISHED GRADING, ALL WEEDS AND GRASSES SHALL BE DUG OUT BY THE ROOTS AND DISPOSED OF IN ACCORDANCE WITH GENERAL WORK PROCEDURES OUTLINED HEREIN.
- b) ALL EXISTING TREES TO REMAIN SHALL BE PRUNED TO REMOVE ANY DAMAGED BRANCHES. THE ENTIRE LIMB OF ANY DAMAGED BRANCH SHALL BE CUT OFF AT THE BRANCH COLLAR. CONTRACTOR SHALL ENSURE THAT CUTS ARE SMOOTH AND STRAIGHT. ANY EXPOSED ROOTS SHALL BE CUT BACK WITH CLEAN, SHARP TOOLS AND TOPSOIL SHALL BE PLACED AROUND THE REMAINDER OF THE ROOTS. EXISTING TREES SHALL BE MONITORED ON A REGULAR BASIS FOR ADDITIONAL ROOT OR BRANCH DAMAGE AS A RESULT OF CONSTRUCTION. ROOTS SHALL NOT BE LEFT EXPOSED FOR MORE THAN ONE (1) DAY. CONTRACTOR SHALL WATER EXISTING TREES AS NEEDED TO PREVENT SHOCK OR DECLINE.
- c) CONTRACTOR SHALL ARRANGE TO HAVE A UTILITY STAKE-OUT TO LOCATE ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY LANDSCAPE MATERIAL. UTILITY COMPANIES SHALL BE CONTACTED THREE (3) DAYS PRIOR TO THE BEGINNING OF WORK.

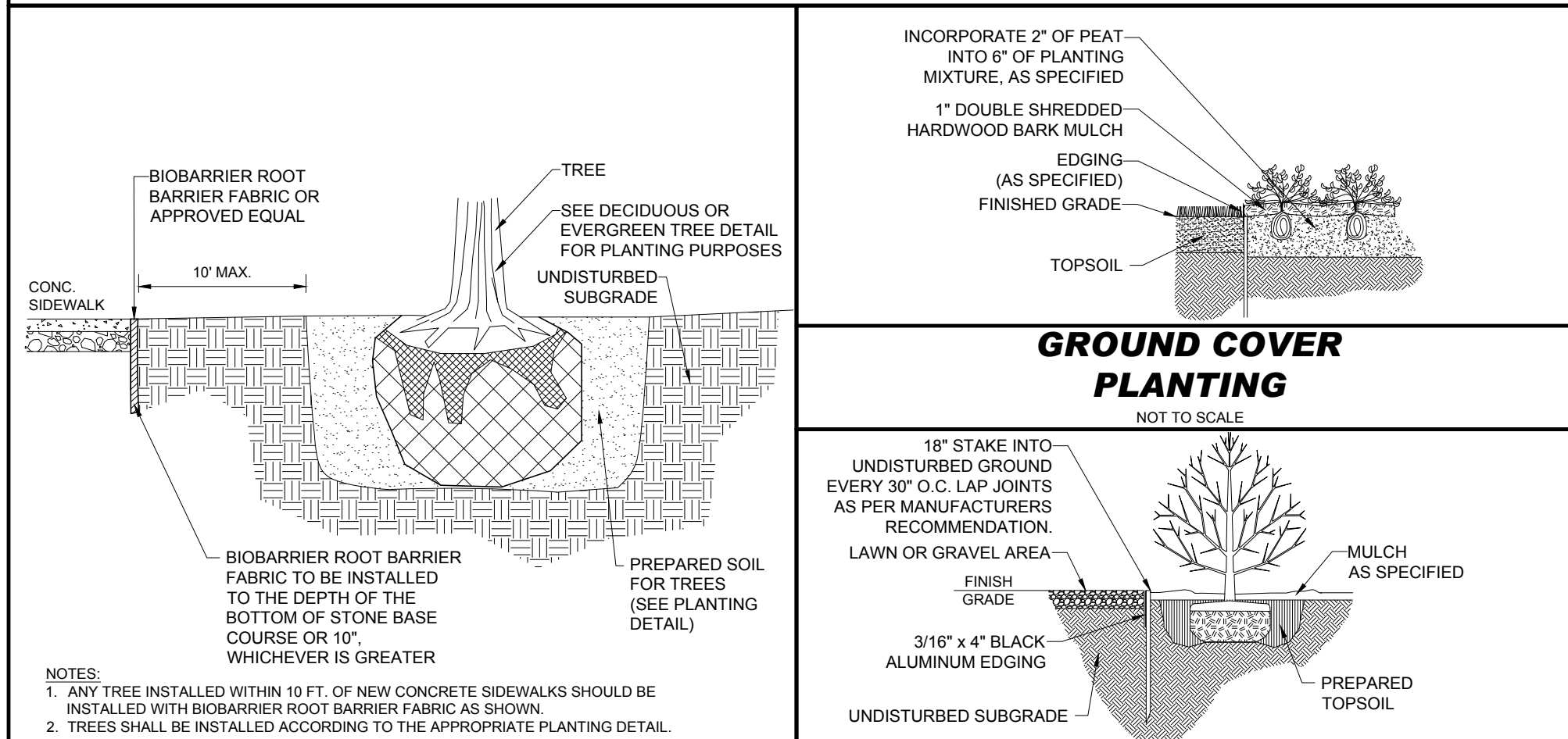
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- REST ON UNDISTURBED GRADE. EACH PLANT PIT SHALL BE BACKFILLED IN LAYERS WITH THE FOLLOWING PREPARED SOIL MIXED THOROUGHLY:
- h) 1 PART PEAT MOSS
i) 1 PART COMPOSTED COW MANURE BY VOLUME
j) 3 PARTS TOPSOIL BY VOLUME
k) 21 GRAMS AGRI-FORM PLANTING TABLETS (OR APPROVED EQUAL) AS FOLLOWS:
- h) 1a) 2 TABLETS PER 1 GALLON PLANT
h) 1b) 3 TABLETS PER 5 GALLON PLANT
h) 1c) 4 TABLETS PER 15 GALLON PLANT
h) 1d) LARGER PLANTS: 2 TABLETS PER 1/2" CALIPER OF TRUNK
h) 1e) ALL PROPOSED TREES AROUND BALL OF PLANT HALF-WAY AND INSERT PLANT TABLETS. COMPLETE BACKFILL AND WATER THOROUGHLY.
- j) ALL PLANTS SHALL BE PLANTED SO THAT THE TOP OF THE ROOT BALL, THE POINT AT WHICH THE ROOT FLARE BEGINS, IS SET AT GROUND LEVEL AND IN THE CENTER OF THE PIT. NO SOIL IS TO BE PLACED DIRECTLY ON TOP OF THE ROOT BALL.
- k) ALL PROPOSED TREES DIRECTLY ADJACENT TO WALKWAYS OR DRIVEWAYS SHALL BE PRUNED AND MAINTAINED TO A MINIMUM BRANCHING HEIGHT OF 7' FROM GRADE.
- l) GROUND COVER AREAS SHALL RECEIVE A 1/2" LAYER OF HUMUS RAKED INTO THE TOP 1" OF PREPARED SOIL PRIOR TO PLANTING. ALL PROPOSED TREES DIRECTLY ADJACENT TO WALKWAYS OR DRIVEWAYS SHALL BE PRUNED AND MAINTAINED TO A MINIMUM BRANCHING HEIGHT OF 7' FROM GRADE.
- m) NO PLANT, EXCEPT GROUND COVERS, GRASSES OR VINES, SHALL BE PLANTED LESS THAN TWO FEET (2') FROM EXISTING STRUCTURES AND SIDEWALKS.
- n) ALL PLANTING AREAS AND PLANTING PITS SHALL BE MULCHED AS SPECIFIED HEREIN TO FILL THE ENTIRE BED AREA OR SAUCER. NO MULCH IS TO TOUCH THE TRUNK OF THE TREE OR SHRUB.
- o) ALL PLANTING AREAS SHALL BE WATERED IMMEDIATELY UPON INSTALLATION IN ACCORDANCE WITH THE WATERING SPECIFICATIONS AS LISTED HEREIN.
10. TRANSPLANTING (WHEN REQUIRED)
- a) ALL TRANSPLANTS SHALL BE DUG WITH INTACT ROOT BALLS CAPABLE OF SUSTAINING THE PLANT.
- b) IF PLANTS ARE TO BE STOCKPILED BEFORE REPLANTING, THEY SHALL BE HEALED IN WITH MULCH OR SOIL, ADEQUATELY WATERED AND PROTECTED FROM EXTREME HEAT, SUN AND WIND.
- c) PLANTS SHALL NOT BE DUG FOR TRANSPLANTING BETWEEN APRIL 10 AND JUNE 30.
- d) UPON REPLANTING, BACKFILL SOIL SHALL BE AMENDED WITH FERTILIZER AND ROOT GROWTH HORMONE.
- e) TRANSPLANTS SHALL BE GUARANTEED FOR THE LENGTH OF THE GUARANTEE PERIOD SPECIFIED HEREIN.
- f) F TRANSPLANTS DIE, SHRUBS AND TREES LESS THAN SIX INCHES (6") DBH SHALL BE REPLACED IN KIND. TREES GREATER THAN SIX INCHES (6") DBH MAY BE REQUIRED TO BE REPLACED IN ACCORDANCE WITH THE MUNICIPALITY'S TREE REPLACEMENT GUIDELINES.
11. WATERING
- a) NEW PLANTINGS OR LAWN AREAS SHALL BE ADEQUATELY IRRIGATED BEGINNING IMMEDIATELY AFTER PLANTING. WATER SHALL BE APPLIED TO EACH TREE AND SHRUB IN SUCH MANNER AS NOT TO DISTURB BACKFILL AND TO THE EXTENT THAT ALL MATERIALS IN THE PLANTING HOLE ARE THOROUGHLY SATURATED. WATERING SHALL CONTINUE AT LEAST UNTIL PLANTS ARE ESTABLISHED.
- b) SITE OWNER SHALL PROVIDE WATER AVAILABLE ON SITE AT TIME OF PLANTING. IF WATER IS NOT AVAILABLE ON SITE, CONTRACTOR SHALL SUPPLY ALL NECESSARY WATER. THE USE OF WATERING BAGS IS RECOMMENDED FOR ALL NEWLY PLANTED TREES.
- c) IF AN IRRIGATION SYSTEM HAS BEEN INSTALLED ON THE SITE, IT SHALL BE USED TO WATER PROPOSED PLANT MATERIAL, BUT ANY FAILURE OF THE SYSTEM DOES NOT ELIMINATE THE CONTRACTOR'S RESPONSIBILITY OF MAINTAINING THE DESIRED MOISTURE LEVEL FOR VIGOROUS, HEALTHY GROWTH.
12. GUARANTEE
- a) THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANTS FOR A PERIOD OF 1 YEAR FROM APPROVAL OF LANDSCAPE INSTALLATION BY THE APPROVING AGENCY. CONTRACTOR SHALL SUPPLY THE OWNER WITH A MAINTENANCE BOND FOR TEN PERCENT (10%) OF THE VALUE OF THE LANDSCAPE INSTALLATION WHICH WILL BE RELEASED AT THE CONCLUSION OF THE GUARANTEE PERIOD AND WHEN A FINAL INSPECTION HAS BEEN COMPLETED AND APPROVED BY THE OWNER OR AUTHORIZED REPRESENTATIVE.
- b) ANY DEAD OR DYING PLANT MATERIAL SHALL BE REPLACED FOR THE LENGTH OF THE GUARANTEE PERIOD. REPLACEMENT OF PLANT MATERIAL SHALL BE CONDUCTED AT THE FIRST SUCCEEDING PLANTING SEASON. ANY DEBRIS SHALL BE DISPOSED OF OFF-SITE, WITHOUT EXCEPTION.
- c) TREES AND SHRUBS SHALL BE MAINTAINED BY THE CONTRACTOR DURING CONSTRUCTION AND THROUGHOUT THE 90 DAY MAINTENANCE PERIOD AS SPECIFIED HEREIN. CULTIVATION, WEEDING, WATERING AND THE PREVENTATIVE TREATMENTS SHALL BE PERFORMED AS NECESSARY TO KEEP PLANT MATERIAL IN GOOD CONDITION AND FREE OF INSECTS AND DISEASE.
- d) LAWN SHALL BE MAINTAINED THROUGH WATERING, FERTILIZING, WEEDING, MOWING, TRIMMING AND OTHER OPERATIONS SUCH AS ROLLING, REGARDING AND REPLANTING AS REQUIRED TO ESTABLISH A SMOOTH, ACCEPTABLE LAWN, FREE OF ERODED OR BARE AREAS.
13. CLEANUP
- a) UPON THE COMPLETION OF ALL LANDSCAPE INSTALLATION AND BEFORE THE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL UNUSED MATERIALS, EQUIPMENT AND DEBRIS FROM THE SITE. ALL PAVED AREAS ARE TO BE CLEANED.
- b) THE SITE SHALL BE CLEANED AND LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER OR AUTHORIZED REPRESENTATIVE.
14. MAINTENANCE (ALTERNATIVE BID)
- a) A 90 DAY MAINTENANCE PERIOD SHALL COMMENCE AT THE END OF ALL LANDSCAPE INSTALLATION OPERATIONS. THE 90 DAY MAINTENANCE PERIOD ENSURES TO THE OWNER THAT THE NEWLY INSTALLED LANDSCAPING HAS BEEN MAINTAINED AS SPECIFIED ON THE APPROVED LANDSCAPE PLAN. ONCE THE INITIAL 90 DAY MAINTENANCE PERIOD HAS EXPIRED, THE OWNER/OPERATOR MAY REQUEST THAT BIDDERS SUBMIT AN ALTERNATE MAINTENANCE BID FOR A MONTHLY MAINTENANCE CONTRACT. THE ALTERNATE MAINTENANCE CONTRACT WILL ENCOMPASS ANY WORK THAT IS CONSIDERED APPROPRIATE TO ENSURE THAT PLANT AND LAWN AREAS ARE HEALTHY AND MANICURED TO THE APPROVAL OF THE OWNER/OPERATOR.

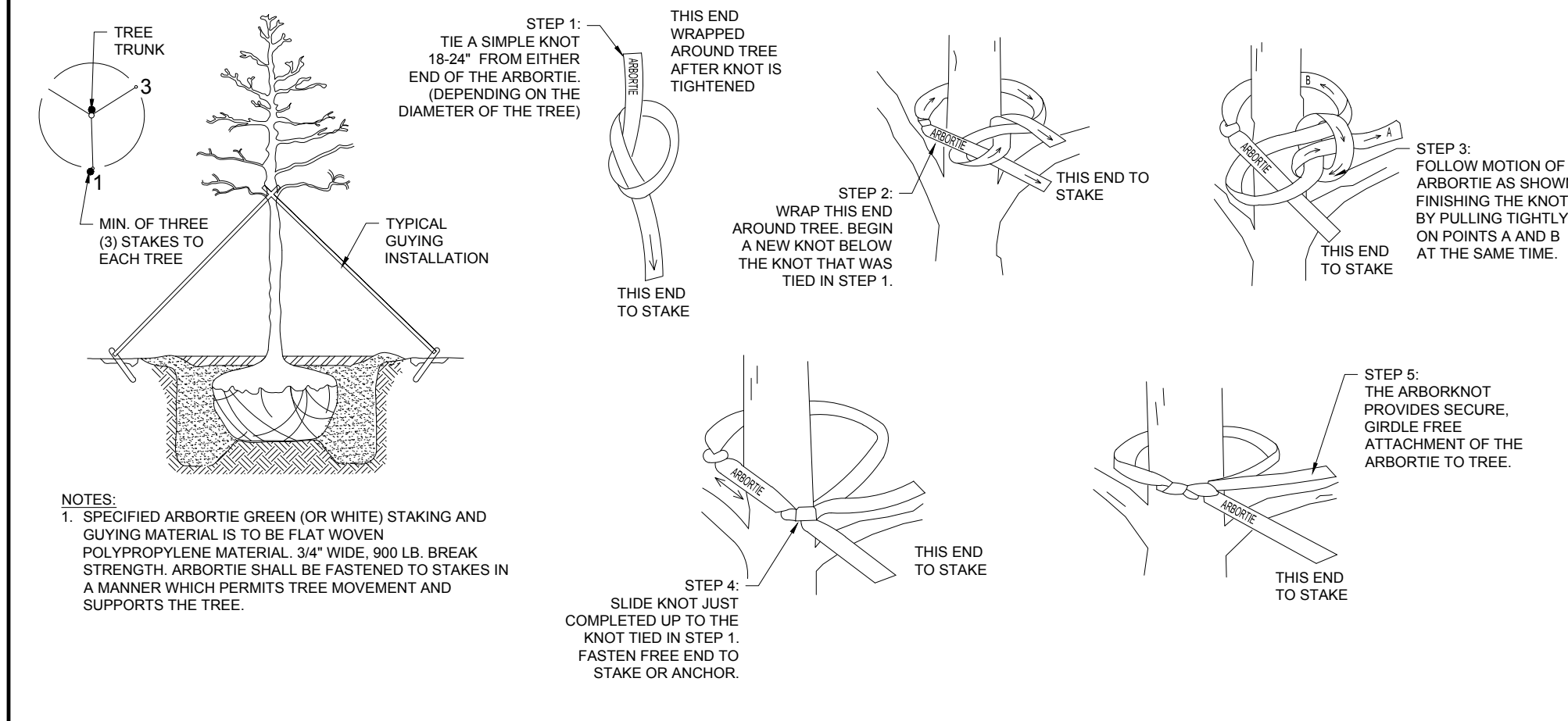
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TREE PLANTING



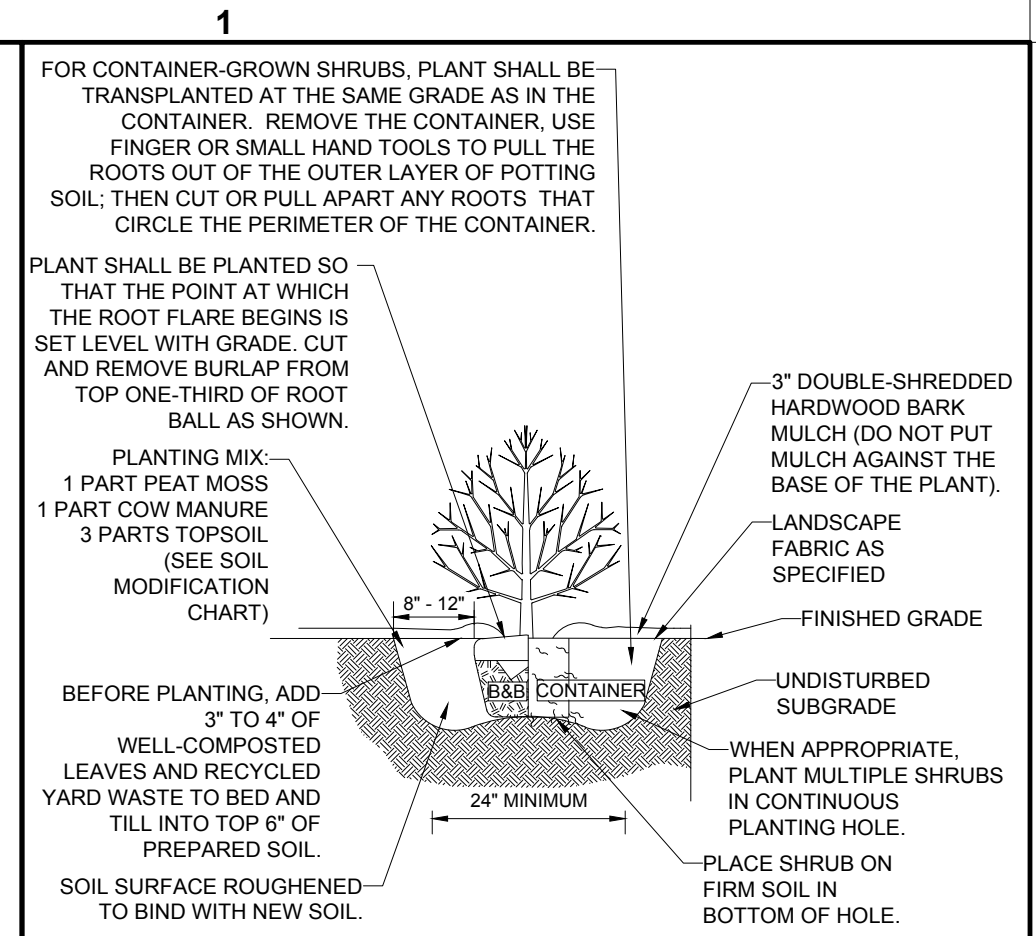
BIOBARRIER ROOT BARRIER



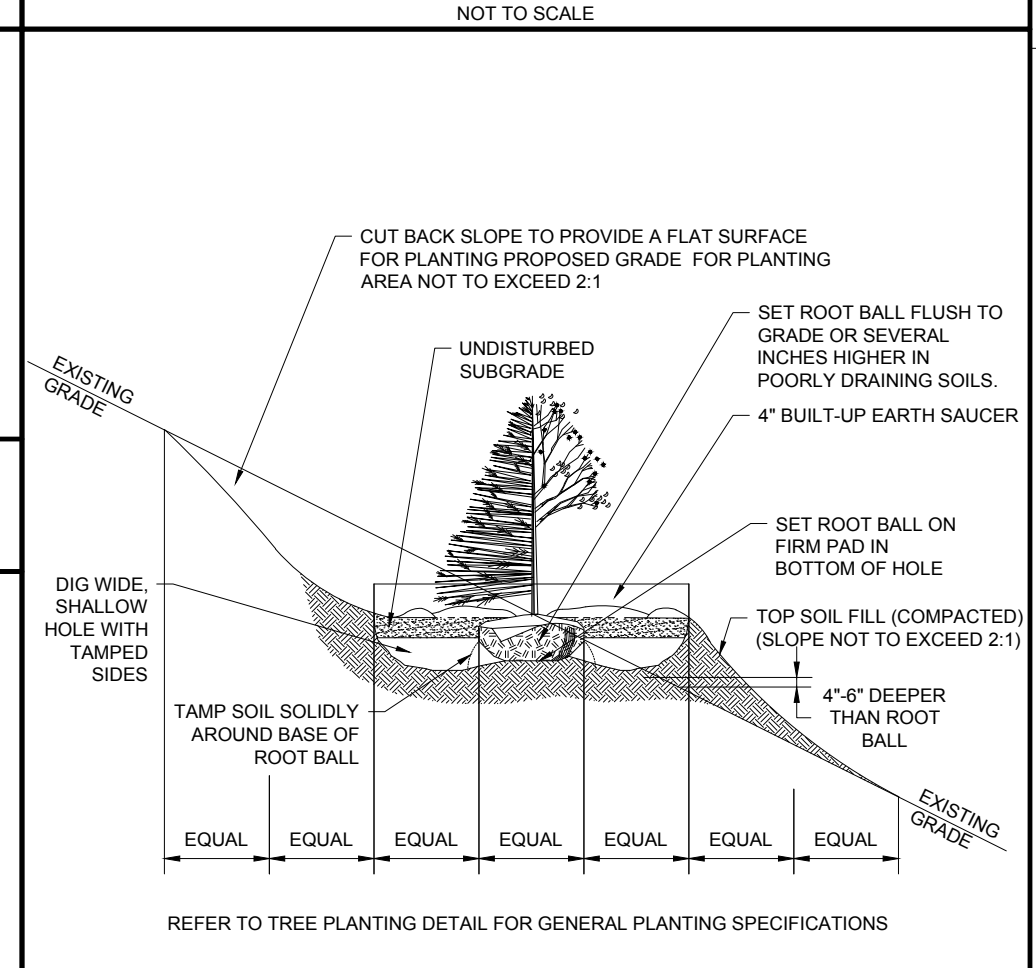
ARBORVITAE STAKING



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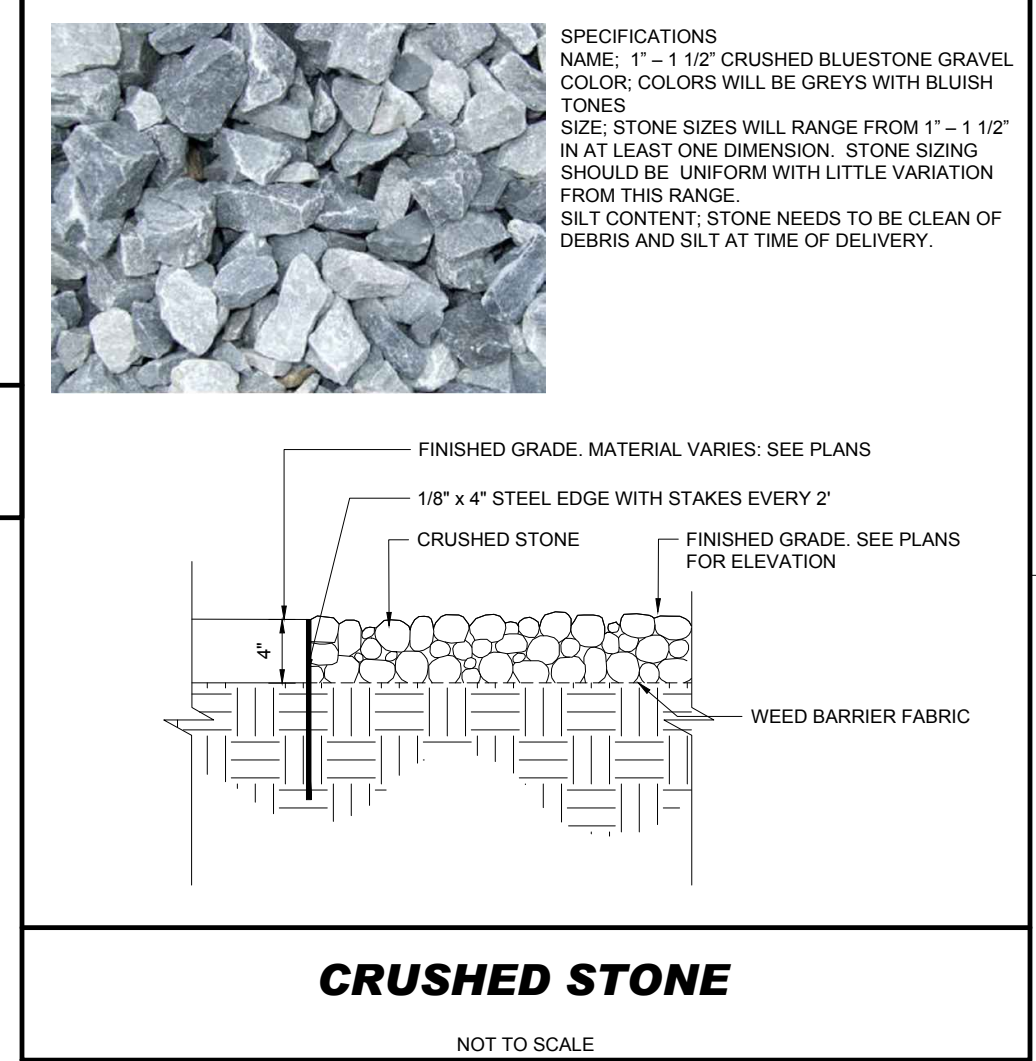
SHRUB PLANTING



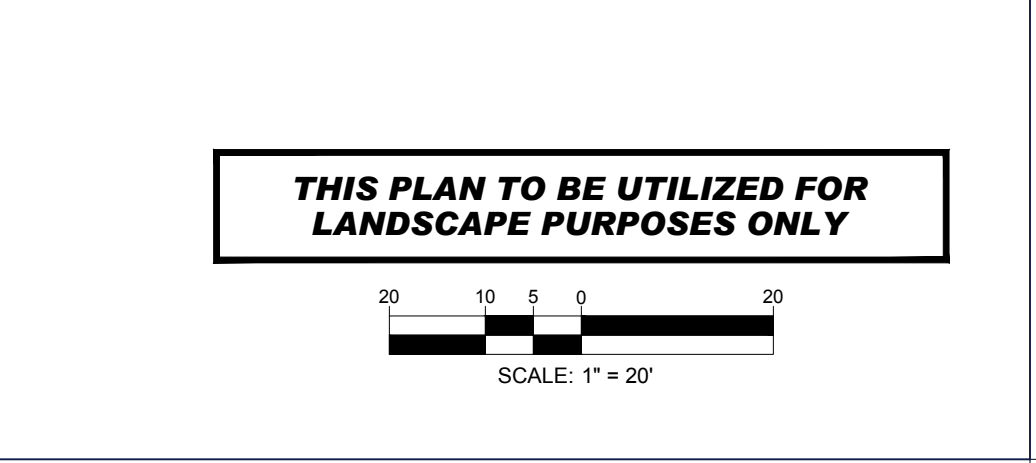
TREE PLANTING ON SLOPE

1. PRIOR TO SEEDING, AREA IS TO BE TOPSOILED, FINE GRADED, AND RAKED OF ALL DEBRIS LARGER THAN 2" DIAMETER.
2. PRIOR TO SEEDING, CONSULT MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS.
3. SEEDING RATES
- | a) PERENNIAL RYEGRASS | 1/2 LB/1000 SQ FT |
|--------------------------|-------------------|
| b) KENTUCKY BLUEGRASS | 1 LB/1000 SQ FT |
| c) RED FESCUE | 1/2 LB/1000 SQ FT |
| d) SPREADING FESCUE | 1/2 LB/1000 SQ FT |
| e) FERTILIZER (16-32-16) | 2 LB/1000 SQ FT |
| f) LIQUID LIME | 1 GAL/800 GAL |
| g) TANK TACKIFIER | 35 LB/800 GAL |
| h) TANK FIBER MULCH | 1 GAL/800 GAL |
4. GERMINATION RATES WILL VARY AS TO TIME OF YEAR FOR SOWING. CONTRACTOR TO IRRIGATE SEEDING AREA UNTIL AN ACCEPTABLE STAND OF COVER IS APPROVED BY OWNER.

HYDROSEED SPECIFICATIONS



CRUSHED STONE



1

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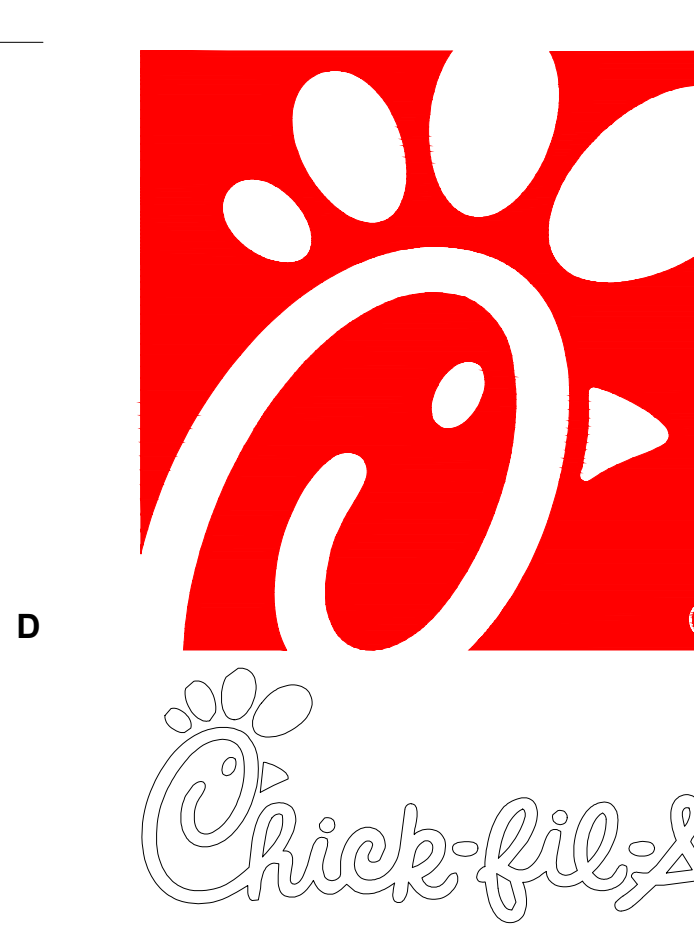
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CONSULTANT PROJECT #	MAA23041.06
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SHEET	LANDSCAPE NOTES AND DETAILS

SHEET NUMBER

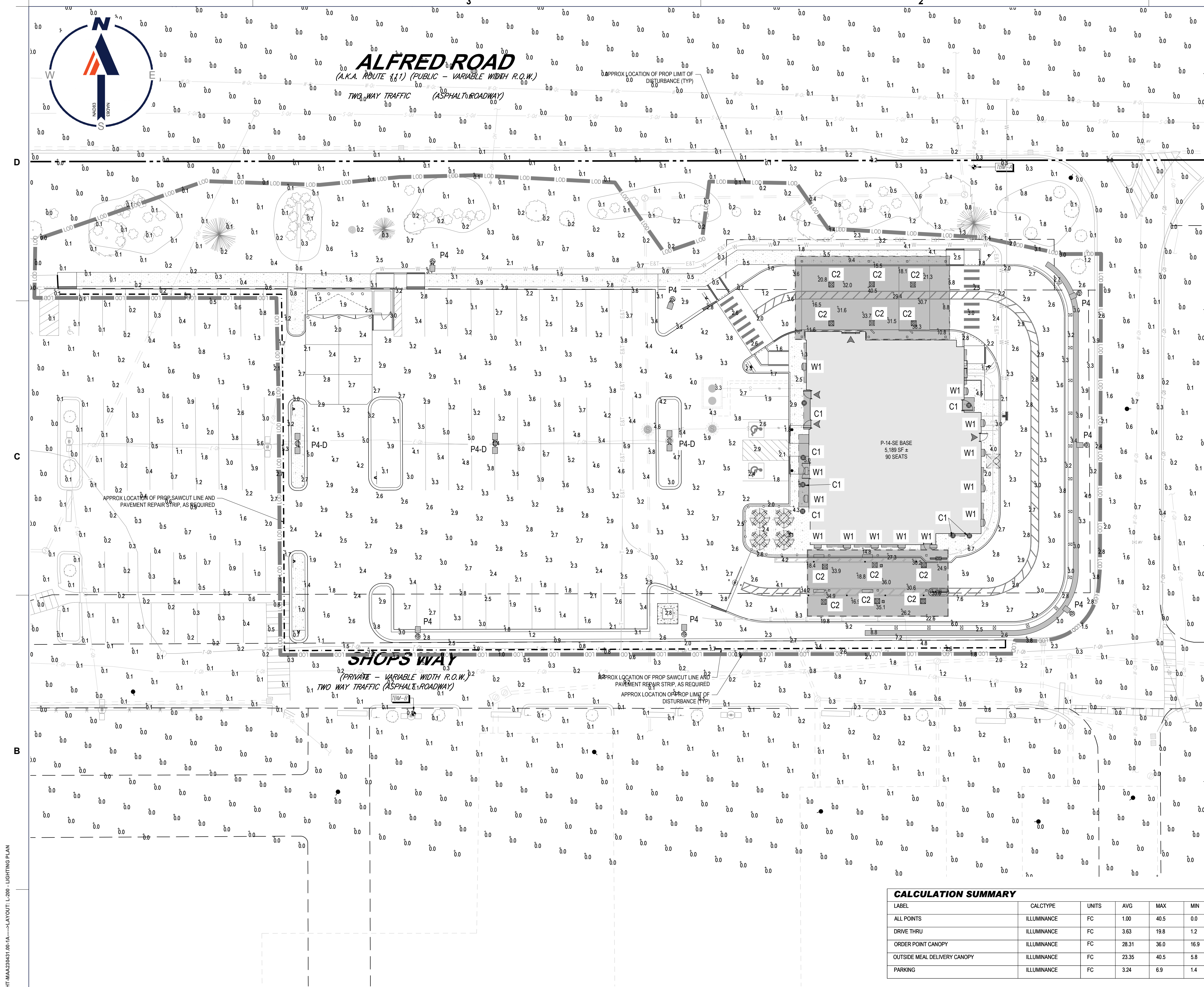
L-100

Page 317 of 606



Chick-fil-A
5200 Buffington Road

P:\3023MAA\30431\06\CADD\DRAWINGS\PLAN SETS\CIVIL\LIGHT\MAA230431.06-1A-1-3-LAYOUT-L-100- LIGHTING PLAN



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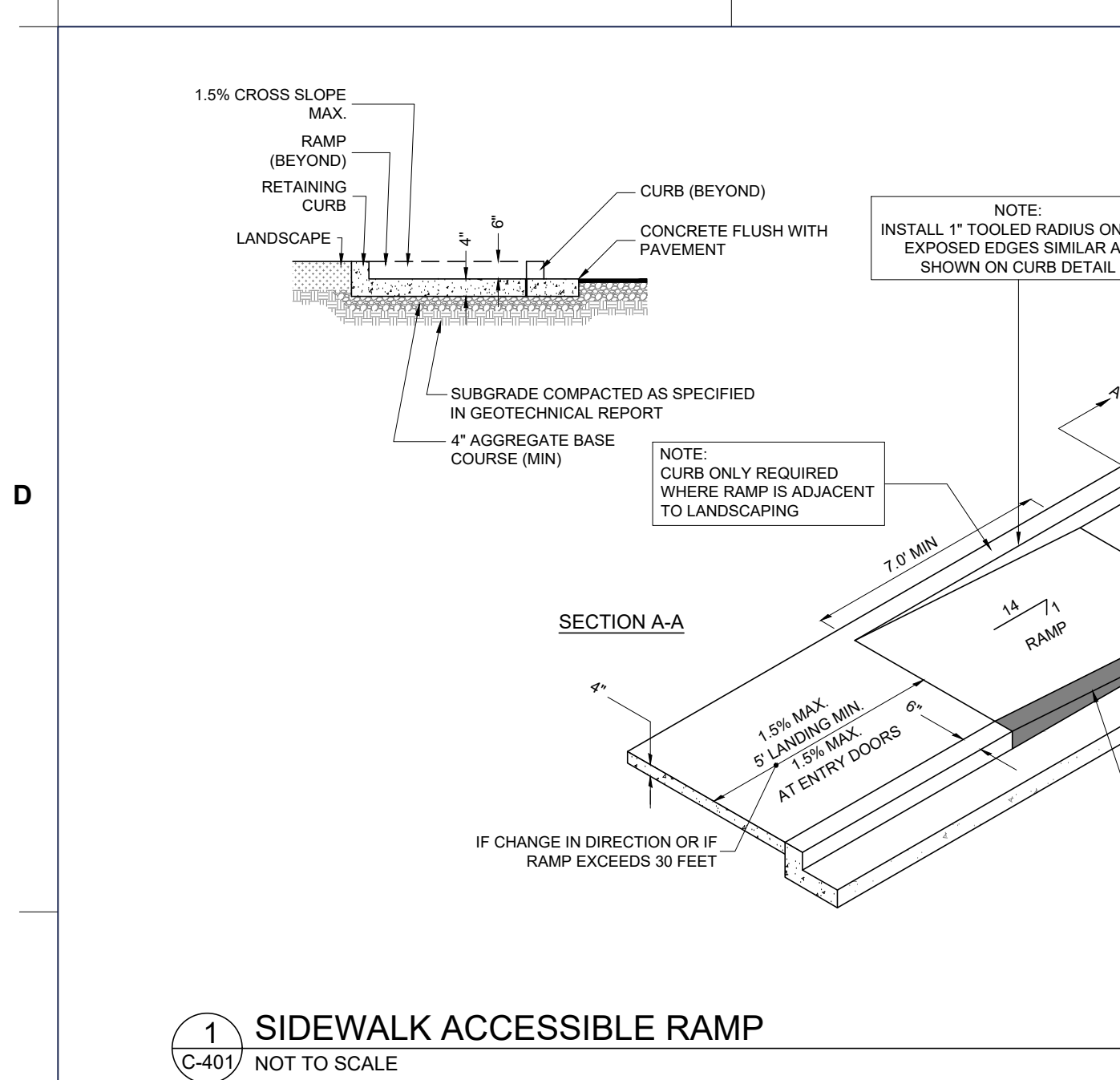
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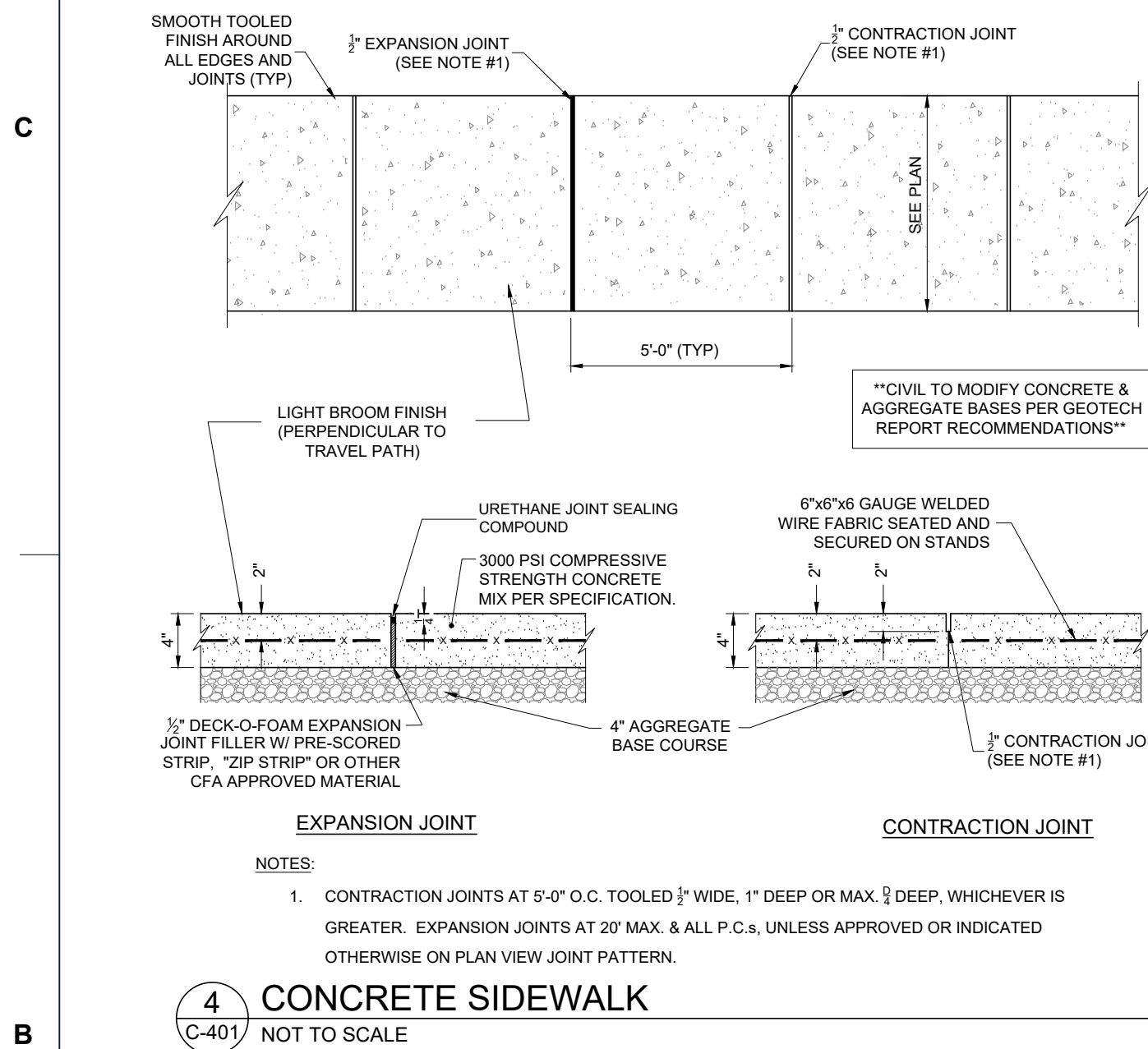
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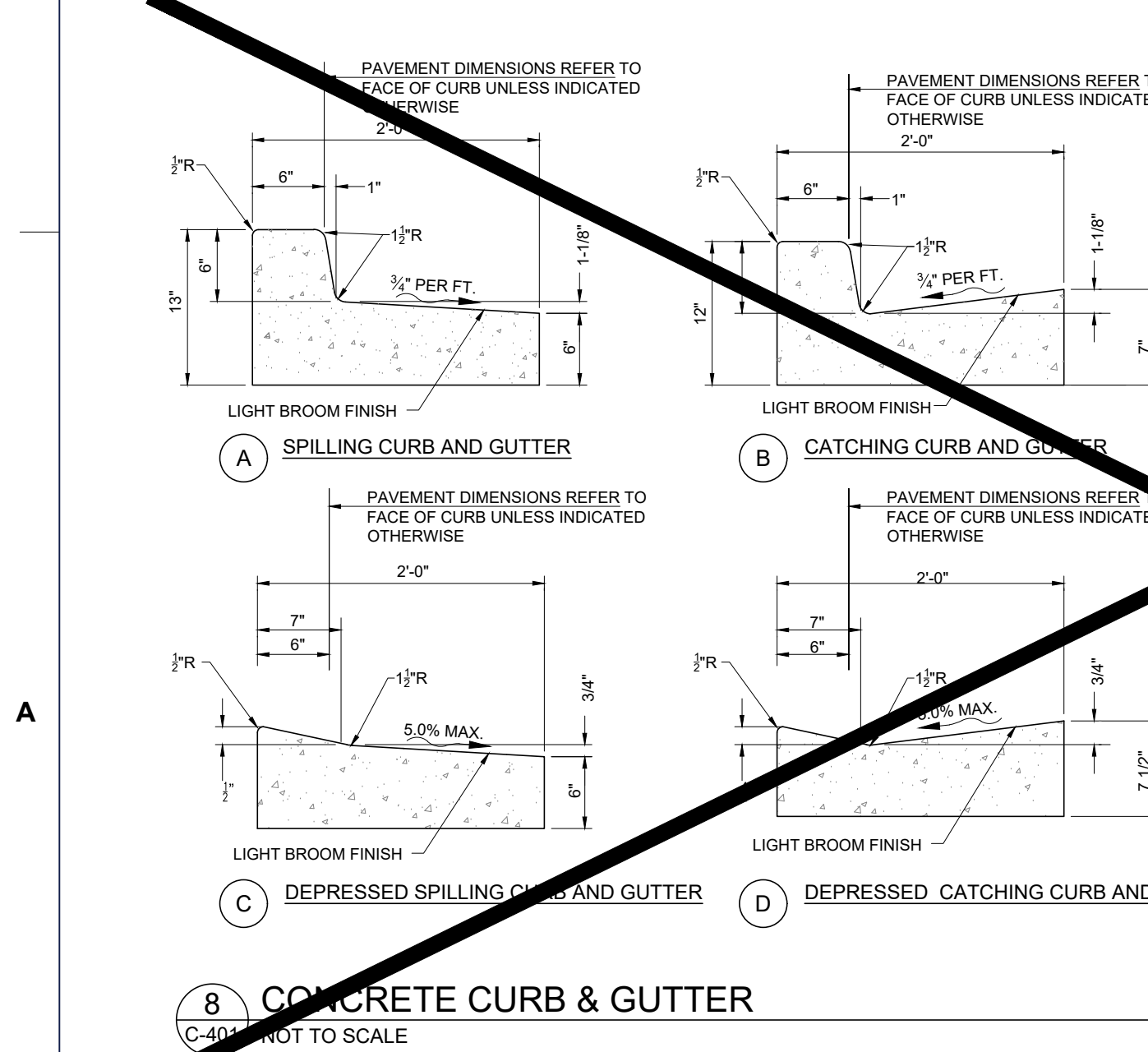
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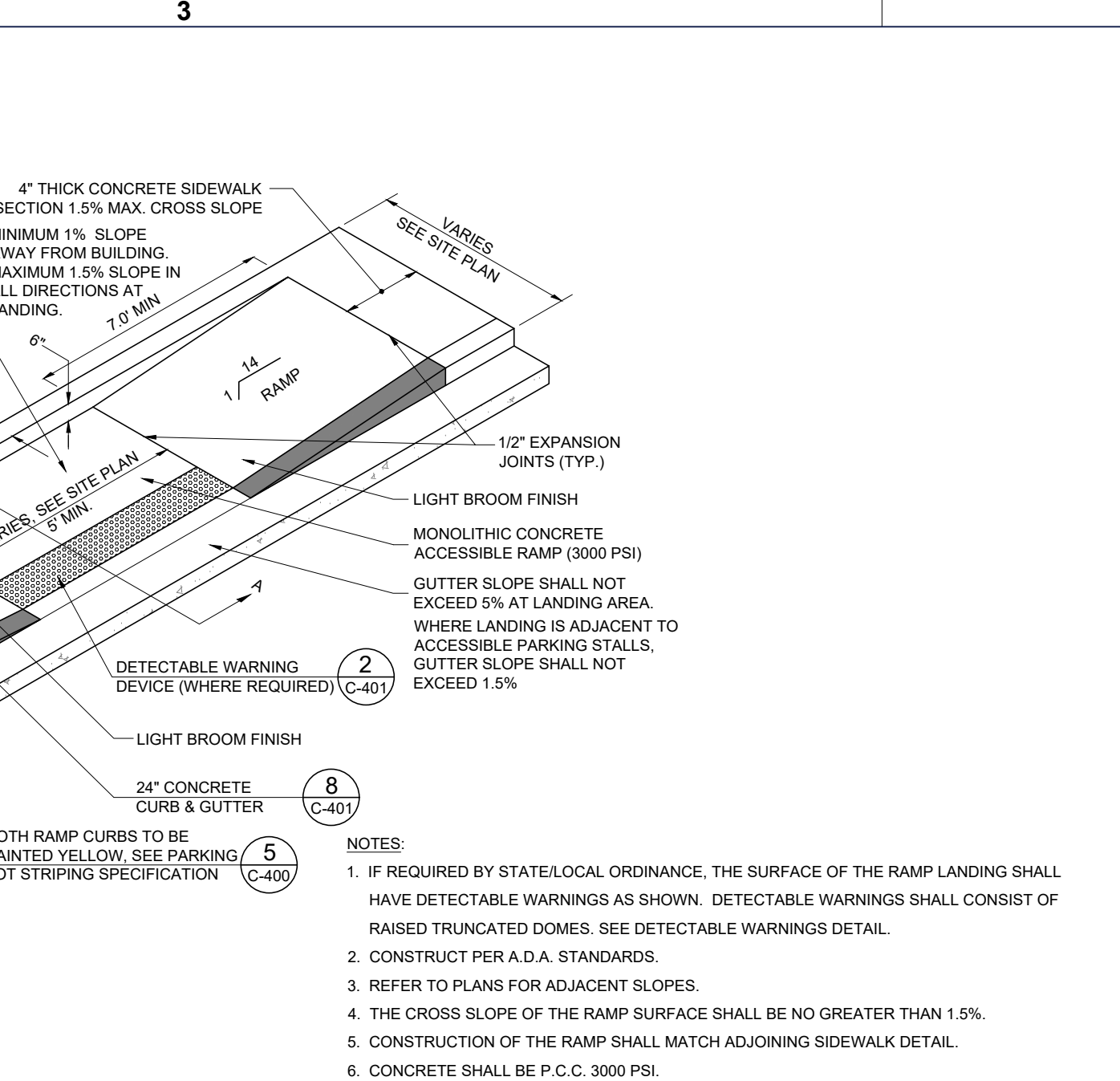
1 SIDEWALK ACCESSIBLE RAMP
C-401 NOT TO SCALE



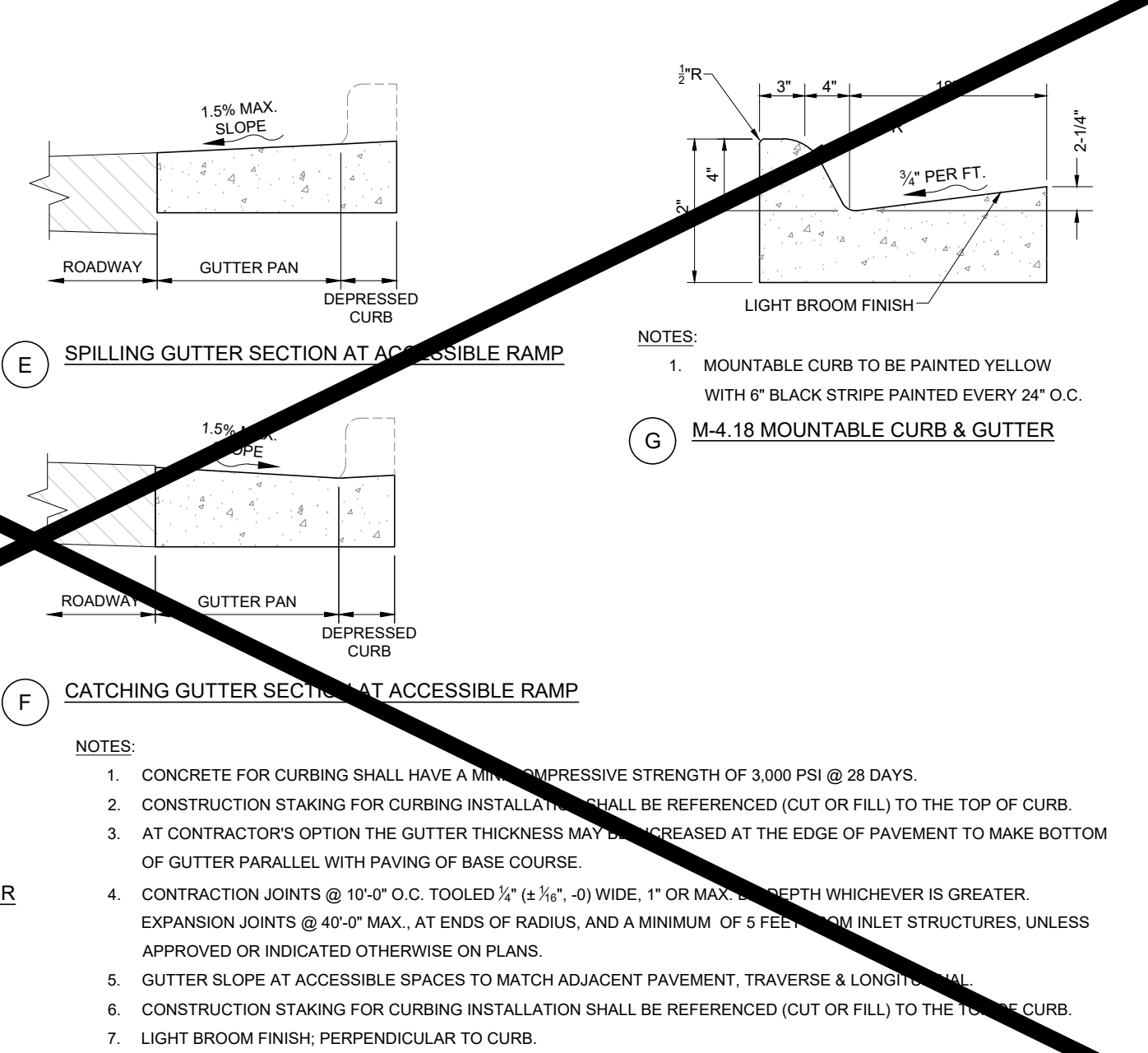
4 CONCRETE SIDEWALK
C-401 NOT TO SCALE



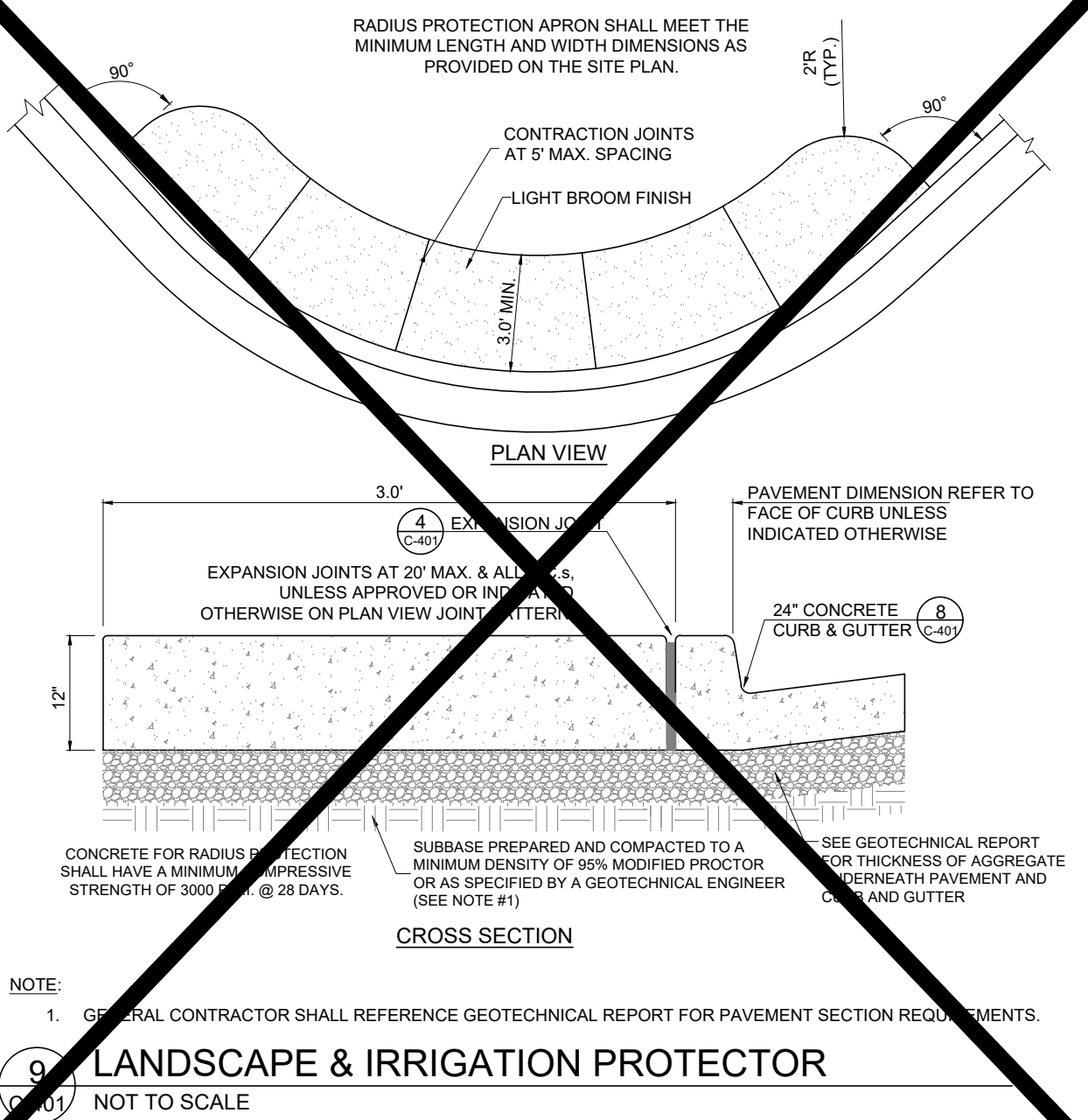
8 CONCRETE CURB & GUTTER
C-401 NOT TO SCALE



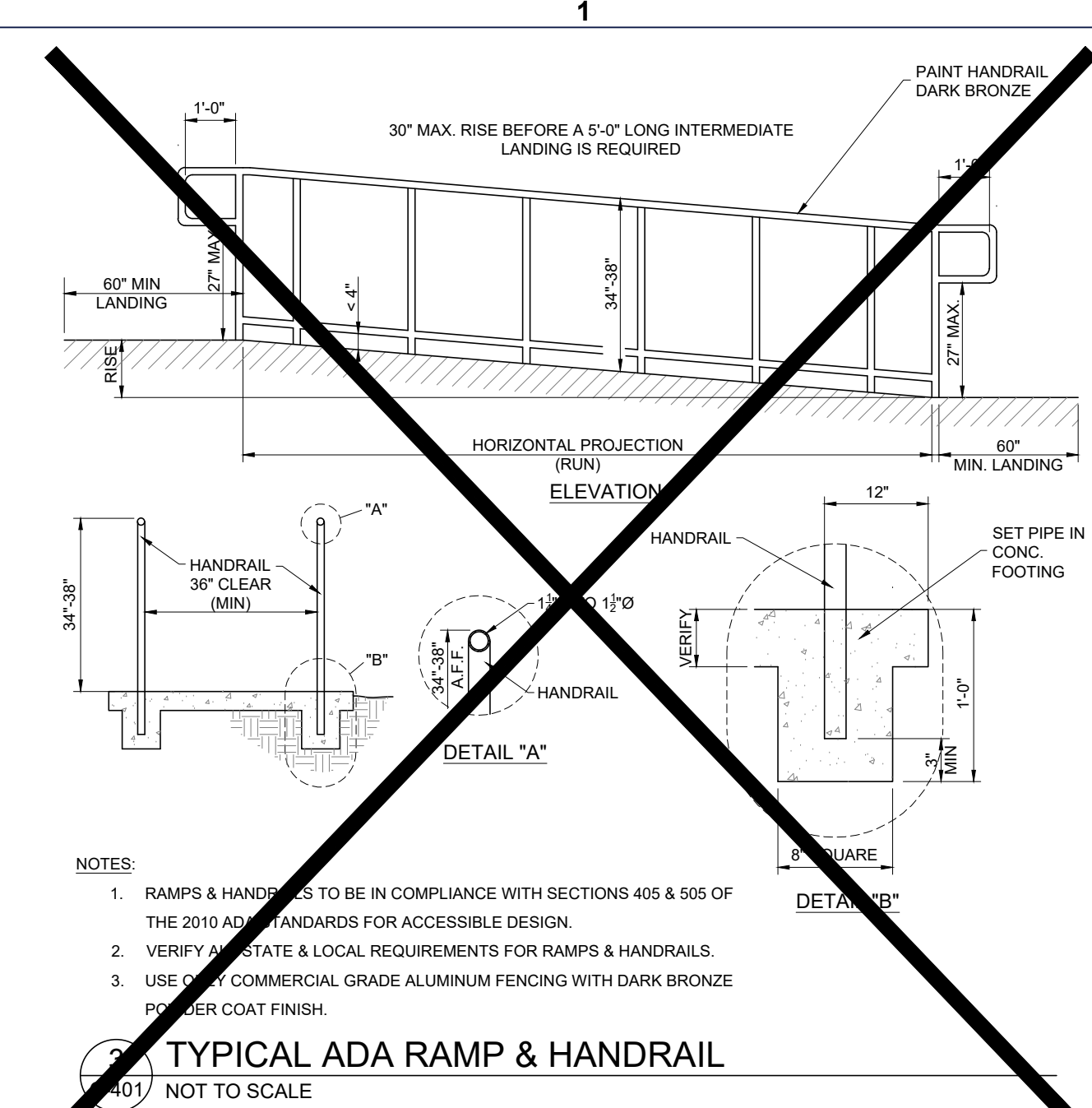
5 CONCRETE SIDEWALK w/ CURB & GUTTER
C-401 NOT TO SCALE



6 ENTRY DOOR FROST SLAB DETAIL
C-401 NOT TO SCALE



9 LANDSCAPE & IRRIGATION PROTECTOR
C-401 NOT TO SCALE



7 CONCRETE BOLLARD
C-401 NOT TO SCALE



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JOHN KUKUCH
No. 12553
LICENSED PROFESSIONAL ENGINEER

CHICK-FIL-A
150 SHOPS WAY
BIDDEFORD, ME

FSR#05752
BUILDING TYPE / SIZE: P14-LE_LRG
RELEASE: 24.08

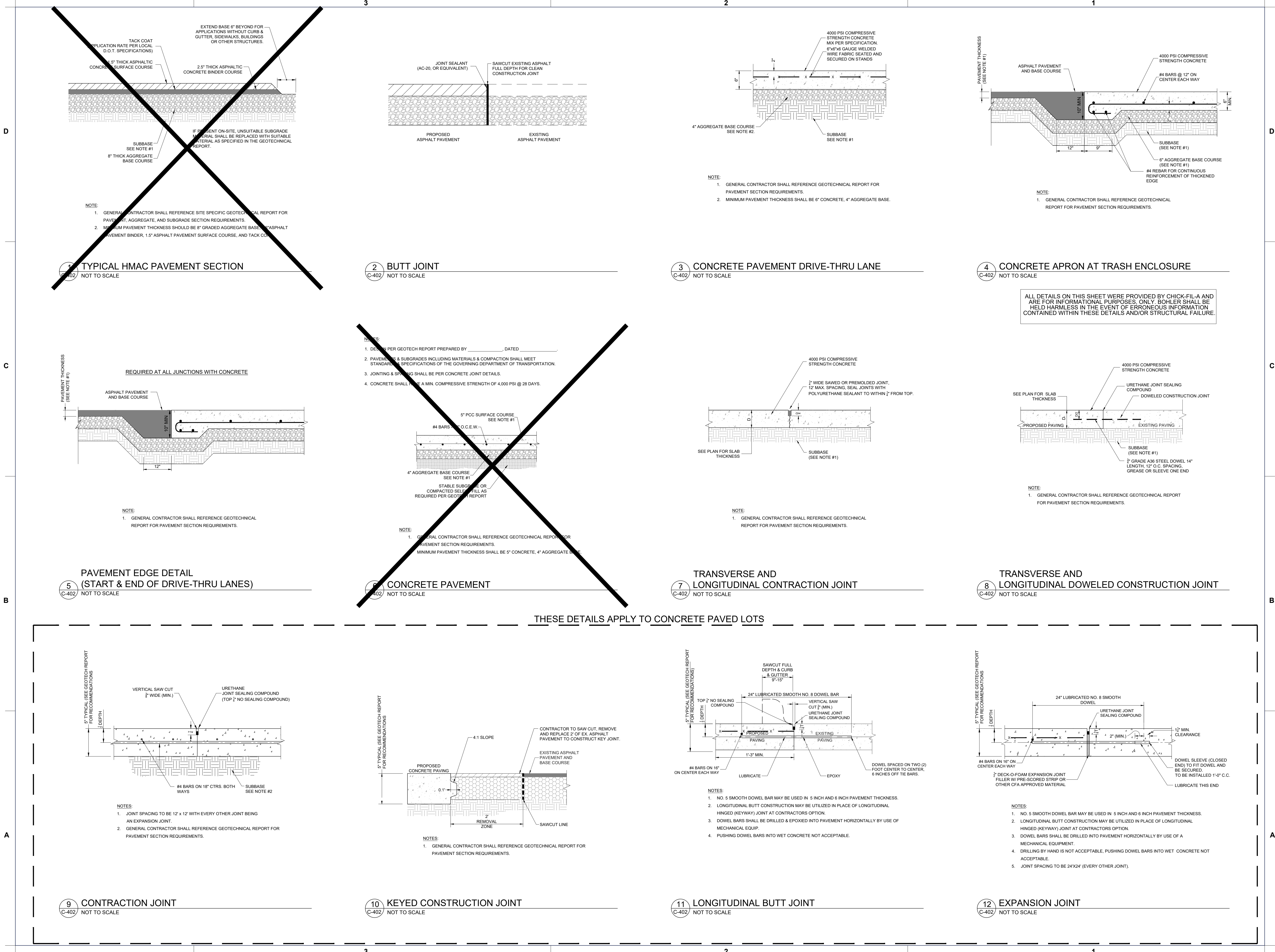
REVISION SCHEDULE
NO. DATE DESCRIPTION
1a 11/22/25 UPDATED ARCH FOOTPRINT

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SHEET NUMBER
C-401

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BIDDEFORD, ME

FSR#05752
BUILDING TYPE / SIZE: P14-LE_LRG
RELEASE: 24.08

REVISION SCHEDULE
NO. DATE DESCRIPTION
1a 1/22/25 UPDATED ARCH FOOTPRINT

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CONSULTANT PROJECT # MAA230431.00
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SHEET SITE DETAILS

SHEET NUMBER
C-402

1 DRIVE-THRU PLAN - FLUSH WITH FFE
C-403 NOT TO SCALE



5 BUILDING DOWNSPOUT CONNECTION
C-403 NOT TO SCALE



8 CLEAN-OUT (OUTSIDE OF BUILDING)
C-403 NOT TO SCALE



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CHICK-FIL-A

**150 SHOPS WAY
BIDDEFORD, ME**

FSR#05752

BUILDING TYPE / SIZE: P14-LE_LRG
RELEASE: 24.08

REVISION SCHEDULE		
NO.	DATE	DESCRIPTION
1a	1/22/25	UPDATED ARCH FOOTPRINT

CONSULTANT PROJECT # MAA230431.00

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DATE	11/08/2024
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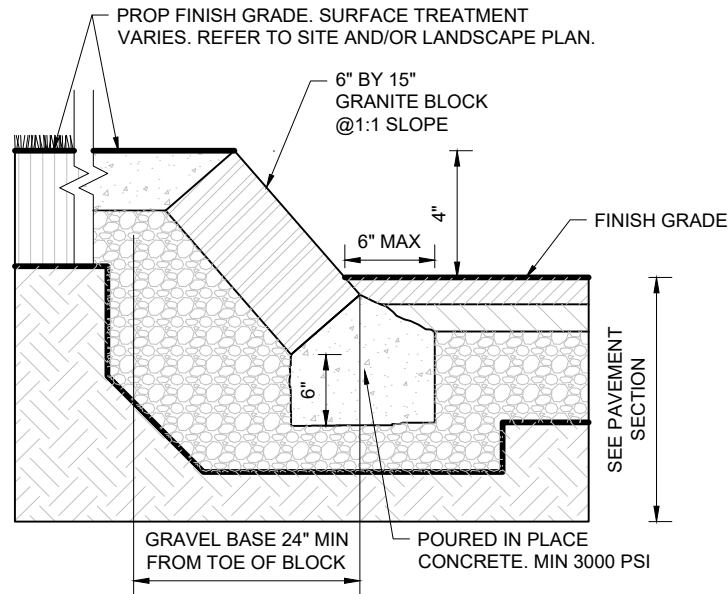
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SITE DETAILS

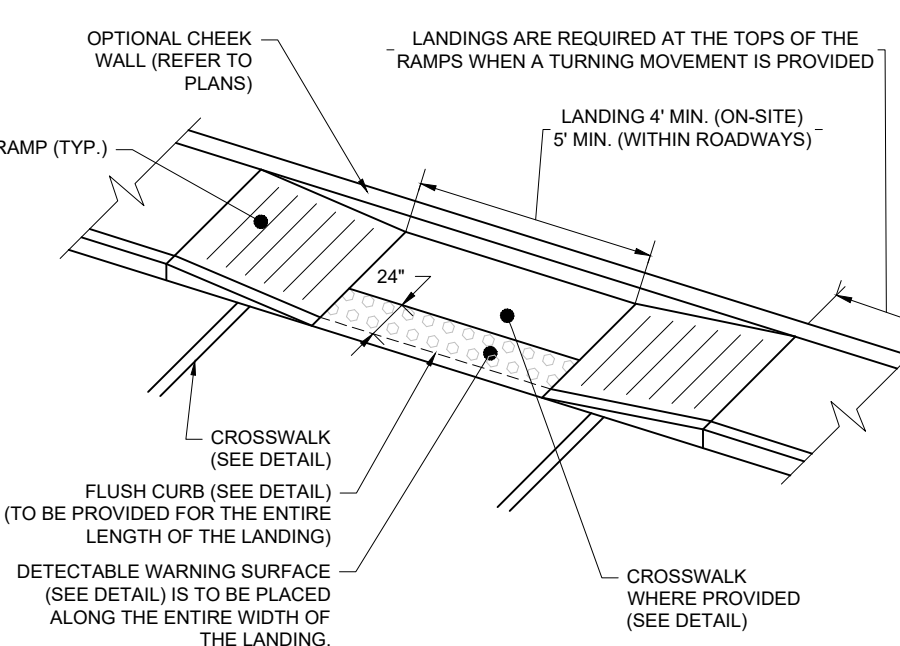
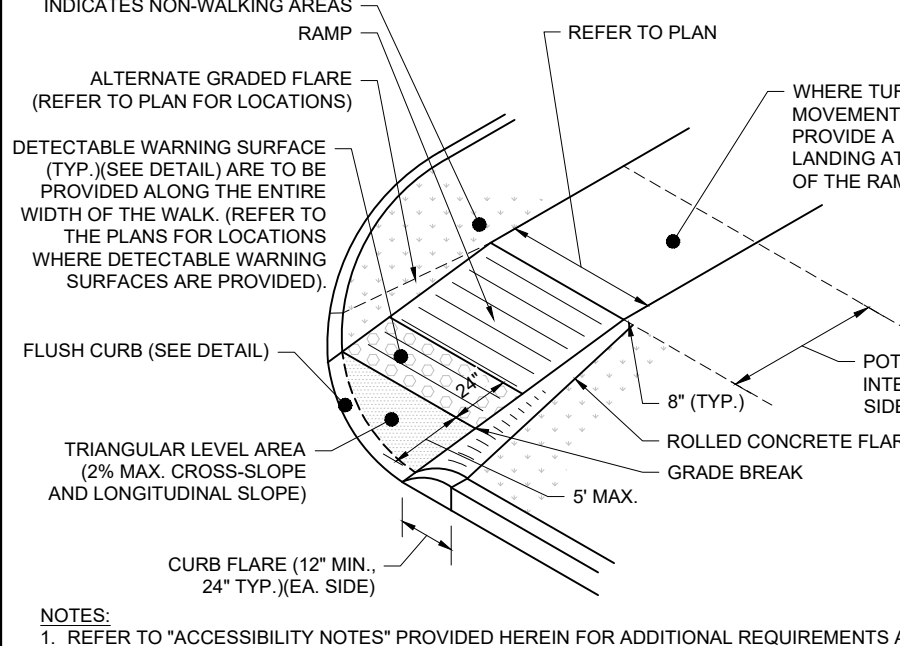
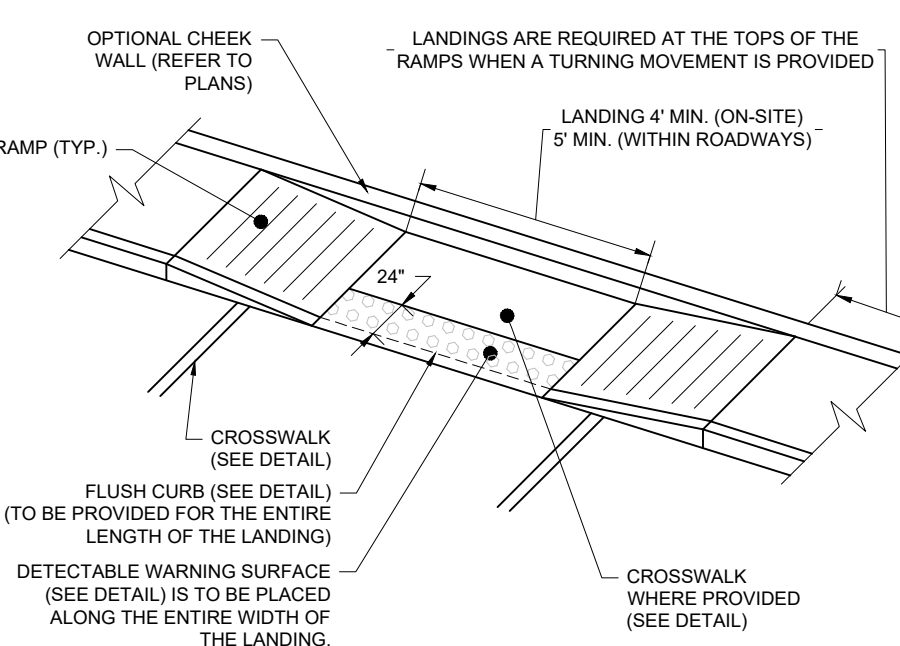
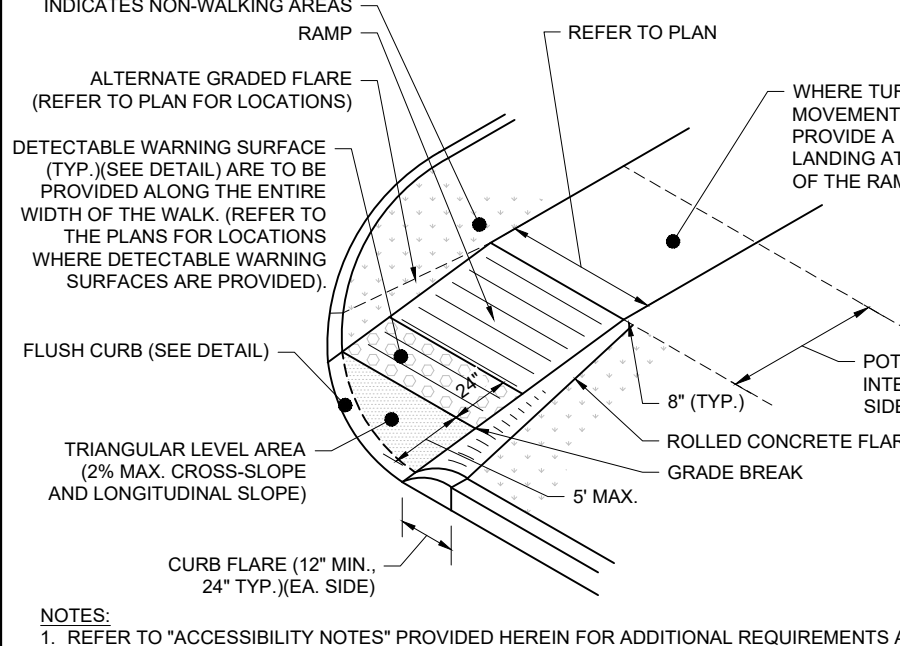
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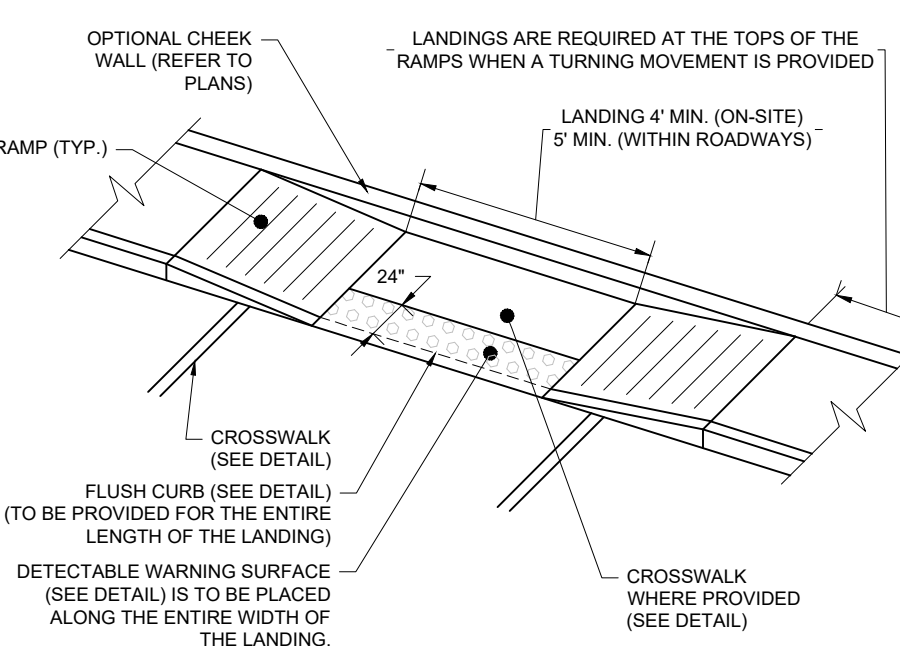
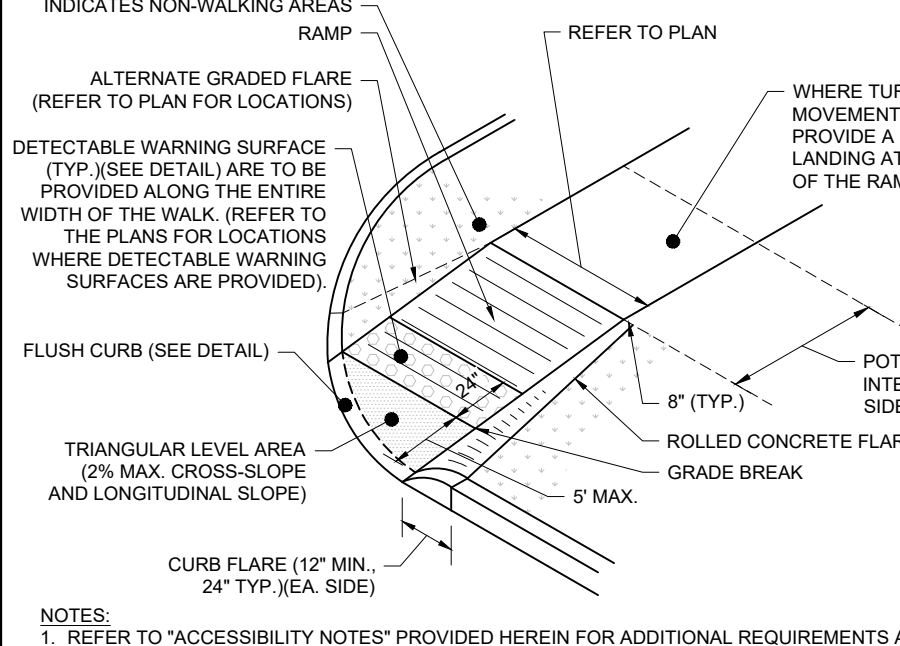
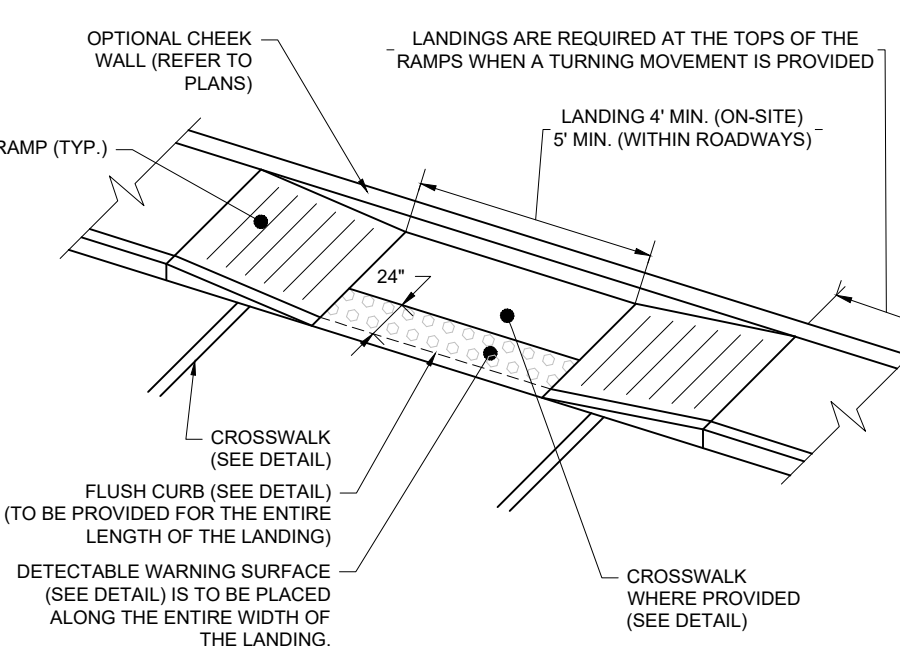
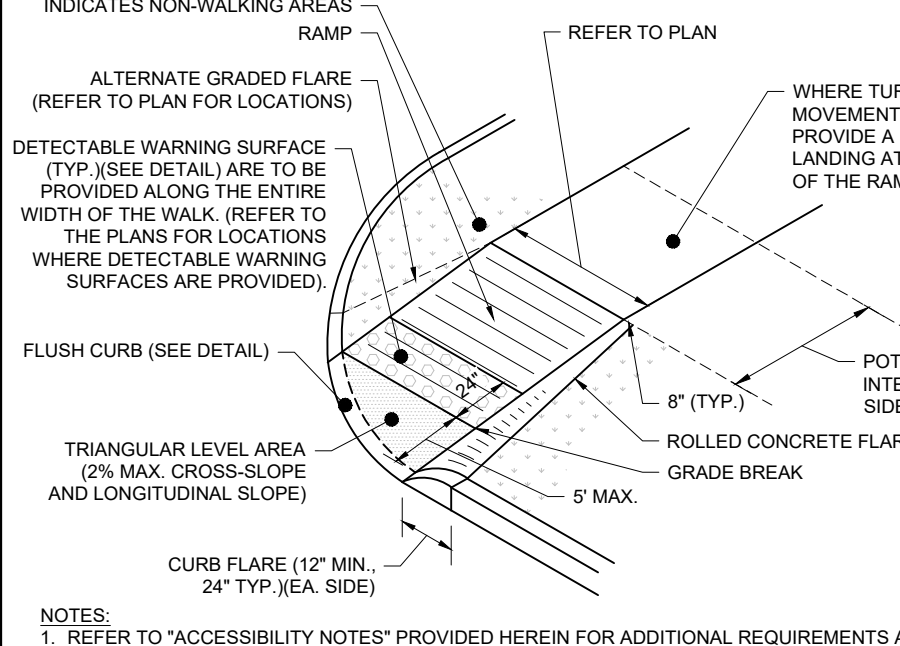
C-403

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D	 SLOPED GRANITE CURBING NOT TO SCALE (NE-S020302 - 07/2024)	
---	---	--

2	 ADA CURB RAMP - PARALLEL NOT TO SCALE (BE-S030503 - 04/2024)	1	 ADA CURB RAMP - SINGLE PARALLEL AT CURB RETURN NOT TO SCALE (BE-S030506 - 08/2023)
	 SIDEWALK CONSTRUCTION JOINT NOT TO SCALE (BE-S030401 - 08/2023)		 CONCRETE SIDEWALK NOT TO SCALE (BE-S030202 - 06/2024)

2	 ADA CURB RAMP - PARALLEL NOT TO SCALE (BE-S030503 - 04/2024)	1	 ADA CURB RAMP - SINGLE PARALLEL AT CURB RETURN NOT TO SCALE (BE-S030506 - 08/2023)
	 SIDEWALK CONSTRUCTION JOINT NOT TO SCALE (BE-S030401 - 08/2023)		 CONCRETE SIDEWALK NOT TO SCALE (BE-S030202 - 06/2024)



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BIDDEFORD, ME

FSR#05752
BUILDING TYPE / SIZE: P14-LE_LRG
RELEASE: 24.08

REVISION SCHEDULE
NO. DATE DESCRIPTION
1a 1/22/25 UPDATED ARCH FOOTPRINT

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SHEET CONSTRUCTION DETAILS

SHEET NUMBER
C-500

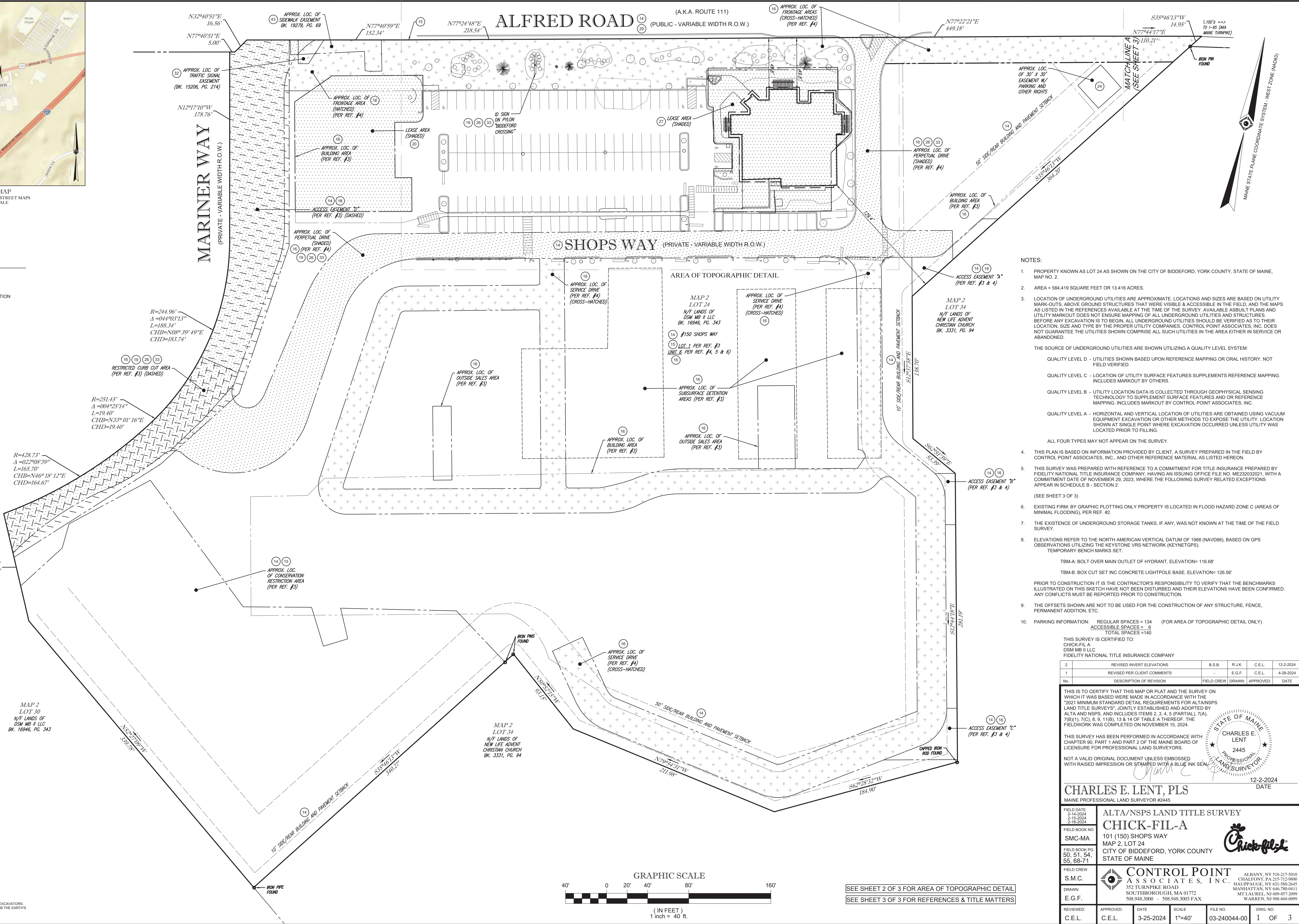
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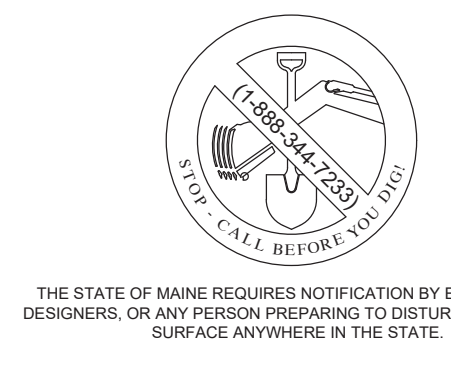
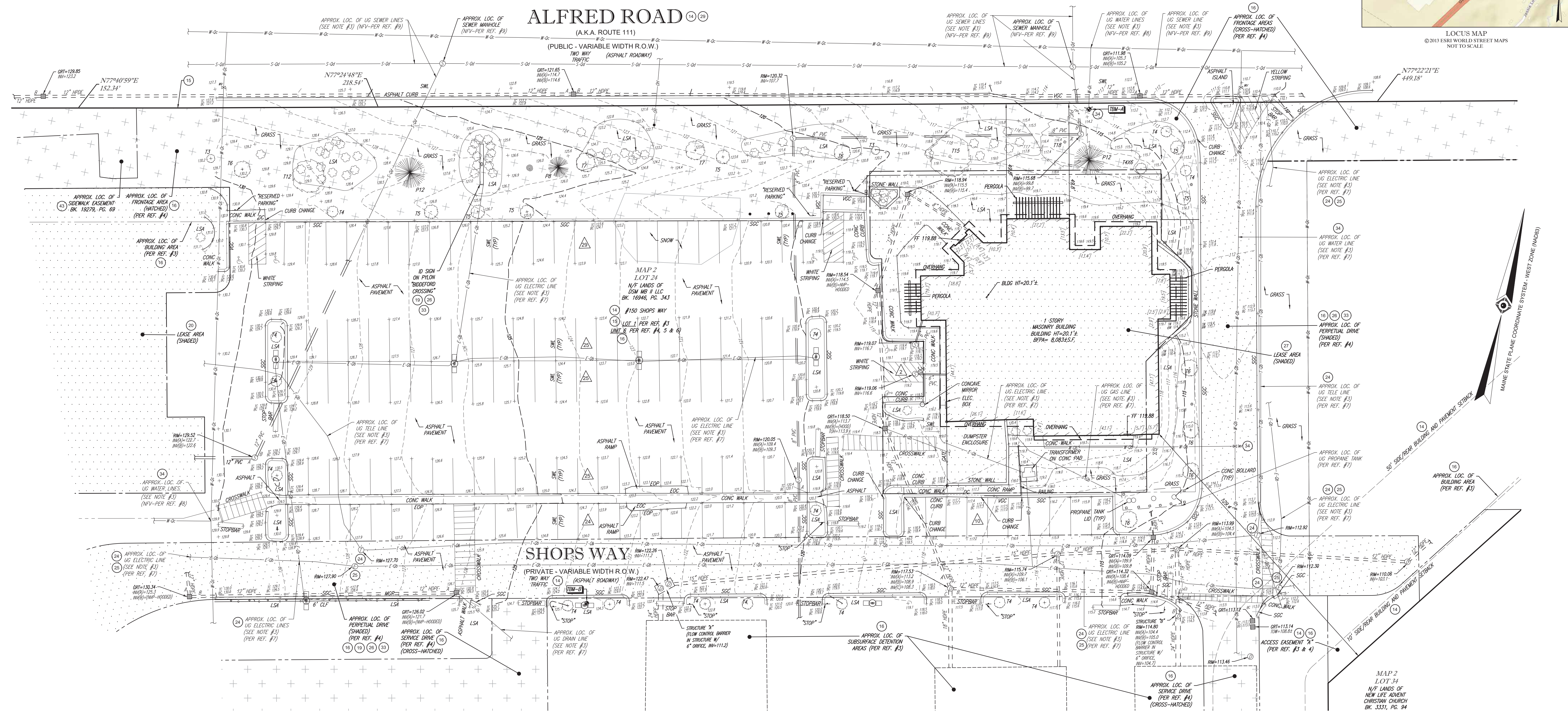
LOCUS MAP
© 2013 ESRI WORLD STREET MAPS
NOT TO SCALE

LEGEND

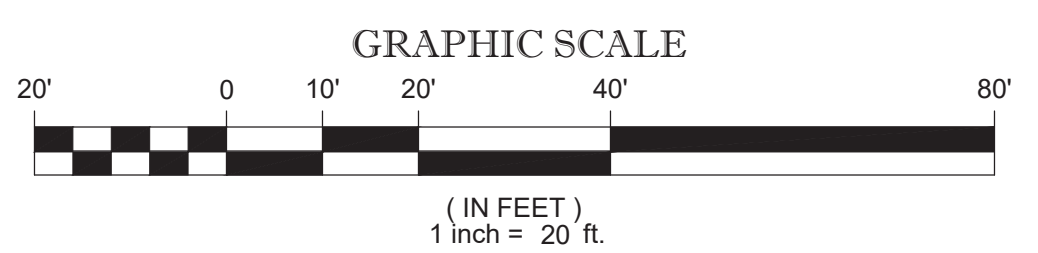
- (S) SURVEY DIMENSION
(D) DEED DIMENSION
TITLE REPORT EXCEPTION



LEGEND									
124	EXISTING CONTOUR	E	APPROX. LOC. OF UG ELECTRIC LINE	PVC	POLYVINYL CHLORIDE PIPE	TF	DECIDUOUS TREE & TRUNK SIZE	UG	UNDER GROUND
125	EXISTING SPOT ELEVATION	F	APPROX. LOC. OF TELE LINE	HDPE	HIGH DENSITY POLYETHYLENE PIPE	TF	CONIFEROUS TREE & TRUNK SIZE	AG	ABOVE GROUND
123.45	EXIST. TOP OF CURB ELEVATION	04	UNDERGROUND QUALITY LEVEL D	INV	INVERT ELEVATION	10	SHRUBS	[25.0']	BUILDING DIMENSION AT GROUND LEVEL
122.95	EXIST. BOTTOM OF CURB ELEVATION	04	UNDERGROUND QUALITY LEVEL C	GRT	GRADE ELEVATION	10	PARKING SPACE COUNT	BLDG	BUILDING
123.45	EXIST. TOP OF WALL ELEVATION	04	UNDERGROUND QUALITY LEVEL B	HT	SLOPED GRANITE CURB	10	SLOPED GRANITE CURB	HT	HEIGHT
122.95	EXIST. BOTTOM OF WALL ELEVATION	04	UNDERGROUND QUALITY LEVEL B	HT	PAINTED HANDICAPPED	10	VERTICAL GRANITE CURB	BPFA	BUILDING FOOTPRINT AREA
123.45	EXIST. FINISHED FLOOR ELEVATION	04	HYDRANT	HT	SIGN	10	CHAIN LINK FENCE	TOW	TOP OF WATER
123.45	DEPRESSED CURB	04	WATER VALVE	HT	MAIL BOX	10	DEPRESSED CURB	HT	UNKNOWN TERMINUS
04	OVERHEAD WIRES	04	IRRIGATION CONTROL VALVE	HT	BOLLARD	10	EDGE OF PAVEMENT	(S)	SURVEY DIMENSION
S	APPROX. LOC. OF UG SEWER LINE	04	SANITARY/SEWER MANHOLE	HT	METAL GUIDE RAIL	10	LANDSCAPED AREA	(LD)	DEED DIMENSION
D	APPROX. LOC. OF UG DRAIN LINE	04	DRAINAGE/STORM MANHOLE	HT	GATE POST	10	TYPICAL	(8)	TITLE REPORT EXCEPTION
W	APPROX. LOC. OF UG WATER LINE	04	TELEPHONE MANHOLE	HT	AREA LIGHT	10	NOT FIELD VERIFIED	SM	SOLID WHITE LINE
G	APPROX. LOC. OF UG GAS LINE	04	CATCH BASIN	HT	LAMP	10	UTILITY POLE		
		04	UTILITY POLE	HT	TREE STUMP	10			



SEE SHEET 1 OF 3 FOR NOTES & OVERALL BOUNDARY
SEE SHEET 3 OF 3 FOR REFERENCES & TITLE MATTERS

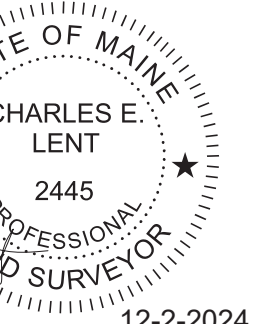


THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5 (PARTIAL), 7(A), 7(B)(1), 7(C), 8, 9, 11(B), 13 & 14 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 15, 2024.

THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CHAPTER 90, PART 1 AND PART 2 OF THE MAINE BOARD OF LICENSES FOR PROFESSIONAL LAND SURVEYORS.

NOT A VALID ORIGINAL DOCUMENT UNLESS EMBOSSED WITH RAISED IMPRESSION OR STAMPED WITH A BLUE INK SEAL

CHARLES E. LENT, PLS
MAINE PROFESSIONAL LAND SURVEYOR #2445



FIELD DATE 2-14-2024 2-15-2024 2-16-2024	FIELD BOOK NO. SMC-MA	FIELD BOOK PGS. 50, 51, 54, 55, 68-71	FIELD CREW S.M.C. E.G.F.	REVIEWED C.E.L.	APPROVED C.E.L.	DATE 3-25-2024	SCALE 1"=20'	FILE NO. 03-240044-00	DWG. NO. 2 OF 3
ALTA/NSPS LAND TITLE SURVEY CHICK-FIL-A 101 (150) SHOPS WAY MAP 2, LOT 24 CITY OF BIDEFORD, YORK COUNTY STATE OF MAINE									
 CONTROL POINT ASSOCIATES, INC. ALBANY, NY 518-217-5010 CHALFONTS, PA 215-712-9800 HAUPPAUGE, NY 631-880-2645 MANHATTAN, NY 646-780-0411 MIT LAUREL, NJ 609-857-2999 WARREN, NJ 908-668-0099									

SCHEDULE B-II ITEMS:

THIS SURVEY WAS PREPARED WITH REFERENCE TO A COMMITMENT FOR TITLE INSURANCE PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, HAVING AN ISSUING OFFICE FILE NO. ME232032021, WITH A COMMITMENT DATE OF NOVEMBER 29, 2023, WHERE THE FOLLOWING SURVEY RELATED EXCEPTIONS APPEAR IN SCHEDULE B - SECTION 2:

GENERAL EXCEPTIONS 1 THRU 6 ARE NOT SURVEY RELATED AND HAVE NOT BEEN COMMENTED ON AS A PART OF THIS SURVEY.

- (7) STATE OF FACTS DEPICTED ON PLAN OF SURVEY ENTITLED "PLAN SHOWING REVISIONS MADE TO A "PLAN OF STANDARD SURVEY FOR URBAIN COLLIN, BIDEFORD AND ARUNDEL, MAINE" DATED JULY 18, 1985 AND RECORDED IN PLAN BOOK 133, PAGE 32, INCLUDING: I) NOTES THEREON RELATING TO RESIDENTIAL USE AND PROHIBITION AGAINST FURTHER SUBDIVISION WITHOUT PLANNING BOARD APPROVAL. - **NOT LOCUS**
- (8) STATE OF FACTS DEPICTED ON PLAN OF SURVEY ENTITLED "PLAN SHOWING A STANDARD BOUNDARY SURVEY FOR URBAIN COLLIN, BIDEFORD AND ARUNDEL, MAINE" DATED MARCH 6, 1985, REVISED MAY 30, 1985, AND RECORDED IN PLAN BOOK 137, PAGE 20, INCLUDING: I) NOTES THEREON. - **NOT LOCUS**
- (9) RIGHTS AND EASEMENTS GRANTED FROM JOSEPH M. LEGATE AND MADELEINE D. LEGATE TO RICHARD D. HEBERT AND DOROTHY M. HEBERT BY WARRANTY DEED DATED FEBRUARY 26, 1985 AND RECORDED IN BOOK 3473, PAGE 10. - **NOT LOCUS**
- (10) RIGHTS AND EASEMENTS RESERVED BY JOSEPH M. LEGATE AND MADELEINE D. LEGATE IN WARRANTY DEED TO URBAIN COLLIN AND RENDAL COLLIN DATED MARCH 1, 1985 AND RECORDED IN BOOK 3473, PAGE 12. - **EASEMENT LOCATION UNKNOWN, UNABLE TO COMMENT**
- (11) RIGHTS AND EASEMENT GRANTED TO THE STATE OF MAINE IN DEEDS: (I) BOOK 1151, PAGE 16; (II) BOOK 1123, PAGE 391; (III) BOOK 1150, PAGE 110; (IV) BOOK 1150, PAGE 104; (V) BOOK 1150, PAGE 313; (VI) BOOK 1150, PAGE 310 AND CONDEMNATION DATED MAY 2, 1956 AND RECORDED IN BOOK 1326, PAGE 135. - **STATED RIGHTS AND EASEMENTS NO LONGER APPLY. BIDEFORD CROSSING LLC CONVEYED LANDS, INCLUDING THE EASEMENT PARCELS, TO THE STATE OF MAINE BY DEED BOOK 15206 PAGE 195. SEE EXCEPTION 29 FOR FURTHER INFORMATION.**
- (12) RIGHTS AND EASEMENTS RESERVED IN DEED FROM NEW LIFE CHRISTIAN FELLOWSHIP TO BIDEFORD CROSSING LLC DATED SEPTEMBER 13, 2005 AND RECORDED IN BOOK 14602, PAGE 667. - **EASEMENT TERMINATED, NOTHING TO PLOT**
- (13) RIGHTS AND EASEMENTS GRANTED TO MAINE TURNPIKE AUTHORITY DATED JUNE 27, 1995 AND RECORDED IN BOOK 7472, PAGE 329. - **NOT LOCUS**
- (14) STATE OF FACTS DEPICTED ON PLAN OF SURVEY ENTITLED "SUBDIVISION PLAN FOR THE SHOPS AT BIDEFORD CROSSING" DATED FEBRUARY 25, 2005, AS REVISED THROUGH AUGUST 11, 2005, MADE BY TITCOMB ASSOCIATES AND RECORDED IN PLAN BOOK 304, PAGE 4, INCLUDING: I) NOTES THEREON; AS AFFECTED BY "AMENDED SUBDIVISION PLAN FOR THE SHOPS AT BIDEFORD CROSSING" DATED FEBRUARY 25, 2005, AS REVISED THROUGH SEPTEMBER 13, 2005, MADE BY TITCOMB ASSOCIATES, AND RECORDED IN PLAN BOOK 304, PAGE 45, INCLUDING: I) NOTES THEREON; AS AFFECTED BY "AMENDED SUBDIVISION PLAN FOR THE SHOPS AT BIDEFORD CROSSING" DATED FEBRUARY 25, 2005, AS REVISED THROUGH OCTOBER 7, 2010, MADE BY TITCOMB ASSOCIATES, AND RECORDED IN PLAN BOOK 346, PAGE 24, INCLUDING: I) NOTES THEREON. - **SOUTHERLY RIGHT OF WAY LINE OF ALFRED ROAD, ACCESS EASEMENTS, SIDE/REAR BUILDING & PAVEMENT SETBACKS, CONSERVATION RESTRICTION AREA, SHOPS WAY & LOT 1 SHOWN HEREON**
- (15) STATE OF FACTS DEPICTED ON PLAN OF SURVEY ENTITLED "THE SHOPS AT BIDEFORD CROSSING CONDOMINIUM SITE PLAN" DATED AUGUST 25, 2005, AS REVISED THROUGH SEPTEMBER 13, 2005, MADE BY TITCOMB ASSOCIATES, AND RECORDED IN CONDOMINIUM FILE 657, PAGES 1 AND 2, INCLUDING: I) NOTES THEREON. - **SOUTHERLY RIGHT OF WAY LINE OF ALFRED ROAD, LOT 1 & CONSERVATION RESTRICTION AREA SHOWN HEREON**
- (16) STATE OF FACTS DEPICTED ON PLAN ENTITLED OPERATION AND EASEMENT AGREEMENT SITE PLAN, THE SHOPS AT BIDEFORD CROSSING" DATED SEPTEMBER 22, 2005, MADE BY GORRILL-PALMER CONSULTING ENGINEERS, INC., CONSISTING OF FIVE SHEETS, RECORDED IN PLAN BOOK 304, PAGES 46, 47, 48, 49, 50. - **FRONTAGE AREAS, PERPETUAL DRIVE, BUILDING AREAS, RESTRICTED CURB CUT AREAS, INTERCONNECT ACCESS EASEMENTS, SERVICE DRIVE, SUBSURFACE DETENTION AREAS, OUTSIDE SALES AREAS AND UNIT 6 SHOWN HEREON.**
- (17) TERMS AND CONDITIONS SET FORTH IN DECLARATION OF COVENANTS AND RESTRICTIONS BY BIDEFORD CROSSING LLC PURSUANT TO STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION NATURAL RESOURCE PROTECTION ACT PROJECT L-22210-25-A-NL-22210-TGS-N DATED SEPTEMBER 28, 2005 AND RECORDED IN BOOK 14616, PAGE 260. - **NOT LOCUS**
- (18) RESTRICTIONS, COVENANTS, TERMS AND CONDITIONS SET FORTH IN DECLARATION OF THE SHOPS AT BIDEFORD CROSSING CONDOMINIUM BY BIDEFORD CROSSING LLC DATED SEPTEMBER 28, 2005 AND RECORDED IN BOOK 14616, PAGE 268; AS AFFECTED BY ASSIGNMENT AND ASSUMPTION OF CONDOMINIUM DEVELOPMENT RIGHTS AND SPECIAL DECLARANT RIGHTS BETWEEN BIDEFORD CROSSING LLC AND BIDEFORD II LLC DATED JULY 11, 2007 AND RECORDED IN BOOK 15206, PAGE 222; AS AFFECTED BY MEMORANDUM OF RELEASE OF BIDEFORD CROSSING II LLC DATED JUNE 3, 2013 AND RECORDED IN BOOK 16614, PAGE 352. - **DOES NOT AFFECT LOCUS PROPERTY**
- (19) TERMS AND CONDITIONS OF OPERATION AND EASEMENT AGREEMENT BETWEEN AND AMONG TARGET CORPORATION, LOWE'S HOME CENTERS, INC. AND BIDEFORD CROSSING, LLC DATED SEPTEMBER 26, 2005 AND RECORDED IN BOOK 14616, PAGE 315; AS AFFECTED BY MEMORANDUM OF RELEASE BY BIDEFORD CROSSING II LLC DATED JUNE 3, 2013 AND RECORDED IN BOOK 16614, PAGE 352. - **APPLIES TO UNITS 1 - 6; PERPETUAL DRIVE, RESTRICTED CURB CUT AREA AND PYLON SIGN SHOWN HEREON.**
- (20) TERMS AND CONDITIONS OF LEASE AGREEMENT DATED JANUARY 6, 2006 BETWEEN BIDEFORD CROSSING LLC (LANDLORD) AND BRINKER RESTAURANT CORPORATION (TENANT), AS EVIDENCED BY MEMORANDUM OF LEASE DATED JANUARY 6, 2006 AND RECORDED IN BOOK 14742, PAGE 963; AS AFFECTED BY NOTICE OF ASSIGNMENT OF LEASE FROM BRINKER RESTAURANT CORPORATION TO PEPPER DINING, INC. DATED JUNE 26, 2007 AND RECORDED IN BOOK 15419, PAGE 557 (PORTION OF LOT 1). - **APPLIES TO A PORTION OF LOT 1 AS SHOWN HEREON**
- (21) TERMS AND CONDITIONS OF EASEMENT AGREEMENT BETWEEN BIDEFORD CROSSING LLC AND NEW LIFE CHRISTIAN FELLOWSHIP DATED OCTOBER 27, 2005 AND RECORDED IN BOOK 14763, PAGE 77. - **EASEMENTS SHOWN AS ACCESS EASEMENTS A, B & C**
- (22) TERMS AND CONDITIONS OF EASEMENT AGREEMENT BETWEEN NEW LIFE CHRISTIAN FELLOWSHIP AND BIDEFORD CROSSING LLC DATED JANUARY 6, 2006 AND RECORDED IN BOOK 14819, PAGE 905. - **APPURTENANT EASEMENTS SHOWN HEREON**
- (23) TERMS AND CONDITIONS OF LEASE DATED FEBRUARY 26, 2006 BETWEEN BIDEFORD CROSSING LLC (LANDLORD) AND SACO & BIDEFORD SAVING INSTITUTION (TENANT). - **NOT SURVEY RELATED/ NO DOCUMENT REFERENCED TO REVIEW**
- (24) RIGHTS AND EASEMENTS GRANTED FROM BIDEFORD CROSSING LLC TO VERIZON NEW ENGLAND INC. BY EASEMENT DEED ACKNOWLEDGED MAY 2, 2006 AND RECORDED IN BOOK 14821, PAGE 567; AS AFFECTED BY AMENDED EASEMENT DEED ACKNOWLEDGED MAY 24, 2006 AND RECORDED IN BOOK 14854, PAGE 33. - **30' X 30' EASEMENT WITH PARKING AND OTHER RIGHTS SHOWN HEREON**

SCHEDULE B-II ITEMS (CONTINUED):

- (25) RIGHTS AND EASEMENTS GRANTED FROM BIDEFORD CROSSING LLC, THE SHOPS AT BIDEFORD CROSSING CONDOMINIUM ASSOCIATION AND TARGET CORPORATION TO CENTRAL MAINE POWER COMPANY AND VERIZON NEW ENGLAND INC. BY GRANT OF EASEMENT DATED JUNE 20, 2006 AND RECORDED IN BOOK 14895, PAGE 512. - **ELECTRIC MANHOLES AND UNDERGROUND LINES SHOWN HEREON**
- (26) TERMS AND CONDITIONS OF UNRECORDED LEASE DATED JULY 31, 2006 BETWEEN BIDEFORD CROSSING LLC (LANDLORD) AND OLD NAVY LLC (TENANT), AS EVIDENCED BY MEMORANDUM OF LEASE DATED JULY 31, 2006 AND RECORDED IN BOOK 14932, PAGE 202 (LOT 1). - **PERMITS USE OF COMMON AREAS AND EASEMENTS**
- (27) TERMS AND CONDITIONS OF A LEASE DATED JANUARY 31, 2006 BETWEEN BIDEFORD CROSSING LLC (LANDLORD) AND GMR, INC. (TENANT), AS EVIDENCED BY MEMORANDUM OF LEASE, BIDEFORD, ME - OLIVE GARDEN, DATED MARCH 7, 2006 AND RECORDED IN BOOK 14940, PAGE 787. - **LEASE AREA SHOWN HEREON, MAY BE TERMINATED**
- (28) RIGHTS AND EASEMENTS GRANTED FROM BIDEFORD CROSSING LLC TO VERIZON NEW ENGLAND INC. BY GRANT OF EASEMENT DATED AUGUST 14, 2006 AND RECORDED IN BOOK 14955, PAGE 853. - **NOT LOCUS**
- (29) OUT CONVEYANCE FROM BIDEFORD CROSSING LLC TO STATE OF MAINE DEPARTMENT OF TRANSPORTATION BY WARRANTY DEED DATED JULY 9, 2007 AND RECORDED IN BOOK 15206, PAGE 195. - **CURRENT ALFRED ROAD R.O.W. SHOWN HEREON**
- (30) RIGHTS AND EASEMENTS GRANTED FROM BIDEFORD CROSSING LLC TO STATE OF MAINE DEPARTMENT OF TRANSPORTATION BY GRANT OF EASEMENT DATED JULY 9, 2007 AND RECORDED IN BOOK 15206, PAGE 199. - **NOT LOCUS**
- (31) RIGHTS AND EASEMENTS GRANTED FOR FIRE HYDRANT FROM BIDEFORD CROSSING LLC TO STATE OF MAINE DEPARTMENT OF TRANSPORTATION BY GRANT OF EASEMENT DATED JULY 9, 2007 AND RECORDED IN BOOK 15206, PAGE 203. - **NOT LOCUS**
- (32) RIGHTS AND EASEMENTS GRANTED FOR TRAFFIC SIGNAL FROM BIDEFORD CROSSING LLC TO STATE OF MAINE DEPARTMENT OF TRANSPORTATION BY GRANT OF EASEMENT DATED JULY 9, 2007 AND RECORDED IN BOOK 15206, PAGE 207. - **SHOWN HEREON**
- (33) RESTRICTIONS, COVENANTS, EASEMENTS, TERMS AND CONDITIONS IN WARRANTY DEED FROM BIDEFORD CROSSING LLC TO BIDEFORD CROSSING II LLC DATED JULY 11, 2007 AND RECORDED IN BOOK 15206, PAGE 214. - **INCLUDES LOT 1 AND CONDO LOTS 1-5, ALL SAME RIGHTS, ETC. APPLY**
- (34) TERMS AND CONDITIONS, RIGHTS AND EASEMENTS IN DEPOSIT AGREEMENT AND GRANT OF EASEMENT BETWEEN BIDEFORD CROSSING LLC, THE SHOPS AT BIDEFORD CROSSING CONDOMINIUM ASSOCIATION AND TARGET CORPORATION AND BIDEFORD AND SACO WATER COMPANY DATED JUNE 20, 2006 AND RECORDED IN BOOK 15347, PAGE 152. - **FIRE HYDRANT, WATER VALVES & UNDERGROUND WATER LINES SHOWN HEREON.**
- (35) TERMS AND CONDITIONS OF A LEASE DATED JUNE 12, 2006 BETWEEN BIDEFORD CROSSING II LLC (LANDLORD) AND PR RESTAURANTS, LLC (TENANT), AS EVIDENCED BY NOTICE OF LEASE DATED APRIL 6, 2010 AND RECORDED IN BOOK 15869, PAGE 580; AS AFFECTED BY COLLATERAL ASSIGNMENT OF LESSEE'S INTEREST IN LEASE BETWEEN PR RESTAURANTS L.L.C. AND WELLS FARGO BANK, NATIONAL ASSOCIATION DATED JUNE 1, 2010 AND RECORDED IN BOOK 15885, PAGE 165; AS AFFECTED BY FIRST AMENDMENT COLLATERAL ASSIGNMENT OF LESSEE'S INTEREST IN LEASE BETWEEN PR RESTAURANTS L.L.C. AND WELLS FARGO BANK, NATIONAL ASSOCIATION DATED NOVEMBER 30, 2012 AND RECORDED IN BOOK 16478, PAGE 46 (CONDOMINIUM UNIT 6, LOT 1). - **LEASE AREA WITHIN LOT 1, SPECIFIC LOCATION UNKNOWN**
- (36) TERMS AND CONDITIONS OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION SITE LOCATION OF DEVELOPMENT ACT, NATURAL RESOURCES PROTECTION ACT, FRESHWATER WETLAND ALTERATION, WATER QUALITY CERTIFICATION AMENDMENT FINDINGS OF FACT AND ORDER DATED MARCH 1, 2011 AND RECORDED IN BOOK 16072, PAGE 14. - **NOT SURVEY RELATED**
- (37) TERMS AND CONDITIONS OF A LEASE DATED MAY 17, 2011 BETWEEN BIDEFORD CROSSING II LLC (LANDLORD) AND MICHAELS STORES, INC. (TENANT), AS EVIDENCED BY NOTICE OF SHOPPING CENTER LEASE DATED MAY 17, 2011 AND RECORDED IN BOOK 16229, PAGE 898. - **NOT SURVEY RELATED**
- (38) TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION MINOR AMENDMENT DATED AUGUST 22, 2012 AND RECORDED IN BOOK 16405, PAGE 713. - **NOT SURVEY RELATED**
- (39) TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION REVISION DATED MAY 28, 2013 AND RECORDED IN BOOK 16625, PAGE 747. - **NOT SURVEY RELATED**
- (40) TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION SITE LOCATION ORDER DATED AUGUST 5, 2005 AND RECORDED IN BOOK 14573, PAGE 262. - **NOT SURVEY RELATED**
- (41) TERMS AND CONDITIONS OF A STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION SITE LOCATION ORDER DATED NOVEMBER 20, 2006 AND RECORDED IN BOOK 15027, PAGE 292. - **NOT SURVEY RELATED**
- (42) RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY AND NORTHERN NEW ENGLAND TELEPHONE OPERATIONS, LLC DATED AUGUST 24, 2021 AND RECORDED IN BOOK 18791, PAGE 328. - **SPECIFIC LOCATION UNKNOWN, NOT SHOWN**
- (43) RIGHTS AND EASEMENTS GRANTED TO THE CITY OF BIDEFORD IN INSTRUMENT DATED MAY 17, 2011 AND RECORDED IN BOOK 19279, PAGE 69. - **SIDEWALK EASEMENT SHOWN HEREON**
- (44) RIGHTS OF TENANT, HOMEGOODS, INC. AND TERMS AND CONDITIONS OF A LEASE BETWEEN DSM MB II, LLC AND HOMEGOODS, INC. DATED JANUARY 6, 2022, AS EVIDENCED BY A MEMORANDUM OF LEASE DATED MARCH 24, 2022 AND RECORDED IN BOOK 18986, PAGE 606. - **NOT SURVEY RELATED**
- (45) MORTGAGE, ASSIGNMENT OF LEASES AND RENTS, SECURITY AGREEMENT AND FUTURE FILING FROM DSM MB II LLC TO NEW YORK LIFE INSURANCE COMPANY, A NEW YORK MUTUAL INSURANCE COMPANY, DATED DECEMBER 12, 2014 AND RECORDED DECEMBER 26, 2014 IN BOOK 18946, PAGE 350. - **NOT SURVEY RELATED**
- (46) ASSIGNMENT OF LEASES AND RENTS FROM DSM MB II LLC TO NEW YORK LIFE INSURANCE COMPANY, A NEW YORK MUTUAL INSURANCE COMPANY, DATED DECEMBER 12, 2014 AND RECORDED DECEMBER 26, 2014 IN BOOK 18946, PAGE 372. - **NOT SURVEY RELATED**
- (47) ASSIGNMENT OF RIGHTS FROM DSM MB II LLC TO NEW YORK LIFE INSURANCE COMPANY, A NEW YORK MUTUAL INSURANCE COMPANY, DATED DECEMBER 12, 2014 AND RECORDED DECEMBER 26, 2014 IN BOOK 18946, PAGE 382. - **NOT SURVEY RELATED**
- (48) UCC FINANCING STATEMENT BETWEEN DSM MB II LLC (DEBTOR) AND NEW YORK LIFE INSURANCE COMPANY, A NEW YORK MUTUAL INSURANCE COMPANY (SECURED PARTY) RECORDED DECEMBER 26, 2014 IN BOOK 18946, PAGE 392; AS AFFECTED BY CONTINUATION RECORDED SEPTEMBER 6, 2019 AND RECORDED IN BOOK 18036, PAGE 904. - **NOT SURVEY RELATED**

EXHIBIT A:

THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS:

LEASEHOLD PARCEL TO BE INSURED IS A PORTION OF THE BELOW: LOT 1 -BIDEFORD CROSSING

A CERTAIN LOT OR PARCEL OF LAND LOCATED ON THE SOUTHERLY SIDE OF ALFRED ROAD (ALSO KNOWN AS ROUTE 111) IN THE CITY OF BIDEFORD, COUNTY OF YORK, STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHERLY SIDELINE OF ALFRED ROAD AT THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF GERARD W. BOILARD AND LILLIAN A. BOILARD AS DESCRIBED IN A DEED RECORDED IN THE YORK COUNTY REGISTRY OF DEEDS IN BOOK 1269, PAGE 208. THENCE:

- A) N 77°35'56" E BY SAID ALFRED ROAD A DISTANCE OF ONE HUNDRED THIRTY-NINE AND 03/100 (139.03) FEET TO A POINT.
- B) N 85°11'12" E BY SAID ALFRED ROAD A DISTANCE OF SIXTY-NINE AND 98/100 (69.98) FEET TO A POINT.
- C) N 84°11'41" E BY SAID ALFRED ROAD A DISTANCE OF ONE HUNDRED FIFTY-FIVE AND 02/100 (155.02) FEET TO A POINT.
- D) N 80°35'02" E BY SAID ALFRED ROAD A DISTANCE OF THREE HUNDRED EIGHTY-FOUR AND 94/100 (384.94) FEET TO A POINT OF CURVATURE.
- E) EASTERLY BY SAID ALFRED ROAD FOLLOWING A CURVE TO THE LEFT HAVING A RADIUS OF FIVE HUNDRED TEN AND 00/100 (510.00) FEET, AN ARC DISTANCE OF TWENTY-FIVE AND 01/100 (25.01) FEET TO A POINT OF TANGENCY.
- F) N 77°46'26" E BY SAID ALFRED ROAD A DISTANCE OF ONE HUNDRED THIRTY-ONE AND 90/100 (131.90) FEET TO A POINT TO THE TRUE POINT OF BEGINNING.

FROM SAID TRUE POINT OF BEGINNING:

- 1) N 77°46'26" E BY SAID ALFRED ROAD A DISTANCE OF FIVE AND 00/100 (5.00) FEET TO A POINT.
- 2) N 32°46'26" E BY SAID ALFRED ROAD A DISTANCE OF SIXTEEN AND 56/100 (16.56) FEET TO A POINT.
- 3) N 77°46'34" E BY SAID ALFRED ROAD A DISTANCE OF ONE HUNDRED FIFTY-TWO AND 34/100 (152.34) FEET TO A POINT.
- 4) N 77°30'23" E BY SAID ALFRED ROAD A DISTANCE OF TWO HUNDRED EIGHTEEN AND 54/100 (218.54) FEET TO A POINT.
- 5) N 77°27'56" E BY SAID ALFRED ROAD A DISTANCE OF FOUR HUNDRED FORTY-NINE AND 18/100 (449.18) FEET TO A POINT.
- 6) N 77°49'52" E BY SAID ALFRED ROAD A DISTANCE OF ONE HUNDRED TEN AND 21/100 (110.21) FEET TO A POINT.
- 7) S 35°51'48" W BY SAID ALFRED ROAD A DISTANCE OF FOURTEEN AND 95/100 (14.95) FEET TO A POINT AND LAND NOW OR FORMERLY OF NEW LIFE CHRISTIAN FELLOWSHIP AS DESCRIBED IN A DEED RECORDED IN THE YORK COUNTY REGISTRY OF DEEDS IN BOOK 3331, PAGE 94.
- 8) S 35°51'48" W BY SAID LAND OF NEW LIFE CHRISTIAN FELLOWSHIP A DISTANCE OF THREE HUNDRED SIXTY-FOUR AND 20/100 (364.20) FEET TO A POINT.
- 9) S 12°32'03" E A DISTANCE OF ONE HUNDRED THIRTY-EIGHT AND 70/100 (138.70) FEET TO A POINT.
- 10) S 62°46'04" E A DISTANCE OF FIFTY-THREE AND 39/100 (53.39) FEET TO A POINT.
- 11) S 12°38'43" E A DISTANCE OF TWO HUNDRED EIGHTY-ONE AND 19/100 (281.19) FEET TO A POINT.
- 12) S 62°34'07" W A DISTANCE OF ONE HUNDRED EIGHTY-FOUR AND 90/100 (184.90) FEET TO A POINT.
- 13) N 79°48'56" W A DISTANCE OF TWO HUNDRED ELEVEN AND 98/100 (211.98) FEET TO A POINT.
- 14) N 50°46'40" W A DISTANCE OF NINETY-THREE AND 15/100 (93.15) FEET TO A POINT AND THE NORTH-WESTERLY SIDELINE OF SAID LAND OF NEW LIFE CHRISTIAN FELLOWSHIP.
- 15) S 35°51'48" W BY SAID LAND OF NEW LIFE CHRISTIAN FELLOWSHIP A DISTANCE OF THREE HUNDRED FORTY AND 27/100 (340.27) FEET TO A POINT AND THE NORTHEASTERLY SIDELINE OF LOT 2 AS SHOWN ON A PLAN ENTITLED "SUBDIVISION PLAN OF THE SHOPS AT BIDEFORD CROSSING" MADE BY TITCOMB ASSOCIATES FOR BIDEFORD CROSSING LLC, DATED FEBRUARY 25, 2005 AND REVISED THROUGH AUGUST 11, 2005.
- 16) N 52°21'34" W BY SAID LOT 2 A DISTANCE OF THREE HUNDRED THIRTY-NINE AND 78/100 (339.78) FEET TO A POINT.
- 17) N 25°21'39" W BY SAID LOT 2 A DISTANCE OF ONE HUNDRED SEVEN AND 51/100 (107.51) FEET TO A POINT.
- 18) NORTHEASTERLY BY SAID LOT 2 FOLLOWING A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF FOUR HUNDRED TWENTY-EIGHT AND 73/100 (428.73) FEET AN ARC DISTANCE OF ONE HUNDRED SIXTY-FIVE AND 70/100 (165.70) FEET TO A POINT OF COMPOUND CURVATURE, SAID POINT BEING LOCATED N 46°23'47" E A DISTANCE OF ONE HUNDRED SIXTY-FOUR AND 67/100 (164.67) FEET FROM THE LAST MENTIONED POINT.
- 19) NORTHEASTERLY BY SAID LOT 2 FOLLOWING A CURVE TO THE LEFT HAVING A RADIUS OF TWO HUNDRED FIFTY-ONE AND 45/100 (251.45) FEET, AN ARC DISTANCE OF NINETEEN AND 40/100 (19.40) FEET TO A POINT OF COMPOUND CURVATURE.
- 20) NORTHEASTERLY BY SAID LOT 2 FOLLOWING A CURVE TO THE LEFT HAVING A RADIUS OF TWO HUNDRED FORTY-FIVE AND 00/100 (245.00) FEET, AN ARC DISTANCE OF ONE HUNDRED EIGHTY-EIGHT AND 36/100 (188.36) FEET TO A POINT OF TANGENCY.
- 21) N 12°11'35" W BY SAID LOT 2 A DISTANCE OF ONE HUNDRED SEVENTY-EIGHT AND 76/100 (178.76) FEET TO THE TRUE POINT OF BEGINNING.

MEANING AND INTENDING TO DESCRIBE LOT 1 AS SHOWN ON A PLAN ENTITLED "THE SHOPS AT BIDEFORD CROSSING CONDOMINIUM SITE PLAN" MADE BY TITCOMB ASSOCIATES FOR BIDEFORD CROSSING LLC, DATED AUGUST 25, 2005 AND REVISED THROUGH SEPTEMBER 13, 2005.

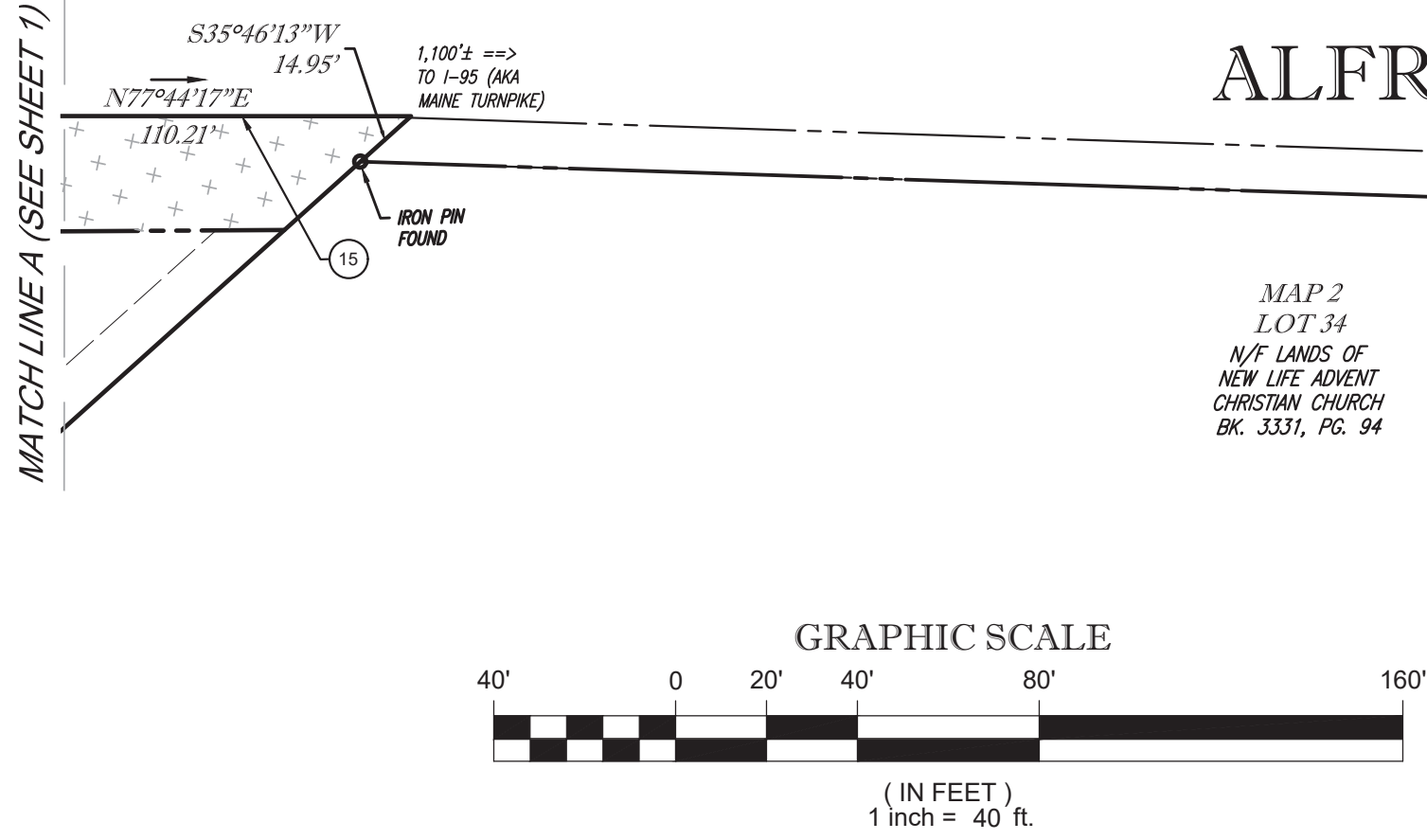
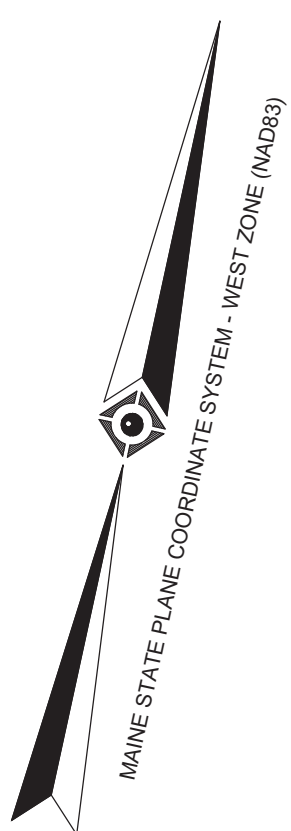
BEARINGS ARE BASED ON GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM NAD 1983, WEST ZONE. REFERENCE IS HEREIN MADE TO A PLAN ENTITLED "THE SHOPS AT BIDEFORD CROSSING CONDOMINIUM SITE PLAN" MADE BY TITCOMB ASSOCIATES FOR BIDEFORD CROSSING LLC, DATED AUGUST 25, 2005 AND REVISED THROUGH SEPTEMBER 13, 2005, RECORDED AT THE YORK COUNTY REGISTRY OF DEEDS IN CONDOMINIUM FILE NO. 657, PAGES 1 AND 2.

TOGETHER WITH THE RIGHTS, EASEMENTS AND RESTRICTIONS APPURTENANT TO THE INSURED PREMISES AS SET FORTH IN AN OPERATION AND EASEMENT AGREEMENT BETWEEN AND AMONG TARGET CORPORATION, LOWE'S HOME CENTERS, INC. AND BIDEFORD CROSSING LLC FOR THE SHOPS AT BIDEFORD CROSSING, BIDEFORD, MAINE, DATED SEPTEMBER 28, 2005, RECORDED IN BOOK 14616, PAGE 315.

TOGETHER WITH THE RIGHTS, EASEMENTS AND RESTRICTIONS APPURTENANT TO THE INSURED PREMISES AS SET FORTH IN EASEMENT AGREEMENT BETWEEN NEW LIFE CHRISTIAN FELLOWSHIP AND BIDEFORD CROSSING LLC DATED JANUARY 6, 2006 AND RECORDED IN BOOK 14819, PAGE 905.

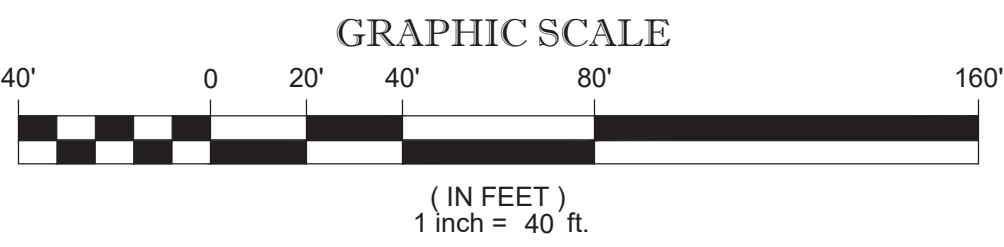
REFERENCES:

- THE TAX ASSESSOR'S MAP OF BIDEFORD, YORK COUNTY, MAP 2.
- MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, CITY OF BIDEFORD, MAINE, YORK COUNTY, PANEL 8 OF 11," COMMUNITY-PANEL NUMBER 230145 0008 B, MAP EFFECTIVE: MAY 15, 1984.
- MAP ENTITLED "AMENDED SUBDIVISION PLAN FOR THE SHOPS AT BIDEFORD CROSSING," PREPARED BY TITCOMB ASSOCIATES, DATED FEBRUARY 25, 2005, LAST REVISED SEPTEMBER 13, 2005, RECORDED WITH THE YORK COUNTY REGISTRY OF DEEDS IN PLAN BK. 304, PG. 45.
- MAP ENTITLED "OPERATION AND EASEMENT AGREEMENT SITE PLAN, THE SHOPS AT BIDEFORD CROSSING, BIDEFORD, MAINE," PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, INC., DATED SEPTEMBER 19, 2005, RECORDED WITH THE YORK COUNTY REGISTRY OF DEEDS IN PLAN BK. 304, PG. 46.
- MAP ENTITLED "OPERATION AND EASEMENT AGREEMENT SITE PLAN (WATER & SEWER), THE SHOPS AT BIDEFORD CROSSING, BIDEFORD, MAINE," PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, INC., DATED SEPTEMBER 19, 2005, RECORDED WITH THE YORK COUNTY REGISTRY OF DEEDS IN PLAN BK. 304, PG. 48.
- MAP ENTITLED "OPERATION AND EASEMENT AGREEMENT SITE PLAN (ATM & KIOSK AREAS), THE SHOPS AT BIDEFORD CROSSING, BIDEFORD, MAINE," PREPARED BY GORRILL-PALMER CONSULTING ENGINEERS, INC., DATED SEPTEMBER 19, 2005, RECORDED WITH THE YORK COUNTY REGISTRY OF DEEDS IN PLAN BK. 304, PG. 50.
- MAP ENTITLED "FIELD SKETCH, 101 SHOPS WAY, BIDEFORD ME, SUE PROJECT NO. 08-240091-00," PREPARED BY CONTROL POINT ASSOCIATES, INC., SUBSURFACE ENGINEERING (SUE) DIVISION, DATED FEBRUARY 27, 2024.
- UNDERGROUND WATER MAPPING IN THE AREA PROVIDED BY MAINE WATER COMPANY.
- UNDERGROUND SEWER MAPPING IN THE AREA PROVIDED BY THE TOWN OF BIDEFORD.
- MAP ENTITLED "THE SHOPS AT BIDEFORD CROSSING CONDOMINIUM SITE PLAN, ALFRED ROAD, ROUTE 111, BIDEFORD, MAINE," PREPARED BY TITCOMB ASSOCIATES, DATED AUGUST 25, 2005, LAST REVISED SEPTEMBER 13, 2005, RECORDED WITH THE YORK COUNTY REGISTRY OF DEEDS IN CONDO FILE NO. 657, PAGES 1 & 2.



ALFRED ROAD (A.K.A. ROUTE 111)
(PUBLIC - VARIABLE WIDTH R.O.W.)

MAP 2
LOT 34
W/F LANDS OF
NEW LIFE ADVENT
CHRISTIAN CHURCH
BK. 3331, PG. 94



SEE SHEET 1 OF 3 FOR NOTES & OVERALL BOUNDARY

SEE SHEET 2 OF 3 FOR AREA OF TOPOGRAPHIC DETAIL

THIS SURVEY IS CERTIFIED TO:
CHICK-FIL-A
DSM MB II LLC
FIDELITY NATIONAL TITLE INSURANCE COMPANY

2	REVISED INVERT ELEVATIONS	B.S.B.	R.J.K.	C.E.L.	12-2-2024
1	REVISED PER CLIENT COMMENTS	-	E.G.F.	C.E.L.	4-29-2024
No.	DESCRIPTION OF REVISION	FIELD CREW	DRAWN	APPROVED	DATE

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH THE "2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS AND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5 (PARTIAL), 7(A), 7(B)(1), 7(C), 8, 9, 11(B), 13 & 14 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 15, 2024.

THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CHAPTER 90, PART 1 AND PART 2 OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

NOT A VALID ORIGINAL DOCUMENT UNLESS EMBOSSED WITH RAISED IMPRESSION OR STAMPED WITH A BLUE INK SEAL.

CHARLES E. LENT, PLS
MAINE PROFESSIONAL LAND SURVEYOR #2445

FIELD DATE 2-14-2024 2-15-2024 2-16-2024	ALTA/NSPS LAND TITLE SURVEY CHICK-FIL-A 101 (150) SHOPS WAY MAP 2, LOT 24 CITY OF BIDEFORD, YORK COUNTY STATE OF MAINE		
FIELD BOOK NO. SMC-MA			
FIELD BOOK PGS. 50, 51, 54, 55, 68-71			
FIELD CREW S.M.C.	 CONTROL POINT ASSOCIATES, INC. 32 TURNPIKE ROAD SOUTHBOROUGH, MA 01772 508.948.948- 508.948.303 FAX		ALBANY, NY 518-217-5010 CHALFONTE, PA 215-712-9800 HAUPPAUGE, NY 631-880-3445 MANHATTAN, NY 646-780-0411 MIT LAUREL, NJ 609-657-2999 WARREN, NJ 908-668-0999
DRAWN: E.G.F.			
REVIEWED: C.E.L.	APPROVED: C.E.L.	DATE 3-25-2024	SCALE 1"=40'
			FILE NO. 03-240044-00
			DWG. NO. 3 OF 3



PERSPECTIVE VIEW



PERSPECTIVE VIEW



EXTERIOR ELEVATION
3/16" = 1'-0"



EXTERIOR ELEVATION
3/16" = 1'-0"



EXTERIOR ELEVATION
3/16" = 1'-0"



PERSPECTIVE VIEW



PERSPECTIVE VIEW

PROJECT DATA				
Prototype Edition:	SE	Playground	YES	
* Accessible Values: YES, LPR, 10, 20, 30, 40, 50, 60, 70, 80, 90, 100				
Exterior Finish Type:	TOWER BRICK	Landscape Type	STANDARD	
* Accessible Values: STANDARD				
Wood Framing Type:	WOOD STUD	LEED Rating	NOT CERTIFIED	
* Accessible Values: WOOD STUD, METAL STUD, PREPARED METAL STUD, METAL STUD - PREPARED, STEEL FRAME, ALUMINUM FRAME, ALUMINUM MODULAR				
Kitchen Type:	CENTERLINE 3.0	Drive Thru Stack Count:	#	
* Accessible Values: CENTERLINE 2.5, CENTERLINE 3.0, CENTERLINE 3.5				
Water Filtration Type:	TYPE A	Drive Thru Number of Approach Lanes:	#	
* Accessible Values: TYPE A, TYPE B, TYPE C, ETC				
Industrialized Construction:	YES	Drive Thru Number of Fulfillment Lanes:	#	
* Accessible Values: YES, NO				
Number of Parking Spaces:	#	Drive Thru Dedicated Bypass Lane:	YES	
* Accessible Values: YES, NO				
Number of Accessible Parking Spaces:	#	Drive Thru Door:	YES	
* Accessible Values: YES, NO				
Cross Parking:	YES	Canopy Structure:	STEEL	
* Accessible Values: YES, STEEL, CONCRETE				
Menu Board - Interior:	YES	Canopy Type - Order Point:	DOUBLE	
* Accessible Values: YES, NO				
Menu Board - Interior - Count:	5	Canopy Type - Meal Delivery:	DOUBLE	
* Accessible Values: YES, NO				
Menu Board - Interior - Type:	DIGITAL	Seat Count - Interior:	90	
* Accessible Values: DIGITAL, OTHER				
Menu Board - Walk-up:	NO	Seat Count - Exterior:	28	
* Accessible Values: YES, NO				
Menu Board - Walk-up - Count:	0	Number of Walk-up Windows:	0	
* Accessible Values: YES, NO				
Menu Board - Walk-up - Type:	N/A	Number of Registers:	3	
* Accessible Values: DIGITAL, OTHER				
Menu Board - Order Point:	YES	Building Area Square Footage:	4847	
* Accessible Values: YES, NO				
Menu Board - Order Point - Count:	4	DESIGN APPROVAL ☐ SUP ☐ SO ☐ DO ☐ CO		
* Accessible Values: YES, NO				
Menu Board - Order Point - Type:	DIGITAL	NOT APPROVED - REVISE AND RESUBMIT APPROVED AS NOTED - REVISE AND RESUBMIT APPROVED FOR DESIGN INTENT		
* Accessible Values: DIGITAL, STATIC OTHER				
Planned Classification:	BASE	INITIAL: DATE:		
* Accessible Values: BASE, MODIFIED-BASE, MODIFIED-BASE, MODIFIED-BASE, CUSTOM-CO, CUSTOM-DO, CUSTOM-DO				



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

SITE
ADAPT
LOGO
AND
ADDRESS

PROTOTYPICAL SET

PRELIMINARY:
CONCEPT ONLY
NOT FOR
BIDDING OR
CONSTRUCTION



CHICK-FIL-A

Biddeford FSU
222 Mariner Way,
Biddeford ME 04005

FSR#05752

BUILDING TYPE / SIZE: P14 SE BASE
RELEASE: 24.11
PRINTED FOR

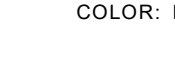
REVISION SCHEDULE		
<u>NO.</u>	<u>DATE</u>	<u>DESCRIPTION</u>
	1/24/25	PRELIMINARY DESIGN/PLANNING REVIEW

CONSULTANT PROJECT # **####**
 DATE _____
 DRAWN BY _____ Author
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 authorized project representatives.

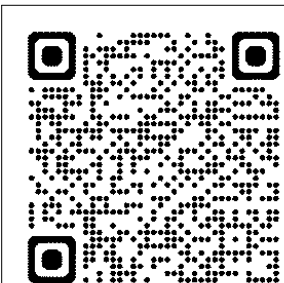
SHEET
DESIGN OVERVIEW

SHEET NUMBER
X-900B_SE

EXTERIOR FINISHES

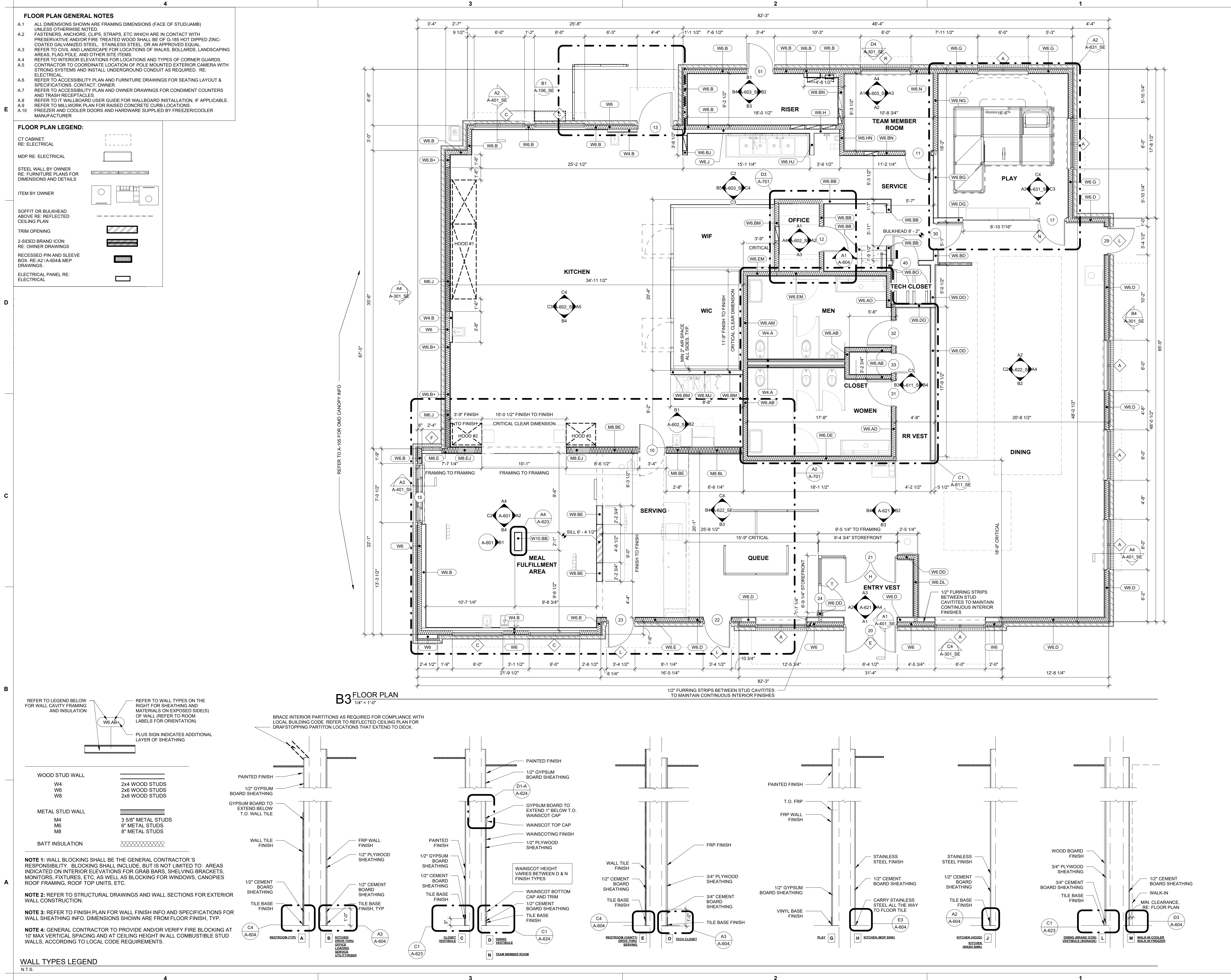
 (BR-A) BRICK VENEER COLOR: DARK BROWN SIZE: MODULAR	 (EC-1) PREFINISHED METAL COPING COLOR: MIDNIGHT BRONZE
 (BR-B) BRICK VENEER COLOR: LIGHT BROWN SIZE: MODULAR	 (ET-113) EXTERIOR PAINT COLOR: DARK BRONZE FINISH: SEMI-GLOSS
 (ST-1) STOREFRONT COLOR: DARK BRONZE	

ATTACHED CANOPY SCHEDULE SE						
Mark	Description	Count	Overall Width	Overall Depth	Tie Back Mounting (Offset From Top)	Integral Lighting
C1-C	Exterior Canopy	10	6' - 4"	1' - 0"	0' - 0"	No
C3-C	Exterior Canopy	1	15' - 4"	2' - 6"	0' - 0"	Yes
C4-B	Exterior Canopy	2	5' - 4"	4' - 0"	2' - 4"	Yes
C4-L	Exterior Canopy	1	28' - 4"	4' - 0"	2' - 4"	Yes
Grand total		14				



DISCLAIMER:
THIS PANORAMA IS FOR
THE PROTOTYPICAL
TEMPLATE AND MAY
NOT REPRESENT SITE
SPECIFIC CHANGES.

11/14/2024 1:50:11 PM C:\Users\j\lan sylvestre\Documents\2024 Revit Projects\00000_NewStore_SE_ARC_HFA.Dylan Sylvestre.rvt 10-SE-00000-A-201_SE-FLOOR PLAN



Chick-fil-A

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

SITE
ADAPT
LOGO
AND
ADDRESS

PROTOTYPICAL SET

PRELIMINARY:
CONCEPT ONLY
NOT FOR
BIDDING OR
CONSTRUCTION



CHICK-FIL-A
Biddeford FSU
222 Mariner Way,
Biddeford ME 04005

FSR#05752
BUILDING TYPE / SIZE: P14 SE BASE
RELEASE: 24-11
PRINTED FOR:

REVISION SCHEDULE		
NO.	DATE	DESCRIPTION
1/24/25	PRELIMINARY	DESIGN/PLANNING REVIEW

CONSULTANT PROJECT #		####
DATE		
DRAWN BY		Author
SHEET		Information contained on this drawing and in all digital files produced for above named project may not be reproduced in any manner without express written or verbal consent from authorized project representatives.
FLOOR PLAN		
SHEET NUMBER		

A-201_SE



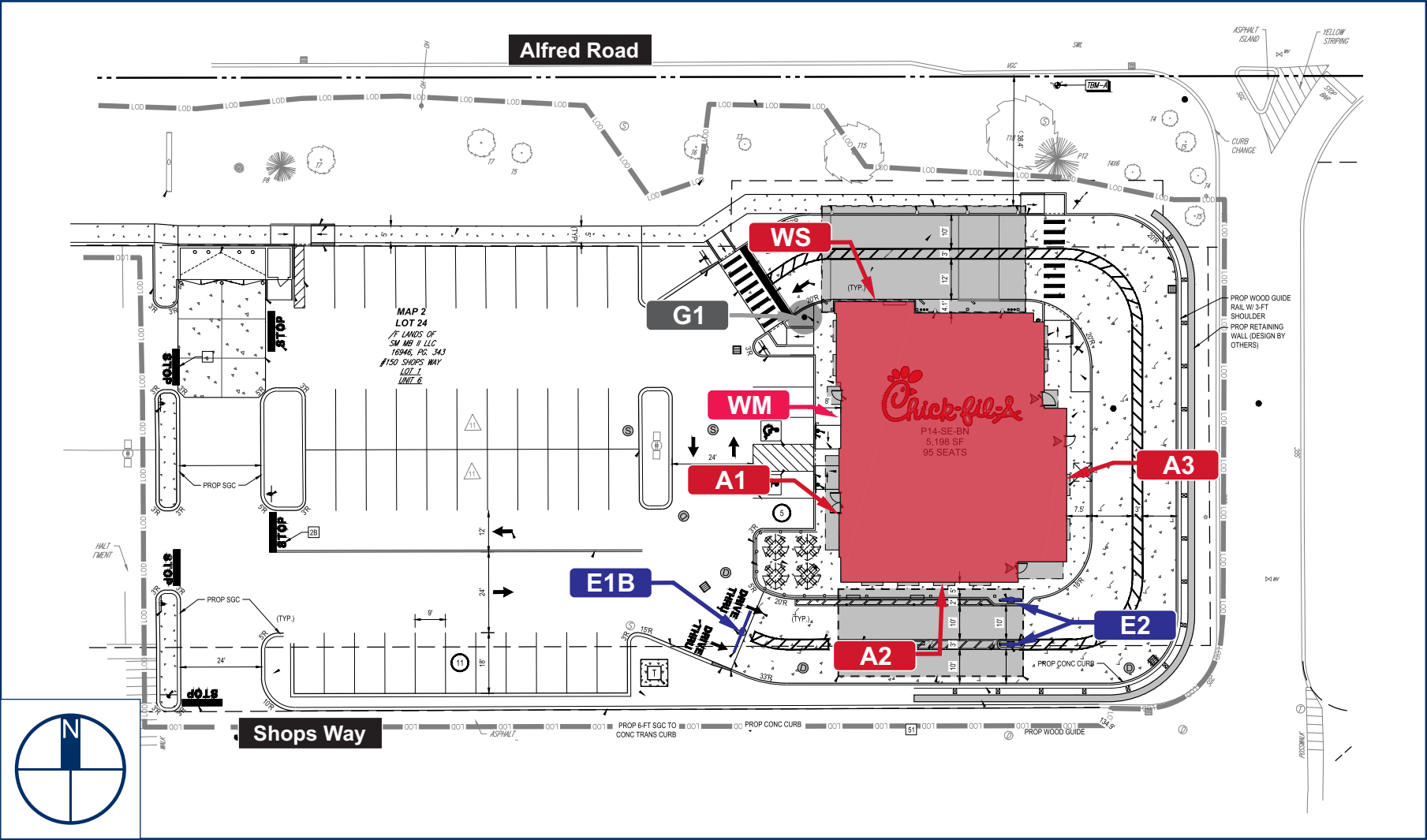
Sign Survey
CFA at Biddeford, ME
Store # 5752

Thursday, February 22, 2024





- A1** 60" Channel Letters
- A2** 60" Channel Letters
- A3** 60" Channel Letters
- WS** Wall Sign Logo
- WM** Welcome Message
- M1** Monument Sign
- E1B** Drive-Thru Clearance Bar - Double
- E2** Drive-Thru Menu Board
- G1** Flagpole



Building Signage



Client: Chick-Fil-A
Site #: CF-5752
Address: 222 Mariner Way
Biddeford, ME 04005

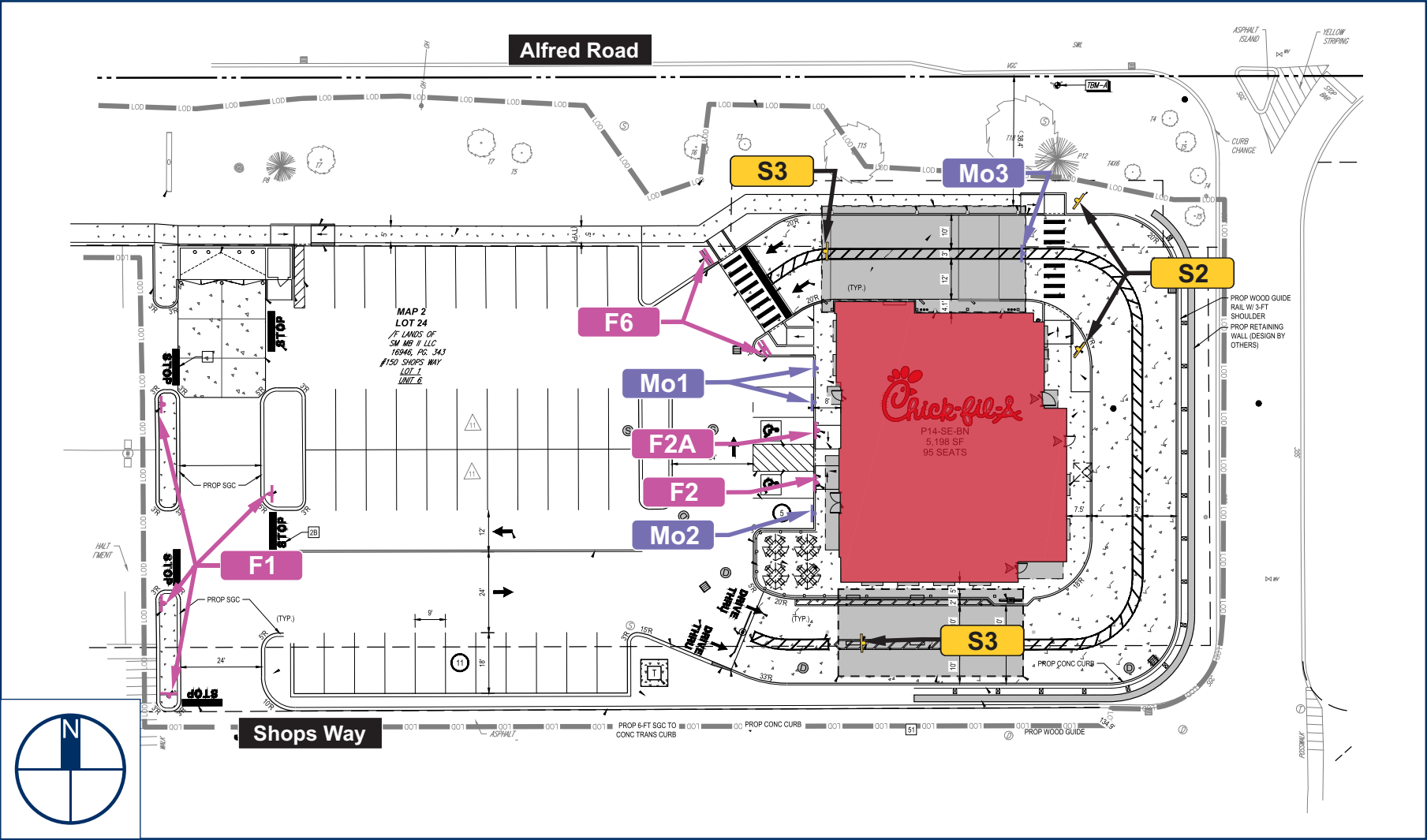
REVISION INFO	02/21/2024	Original Renderings	LB
	04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB
	04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB
	05/16/2024	added order pick up door vinyl	AB
	11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB

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- F1 DOT - Stop
- F2 DOT - Handicap Parking
- F2A DOT - Handicap Parking (Van)
- F6 DOT - Stop/DNE/Ped
- Mo1 Mobile - Curbside Delivery
- Mo2 Mobile - Delivery Drivers
- Mo3 Mobile - Pull Forward
- S2 Safety - Pedestrian X-ing
- S3 Safety - Team Member X-ing



Parking Lot Signage



Client: Chick-Fil-A
Site #: CF-5752
Address: 222 Mariner Way
Biddeford, ME 04005

REVISION INFO	02/21/2024	Original Renderings	LB
	04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB
	04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB
	05/16/2024	added order pick up door vinyl	AB
	11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB

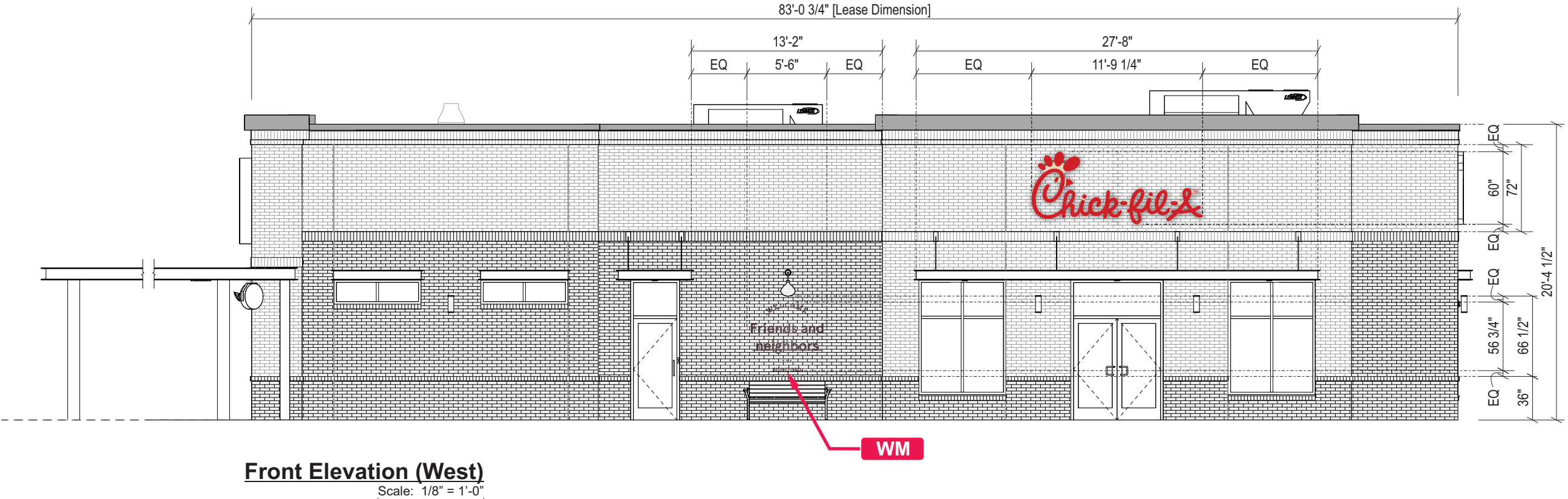
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A1	60" Chick-fil-A
Type:	Individual Channel Letters
Illumination:	Internally Illuminated LED
Square Footage:	58.85
To Grade:	Top of Sign to Grade = 18'-5 3/4" Bottom of Sign to Grade = 13'-5 3/4"

WM	Chick-fil-A
Type:	Welcome Message
Illumination:	Non-Illuminated
Square Footage:	26.01

VARIANCE REQUIRED



Allowable Square Footage this Elevation:	415.00
Formula: 25% of wall area, 1 sign max	
Actual Square Footage this Elevation:	84.86

Client: Chick-Fil-A

Site #: CF-5752

Address: 222 Mariner Way
Biddeford, ME 04005

REVISION INFO

02/21/2024	Original Renderings	LB
04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB
04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB
05/16/2024	added order pick up door vinyl	AB
11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB

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1.800.213.3331

A2	60" Chick-fil-A
Type:	Individual Channel Letters
Illumination:	Internally Illuminated LED
Square Footage:	58.85
To Grade:	Top of Sign to Grade = 18'-5 3/4" Bottom of Sign to Grade = 13'-5 3/4"

VARIANCE REQUIRED



Right Elevation (South)

Scale: 1/8" = 1'-0"

Allowable Square Footage this Elevation:	0.00
Formula: Variance Required	
Actual Square Footage this Elevation:	58.85



Client:	Chick-Fil-A
Site #:	CF-5752
Address:	222 Mariner Way Biddeford, ME 04005

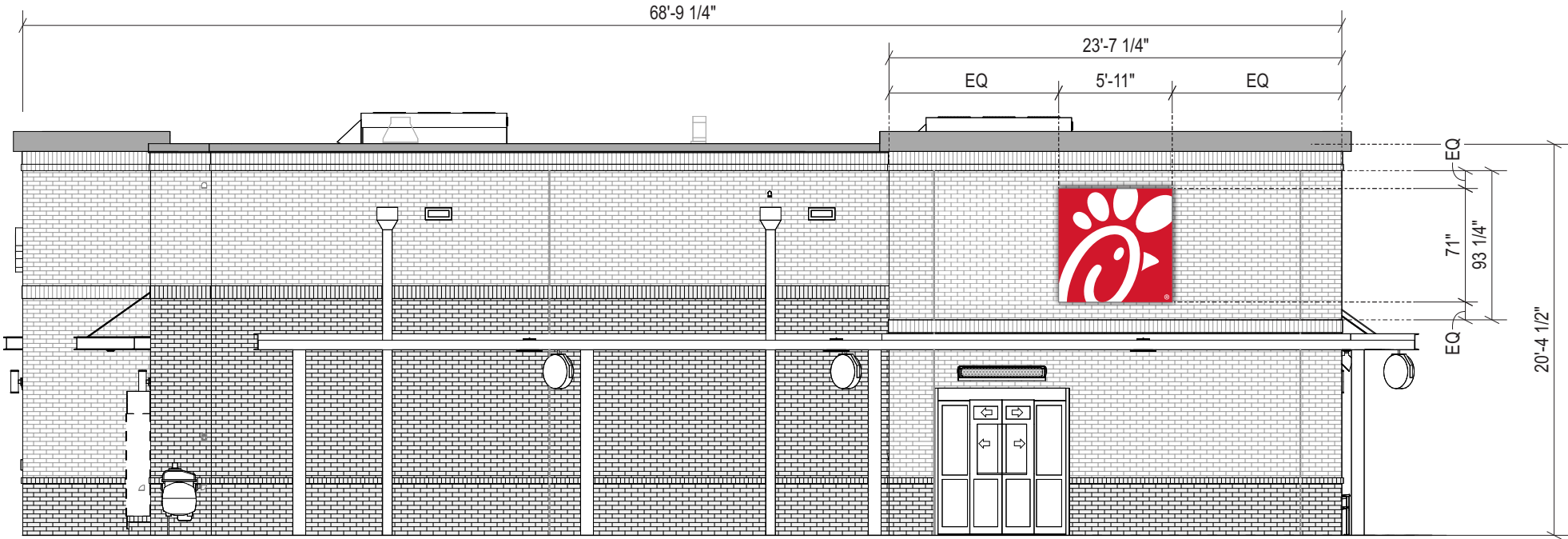
REVISION INFO	02/21/2024	Original Renderings	LB
	04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB
	04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB
	05/16/2024	added order pick up door vinyl	AB
	11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB

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WS	Chick-fil-A
Type:	Wall Sign
Illumination:	Internally Illuminated LEDs
Square Footage:	35.00
To Grade:	Top of Sign to Grade = 18'-0 3/4" Bottom of Sign to Grade = 12'-1 3/4"

VARIANCE REQUIRED



Left Elevation (North)

Scale: 1/8" = 1'-0"

Allowable Square Footage this Elevation:	0.00
Formula: Variance Required	
Actual Square Footage this Elevation:	35.00



Client: Chick-Fil-A

Site #: CF-5752

Address: 222 Mariner Way
Biddeford, ME 04005

REVISION INFO

02/21/2024	Original Renderings	LB
04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB
04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB
05/16/2024	added order pick up door vinyl	AB
11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB

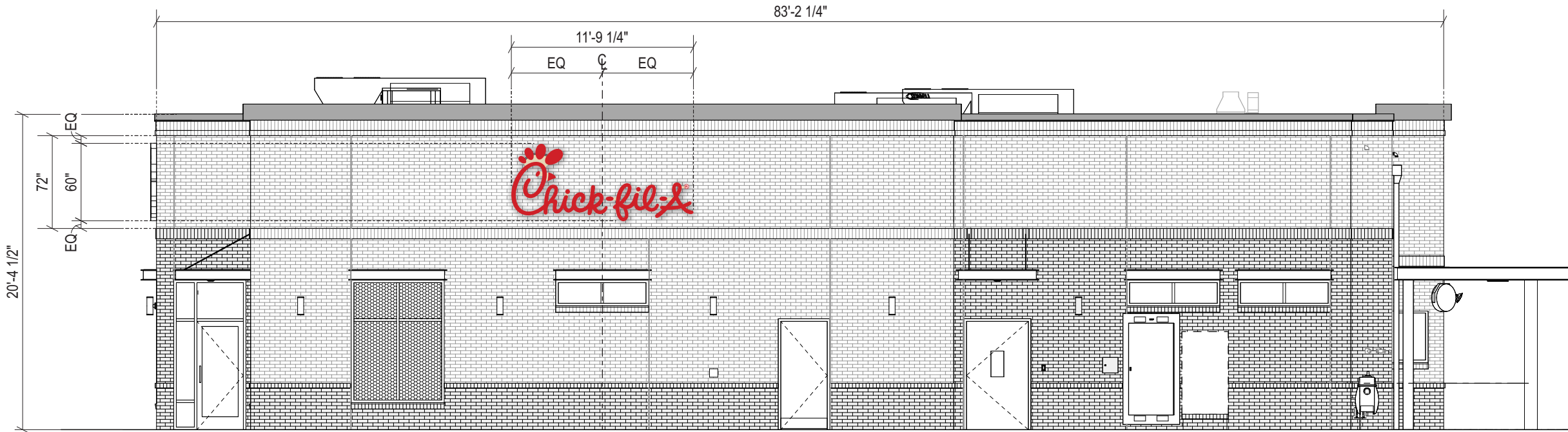
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1.800.213.3331

A3	60" Chick-fil-A
Type:	Individual Channel Letters
Illumination:	Internally Illuminated LED
Square Footage:	58.85
To Grade:	Top of Sign to Grade = 18'-5 3/4" Bottom of Sign to Grade = 13'-5 3/4"

VARIANCE REQUIRED



Rear Elevation (East)

Scale: 1/8" = 1'-0"

Allowable Square Footage this Elevation:	0.00
Formula: Variance Required	
Actual Square Footage this Elevation:	58.85



Client:	Chick-Fil-A
Site #:	CF-5752
Address:	222 Mariner Way Biddeford, ME 04005

REVISION INFO	02/21/2024	Original Renderings	LB
	04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB
	04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB
	05/16/2024	added order pick up door vinyl	AB
	11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB

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A1	60" Chick-fil-A
Type:	Individual Channel Letters
Illumination:	Internally Illuminated LED
Square Footage:	58.85
To Grade:	Top of Sign to Grade = 18'-5 3/4" Bottom of Sign to Grade = 13'-5 3/4"

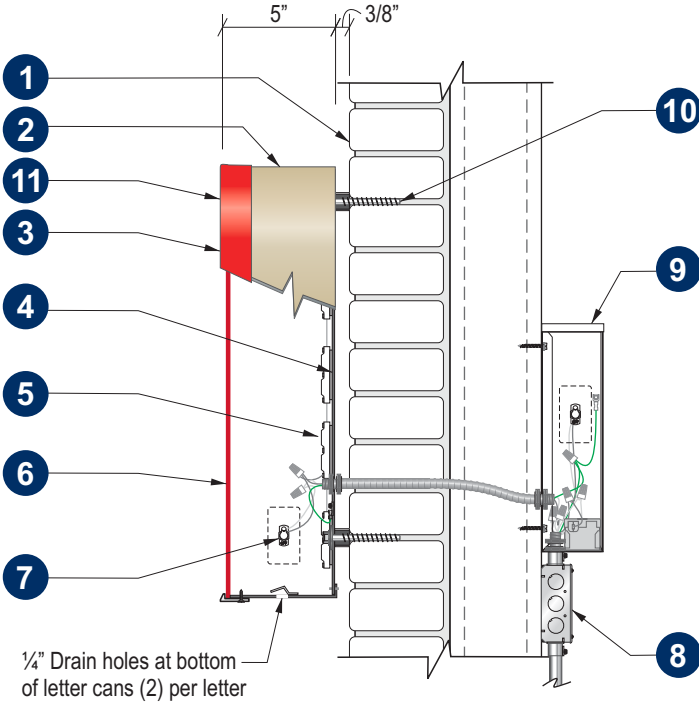


Sign Layout Detail
Scale: 3/8" = 1'-0"

Electrical Detail:
Red LEDs (1) 120w Transformer Total Amps: 3.0 (1) 20 amp 120V Circuit Req.

General Notes:
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Specifications: Channel Letters
1. Existing Facade: Brick
2. 0.040 Aluminum letter returns painted to match SW 6108 Latte
3. 1" Jewelite trimcap (Red) bonded to face, #8 pan head screws to returns
4. 0.080" aluminum backs (interior of sign can be painted white for maximum illumination)
5. Red LEDs
6. 3/16" Red acrylic faces
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 3/8" Large diameter tapcons w/ 3/8" aluminum spacers
11. 3/16" White lexan painted to match returns SW 6108 Latte



Section @ LED Channel Letter
Front-Lit (Remote)
Scale: N.T.S.

	Client:	Chick-Fil-A	REVISION INFO	02/21/2024	Original Renderings	LB	This rendering is the property of Anchor Sign, Inc. It is for the exclusive use of Anchor Sign, Inc. and the party which requested the rendering. It is an unpublished original drawing not to be distributed, reproduced or exhibited without the consent of Anchor Sign, Inc. Please contact your account manager with questions regarding this statement.
	Site #:	CF-5752		04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB	
	Address:	222 Mariner Way Biddeford, ME 04005		04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB	
				05/16/2024	added order pick up door vinyl	AB	
				11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB	
				</			

A2	60" Chick-fil-A
Type:	Individual Channel Letters
Illumination:	Internally Illuminated LED
Square Footage:	58.85
To Grade:	Top of Sign to Grade = 18'-5 3/4" Bottom of Sign to Grade = 13'-5 3/4"

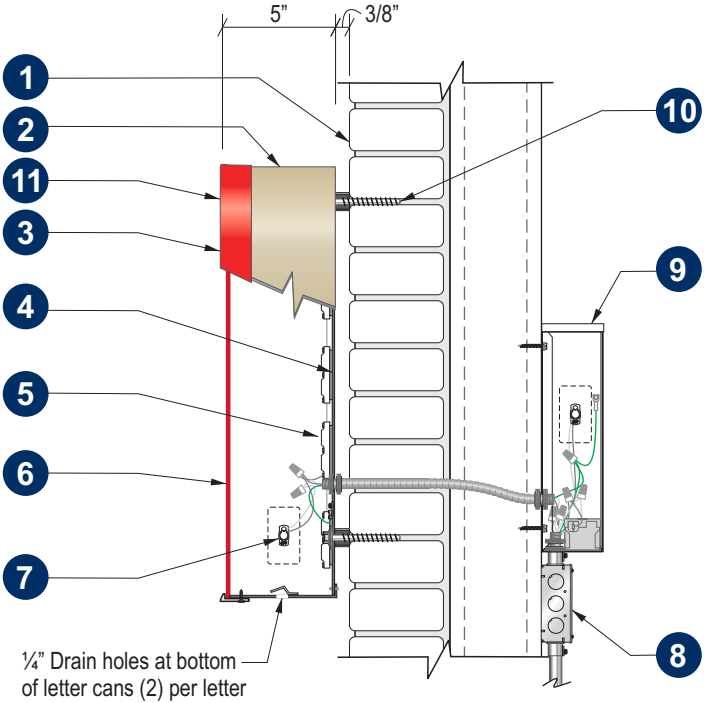


Sign Layout Detail
Scale: 3/8" = 1'-0"

Electrical Detail:
Red LEDs (1) 120w Transformer Total Amps: 3.0 (1) 20 amp 120V Circuit Req.

General Notes:
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Specifications: Channel Letters
1. Existing Facade: Brick
2. 0.040 Aluminum letter returns painted to match SW 6108 Latte
3. 1" Jewelite trimcap (Red) bonded to face, #8 pan head screws to returns
4. 0.080" aluminum backs (interior of sign can be painted white for maximum illumination)
5. Red LEDs
6. 3/16" Red acrylic faces
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 3/8" Large diameter tapcons w/ 3/8" aluminum spacers
11. 3/16" White lexan painted to match returns SW 6108 Latte



Section @ LED Channel Letter
Front-Lit (Remote) Scale: N.T.S.

	Client: Chick-Fil-A	REVISION INFO	02/21/2024	Original Renderings	LB	This rendering is the property of Anchor Sign, Inc. It is for the exclusive use of Anchor Sign, Inc. and the party which requested the rendering. It is an unpublished original drawing not to be distributed, reproduced or exhibited without the consent of Anchor Sign, Inc. Please contact your account manager with questions regarding this statement.
	Site #: CF-5752		04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB	
	Address: 222 Mariner Way Biddeford, ME 04005		04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB	
			05/16/2024	added order pick up door vinyl	AB	
			11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB	

A3	60" Chick-fil-A
Type:	Individual Channel Letters
Illumination:	Internally Illuminated LED
Square Footage:	58.85
To Grade:	Top of Sign to Grade = 18'-5 3/4" Bottom of Sign to Grade = 13'-5 3/4"

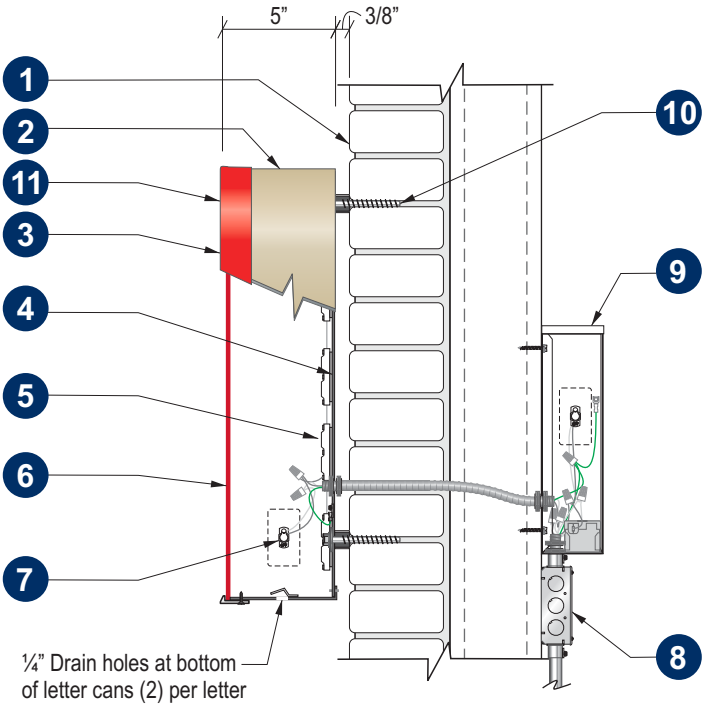


Sign Layout Detail
Scale: 3/8" = 1'-0"

Electrical Detail:
Red LEDs (1) 120w Transformer Total Amps: 3.0 (1) 20 amp 120V Circuit Req.

General Notes:
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Specifications: Channel Letters
1. Existing Facade: Brick
2. 0.040 Aluminum letter returns painted to match SW 6108 Latte
3. 1" Jewelite trimcap (Red) bonded to face, #8 pan head screws to returns
4. 0.080" aluminum backs (interior of sign can be painted white for maximum illumination)
5. Red LEDs
6. 3/16" Red acrylic faces
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
8. Primary electrical feed in UL conduit / customer supplied UL junction box
9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
10. 3/8" Large diameter tapcons w/ 3/8" aluminum spacers
11. 3/16" White lexan painted to match returns SW 6108 Latte



Section @ LED Channel Letter
Front-Lit (Remote)
Scale: N.T.S.

	Client: Chick-Fil-A	REVISION INFO	02/21/2024	Original Renderings	LB	This rendering is the property of Anchor Sign, Inc. It is for the exclusive use of Anchor Sign, Inc. and the party which requested the rendering. It is an unpublished original drawing not to be distributed, reproduced or exhibited without the consent of Anchor Sign, Inc. Please contact your account manager with questions regarding this statement.
	Site #: CF-5752		04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB	
	Address: 222 Mariner Way Biddeford, ME 04005		04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB	
			05/16/2024	added order pick up door vinyl	AB	
			11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB	

WS	Chick-fil-A
Type:	Wall Sign
Illumination:	Internally Illuminated LEDs
Square Footage:	35.00
To Grade:	Top of Sign to Grade = 18'-0 3/4" Bottom of Sign to Grade = 12'-1 3/4"

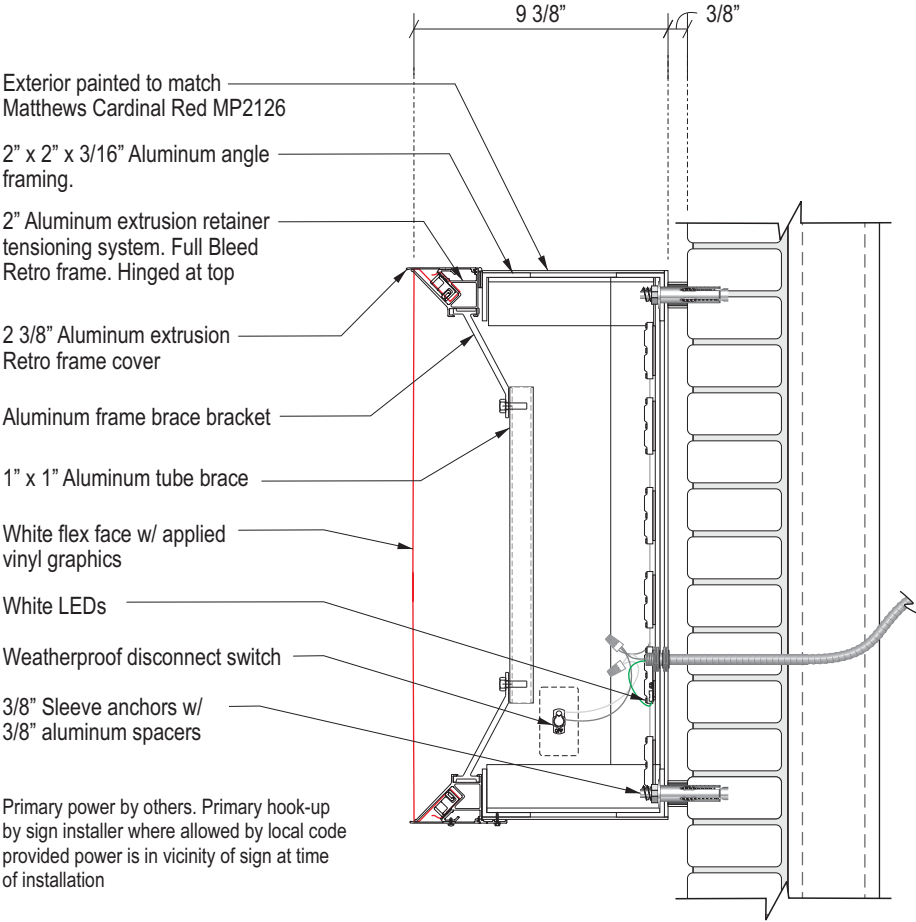


Sign Layout Detail
Scale: 3/8" = 1'-0"

Side View
Scale: 3/8" = 1'- 0"

Electrical Detail:
White LEDs (1) 120w Transformer Total Amps: 3.0 (1) 20 amp 120V Circuit Req.

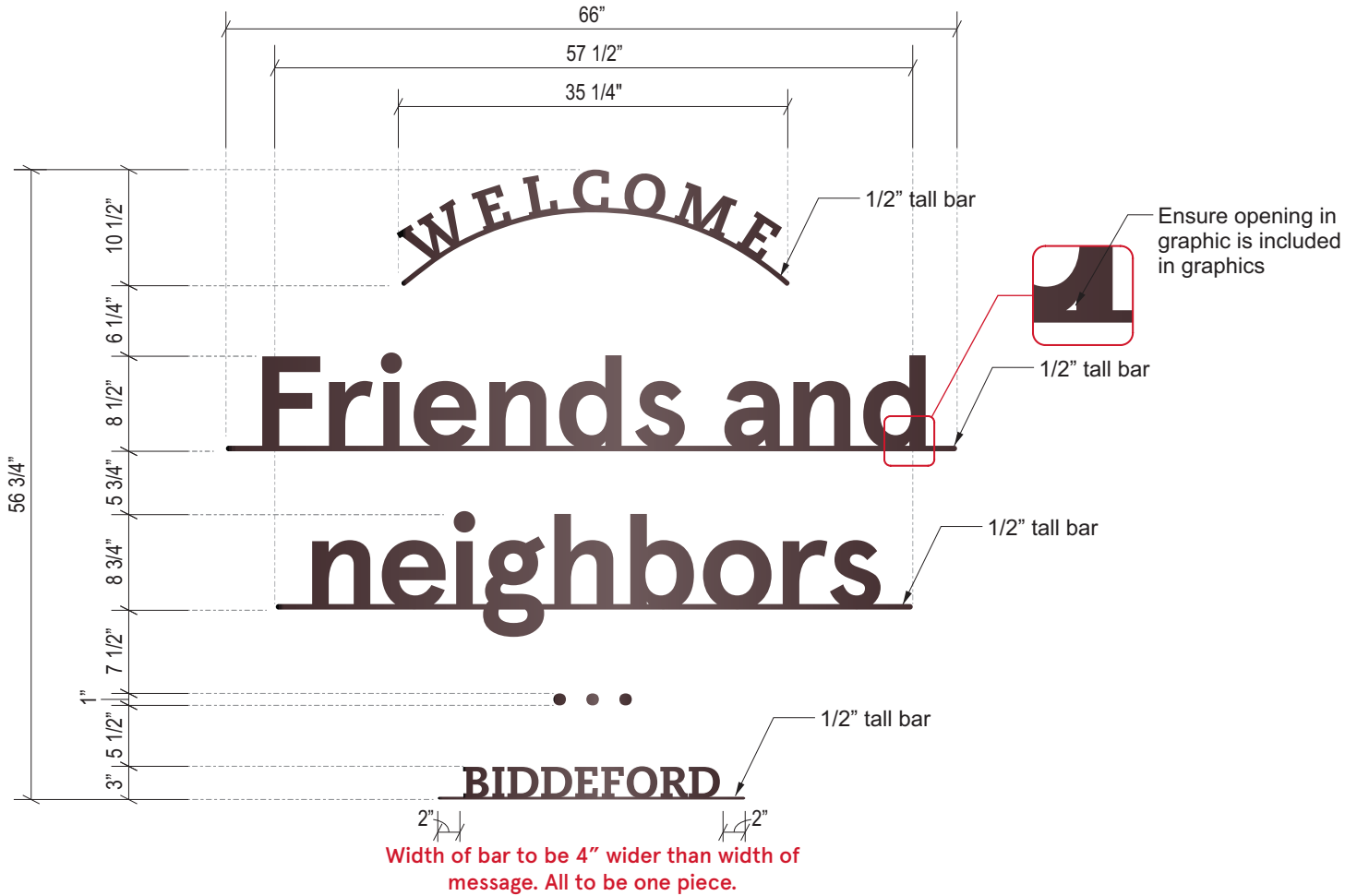

General Notes:
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.
1) Grounded and bonded per NEC 600.7/NEC 250
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
3) Sign is to be UL listed per NEC 600.3
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section



Section @ S/F Wall Sign
LED Illumination Scale: N.T.S.

	Client: Chick-Fil-A	REVISION INFO	02/21/2024	Original Renderings	LB	This rendering is the property of Anchor Sign, Inc. It is for the exclusive use of Anchor Sign, Inc. and the party which requested the rendering. It is an unpublished original drawing not to be distributed, reproduced or exhibited without the consent of Anchor Sign, Inc. Please contact your account manager with questions regarding this statement.  1 . 8 0 0 . 2 1 3 . 3 3 3 1
	Site #: CF-5752		04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB	
	Address: 222 Mariner Way		04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB	
	Biddeford, ME 04005		05/16/2024	added order pick up door vinyl	AB	
			11/11/2024	updated renderings to Proto P14-SE-BN Brick and new sitemap	AB	

WM	Chick-fil-A
Type:	Welcome Message
Illumination:	Non-Illuminated
Square Footage:	26.01



Specifications:	
SIGN	Flat cut-out aluminum letters - 1/2" thick, painted Matthews Equus Bronze Metallic MP20181
MOUNTING	Pin-mounted

WM Sign Layout Detail
Scale: 3/4" = 1'-0"

	Client:	Chick-Fil-A	REVISION INFO	02/21/2024	Original Renderings	LB	This rendering is the property of Anchor Sign, Inc. It is for the exclusive use of Anchor Sign, Inc. and the party which requested the rendering. It is an unpublished original drawing not to be distributed, reproduced or exhibited without the consent of Anchor Sign, Inc. Please contact your account manager with questions regarding this statement.
	Site #:	CF-5752		04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB	
	Address:	222 Mariner Way		04/29/2024	Updated sitemap, added S3 and updated QTY on S3. Updated door vinyl	AB	
		Biddeford, ME 04005		05/16/2024	added order pick up door vinyl	AB	
				11/11/2024	updated renderings to Proto P14-SF-BN Brick and new sitemap	AB	
						 1.800.213.3331	

B1	Chick-Fil-A
Type:	replacement panel 3/16" white lexan w/ applied vinyl
Actual Size:	21-1/4" x 71-1/2"
Viewable Size:	19" x 68-1/4"
Square Footage:	10.55



Alternate Layout



Side A



Side B

Existing



New Replacement Panel - Existing D/F Pylon
QTY 2 (1 SET) Scale: 3/4" = 1'-0"

Specifications:	
1.	New 3/16" white lexan
2.	Applied vinyl ; 3M 3630-53 Cardinal Red translucent vinyl film
3.	Existing Retainers



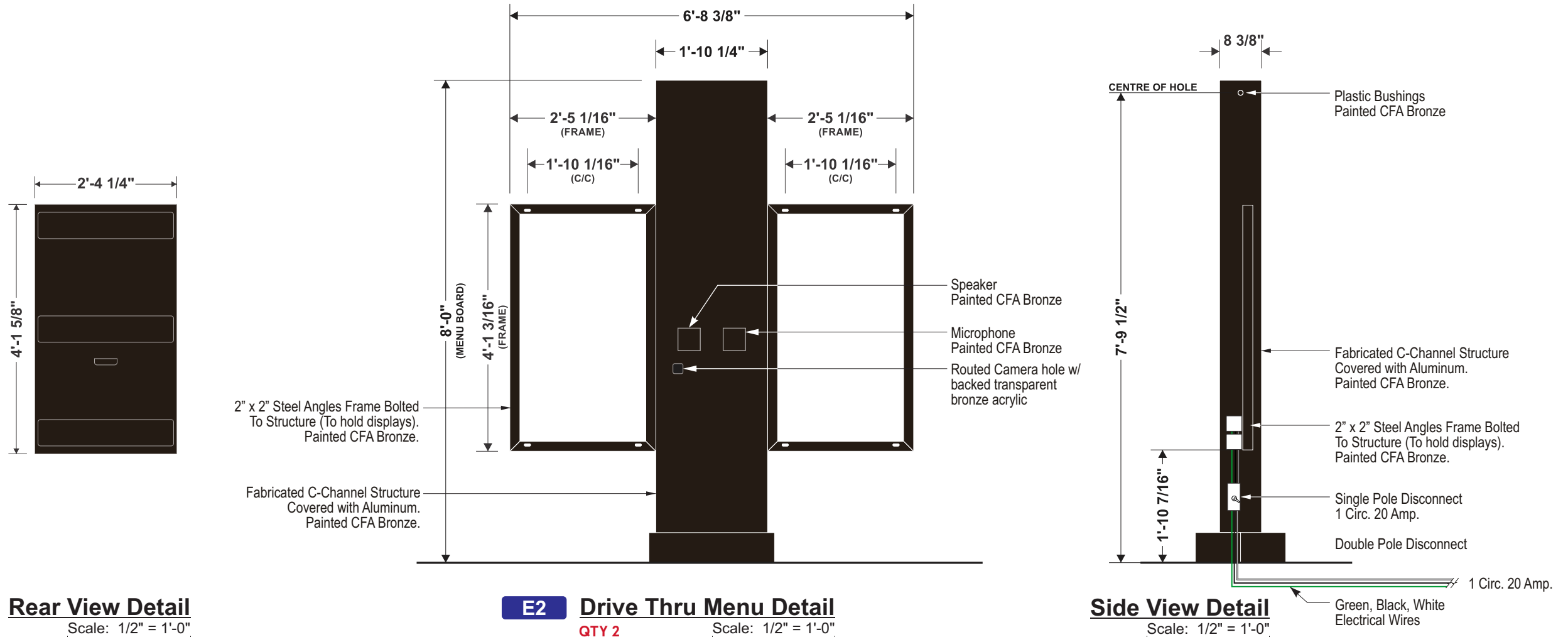
Side A



Side B

Proposed D/F Pylon
Scale: 1/8" = 1'-0"

	Client:	Chick-Fil-A	02/21/2024	Original Renderings	LB	This rendering is the property of Anchor Sign, Inc. It is for the exclusive use of Anchor Sign, Inc. and the party which requested the rendering. It is an unpublished original drawing not to be distributed, reproduced or exhibited without the consent of Anchor Sign, Inc. Please contact your account manager with questions regarding this statement. 1.800.213.3331
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Client: Chick-Fil-A
Site #: CF-5752
Address: 222 Mariner Way
Biddeford, ME 04005

REVISION INFO

02/21/2024	Original Renderings	LB
04/12/2024	Updated allowances and specifications on all script signs and electrical on all signs	LB
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LB
LB
AB
AB
AB

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DRAINAGE MEMORANDUM

For



***222 Mariner Way
City of Biddeford, Maine
York County***

Prepared by:

BOHLER
352 Turnpike Road
Southborough, MA 01772
(508) 480-9900 TEL.

BOHLER //

January 3, 2025

#MAA230431.00

This memorandum examines the changes in drainage that can be expected as the result of the redevelopment of the project site located at through at 222 Mariner Way in the City of Biddeford, Maine. The site is currently improved with a former Olive Garden restaurant with associated parking, utilities and landscaping. The parcel sits within an existing commercial development of approximately 13.4 acres, of which the proposed project would redevelop about 1.34 acres of land surrounding a former Olive Garden restaurant, paved parking lot, and associated landscaped areas.

Under the existing condition, the shared parking with Kobe Japanese Grill currently drains toward the Olive Garden where it is collected via catch-basins and conveyed to the existing drainage system within the plaza. Our office is in receipt of the proposed drainage system design for the plaza as shown on plans entitled “Drainage Plan – 1, The Shops at Biddeford Crossing” prepared by Gorrill-Palmer Engineers, Inc and dated 3/2/05. Upon reviewing the proposed design, stormwater generated from this portion of the site is conveyed a series of large subsurface drainage detention basins located in the parking lot between the subject site and the large retail building south of the site.

The proposed redevelopment will include demolition of the existing Olive Garden and construction of a new Chick-fil-a quick-serve restaurant with drive-through, associated parking areas, landscaping, utilities and stormwater management components. While the redevelopment does alter a portion of the parking layout, the stormwater approach is similar to the existing condition along with the construction of new landscaped areas. Additional catch-basins with four-foot sumps will be installed within the parking area as well as the drive-thru which will improve the overall water quality of the stormwater being conveyed to the existing stormwater detention system.

While the redevelopment does result in an increase over the prior Olive Garden development, it does not exceed the impervious coverage under the original design based on the Gorrill-Palmer plans.

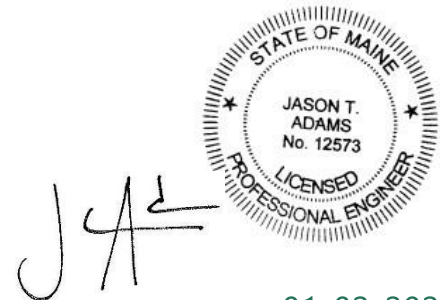
TRAFFIC IMPACT STUDY PROPOSED CHICK-FIL-A RESTAURANT

150 Shops Way
Biddeford, Maine

Prepared by
Bowman Consulting Group, Ltd.
120 Water Street, 4th Floor
Boston, MA 02109
617.556.0020

Prepared for
Bohler

January 2025



01-02-2025

Jason Adams, PE, PTOE
ME PE License Number 12573

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Introduction

Bowman has completed a Traffic Impact Study (TIS) for the proposed Chick-fil-A restaurant to be located at 150 Shops Way (herein referred to as the "Project") in Biddeford, Maine, as shown in Figure 1. This TIS is based on the Site Plan prepared by Bohler Engineering, dated November 8, 2024 for a proposed 5,198 square foot (sf) Chick-fil-A restaurant. The purpose of this TIS is to evaluate existing and projected traffic operations and safety conditions associated with the proposed redevelopment within the study area.

The TIS is based on a review of existing traffic volumes, recent crash data, and the anticipated traffic generating characteristics of the proposed project. The study examines existing and projected traffic operations (both with and without the proposed redevelopment) at key intersections in the vicinity of the Project site. The study area was selected in coordination with the Maine Department of Transportation (MaineDOT) and the City of Biddeford based on a review of the surrounding roadway network and anticipated trip generating characteristics of the proposed project. This study provides a detailed analysis of traffic operations during the weekday midday, weekday afternoon and Saturday midday peak hours, when the combination of adjacent roadway volumes and Project trips is expected to be the greatest.

Based on the analysis presented in this study, the proposed redevelopment is not expected to have a significant impact on the safety and operations of the area roadways. The following report documents these findings.

Project Description

The Project site is located on the southwest corner of the intersection of Alfred Road (SR 111) and Shops Way. The Project site is bounded by Shops Way and commercial properties to the south, a restaurant to the west, Alfred Road (SR 111) to the north, and Shops Way to the east. The existing building, which previously housed an Olive Garden Restaurant, would be demolished and the proposed Project would construct a new 5,198 sf Chick-fil-A restaurant with dual drive-through lanes. Access to the Project site would be provided within the shopping plaza via one unsignalized intersection on Shops Way. Access to the shopping plaza would continue to be provided via one signalized full-access driveway on Alfred Road (SR 111) at Mariner Way and one right-in/right-out driveway on Alfred Road (SR 111) at Shops Way. No new access is proposed to the shopping plaza.

With the proposed Project in place, a total of 49 parking spaces would be provided for the Chick-fil-A, two (2) of which would be accessible spaces adjacent to the proposed building. Dual drive-through lanes, each with their own order board and pickup area, are proposed as part of this redevelopment. The drive-through lanes would circulate in a counterclockwise direction, entering south of the building and exiting north of the building. Two-way circulation would be provided throughout the parking areas on site.



FIGURE 1
STUDY AREA

PROPOSED CHICK-FIL-A
BIDDEFORD, ME

Bowman

Study Methodology

This TIS evaluates existing and projected traffic operations within the study area for the weekday midday, weekday afternoon, and Saturday midday peak hour traffic conditions, when the combination of the adjacent roadway volumes and estimated Project trips would be expected to be the greatest. The time periods contained within the study were selected in coordination with MaineDOT and the City of Biddeford.

The study was conducted in three steps. The first step consisted of an inventory of existing traffic conditions within the Project study area. As part of this inventory, manual turning movement counts were collected in the vicinity of the Project site during the weekday midday, weekday afternoon and Saturday midday peak periods. A field visit was also completed to document intersection and roadway geometries. Crash data at the study area intersections was obtained from the MaineDOT to determine if the study area intersections have any existing traffic safety deficiencies.

The second step of the study builds on the data collected in the first step to establish the basis for evaluating potential transportation impacts associated with the projected future conditions. During the second step, the projected traffic demands associated with any planned future developments that could influence traffic volumes at the study area intersections were assessed. 2024 Existing traffic volumes were forecasted over a five-year study horizon, to establish 2029 No Build (without Project) conditions and 2029 Build (with Project) conditions.

The third step of this study determined if measures were necessary to improve existing or future traffic operations and safety, minimize potential traffic impacts, and provide safe and efficient access to the proposed Project site.

Study Area Intersections

During a meeting with Maine DOT and the City of Biddeford on October 31, 2024, the following study area intersections were selected for analysis:

- Alfred Road (SR 111) at Old Dogs Lane/ Mariner Way
- Alfred Road (SR 111) at Shops Way
- Alfred Road (SR 111) at Gateway Plaza/ New Life Church Driveway
- Alfred Road (SR 111) at Boulder Way/ Park and Ride
- Alfred Road (SR 111) at Biddeford Connector/ I-95 Access
- Alfred Road (SR 111) at Job Lot Plaza/ Irving Gas Driveway

The TIS documents existing and future traffic conditions for the study area intersections noted above. The intersections of Alfred Road (SR 111) at Old Dogs Lane/ Mariner Way, Shops Way and Gateway Plaza/ New Life Church Driveway were analyzed during the weekday midday, weekday afternoon and Saturday midday peak hours. At the request of the MaineDOT and City of Biddeford the intersections of Alfred Road (SR 111) at Boulder Way/ Park and Ride, Biddeford Connector/ I-95 Access and Job Lot Plaza/ Irving Gas Driveway were also analyzed during the weekday midday peak hour.

Existing Conditions

The existing conditions assessment included in this study consists of an inventory of intersection and roadway geometries, an inventory of traffic control devices, the collection of peak period traffic volumes, and a review of recent crash data. The existing conditions in the vicinity of the Project site are summarized below.

Roadway Network

Alfred Road (SR 111)

Alfred Road (SR 111) generally extends in an east-west direction through the City of Biddeford and is classified as an urban principal arterial west of Biddeford Connector and a minor arterial east of Biddeford Connector. Alfred Road (SR 111) is under MaineDOT jurisdiction. In the vicinity of the Project site, Alfred Road (SR 111) generally provides two travel lanes in each direction with additional turning lanes at the signalized intersections. Within the study area, Alfred Road (SR 111) is separated by a raised median apart from at the study area intersections and in the vicinity of the bridge over I-95. There is an approximately five-foot-wide sidewalk extending for approximately 250 feet on the north side of Alfred Road (SR 111) west of Mariner Way. There is also a sidewalk on the north side of Alfred Road (SR 111) east of the intersection at Job Lot Plaza/ Irving Gas Driveway. Alfred Road (SR 111) has a posted speed limit of 35 miles per hour (mph) within the study area.

Shops Way

Shops Way generally extends in a southwest-northeast direction from Mariner Way in the southwest to Alfred Road (SR 111) in the northeast. Shops Way provides one travel lane in each direction with an additional turning lane at the intersection with Mariner Way. Crosswalks are provided across Shops Way connecting the Project site to the plaza to the south. There is no posted speed limit on Shops Way.

Signalized Intersections

Alfred Road (SR 111) at Old Dogs Lane/ Mariner Way

The signalized intersection of Alfred Road (SR 111) at Old Dogs Lane/ Mariner Way is a four-way intersection with Alfred Road (SR 111) forming the east and west legs, Old Dogs Lane forming the north leg, and Mariner Way forming the south leg. The Alfred Road (SR 111) eastbound approach consists of an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. The Alfred Road (SR 111) westbound approach consists of two exclusive left-turn lanes, a through lane, and a shared through/right-turn lane. The Old Dogs Lane southbound approach consists of an exclusive left-turn lane and a shared left-turn/through/right-turn lane. The Mariner Way northbound approach consists of an exclusive left-turn lane, a shared left-turn/through lane, and two right-turn lanes. A signalized crosswalk is provided across the Old Dogs Lane southbound approach to the intersection.

Alfred Road (SR 111) at Gateway Plaza/ New Life Church Driveway

The signalized intersection of Alfred Road (SR 111) at Gateway Plaza/ New Life Church Driveway is a four-way intersection with Alfred Road (SR 111) forming the east and west legs, Gateway Plaza forming the north leg, and the New Life Church Driveway forming the south leg. The Alfred Road (SR 111) eastbound approach consists of two exclusive left-turn lanes, a through lane, and a shared through/right-turn lane. The Alfred Road (SR 111) westbound approach consists of an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. The Gateway

Plaza southbound approach consists of an exclusive left-turn lane and a shared left-turn/through/right-turn lane. The New Life Church Driveway northbound approach consists of a shared left-turn/through lane and an exclusive right-turn lane.

Alfred Road (SR 111) at Boulder Way/ Park and Ride

The signalized intersection of Alfred Road (SR 111) at Boulder Way/ Park and Ride is a four-way intersection with Alfred Road (SR 111) forming the east and west legs, the Park and Ride forming the north leg, and Boulder Way forming the south leg. The Alfred Road (SR 111) eastbound approach consists of an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane. The Alfred Road (SR 111) westbound approach consists of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The Park and Ride southbound approach consists of one lane permitting all movements. The Boulder Way northbound approach consists of a shared left-turn/through lane and an exclusive right-turn lane.

Alfred Road (SR 111) at Biddeford Connector/ I-95 Access

The signalized intersection of Alfred Road (SR 111) at Biddeford Connector/ I-95 Access is a four-way intersection with Alfred Road (SR 111) forming the east and west legs, the I-95 Access forming the north leg, and Biddeford Connector forming the south leg. The Alfred Road (SR 111) eastbound approach consists of two exclusive left-turn lanes, a through lane, and a shared through/right-turn lane. The Alfred Road (SR 111) westbound approach consists of an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. The I-95 Access southbound approach consists of two exclusive left-turn lanes, a through lane, and two exclusive right-turn lanes. The Biddeford Connector northbound approach consists of two exclusive left-turn lanes, a through lane, and a shared through/right-turn lane.

Alfred Road (SR 111) at Job Lot Plaza/ Irving Gas Driveway

The signalized intersection of Alfred Road (SR 111) at Job Lot Plaza/ Irving Gas Driveway is a four-way intersection with Alfred Road (SR 111) forming the east and west legs, the Job Lot Plaza forming the north leg, and the Irving Gas Driveway forming the south leg. The Alfred Road (SR 111) eastbound approach consists of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The Alfred Road (SR 111) westbound approach consists of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The Job Lot Plaza southbound approach consists of a shared left-turn/through lane and an exclusive right-turn lane. The Irving Gas Driveway northbound approach consists of one lane permitting all movements.

Unsignalized Intersections

Alfred Road (SR 111) at Shops Way

The unsignalized intersection of Alfred Road (SR 111) at Shops Way consists of Alfred Road (SR 111) forming the east and west legs and Shops Way forming the south leg. The Alfred Road (SR 111) eastbound approach consists of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The Alfred Road (SR 111) westbound approach consists of two through lanes with no access to Shops Way due to the raised median. The Shops Way northbound approach consists of a channelized right-turn lane.

Area Transit Services

Public transportation in Biddeford is provided by the Biddeford Saco Old Orchard Beach (BSOOB) Transit bus routes. Fixed bus Routes 50 (Orange) and 51 (Black) operate along Alfred Road (SR 111). These routes provide service between the Saco Transportation Center and Biddeford Crossing. The closest bus stop is located just south of the Project site on Shops Way.

Pedestrian & Bicycle Facilities

There is an approximately five-foot-wide sidewalk extending for approximately 250 on the north side of Alfred Road (SR 111) west of Old Dogs Lane/ Mariner Way and a signalized crosswalk across the Old Dogs Lane southbound approach. Crosswalks are provided across Shops Way connecting the Project site to the plaza to the south. A four-foot-wide sidewalk is provided within the parking area of the Project site connecting the east and west sides of the parking lot. No bicycle facilities are provided throughout the study area.

Existing Traffic Volumes

To assess peak hour traffic conditions, turning movement counts (TMCs) were conducted at the study area intersections during the weekday midday, weekday afternoon, and Saturday midday peak periods.

Turning Movement Count Data

TMCs were conducted on Thursday, November 14, 2024, from 11:00 AM to 2:00 PM and 4:00 PM to 7:00 PM, as well as on Saturday, November 16, 2024 from 11:00 AM to 2:00 PM. The results of the turning movement counts are tabulated by 15-minute periods and are provided in Appendix A. The four highest consecutive 15-minute intervals during each of these count periods constitute the peak hours that are the basis of the traffic analysis provided in this report. Based on a review of the peak period traffic data, the weekday midday peak hour occurs between 12:00 PM and 1:00 PM, the weekday afternoon peak hour occurs between 4:15 PM and 5:15 PM, and the Saturday midday peak hour occurs between 12:00 PM and 1:00 PM.

Seasonal Variation

Based on MaineDOT's 2023 Weekly Group Mean Factors, mid-November traffic volumes on urban principal arterials are shown to be slightly lower than during an average month. Therefore, the November traffic counts were increased by the factor of 1.03 to represent average month conditions. The MaineDOT seasonal adjustment data is provided in Appendix B.

The resulting 2024 Existing weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes are presented in the traffic projection model provided in Appendix C and are presented in Figure 2, Figure 3, and Figure 4, respectively.

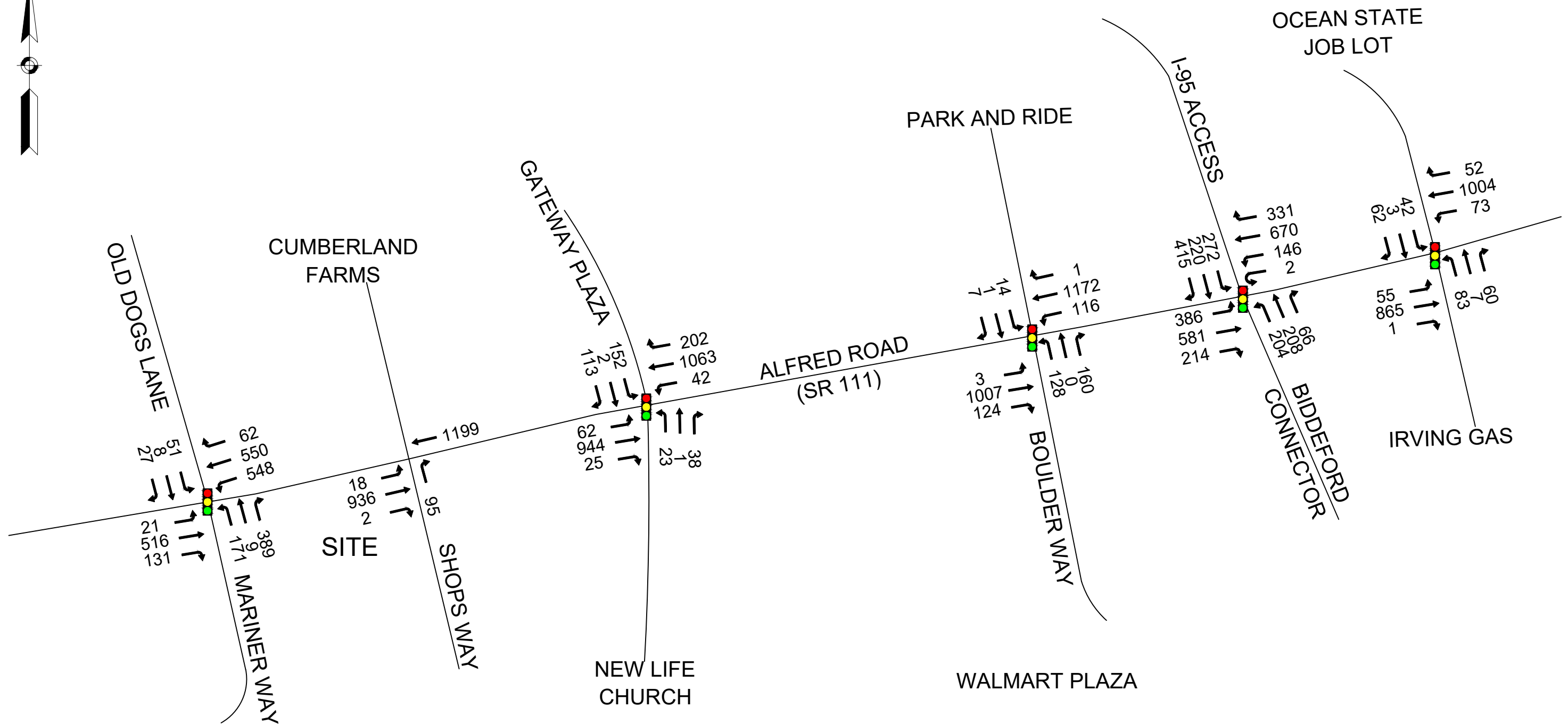


FIGURE 2
2024 EXISTING TRAFFIC VOLUMES
WEEKDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



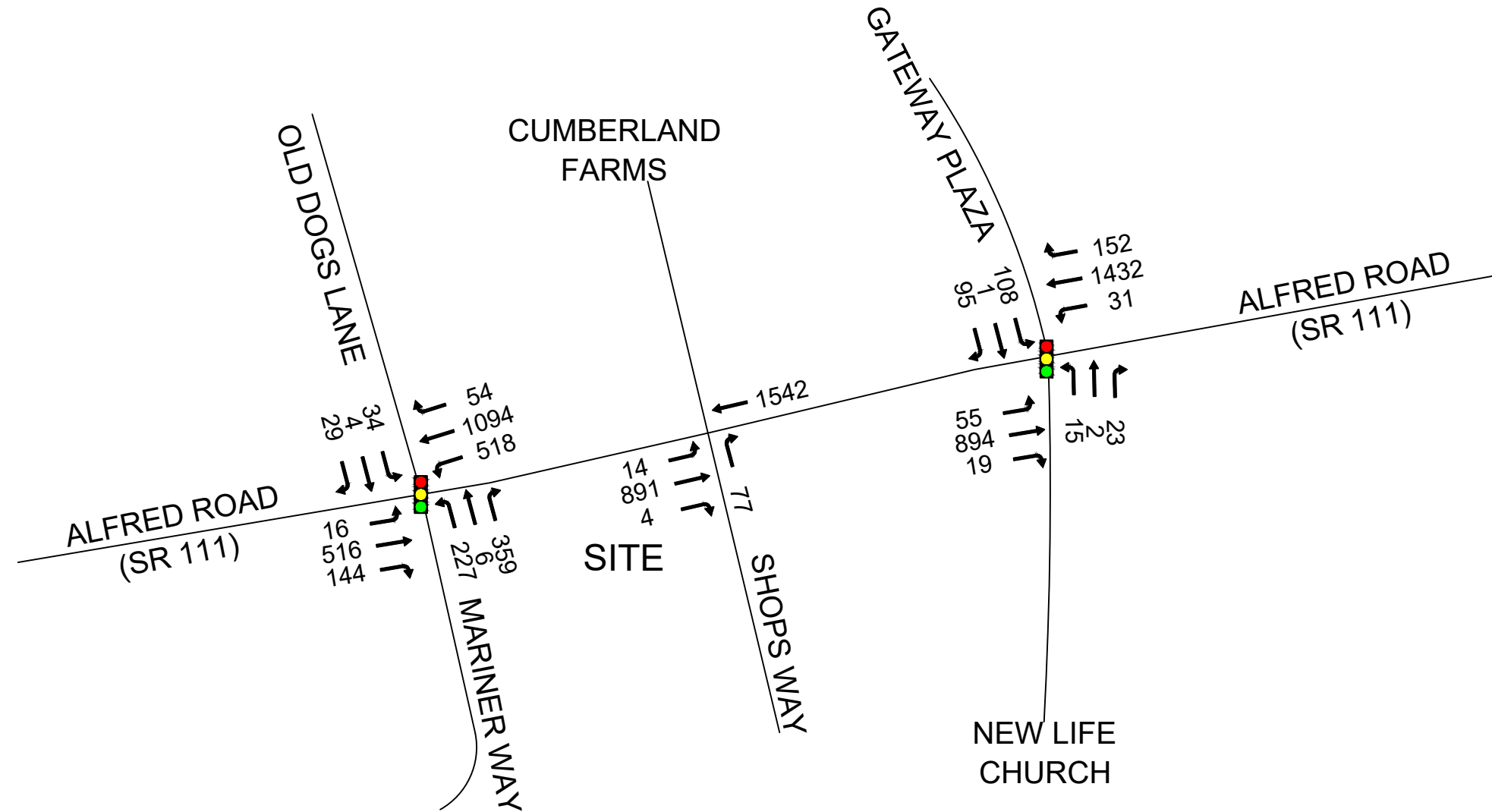


FIGURE 3
2024 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



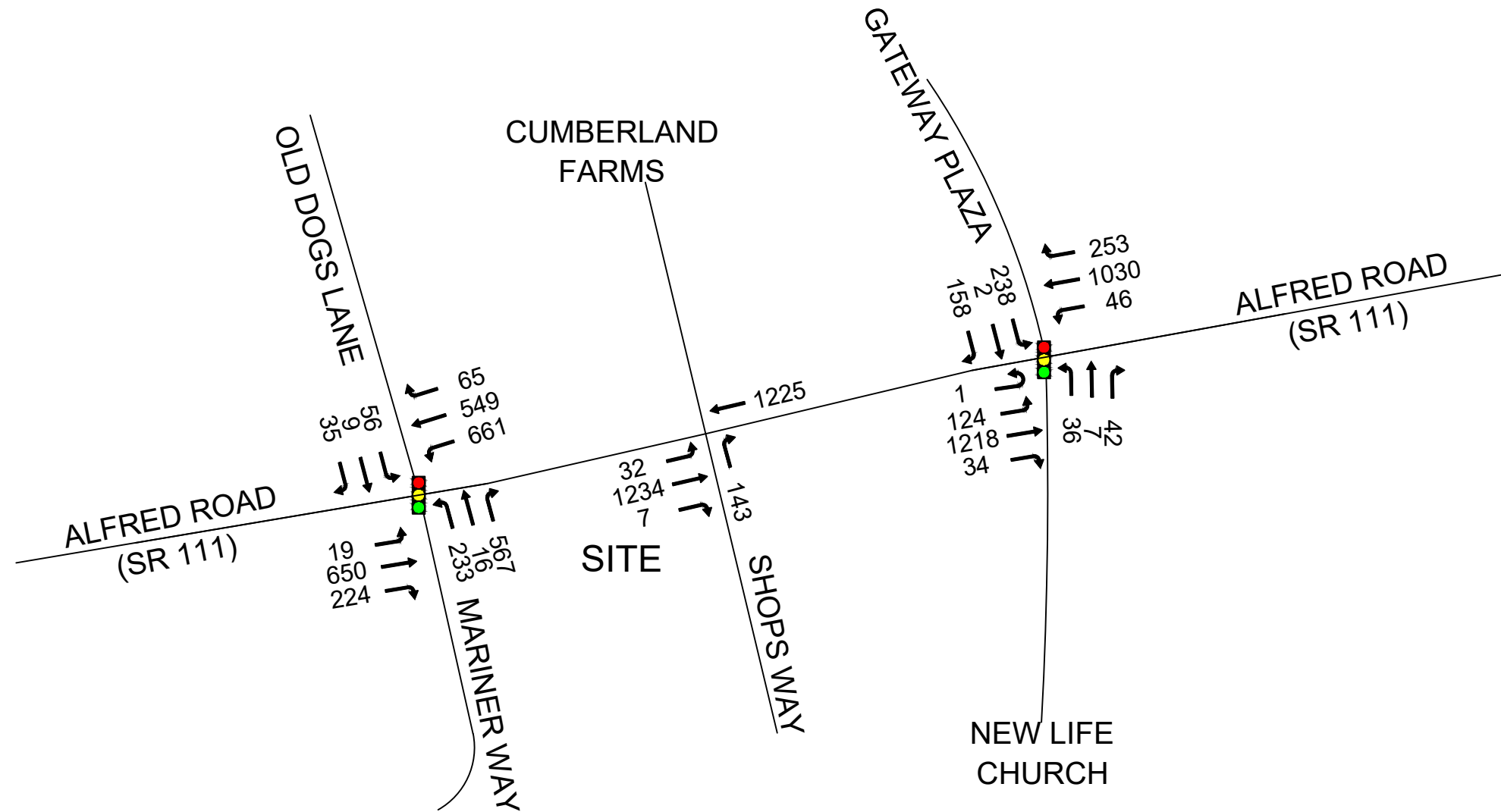


FIGURE 4
2024 EXISTING TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



Crash Summary

Crash data at the study area intersections was obtained from MaineDOT for the most recent three-year period available. This data includes complete yearly crash summaries for the years 2021 through 2023. A detailed summary of the crash data is provided in Appendix D.

The signalized intersection of Alfred Road (SR 111) at Old Dogs Lane/ Mariner Way is reported to have experienced a total of 36 crashes during the three-year period analyzed. Of the 36 reported crashes, 33 crashes were rear-end or sideswipe collisions, two crashes were intersection movement collisions, and one crash went off the road. Two crashes resulted in personal injury and the remaining 34 crashes resulted in property damage only.

The unsignalized intersection of Alfred Road (SR 111) at Shops Way is reported to have experienced a total of six crashes during the three-year period analyzed. Of the six reported crashes, three crashes were rear-end or sideswipe collisions and three crashes were intersection movement collisions. One crash resulted in personal injury and the remaining five crashes resulted in property damage only.

The signalized intersection of Alfred Road (SR 111) at Gateway Plaza/ New Life Church Driveway is reported to have experienced a total of 26 crashes during the three-year period analyzed. Of the 26 reported crashes, 18 crashes were rear-end or sideswipe collisions, three crashes were intersection movement collisions, three crashes went off the road, one crash was a collision with a deer, and one crash type was listed as "other". Six crashes resulted in personal injury and the remaining 20 crashes resulted in property damage only.

The signalized intersection of Alfred Road (SR 111) at Boulder Way/ Park and Ride is reported to have experienced a total of 20 crashes during the three-year period analyzed. Of the 20 reported crashes, 13 crashes were rear-end or sideswipe collisions, six crashes were intersection movement collisions, and one crash went off the road. Seven crashes resulted in personal injury and the remaining 13 crashes resulted in property damage only.

The signalized intersection of Alfred Road (SR 111) at Biddeford Connector/ I-95 Access is reported to have experienced a total of 109 crashes during the three-year period analyzed. Of the 109 reported crashes, 93 crashes were rear-end or sideswipe collisions, 14 crashes were intersection movement collisions, one crash went off the road, and one crash was a collision with a bicyclist. 34 crashes resulted in personal injury and the remaining 75 crashes resulted in property damage only. According to MaineDOT, this intersection is considered a high crash location. The MaineDOT supplied crash diagram for the analysis period is provided in Appendix D.

The signalized intersection of Alfred Road (SR 111) at Job Lot Plaza/ Irving Gas Driveway is reported to have experienced a total of 39 crashes during the three-year period analyzed. Of the 39 reported crashes, 22 crashes were rear-end or sideswipe collisions, 13 crashes were intersection movement collisions, two crashes went off the road, one crash was a collision with a deer, and one crash type was listed as "other". Nine crashes resulted in personal injury and the remaining 30 crashes resulted in property damage only.

Future Conditions

To determine future traffic demands on the study area roadways and intersections, the 2024 Existing traffic volumes were projected over a five-year horizon to 2029. Traffic volumes on the study area roadways in 2029 are considered to include existing traffic, as well as new traffic resulting from general growth in the study area and from other planned development projects, independent of the proposed Project. The potential background traffic growth, unrelated to the proposed Project, was considered in the development of the 2029 No Build (without Project) peak hour traffic volumes. The estimated traffic increases associated with the proposed Project were then added to the 2029 No Build volumes to reflect the 2029 Build (with Project) traffic conditions. A more detailed description of the development of the 2029 No Build and 2029 Build traffic volume networks is presented below.

Planned Roadway Improvements

Planned roadway improvement projects can impact travel patterns and future traffic operations. To develop a clearer understanding of future area roadway operations, the City of Biddeford was consulted to identify other improvement projects in the vicinity of the site. Based on information provided by the City of Biddeford, improvements at the intersection of Alfred Road (SR 111) at Old Dogs Lane/ Mariner Way are proposed. The project would consist of installing a signalized crosswalk with concurrent pedestrian phasing across the Alfred Road (SR 111) westbound approach along with a sidewalk connecting to the existing parking area at the southeast corner of the intersection within the plaza. This project was incorporated in the future No Build and Build analyses.

Background Traffic Growth

Traffic growth is generally a function of changes in motor vehicle use and expected land development within the area. To establish the rate at which traffic on the study area roadways can be expected to grow during the five-year forecast period (2024 to 2029), both historical traffic growth and planned area developments were reviewed.

Historical Traffic Growth

Based on traffic count data published by MaineDOT, traffic volumes have experienced little to no growth over the past several years. To account for unexpected traffic growth, a 1.0% per year background growth rate, compounded annually, was utilized for the study area to grow the 2024 traffic volumes to 2029 future year conditions.

Site-Specific Growth

The City of Biddeford Planning Department was contacted to inquire about additional developments in the area. The City of Biddeford identified four projects that would be anticipated to affect future travel volumes within the study area. The projects are as follows:

- Devine Capital: This project would include 216 multi-family residential units to be located on Andrews Road. This project has been approved but not yet constructed.
- Thatcher Brook Apartments: This project would include two residential buildings consisting of 40 low/moderate income (LMI) family units and 36 LMI senior units to be located at 37 Barra Road. This project has been approved but not yet constructed.

- Avesta Housing: This project would include 46 LMI senior units to be located at the Barra Road Extension. This project has been approved but not yet constructed.
- 60 Barra Road: This project would include two residential buildings consisting of 250 multifamily residential units. The project is currently under construction and the first building is anticipated to seek an occupancy permit in early 2025. The second building is anticipated to seek an occupancy permit in mid-2025.

The above-mentioned projects did not have traffic studies that were currently available for use. Therefore, trip generation for each project was estimated based on data from the ITE publication, *Trip Generation Manual, 11th Edition*. As all four projects are residential in nature, Journey-to-Work data from the City of Biddeford was utilized to estimate the trip distribution patterns. The background project trip generation and Journey-to-Work data is provided in Appendix E.

2029 No Build Traffic Volumes

The 2024 Existing peak hour traffic volumes were grown by 1.0% per year, compounded annually, over the five-year study horizon and combined with the trip generation estimates of the four (4) background projects to establish the 2029 baseline volumes. The resulting 2029 No Build weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes are documented in the traffic projection model presented in Appendix C and illustrated in Figure 5, Figure 6, and Figure 7, respectively.

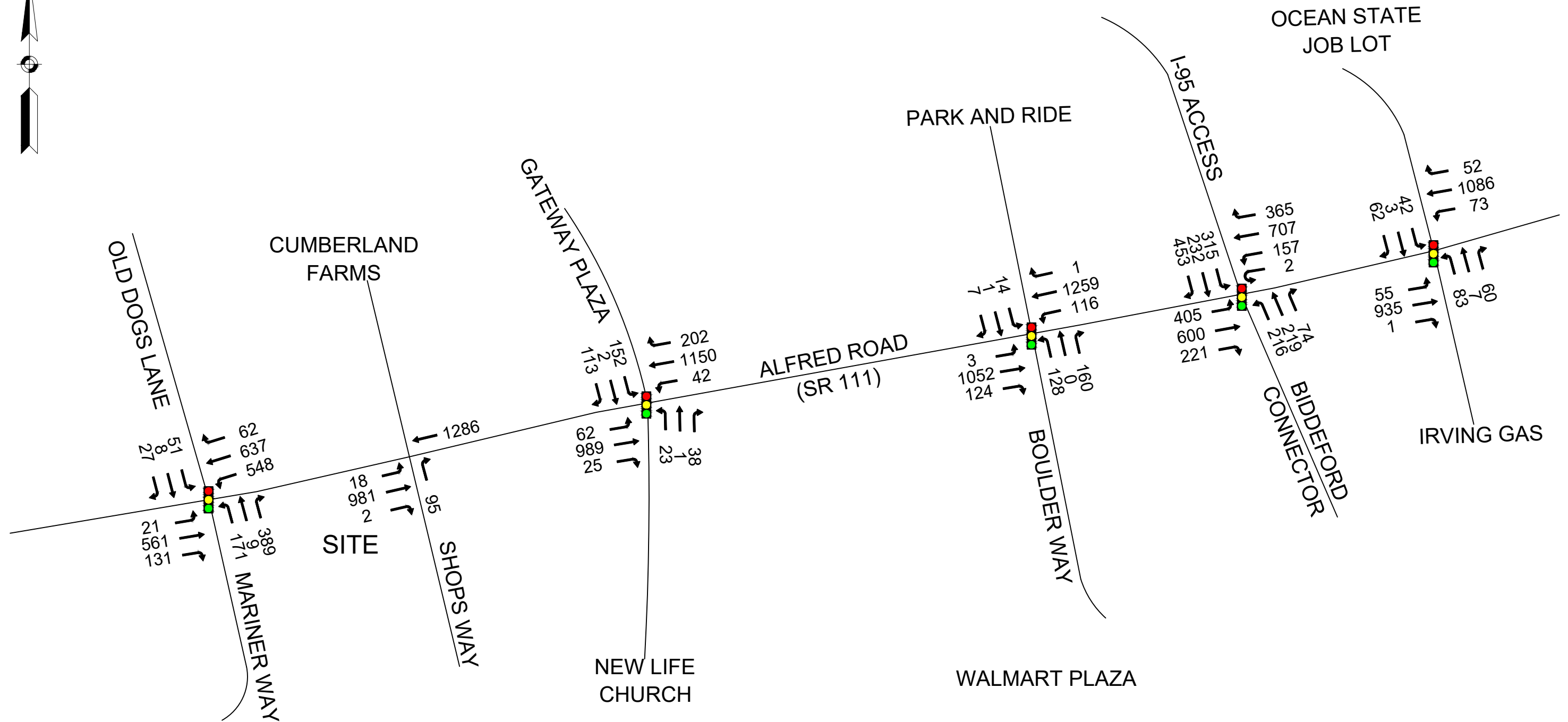


FIGURE 5
2029 NO BUILD TRAFFIC VOLUMES
WEEKDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



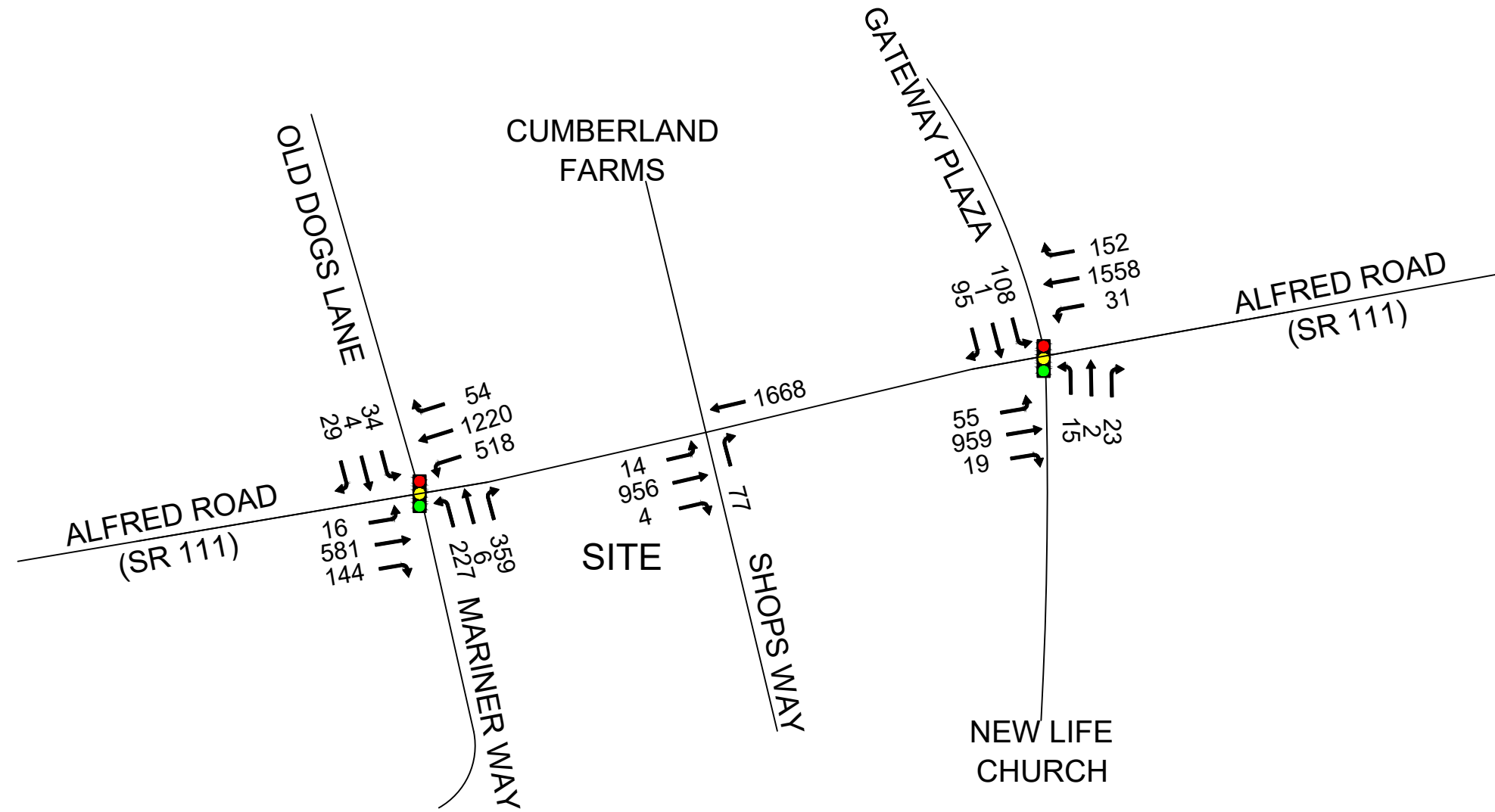


FIGURE 6
2029 NO BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



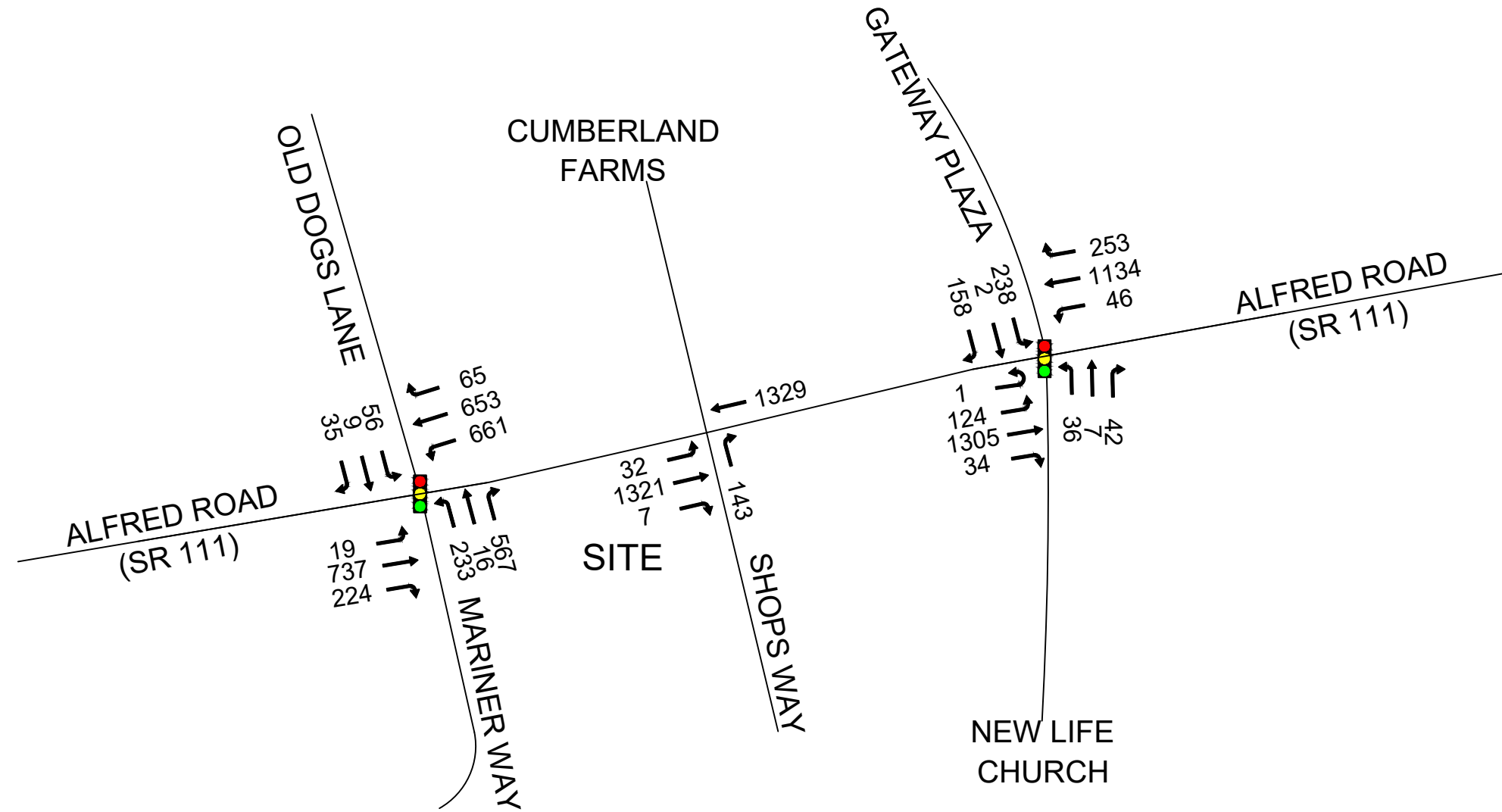


FIGURE 7
2029 NO BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



Trip Generation

To estimate the number of vehicle trips associated with the proposed Chick-fil-A restaurant, the ITE publication, *Trip Generation Manual, 11th Edition*, and empirical trip generation data presented in the Traffic Impact and Parking Demand Study for a Chick-fil-A at the Main Mall in South Portland, ME dated September 17, 2024 were reviewed. ITE is a national research organization of transportation professionals, and the *Trip Generation Manual, 11th Edition* provides traffic generation information for various land uses compiled from studies conducted by members nationwide. This reference establishes vehicle trip rates (in this case expressed in trips per square foot) based on actual traffic counts conducted at similar types of existing land uses. Vehicle trip estimates for the proposed Chick-fil-A restaurant were developed based on data presented for Land Use Code (LUC) 934 (Fast-food Restaurant with Drive-Through).

At the request of MaineDOT, empirical trip generation data that was provided in the filing for the South Portland Chick-fil-A project was also reviewed. The data presented in the South Portland filing included trip generation information from the following three operational Chick-fil-A restaurants:

- 1410 Providence Highway (Route 1), Dedham, Massachusetts
- 1835 Washington Street (Route 53), Hanover, Massachusetts
- 14 South Village Drive, Salem, New Hampshire

The empirical data is provided in Appendix F and a comparison of the ITE and empirical trip generation is provided in Table 1.

Table 1: Trip Generation Comparison

Description	Weekday Midday			Weekday PM			Saturday Midday			Weekday Daily			Saturday Daily		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
ITE Data ¹	135	130	265	89	82	171	146	141	287	1215	1215	2,430	1,602	1,602	3,204
Empirical Data ²	172	174	346	143	146	289	206	207	413	1,738	1,738	3,476	2,488	2,488	4,976

1 ITE Land Use Code 934 (Fast-Food Restaurant with Drive-Through) based on 5,198 s.f.

2 Empirical trip generation rates applied to 5,198 s.f. based on the Traffic Impact and Parking Demand Study for Chick-fil-A Restaurant at Maine Mall in South Portland, Maine dated September 17, 2024.

As shown in Table 1, the empirical trip generation data presented in the South Portland filing is higher than the ITE trip generation data. Based on direction from MaineDOT, the empirical trip generation data from the South Portland filing was utilized for this study.

Internal Capture

As the Project would be located within an existing shopping plaza with land uses such as retail and office space, some of the Project trips would be captured from vehicles traveling to/from these other uses within the plaza. Trips drawn from one land use to another within the same site are considered as "internal capture" trips as they are already on the Project site and don't result in an additional offsite vehicle trip. According to ITE data and following the same methodology as what was presented in the South Portland filing, approximately 29% of trips to/from the Project can be classified as internal capture trips.

Pass-by

Not all trips to fast food restaurants are considered “new” trips. In fact, a significant portion of the total trips attracted to such land uses are “pass-by” trips. Since pass-by traffic is already on the adjacent roadway network, this portion of the total development traffic is reflected in the existing, base traffic volumes, and does not represent new traffic on the roadway network. Therefore, the total traffic volume associated with the Project is reduced by the pass-by volume to estimate the “new” traffic generated by the Project. According to ITE data for LUC 934, approximately 55% of weekday afternoon trips can be attributed as pass-by trips. The 55% pass-by rate was applied to the weekday midday and Saturday midday peak hours.

A summary of the peak hour trip generation estimates for the Project are shown in Table 2.

Table 2: Vehicular Trip Generation

Description	Weekday Midday			Weekday PM			Saturday Midday		
	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Chick-fil-A ¹	172	174	346	143	146	289	206	207	413
Internal Capture Trips ²	-50	-50	-100	-42	-42	-84	-60	-60	-120
External Trips	122	124	246	101	104	205	146	147	293
Pass-By Trips ³	-68	-68	-136	-56	-56	-112	-81	-81	-162
Net Chick-fil-A Trips	54	56	110	45	48	93	65	66	131

1 Empirical data from Table 1.

2 ITE internal capture rate of 29% applied to peak hour trips.

3 ITE pass-by rate of 55% applied to external peak hour trips.

As shown in Table 2, the proposed Project is estimated to result in approximately 110 new external trips (54 entering vehicles and 56 exiting vehicles) during weekday midday peak hour, approximately 93 new external trips (45 entering vehicles and 48 exiting vehicles) during the weekday afternoon peak hour, and approximately 131 new external trips (65 entering vehicles and 66 exiting vehicles) during Saturday midday peak hour.

Trip Generation Comparison

The vehicle trip generation associated with the Olive Garden restaurant that previously operated on the site was developed for comparison purposes using ITE LUC 932 (High-Turnover Sit-Down Restaurant). The trip generation associated with the previous Olive Garden restaurant was used solely for the comparison of trip generation between the restaurant that previously operated on the site and the proposed redevelopment Project and was not taken into account in the traffic analysis performed as part of this study.

The peak hour trip generation projected for the proposed Chick-fil-A restaurant and the previous Olive Garden restaurant are shown in Table 3.

Table 3: Vehicular Trip Generation Comparison

Description	Weekday Midday			Weekday PM			Saturday Midday		
	In	Out	Total	In	Out	Total	In	Out	Total
Former Restaurant ¹	63	61	124	42	27	69	43	41	84
Proposed Chick-fil-A ²	172	174	346	143	146	289	206	207	413
Additional Project Trips	109	113	222	101	119	220	163	166	329

1 ITE Land Use Code 932 (High-Turnover Sit-Down Restaurant) based on 7,560 s.f.

2 Empirical trip generation rates applied to 5,198 s.f. based on the Traffic Impact and Parking Demand Study for Chick-fil-A Restaurant at Maine Mall in South Portland, Maine dated September 17, 2024.

As shown in Table 3, when compared to the trip generation associated with the previous Olive Garden restaurant on the site, the Project is projected to result in approximately 222 additional vehicle trips (109 entering vehicles and 113 exiting vehicles) during the weekday midday peak hour, approximately 220 additional vehicle trips (101 entering vehicles and 119 exiting vehicles) during the weekday afternoon peak hour, and approximately 329 additional vehicle trips (163 entering vehicles and 166 exiting vehicles) during the Saturday midday peak hour. The difference in total vehicle trips to the site includes vehicle trips that are considered to be internal capture trips and pass-by trips as explained previously.

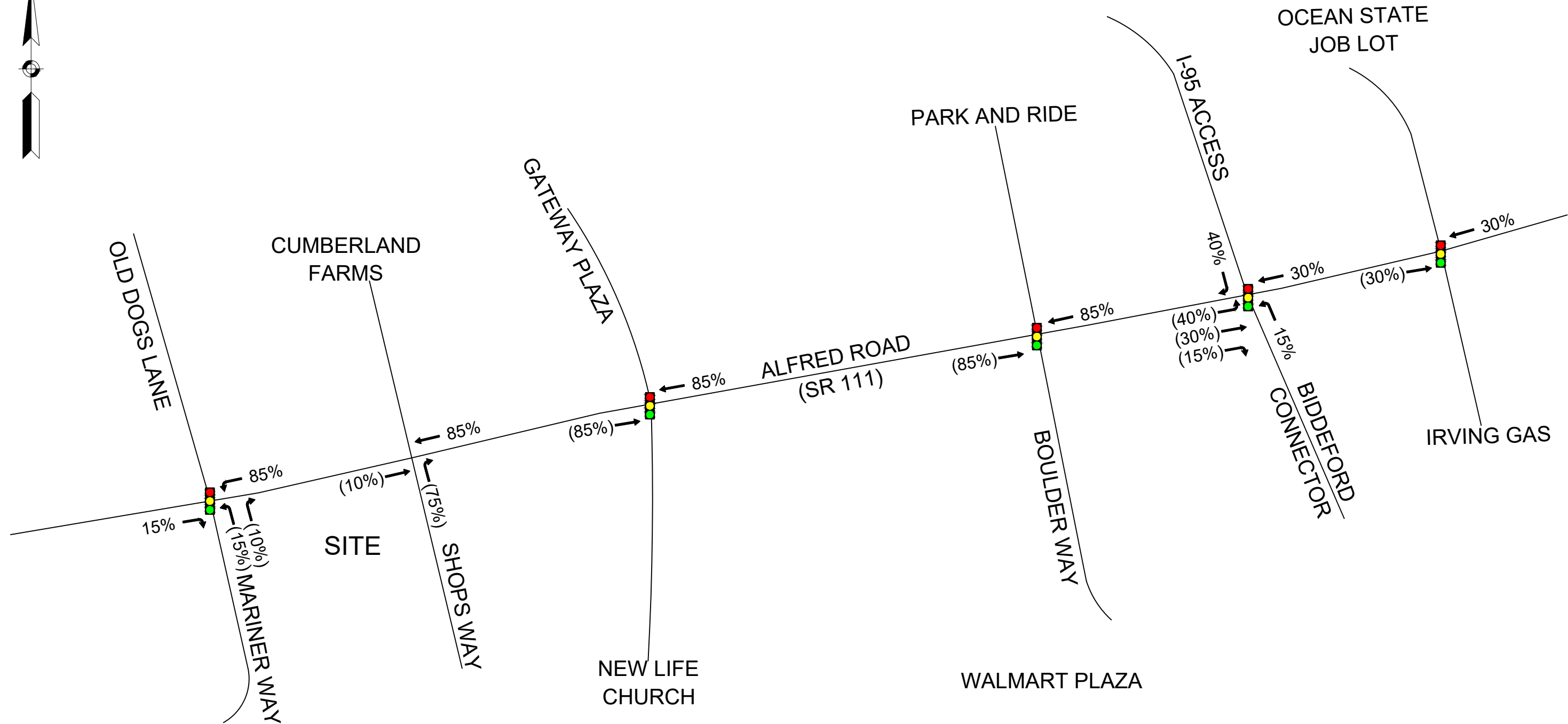
Trip Distribution and Assignment

The traffic estimated to be generated by the proposed redevelopment was distributed onto the study area roadways and intersections based on the existing travel patterns of the adjacent roadways. The trips were distributed to the plaza driveways based on the ease of access to and from the site. The resulting arrival and departure patterns are presented in Figure 8 and are documented in the traffic projection model located in Appendix C.

The Project-related traffic was assigned to the surrounding roadway network based on the Project trip distribution patterns presented in Figure 8. The resulting distributed new Project trips are shown in Figure 9, Figure 10, and Figure 11 for the weekday midday, weekday afternoon and Saturday midday peak hours, respectively.

2029 Build Traffic Volumes

To establish the 2029 Build peak hour traffic volumes, the distributed Project trips shown were added to the 2029 No Build peak hour traffic volumes. The resulting 2029 Build weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes are documented in the traffic projection model presented in Appendix C and presented in Figure 12, Figure 13, and Figure 14, respectively.

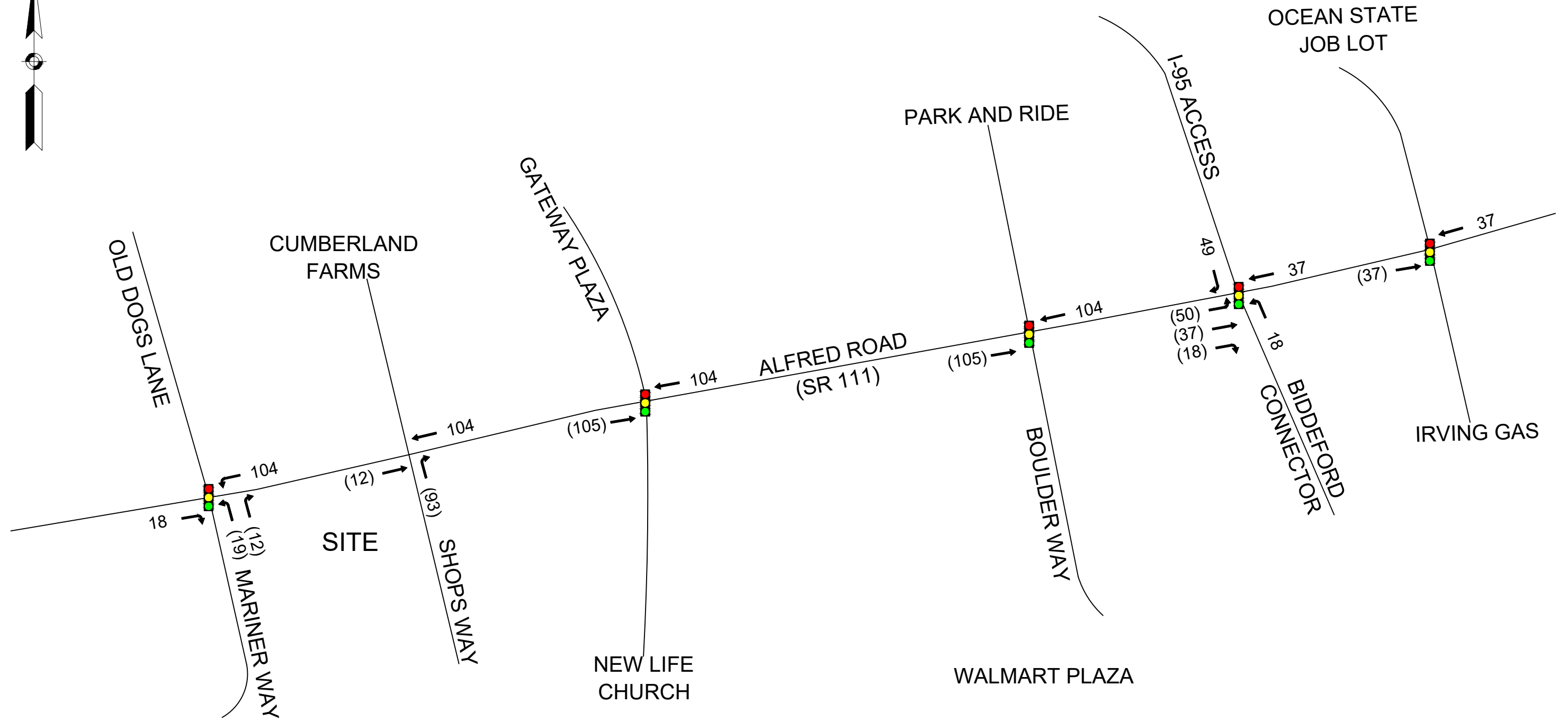


XX = ENTERING
(XX) = EXITING

FIGURE 8
DIRECTION OF ARRIVALS AND DEPARTURES

PROPOSED CHICK FIL-A
BIDDEFORD, ME



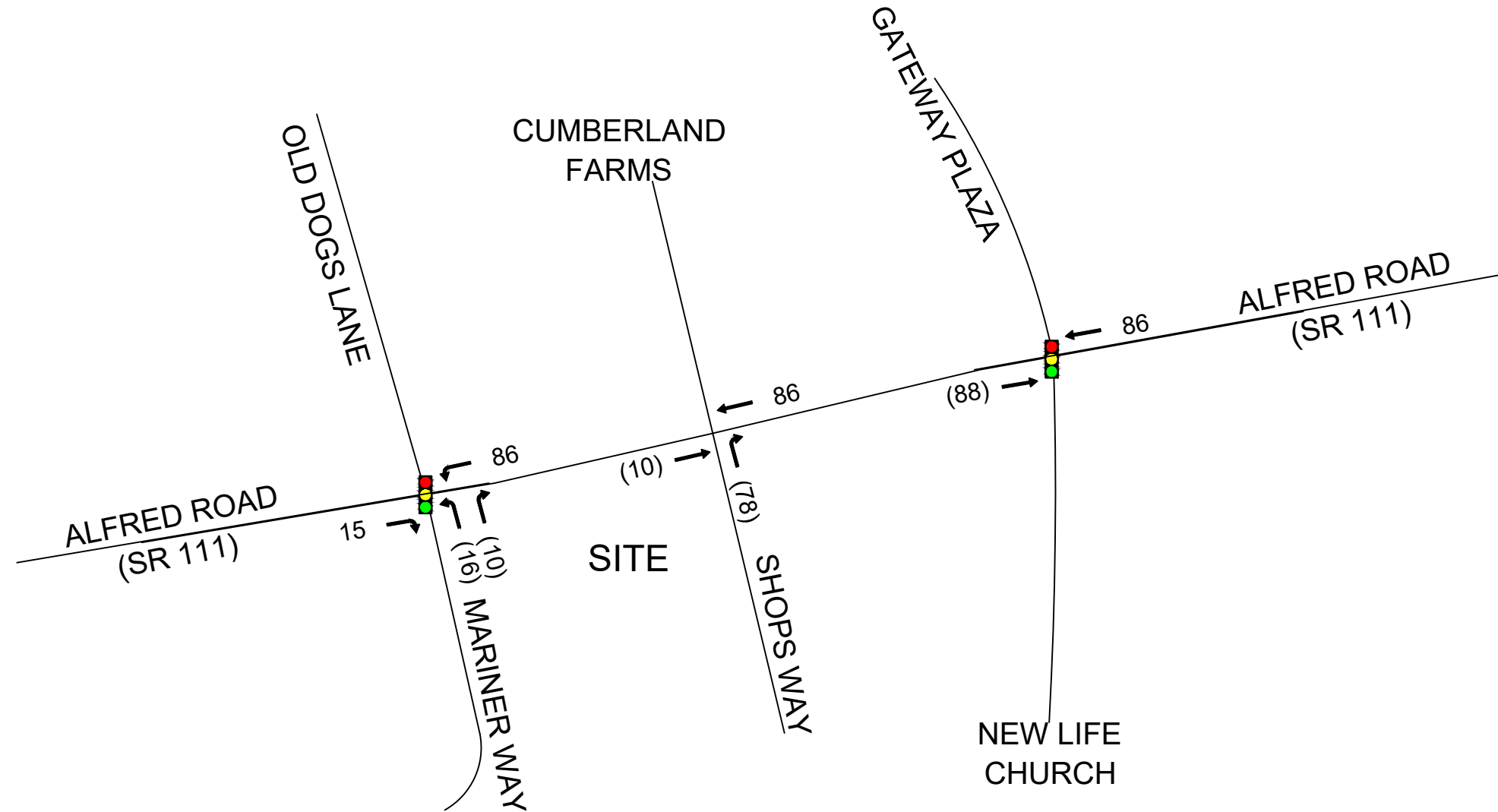


XX = ENTERING
(XX) = EXITING

FIGURE 9
NET NEW PROJECT TRIPS
WEEKDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



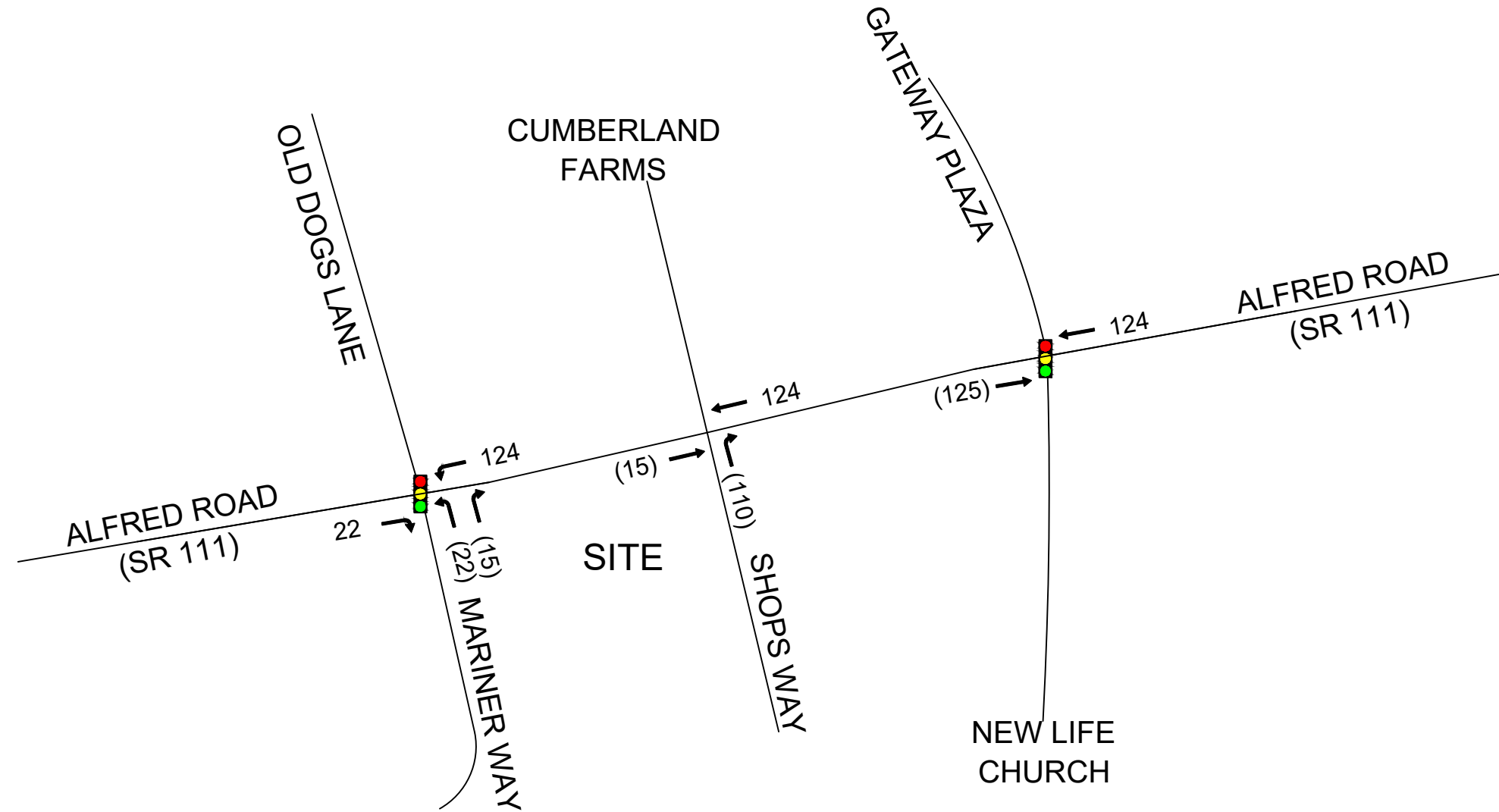


XX = ENTERING
(XX) = EXITING

FIGURE 10
NET NEW PROJECT TRIPS
WEEKDAY AFTERNOON PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME





XX = ENTERING
(XX) = EXITING

FIGURE 11
NET NEW PROJECT TRIPS
SATURDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME

Bowman

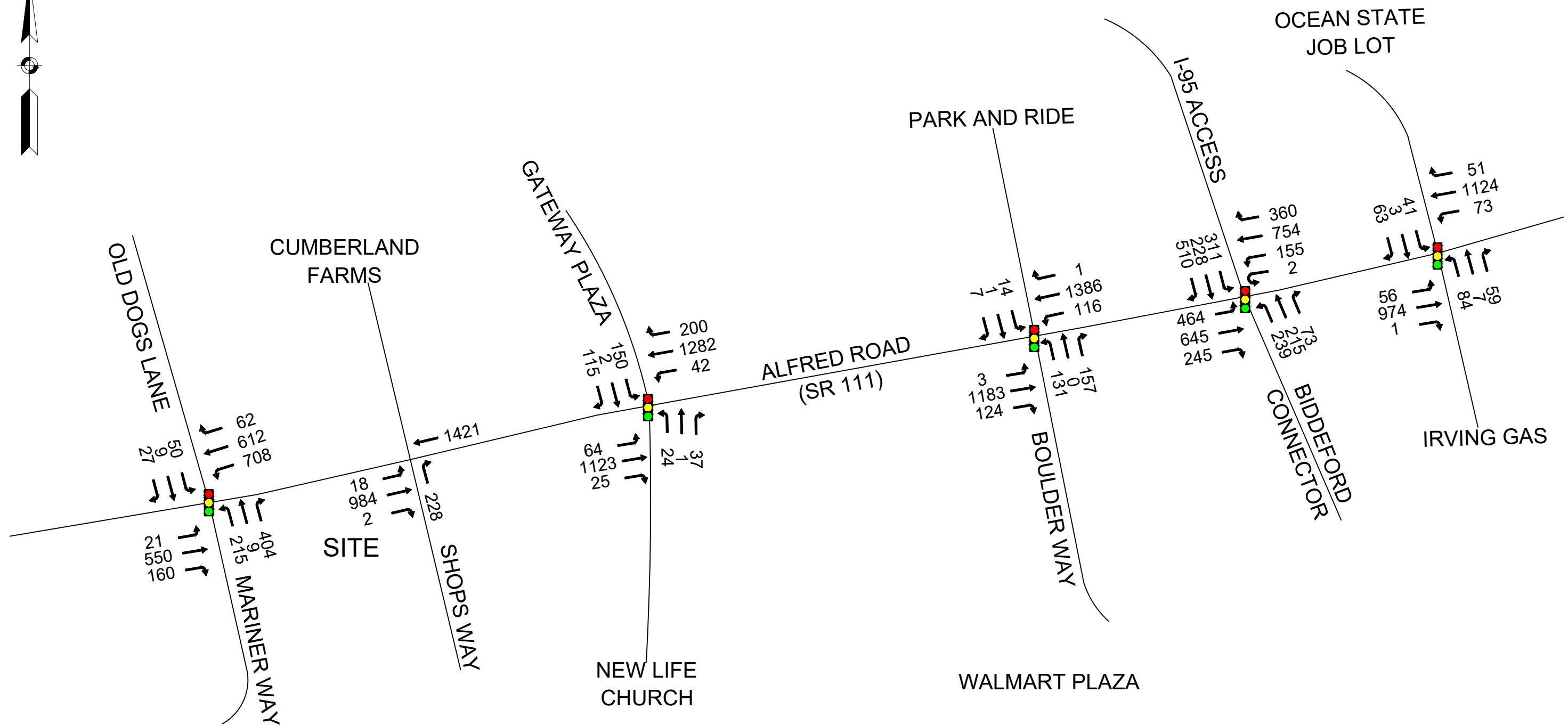


FIGURE 12
2029 BUILD TRAFFIC VOLUMES
WEEKDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



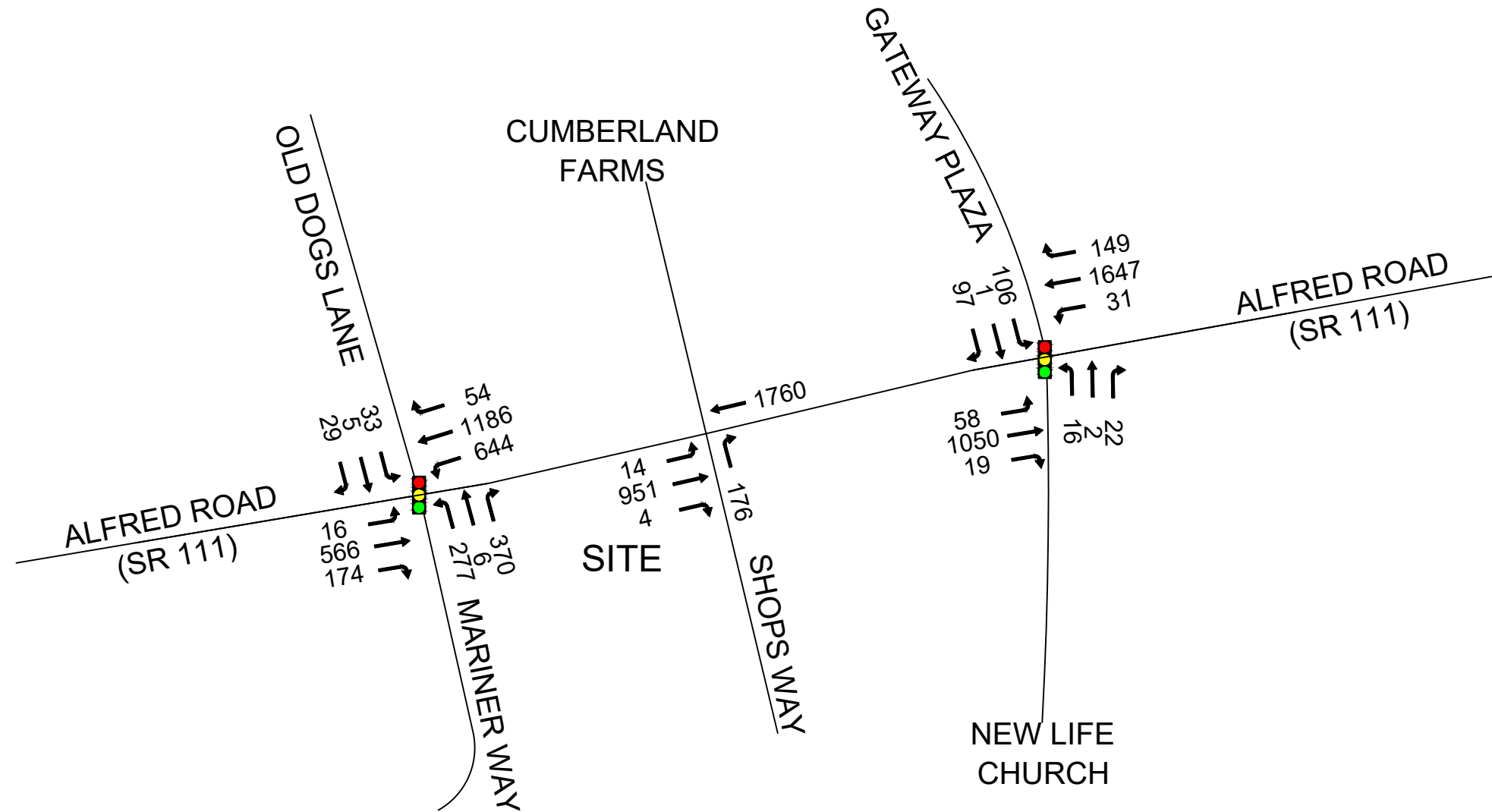


FIGURE 13
2029 BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



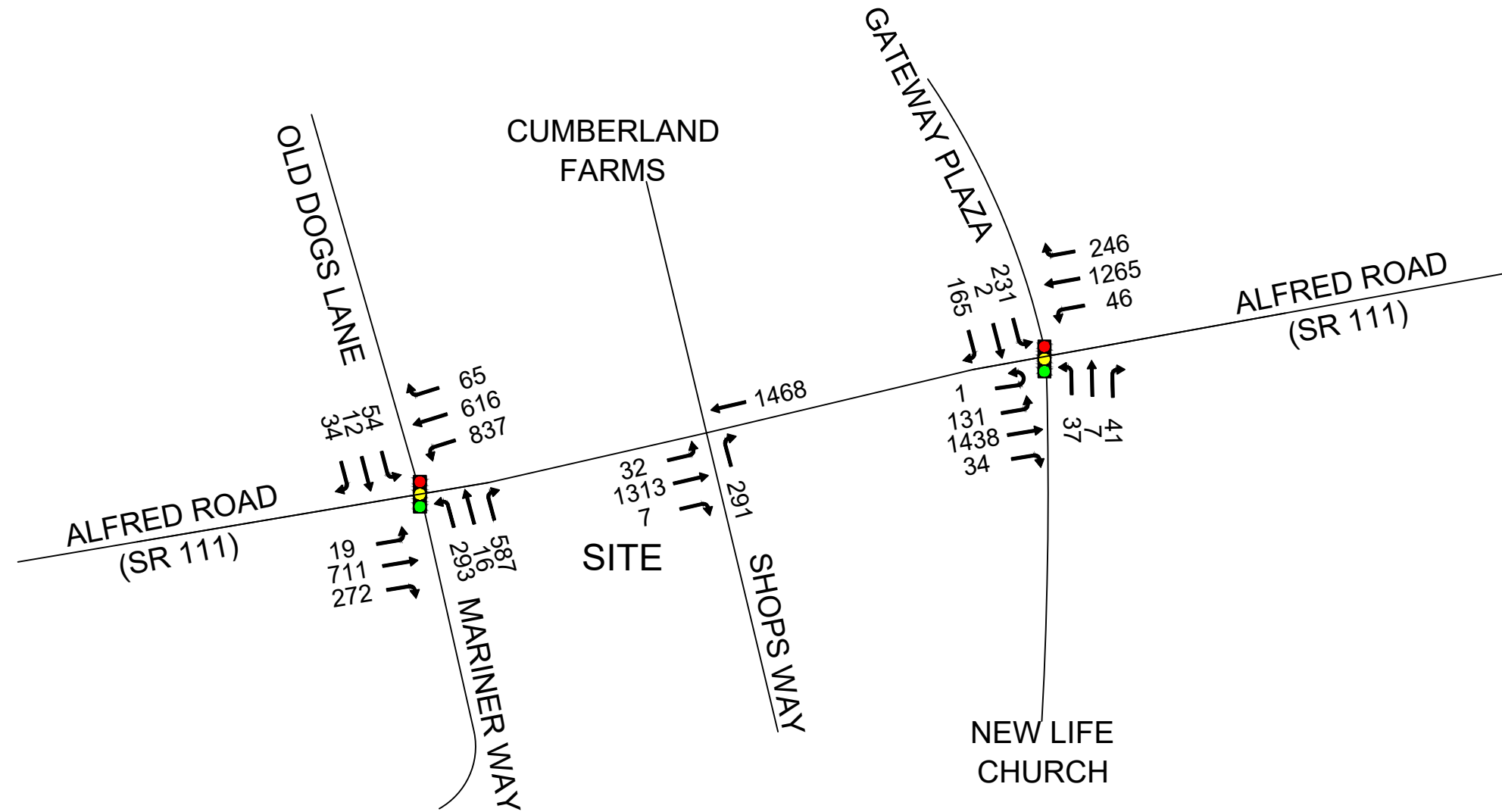


FIGURE 14
2029 BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

PROPOSED CHICK FIL-A
BIDDEFORD, ME



Traffic Operations Analysis

In previous sections of this report, the quantity of traffic at the study area intersections has been discussed. This section describes the overall quality of the traffic flow at the study area intersections during the weekday midday, weekday afternoon, and Saturday midday peak hours. To complete this assessment, intersection capacity analysis was conducted using the Synchro capacity analysis software at the study area intersections under the 2024 Existing, 2029 No Build, and 2029 Build scenarios for the three peak hour traffic conditions. The analysis is based on Synchro capacity analysis methodologies and procedures contained in the *Highway Capacity Manual, 6th Edition* (HCM), which are summarized in Appendix G. A discussion of the evaluation criteria and a summary of the results of the capacity analysis are presented below.

Level-of-Service Criteria

Average total vehicle delay is reported as level-of-service (LOS) on a scale of A to F. LOS A represents delays of 10 seconds or less, while LOS F represents delays in excess of 50 seconds for unsignalized intersections and greater than 80 seconds for signalized intersections. A more detailed description of the LOS criteria is provided in Appendix G.

Capacity Analysis Results

Intersection capacity analysis was conducted using the Synchro capacity analysis software for the study area intersections to evaluate the 2024 Existing, 2029 No Build, and 2029 Build traffic conditions during the weekday midday, weekday afternoon and Saturday midday peak hours. The peak hour traffic volumes utilized as part of this analysis are provided in the traffic projection model, attached in Appendix C.

The Synchro capacity analysis results for the 2024 Existing, 2029 No Build, and 2029 Build traffic conditions are presented in Appendix H, Appendix I, and Appendix J, respectively. The capacity analysis results for the signalized study area intersections are presented in Table 4. The capacity analysis results for the unsignalized study area intersection are presented in Table 5. The results of the specific capacity analysis at the study area intersections are discussed below, with a more detailed summary of the capacity analysis for the study area intersections provided in Appendix K.

Table 4: Signalized Intersection Overall Levels-of-Service

Intersection	Period	2024 Existing			2029 No Build			2029 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Alfred Rd (SR 111) at Mariner Way/ Old Dogs Ln	Midday	C	29.0	0.62	C	29.4	0.62	C	31.9	0.68
	PM	C	23.2	0.67	C	22.9	0.70	C	23.5	0.69
	SAT	C	31.8	0.69	C	32.1	0.71	D	35.8	0.77
Alfred Rd (SR 111) at Gateway Plaza/ New Life Church	Midday	C	25.9	0.62	C	26.6	0.62	C	29.0	0.63
	PM	C	28.5	0.65	C	30.2	0.68	C	31.5	0.71
	SAT	C	32.3	0.80	C	34.5	0.82	D	39.6	0.86
Alfred Rd (SR 111) at Boulder Way/ Park and Ride	Midday	B	18.5	0.64	B	18.5	0.67	B	19.2	0.70
Alfred Rd (SR 111) at Biddeford Conn/ I-95 Access	Midday	D	38.3	0.75	D	39.9	0.77	D	41.9	0.79
Alfred Rd (SR 111) at Job Lot Plaza/ Irving Gas Dr	Midday	C	23.1	0.66	C	23.1	0.68	C	23.3	0.69

1 Level-of-Service

2 Average vehicle delay in seconds

3 Intersection capacity utilization ratio

As displayed in Table 4, the signalized intersection of Alfred Road (SR 111) at Mariner Way/ Old Dogs Lane is shown to currently operate at overall LOS C during the weekday midday, weekday afternoon, and Saturday midday peak hours. Under the 2029 No Build condition, the intersection is projected to continue to operate at overall LOS C during the three peak hours analyzed. Under 2029 Build conditions with the proposed redevelopment Project in place, the intersection is projected to continue to operate at overall LOS C during the weekday midday and weekday afternoon peak hours and at overall LOS D during the Saturday midday peak hour.

The signalized intersection of Alfred Road (SR 111) at Gateway Plaza/ New Life Church is shown to currently operate at overall LOS C during the weekday midday, weekday afternoon, and Saturday midday peak hours. Under 2029 No Build conditions, the intersection of Alfred Road (SR 111) at Gateway Plaza/ New Life Church is projected to continue to operate at overall LOS C during the three peak hours analyzed. Under 2029 Build conditions, the intersection is projected to continue to operate at overall LOS C during the weekday midday and weekday afternoon peak hours and at overall LOS D during the Saturday midday peak hour.

The signalized intersection of Alfred Road (SR 111) at Boulder Way/ Park and Ride is shown to currently operate at overall LOS B during the weekday midday peak hour. Under 2029 No Build and 2029 Build conditions, the intersection is projected to continue to operate at overall LOS B during the weekday midday peak hour.

The signalized intersection of Alfred Road (SR 111) at Biddeford Connector/I-95 Access is shown to currently operate at overall LOS D during the weekday midday peak hour. Under 2029 No Build and 2029 Build conditions, the

intersection of Alfred Road (SR 111) at Biddeford Connector/I-95 Access is projected to continue operating at overall LOS D during the weekday midday peak hour.

The signalized intersection of Alfred Road (SR 111) at Job Lot Plaza/ Irving Gas Driveway is shown to currently operate at overall LOS C during the weekday midday peak hour. Under the 2029 No Build and 2029 Build conditions, the intersection is projected to continue to operate at overall LOS C during the weekday midday peak hour.

Table 5: Unsignalized Intersection Levels-of-Service

Intersection	Period	Movement	2024 Existing			2029 No Build			2029 Build		
			LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Alfred Rd (SR 111) at Shops Way	Midday		B	14.5	0.27	C	15.1	0.28	D	26.1	0.68
	PM	NB R	B	13.0	0.17	B	13.6	0.18	C	16.9	0.42
	SAT		C	21.1	0.43	C	23.2	0.46	F	66.9	0.94

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

As displayed in Table 5, the Shops Way northbound approach at its unsignalized intersection with Alfred Road (SR 111) is shown to currently operate at LOS B during the weekday midday and weekday afternoon peak hours and at LOS C during the Saturday midday peak hour. Under 2029 No Build conditions, the northbound approach is projected to operate at LOS C during the weekday midday and Saturday midday peak hours and at LOS B during the weekday afternoon peak hour. Under 2029 Build conditions, the northbound approach is projected to operate at LOS D during the weekday midday peak hour, at LOS C during the weekday afternoon peak hour, and at LOS F and under capacity during the Saturday midday peak hour.

Site Access and Circulation

The Project site is located on the southwest corner of the intersection of Alfred Road (SR 111) and Shops Way. The proposed Project would raze the existing building on the site and construct a new 5,198 sf Chick-fil-A restaurant with dual drive-through lanes. Access to the Project site would be provided within the shopping plaza via one unsignalized intersection on Shops Way. Access to the shopping plaza is provided via one signalized full-access driveway on Alfred Road (SR 111) at Mariner Way and one right-in/right-out driveway on Alfred Road (SR 111) at Shops Way. No new access is proposed to the shopping plaza.

With the proposed redevelopment Project in place, a total of 49 parking spaces would be provided for the Chick-fil-A, two (2) of which would be accessible spaces adjacent to the proposed building. Dual drive-through lanes, each with their own order board and pickup area are proposed as part of this redevelopment. The drive-through lanes would circulate in a counterclockwise direction, entering south of the building and exiting north of the building. The inner lane would provide approximately 150 feet between the order board and the pick-up window allowing for approximately six vehicles of storage, while the outer lane would provide approximately 200 feet allowing for approximately eight vehicles of storage. Space for approximately three (3) vehicles in each lane would be provided between the start of the drive-through lanes and the order boards. Two-way circulation would be provided throughout the parking areas on site. Outside of the designated drive-through area, approximately six (6) vehicles

could stack within the site before interacting with Shops Way. The distance between the Site Driveway on Shops Way and the intersection of Shops Way with Alfred Road (SR 111) is approximately 500 feet.

Sight Distance

A field review of the available sight distance was conducted at the Site Driveway on Shops Way. The American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design, 2018 Edition*, defines minimum and recommended sight distances at intersections and was used to conduct this review.

The minimum sight distance is based on the required stopping sight distance (SSD) for vehicles traveling along Shops Way. According to AASHTO, "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient time to anticipate and avoid collisions."

The required SSD based on a 15-mph speed, consistent with plaza operations, and the corresponding field-measured sight distances are reported in Table 6.

Table 6: Stopping Sight Distance

Site Driveway Location	Approaching	Speed Limit (mph)	SSD ¹ Required	SSD Measured	Meets Required SSD?
Site Driveway at	Eastbound	15	80	350	Yes
Shops Way	Westbound	15	80	200	Yes

¹ Stopping sight distance (see AASHTO equations 3-2 and 3-3) for a considered 15-mph speed.

As shown in Table 6, the available SSD for vehicles approaching the Site Driveway from both directions exceeds the minimum SSD requirements based on a 15-mph speed on Shops Way.

The AASHTO-recommended sight distance allows vehicles to enter the main street traffic flow without requiring the mainline traffic to slow to less than 70% of their speed and is referred to as intersection sight distance (ISD). The recommended ISD for vehicles exiting the Site Driveway and the field measured ISD is reported in Table 7.

Table 7: Intersection Sight Distance Evaluation

Site Driveway Location	Looking	Speed Limit (mph)	ISD ¹ Recommended	ISD Measured	Meets Recommended ISD?
Site Driveway at	Left (East)	15	145	200	Yes
Shops Way	Right (West)	15	170	350	Yes

¹ Intersection sight distance (see AASHTO equations 9-1 and 9-2) for a considered 15-mph speed.

As shown in Table 7, the available ISD for vehicles exiting the Site Driveway looking in both directions are shown to exceed the AASHTO ISD recommendations based on a 15-mph speed on Shops Way.

Overall, the available sight distances to and from the Site Driveway are expected to allow for safe and efficient access and egress for the Project.

Conclusion

The Project site is located on the southwest corner of the intersection of Alfred Road (SR 111) and Shops Way. The existing building, which previously housed an Olive Garden, would be demolished and the proposed Project would construct a new 5,198 sf Chick-fil-A restaurant with dual drive-through lanes. Access to the Project site would be provided within the shopping plaza via one unsignalized intersection on Shops Way. Access to the shopping plaza is provided via one signalized full-access driveway on Alfred Road (SR 111) at Mariner Way and one right-in/right-out driveway on Alfred Road (SR 111) at Shops Way. No new access is proposed to or from the shopping plaza as part of this redevelopment.

With the proposed Project in place, a total of 49 parking spaces would be provided for the Chick-fil-A, two (2) of which would be accessible spaces adjacent to the proposed building. Dual drive-through lanes, each with their own order board and pickup area are proposed as part of this development. The drive-through lanes would circulate in a counterclockwise direction, entering south of the building and exiting north of the building. Two-way circulation would be provided throughout the parking areas on site.

The proposed Project is estimated to result in approximately 133 new trips (69 entering vehicles and 64 exiting vehicles) during weekday midday peak hour, approximately 77 new trips (42 entering vehicles and 35 exiting vehicles) during the weekday afternoon peak hour, and approximately 143 new trips (74 entering vehicles and 69 exiting vehicles) during Saturday midday peak hour.

Under 2029 Build conditions, the signalized intersections are projected to operate at overall LOS D or better with minimal increases in overall delay during all peak hours analyzed. The unsignalized intersection of Alfred Road (SR 111) at Shops Way is anticipated to operate under capacity during all peak hours analyzed.

Available sight distances to and from the Site Driveway are expected to allow for safe and efficient access and egress for the Project. As part of the Project, vegetation in the immediate vicinity of the Site Driveway should be maintained to allow for necessary visibility.

Based on a review of the analysis contained within this traffic impact study, the proposed redevelopment is not shown to have a significant impact on the traffic operations of the surrounding roadway network.



APPENDIX FOR TRAFFIC IMPACT STUDY PROPOSED CHICK-FIL-A RESTAURANT

150 Shops Way
Biddeford, Maine

Prepared by
Bowman Consulting Group, Ltd.
120 Water Street, 4th Floor
Boston, MA 02109
617.556.0020

Prepared for
Bohler

January 2025

APPENDIX A

TRAFFIC COUNT DATA

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	8	1	10	0	19	14	135	109	0	258	60	6	40	0	106	30	118	2	0	150	533
11:15 AM	4	3	5	0	12	13	109	122	0	244	74	4	28	0	106	33	109	7	0	149	511
11:30 AM	9	1	11	0	21	10	117	132	0	259	75	3	48	0	126	42	108	2	0	152	558
11:45 AM	4	2	6	1	13	7	131	123	0	261	91	2	42	0	135	34	130	4	0	168	577
Total	25	7	32	1	65	44	492	486	0	1022	300	15	158	0	473	139	465	15	0	619	2179
12:00 PM	4	4	16	0	24	16	123	130	0	269	85	3	36	0	124	27	115	6	0	148	565
12:15 PM	3	1	13	0	17	13	148	142	0	303	99	2	44	0	145	29	123	4	0	156	621
12:30 PM	9	1	12	0	22	13	131	131	0	275	79	2	40	0	121	34	119	6	0	159	577
12:45 PM	10	2	8	0	20	18	132	129	0	279	103	2	46	0	151	37	128	4	0	169	619
Total	26	8	49	0	83	60	534	532	0	1126	366	9	166	0	541	127	485	20	0	632	2382
1:00 PM	7	1	8	0	16	10	113	119	0	242	75	3	52	0	130	34	143	3	0	180	568
1:15 PM	4	2	13	0	19	11	135	119	1	266	107	0	39	0	146	28	119	3	0	150	581
1:30 PM	3	2	6	0	11	6	129	117	0	252	98	3	42	0	143	41	137	2	0	180	586
1:45 PM	5	3	7	0	15	11	116	120	3	250	98	0	50	0	148	36	138	1	0	175	588
Total	19	8	34	0	61	38	493	475	4	1010	378	6	183	0	567	139	537	9	0	685	2323
Grand Total	70	23	115	1	209	142	1519	1493	4	3158	1044	30	507	0	1581	405	1487	44	0	1936	6884
Approach %	33.5	11.0	55.0	0.5		4.5	48.1	47.3	0.1		66.0	1.9	32.1	0.0		20.9	76.8	2.3	0.0		
Total %	1.0	0.3	1.7	0.0	3.0	2.1	22.1	21.7	0.1	45.9	15.2	0.4	7.4	0.0	23.0	5.9	21.6	0.6	0.0	28.1	
Exiting Leg Total	217					2650					1921					2096					6884
Cars	69	21	111	1	202	136	1416	1473	4	3029	1032	30	502	0	1564	401	1376	42	0	1819	6614
% Cars	98.6	91.3	96.5	100.0	96.7	95.8	93.2	98.7	100.0	95.9	98.9	100.0	99.0	0.0	98.9	99.0	92.5	95.5	0.0	94.0	96.1
Exiting Leg Total	209					2523					1895					1987					6614
Heavy Vehicles	1	2	4	0	7	6	103	20	0	129	12	0	5	0	17	4	111	2	0	117	270
% Heavy Vehicles	1.4	8.7	3.5	0.0	3.3	4.2	6.8	1.3	0.0	4.1	1.1	0.0	1.0	0.0	1.1	1.0	7.5	4.5	0.0	6.0	3.9
Exiting Leg Total	8					127					26					109					270

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	3	1	13	0	17	13	148	142	0	303	99	2	44	0	145	29	123	4	0	156	621
12:30 PM	9	1	12	0	22	13	131	131	0	275	79	2	40	0	121	34	119	6	0	159	577
12:45 PM	10	2	8	0	20	18	132	129	0	279	103	2	46	0	151	37	128	4	0	169	619
1:00 PM	7	1	8	0	16	10	113	119	0	242	75	3	52	0	130	34	143	3	0	180	568
Total Volume	29	5	41	0	75	54	524	521	0	1099	356	9	182	0	547	134	513	17	0	664	2385
% Approach Total	38.7	6.7	54.7	0.0		4.9	47.7	47.4	0.0		65.1	1.6	33.3	0.0		20.2	77.3	2.6	0.0		
PHF	0.725	0.625	0.788	0.000	0.852	0.750	0.885	0.917	0.000	0.907	0.864	0.750	0.875	0.000	0.906	0.905	0.897	0.708	0.000	0.922	0.960
Cars	29	5	39	0	73	52	496	514	0	1062	353	9	178	0	540	132	475	17	0	624	2299
Cars %	100.0	100.0	95.1	0.0	97.3	96.3	94.7	98.7	0.0	96.6	99.2	100.0	97.8	0.0	98.7	98.5	92.6	100.0	0.0	94.0	96.4
Heavy Vehicles	0	0	2	0	2	2	28	7	0	37	3	0	4	0	7	2	38	0	0	40	86
Heavy Vehicles %	0.0	0.0	4.9	0.0	2.7	3.7	5.3	1.3	0.0	3.4	0.8	0.0	2.2	0.0	1.3	1.5	7.4	0.0	0.0	6.0	3.6
Cars Enter Leg	29	5	39	0	73	52	496	514	0	1062	353	9	178	0	540	132	475	17	0	624	2299
Heavy Enter Leg	0	0	2	0	2	2	28	7	0	37	3	0	4	0	7	2	38	0	0	40	86
Total Entering Leg	29	5	41	0	75	54	524	521	0	1099	356	9	182	0	547	134	513	17	0	664	2385
Cars Exiting Leg	78					867					651					703					2299
Heavy Exiting Leg	2					43					9					32					86
Total Exiting Leg	80					910					660					735					2385

PDI File #: **240190 A**
Location: **N: Old Dogs Lane S: Mariner Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	8	1	9	0	18	13	128	107	0	248	59	6	40	0	105	29	109	2	0	140	511
11:15 AM	4	2	5	0	11	12	101	119	0	232	73	4	27	0	104	33	103	7	0	143	490
11:30 AM	8	1	11	0	20	9	108	130	0	247	75	3	48	0	126	42	95	2	0	139	532
11:45 AM	4	2	6	1	13	6	120	121	0	247	89	2	42	0	133	34	119	2	0	155	548
Total	24	6	31	1	62	40	457	477	0	974	296	15	157	0	468	138	426	13	0	577	2081
12:00 PM	4	4	15	0	23	16	114	128	0	258	84	3	36	0	123	27	109	6	0	142	546
12:15 PM	3	1	12	0	16	12	143	141	0	296	96	2	43	0	141	28	114	4	0	146	599
12:30 PM	9	1	12	0	22	13	124	129	0	266	79	2	39	0	120	34	108	6	0	148	556
12:45 PM	10	2	8	0	20	17	128	127	0	272	103	2	45	0	150	36	119	4	0	159	601
Total	26	8	47	0	81	58	509	525	0	1092	362	9	163	0	534	125	450	20	0	595	2302
1:00 PM	7	1	7	0	15	10	101	117	0	228	75	3	51	0	129	34	134	3	0	171	543
1:15 PM	4	1	13	0	18	11	126	119	1	257	106	0	39	0	145	28	107	3	0	138	558
1:30 PM	3	2	6	0	11	6	116	116	0	238	97	3	42	0	142	41	132	2	0	175	566
1:45 PM	5	3	7	0	15	11	107	119	3	240	96	0	50	0	146	35	127	1	0	163	564
Total	19	7	33	0	59	38	450	471	4	963	374	6	182	0	562	138	500	9	0	647	2231
Grand Total	69	21	111	1	202	136	1416	1473	4	3029	1032	30	502	0	1564	401	1376	42	0	1819	6614
Approach %	34.2	10.4	55.0	0.5		4.5	46.7	48.6	0.1		66.0	1.9	32.1	0.0		22.0	75.6	2.3	0.0		
Total %	1.0	0.3	1.7	0.0	3.1	2.1	21.4	22.3	0.1	45.8	15.6	0.5	7.6	0.0	23.6	6.1	20.8	0.6	0.0	27.5	
Exiting Leg Total	209					2523					1895					1987					6614

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	4	4	15	0	23	16	114	128	0	258	84	3	36	0	123	27	109	6	0	142	546
12:15 PM	3	1	12	0	16	12	143	141	0	296	96	2	43	0	141	28	114	4	0	146	599
12:30 PM	9	1	12	0	22	13	124	129	0	266	79	2	39	0	120	34	108	6	0	148	556
12:45 PM	10	2	8	0	20	17	128	127	0	272	103	2	45	0	150	36	119	4	0	159	601
Total Volume	26	8	47	0	81	58	509	525	0	1092	362	9	163	0	534	125	450	20	0	595	2302
% Approach Total	32.1	9.9	58.0	0.0		5.3	46.6	48.1	0.0		67.8	1.7	30.5	0.0		21.0	75.6	3.4	0.0		
PHF	0.650	0.500	0.783	0.000	0.880	0.853	0.890	0.931	0.000	0.922	0.879	0.750	0.906	0.000	0.890	0.868	0.945	0.833	0.000	0.936	0.958
Entering Leg	26	8	47	0	81	58	509	525	0	1092	362	9	163	0	534	125	450	20	0	595	2302
Exiting Leg					87					859					658					698	2302
Total	168					1951					1192					1293					4604

PDI File #: **240190 A**
Location: **N: Old Dogs Lane S: Mariner Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	1	0	1	1	7	2	0	10	1	0	0	0	1	1	9	0	0	10	22
11:15 AM	0	1	0	0	1	1	8	3	0	12	1	0	1	0	2	0	6	0	0	6	21
11:30 AM	1	0	0	0	1	1	9	2	0	12	0	0	0	0	0	0	13	0	0	13	26
11:45 AM	0	0	0	0	0	1	11	2	0	14	2	0	0	0	2	0	11	2	0	13	29
Total	1	1	1	0	3	4	35	9	0	48	4	0	1	0	5	1	39	2	0	42	98
12:00 PM	0	0	1	0	1	0	9	2	0	11	1	0	0	0	1	0	6	0	0	6	19
12:15 PM	0	0	1	0	1	1	5	1	0	7	3	0	1	0	4	1	9	0	0	10	22
12:30 PM	0	0	0	0	0	0	7	2	0	9	0	0	1	0	1	0	11	0	0	11	21
12:45 PM	0	0	0	0	0	1	4	2	0	7	0	0	1	0	1	1	9	0	0	10	18
Total	0	0	2	0	2	2	25	7	0	34	4	0	3	0	7	2	35	0	0	37	80
1:00 PM	0	0	1	0	1	0	12	2	0	14	0	0	1	0	1	0	9	0	0	9	25
1:15 PM	0	1	0	0	1	0	9	0	0	9	1	0	0	0	1	0	12	0	0	12	23
1:30 PM	0	0	0	0	0	0	13	1	0	14	1	0	0	0	1	0	5	0	0	5	20
1:45 PM	0	0	0	0	0	0	9	1	0	10	2	0	0	0	2	1	11	0	0	12	24
Total	0	1	1	0	2	0	43	4	0	47	4	0	1	0	5	1	37	0	0	38	92
Grand Total	1	2	4	0	7	6	103	20	0	129	12	0	5	0	17	4	111	2	0	117	270
Approach %	14.3	28.6	57.1	0.0		4.7	79.8	15.5	0.0		70.6	0.0	29.4	0.0		3.4	94.9	1.7	0.0		
Total %	0.4	0.7	1.5	0.0	2.6	2.2	38.1	7.4	0.0	47.8	4.4	0.0	1.9	0.0	6.3	1.5	41.1	0.7	0.0	43.3	
Exiting Leg Total	8					127					26					109					270
Buses	0	0	1	0	1	0	5	6	0	11	1	0	2	0	3	3	3	0	0	6	21
% Buses	0.0	0.0	25.0	0.0	14.3	0.0	4.9	30.0	0.0	8.5	8.3	0.0	40.0	0.0	17.6	75.0	2.7	0.0	0.0	5.1	7.8
Exiting Leg Total	0					5					9					7					21
Single-Unit Trucks	1	2	3	0	6	6	62	9	0	77	9	0	3	0	12	1	68	2	0	71	166
% Single-Unit	100.0	100.0	75.0	0.0	85.7	100.0	60.2	45.0	0.0	59.7	75.0	0.0	60.0	0.0	70.6	25.0	61.3	100.0	0.0	60.7	61.5
Exiting Leg Total	8					80					12					66					166
Articulated Trucks	0	0	0	0	0	0	36	5	0	41	2	0	0	0	2	0	40	0	0	40	83
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	35.0	25.0	0.0	31.8	16.7	0.0	0.0	0.0	11.8	0.0	36.0	0.0	0.0	34.2	30.7
Exiting Leg Total	0					42					5					36					83

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	1	0	1	1	7	2	0	10	1	0	0	0	1	1	9	0	0	10	22
11:15 AM	0	1	0	0	1	1	8	3	0	12	1	0	1	0	2	0	6	0	0	6	21
11:30 AM	1	0	0	0	1	1	9	2	0	12	0	0	0	0	0	0	13	0	0	13	26
11:45 AM	0	0	0	0	0	1	11	2	0	14	2	0	0	0	2	0	11	2	0	13	29
Total Volume	1	1	1	0	3	4	35	9	0	48	4	0	1	0	5	1	39	2	0	42	98
% Approach Total	33.3	33.3	33.3	0.0		8.3	72.9	18.8	0.0		80.0	0.0	20.0	0.0		2.4	92.9	4.8	0.0		
PHF	0.250	0.250	0.250	0.000	0.750	1.000	0.795	0.750	0.000	0.857	0.500	0.000	0.250	0.000	0.625	0.250	0.750	0.250	0.000	0.808	0.845
Buses	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	2.1	0.0	0.0	100.0	0.0	20.0	100.0	0.0	0.0	0.0	2.4	3.1
Single-Unit Trucks	1	1	1	0	3	4	21	6	0	31	4	0	0	0	4	0	28	2	0	30	68
Single-Unit %	100.0	100.0	100.0	0.0	100.0	100.0	60.0	66.7	0.0	64.6	100.0	0.0	0.0	0.0	80.0	0.0	71.8	100.0	0.0	71.4	69.4
Articulated Trucks	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	11	0	0	11	27
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	40.0	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	28.2	0.0	0.0	26.2	27.6
Buses	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	3
Single-Unit Trucks	1	1	1	0	3	4	21	6	0	31	4	0	0	0	4	0	28	2	0	30	68
Articulated Trucks	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	11	0	0	11	27
Total Entering Leg	1	1	1	0	3	4	35	9	0	48	4	0	1	0	5	1	39	2	0	42	98
Buses	0					0					2					1					3
Single-Unit Trucks	6					33					7					22					68
Articulated Trucks	0					11					2					14					27
Total Exiting Leg	6					44					11					37					98

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
11:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	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	1	0	1	0	0	1	0	1	1	0	0	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	1	1	0	0	0	2	5	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	3	0	3	0	0	1	0	1	1	1	0	0	0	2	7	
1:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	4	
1:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
1:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	0	0	0	0	1	3	3
Total	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	1	2	0	0	0	3	11	
Grand Total	0	0	1	0	1	0	5	6	0	11	1	0	2	0	3	3	3	0	0	6	21		
Approach %	0.0	0.0	100.0	0.0		0.0	45.5	54.5	0.0		33.3	0.0	66.7	0.0		50.0	50.0	0.0	0.0				
Total %	0.0	0.0	4.8	0.0	4.8	0.0	23.8	28.6	0.0	52.4	4.8	0.0	9.5	0.0	14.3	14.3	14.3	0.0	0.0	28.6			
Exiting Leg Total	0					5					9					7					21		

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
1:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	3
Total Volume	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	1	2	0	0	3	11
% Approach Total	0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0		100.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.500	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.375	0.688
Entering Leg	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	1	2	0	0	3	11
Exiting Leg	0					3					3					5					11
Total	0					10					4					8					22

PDI File #: **240190 A**
Location: **N: Old Dogs Lane S: Mariner Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Single-Unit Trucks

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	1	0	1	1	5	1	0	7	1	0	0	0	1	0	9	0	0	0	9	18
11:15 AM	0	1	0	0	1	1	4	2	0	7	1	0	0	0	1	0	3	0	0	0	3	12
11:30 AM	1	0	0	0	1	1	4	1	0	6	0	0	0	0	0	0	12	0	0	0	12	19
11:45 AM	0	0	0	0	0	1	8	2	0	11	2	0	0	0	2	0	4	2	0	0	6	19
Total	1	1	1	0	3	4	21	6	0	31	4	0	0	0	4	0	28	2	0	0	30	68
12:00 PM	0	0	1	0	1	0	5	1	0	6	1	0	0	0	1	0	4	0	0	0	4	12
12:15 PM	0	0	0	0	0	1	1	0	0	2	3	0	0	0	3	0	5	0	0	0	5	10
12:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	0	7	0	0	0	7	12
12:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	1	5	0	0	0	6	12
Total	0	0	1	0	1	2	13	2	0	17	4	0	2	0	6	1	21	0	0	0	22	46
1:00 PM	0	0	1	0	1	0	10	0	0	10	0	0	1	0	1	0	5	0	0	0	5	17
1:15 PM	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	0	4	0	0	0	4	10
1:30 PM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	2	0	0	0	2	11
1:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	0	8	14
Total	0	1	1	0	2	0	28	1	0	29	1	0	1	0	2	0	19	0	0	0	19	52
Grand Total	1	2	3	0	6	6	62	9	0	77	9	0	3	0	12	1	68	2	0	0	71	166
Approach %	16.7	33.3	50.0	0.0		7.8	80.5	11.7	0.0		75.0	0.0	25.0	0.0		1.4	95.8	2.8	0.0			
Total %	0.6	1.2	1.8	0.0	3.6	3.6	37.3	5.4	0.0	46.4	5.4	0.0	1.8	0.0	7.2	0.6	41.0	1.2	0.0	42.8		
Exiting Leg Total	8					80					12					66					166	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	1	0	1	1	5	1	0	7	1	0	0	0	1	0	9	0	0	0	9	18
11:15 AM	0	1	0	0	1	1	4	2	0	7	1	0	0	0	1	0	3	0	0	0	3	12
11:30 AM	1	0	0	0	1	1	4	1	0	6	0	0	0	0	0	0	12	0	0	0	12	19
11:45 AM	0	0	0	0	0	1	8	2	0	11	2	0	0	0	2	0	4	2	0	0	6	19
Total Volume	1	1	1	0	3	4	21	6	0	31	4	0	0	0	4	0	28	2	0	0	30	68
% Approach Total	33.3	33.3	33.3	0.0		12.9	67.7	19.4	0.0		100.0	0.0	0.0	0.0		0.0	93.3	6.7	0.0			
PHF	0.250	0.250	0.250	0.000	0.750	1.000	0.656	0.750	0.000	0.705	0.500	0.000	0.000	0.000	0.500	0.000	0.583	0.250	0.000	0.625	0.895	
Entering Leg	1	1	1	0	3	4	21	6	0	31	4	0	0	0	4	0	28	2	0	0	30	68
Exiting Leg	6					33					7					22					68	
Total	9					64					11					52					136	

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	8
11:30 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	7
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
Total	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	11	0	0	11	27
12:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
12:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	9
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	5
Total	0	0	0	0	0	0	12	2	0	14	0	0	0	0	0	0	13	0	0	13	27
1:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	7
1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
1:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	6
1:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7
Total	0	0	0	0	0	0	10	1	0	11	2	0	0	0	2	0	16	0	0	16	29
Grand Total	0	0	0	0	0	0	36	5	0	41	2	0	0	0	2	0	40	0	0	40	83
Approach %	0.0	0.0	0.0	0.0		0.0	87.8	12.2	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	43.4	6.0	0.0	49.4	2.4	0.0	0.0	0.0	2.4	0.0	48.2	0.0	0.0	48.2	
Exiting Leg Total	0					42					5					36					83

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
12:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
12:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	9
Total Volume	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	16	0	0	16	32
% Approach Total	0.0	0.0	0.0	0.0		0.0	93.8	6.3	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.938	0.250	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.571	0.000	0.000	0.571	0.800
Entering Leg	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	16	0	0	16	32
Exiting Leg	0					16					1					15					32
Total	0					32					1					31					64

PDI File #: 240190 A
Location: N: Old Dogs Lane S: Mariner Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total	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	0	0	0
12:00 PM	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	0	0	0
12:15 PM	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	0	0	0
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	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	0	0	0
Approach %	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	0.0	0.0	0.0	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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total Volume	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	0	0	0
% Approach Total	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	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	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Old Dogs Lane								Alfred Road (Route 111)								Mariner Way								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1			
11:15 AM	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	0	0	0	0			
11:30 AM	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	0	0	0	0			
11:45 AM	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	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1			
12:00 PM	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	0	0	0	0			
12:15 PM	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	0	0	0	0			
12:30 PM	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	0	0	0	0			
12:45 PM	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	0	0	0	0			
Total	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	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1				
1:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
1:30 PM	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	0	0	0	0			
1:45 PM	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	0	0	0	0			
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2				
Grand Total	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3				
Approach %	0	0	0	0	0	0	100		0	0	0	0	0	0		0	0	0	0	50	50		0	0	0	0	0						
Total %	0	0	0	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	66.7	0	0	0	0	0	0					
Exiting Leg Total	1								0								2								0								3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:30 PM	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	0	0	0	
12:45 PM	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	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	
1:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
Exiting Leg	1							0							1							0							2	
Total	2							0							2							0							4	

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	9	0	10	4	254	113	0	371	86	1	67	0	154	30	116	4	0	150	685
4:15 PM	3	2	5	0	10	13	265	109	0	387	79	1	52	0	132	29	144	5	0	178	707
4:30 PM	8	1	11	0	20	16	264	137	0	417	73	2	66	0	141	38	114	4	0	156	734
4:45 PM	7	1	8	0	16	13	266	129	0	408	91	2	50	0	143	42	134	4	0	180	747
Total	19	4	33	0	56	46	1049	488	0	1583	329	6	235	0	570	139	508	17	0	664	2873
5:00 PM	10	0	9	0	19	10	267	128	0	405	106	1	52	0	159	31	109	3	0	143	726
5:15 PM	3	4	3	0	10	10	247	103	1	361	84	0	52	0	136	39	130	5	0	174	681
5:30 PM	5	4	5	0	14	12	211	121	1	345	91	2	74	0	167	23	113	4	0	140	666
5:45 PM	8	2	12	0	22	7	152	83	0	242	65	3	52	0	120	28	109	7	0	144	528
Total	26	10	29	0	65	39	877	435	2	1353	346	6	230	0	582	121	461	19	0	601	2601
6:00 PM	7	2	12	0	21	13	157	90	0	260	83	0	35	0	118	25	92	2	0	119	518
6:15 PM	4	3	12	0	19	8	130	73	0	211	66	0	40	0	106	22	91	4	0	117	453
6:30 PM	4	0	11	0	15	4	113	72	0	189	70	4	45	1	120	10	53	2	0	65	389
6:45 PM	4	2	5	0	11	4	97	43	0	144	61	1	34	0	96	9	60	3	0	72	323
Total	19	7	40	0	66	29	497	278	0	804	280	5	154	1	440	66	296	11	0	373	1683
Grand Total	64	21	102	0	187	114	2423	1201	2	3740	955	17	619	1	1592	326	1265	47	0	1638	7157
Approach %	34.2	11.2	54.5	0.0		3.0	64.8	32.1	0.1		60.0	1.1	38.9	0.1		19.9	77.2	2.9	0.0		
Total %	0.9	0.3	1.4	0.0	2.6	1.6	33.9	16.8	0.0	52.3	13.3	0.2	8.6	0.0	22.2	4.6	17.7	0.7	0.0	22.9	
Exiting Leg Total	178					2324					1549					3106					7157
Cars	64	21	102	0	187	114	2382	1195	2	3693	953	17	618	1	1589	325	1212	47	0	1584	7053
% Cars	100.0	100.0	100.0	0.0	100.0	100.0	98.3	99.5	100.0	98.7	99.8	100.0	99.8	100.0	99.8	99.7	95.8	100.0	0.0	96.7	98.5
Exiting Leg Total	178					2269					1542					3064					7053
Heavy Vehicles	0	0	0	0	0	0	41	6	0	47	2	0	1	0	3	1	53	0	0	54	104
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.5	0.0	1.3	0.2	0.0	0.2	0.0	0.2	0.3	4.2	0.0	0.0	3.3	1.5
Exiting Leg Total	0					55					7					42					104

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:15 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	3	2	5	0	10	13	265	109	0	387	79	1	52	0	132	29	144	5	0	178	707
4:30 PM	8	1	11	0	20	16	264	137	0	417	73	2	66	0	141	38	114	4	0	156	734
4:45 PM	7	1	8	0	16	13	266	129	0	408	91	2	50	0	143	42	134	4	0	180	747
5:00 PM	10	0	9	0	19	10	267	128	0	405	106	1	52	0	159	31	109	3	0	143	726
Total Volume	28	4	33	0	65	52	1062	503	0	1617	349	6	220	0	575	140	501	16	0	657	2914
% Approach Total	43.1	6.2	50.8	0.0		3.2	65.7	31.1	0.0		60.7	1.0	38.3	0.0		21.3	76.3	2.4	0.0		
PHF	0.700	0.500	0.750	0.000	0.813	0.813	0.994	0.918	0.000	0.969	0.823	0.750	0.833	0.000	0.904	0.833	0.870	0.800	0.000	0.913	0.975
Cars	28	4	33	0	65	52	1048	501	0	1601	348	6	219	0	573	139	476	16	0	631	2870
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	98.7	99.6	0.0	99.0	99.7	100.0	99.5	0.0	99.7	99.3	95.0	100.0	0.0	96.0	98.5
Heavy Vehicles	0	0	0	0	0	0	14	2	0	16	1	0	1	0	2	1	25	0	0	26	44
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.4	0.0	1.0	0.3	0.0	0.5	0.0	0.3	0.7	5.0	0.0	0.0	4.0	1.5
Cars Enter Leg	28	4	33	0	65	52	1048	501	0	1601	348	6	219	0	573	139	476	16	0	631	2870
Heavy Enter Leg	0	0	0	0	0	0	14	2	0	16	1	0	1	0	2	1	25	0	0	26	44
Total Entering Leg	28	4	33	0	65	52	1062	503	0	1617	349	6	220	0	575	140	501	16	0	657	2914
Cars Exiting Leg	74					857					644					1295					2870
Heavy Exiting Leg	0					26					3					15					44
Total Exiting Leg	74					883					647					1310					2914

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Cars

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	9	0	10	4	248	111	0	363	85	1	67	0	153	30	107	4	0	141	667
4:15 PM	3	2	5	0	10	13	263	108	0	384	79	1	51	0	131	29	136	5	0	170	695
4:30 PM	8	1	11	0	20	16	262	137	0	415	72	2	66	0	140	38	108	4	0	150	725
4:45 PM	7	1	8	0	16	13	259	129	0	401	91	2	50	0	143	42	128	4	0	174	734
Total	19	4	33	0	56	46	1032	485	0	1563	327	6	234	0	567	139	479	17	0	635	2821
5:00 PM	10	0	9	0	19	10	264	127	0	401	106	1	52	0	159	30	104	3	0	137	716
5:15 PM	3	4	3	0	10	10	245	103	1	359	84	0	52	0	136	39	126	5	0	170	675
5:30 PM	5	4	5	0	14	12	206	121	1	340	91	2	74	0	167	23	109	4	0	136	657
5:45 PM	8	2	12	0	22	7	145	83	0	235	65	3	52	0	120	28	104	7	0	139	516
Total	26	10	29	0	65	39	860	434	2	1335	346	6	230	0	582	120	443	19	0	582	2564
6:00 PM	7	2	12	0	21	13	154	89	0	256	83	0	35	0	118	25	91	2	0	118	513
6:15 PM	4	3	12	0	19	8	129	72	0	209	66	0	40	0	106	22	89	4	0	115	449
6:30 PM	4	0	11	0	15	4	111	72	0	187	70	4	45	1	120	10	52	2	0	64	386
6:45 PM	4	2	5	0	11	4	96	43	0	143	61	1	34	0	96	9	58	3	0	70	320
Total	19	7	40	0	66	29	490	276	0	795	280	5	154	1	440	66	290	11	0	367	1668
Grand Total	64	21	102	0	187	114	2382	1195	2	3693	953	17	618	1	1589	325	1212	47	0	1584	7053
Approach %	34.2	11.2	54.5	0.0		3.1	64.5	32.4	0.1		60.0	1.1	38.9	0.1		20.5	76.5	3.0	0.0		
Total %	0.9	0.3	1.4	0.0	2.7	1.6	33.8	16.9	0.0	52.4	13.5	0.2	8.8	0.0	22.5	4.6	17.2	0.7	0.0	22.5	
Exiting Leg Total	178					2269					1542					3064					7053

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:15 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	3	2	5	0	10	13	263	108	0	384	79	1	51	0	131	29	136	5	0	170	695
4:30 PM	8	1	11	0	20	16	262	137	0	415	72	2	66	0	140	38	108	4	0	150	725
4:45 PM	7	1	8	0	16	13	259	129	0	401	91	2	50	0	143	42	128	4	0	174	734
5:00 PM	10	0	9	0	19	10	264	127	0	401	106	1	52	0	159	30	104	3	0	137	716
Total Volume	28	4	33	0	65	52	1048	501	0	1601	348	6	219	0	573	139	476	16	0	631	2870
% Approach Total	43.1	6.2	50.8	0.0		3.2	65.5	31.3	0.0		60.7	1.0	38.2	0.0		22.0	75.4	2.5	0.0		
PHF	0.700	0.500	0.750	0.000	0.813	0.813	0.992	0.914	0.000	0.964	0.821	0.750	0.830	0.000	0.901	0.827	0.875	0.800	0.000	0.907	0.978
Entering Leg	28	4	33	0	65	52	1048	501	0	1601	348	6	219	0	573	139	476	16	0	631	2870
Exiting Leg					74					857					644					1295	2870
Total	139					2458					1217					1926					5740

PDI File #: **240190 A**
Location: **N: Old Dogs Lane S: Mariner Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **4:00 PM**
End Time: **7:00 PM**
Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	0	9	0	0	9	18
4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	8	0	0	8	12
4:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	9
4:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
Total	0	0	0	0	0	0	17	3	0	20	2	0	1	0	3	0	29	0	0	29	52
5:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	5	0	0	6	10
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
5:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
5:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
Total	0	0	0	0	0	0	17	1	0	18	0	0	0	0	0	1	18	0	0	19	37
6:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	5
6:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
6:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	6	0	0	6	15
Grand Total	0	0	0	0	0	0	41	6	0	47	2	0	1	0	3	1	53	0	0	54	104
Approach %	0.0	0.0	0.0	0.0		0.0	87.2	12.8	0.0		66.7	0.0	33.3	0.0		1.9	98.1	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.4	5.8	0.0	45.2	1.9	0.0	1.0	0.0	2.9	1.0	51.0	0.0	0.0	51.9	
Exiting Leg Total	0					55					7					42					104
Buses	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	3	0	0	3	8
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	4.9	50.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.6	7.7
Exiting Leg Total	0					3					3					2					8
Single-Unit Trucks	0	0	0	0	0	0	28	2	0	30	1	0	1	0	2	1	41	0	0	42	74
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	68.3	33.3	0.0	63.8	50.0	0.0	100.0	0.0	66.7	100.0	77.4	0.0	0.0	77.8	71.2
Exiting Leg Total	0					42					3					29					74
Articulated Trucks	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	0	9	0	0	9	22
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	26.8	16.7	0.0	25.5	50.0	0.0	0.0	0.0	33.3	0.0	17.0	0.0	0.0	16.7	21.2
Exiting Leg Total	0					10					1					11					22

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	0	9	0	0	9	18
4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	8	0	0	8	12
4:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	9
4:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
Total Volume	0	0	0	0	0	0	17	3	0	20	2	0	1	0	3	0	29	0	0	29	52
% Approach Total	0.0	0.0	0.0	0.0		0.0	85.0	15.0	0.0		66.7	0.0	33.3	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.607	0.375	0.000	0.625	0.500	0.000	0.250	0.000	0.750	0.000	0.806	0.000	0.000	0.806	0.722
Buses	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	5.9	33.3	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	5.8
Single-Unit Trucks	0	0	0	0	0	0	13	2	0	15	1	0	1	0	2	0	23	0	0	23	40
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	76.5	66.7	0.0	75.0	50.0	0.0	100.0	0.0	66.7	0.0	79.3	0.0	0.0	79.3	76.9
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	9
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	15.0	50.0	0.0	0.0	0.0	33.3	0.0	17.2	0.0	0.0	17.2	17.3
Buses	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
Single-Unit Trucks	0	0	0	0	0	0	13	2	0	15	1	0	1	0	2	0	23	0	0	23	40
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	9
Total Entering Leg	0	0	0	0	0	0	17	3	0	20	2	0	1	0	3	0	29	0	0	29	52
Buses	0					1					1					1					3
Single-Unit Trucks	0					24					2					14					40
Articulated Trucks	0					6					0					3					9
Total Exiting Leg	0					31					3					18					52

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Buses

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
6:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	3	0	0	3	8
Approach %	0.0	0.0	0.0	0.0		0.0	40.0	60.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	37.5	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	
Exiting Leg Total	0					3					3					2					8

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
Exiting Leg	0					1					1					1					3
Total	0					3					1					2					6

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Single-Unit Trucks

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	5	0	0	0	5	11
4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	7	0	0	0	7	11
4:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	5	0	0	0	5	7
4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	0	6	11
Total	0	0	0	0	0	0	13	2	0	15	1	0	1	0	2	0	23	0	0	0	23	40
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	0	4	5
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
5:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	0	3	7
5:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	0	4	10
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	1	14	0	0	0	15	28
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
Grand Total	0	0	0	0	0	0	28	2	0	30	1	0	1	0	2	1	41	0	0	0	42	74
Approach %	0.0	0.0	0.0	0.0		0.0	93.3	6.7	0.0		50.0	0.0	50.0	0.0		2.4	97.6	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	37.8	2.7	0.0	40.5	1.4	0.0	1.4	0.0	2.7	1.4	55.4	0.0	0.0	56.8		
Exiting Leg Total	0					42					3					29					74	

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	5	0	0	0	5	11
4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	7	0	0	0	7	11
4:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	5	0	0	0	5	7
4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	0	6	11
Total Volume	0	0	0	0	0	0	13	2	0	15	1	0	1	0	2	0	23	0	0	0	23	40
% Approach Total	0.0	0.0	0.0	0.0		0.0	86.7	13.3	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.500	0.000	0.625	0.250	0.000	0.250	0.000	0.500	0.000	0.821	0.000	0.000	0.821	0.909	
Entering Leg	0	0	0	0	0	0	13	2	0	15	1	0	1	0	2	0	23	0	0	0	23	40
Exiting Leg	0					24					2					14					40	
Total	0					39					4					37					80	

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Articulated Trucks

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0	0	3	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	0	5	9
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	0	3	7
6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	1	3
6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	1	0	0	1	6
Grand Total	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	0	9	0	0	0	9	22
Approach %	0.0	0.0	0.0	0.0		0.0	91.7	8.3	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	4.5	0.0	54.5	4.5	0.0	0.0	0.0	4.5	0.0	40.9	0.0	0.0	40.9		
Exiting Leg Total	0					10					1					11					22	

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0	0	3	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	0	5	0	0	5	9
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250		0.000	0.417	0.000	0.000	0.417	0.563
Entering Leg	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1		0	5	0	0	5	9
Exiting Leg	0					6					0					3					9	
Total	0					9					1					8					18	

PDI File #: 240190 A
Location: N: Old Dogs Lane S: Mariner Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 4:00 PM
End Time: 7:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	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	0	0	0
4:15 PM	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	0	0	0
4:30 PM	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	0	0	0
4:45 PM	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	0	0	0
Total	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	0	0	0
5:00 PM	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	0	0	0
5:15 PM	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	0	0	0
5:30 PM	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	0	0	0
5:45 PM	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	0	0	0
Total	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	0	0	0
6:00 PM	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	0	0	0
6:15 PM	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	0	0	0
6:30 PM	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	0	0	0
6:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	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	0	0	0
Approach %	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	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	0.0	0.0	0.0
Total %	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	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	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	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	0	0	
4:15 PM	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	0	0	
4:30 PM	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	0	0	
4:45 PM	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	0	0	
Total Volume	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	0	0	
% Approach Total	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	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	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	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	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Pedestrians

	Old Dogs Lane								Alfred Road (Route 111)								Mariner Way								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	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	0	0	0	0			
4:30 PM	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	0	0	0	0			
4:45 PM	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	0	0	0	0			
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	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	0	0	0	0			
5:15 PM	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	0	0	0	0			
5:30 PM	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	0	0	0	0			
5:45 PM	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	0	0	0	0			
Total	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	0	0	0	0			
6:00 PM	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	0	0	0	0			
6:15 PM	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	0	0	0	0			
6:30 PM	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	0	0	0	0			
6:45 PM	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	0	0	0	0			
Total	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	0	0	0	0			
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Approach %	0	0	0	0	0	0	100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Exiting Leg Total	1								0								0								0								1

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	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	0	0	0
4:30 PM	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	0	0	0
4:45 PM	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	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	1							0							0							0							1
Total	2							0							0							0							2

PDI File #: **240190 A**
Location: **N: Old Dogs Lane S: Mariner Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Saturday, November 16, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars and Heavy Vehicles (Combined)

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	9	2	9	0	20	10	121	160	0	291	97	5	41	0	143	71	150	11	0	232	686
11:15 AM	6	5	8	0	19	15	104	141	0	260	98	2	41	0	141	77	170	5	0	252	672
11:30 AM	5	1	8	0	14	13	111	173	0	297	112	5	75	0	192	61	148	3	0	212	715
11:45 AM	4	5	11	0	20	11	124	178	0	313	138	7	61	1	207	55	157	7	0	219	759
Total	24	13	36	0	73	49	460	652	0	1161	445	19	218	1	683	264	625	26	0	915	2832
12:00 PM	9	2	13	0	24	10	142	154	0	306	126	7	68	0	201	62	105	4	0	171	702
12:15 PM	10	2	9	0	21	12	125	144	0	281	124	2	48	0	174	52	168	2	0	222	698
12:30 PM	6	1	15	0	22	20	138	176	1	335	131	6	59	0	196	51	175	5	0	231	784
12:45 PM	9	4	15	0	28	21	128	166	1	316	145	1	51	0	197	52	155	7	0	214	755
Total	34	9	52	0	95	63	533	640	2	1238	526	16	226	0	768	217	603	18	0	838	2939
1:00 PM	6	5	13	0	24	14	160	170	1	345	116	8	69	0	193	56	112	6	0	174	736
1:15 PM	8	3	11	0	22	8	114	167	0	289	113	1	56	0	170	54	148	5	0	207	688
1:30 PM	5	3	13	0	21	14	155	169	0	338	137	1	59	0	197	48	123	5	0	176	732
1:45 PM	7	4	6	0	17	15	110	153	0	278	110	3	60	1	174	59	146	5	0	210	679
Total	26	15	43	0	84	51	539	659	1	1250	476	13	244	1	734	217	529	21	0	767	2835
Grand Total	84	37	131	0	252	163	1532	1951	3	3649	1447	48	688	2	2185	698	1757	65	0	2520	8606
Approach %	33.3	14.7	52.0	0.0		4.5	42.0	53.5	0.1		66.2	2.2	31.5	0.1		27.7	69.7	2.6	0.0		
Total %	1.0	0.4	1.5	0.0	2.9	1.9	17.8	22.7	0.0	42.4	16.8	0.6	8.0	0.0	25.4	8.1	20.4	0.8	0.0	29.3	
Exiting Leg Total	276					3338					2688					2304					8606
Cars	84	37	131	0	252	163	1512	1944	3	3622	1443	48	685	2	2178	695	1739	65	0	2499	8551
% Cars	100.0	100.0	100.0	0.0	100.0	100.0	98.7	99.6	100.0	99.3	99.7	100.0	99.6	100.0	99.7	99.6	99.0	100.0	0.0	99.2	99.4
Exiting Leg Total	276					3316					2678					2281					8551
Heavy Vehicles	0	0	0	0	0	0	20	7	0	27	4	0	3	0	7	3	18	0	0	21	55
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.4	0.0	0.7	0.3	0.0	0.4	0.0	0.3	0.4	1.0	0.0	0.0	0.8	0.6
Exiting Leg Total	0					22					10					23					55

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	10	2	9	0	21	12	125	144	0	281	124	2	48	0	174	52	168	2	0	222	698
12:30 PM	6	1	15	0	22	20	138	176	1	335	131	6	59	0	196	51	175	5	0	231	784
12:45 PM	9	4	15	0	28	21	128	166	1	316	145	1	51	0	197	52	155	7	0	214	755
1:00 PM	6	5	13	0	24	14	160	170	1	345	116	8	69	0	193	56	112	6	0	174	736
Total Volume	31	12	52	0	95	67	551	656	3	1277	516	17	227	0	760	211	610	20	0	841	2973
% Approach Total	32.6	12.6	54.7	0.0		5.2	43.1	51.4	0.2		67.9	2.2	29.9	0.0		25.1	72.5	2.4	0.0		
PHF	0.775	0.600	0.867	0.000	0.848	0.798	0.861	0.932	0.750	0.925	0.890	0.531	0.822	0.000	0.964	0.942	0.871	0.714	0.000	0.910	0.948
Cars	31	12	52	0	95	67	541	654	3	1265	514	17	227	0	758	210	602	20	0	832	2950
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	98.2	99.7	100.0	99.1	99.6	100.0	100.0	0.0	99.7	99.5	98.7	100.0	0.0	98.9	99.2
Heavy Vehicles	0	0	0	0	0	0	10	2	0	12	2	0	0	0	2	1	8	0	0	9	23
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.3	0.0	0.9	0.4	0.0	0.0	0.0	0.3	0.5	1.3	0.0	0.0	1.1	0.8
Cars Enter Leg	31	12	52	0	95	67	541	654	3	1265	514	17	227	0	758	210	602	20	0	832	2950
Heavy Enter Leg	0	0	0	0	0	0	10	2	0	12	2	0	0	0	2	1	8	0	0	9	23
Total Entering Leg	31	12	52	0	95	67	551	656	3	1277	516	17	227	0	760	211	610	20	0	841	2973
Cars Exiting Leg	104					1171					876					799					2950
Heavy Exiting Leg	0					10					3					10					23
Total Exiting Leg	104					1181					879					809					2973

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	9	2	9	0	20	10	120	160	0	290	97	5	41	0	143	71	149	11	0	231	684
11:15 AM	6	5	8	0	19	15	103	141	0	259	97	2	40	0	139	76	169	5	0	250	667
11:30 AM	5	1	8	0	14	13	108	173	0	294	112	5	75	0	192	61	147	3	0	211	711
11:45 AM	4	5	11	0	20	11	123	177	0	311	138	7	61	1	207	55	156	7	0	218	756
Total	24	13	36	0	73	49	454	651	0	1154	444	19	217	1	681	263	621	26	0	910	2818
12:00 PM	9	2	13	0	24	10	139	154	0	303	126	7	68	0	201	62	105	4	0	171	699
12:15 PM	10	2	9	0	21	12	125	144	0	281	123	2	48	0	173	52	167	2	0	221	696
12:30 PM	6	1	15	0	22	20	135	175	1	331	131	6	59	0	196	51	173	5	0	229	778
12:45 PM	9	4	15	0	28	21	125	165	1	312	145	1	51	0	197	52	151	7	0	210	747
Total	34	9	52	0	95	63	524	638	2	1227	525	16	226	0	767	217	596	18	0	831	2920
1:00 PM	6	5	13	0	24	14	156	170	1	341	115	8	69	0	192	55	111	6	0	172	729
1:15 PM	8	3	11	0	22	8	114	166	0	288	113	1	55	0	169	53	148	5	0	206	685
1:30 PM	5	3	13	0	21	14	155	168	0	337	137	1	59	0	197	48	121	5	0	174	729
1:45 PM	7	4	6	0	17	15	109	151	0	275	109	3	59	1	172	59	142	5	0	206	670
Total	26	15	43	0	84	51	534	655	1	1241	474	13	242	1	730	215	522	21	0	758	2813
Grand Total	84	37	131	0	252	163	1512	1944	3	3622	1443	48	685	2	2178	695	1739	65	0	2499	8551
Approach %	33.3	14.7	52.0	0.0		4.5	41.7	53.7	0.1		66.3	2.2	31.5	0.1		27.8	69.6	2.6	0.0		
Total %	1.0	0.4	1.5	0.0	2.9	1.9	17.7	22.7	0.0	42.4	16.9	0.6	8.0	0.0	25.5	8.1	20.3	0.8	0.0	29.2	
Exiting Leg Total	276					3316					2678					2281					8551

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	10	2	9	0	21	12	125	144	0	281	123	2	48	0	173	52	167	2	0	221	696
12:30 PM	6	1	15	0	22	20	135	175	1	331	131	6	59	0	196	51	173	5	0	229	778
12:45 PM	9	4	15	0	28	21	125	165	1	312	145	1	51	0	197	52	151	7	0	210	747
1:00 PM	6	5	13	0	24	14	156	170	1	341	115	8	69	0	192	55	111	6	0	172	729
Total Volume	31	12	52	0	95	67	541	654	3	1265	514	17	227	0	758	210	602	20	0	832	2950
% Approach Total	32.6	12.6	54.7	0.0		5.3	42.8	51.7	0.2		67.8	2.2	29.9	0.0		25.2	72.4	2.4	0.0		
PHF	0.775	0.600	0.867	0.000	0.848	0.798	0.867	0.934	0.750	0.927	0.886	0.531	0.822	0.000	0.962	0.955	0.870	0.714	0.000	0.908	0.948
Entering Leg	31	12	52	0	95	67	541	654	3	1265	514	17	227	0	758	210	602	20	0	832	2950
Exiting Leg	104					1171					876					799					2950
Total	199					2436					1634					1631					5900

PDI File #: **240190 A**
Location: **N: Old Dogs Lane S: Mariner Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Saturday, November 16, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	1	1	0	0	2	5	
11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
11:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	
Total	0	0	0	0	0	0	6	1	0	7	1	0	1	0	2	1	4	0	0	5	14	
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2	
12:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6	
12:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	8	
Total	0	0	0	0	0	0	9	2	0	11	1	0	0	0	1	0	7	0	0	7	19	
1:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	1	0	0	2	7	
1:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	3	
1:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	
1:45 PM	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	0	4	0	0	4	9	
Total	0	0	0	0	0	0	5	4	0	9	2	0	2	0	4	2	7	0	0	9	22	
Grand Total	0	0	0	0	0	0	20	7	0	27	4	0	3	0	7	3	18	0	0	21	55	
Approach %	0.0	0.0	0.0	0.0		0.0	74.1	25.9	0.0		57.1	0.0	42.9	0.0		14.3	85.7	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	36.4	12.7	0.0	49.1	7.3	0.0	5.5	0.0	12.7	5.5	32.7	0.0	0.0	38.2		
Exiting Leg Total	0					22					10					23					55	
Buses	0	0	0	0	0	0	1	4	0	5	2	0	2	0	4	2	0	0	0	2	11	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	5.0	57.1	0.0	18.5	50.0	0.0	66.7	0.0	57.1	66.7	0.0	0.0	0.0	9.5	20.0	
Exiting Leg Total	0					2					6					3					11	
Single-Unit Trucks	0	0	0	0	0	0	13	3	0	16	2	0	1	0	3	1	13	0	0	14	33	
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	65.0	42.9	0.0	59.3	50.0	0.0	33.3	0.0	42.9	33.3	72.2	0.0	0.0	66.7	60.0	
Exiting Leg Total	0					15					4					14					33	
Articulated Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0	23.8	20.0	
Exiting Leg Total	0					5					0					6					11	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6
12:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	8
1:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	1	0	0	2	7
1:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	3
Total Volume	0	0	0	0	0	0	10	3	0	13	1	0	1	0	2	2	7	0	0	9	24
% Approach Total	0.0	0.0	0.0	0.0		0.0	76.9	23.1	0.0		50.0	0.0	50.0	0.0		22.2	77.8	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.750	0.000	0.813	0.250	0.000	0.250	0.000	0.500	0.500	0.438	0.000	0.000	0.563	0.750
Buses	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	1	0	0	0	1	6
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	10.0	66.7	0.0	23.1	100.0	0.0	100.0	0.0	100.0	50.0	0.0	0.0	0.0	11.1	25.0
Single-Unit Trucks	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	1	4	0	0	5	13
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	70.0	33.3	0.0	61.5	0.0	0.0	0.0	0.0	0.0	50.0	57.1	0.0	0.0	55.6	54.2
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	33.3	20.8
Buses	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	1	0	0	0	1	6
Single-Unit Trucks	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	1	4	0	0	5	13
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total Entering Leg	0	0	0	0	0	0	10	3	0	13	1	0	1	0	2	2	7	0	0	9	24
Buses	0					1					3					2					6
Single-Unit Trucks	0					4					2					7					13
Articulated Trucks	0					3					0					2					5
Total Exiting Leg	0					8					5					11					24

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	1	0	0	0	1	4
Grand Total	0	0	0	0	0	0	1	4	0	5	2	0	2	0	4	2	0	0	0	2	11
Approach %	0.0	0.0	0.0	0.0		0.0	20.0	80.0	0.0		50.0	0.0	50.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	9.1	36.4	0.0	45.5	18.2	0.0	18.2	0.0	36.4	18.2	0.0	0.0	0.0	18.2	
Exiting Leg Total	0					2					6					3					11

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total Volume	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	1	0	0	0	1	6
% Approach Total	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		50.0	0.0	50.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.375	0.250	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.750
Entering Leg	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	1	0	0	0	1	6
Exiting Leg	0					1					3					2					6
Total	0					4					5					3					12

PDI File #: **240190 A**
Location: **N: Old Dogs Lane S: Mariner Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Saturday, November 16, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Single-Unit Trucks

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	2
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	0	4	8
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	0	4	10
1:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	1	5
1:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	2	3
1:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	3	0	0	0	3	6
Total	0	0	0	0	0	0	4	3	0	7	1	0	1	0	2	1	5	0	0	0	6	15
Grand Total	0	0	0	0	0	0	13	3	0	16	2	0	1	0	3	1	13	0	0	0	14	33
Approach %	0.0	0.0	0.0	0.0		0.0	81.3	18.8	0.0		66.7	0.0	33.3	0.0		7.1	92.9	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.4	9.1	0.0	48.5	6.1	0.0	3.0	0.0	9.1	3.0	39.4	0.0	0.0	0.0	42.4	
Exiting Leg Total	0					15					4					14					33	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
1:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	1	5
1:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	2	3
1:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	3	0	0	0	3	6
Total Volume	0	0	0	0	0	0	4	3	0	7	1	0	1	0	2	1	5	0	0	0	6	15
% Approach Total	0.0	0.0	0.0	0.0		0.0	57.1	42.9	0.0		50.0	0.0	50.0	0.0		16.7	83.3	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.438	0.250	0.000	0.250	0.000	0.250	0.250	0.417	0.000	0.000	0.500	0.625	
Entering Leg	0	0	0	0	0	0	4	3	0	7	1	0	1	0	2	1	5	0	0	0	6	15
Exiting Leg	0					6					4					5					15	
Total	0					13					6					11					30	

PDI File #: **240190 A**
 Location: **N: Old Dogs Lane S: Mariner Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Grand Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	0.0	45.5	0.0	0.0	45.5	
Exiting Leg Total	0					5					0					6					11

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Old Dogs Lane					Alfred Road (Route 111)					Mariner Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Exiting Leg	0					4					0					2					6
Total	0					6					0					6					12

PDI File #: 240190 A
Location: N: Old Dogs Lane S: Mariner Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Saturday, November 16, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total	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	0	0	0
12:00 PM	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	0	0	0
12:15 PM	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	0	0	0
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	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	0	0	0
Approach %	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	0.0	0.0	0.0	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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total Volume	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	0	0	0
% Approach Total	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	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	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 240190 A
Location: N: Old Dogs Lane S: Mariner Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Saturday, November 16, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total	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	0	0	0
12:00 PM	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	0	0	0
12:15 PM	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	0	0	0
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	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	0	0	0
Approach %	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	0	0	0
Total %	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	0	0	0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Old Dogs Lane							Alfred Road (Route 111)							Mariner Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	
11:15 AM	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	0	0	
11:30 AM	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	0	0	
11:45 AM	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	0	0	
Total Volume	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	0	0	
% Approach Total	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	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	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	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	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **240190 B**
Location: **N: Cumberland Farms West Driveway S: Shops Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars and Heavy Vehicles (Combined)

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	17	1	0	0	18	0	190	4	0	194	212
11:15 AM	0	0	0	0	0	0	0	0	0	0	20	1	0	0	21	3	172	1	0	176	197
11:30 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	2	193	1	0	196	226
11:45 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	213	3	0	216	236
Total	0	0	0	0	0	0	0	0	0	0	87	2	0	0	89	5	768	9	0	782	871
12:00 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	1	229	2	0	232	248
12:15 PM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26	1	236	2	0	239	265
12:30 PM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	0	206	6	0	212	246
12:45 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	236	7	0	243	259
Total	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	2	907	17	0	926	1018
1:00 PM	0	0	0	0	0	0	0	0	0	0	28	2	0	0	30	2	204	5	0	211	241
1:15 PM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	2	225	4	0	231	262
1:30 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	230	6	0	236	252
1:45 PM	0	0	0	0	0	0	0	0	0	0	28	1	1	0	30	0	217	2	0	219	249
Total	0	0	0	0	0	0	0	0	0	0	103	3	1	0	107	4	876	17	0	897	1004
Grand Total	0	0	0	0	0	0	0	0	0	0	282	5	1	0	288	11	2551	43	0	2605	2893
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		97.9	1.7	0.3	0.0		0.4	97.9	1.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.2	0.0	0.0	10.0	0.4	88.2	1.5	0.0	90.0	
Exiting Leg Total	48					2833					11					1					2893
Cars	0	0	0	0	0	0	0	0	0	0	273	4	1	0	278	11	2437	42	0	2490	2768
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.8	80.0	100.0	0.0	96.5	100.0	95.5	97.7	0.0	95.6	95.7
Exiting Leg Total	46					2710					11					1					2768
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	9	1	0	0	10	0	114	1	0	115	125
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	20.0	0.0	0.0	3.5	0.0	4.5	2.3	0.0	4.4	4.3
Exiting Leg Total	2					123					0					0					125

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	1	229	2	0	232	248
12:15 PM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26	1	236	2	0	239	265
12:30 PM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	0	206	6	0	212	246
12:45 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	236	7	0	243	259
Total Volume	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	2	907	17	0	926	1018
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.2	97.9	1.8	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.676	0.000	0.000	0.000	0.676	0.500	0.961	0.607	0.000	0.953	0.960
Cars	0	0	0	0	0	0	0	0	0	0	88	0	0	0	88	2	871	17	0	890	978
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	0.0	0.0	0.0	95.7	100.0	96.0	100.0	0.0	96.1	96.1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	36	0	0	36	40
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	4.3	0.0	4.0	0.0	0.0	3.9	3.9
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	88	0	0	0	88	2	871	17	0	890	978
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	36	0	0	36	40
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	2	907	17	0	926	1018
Cars Exiting Leg	17					959					2					0					978
Heavy Exiting Leg	0					40					0					0					40
Total Exiting Leg	17					999					2					0					1018

PDI File #: **240190 B**
Location: **N: Cumberland Farms West Driveway S: Shops Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	16	1	0	0	17	0	182	3	0	185	202
11:15 AM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	3	165	1	0	169	187
11:30 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	2	183	1	0	186	216
11:45 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	200	3	0	203	223
Total	0	0	0	0	0	0	0	0	0	0	84	1	0	0	85	5	730	8	0	743	828
12:00 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	1	221	2	0	224	238
12:15 PM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26	1	226	2	0	229	255
12:30 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	196	6	0	202	235
12:45 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	228	7	0	235	250
Total	0	0	0	0	0	0	0	0	0	0	88	0	0	0	88	2	871	17	0	890	978
1:00 PM	0	0	0	0	0	0	0	0	0	0	27	2	0	0	29	2	194	5	0	201	230
1:15 PM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	2	213	4	0	219	249
1:30 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	224	6	0	230	246
1:45 PM	0	0	0	0	0	0	0	0	0	0	28	1	1	0	30	0	205	2	0	207	237
Total	0	0	0	0	0	0	0	0	0	0	101	3	1	0	105	4	836	17	0	857	962
Grand Total	0	0	0	0	0	0	0	0	0	0	273	4	1	0	278	11	2437	42	0	2490	2768
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		98.2	1.4	0.4	0.0		0.4	97.9	1.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	0.1	0.0	0.0	10.0	0.4	88.0	1.5	0.0	90.0	
Exiting Leg Total	46					2710					11					1					2768

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	1	221	2	0	224	238
12:15 PM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26	1	226	2	0	229	255
12:30 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	196	6	0	202	235
12:45 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	228	7	0	235	250
Total Volume	0	0	0	0	0	0	0	0	0	0	88	0	0	0	88	2	871	17	0	890	978
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.2	97.9	1.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.667	0.500	0.955	0.607	0.000	0.947	0.959
Entering Leg	0	0	0	0	0	0	0	0	0	0	88	0	0	0	88	2	871	17	0	890	978
Exiting Leg	17					959					2					0					978
Total	17					959					90					890					1956

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	1	0	9	10
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	7	0	0	7	10
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Total	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	38	1	0	39	43
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	8	0	0	8	10
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	10	0	0	10	11
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	9
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	36	0	0	36	40
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	10	0	0	10	11
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	12	0	0	12	13
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	40	0	0	40	42
Grand Total	0	0	0	0	0	0	0	0	0	0	9	1	0	0	10	0	114	1	0	115	125
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		90.0	10.0	0.0	0.0		0.0	99.1	0.9	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.8	0.0	0.0	8.0	0.0	91.2	0.8	0.0	92.0	
Exiting Leg Total	2					123					0					0					125
Buses	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	2	0	0	2	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	0.0	40.0	0.0	1.8	0.0	0.0	1.7	4.8
Exiting Leg Total	0					6					0					0					6
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	69	1	0	70	75
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	100.0	0.0	0.0	50.0	0.0	60.5	100.0	0.0	60.9	60.0
Exiting Leg Total	2					73					0					0					75
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	43	0	0	43	44
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	10.0	0.0	37.7	0.0	0.0	37.4	35.2
Exiting Leg Total	0					44					0					0					44

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	8	0	0	8	10
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	10	0	0	10	11
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	41	0	0	41	44
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.788	0.000	0.000	0.788	0.846
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	2.3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	24	0	0	24	26
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	66.7	0.0	58.5	0.0	0.0	58.5	59.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	17
Articulated %	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	0.0	0.0	0.0	41.5	0.0	0.0	41.5	38.6
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	24	0	0	24	26
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	17
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	41	0	0	41	44
Buses	0					1					0					0					1
Single-Unit Trucks	0					26					0					0					26
Articulated Trucks	0					17					0					0					17
Total Exiting Leg	0					44					0					0					44

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	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	1	0	0	0	0	1	0	2	0	0	2	3
Grand Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	2	0	0	2	6
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	66.7		0.0	33.3	0.0	0.0	33.3	
Exiting Leg Total	0					6					0					0					6	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
Exiting Leg	0					4					0					0					4
Total	0					4					2					2					8

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	9
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	5	0	0	5	8
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	30	1	0	31	34
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	21	0	0	21	23
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	18
Grand Total	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	69	1	0	70	75
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		80.0	20.0	0.0	0.0		0.0	98.6	1.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	1.3	0.0	0.0	6.7	0.0	92.0	1.3	0.0	93.3	
Exiting Leg Total	2					73					0					0					75

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	9	9
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	5	0	0	5	8	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7	
Total Volume	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	30	1	0	31	34	
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	96.8	3.2	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.750	0.250	0.000	0.775	0.850	
Entering Leg	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	30	1	0	31	34	
Exiting Leg	2					32					0					0					34	
Total	2					32					3					31					68	

PDI File #: **240190 B**
Location: **N: Cumberland Farms West Driveway S: Shops Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Articulated Trucks

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	6	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	20	0	0	20
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	43	0	0	43
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3		0.0	97.7	0.0	0.0	97.7
Exiting Leg Total	0					44					0					0					44

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	20	0	0	0	20
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.833	0.000	0.000	0.833	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	20	0	0	0	20
Exiting Leg	0					21					0					0					21
Total	0					21					1					20					42

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Cumberland Farms West Driveway							Alfred Road (Route 111)						Shops Way						Alfred Road (Route 111)								Total	
	from North							from East						from South						from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB		Total
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total	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	0	0	0
12:00 PM	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	0	0	0
12:15 PM	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	0	0	0
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	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	0	0	0
Approach %	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	0.0	0.0	0.0	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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0						0						0								0	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							
	from North							from East							from South							from West							Total
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total Volume	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	0	0	0
% Approach Total	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	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	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Cumberland Farms West Driveway								Alfred Road (Route 111)								Shops Way								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	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	0	0	0				
11:15 AM	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	0	0	0				
11:30 AM	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	1	1	1	1				
11:45 AM	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	0	0	0				
Total	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	1	1	1	1				
12:00 PM	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	0	0	0				
12:15 PM	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	0	0	0				
12:30 PM	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	0	0	0				
12:45 PM	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	1	1	1	1				
Total	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	1	1	1	1				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2	2				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1				
1:30 PM	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	0	0	0				
1:45 PM	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	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	2	3	3				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	4	5	5				
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	50	50							
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	40	40	80						
Exiting Leg Total	0								0								1								4								5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:30 PM	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	0	0	0
12:45 PM	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	1	1	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2
1:15 PM	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	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1	3	4
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.250	0.750	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	4
Exiting Leg	0							0							1							3							4
Total	0							0							2							6							8

PDI File #: **240190 B**
Location: **N: Cumberland Farms West Driveway S: Shops Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **4:00 PM**
End Time: **7:00 PM**
Class:



Cars and Heavy Vehicles (Combined)

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	205	4	0	209	228
4:15 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	1	215	3	0	219	240
4:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	188	5	0	193	212
4:45 PM	0	0	0	0	0	0	0	0	0	0	22	1	0	0	23	2	207	4	0	213	236
Total	0	0	0	0	0	0	0	0	0	0	81	1	0	0	82	3	815	16	0	834	916
5:00 PM	0	0	0	0	0	0	0	0	0	0	11	1	0	0	12	1	212	1	0	214	226
5:15 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	214	2	0	216	232
5:30 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	3	191	4	0	198	216
5:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	1	178	3	0	182	200
Total	0	0	0	0	0	0	0	0	0	0	63	1	0	0	64	5	795	10	0	810	874
6:00 PM	0	0	0	0	0	0	0	0	0	0	15	1	0	0	16	0	175	2	0	177	193
6:15 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	171	0	0	171	183
6:30 PM	0	0	0	0	0	0	0	0	0	0	9	1	0	0	10	0	129	1	0	130	140
6:45 PM	0	0	0	0	0	0	0	0	0	0	14	1	0	0	15	1	118	2	0	121	136
Total	0	0	0	0	0	0	0	0	0	0	50	3	0	0	53	1	593	5	0	599	652
Grand Total	0	0	0	0	0	0	0	0	0	0	194	5	0	0	199	9	2203	31	0	2243	2442
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		97.5	2.5	0.0	0.0		0.4	98.2	1.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.2	0.0	0.0	8.1	0.4	90.2	1.3	0.0	91.9	
Exiting Leg Total	36					2397					9					0					2442
Cars	0	0	0	0	0	0	0	0	0	0	190	5	0	0	195	9	2147	31	0	2187	2382
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	100.0	0.0	0.0	98.0	100.0	97.5	100.0	0.0	97.5	97.5
Exiting Leg Total	36					2337					9					0					2382
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	56	0	0	56	60
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.0	0.0	2.5	0.0	0.0	2.5	2.5
Exiting Leg Total	0					60					0					0					60

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	205	4	0	209	228
4:15 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	1	215	3	0	219	240
4:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	188	5	0	193	212
4:45 PM	0	0	0	0	0	0	0	0	0	0	22	1	0	0	23	2	207	4	0	213	236
Total Volume	0	0	0	0	0	0	0	0	0	0	81	1	0	0	82	3	815	16	0	834	916
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		98.8	1.2	0.0	0.0		0.4	97.7	1.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.920	0.250	0.000	0.000	0.891	0.375	0.948	0.800	0.000	0.952	0.954
Cars	0	0	0	0	0	0	0	0	0	0	79	1	0	0	80	3	787	16	0	806	886
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.5	100.0	0.0	0.0	97.6	100.0	96.6	100.0	0.0	96.6	96.7
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	28	0	0	28	30
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	2.4	0.0	3.4	0.0	0.0	3.4	3.3
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	79	1	0	0	80	3	787	16	0	806	886
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	28	0	0	28	30
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	81	1	0	0	82	3	815	16	0	834	916
Cars Exiting Leg	17					866					3					0					886
Heavy Exiting Leg	0					30					0					0					30
Total Exiting Leg	17					896					3					0					916

PDI File #: **240190 B**
Location: **N: Cumberland Farms West Driveway S: Shops Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **4:00 PM**
End Time: **7:00 PM**
Class:



Cars

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	196	4	0	200	218
4:15 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	1	207	3	0	211	231
4:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	183	5	0	188	207
4:45 PM	0	0	0	0	0	0	0	0	0	0	22	1	0	0	23	2	201	4	0	207	230
Total	0	0	0	0	0	0	0	0	0	0	79	1	0	0	80	3	787	16	0	806	886
5:00 PM	0	0	0	0	0	0	0	0	0	0	10	1	0	0	11	1	206	1	0	208	219
5:15 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	210	2	0	212	228
5:30 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	3	187	4	0	194	212
5:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	1	173	3	0	177	195
Total	0	0	0	0	0	0	0	0	0	0	62	1	0	0	63	5	776	10	0	791	854
6:00 PM	0	0	0	0	0	0	0	0	0	0	14	1	0	0	15	0	174	2	0	176	191
6:15 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	169	0	0	169	181
6:30 PM	0	0	0	0	0	0	0	0	0	0	9	1	0	0	10	0	126	1	0	127	137
6:45 PM	0	0	0	0	0	0	0	0	0	0	14	1	0	0	15	1	115	2	0	118	133
Total	0	0	0	0	0	0	0	0	0	0	49	3	0	0	52	1	584	5	0	590	642
Grand Total	0	0	0	0	0	0	0	0	0	0	190	5	0	0	195	9	2147	31	0	2187	2382
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		97.4	2.6	0.0	0.0		0.4	98.2	1.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.2	0.0	0.0	8.2	0.4	90.1	1.3	0.0	91.8	
Exiting Leg Total	36					2337					9					0					2382

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:45 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	22	1	0	0	23	2	201	4	0	207	230
5:00 PM	0	0	0	0	0	0	0	0	0	0	10	1	0	0	11	1	206	1	0	208	219
5:15 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	210	2	0	212	228
5:30 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	3	187	4	0	194	212
Total Volume	0	0	0	0	0	0	0	0	0	0	66	2	0	0	68	6	804	11	0	821	889
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		97.1	2.9	0.0	0.0		0.7	97.9	1.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.000	0.739	0.500	0.957	0.688	0.000	0.968	0.966
Entering Leg	0	0	0	0	0	0	0	0	0	0	66	2	0	0	68	6	804	11	0	821	889
Exiting Leg	13					870					6					0					889
Total	13					870					74					821					1778

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 4:00 PM
End Time: 7:00 PM
Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	9	0	0	9	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	28	0	0	28	30
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	19	0	0	19	20
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	9	0	0	9	10
Grand Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	56	0	0	56	60
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	6.7	0.0	93.3	0.0	0.0	93.3	
Exiting Leg Total	0					60					0					0					60
Buses	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	4	0	0	4	7
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0	0.0	7.1	0.0	0.0	7.1	11.7
Exiting Leg Total	0					7					0					0					7
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	42	0	0	42	43
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	75.0	71.7
Exiting Leg Total	0					43					0					0					43
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
% Articulated	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	0.0	0.0	0.0	17.9	0.0	0.0	17.9	16.7
Exiting Leg Total	0					10					0					0					10

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	9	0	0	9	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	8	0	0	8	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	28	0	0	28	30
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500		0.000	0.778	0.000	0.000	0.778	0.750
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	2	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	7.1	0.0	0.0	7.1	10.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	21	0	0	21	22
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	75.0	0.0	0.0	75.0	73.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Articulated %	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	0.0	0.0	0.0	0.0	17.9	0.0	0.0	17.9	16.7
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	21	0	0	21	22
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	28	0	0	28	30
Buses	0					3					0					0					3	
Single-Unit Trucks	0					22					0					0					22	
Articulated Trucks	0					5					0					0					5	
Total Exiting Leg	0					30					0					0					30	

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Buses

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	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	1	0	0	0	1	0	2	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	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	1	0	0	0	1	0	1	0	0	1	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	4	0	0	4	7
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	42.9	0.0	57.1	0.0	0.0	57.1	
Exiting Leg Total	0					7					0					0					7

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	2	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	2	3
Exiting Leg	0					3					0					0					0	3
Total	0					3					1					2					6	

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Single-Unit Trucks

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	21	0	0	0	21
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	42	0	0	0	42
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3	0.0	97.7	0.0	0.0	97.7	
Exiting Leg Total	0					43					0					0					43

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	21	0	0	21	22
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.875	0.000	0.000	0.875	0.786
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	21	0	0	21	22
Exiting Leg	0					22					0					0					22
Total	0					22					1					21					44

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Articulated Trucks

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	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	5	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	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	1	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
Approach %	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	100.0	0.0	0.0		
Total %	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	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					10					0					0					10

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
% Approach Total	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Exiting Leg	0					5					0					0					5
Total	0					5					0					5					10

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 4:00 PM
End Time: 7:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	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	0	0	
4:15 PM	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	0	0	
4:30 PM	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	0	0	
4:45 PM	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	0	0	
Total	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	0	0	
5:00 PM	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	0	0	
5:15 PM	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	0	0	
5:30 PM	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	0	0	
5:45 PM	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	0	0	
Total	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	0	0	
6:00 PM	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	0	0	
6:15 PM	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	0	0	
6:30 PM	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	0	0	
6:45 PM	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	0	0	
Total	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	0	0	
Grand Total	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	0	0	
Approach %	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	0.0	0.0	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	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	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							
	from North							from East							from South							from West							Total
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	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	0	0	0
4:15 PM	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	0	0	0
4:30 PM	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	0	0	0
4:45 PM	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	0	0	0
Total Volume	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	0	0	0
% Approach Total	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	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	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 4:00 PM
End Time: 7:00 PM
Class:



Pedestrians

	Cumberland Farms West Driveway								Alfred Road (Route 111)								Shops Way								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:00 PM	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	0	0	0	0			
4:15 PM	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	0	0	0	0			
4:30 PM	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	0	0	0	0			
4:45 PM	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	0	0	0	0			
Total	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	0	0	0	0			
5:00 PM	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	0	0	0	0			
5:15 PM	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	0	0	0	0			
5:30 PM	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	0	0	0	0			
5:45 PM	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	0	0	0	0			
Total	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	0	0	0	0			
6:00 PM	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	0	0	0	0			
6:15 PM	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	0	0	0	0			
6:30 PM	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	0	0	0	0			
6:45 PM	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	0	0	0	0			
Total	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	0	0	0	0			
Grand Total	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	0	0	0	0			
Approach %	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	0	0	0	0			
Total %	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	0	0	0	0			
Exiting Leg Total	0								0								0								0								0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	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	0	0	0
4:15 PM	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	0	0	0
4:30 PM	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	0	0	0
4:45 PM	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	0	0	0
Total Volume	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	0	0	0
% Approach Total	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	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	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **240190 B**
Location: **N: Cumberland Farms West Driveway S: Shops Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Saturday, November 16, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars and Heavy Vehicles (Combined)

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26	3	244	6	1	254	280
11:15 AM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	31	5	261	4	0	270	301
11:30 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	272	2	0	274	291
11:45 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	27	3	289	8	0	300	327
Total	0	0	0	0	0	0	0	0	0	0	101	0	0	0	0	101	11	1066	20	1	1098	1199
12:00 PM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	38	1	266	5	0	272	310
12:15 PM	0	0	0	0	0	0	0	0	0	0	27	0	1	0	0	28	4	296	6	0	306	334
12:30 PM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	41	1	330	11	0	342	383
12:45 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	32	1	306	9	0	316	348
Total	0	0	0	0	0	0	0	0	0	0	138	0	1	0	0	139	7	1198	31	0	1236	1375
1:00 PM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	1	230	5	0	236	261
1:15 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28	2	256	4	0	262	290
1:30 PM	0	0	0	0	0	0	0	0	0	0	31	4	0	0	0	35	1	275	5	0	281	316
1:45 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	33	0	260	4	0	264	297
Total	0	0	0	0	0	0	0	0	0	0	117	4	0	0	0	121	4	1021	18	0	1043	1164
Grand Total	0	0	0	0	0	0	0	0	0	0	356	4	1	0	0	361	22	3285	69	1	3377	3738
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		98.6	1.1	0.3	0.0			0.7	97.3	2.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.1	0.0	0.0	9.7		0.6	87.9	1.8	0.0	90.3	
Exiting Leg Total	73					3641					22					2					3738	
Cars	0	0	0	0	0	0	0	0	0	0	352	4	1	0	0	357	22	3262	69	1	3354	3711
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	100.0	100.0	0.0	98.9		100.0	99.3	100.0	100.0	99.3	99.3
Exiting Leg Total	73					3614					22					2					3711	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	23	0	0	23	27
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.1		0.0	0.7	0.0	0.0	0.7	0.7
Exiting Leg Total	0					27					0					0					27	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	38	1	266	5	0	272	310
12:15 PM	0	0	0	0	0	0	0	0	0	0	27	0	1	0	28	4	296	6	0	306	334
12:30 PM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	1	330	11	0	342	383
12:45 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	1	306	9	0	316	348
Total Volume	0	0	0	0	0	0	0	0	0	0	138	0	1	0	139	7	1198	31	0	1236	1375
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		99.3	0.0	0.7	0.0		0.6	96.9	2.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.841	0.000	0.250	0.000	0.848	0.438	0.908	0.705	0.000	0.904	0.898
Cars	0	0	0	0	0	0	0	0	0	0	137	0	1	0	138	7	1190	31	0	1228	1366
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.0	100.0	0.0	99.3	100.0	99.3	100.0	0.0	99.4	99.3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	9
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7	0.0	0.7	0.0	0.0	0.6	0.7
Cars Enter Leg	0	0	0	0	0	0	0	0	0	0	137	0	1	0	138	7	1190	31	0	1228	1366
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	9
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	138	0	1	0	139	7	1198	31	0	1236	1375
Cars Exiting Leg	31					1327					7					1					1366
Heavy Exiting Leg	0					9					0					0					9
Total Exiting Leg	31					1336					7					1					1375

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Saturday, November 16, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Cars

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	25	3	243	6	1	253	278
11:15 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	5	259	4	0	268	298
11:30 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	271	2	0	273	290
11:45 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	3	288	8	0	299	326
Total	0	0	0	0	0	0	0	0	0	0	99	0	0	0	99	11	1061	20	1	1093	1192
12:00 PM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	37	1	266	5	0	272	309
12:15 PM	0	0	0	0	0	0	0	0	0	0	27	0	1	0	28	4	295	6	0	305	333
12:30 PM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	1	328	11	0	340	381
12:45 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	1	301	9	0	311	343
Total	0	0	0	0	0	0	0	0	0	0	137	0	1	0	138	7	1190	31	0	1228	1366
1:00 PM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	1	228	5	0	234	258
1:15 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	2	256	4	0	262	290
1:30 PM	0	0	0	0	0	0	0	0	0	0	31	4	0	0	35	1	273	5	0	279	314
1:45 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	254	4	0	258	291
Total	0	0	0	0	0	0	0	0	0	0	116	4	0	0	120	4	1011	18	0	1033	1153
Grand Total	0	0	0	0	0	0	0	0	0	0	352	4	1	0	357	22	3262	69	1	3354	3711
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		98.6	1.1	0.3	0.0		0.7	97.3	2.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.1	0.0	0.0	9.6	0.6	87.9	1.9	0.0	90.4	
Exiting Leg Total	73					3614					22					2					3711

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	37	1	266	5	0	272	309
12:15 PM	0	0	0	0	0	0	0	0	0	0	27	0	1	0	28	4	295	6	0	305	333	
12:30 PM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	1	328	11	0	340	381	
12:45 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	1	301	9	0	311	343	
Total Volume	0	0	0	0	0	0	0	0	0	0	137	0	1	0	138	7	1190	31	0	1228	1366	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.0	0.7	0.0	0.0	0.6	96.9	2.5	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.835	0.000	0.250	0.000	0.841	0.438	0.907	0.705	0.000	0.903	0.896	
Entering Leg	0	0	0	0	0	0	0	0	0	0	137	0	1	0	138	7	1190	31	0	1228	1366	
Exiting Leg	31					1327					7					1					1366	
Total	31					1327					145					1229					2732	

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Saturday, November 16, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5	0	0	5	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	9
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	10	0	0	10	11
Grand Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	23	0	0	23	27
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0	0.0	14.8	0.0	85.2	0.0	0.0	85.2	
Exiting Leg Total	0					27					0					0					27
Buses	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	4
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0	0.0	4.3	0.0	0.0	4.3	14.8
Exiting Leg Total	0					4					0					0					4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	18	0	0	18	19
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	78.3	0.0	0.0	78.3	70.4
Exiting Leg Total	0					19					0					0					19
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% Articulated	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	0.0	0.0	0.0	17.4	0.0	0.0	17.4	14.8
Exiting Leg Total	0					4					0					0					4

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	10	0	0	10
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	10.0	0.0	0.0	10.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
Single-Unit %	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	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Articulated %	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	0.0	0.0	0.0	0.0	30.0	0.0	0.0	30.0
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	10	0	0	10
Buses	0					2					0					0					
Single-Unit Trucks	0					6					0					0					
Articulated Trucks	0					3					0					0					
Total Exiting Leg	0					11					0					0					

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	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	1	0	0	0	0	1	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	1	0	0	1	4
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0		0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	0					4					0					0					4	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Exiting Leg	0					2					0					0					2
Total	0					2					1					1					4

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	18	0	0	18	
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	5.3	0.0	94.7	0.0	0.0	94.7	
Exiting Leg Total	0					19					0					0					19

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
% Approach Total	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.000	0.350	0.350
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Exiting Leg	0					7					0					0					7
Total	0					7					0					7					14

PDI File #: **240190 B**
 Location: **N: Cumberland Farms West Driveway S: Shops Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	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	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Approach %	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	100.0	0.0	0.0		
Total %	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	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					4					0					0					4

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Cumberland Farms West Driveway					Alfred Road (Route 111)					Shops Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% Approach Total	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Exiting Leg	0					3					0					0					3
Total	0					3					0					3					6

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Saturday, November 16, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	
11:15 AM	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	0	0	
11:30 AM	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	0	0	
11:45 AM	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	0	0	
Total	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	0	0	
12:00 PM	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	0	0	
12:15 PM	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	0	0	
12:30 PM	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	0	0	
12:45 PM	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	0	0	
Total	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	0	0	
1:00 PM	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	0	0	
1:15 PM	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	0	0	
1:30 PM	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	0	0	
1:45 PM	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	0	0	
Total	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	0	0	
Grand Total	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	0	0	
Approach %	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	0.0	0.0	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	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	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							
	from North							from East							from South							from West							Total
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	
11:15 AM	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	0	0	
11:30 AM	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	0	0	
11:45 AM	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	0	0	
Total Volume	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	0	0	
% Approach Total	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	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	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	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	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 240190 B
Location: N: Cumberland Farms West Driveway S: Shops Way
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Saturday, November 16, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total	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	0	0	0
12:00 PM	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	0	0	0
12:15 PM	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	0	0	0
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	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	0	0	0
Approach %	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	0	0	0
Total %	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	0	0	0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Cumberland Farms West Driveway							Alfred Road (Route 111)							Shops Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	
11:15 AM	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	0	0	
11:30 AM	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	0	0	
11:45 AM	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	0	0	
Total Volume	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	0	0	
% Approach Total	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	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	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	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	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	21	0	33	0	54	41	219	9	0	269	9	0	4	0	13	5	188	19	0	212	548
11:15 AM	26	1	32	0	59	39	209	5	0	253	3	2	3	0	8	4	190	12	0	206	526
11:30 AM	29	0	40	0	69	51	226	8	0	285	11	0	5	0	16	3	201	23	0	227	597
11:45 AM	23	1	34	0	58	49	215	9	0	273	10	3	3	0	16	7	224	19	0	250	597
Total	99	2	139	0	240	180	869	31	0	1080	33	5	15	0	53	19	803	73	0	895	2268
12:00 PM	24	1	39	0	64	54	245	4	0	303	5	0	4	0	9	2	224	10	0	236	612
12:15 PM	24	1	36	0	61	42	261	13	0	316	14	0	4	0	18	4	241	20	0	265	660
12:30 PM	29	0	36	0	65	45	249	11	1	306	7	0	6	0	13	11	212	17	0	240	624
12:45 PM	33	0	34	0	67	45	224	10	0	279	10	1	8	0	19	7	223	13	0	243	608
Total	110	2	145	0	257	186	979	38	1	1204	36	1	22	0	59	24	900	60	0	984	2504
1:00 PM	21	0	37	0	58	47	239	10	0	296	12	2	5	0	19	4	231	13	0	248	621
1:15 PM	28	1	35	0	64	40	221	9	0	270	5	0	8	0	13	3	247	19	0	269	616
1:30 PM	26	0	47	0	73	31	225	8	1	265	13	0	3	0	16	5	223	19	0	247	601
1:45 PM	17	1	33	0	51	44	233	8	0	285	11	1	4	0	16	7	260	17	0	284	636
Total	92	2	152	0	246	162	918	35	1	1116	41	3	20	0	64	19	961	68	0	1048	2474
Grand Total	301	6	436	0	743	528	2766	104	2	3400	110	9	57	0	176	62	2664	201	0	2927	7246
Approach %	40.5	0.8	58.7	0.0		15.5	81.4	3.1	0.1		62.5	5.1	32.4	0.0		2.1	91.0	6.9	0.0		
Total %	4.2	0.1	6.0	0.0	10.3	7.3	38.2	1.4	0.0	46.9	1.5	0.1	0.8	0.0	2.4	0.9	36.8	2.8	0.0	40.4	
Exiting Leg Total	738					3212					172					3124					7246
Cars	291	6	419	0	716	509	2655	103	2	3269	107	8	56	0	171	59	2534	195	0	2788	6944
% Cars	96.7	100.0	96.1	0.0	96.4	96.4	96.0	99.0	100.0	96.1	97.3	88.9	98.2	0.0	97.2	95.2	95.1	97.0	0.0	95.3	95.8
Exiting Leg Total	712					3062					168					3002					6944
Heavy Vehicles	10	0	17	0	27	19	111	1	0	131	3	1	1	0	5	3	130	6	0	139	302
% Heavy Vehicles	3.3	0.0	3.9	0.0	3.6	3.6	4.0	1.0	0.0	3.9	2.7	11.1	1.8	0.0	2.8	4.8	4.9	3.0	0.0	4.7	4.2
Exiting Leg Total	26					150					4					122					302

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total				
	from North					from East					from South					from West									
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
12:15 PM	24	1	36	0	61	42	261	13	0	316	14	0	4	0	18	4	241	20	0	265	660				
12:30 PM	29	0	36	0	65	45	249	11	1	306	7	0	6	0	13	11	212	17	0	240	624				
12:45 PM	33	0	34	0	67	45	224	10	0	279	10	1	8	0	19	7	223	13	0	243	608				
1:00 PM	21	0	37	0	58	47	239	10	0	296	12	2	5	0	19	4	231	13	0	248	621				
Total Volume	107	1	143	0	251	179	973	44	1	1197	43	3	23	0	69	26	907	63	0	996	2513				
% Approach Total	42.6	0.4	57.0	0.0		15.0	81.3	3.7	0.1		62.3	4.3	33.3	0.0		2.6	91.1	6.3	0.0						
PHF	0.811	0.250	0.966	0.000	0.937	0.952	0.932	0.846	0.250	0.947	0.768	0.375	0.719	0.000	0.908	0.591	0.941	0.788	0.000	0.940	0.952				
Cars	104	1	135	0	240	171	940	43	1	1155	42	3	23	0	68	26	865	60	0	951	2414				
Cars %	97.2	100.0	94.4	0.0	95.6	95.5	96.6	97.7	100.0	96.5	97.7	100.0	100.0	0.0	98.6	100.0	95.4	95.2	0.0	95.5	96.1				
Heavy Vehicles	3	0	8	0	11	8	33	1	0	42	1	0	0	0	1	0	42	3	0	45	99				
Heavy Vehicles %	2.8	0.0	5.6	0.0	4.4	4.5	3.4	2.3	0.0	3.5	2.3	0.0	0.0	0.0	1.4	0.0	4.6	4.8	0.0	4.5	3.9				
Cars Enter Leg	104	1	135	0	240	171	940	43	1	1155	42	3	23	0	68	26	865	60	0	951	2414				
Heavy Enter Leg	3	0	8	0	11	8	33	1	0	42	1	0	0	0	1	0	42	3	0	45	99				
Total Entering Leg	107	1	143	0	251	179	973	44	1	1197	43	3	23	0	69	26	907	63	0	996	2513				
Cars Exiting Leg																									
Heavy Exiting Leg	234					1043					70					1067					2414				
	11					51					1					36					99				
Total Exiting Leg	245					1094					71					1103					2513				

PDI File #: **240190 C**
Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	20	0	33	0	53	40	212	9	0	261	8	0	4	0	12	5	177	19	0	201	527
11:15 AM	25	1	30	0	56	38	200	5	0	243	3	1	3	0	7	3	182	12	0	197	503
11:30 AM	28	0	40	0	68	49	212	8	0	269	11	0	4	0	15	3	191	20	0	214	566
11:45 AM	22	1	32	0	55	45	204	9	0	258	9	3	3	0	15	7	208	19	0	234	562
Total	95	2	135	0	232	172	828	31	0	1031	31	4	14	0	49	18	758	70	0	846	2158
12:00 PM	23	1	38	0	62	54	236	4	0	294	5	0	4	0	9	2	213	10	0	225	590
12:15 PM	23	1	35	0	59	40	256	12	0	308	14	0	4	0	18	4	229	18	0	251	636
12:30 PM	28	0	33	0	61	42	241	11	1	295	7	0	6	0	13	11	201	17	0	229	598
12:45 PM	33	0	34	0	67	44	220	10	0	274	9	1	8	0	18	7	215	12	0	234	593
Total	107	2	140	0	249	180	953	37	1	1171	35	1	22	0	58	24	858	57	0	939	2417
1:00 PM	20	0	33	0	53	45	223	10	0	278	12	2	5	0	19	4	220	13	0	237	587
1:15 PM	26	1	34	0	61	38	216	9	0	263	5	0	8	0	13	2	232	19	0	253	590
1:30 PM	26	0	45	0	71	30	211	8	1	250	13	0	3	0	16	5	218	19	0	242	579
1:45 PM	17	1	32	0	50	44	224	8	0	276	11	1	4	0	16	6	248	17	0	271	613
Total	89	2	144	0	235	157	874	35	1	1067	41	3	20	0	64	17	918	68	0	1003	2369
Grand Total	291	6	419	0	716	509	2655	103	2	3269	107	8	56	0	171	59	2534	195	0	2788	6944
Approach %	40.6	0.8	58.5	0.0		15.6	81.2	3.2	0.1		62.6	4.7	32.7	0.0		2.1	90.9	7.0	0.0		
Total %	4.2	0.1	6.0	0.0	10.3	7.3	38.2	1.5	0.0	47.1	1.5	0.1	0.8	0.0	2.5	0.8	36.5	2.8	0.0	40.1	
Exiting Leg Total	712					3062					168					3002					6944

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	23	1	38	0	62	54	236	4	0	294	5	0	4	0	9	2	213	10	0	225	590
12:15 PM	23	1	35	0	59	40	256	12	0	308	14	0	4	0	18	4	229	18	0	251	636
12:30 PM	28	0	33	0	61	42	241	11	1	295	7	0	6	0	13	11	201	17	0	229	598
12:45 PM	33	0	34	0	67	44	220	10	0	274	9	1	8	0	18	7	215	12	0	234	593
Total Volume	107	2	140	0	249	180	953	37	1	1171	35	1	22	0	58	24	858	57	0	939	2417
% Approach Total	43.0	0.8	56.2	0.0		15.4	81.4	3.2	0.1		60.3	1.7	37.9	0.0		2.6	91.4	6.1	0.0		
PHF	0.811	0.500	0.921	0.000	0.929	0.833	0.931	0.771	0.250	0.950	0.625	0.250	0.688	0.000	0.806	0.545	0.937	0.792	0.000	0.935	0.950
Entering Leg	107	2	140	0	249	180	953	37	1	1171	35	1	22	0	58	24	858	57	0	939	2417
Exiting Leg	238					1034					63					1082					2417
Total	487					2205					121					2021					4834

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	7	0	0	8	1	0	0	0	1	0	11	0	0	11	21
11:15 AM	1	0	2	0	3	1	9	0	0	10	0	1	0	0	1	1	8	0	0	9	23
11:30 AM	1	0	0	0	1	2	14	0	0	16	0	0	1	0	1	0	10	3	0	13	31
11:45 AM	1	0	2	0	3	4	11	0	0	15	1	0	0	0	1	0	16	0	0	16	35
Total	4	0	4	0	8	8	41	0	0	49	2	1	1	0	4	1	45	3	0	49	110
12:00 PM	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	22
12:15 PM	1	0	1	0	2	2	5	1	0	8	0	0	0	0	0	0	12	2	0	14	24
12:30 PM	1	0	3	0	4	3	8	0	0	11	0	0	0	0	0	0	11	0	0	11	26
12:45 PM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	8	1	0	9	15
Total	3	0	5	0	8	6	26	1	0	33	1	0	0	0	1	0	42	3	0	45	87
1:00 PM	1	0	4	0	5	2	16	0	0	18	0	0	0	0	0	0	11	0	0	11	34
1:15 PM	2	0	1	0	3	2	5	0	0	7	0	0	0	0	0	1	15	0	0	16	26
1:30 PM	0	0	2	0	2	1	14	0	0	15	0	0	0	0	0	0	5	0	0	5	22
1:45 PM	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	1	12	0	0	13	23
Total	3	0	8	0	11	5	44	0	0	49	0	0	0	0	0	2	43	0	0	45	105
Grand Total	10	0	17	0	27	19	111	1	0	131	3	1	1	0	5	3	130	6	0	139	302
Approach %	37.0	0.0	63.0	0.0		14.5	84.7	0.8	0.0		60.0	20.0	20.0	0.0		2.2	93.5	4.3	0.0		
Total %	3.3	0.0	5.6	0.0	8.9	6.3	36.8	0.3	0.0	43.4	1.0	0.3	0.3	0.0	1.7	1.0	43.0	2.0	0.0	46.0	
Exiting Leg Total	26					150					4					122					302
Buses	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	7	0	0	7	17
% Buses	0.0	0.0	5.9	0.0	3.7	5.3	7.2	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.0	5.6
Exiting Leg Total	1					8					0					8					17
Single-Unit Trucks	8	0	10	0	18	8	64	0	0	72	2	1	0	0	3	3	74	6	0	83	176
% Single-Unit	80.0	0.0	58.8	0.0	66.7	42.1	57.7	0.0	0.0	55.0	66.7	100.0	0.0	0.0	60.0	100.0	56.9	100.0	0.0	59.7	58.3
Exiting Leg Total	15					86					3					72					176
Articulated Trucks	2	0	6	0	8	10	39	1	0	50	1	0	1	0	2	0	49	0	0	49	109
% Articulated	20.0	0.0	35.3	0.0	29.6	52.6	35.1	100.0	0.0	38.2	33.3	0.0	100.0	0.0	40.0	0.0	37.7	0.0	0.0	35.3	36.1
Exiting Leg Total	10					56					1					42					109

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:30 AM	1	0	0	0	1	2	14	0	0	16	0	0	1	0	1	0	10	3	0	0	13	31
11:45 AM	1	0	2	0	3	4	11	0	0	15	1	0	0	0	1	0	16	0	0	0	16	35
12:00 PM	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	0	11	0	0	0	11	22
12:15 PM	1	0	1	0	2	2	5	1	0	8	0	0	0	0	0	0	12	2	0	0	14	24
Total Volume	4	0	4	0	8	8	39	1	0	48	1	0	1	0	2	0	49	5	0	0	54	112
% Approach Total	50.0	0.0	50.0	0.0		16.7	81.3	2.1	0.0		50.0	0.0	50.0	0.0		0.0	90.7	9.3	0.0			
PHF	1.000	0.000	0.500	0.000	0.667	0.500	0.696	0.250	0.000	0.750	0.250	0.000	0.250	0.000	0.500	0.000	0.766	0.417	0.000	0.844		0.800
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0		1.9	1.8
Single-Unit Trucks	3	0	2	0	5	2	23	0	0	25	1	0	0	0	1	0	30	5	0	0	35	66
Single-Unit %	75.0	0.0	50.0	0.0	62.5	25.0	59.0	0.0	0.0	52.1	100.0	0.0	0.0	0.0	50.0	0.0	61.2	100.0	0.0		64.8	58.9
Articulated Trucks	1	0	2	0	3	6	15	1	0	22	0	0	1	0	1	0	18	0	0	0	18	44
Articulated %	25.0	0.0	50.0	0.0	37.5	75.0	38.5	100.0	0.0	45.8	0.0	0.0	100.0	0.0	50.0	0.0	36.7	0.0	0.0		33.3	39.3
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Single-Unit Trucks	3	0	2	0	5	2	23	0	0	25	1	0	0	0	1	0	30	5	0	0	35	66
Articulated Trucks	1	0	2	0	3	6	15	1	0	22	0	0	1	0	1	0	18	0	0	0	18	44
Total Entering Leg	4	0	4	0	8	8	39	1	0	48	1	0	1	0	2	0	49	5	0	0	54	112
Buses	0					1					0					1					2	
Single-Unit Trucks	7					33					0					26					66	
Articulated Trucks	6					20					1					17					44	
Total Exiting Leg	13					54					1					44					112	

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
1:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	12
Grand Total	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	7	0	0	7	17
Approach %	0.0	0.0	100.0	0.0		11.1	88.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	5.9	0.0	5.9	5.9	47.1	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0	41.2	0.0	0.0	41.2	
Exiting Leg Total	1					8					0					8					17

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
1:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	12
% Approach Total	0.0	0.0	100.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.250	0.750	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.750
Entering Leg	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	12
Exiting Leg	1					5					0					6					12
Total	2					12					0					10					24

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	5	0	0	6	1	0	0	0	1	0	10	0	0	10	18
11:15 AM	1	0	2	0	3	1	4	0	0	5	0	1	0	0	1	1	6	0	0	7	16
11:30 AM	1	0	0	0	1	1	11	0	0	12	0	0	0	0	0	0	8	3	0	11	24
11:45 AM	1	0	2	0	3	1	6	0	0	7	1	0	0	0	1	0	9	0	0	9	20
Total	4	0	4	0	8	4	26	0	0	30	2	1	0	0	3	1	33	3	0	37	78
12:00 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	12
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	2	0	9	10
12:30 PM	1	0	2	0	3	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	12
12:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	1	0	4	8
Total	2	0	2	0	4	2	12	0	0	14	0	0	0	0	0	0	21	3	0	24	42
1:00 PM	1	0	2	0	3	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	21
1:15 PM	1	0	1	0	2	2	2	0	0	4	0	0	0	0	0	1	5	0	0	6	12
1:30 PM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	11
1:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	12
Total	2	0	4	0	6	2	26	0	0	28	0	0	0	0	0	2	20	0	0	22	56
Grand Total	8	0	10	0	18	8	64	0	0	72	2	1	0	0	3	3	74	6	0	83	176
Approach %	44.4	0.0	55.6	0.0		11.1	88.9	0.0	0.0		66.7	33.3	0.0	0.0		3.6	89.2	7.2	0.0		
Total %	4.5	0.0	5.7	0.0	10.2	4.5	36.4	0.0	0.0	40.9	1.1	0.6	0.0	0.0	1.7	1.7	42.0	3.4	0.0	47.2	
Exiting Leg Total	15					86					3					72					176

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	5	0	0	6	1	0	0	0	1	0	10	0	0	10	18
11:15 AM	1	0	2	0	3	1	4	0	0	5	0	1	0	0	1	1	6	0	0	7	16
11:30 AM	1	0	0	0	1	1	11	0	0	12	0	0	0	0	0	0	8	3	0	11	24
11:45 AM	1	0	2	0	3	1	6	0	0	7	1	0	0	0	1	0	9	0	0	9	20
Total Volume	4	0	4	0	8	4	26	0	0	30	2	1	0	0	3	1	33	3	0	37	78
% Approach Total	50.0	0.0	50.0	0.0		13.3	86.7	0.0	0.0		66.7	33.3	0.0	0.0		2.7	89.2	8.1	0.0		
PHF	1.000	0.000	0.500	0.000	0.667	1.000	0.591	0.000	0.000	0.625	0.500	0.250	0.000	0.000	0.750	0.250	0.825	0.250	0.000	0.841	0.813
Entering Leg	4	0	4	0	8	4	26	0	0	30	2	1	0	0	3	1	33	3	0	37	78
Exiting Leg	8					39					1					30					78
Total	16					69					4					67					156

PDI File #: **240190 C**
Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Articulated Trucks

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
11:30 AM	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	2	0	0	2	7
11:45 AM	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	7	0	0	7	14
Total	0	0	0	0	0	4	13	0	0	17	0	0	1	0	1	0	11	0	0	11	29
12:00 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
12:15 PM	1	0	1	0	2	2	4	1	0	7	0	0	0	0	0	0	5	0	0	5	14
12:30 PM	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	0	6	0	0	6	14
12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
Total	1	0	3	0	4	4	14	1	0	19	1	0	0	0	1	0	19	0	0	19	43
1:00 PM	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	10
1:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	10
1:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	8
1:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	9
Total	1	0	3	0	4	2	12	0	0	14	0	0	0	0	0	0	19	0	0	19	37
Grand Total	2	0	6	0	8	10	39	1	0	50	1	0	1	0	2	0	49	0	0	49	109
Approach %	25.0	0.0	75.0	0.0		20.0	78.0	2.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		
Total %	1.8	0.0	5.5	0.0	7.3	9.2	35.8	0.9	0.0	45.9	0.9	0.0	0.9	0.0	1.8	0.0	45.0	0.0	0.0	45.0	
Exiting Leg Total	10					56					1					42					109

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	7	0	0	7	14
12:00 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
12:15 PM	1	0	1	0	2	2	4	1	0	7	0	0	0	0	0	0	5	0	0	5	14
12:30 PM	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	0	6	0	0	6	14
Total Volume	1	0	3	0	4	7	17	1	0	25	0	0	0	0	0	0	22	0	0	22	51
% Approach Total	25.0	0.0	75.0	0.0		28.0	68.0	4.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.750	0.000	0.500	0.583	0.850	0.250	0.000	0.893	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.000	0.000	0.786	0.911
Entering Leg	1	0	3	0	4	7	17	1	0	25	0	0	0	0	0	0	22	0	0	22	51
Exiting Leg	7					25					1					18					51
Total	11					50					1					40					102

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Gateway Plaza								Alfred Road (Route 111)								Church/ Car Wash Driveway								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	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	0	0	0				
11:15 AM	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	0	0	0				
11:30 AM	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	0	0	0				
11:45 AM	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	0	0	0				
Total	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	0	0	0				
12:00 PM	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	0	0	0				
12:15 PM	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	0	0	0				
12:30 PM	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	0	0	0				
12:45 PM	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	0	0	0				
Total	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	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1				
1:15 PM	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	0	0	0				
1:30 PM	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	0	0	0				
1:45 PM	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	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1				
Approach %	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	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0								0								1								0								1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Gateway Plaza								Alfred Road (Route 111)								Church/ Car Wash Driveway								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
12:15 PM	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	0	0	0				
12:30 PM	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	0	0	0				
12:45 PM	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	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1				
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250					
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1					
Exiting Leg	0								0								1								0								1
Total	0								0								2								0								2

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Gateway Plaza								Alfred Road (Route 111)								Church/ Car Wash Driveway								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	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	0	0	0				
11:15 AM	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	0	0	0				
11:30 AM	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	0	0	0				
11:45 AM	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	0	0	0				
Total	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	0	0	0				
12:00 PM	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	0	0	0				
12:15 PM	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	0	0	0				
12:30 PM	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	0	0	0				
12:45 PM	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	0	0	0				
Total	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	0	0	0				
1:00 PM	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	0	0	0				
1:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
1:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
1:45 PM	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	0	0	0				
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Grand Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Approach %	0	0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Total %	0	0	0	0	0	50	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Exiting Leg Total	2								0								0								0								2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Gateway Plaza							Alfred Road (Route 111)							Church/ Car Wash Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:45 PM	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	2							0							0							0							2
Total	4							0							0							0							4

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	21	0	26	0	47	30	327	7	0	364	8	0	8	0	16	3	235	8	0	246	673
4:15 PM	21	0	26	0	47	46	338	9	1	394	4	1	4	0	9	6	211	15	0	232	682
4:30 PM	22	0	21	0	43	31	370	9	0	410	8	0	4	0	12	3	203	9	0	215	680
4:45 PM	24	1	28	0	53	46	348	9	0	403	8	0	4	0	12	6	216	13	0	235	703
Total	88	1	101	0	190	153	1383	34	1	1571	28	1	20	0	49	18	865	45	0	928	2738
5:00 PM	25	0	30	0	55	25	334	2	0	361	2	1	3	0	6	3	225	15	0	243	665
5:15 PM	23	0	19	0	42	29	301	6	0	336	5	0	4	0	9	3	226	8	0	237	624
5:30 PM	17	0	19	0	36	33	285	7	0	325	5	1	2	0	8	4	211	10	0	225	594
5:45 PM	21	0	20	0	41	25	221	3	0	249	8	1	1	0	10	8	185	10	0	203	503
Total	86	0	88	0	174	112	1141	18	0	1271	20	3	10	0	33	18	847	43	0	908	2386
6:00 PM	11	1	26	0	38	19	213	6	0	238	3	0	1	0	4	8	187	4	0	199	479
6:15 PM	12	0	15	0	27	21	204	8	0	233	5	0	1	0	6	3	158	10	0	171	437
6:30 PM	18	0	16	0	34	15	147	4	0	166	7	0	5	0	12	3	144	9	0	156	368
6:45 PM	12	0	17	0	29	15	139	2	0	156	2	0	1	0	3	1	133	5	0	139	327
Total	53	1	74	0	128	70	703	20	0	793	17	0	8	0	25	15	622	28	0	665	1611
Grand Total	227	2	263	0	492	335	3227	72	1	3635	65	4	38	0	107	51	2334	116	0	2501	6735
Approach %	46.1	0.4	53.5	0.0		9.2	88.8	2.0	0.0		60.7	3.7	35.5	0.0		2.0	93.3	4.6	0.0		
Total %	3.4	0.0	3.9	0.0	7.3	5.0	47.9	1.1	0.0	54.0	1.0	0.1	0.6	0.0	1.6	0.8	34.7	1.7	0.0	37.1	
Exiting Leg Total	455					2663					125					3492					6735
Cars	224	2	257	0	483	331	3181	72	1	3585	63	4	38	0	105	50	2271	116	0	2437	6610
% Cars	98.7	100.0	97.7	0.0	98.2	98.8	98.6	100.0	100.0	98.6	96.9	100.0	100.0	0.0	98.1	98.0	97.3	100.0	0.0	97.4	98.1
Exiting Leg Total	451					2592					124					3443					6610
Heavy Vehicles	3	0	6	0	9	4	46	0	0	50	2	0	0	0	2	1	63	0	0	64	125
% Heavy Vehicles	1.3	0.0	2.3	0.0	1.8	1.2	1.4	0.0	0.0	1.4	3.1	0.0	0.0	0.0	1.9	2.0	2.7	0.0	0.0	2.6	1.9
Exiting Leg Total	4					71					1					49					125

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	21	0	26	0	47	30	327	7	0	364	8	0	8	0	16	3	235	8	0	246	673
4:15 PM	21	0	26	0	47	46	338	9	1	394	4	1	4	0	9	6	211	15	0	232	682
4:30 PM	22	0	21	0	43	31	370	9	0	410	8	0	4	0	12	3	203	9	0	215	680
4:45 PM	24	1	28	0	53	46	348	9	0	403	8	0	4	0	12	6	216	13	0	235	703
Total Volume	88	1	101	0	190	153	1383	34	1	1571	28	1	20	0	49	18	865	45	0	928	2738
% Approach Total	46.3	0.5	53.2	0.0		9.7	88.0	2.2	0.1		57.1	2.0	40.8	0.0		1.9	93.2	4.8	0.0		
PHF	0.917	0.250	0.902	0.000	0.896	0.832	0.934	0.944	0.250	0.958	0.875	0.250	0.625	0.000	0.766	0.750	0.920	0.750	0.000	0.943	0.974
Cars	86	1	99	0	186	153	1366	34	1	1554	27	1	20	0	48	17	833	45	0	895	2683
Cars %	97.7	100.0	98.0	0.0	97.9	100.0	98.8	100.0	100.0	98.9	96.4	100.0	100.0	0.0	98.0	94.4	96.3	100.0	0.0	96.4	98.0
Heavy Vehicles	2	0	2	0	4	0	17	0	0	17	1	0	0	0	1	1	32	0	0	33	55
Heavy Vehicles %	2.3	0.0	2.0	0.0	2.1	0.0	1.2	0.0	0.0	1.1	3.6	0.0	0.0	0.0	2.0	5.6	3.7	0.0	0.0	3.6	2.0
Cars Enter Leg	86	1	99	0	186	153	1366	34	1	1554	27	1	20	0	48	17	833	45	0	895	2683
Heavy Enter Leg	2	0	2	0	4	0	17	0	0	17	1	0	0	0	1	1	32	0	0	33	55
Total Entering Leg	88	1	101	0	190	153	1383	34	1	1571	28	1	20	0	49	18	865	45	0	928	2738
Cars Exiting Leg	199					960					52					1472					2683
Heavy Exiting Leg	0					35					1					19					55
Total Exiting Leg	199					995					53					1491					2738

PDI File #: **240190 C**
Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **4:00 PM**
End Time: **7:00 PM**
Class:



Cars

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	20	0	24	0	44	30	320	7	0	357	8	0	8	0	16	3	223	8	0	234	651
4:15 PM	21	0	26	0	47	46	336	9	1	392	4	1	4	0	9	5	204	15	0	224	672
4:30 PM	22	0	21	0	43	31	368	9	0	408	7	0	4	0	11	3	197	9	0	209	671
4:45 PM	23	1	28	0	52	46	342	9	0	397	8	0	4	0	12	6	209	13	0	228	689
Total	86	1	99	0	186	153	1366	34	1	1554	27	1	20	0	48	17	833	45	0	895	2683
5:00 PM	25	0	30	0	55	25	329	2	0	356	2	1	3	0	6	3	218	15	0	236	653
5:15 PM	23	0	18	0	41	27	298	6	0	331	5	0	4	0	9	3	222	8	0	233	614
5:30 PM	17	0	18	0	35	33	281	7	0	321	5	1	2	0	8	4	206	10	0	220	584
5:45 PM	21	0	20	0	41	23	212	3	0	238	8	1	1	0	10	8	179	10	0	197	486
Total	86	0	86	0	172	108	1120	18	0	1246	20	3	10	0	33	18	825	43	0	886	2337
6:00 PM	10	1	25	0	36	19	211	6	0	236	2	0	1	0	3	8	184	4	0	196	471
6:15 PM	12	0	14	0	26	21	201	8	0	230	5	0	1	0	6	3	156	10	0	169	431
6:30 PM	18	0	16	0	34	15	146	4	0	165	7	0	5	0	12	3	142	9	0	154	365
6:45 PM	12	0	17	0	29	15	137	2	0	154	2	0	1	0	3	1	131	5	0	137	323
Total	52	1	72	0	125	70	695	20	0	785	16	0	8	0	24	15	613	28	0	656	1590
Grand Total	224	2	257	0	483	331	3181	72	1	3585	63	4	38	0	105	50	2271	116	0	2437	6610
Approach %	46.4	0.4	53.2	0.0		9.2	88.7	2.0	0.0		60.0	3.8	36.2	0.0		2.1	93.2	4.8	0.0		
Total %	3.4	0.0	3.9	0.0	7.3	5.0	48.1	1.1	0.0	54.2	1.0	0.1	0.6	0.0	1.6	0.8	34.4	1.8	0.0	36.9	
Exiting Leg Total	451					2592					124					3443					6610

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:15 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	21	0	26	0	47	46	336	9	1	392	4	1	4	0	9	5	204	15	0	224	672
4:30 PM	22	0	21	0	43	31	368	9	0	408	7	0	4	0	11	3	197	9	0	209	671
4:45 PM	23	1	28	0	52	46	342	9	0	397	8	0	4	0	12	6	209	13	0	228	689
5:00 PM	25	0	30	0	55	25	329	2	0	356	2	1	3	0	6	3	218	15	0	236	653
Total Volume	91	1	105	0	197	148	1375	29	1	1553	21	2	15	0	38	17	828	52	0	897	2685
% Approach Total	46.2	0.5	53.3	0.0		9.5	88.5	1.9	0.1		55.3	5.3	39.5	0.0		1.9	92.3	5.8	0.0		
PHF	0.910	0.250	0.875	0.000	0.895	0.804	0.934	0.806	0.250	0.952	0.656	0.500	0.938	0.000	0.792	0.708	0.950	0.867	0.000	0.950	0.974
Entering Leg	91	1	105	0	197	148	1375	29	1	1553	21	2	15	0	38	17	828	52	0	897	2685
Exiting Leg					202					955					47					1481	2685
Total					399					2508					85					2378	5370

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	2	0	3	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	22
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	10
4:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	9
4:45 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	14
Total	2	0	2	0	4	0	17	0	0	17	1	0	0	0	1	1	32	0	0	33	55
5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
5:15 PM	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	10
5:30 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	10
5:45 PM	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	6	0	0	6	17
Total	0	0	2	0	2	4	21	0	0	25	0	0	0	0	0	0	22	0	0	22	49
6:00 PM	1	0	1	0	2	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	8
6:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
6:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	1	0	2	0	3	0	8	0	0	8	1	0	0	0	1	0	9	0	0	9	21
Grand Total	3	0	6	0	9	4	46	0	0	50	2	0	0	0	2	1	63	0	0	64	125
Approach %	33.3	0.0	66.7	0.0		8.0	92.0	0.0	0.0		100.0	0.0	0.0	0.0		1.6	98.4	0.0	0.0		
Total %	2.4	0.0	4.8	0.0	7.2	3.2	36.8	0.0	0.0	40.0	1.6	0.0	0.0	0.0	1.6	0.8	50.4	0.0	0.0	51.2	
Exiting Leg Total	4					71					1					49					125
Buses	1	0	0	0	1	2	5	0	0	7	0	0	0	0	0	0	7	0	0	7	15
% Buses	33.3	0.0	0.0	0.0	11.1	50.0	10.9	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.9	12.0
Exiting Leg Total	2					7					0					6					15
Single-Unit Trucks	2	0	4	0	6	1	27	0	0	28	2	0	0	0	2	1	47	0	0	48	84
% Single-Unit	66.7	0.0	66.7	0.0	66.7	25.0	58.7	0.0	0.0	56.0	100.0	0.0	0.0	0.0	100.0	100.0	74.6	0.0	0.0	75.0	67.2
Exiting Leg Total	1					53					1					29					84
Articulated Trucks	0	0	2	0	2	1	14	0	0	15	0	0	0	0	0	0	9	0	0	9	26
% Articulated	0.0	0.0	33.3	0.0	22.2	25.0	30.4	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.1	20.8
Exiting Leg Total	1					11					0					14					26

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	2	0	3	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	22
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	10
4:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	9
4:45 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	14
Total Volume	2	0	2	0	4	0	17	0	0	17	1	0	0	0	1	1	32	0	0	33	55
% Approach Total	50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		3.0	97.0	0.0	0.0		
PHF	0.500	0.000	0.250	0.000	0.333	0.000	0.607	0.000	0.000	0.607	0.250	0.000	0.000	0.000	0.250	0.250	0.667	0.000	0.000	0.688	0.625
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	0.0	9.1	9.1
Single-Unit Trucks	2	0	2	0	4	0	11	0	0	11	1	0	0	0	1	1	25	0	0	26	42
Single-Unit %	100.0	0.0	100.0	0.0	100.0	0.0	64.7	0.0	0.0	64.7	100.0	0.0	0.0	0.0	100.0	100.0	78.1	0.0	0.0	78.8	76.4
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	23.5	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.1	14.5
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Single-Unit Trucks	2	0	2	0	4	0	11	0	0	11	1	0	0	0	1	1	25	0	0	26	42
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Total Entering Leg	2	0	2	0	4	0	17	0	0	17	1	0	0	0	1	1	32	0	0	33	55
Buses	0					3					0					2					5
Single-Unit Trucks	0					28					1					13					42
Articulated Trucks	0					4					0					4					8
Total Exiting Leg	0					35					1					19					55

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Buses

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
5:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
6:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	4
Grand Total	1	0	0	0	1	2	5	0	0	7	0	0	0	0	0	0	7	0	0	0	7	15
Approach %	100.0	0.0	0.0	0.0		28.6	71.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	6.7	0.0	0.0	0.0	6.7	13.3	33.3	0.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0	46.7		
Exiting Leg Total	2					7					0					6					15	

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:30 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
5:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	6
% Approach Total	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.500
Entering Leg	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Exiting Leg	1					3					0					2					6
Total	1					6					0					5					12

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Single-Unit Trucks

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	1	0	2	0	3	0	5	0	0	5	0	0	0	0	0	0	8	0	0	0	8	16
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	6	0	0	7	8
4:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	5	0	0	0	5	7
4:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	6	0	0	0	6	11
Total	2	0	2	0	4	0	11	0	0	11	1	0	0	0	1	1	25	0	0	0	26	42
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4	5
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7
5:45 PM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	5	0	0	0	5	13
Total	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	16	0	0	0	16	30
6:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	2	4
6:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
6:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	2	0	2	0	3	0	0	3	1	0	0	0	1	0	6	0	0	0	6	12
Grand Total	2	0	4	0	6	1	27	0	0	28	2	0	0	0	2	1	47	0	0	0	48	84
Approach %	33.3	0.0	66.7	0.0		3.6	96.4	0.0	0.0		100.0	0.0	0.0	0.0		2.1	97.9	0.0	0.0			
Total %	2.4	0.0	4.8	0.0	7.1	1.2	32.1	0.0	0.0	33.3	2.4	0.0	0.0	0.0	2.4	1.2	56.0	0.0	0.0	57.1		
Exiting Leg Total	1					53					1					29					84	

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	1	0	2	0	3	0	5	0	0	5	0	0	0	0	0	0	8	0	0	0	8	16
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6	0	0	0	7	8
4:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	5	0	0	0	5	7
4:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	6	0	0	0	6	11
Total Volume	2	0	2	0	4	0	11	0	0	11	1	0	0	0	1	1	25	0	0	0	26	42
% Approach Total	50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		3.8	96.2	0.0	0.0			
PHF	0.500	0.000	0.250	0.000	0.333	0.000	0.550	0.000	0.000	0.550	0.250	0.000	0.000	0.000	0.250	0.250	0.781	0.000	0.000	0.813	0.656	
Entering Leg	2	0	2	0	4	0	11	0	0	11	1	0	0	0	1	1	25	0	0	0	26	42
Exiting Leg	0					28					1					13					42	
Total	4					39					2					39					84	

PDI File #: **240190 C**
Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **4:00 PM**
End Time: **7:00 PM**
Class:



Articulated Trucks

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	0	4
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	4	0	0	0	4
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	2	0	2	1	14	0	0	15	0	0	0	0	0	0	9	0	0	0	9
Approach %	0.0	0.0	100.0	0.0		6.7	93.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	7.7	0.0	7.7	3.8	53.8	0.0	0.0	57.7	0.0	0.0	0.0	0.0	0.0	0.0	34.6	0.0	0.0	34.6	
Exiting Leg Total	1					11					0					14					26

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

5:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
5:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
5:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
Total Volume	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	4	0	0	0	4	13
% Approach Total	0.0	0.0	100.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.500	0.000	0.500	0.250	0.500	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.813	
Entering Leg	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	4	0	0	0	4	13
Exiting Leg	1					6					0					6					13	
Total	3					13					0					10					26	

PDI File #: 240190 C
Location: N: Gateway Plaza S: Church/ Car Wash Driveway
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 4:00 PM
End Time: 7:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Gateway Plaza							Alfred Road (Route 111)							Church/ Car Wash Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	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	0	0	0
4:15 PM	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	0	0	0
4:30 PM	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	0	0	0
4:45 PM	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	0	0	0
Total	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	0	0	0
5:00 PM	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	0	0	0
5:15 PM	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	0	0	0
5:30 PM	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	0	0	0
5:45 PM	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	0	0	0
Total	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	0	0	0
6:00 PM	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	0	0	0
6:15 PM	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	0	0	0
6:30 PM	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	0	0	0
6:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	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	0	0	0
Approach %	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	0.0	0.0	0.0	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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Gateway Plaza								Alfred Road (Route 111)								Church/ Car Wash Driveway								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:00 PM	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	0	0	0				
4:15 PM	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	0	0	0				
4:30 PM	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	0	0	0				
4:45 PM	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	0	0	0				
Total Volume	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	0	0	0				
% Approach Total	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	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	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				
Entering Leg	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	0	0	0				
Exiting Leg	0								0								0								0								0
Total	0								0								0								0								0

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **4:00 PM**
 End Time: **7:00 PM**
 Class:



Pedestrians

	Gateway Plaza							Alfred Road (Route 111)							Church/ Car Wash Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	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	0	0	0
4:15 PM	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	0	0	0
4:30 PM	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	0	0	0
4:45 PM	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	0	0	0
Total	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	0	0	0
5:00 PM	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	0	0	0
5:15 PM	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	0	0	0
5:30 PM	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	0	0	0
5:45 PM	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	0	0	0
Total	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	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
6:15 PM	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	0	0	0
6:30 PM	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	0	0	0
6:45 PM	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	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	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	0	0	0	100	100	0	0	0	0	0	0	0	0
Exiting Leg Total	0							0							1							0							1

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

4:00 PM	Gateway Plaza							Alfred Road (Route 111)							Church/ Car Wash Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	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	0	0	0
4:15 PM	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	0	0	0
4:30 PM	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	0	0	0
4:45 PM	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	0	0	0
Total Volume	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	0	0	0
% Approach Total	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	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	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	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	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **240190 C**
Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Saturday, November 16, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars and Heavy Vehicles (Combined)

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	35	2	51	0	88	68	230	11	0	309	17	0	4	0	21	7	261	19	0	287	705
11:15 AM	30	4	52	0	86	70	242	10	0	322	11	2	6	0	19	7	241	28	0	276	703
11:30 AM	25	2	40	0	67	53	247	12	0	312	19	1	2	0	22	6	272	31	0	309	710
11:45 AM	41	4	53	0	98	64	250	14	0	328	13	0	8	0	21	5	282	28	0	315	762
Total	131	12	196	0	339	255	969	47	0	1271	60	3	20	0	83	25	1056	106	0	1187	2880
12:00 PM	42	1	61	0	104	51	240	11	1	303	11	2	10	0	23	5	276	28	0	309	739
12:15 PM	35	1	57	0	93	76	233	12	1	322	16	3	7	0	26	10	261	28	0	299	740
12:30 PM	35	0	51	0	86	64	268	9	0	341	7	1	7	0	15	8	331	40	0	379	821
12:45 PM	41	0	62	0	103	55	259	11	0	325	7	1	11	0	19	10	300	22	1	333	780
Total	153	2	231	0	386	246	1000	43	2	1291	41	7	35	0	83	33	1168	118	1	1320	3080
1:00 PM	39	0	43	0	82	65	288	6	0	359	14	0	2	0	16	7	227	21	0	255	712
1:15 PM	35	0	50	0	85	60	244	12	0	316	17	0	5	0	22	11	230	23	0	264	687
1:30 PM	43	0	44	0	87	36	268	7	0	311	14	0	4	0	18	8	299	25	0	332	748
1:45 PM	31	0	50	0	81	64	242	16	0	322	14	0	10	0	24	7	245	29	0	281	708
Total	148	0	187	0	335	225	1042	41	0	1308	59	0	21	0	80	33	1001	98	0	1132	2855
Grand Total	432	14	614	0	1060	726	3011	131	2	3870	160	10	76	0	246	91	3225	322	1	3639	8815
Approach %	40.8	1.3	57.9	0.0		18.8	77.8	3.4	0.1		65.0	4.1	30.9	0.0		2.5	88.6	8.8	0.0		
Total %	4.9	0.2	7.0	0.0	12.0	8.2	34.2	1.5	0.0	43.9	1.8	0.1	0.9	0.0	2.8	1.0	36.6	3.7	0.0	41.3	
Exiting Leg Total	1058					4001					236					3520					8815
Cars	429	14	608	0	1051	719	2981	131	2	3833	160	10	76	0	246	91	3194	321	1	3607	8737
% Cars	99.3	100.0	99.0	0.0	99.2	99.0	99.0	100.0	100.0	99.0	100.0	100.0	100.0	0.0	100.0	100.0	99.0	99.7	100.0	99.1	99.1
Exiting Leg Total	1050					3964					236					3487					8737
Heavy Vehicles	3	0	6	0	9	7	30	0	0	37	0	0	0	0	0	0	31	1	0	32	78
% Heavy Vehicles	0.7	0.0	1.0	0.0	0.8	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.3	0.0	0.9	0.9
Exiting Leg Total	8					37					0					33					78

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	42	1	61	0	104	51	240	11	1	303	11	2	10	0	23	5	276	28	0	309	739
12:15 PM	35	1	57	0	93	76	233	12	1	322	16	3	7	0	26	10	261	28	0	299	740
12:30 PM	35	0	51	0	86	64	268	9	0	341	7	1	7	0	15	8	331	40	0	379	821
12:45 PM	41	0	62	0	103	55	259	11	0	325	7	1	11	0	19	10	300	22	1	333	780
Total Volume	153	2	231	0	386	246	1000	43	2	1291	41	7	35	0	83	33	1168	118	1	1320	3080
% Approach Total	39.6	0.5	59.8	0.0		19.1	77.5	3.3	0.2		49.4	8.4	42.2	0.0		2.5	88.5	8.9	0.1		
PHF	0.911	0.500	0.931	0.000	0.928	0.809	0.933	0.896	0.500	0.946	0.641	0.583	0.795	0.000	0.798	0.825	0.882	0.738	0.250	0.871	0.938
Cars	152	2	228	0	382	245	988	43	2	1278	41	7	35	0	83	33	1157	117	1	1308	3051
Cars %	99.3	100.0	98.7	0.0	99.0	99.6	98.8	100.0	100.0	99.0	100.0	100.0	100.0	0.0	100.0	100.0	99.1	99.2	100.0	99.1	99.1
Heavy Vehicles	1	0	3	0	4	1	12	0	0	13	0	0	0	0	0	0	11	1	0	12	29
Heavy Vehicles %	0.7	0.0	1.3	0.0	1.0	0.4	1.2	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.8	0.0	0.9	0.9
Cars Enter Leg	152	2	228	0	382	245	988	43	2	1278	41	7	35	0	83	33	1157	117	1	1308	3051
Heavy Enter Leg	1	0	3	0	4	1	12	0	0	13	0	0	0	0	0	0	11	1	0	12	29
Total Entering Leg	153	2	231	0	386	246	1000	43	2	1291	41	7	35	0	83	33	1168	118	1	1320	3080
Cars Exiting Leg	369					1428					78					1176					3051
Heavy Exiting Leg	2					14					0					13					29
Total Exiting Leg	371					1442					78					1189					3080

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	35	2	50	0	87	68	228	11	0	307	17	0	4	0	21	7	259	19	0	285	700
11:15 AM	30	4	51	0	85	70	241	10	0	321	11	2	6	0	19	7	238	28	0	273	698
11:30 AM	25	2	40	0	67	51	244	12	0	307	19	1	2	0	22	6	269	31	0	306	702
11:45 AM	41	4	53	0	98	62	248	14	0	324	13	0	8	0	21	5	281	28	0	314	757
Total	131	12	194	0	337	251	961	47	0	1259	60	3	20	0	83	25	1047	106	0	1178	2857
12:00 PM	42	1	60	0	103	50	236	11	1	298	11	2	10	0	23	5	275	28	0	308	732
12:15 PM	35	1	56	0	92	76	232	12	1	321	16	3	7	0	26	10	258	28	0	296	735
12:30 PM	35	0	50	0	85	64	264	9	0	337	7	1	7	0	15	8	328	39	0	375	812
12:45 PM	40	0	62	0	102	55	256	11	0	322	7	1	11	0	19	10	296	22	1	329	772
Total	152	2	228	0	382	245	988	43	2	1278	41	7	35	0	83	33	1157	117	1	1308	3051
1:00 PM	39	0	43	0	82	65	283	6	0	354	14	0	2	0	16	7	224	21	0	252	704
1:15 PM	35	0	49	0	84	59	244	12	0	315	17	0	5	0	22	11	230	23	0	264	685
1:30 PM	41	0	44	0	85	36	267	7	0	310	14	0	4	0	18	8	297	25	0	330	743
1:45 PM	31	0	50	0	81	63	238	16	0	317	14	0	10	0	24	7	239	29	0	275	697
Total	146	0	186	0	332	223	1032	41	0	1296	59	0	21	0	80	33	990	98	0	1121	2829
Grand Total	429	14	608	0	1051	719	2981	131	2	3833	160	10	76	0	246	91	3194	321	1	3607	8737
Approach %	40.8	1.3	57.8	0.0		18.8	77.8	3.4	0.1		65.0	4.1	30.9	0.0		2.5	88.6	8.9	0.0		
Total %	4.9	0.2	7.0	0.0	12.0	8.2	34.1	1.5	0.0	43.9	1.8	0.1	0.9	0.0	2.8	1.0	36.6	3.7	0.0	41.3	
Exiting Leg Total	1050					3964					236					3487					8737

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	42	1	60	0	103	50	236	11	1	298	11	2	10	0	23	5	275	28	0	308	732
12:15 PM	35	1	56	0	92	76	232	12	1	321	16	3	7	0	26	10	258	28	0	296	735
12:30 PM	35	0	50	0	85	64	264	9	0	337	7	1	7	0	15	8	328	39	0	375	812
12:45 PM	40	0	62	0	102	55	256	11	0	322	7	1	11	0	19	10	296	22	1	329	772
Total Volume	152	2	228	0	382	245	988	43	2	1278	41	7	35	0	83	33	1157	117	1	1308	3051
% Approach Total	39.8	0.5	59.7	0.0		19.2	77.3	3.4	0.2		49.4	8.4	42.2	0.0		2.5	88.5	8.9	0.1		
PHF	0.905	0.500	0.919	0.000	0.927	0.806	0.936	0.896	0.500	0.948	0.641	0.583	0.795	0.000	0.798	0.825	0.882	0.750	0.250	0.872	0.939
Entering Leg	152	2	228	0	382	245	988	43	2	1278	41	7	35	0	83	33	1157	117	1	1308	3051
Exiting Leg	369					1428					78					1176					3051
Total	751					2706					161					2484					6102

PDI File #: 240190 C
Location: N: Gateway Plaza S: Church/ Car Wash Driveway
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Saturday, November 16, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	5
11:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	5
11:30 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	3	0	0	0	3	8
11:45 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	1	0	0	0	1	5
Total	0	0	2	0	2	4	8	0	0	12	0	0	0	0	0	0	9	0	0	0	9	23
12:00 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	1	0	0	0	1	7
12:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	5
12:30 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	1	0	0	4	9
12:45 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	8
Total	1	0	3	0	4	1	12	0	0	13	0	0	0	0	0	0	11	1	0	0	12	29
1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	0	3	8
1:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	5
1:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	6	0	0	0	6	11
Total	2	0	1	0	3	2	10	0	0	12	0	0	0	0	0	0	11	0	0	0	11	26
Grand Total	3	0	6	0	9	7	30	0	0	37	0	0	0	0	0	0	31	1	0	0	32	78
Approach %	33.3	0.0	66.7	0.0		18.9	81.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.9	3.1	0.0			
Total %	3.8	0.0	7.7	0.0	11.5	9.0	38.5	0.0	0.0	47.4	0.0	0.0	0.0	0.0	0.0	0.0	39.7	1.3	0.0	41.0		
Exiting Leg Total	8					37					0					33					78	
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	0	4	8
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0	12.5	10.3	
Exiting Leg Total	0					4					0					4					8	
Single-Unit Trucks	3	0	5	0	8	6	19	0	0	25	0	0	0	0	0	0	23	1	0	0	24	57
% Single-Unit	100.0	0.0	83.3	0.0	88.9	85.7	63.3	0.0	0.0	67.6	0.0	0.0	0.0	0.0	0.0	0.0	74.2	100.0	0.0	75.0	73.1	
Exiting Leg Total	7					28					0					22					57	
Articulated Trucks	0	0	1	0	1	1	7	0	0	8	0	0	0	0	0	0	4	0	0	0	4	13
% Articulated	0.0	0.0	16.7	0.0	11.1	14.3	23.3	0.0	0.0	21.6	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0	12.5	16.7	
Exiting Leg Total	1					5					0					7					13	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	5
12:30 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	1	0	0	4	9
12:45 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	8
1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	0	3	8
Total Volume	1	0	2	0	3	0	13	0	0	13	0	0	0	0	0	0	13	1	0	0	14	30
% Approach Total	33.3	0.0	66.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.9	7.1	0.0			
PHF	0.250	0.000	0.500	0.000	0.750	0.000	0.650	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.250	0.000	0.875	0.833	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0		14.3	13.3
Single-Unit Trucks	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	0	8	1	0	0	9	20
Single-Unit %	100.0	0.0	50.0	0.0	66.7	0.0	69.2	0.0	0.0	69.2	0.0	0.0	0.0	0.0	0.0	0.0	61.5	100.0	0.0		64.3	66.7
Articulated Trucks	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	6
Articulated %	0.0	0.0	50.0	0.0	33.3	0.0	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0		21.4	20.0
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Single-Unit Trucks	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	0	8	1	0	0	9	20
Articulated Trucks	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	6
Total Entering Leg	1	0	2	0	3	0	13	0	0	13	0	0	0	0	0	0	13	1	0	0	14	30
Buses	0					2					0					2					4	
Single-Unit Trucks	1					9					0					10					20	
Articulated Trucks	0					4					0					2					6	
Total Exiting Leg	1					15					0					14					30	

PDI File #: **240190 C**
Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Saturday, November 16, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Buses

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	0	8
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0					4					0					4					8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	1.000
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Exiting Leg	0					2					0					2					4
Total	0					4					0					4					8

PDI File #: **240190 C**
Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Saturday, November 16, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Single-Unit Trucks

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
11:30 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	3	0	0	3	7
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	0	8	0	0	8	16
12:00 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
12:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	3	1	0	4	7
12:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	4
Total	1	0	2	0	3	1	8	0	0	9	0	0	0	0	0	0	0	6	1	0	7	19
1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	2	0	0	2	7
1:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	5
1:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	5	0	0	5	8
Total	2	0	1	0	3	2	8	0	0	10	0	0	0	0	0	0	0	9	0	0	9	22
Grand Total	3	0	5	0	8	6	19	0	0	25	0	0	0	0	0	0	0	23	1	0	24	57
Approach %	37.5	0.0	62.5	0.0		24.0	76.0	0.0	0.0		0.0	0.0	0.0	0.0			0.0	95.8	4.2	0.0		
Total %	5.3	0.0	8.8	0.0	14.0	10.5	33.3	0.0	0.0	43.9	0.0	0.0	0.0	0.0	0.0		0.0	40.4	1.8	0.0	42.1	
Exiting Leg Total	7					28					0					22					57	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
1:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
1:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	8
Total Volume	2	0	1	0	3	2	8	0	0	10	0	0	0	0	0	0	9	0	0	9	22
% Approach Total	66.7	0.0	33.3	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.375	0.500	0.400	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.000	0.450	0.688
Entering Leg	2	0	1	0	3	2	8	0	0	10	0	0	0	0	0	0	9	0	0	9	22
Exiting Leg	2					10					0					10					22
Total	5					20					0					19					44

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	1	0	1	1	7	0	0	8	0	0	0	0	0	0	4	0	0	4	13
Approach %	0.0	0.0	100.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	7.7	0.0	7.7	7.7	53.8	0.0	0.0	61.5	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	30.8	
Exiting Leg Total	1					5					0					7					13

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Gateway Plaza					Alfred Road (Route 111)					Church/ Car Wash Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total Volume	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
% Approach Total	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.500
Entering Leg	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
Exiting Leg	0					4					0					2					6
Total	1					6					0					5					12

PDI File #: 240190 C
Location: N: Gateway Plaza S: Church/ Car Wash Driveway
Location: E: Alfred Road (Route 111) W: Alfred Road (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Saturday, November 16, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Gateway Plaza							Alfred Road (Route 111)							Church/ Car Wash Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	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	0	0	0
12:15 PM	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	0	0	0
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	1							0							0							0							1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Gateway Plaza							Alfred Road (Route 111)							Church/ Car Wash Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1							0							0							0							1
Total	1							1							0							0							2

PDI File #: **240190 C**
 Location: **N: Gateway Plaza S: Church/ Car Wash Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Saturday, November 16, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Gateway Plaza								Alfred Road (Route 111)								Church/ Car Wash Driveway								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	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	0	0	0				
11:15 AM	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	0	0	0				
11:30 AM	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	0	0	0				
11:45 AM	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	0	0	0				
Total	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	0	0	0				
12:00 PM	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	0	0	0				
12:15 PM	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	0	0	0				
12:30 PM	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	0	0	0				
12:45 PM	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	0	0	0				
Total	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	0	0	0				
1:00 PM	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	0	0	0				
1:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
1:30 PM	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	0	0	0				
1:45 PM	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	0	0	0				
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Grand Total	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Approach %	0	0	0	0	0	0	100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Exiting Leg Total	1								0								0								0								1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Gateway Plaza							Alfred Road (Route 111)							Church/ Car Wash Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1							0							0							0							1
Total	2							0							0							0							2

PDI File #: **240190 D**
 Location: **N: Park and Ride Lot S: Boulder Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	6	0	7	0	236	32	0	268	35	1	28	1	65	24	207	0	0	231	571
11:15 AM	1	1	8	0	10	0	241	41	0	282	40	2	25	0	67	27	184	3	0	214	573
11:30 AM	0	0	2	0	2	1	249	27	0	277	34	1	24	0	59	31	197	0	0	228	566
11:45 AM	1	0	0	0	1	0	244	27	0	271	31	2	24	0	57	29	208	1	0	238	567
Total	2	2	16	0	20	1	970	127	0	1098	140	6	101	1	248	111	796	4	0	911	2277
12:00 PM	4	0	4	0	8	1	282	22	0	305	34	0	33	0	67	38	257	2	0	297	677
12:15 PM	1	0	4	0	5	0	287	31	0	318	30	0	20	0	50	31	236	0	0	267	640
12:30 PM	0	0	3	0	3	0	273	34	0	307	50	0	38	0	88	26	221	1	0	248	646
12:45 PM	2	1	3	0	6	0	256	22	0	278	35	0	33	0	68	25	223	0	0	248	600
Total	7	1	14	0	22	1	1098	109	0	1208	149	0	124	0	273	120	937	3	0	1060	2563
1:00 PM	1	1	2	0	4	0	253	46	0	299	37	0	26	0	63	33	230	0	0	263	629
1:15 PM	0	0	1	1	2	0	259	34	0	293	41	0	30	0	71	33	243	2	0	278	644
1:30 PM	0	0	1	0	1	1	233	30	0	264	35	0	36	0	71	40	248	0	0	288	624
1:45 PM	0	0	3	0	3	0	272	23	0	295	25	0	30	0	55	31	254	1	0	286	639
Total	1	1	7	1	10	1	1017	133	0	1151	138	0	122	0	260	137	975	3	0	1115	2536
Grand Total	10	4	37	1	52	3	3085	369	0	3457	427	6	347	1	781	368	2708	10	0	3086	7376
Approach %	19.2	7.7	71.2	1.9		0.1	89.2	10.7	0.0		54.7	0.8	44.4	0.1		11.9	87.8	0.3	0.0		
Total %	0.1	0.1	0.5	0.0	0.7	0.0	41.8	5.0	0.0	46.9	5.8	0.1	4.7	0.0	10.6	5.0	36.7	0.1	0.0	41.8	
Exiting Leg Total	20					3172					742					3442					7376
Cars	9	3	35	1	48	3	2961	363	0	3327	418	6	340	1	765	362	2569	10	0	2941	7081
% Cars	90.0	75.0	94.6	100.0	92.3	100.0	96.0	98.4	0.0	96.2	97.9	100.0	98.0	100.0	98.0	98.4	94.9	100.0	0.0	95.3	96.0
Exiting Leg Total	20					3022					729					3310					7081
Heavy Vehicles	1	1	2	0	4	0	124	6	0	130	9	0	7	0	16	6	139	0	0	145	295
% Heavy Vehicles	10.0	25.0	5.4	0.0	7.7	0.0	4.0	1.6	0.0	3.8	2.1	0.0	2.0	0.0	2.0	1.6	5.1	0.0	0.0	4.7	4.0
Exiting Leg Total	0					150					13					132					295

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	4	0	4	0	8	1	282	22	0	305	34	0	33	0	67	38	257	2	0	297	677
12:15 PM	1	0	4	0	5	0	287	31	0	318	30	0	20	0	50	31	236	0	0	267	640
12:30 PM	0	0	3	0	3	0	273	34	0	307	50	0	38	0	88	26	221	1	0	248	646
12:45 PM	2	1	3	0	6	0	256	22	0	278	35	0	33	0	68	25	223	0	0	248	600
Total Volume	7	1	14	0	22	1	1098	109	0	1208	149	0	124	0	273	120	937	3	0	1060	2563
% Approach Total	31.8	4.5	63.6	0.0		0.1	90.9	9.0	0.0		54.6	0.0	45.4	0.0		11.3	88.4	0.3	0.0		
PHF	0.438	0.250	0.875	0.000	0.688	0.250	0.956	0.801	0.000	0.950	0.745	0.000	0.816	0.000	0.776	0.789	0.911	0.375	0.000	0.892	0.946
Cars	6	1	14	0	21	1	1066	105	0	1172	144	0	120	0	264	118	893	3	0	1014	2471
Cars %	85.7	100.0	100.0	0.0	95.5	100.0	97.1	96.3	0.0	97.0	96.6	0.0	96.8	0.0	96.7	98.3	95.3	100.0	0.0	95.7	96.4
Heavy Vehicles	1	0	0	0	1	0	32	4	0	36	5	0	4	0	9	2	44	0	0	46	92
Heavy Vehicles %	14.3	0.0	0.0	0.0	4.5	0.0	2.9	3.7	0.0	3.0	3.4	0.0	3.2	0.0	3.3	1.7	4.7	0.0	0.0	4.3	3.6
Cars Enter Leg	6	1	14	0	21	1	1066	105	0	1172	144	0	120	0	264	118	893	3	0	1014	2471
Heavy Enter Leg	1	0	0	0	1	0	32	4	0	36	5	0	4	0	9	2	44	0	0	46	92
Total Entering Leg	7	1	14	0	22	1	1098	109	0	1208	149	0	124	0	273	120	937	3	0	1060	2563
Cars Exiting Leg	4					1051					224					1192					2471
Heavy Exiting Leg	0					49					6					37					92
Total Exiting Leg	4					1100					230					1229					2563

PDI File #: **240190 D**
Location: **N: Park and Ride Lot S: Boulder Way**
Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
City, State: **Biddeford, ME**
Client: **Bowman/ H. Bangad**
Site Code: **314158-01-005**
Count Date: **Thursday, November 14, 2024**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars

	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	6	0	7	0	230	32	0	262	33	1	28	1	63	23	200	0	0	223	555
11:15 AM	1	0	6	0	7	0	232	41	0	273	40	2	24	0	66	26	172	3	0	201	547
11:30 AM	0	0	2	0	2	1	234	25	0	260	33	1	23	0	57	31	187	0	0	218	537
11:45 AM	1	0	0	0	1	0	229	27	0	256	31	2	24	0	57	29	195	1	0	225	539
Total	2	1	14	0	17	1	925	125	0	1051	137	6	99	1	243	109	754	4	0	867	2178
12:00 PM	4	0	4	0	8	1	273	20	0	294	34	0	31	0	65	36	246	2	0	284	651
12:15 PM	1	0	4	0	5	0	279	30	0	309	27	0	19	0	46	31	227	0	0	258	618
12:30 PM	0	0	3	0	3	0	263	33	0	296	50	0	38	0	88	26	206	1	0	233	620
12:45 PM	1	1	3	0	5	0	251	22	0	273	33	0	32	0	65	25	214	0	0	239	582
Total	6	1	14	0	21	1	1066	105	0	1172	144	0	120	0	264	118	893	3	0	1014	2471
1:00 PM	1	1	2	0	4	0	238	46	0	284	37	0	25	0	62	32	218	0	0	250	600
1:15 PM	0	0	1	1	2	0	250	34	0	284	41	0	30	0	71	33	226	2	0	261	618
1:30 PM	0	0	1	0	1	1	220	30	0	251	35	0	36	0	71	40	240	0	0	280	603
1:45 PM	0	0	3	0	3	0	262	23	0	285	24	0	30	0	54	30	238	1	0	269	611
Total	1	1	7	1	10	1	970	133	0	1104	137	0	121	0	258	135	922	3	0	1060	2432
Grand Total	9	3	35	1	48	3	2961	363	0	3327	418	6	340	1	765	362	2569	10	0	2941	7081
Approach %	18.8	6.3	72.9	2.1		0.1	89.0	10.9	0.0		54.6	0.8	44.4	0.1		12.3	87.4	0.3	0.0		
Total %	0.1	0.0	0.5	0.0	0.7	0.0	41.8	5.1	0.0	47.0	5.9	0.1	4.8	0.0	10.8	5.1	36.3	0.1	0.0	41.5	
Exiting Leg Total	20					3022					729					3310					7081

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	4	0	4	0	8	1	273	20	0	294	34	0	31	0	65	36	246	2	0	284	651
12:15 PM	1	0	4	0	5	0	279	30	0	309	27	0	19	0	46	31	227	0	0	258	618
12:30 PM	0	0	3	0	3	0	263	33	0	296	50	0	38	0	88	26	206	1	0	233	620
12:45 PM	1	1	3	0	5	0	251	22	0	273	33	0	32	0	65	25	214	0	0	239	582
Total Volume	6	1	14	0	21	1	1066	105	0	1172	144	0	120	0	264	118	893	3	0	1014	2471
% Approach Total	28.6	4.8	66.7	0.0		0.1	91.0	9.0	0.0		54.5	0.0	45.5	0.0		11.6	88.1	0.3	0.0		
PHF	0.375	0.250	0.875	0.000	0.656	0.250	0.955	0.795	0.000	0.948	0.720	0.000	0.789	0.000	0.750	0.819	0.908	0.375	0.000	0.893	0.949
Entering Leg	6	1	14	0	21	1	1066	105	0	1172	144	0	120	0	264	118	893	3	0	1014	2471
Exiting Leg	4					1051					224					1192					2471
Total	25					2223					488					2206					4942

PDI File #: **240190 D**
 Location: **N: Park and Ride Lot S: Boulder Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	1	7	0	0	8	16
11:15 AM	0	1	2	0	3	0	9	0	0	9	0	0	1	0	1	1	12	0	0	13	26
11:30 AM	0	0	0	0	0	0	15	2	0	17	1	0	1	0	2	0	10	0	0	10	29
11:45 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	28
Total	0	1	2	0	3	0	45	2	0	47	3	0	2	0	5	2	42	0	0	44	99
12:00 PM	0	0	0	0	0	0	9	2	0	11	0	0	2	0	2	2	11	0	0	13	26
12:15 PM	0	0	0	0	0	0	8	1	0	9	3	0	1	0	4	0	9	0	0	9	22
12:30 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	15	0	0	15	26
12:45 PM	1	0	0	0	1	0	5	0	0	5	2	0	1	0	3	0	9	0	0	9	18
Total	1	0	0	0	1	0	32	4	0	36	5	0	4	0	9	2	44	0	0	46	92
1:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	1	12	0	0	13	29
1:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	17	0	0	17	26
1:30 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	21
1:45 PM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	1	16	0	0	17	28
Total	0	0	0	0	0	0	47	0	0	47	1	0	1	0	2	2	53	0	0	55	104
Grand Total	1	1	2	0	4	0	124	6	0	130	9	0	7	0	16	6	139	0	0	145	295
Approach %	25.0	25.0	50.0	0.0		0.0	95.4	4.6	0.0		56.3	0.0	43.8	0.0		4.1	95.9	0.0	0.0		
Total %	0.3	0.3	0.7	0.0	1.4	0.0	42.0	2.0	0.0	44.1	3.1	0.0	2.4	0.0	5.4	2.0	47.1	0.0	0.0	49.2	
Exiting Leg Total	0					150					13					132					295
Buses	0	0	0	0	0	0	9	1	0	10	1	0	1	0	2	3	1	0	0	4	16
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	7.3	16.7	0.0	7.7	11.1	0.0	14.3	0.0	12.5	50.0	0.7	0.0	0.0	2.8	5.4
Exiting Leg Total	0					2					4					10					16
Single-Unit Trucks	1	1	2	0	4	0	62	2	0	64	3	0	5	0	8	3	85	0	0	88	164
% Single-Unit	100.0	100.0	100.0	0.0	100.0	0.0	50.0	33.3	0.0	49.2	33.3	0.0	71.4	0.0	50.0	50.0	61.2	0.0	0.0	60.7	55.6
Exiting Leg Total	0					90					6					68					164
Articulated Trucks	0	0	0	0	0	0	53	3	0	56	5	0	1	0	6	0	53	0	0	53	115
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	42.7	50.0	0.0	43.1	55.6	0.0	14.3	0.0	37.5	0.0	38.1	0.0	0.0	36.6	39.0
Exiting Leg Total	0					58					3					54					115

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	1	2	0	3	0	9	0	0	9	0	0	1	0	1	1	12	0	0	13	26
11:30 AM	0	0	0	0	0	0	15	2	0	17	1	0	1	0	2	0	10	0	0	10	29
11:45 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	28
12:00 PM	0	0	0	0	0	0	9	2	0	11	0	0	2	0	2	2	11	0	0	13	26
Total Volume	0	1	2	0	3	0	48	4	0	52	1	0	4	0	5	3	46	0	0	49	109
% Approach Total	0.0	33.3	66.7	0.0		0.0	92.3	7.7	0.0		20.0	0.0	80.0	0.0		6.1	93.9	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.250	0.000	0.800	0.500	0.000	0.765	0.250	0.000	0.500	0.000	0.625	0.375	0.885	0.000	0.000	0.942	0.940
Buses	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	2.1	25.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	2.0	2.8
Single-Unit Trucks	0	1	2	0	3	0	24	1	0	25	1	0	4	0	5	2	27	0	0	29	62
Single-Unit %	0.0	100.0	100.0	0.0	100.0	0.0	50.0	25.0	0.0	48.1	100.0	0.0	100.0	0.0	100.0	66.7	58.7	0.0	0.0	59.2	56.9
Articulated Trucks	0	0	0	0	0	0	23	2	0	25	0	0	0	0	0	0	19	0	0	19	44
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	47.9	50.0	0.0	48.1	0.0	0.0	0.0	0.0	0.0	0.0	41.3	0.0	0.0	38.8	40.4
Buses	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	3
Single-Unit Trucks	0	1	2	0	3	0	24	1	0	25	1	0	4	0	5	2	27	0	0	29	62
Articulated Trucks	0	0	0	0	0	0	23	2	0	25	0	0	0	0	0	0	19	0	0	19	44
Total Entering Leg	0	1	2	0	3	0	48	4	0	52	1	0	4	0	5	3	46	0	0	49	109
Buses	0					0					2					1					3
Single-Unit Trucks	0					30					4					28					62
Articulated Trucks	0					19					2					23					44
Total Exiting Leg	0					49					8					52					109

PDI File #: **240190 D**
 Location: **N: Park and Ride Lot S: Boulder Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	1	1	0	2	0	0	1	0	0	1	1	1	0	0	0	2	5
1:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	0	0	1	8
Grand Total	0	0	0	0	0	0	9	1	0	10	1	0	1	0	2	3	1	0	0	4		16	
Approach %	0.0	0.0	0.0	0.0		0.0	90.0	10.0	0.0		50.0	0.0	50.0	0.0		75.0	25.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	56.3	6.3	0.0	62.5	6.3	0.0	6.3	0.0	12.5	18.8	6.3	0.0	0.0	25.0			
Exiting Leg Total	0					2					4					10					16		

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
1:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	1	3
1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	1	0	0	2	9	
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.750	
Entering Leg	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	1	0	0	2	9	
Exiting Leg	0					1					1					7					9	
Total	0					8					1					9					18	

PDI File #: **240190 D**
 Location: **N: Park and Ride Lot S: Boulder Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	0	7	11
11:15 AM	0	1	2	0	3	0	4	0	0	4	0	0	1	0	1	1	9	0	0	0	10	18
11:30 AM	0	0	0	0	0	0	9	1	0	10	1	0	1	0	2	0	8	0	0	0	8	20
11:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	0	6	13
Total	0	1	2	0	3	0	24	1	0	25	1	0	2	0	3	1	30	0	0	0	31	62
12:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	1	4	0	0	0	5	11
12:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	0	0	0	5	8
12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	0	0	0	9	11
12:45 PM	1	0	0	0	1	0	1	0	0	1	2	0	1	0	3	0	3	0	0	0	3	8
Total	1	0	0	0	1	0	9	1	0	10	2	0	3	0	5	1	21	0	0	0	22	38
1:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	0	7	17
1:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	0	9	14
1:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	0	6	13
1:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	12	0	0	0	13	20
Total	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	1	34	0	0	0	35	64
Grand Total	1	1	2	0	4	0	62	2	0	64	3	0	5	0	8	3	85	0	0	0	88	164
Approach %	25.0	25.0	50.0	0.0		0.0	96.9	3.1	0.0		37.5	0.0	62.5	0.0		3.4	96.6	0.0	0.0			
Total %	0.6	0.6	1.2	0.0	2.4	0.0	37.8	1.2	0.0	39.0	1.8	0.0	3.0	0.0	4.9	1.8	51.8	0.0	0.0	53.7		
Exiting Leg Total	0					90					6					68					164	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
1:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	0	7	17
1:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	0	9	14
1:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	0	6	13
1:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	12	0	0	13	20	
Total Volume	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	1	34	0	0	35	64	
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		2.9	97.1	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.725	0.000	0.000	0.725	0.000	0.000	0.000	0.000	0.000	0.250	0.708	0.000	0.000	0.673	0.800	
Entering Leg	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	1	34	0	0	35	64	
Exiting Leg	0					34					1					29					64	
Total	0					63					1					64					128	

PDI File #: **240190 D**
 Location: **N: Park and Ride Lot S: Boulder Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
11:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	9
11:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
Total	0	0	0	0	0	0	20	1	0	21	1	0	0	0	1	0	12	0	0	12	34
12:00 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	7	0	0	7	13
12:15 PM	0	0	0	0	0	0	6	0	0	6	3	0	0	0	3	0	4	0	0	4	13
12:30 PM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	6	0	0	6	15
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
Total	0	0	0	0	0	0	22	2	0	24	3	0	0	0	3	0	22	0	0	22	49
1:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	9
1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
1:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
1:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	7
Total	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	19	0	0	19	32
Grand Total	0	0	0	0	0	0	53	3	0	56	5	0	1	0	6	0	53	0	0	53	115
Approach %	0.0	0.0	0.0	0.0		0.0	94.6	5.4	0.0		83.3	0.0	16.7	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	46.1	2.6	0.0	48.7	4.3	0.0	0.9	0.0	5.2	0.0	46.1	0.0	0.0	46.1	
Exiting Leg Total	0					58					3					54					115

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Park and Ride Lot					Alfred Road (Route 111)					Boulder Way					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
12:00 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	7	0	0	7	13
12:15 PM	0	0	0	0	0	0	6	0	0	6	3	0	0	0	3	0	4	0	0	4	13
12:30 PM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	6	0	0	6	15
Total Volume	0	0	0	0	0	0	26	2	0	28	3	0	0	0	3	0	24	0	0	24	55
% Approach Total	0.0	0.0	0.0	0.0		0.0	92.9	7.1	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.500	0.000	0.778	0.250	0.000	0.000	0.000	0.250	0.000	0.857	0.000	0.000	0.857	0.917
Entering Leg	0	0	0	0	0	0	26	2	0	28	3	0	0	0	3	0	24	0	0	24	55
Exiting Leg	0					27					2					26					55
Total	0					55					5					50					110

PDI File #: **240190 D**
 Location: **N: Park and Ride Lot S: Boulder Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Park and Ride Lot							Alfred Road (Route 111)							Boulder Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	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	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	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	0	0	0
12:15 PM	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	0	0	0
12:30 PM	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	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	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	33.3	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							2							1							3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Park and Ride Lot							Alfred Road (Route 111)							Boulder Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	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	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0							0							1							1							2
Total	0							2							1							1							4

PDI File #: **240190 D**
 Location: **N: Park and Ride Lot S: Boulder Way**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Park and Ride Lot								Alfred Road (Route 111)								Boulder Way								Alfred Road (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
11:15 AM	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	0	0	0				
11:30 AM	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	0	0	0				
11:45 AM	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	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1				
12:15 PM	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	0	0	0				
12:30 PM	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	0	0	0				
12:45 PM	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	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1					
1:00 PM	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	0	0	0				
1:15 PM	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	0	0	0				
1:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
1:45 PM	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	0	0	0				
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	3	0	3	0	0	0	0	0	1	1	0	0	0	0	0	0	5				
Approach %	0	0	0	0	0	0	100		0	0	0	0	100	0		0	0	0	0	0	100		0	0	0	0	0						
Total %	0	0	0	0	0	0	20	20	0	0	0	0	60	0	60	0	0	0	0	0	20	20	0	0	0	0	0	0					
Exiting Leg Total	1								3								1								0								5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Park and Ride Lot							Alfred Road (Route 111)							Boulder Way							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	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	0	0	0
11:30 AM	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	0	0	0
11:45 AM	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	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg	0							3							0							0							3
Total	0							6							0							0							6

PDI File #: **240190 E**
 Location: **N: I-95 Access S: Biddeford Connector**
 Location: **E: Alfred Street (Route 111) W: Alfred Street (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	89	49	72	0	210	81	137	32	0	250	17	51	30	0	98	31	133	93	0	257	815
11:15 AM	79	42	63	0	184	45	132	41	0	218	27	52	42	0	121	30	118	79	0	227	750
11:30 AM	83	44	66	0	193	90	142	42	1	275	23	65	47	0	135	38	121	76	0	235	838
11:45 AM	97	60	66	0	223	62	143	38	0	243	15	49	50	0	114	37	134	78	0	249	829
Total	348	195	267	0	810	278	554	153	1	986	82	217	169	0	468	136	506	326	0	968	3232
12:00 PM	85	62	58	0	205	86	166	44	1	297	14	45	63	0	122	55	137	91	0	283	907
12:15 PM	119	48	57	0	224	83	172	33	0	288	14	66	44	0	124	50	135	95	0	280	916
12:30 PM	110	55	71	0	236	82	164	29	0	275	15	50	47	0	112	48	131	108	0	287	910
12:45 PM	89	49	67	0	205	70	148	36	1	255	18	41	44	0	103	55	138	81	0	274	837
Total	403	214	253	0	870	321	650	142	2	1115	61	202	198	0	461	208	541	375	0	1124	3570
1:00 PM	107	43	68	0	218	72	146	31	0	249	27	40	46	0	113	39	150	106	0	295	875
1:15 PM	104	54	71	0	229	69	139	29	1	238	18	48	54	0	120	47	131	110	0	288	875
1:30 PM	104	47	68	2	221	73	139	20	0	232	17	51	31	0	99	50	145	112	0	307	859
1:45 PM	115	58	79	0	252	75	149	31	0	255	32	40	40	0	112	54	135	103	0	292	911
Total	430	202	286	2	920	289	573	111	1	974	94	179	171	0	444	190	561	431	0	1182	3520
Grand Total	1181	611	806	2	2600	888	1777	406	4	3075	237	598	538	0	1373	534	1608	1132	0	3274	10322
Approach %	45.4	23.5	31.0	0.1		28.9	57.8	13.2	0.1		17.3	43.6	39.2	0.0		16.3	49.1	34.6	0.0		
Total %	11.4	5.9	7.8	0.0	25.2	8.6	17.2	3.9	0.0	29.8	2.3	5.8	5.2	0.0	13.3	5.2	15.6	11.0	0.0	31.7	
Exiting Leg Total	2620					2655					1551					3496					10322
Cars	1103	547	761	2	2413	836	1749	394	4	2983	218	524	507	0	1249	512	1569	1040	0	3121	9766
% Cars	93.4	89.5	94.4	100.0	92.8	94.1	98.4	97.0	100.0	97.0	92.0	87.6	94.2	0.0	91.0	95.9	97.6	91.9	0.0	95.3	94.6
Exiting Leg Total	2402					2552					1453					3359					9766
Heavy Vehicles	78	64	45	0	187	52	28	12	0	92	19	74	31	0	124	22	39	92	0	153	556
% Heavy Vehicles	6.6	10.5	5.6	0.0	7.2	5.9	1.6	3.0	0.0	3.0	8.0	12.4	5.8	0.0	9.0	4.1	2.4	8.1	0.0	4.7	5.4
Exiting Leg Total	218					103					98					137					556

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	85	62	58	0	205	86	166	44	1	297	14	45	63	0	122	55	137	91	0	283	907
12:15 PM	119	48	57	0	224	83	172	33	0	288	14	66	44	0	124	50	135	95	0	280	916
12:30 PM	110	55	71	0	236	82	164	29	0	275	15	50	47	0	112	48	131	108	0	287	910
12:45 PM	89	49	67	0	205	70	148	36	1	255	18	41	44	0	103	55	138	81	0	274	837
Total Volume	403	214	253	0	870	321	650	142	2	1115	61	202	198	0	461	208	541	375	0	1124	3570
% Approach Total	46.3	24.6	29.1	0.0		28.8	58.3	12.7	0.2		13.2	43.8	43.0	0.0		18.5	48.1	33.4	0.0		
PHF	0.847	0.863	0.891	0.000	0.922	0.933	0.945	0.807	0.500	0.939	0.847	0.765	0.786	0.000	0.929	0.945	0.980	0.868	0.000	0.979	0.974
Cars	381	198	238	0	817	308	636	135	2	1081	60	182	193	0	435	203	529	341	0	1073	3406
Cars %	94.5	92.5	94.1	0.0	93.9	96.0	97.8	95.1	100.0	97.0	98.4	90.1	97.5	0.0	94.4	97.6	97.8	90.9	0.0	95.5	95.4
Heavy Vehicles	22	16	15	0	53	13	14	7	0	34	1	20	5	0	26	5	12	34	0	51	164
Heavy Vehicles %	5.5	7.5	5.9	0.0	6.1	4.0	2.2	4.9	0.0	3.0	1.6	9.9	2.5	0.0	5.6	2.4	2.2	9.1	0.0	4.5	4.6
Cars Enter Leg	381	198	238	0	817	308	636	135	2	1081	60	182	193	0	435	203	529	341	0	1073	3406
Heavy Enter Leg	22	16	15	0	53	13	14	7	0	34	1	20	5	0	26	5	12	34	0	51	164
Total Entering Leg	403	214	253	0	870	321	650	142	2	1115	61	202	198	0	461	208	541	375	0	1124	3570
Cars Exiting Leg	831					829					536					1210					3406
Heavy Exiting Leg	67					28					28					41					164
Total Exiting Leg	898					857					564					1251					3570

PDI File #: **240190 E**
 Location: **N: I-95 Access S: Biddeford Connector**
 Location: **E: Alfred Street (Route 111) W: Alfred Street (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	86	42	70	0	198	74	134	31	0	239	17	47	29	0	93	29	129	86	0	244	774
11:15 AM	73	37	58	0	168	43	132	41	0	216	24	45	39	0	108	29	115	71	0	215	707
11:30 AM	71	38	63	0	172	81	140	41	1	263	20	53	46	0	119	36	117	70	0	223	777
11:45 AM	89	53	60	0	202	59	142	37	0	238	14	46	44	0	104	34	130	71	0	235	779
Total	319	170	251	0	740	257	548	150	1	956	75	191	158	0	424	128	491	298	0	917	3037
12:00 PM	79	56	55	0	190	83	160	43	1	287	13	44	63	0	120	54	133	83	0	270	867
12:15 PM	115	46	55	0	216	80	167	33	0	280	14	61	42	0	117	50	132	87	0	269	882
12:30 PM	102	52	66	0	220	79	164	25	0	268	15	42	45	0	102	46	129	97	0	272	862
12:45 PM	85	44	62	0	191	66	145	34	1	246	18	35	43	0	96	53	135	74	0	262	795
Total	381	198	238	0	817	308	636	135	2	1081	60	182	193	0	435	203	529	341	0	1073	3406
1:00 PM	99	39	66	0	204	64	144	31	0	239	25	34	42	0	101	39	144	98	0	281	825
1:15 PM	100	46	68	0	214	66	138	28	1	233	15	41	48	0	104	42	129	101	0	272	823
1:30 PM	96	43	63	2	204	71	136	19	0	226	15	40	27	0	82	48	143	106	0	297	809
1:45 PM	108	51	75	0	234	70	147	31	0	248	28	36	39	0	103	52	133	96	0	281	866
Total	403	179	272	2	856	271	565	109	1	946	83	151	156	0	390	181	549	401	0	1131	3323
Grand Total	1103	547	761	2	2413	836	1749	394	4	2983	218	524	507	0	1249	512	1569	1040	0	3121	9766
Approach %	45.7	22.7	31.5	0.1		28.0	58.6	13.2	0.1		17.5	42.0	40.6	0.0		16.4	50.3	33.3	0.0		
Total %	11.3	5.6	7.8	0.0	24.7	8.6	17.9	4.0	0.0	30.5	2.2	5.4	5.2	0.0	12.8	5.2	16.1	10.6	0.0	32.0	
Exiting Leg Total	2402					2552					1453					3359					9766

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	79	56	55	0	190	83	160	43	1	287	13	44	63	0	120	54	133	83	0	270	867
12:15 PM	115	46	55	0	216	80	167	33	0	280	14	61	42	0	117	50	132	87	0	269	882
12:30 PM	102	52	66	0	220	79	164	25	0	268	15	42	45	0	102	46	129	97	0	272	862
12:45 PM	85	44	62	0	191	66	145	34	1	246	18	35	43	0	96	53	135	74	0	262	795
Total Volume	381	198	238	0	817	308	636	135	2	1081	60	182	193	0	435	203	529	341	0	1073	3406
% Approach Total	46.6	24.2	29.1	0.0		28.5	58.8	12.5	0.2		13.8	41.8	44.4	0.0		18.9	49.3	31.8	0.0		
PHF	0.828	0.884	0.902	0.000	0.928	0.928	0.952	0.785	0.500	0.942	0.833	0.746	0.766	0.000	0.906	0.940	0.980	0.879	0.000	0.986	0.965
Entering Leg	381	198	238	0	817	308	636	135	2	1081	60	182	193	0	435	203	529	341	0	1073	3406
Exiting Leg	831					829					536					1210					3406
Total	1648					1910					971					2283					6812

PDI File #: 240190 E
Location: N: I-95 Access S: Biddeford Connector
Location: E: Alfred Street (Route 111) W: Alfred Street (Route 111)
City, State: Biddeford, ME
Client: Bowman/ H. Bangad
Site Code: 314158-01-005
Count Date: Thursday, November 14, 2024
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	3	7	2	0	12	7	3	1	0	11	0	4	1	0	5	2	4	7	0	13	41
11:15 AM	6	5	5	0	16	2	0	0	0	2	3	7	3	0	13	1	3	8	0	12	43
11:30 AM	12	6	3	0	21	9	2	1	0	12	3	12	1	0	16	2	4	6	0	12	61
11:45 AM	8	7	6	0	21	3	1	1	0	5	1	3	6	0	10	3	4	7	0	14	50
Total	29	25	16	0	70	21	6	3	0	30	7	26	11	0	44	8	15	28	0	51	195
12:00 PM	6	6	3	0	15	3	6	1	0	10	1	1	0	0	2	1	4	8	0	13	40
12:15 PM	4	2	2	0	8	3	5	0	0	8	0	5	2	0	7	0	3	8	0	11	34
12:30 PM	8	3	5	0	16	3	0	4	0	7	0	8	2	0	10	2	2	11	0	15	48
12:45 PM	4	5	5	0	14	4	3	2	0	9	0	6	1	0	7	2	3	7	0	12	42
Total	22	16	15	0	53	13	14	7	0	34	1	20	5	0	26	5	12	34	0	51	164
1:00 PM	8	4	2	0	14	8	2	0	0	10	2	6	4	0	12	0	6	8	0	14	50
1:15 PM	4	8	3	0	15	3	1	1	0	5	3	7	6	0	16	5	2	9	0	16	52
1:30 PM	8	4	5	0	17	2	3	1	0	6	2	11	4	0	17	2	2	6	0	10	50
1:45 PM	7	7	4	0	18	5	2	0	0	7	4	4	1	0	9	2	2	7	0	11	45
Total	27	23	14	0	64	18	8	2	0	28	11	28	15	0	54	9	12	30	0	51	197
Grand Total	78	64	45	0	187	52	28	12	0	92	19	74	31	0	124	22	39	92	0	153	556
Approach %	41.7	34.2	24.1	0.0		56.5	30.4	13.0	0.0		15.3	59.7	25.0	0.0		14.4	25.5	60.1	0.0		
Total %	14.0	11.5	8.1	0.0	33.6	9.4	5.0	2.2	0.0	16.5	3.4	13.3	5.6	0.0	22.3	4.0	7.0	16.5	0.0	27.5	
Exiting Leg Total	218					103					98					137					556
Buses	2	0	1	0	3	1	3	0	0	4	0	0	6	0	6	2	2	1	0	5	18
% Buses	2.6	0.0	2.2	0.0	1.6	1.9	10.7	0.0	0.0	4.3	0.0	0.0	19.4	0.0	4.8	9.1	5.1	1.1	0.0	3.3	3.2
Exiting Leg Total	2					3					2					11					18
Single-Unit Trucks	36	37	34	0	107	42	19	12	0	73	18	60	15	0	93	16	33	40	0	89	362
% Single-Unit	46.2	57.8	75.6	0.0	57.2	80.8	67.9	100.0	0.0	79.3	94.7	81.1	48.4	0.0	75.0	72.7	84.6	43.5	0.0	58.2	65.1
Exiting Leg Total	142					85					65					70					362
Articulated Trucks	40	27	10	0	77	9	6	0	0	15	1	14	10	0	25	4	4	51	0	59	176
% Articulated	51.3	42.2	22.2	0.0	41.2	17.3	21.4	0.0	0.0	16.3	5.3	18.9	32.3	0.0	20.2	18.2	10.3	55.4	0.0	38.6	31.7
Exiting Leg Total	74					15					31					56					176

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	8	4	2	0	14	8	2	0	0	10	2	6	4	0	12	0	6	8	0	14	50
1:15 PM	4	8	3	0	15	3	1	1	0	5	3	7	6	0	16	5	2	9	0	16	52
1:30 PM	8	4	5	0	17	2	3	1	0	6	2	11	4	0	17	2	2	6	0	10	50
1:45 PM	7	7	4	0	18	5	2	0	0	7	4	4	1	0	9	2	2	7	0	11	45
Total Volume	27	23	14	0	64	18	8	2	0	28	11	28	15	0	54	9	12	30	0	51	197
% Approach Total	42.2	35.9	21.9	0.0		64.3	28.6	7.1	0.0		20.4	51.9	27.8	0.0		17.6	23.5	58.8	0.0		
PHF	0.844	0.719	0.700	0.000	0.889	0.563	0.667	0.500	0.000	0.700	0.688	0.636	0.625	0.000	0.794	0.450	0.500	0.833	0.000	0.797	0.947
Buses	1	0	0	0	1	0	2	0	0	2	0	0	6	0	6	2	1	1	0	4	13
Buses %	3.7	0.0	0.0	0.0	1.6	0.0	25.0	0.0	0.0	7.1	0.0	0.0	40.0	0.0	11.1	22.2	8.3	3.3	0.0	7.8	6.6
Single-Unit Trucks	15	14	8	0	37	17	5	2	0	24	11	22	7	0	40	7	11	11	0	29	130
Single-Unit %	55.6	60.9	57.1	0.0	57.8	94.4	62.5	100.0	0.0	85.7	100.0	78.6	46.7	0.0	74.1	77.8	91.7	36.7	0.0	56.9	66.0
Articulated Trucks	11	9	6	0	26	1	1	0	0	2	0	6	2	0	8	0	0	18	0	18	54
Articulated %	40.7	39.1	42.9	0.0	40.6	5.6	12.5	0.0	0.0	7.1	0.0	21.4	13.3	0.0	14.8	0.0	0.0	60.0	0.0	35.3	27.4
Buses	1	0	0	0	1	0	2	0	0	2	0	0	6	0	6	2	1	1	0	4	13
Single-Unit Trucks	15	14	8	0	37	17	5	2	0	24	11	22	7	0	40	7	11	11	0	29	130
Articulated Trucks	11	9	6	0	26	1	1	0	0	2	0	6	2	0	8	0	0	18	0	18	54
Total Entering Leg	27	23	14	0	64	18	8	2	0	28	11	28	15	0	54	9	12	30	0	51	197
Buses	1					1					2					9					13
Single-Unit Trucks	50					30					23					27					130
Articulated Trucks	25					6					9					14					54
Total Exiting Leg	76					37					34					50					197

PDI File #: **240190 E**
 Location: **N: I-95 Access S: Biddeford Connector**
 Location: **E: Alfred Street (Route 111) W: Alfred Street (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	1	3
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	1	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
Total	1	0	0	0	1	0	2	0	0	2	0	0	6	0	6	2	1	1	0	4	13	
Grand Total	2	0	1	0	3	1	3	0	0	4	0	0	6	0	6	2	2	1	0	5	18	
Approach %	66.7	0.0	33.3	0.0		25.0	75.0	0.0	0.0		0.0	0.0	100.0	0.0		40.0	40.0	20.0	0.0			
Total %	11.1	0.0	5.6	0.0	16.7	5.6	16.7	0.0	0.0	22.2	0.0	0.0	33.3	0.0	33.3	11.1	11.1	5.6	0.0	27.8		
Exiting Leg Total	2					3					2					11					18	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
Total Volume	1	0	0	0	1	0	2	0	0	2	0	0	6	0	6	2	1	1	0	4	13
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	25.0	25.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.375	0.000	0.375	0.500	0.250	0.250	0.000	0.500	0.542
Entering Leg	1	0	0	0	1	0	2	0	0	2	0	0	6	0	6	2	1	1	0	4	13
Exiting Leg	1					1					2					9					13
Total	2					3					8					13					26

PDI File #: **240190 E**
 Location: **N: I-95 Access S: Biddeford Connector**
 Location: **E: Alfred Street (Route 111) W: Alfred Street (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	2	5	2	0	9	6	2	1	0	9	0	4	1	0	5	2	3	5	0	10	33
11:15 AM	2	3	4	0	9	2	0	0	0	2	3	7	2	0	12	1	2	7	0	10	33
11:30 AM	6	2	2	0	10	6	2	1	0	9	2	10	1	0	13	2	4	3	0	9	41
11:45 AM	5	4	5	0	14	2	0	1	0	3	1	2	2	0	5	2	4	2	0	8	30
Total	15	14	13	0	42	16	4	3	0	23	6	23	6	0	35	7	13	17	0	37	137
12:00 PM	1	4	1	0	6	1	4	1	0	6	1	0	0	0	1	0	3	2	0	5	18
12:15 PM	0	0	2	0	2	2	3	0	0	5	0	4	2	0	6	0	3	3	0	6	19
12:30 PM	4	1	5	0	10	3	0	4	0	7	0	6	0	0	6	0	1	3	0	4	27
12:45 PM	1	4	5	0	10	3	3	2	0	8	0	5	0	0	5	2	2	4	0	8	31
Total	6	9	13	0	28	9	10	7	0	26	1	15	2	0	18	2	9	12	0	23	95
1:00 PM	7	3	1	0	11	7	1	0	0	8	2	4	2	0	8	0	6	2	0	8	35
1:15 PM	1	6	1	0	8	3	1	1	0	5	3	5	2	0	10	4	1	2	0	7	30
1:30 PM	3	2	4	0	9	2	3	1	0	6	2	10	2	0	14	2	2	3	0	7	36
1:45 PM	4	3	2	0	9	5	0	0	0	5	4	3	1	0	8	1	2	4	0	7	29
Total	15	14	8	0	37	17	5	2	0	24	11	22	7	0	40	7	11	11	0	29	130
Grand Total	36	37	34	0	107	42	19	12	0	73	18	60	15	0	93	16	33	40	0	89	362
Approach %	33.6	34.6	31.8	0.0		57.5	26.0	16.4	0.0		19.4	64.5	16.1	0.0		18.0	37.1	44.9	0.0		
Total %	9.9	10.2	9.4	0.0	29.6	11.6	5.2	3.3	0.0	20.2	5.0	16.6	4.1	0.0	25.7	4.4	9.1	11.0	0.0	24.6	
Exiting Leg Total	142					85					65					70					362

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	2	5	2	0	9	6	2	1	0	9	0	4	1	0	5	2	3	5	0	10	33
11:15 AM	2	3	4	0	9	2	0	0	0	2	3	7	2	0	12	1	2	7	0	10	33
11:30 AM	6	2	2	0	10	6	2	1	0	9	2	10	1	0	13	2	4	3	0	9	41
11:45 AM	5	4	5	0	14	2	0	1	0	3	1	2	2	0	5	2	4	2	0	8	30
Total Volume	15	14	13	0	42	16	4	3	0	23	6	23	6	0	35	7	13	17	0	37	137
% Approach Total	35.7	33.3	31.0	0.0		69.6	17.4	13.0	0.0		17.1	65.7	17.1	0.0		18.9	35.1	45.9	0.0		
PHF	0.625	0.700	0.650	0.000	0.750	0.667	0.500	0.750	0.000	0.639	0.500	0.575	0.750	0.000	0.673	0.875	0.813	0.607	0.000	0.925	0.835
Entering Leg	15	14	13	0	42	16	4	3	0	23	6	23	6	0	35	7	13	17	0	37	137
Exiting Leg	56					32					24					25					137
Total	98					55					59					62					274

PDI File #: **240190 E**
 Location: **N: I-95 Access S: Biddeford Connector**
 Location: **E: Alfred Street (Route 111) W: Alfred Street (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	6
11:15 AM	4	2	1	0	7	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	10
11:30 AM	6	4	1	0	11	3	0	0	0	3	1	2	0	0	3	0	0	3	0	3	20
11:45 AM	3	3	1	0	7	1	0	0	0	1	0	1	4	0	5	1	0	5	0	6	19
Total	14	11	3	0	28	4	1	0	0	5	1	3	5	0	9	1	1	11	0	13	55
12:00 PM	5	2	1	0	8	2	2	0	0	4	0	1	0	0	1	1	1	6	0	8	21
12:15 PM	4	2	0	0	6	1	2	0	0	3	0	1	0	0	1	0	0	5	0	5	15
12:30 PM	4	2	0	0	6	0	0	0	0	0	0	2	2	0	4	2	1	8	0	11	21
12:45 PM	2	1	0	0	3	1	0	0	0	1	0	1	1	0	2	0	1	3	0	4	10
Total	15	7	1	0	23	4	4	0	0	8	0	5	3	0	8	3	3	22	0	28	67
1:00 PM	1	1	1	0	3	1	0	0	0	1	0	2	1	0	3	0	0	5	0	5	12
1:15 PM	3	2	2	0	7	0	0	0	0	0	0	2	0	0	2	0	0	7	0	7	16
1:30 PM	5	2	1	0	8	0	0	0	0	0	0	1	1	0	2	0	0	3	0	3	13
1:45 PM	2	4	2	0	8	0	1	0	0	1	0	1	0	0	1	0	0	3	0	3	13
Total	11	9	6	0	26	1	1	0	0	2	0	6	2	0	8	0	0	18	0	18	54
Grand Total	40	27	10	0	77	9	6	0	0	15	1	14	10	0	25	4	4	51	0	59	176
Approach %	51.9	35.1	13.0	0.0		60.0	40.0	0.0	0.0		4.0	56.0	40.0	0.0		6.8	6.8	86.4	0.0		
Total %	22.7	15.3	5.7	0.0	43.8	5.1	3.4	0.0	0.0	8.5	0.6	8.0	5.7	0.0	14.2	2.3	2.3	29.0	0.0	33.5	
Exiting Leg Total	74					15					31					56					176

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	I-95 Access					Alfred Street (Route 111)					Biddeford Connector					Alfred Street (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	3	3	1	0	7	1	0	0	0	1	0	1	4	0	5	1	0	5	0	6	19
12:00 PM	5	2	1	0	8	2	2	0	0	4	0	1	0	0	1	1	1	6	0	8	21
12:15 PM	4	2	0	0	6	1	2	0	0	3	0	1	0	0	1	0	0	5	0	5	15
12:30 PM	4	2	0	0	6	0	0	0	0	0	0	2	2	0	4	2	1	8	0	11	21
Total Volume	16	9	2	0	27	4	4	0	0	8	0	5	6	0	11	4	2	24	0	30	76
% Approach Total	59.3	33.3	7.4	0.0		50.0	50.0	0.0	0.0		0.0	45.5	54.5	0.0		13.3	6.7	80.0	0.0		
PHF	0.800	0.750	0.500	0.000	0.844	0.500	0.500	0.000	0.000	0.500	0.000	0.625	0.375	0.000	0.550	0.500	0.500	0.750	0.000	0.682	0.905
Entering Leg	16	9	2	0	27	4	4	0	0	8	0	5	6	0	11	4	2	24	0	30	76
Exiting Leg	33					4					13					26					76
Total	60					12					24					56					152

PDI File #: **240190 E**
 Location: **N: I-95 Access S: Biddeford Connector**
 Location: **E: Alfred Street (Route 111) W: Alfred Street (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	I-95 Access							Alfred Street (Route 111)							Biddeford Connector							Alfred Street (Route 111)							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	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	0	0	0	
11:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:30 AM	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	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:00 PM	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	0	0	0	
12:15 PM	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	0	0	0	
12:30 PM	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	0	0	0	
12:45 PM	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	0	0	0	
Total	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	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	1	3
1:15 PM	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	0	0	0	
1:30 PM	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	0	0	0	
1:45 PM	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	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	1	3
Grand Total	0	0	0	0	0	1	1	0	1	0	0	0	0	1	1	0	0	0	0	0	1	2	1	0	0	0	0	0	1	5
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0		100.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0		
Exiting Leg Total	1							1							2							1							5	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	I-95 Access								Alfred Street (Route 111)								Biddeford Connector								Alfred Street (Route 111)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
12:15 PM	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	0	0	0				
12:30 PM	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	0	0	0				
12:45 PM	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	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	1	3			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	1	3			
% Approach Total	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	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.00	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	1	3			
Exiting Leg	0								1								2								0								3
Total	0								1								4								1								6

PDI File #: **240190 E**
 Location: **N: I-95 Access S: Biddeford Connector**
 Location: **E: Alfred Street (Route 111) W: Alfred Street (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	I-95 Access							Alfred Street (Route 111)							Biddeford Connector							Alfred Street (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	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	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
11:45 AM	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	0	0	0
Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
12:00 PM	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	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	6
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	100	0		0	0	0	0	50	50		0	0	0	0	0	0		
Total %	0	0	0	0	16.7	33.3	50	0	0	0	0	16.7	0	16.7	0	0	0	0	16.7	16.7	33.3	0	0	0	0	0	0	0	
Exiting Leg Total	3							1							2							0							6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	I-95 Access							Alfred Street (Route 111)							Biddeford Connector							Alfred Street (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	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	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
11:45 AM	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	0	0	0
Total Volume	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
Exiting Leg	2							0							1							0							3
Total	4							0							2							0							6

PDI File #: **240190 F**
 Location: **N: Job Lot Plaza S: Irving Gas Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	11	1	5	0	17	9	220	13	0	242	11	0	20	0	31	0	213	10	1	224	514
11:15 AM	13	1	7	0	21	7	210	8	0	225	9	1	15	0	25	2	174	14	1	191	462
11:30 AM	20	1	9	0	30	9	247	11	0	267	11	1	20	0	32	2	195	9	2	208	537
11:45 AM	10	0	11	0	21	10	206	7	0	223	19	0	18	0	37	0	210	4	1	215	496
Total	54	3	32	0	89	35	883	39	0	957	50	2	73	0	125	4	792	37	5	838	2009
12:00 PM	15	1	13	0	29	15	250	31	0	296	11	2	17	0	30	1	203	13	0	217	572
12:15 PM	14	1	7	0	22	13	229	15	0	257	21	3	23	0	47	0	219	12	0	231	557
12:30 PM	12	0	11	0	23	8	251	12	0	271	14	1	12	0	27	0	211	11	0	222	543
12:45 PM	18	1	10	0	29	14	218	13	0	245	12	1	26	0	39	0	207	17	0	224	537
Total	59	3	41	0	103	50	948	71	0	1069	58	7	78	0	143	1	840	53	0	894	2209
1:00 PM	17	0	8	0	25	17	215	12	0	244	11	1	12	0	24	1	219	16	2	238	531
1:15 PM	16	0	7	0	23	12	209	15	0	236	16	0	14	0	30	0	198	14	1	213	502
1:30 PM	15	1	10	0	26	8	184	10	0	202	7	0	13	0	20	1	214	5	3	223	471
1:45 PM	11	0	8	0	19	9	229	12	0	250	8	2	18	0	28	0	227	6	1	234	531
Total	59	1	33	0	93	46	837	49	0	932	42	3	57	0	102	2	858	41	7	908	2035
Grand Total	172	7	106	0	285	131	2668	159	0	2958	150	12	208	0	370	7	2490	131	12	2640	6253
Approach %	60.4	2.5	37.2	0.0		4.4	90.2	5.4	0.0		40.5	3.2	56.2	0.0		0.3	94.3	5.0	0.5		
Total %	2.8	0.1	1.7	0.0	4.6	2.1	42.7	2.5	0.0	47.3	2.4	0.2	3.3	0.0	5.9	0.1	39.8	2.1	0.2	42.2	
Exiting Leg Total	274					2746					173					3060					6253
Cars	169	7	105	0	281	130	2592	155	0	2877	145	12	189	0	346	6	2414	127	12	2559	6063
% Cars	98.3	100.0	99.1	0.0	98.6	99.2	97.2	97.5	0.0	97.3	96.7	100.0	90.9	0.0	93.5	85.7	96.9	96.9	100.0	96.9	97.0
Exiting Leg Total	269					2664					168					2962					6063
Heavy Vehicles	3	0	1	0	4	1	76	4	0	81	5	0	19	0	24	1	76	4	0	81	190
% Heavy Vehicles	1.7	0.0	0.9	0.0	1.4	0.8	2.8	2.5	0.0	2.7	3.3	0.0	9.1	0.0	6.5	14.3	3.1	3.1	0.0	3.1	3.0
Exiting Leg Total	5					82					5					98					190

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
12:00 PM	15	1	13	0	29	15	250	31	0	296	11	2	17	0	30	1	203	13	0	217	572					
12:15 PM	14	1	7	0	22	13	229	15	0	257	21	3	23	0	47	0	219	12	0	231	557					
12:30 PM	12	0	11	0	23	8	251	12	0	271	14	1	12	0	27	0	211	11	0	222	543					
12:45 PM	18	1	10	0	29	14	218	13	0	245	12	1	26	0	39	0	207	17	0	224	537					
Total Volume	59	3	41	0	103	50	948	71	0	1069	58	7	78	0	143	1	840	53	0	894	2209					
% Approach Total	57.3	2.9	39.8	0.0		4.7	88.7	6.6	0.0		40.6	4.9	54.5	0.0		0.1	94.0	5.9	0.0							
PHF	0.819	0.750	0.788	0.000	0.888	0.833	0.944	0.573	0.000	0.903	0.690	0.583	0.750	0.000	0.761	0.250	0.959	0.779	0.000	0.968	0.965					
Cars	59	3	41	0	103	50	925	70	0	1045	57	7	70	0	134	1	816	52	0	869	2151					
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	97.6	98.6	0.0	97.8	98.3	100.0	89.7	0.0	93.7	100.0	97.1	98.1	0.0	97.2	97.4					
Heavy Vehicles	0	0	0	0	0	0	23	1	0	24	1	0	8	0	9	0	24	1	0	25	58					
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	2.4	1.4	0.0	2.2	1.7	0.0	10.3	0.0	6.3	0.0	2.9	1.9	0.0	2.8	2.6					
Cars Enter Leg	59	3	41	0	103	50	925	70	0	1045	57	7	70	0	134	1	816	52	0	869	2151					
Heavy Enter Leg	0	0	0	0	0	0	23	1	0	24	1	0	8	0	9	0	24	1	0	25	58					
Total Entering Leg	59	3	41	0	103	50	948	71	0	1069	58	7	78	0	143	1	840	53	0	894	2209					
Cars Exiting Leg						109					914					74					1054					2151
Heavy Exiting Leg						1					25					1					31					58
Total Exiting Leg						110					939					75					1085					2209

PDI File #: **240190 F**
 Location: **N: Job Lot Plaza S: Irving Gas Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	11	1	5	0	17	9	209	13	0	231	11	0	19	0	30	0	207	10	1	218	496
11:15 AM	13	1	7	0	21	7	209	8	0	224	8	1	14	0	23	2	166	14	1	183	451
11:30 AM	19	1	9	0	29	9	239	11	0	259	11	1	17	0	29	1	192	7	2	202	519
11:45 AM	10	0	10	0	20	10	201	5	0	216	19	0	17	0	36	0	200	4	1	205	477
Total	53	3	31	0	87	35	858	37	0	930	49	2	67	0	118	3	765	35	5	808	1943
12:00 PM	15	1	13	0	29	15	243	31	0	289	10	2	15	0	27	1	199	12	0	212	557
12:15 PM	14	1	7	0	22	13	223	15	0	251	21	3	21	0	45	0	212	12	0	224	542
12:30 PM	12	0	11	0	23	8	248	12	0	268	14	1	11	0	26	0	206	11	0	217	534
12:45 PM	18	1	10	0	29	14	211	12	0	237	12	1	23	0	36	0	199	17	0	216	518
Total	59	3	41	0	103	50	925	70	0	1045	57	7	70	0	134	1	816	52	0	869	2151
1:00 PM	16	0	8	0	24	16	208	12	0	236	10	1	11	0	22	1	212	16	2	231	513
1:15 PM	15	0	7	0	22	12	200	15	0	227	16	0	13	0	29	0	193	13	1	207	485
1:30 PM	15	1	10	0	26	8	178	10	0	196	5	0	12	0	17	1	208	5	3	217	456
1:45 PM	11	0	8	0	19	9	223	11	0	243	8	2	16	0	26	0	220	6	1	227	515
Total	57	1	33	0	91	45	809	48	0	902	39	3	52	0	94	2	833	40	7	882	1969
Grand Total	169	7	105	0	281	130	2592	155	0	2877	145	12	189	0	346	6	2414	127	12	2559	6063
Approach %	60.1	2.5	37.4	0.0		4.5	90.1	5.4	0.0		41.9	3.5	54.6	0.0		0.2	94.3	5.0	0.5		
Total %	2.8	0.1	1.7	0.0	4.6	2.1	42.8	2.6	0.0	47.5	2.4	0.2	3.1	0.0	5.7	0.1	39.8	2.1	0.2	42.2	
Exiting Leg Total	269					2664					168					2962					6063

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	15	1	13	0	29	15	243	31	0	289	10	2	15	0	27	1	199	12	0	212	557
12:15 PM	14	1	7	0	22	13	223	15	0	251	21	3	21	0	45	0	212	12	0	224	542
12:30 PM	12	0	11	0	23	8	248	12	0	268	14	1	11	0	26	0	206	11	0	217	534
12:45 PM	18	1	10	0	29	14	211	12	0	237	12	1	23	0	36	0	199	17	0	216	518
Total Volume	59	3	41	0	103	50	925	70	0	1045	57	7	70	0	134	1	816	52	0	869	2151
% Approach Total	57.3	2.9	39.8	0.0		4.8	88.5	6.7	0.0		42.5	5.2	52.2	0.0		0.1	93.9	6.0	0.0		
PHF	0.819	0.750	0.788	0.000	0.888	0.833	0.932	0.565	0.000	0.904	0.679	0.583	0.761	0.000	0.744	0.250	0.962	0.765	0.000	0.970	0.965
Entering Leg	59	3	41	0	103	50	925	70	0	1045	57	7	70	0	134	1	816	52	0	869	2151
Exiting Leg	109					914					74					1054					2151
Total	212					1959					208					1923					4302

PDI File #: **240190 F**
 Location: **N: Job Lot Plaza S: Irving Gas Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	6	0	0	6	18
11:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	8	0	0	8	11
11:30 AM	1	0	0	0	1	0	8	0	0	8	0	0	3	0	3	1	3	2	0	6	18
11:45 AM	0	0	1	0	1	0	5	2	0	7	0	0	1	0	1	0	10	0	0	10	19
Total	1	0	1	0	2	0	25	2	0	27	1	0	6	0	7	1	27	2	0	30	66
12:00 PM	0	0	0	0	0	0	7	0	0	7	1	0	2	0	3	0	4	1	0	5	15
12:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	0	7	0	0	7	15
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	9
12:45 PM	0	0	0	0	0	0	7	1	0	8	0	0	3	0	3	0	8	0	0	8	19
Total	0	0	0	0	0	0	23	1	0	24	1	0	8	0	9	0	24	1	0	25	58
1:00 PM	1	0	0	0	1	1	7	0	0	8	1	0	1	0	2	0	7	0	0	7	18
1:15 PM	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	0	5	1	0	6	17
1:30 PM	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	6	0	0	6	15
1:45 PM	0	0	0	0	0	0	6	1	0	7	0	0	2	0	2	0	7	0	0	7	16
Total	2	0	0	0	2	1	28	1	0	30	3	0	5	0	8	0	25	1	0	26	66
Grand Total	3	0	1	0	4	1	76	4	0	81	5	0	19	0	24	1	76	4	0	81	190
Approach %	75.0	0.0	25.0	0.0		1.2	93.8	4.9	0.0		20.8	0.0	79.2	0.0		1.2	93.8	4.9	0.0		
Total %	1.6	0.0	0.5	0.0	2.1	0.5	40.0	2.1	0.0	42.6	2.6	0.0	10.0	0.0	12.6	0.5	40.0	2.1	0.0	42.6	
Exiting Leg Total	5					82					5					98					190
Buses	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.2	6.3
Exiting Leg Total	0					5					0					7					12
Single-Unit Trucks	2	0	1	0	3	1	53	3	0	57	5	0	15	0	20	0	56	4	0	60	140
% Single-Unit	66.7	0.0	100.0	0.0	75.0	100.0	69.7	75.0	0.0	70.4	100.0	0.0	78.9	0.0	83.3	0.0	73.7	100.0	0.0	74.1	73.7
Exiting Leg Total	5					62					3					70					140
Articulated Trucks	1	0	0	0	1	0	16	1	0	17	0	0	4	0	4	1	15	0	0	16	38
% Articulated	33.3	0.0	0.0	0.0	25.0	0.0	21.1	25.0	0.0	21.0	0.0	0.0	21.1	0.0	16.7	100.0	19.7	0.0	0.0	19.8	20.0
Exiting Leg Total	0					15					2					21					38

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	0	0	0	0	0	7	1	0	8	0	0	3	0	3	0	8	0	0	8	19
1:00 PM	1	0	0	0	1	1	7	0	0	8	1	0	1	0	2	0	7	0	0	7	18
1:15 PM	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	0	5	1	0	6	17
1:30 PM	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	6	0	0	6	15
Total Volume	2	0	0	0	2	1	29	1	0	31	3	0	6	0	9	0	26	1	0	27	69
% Approach Total	100.0	0.0	0.0	0.0		3.2	93.5	3.2	0.0		33.3	0.0	66.7	0.0		0.0	96.3	3.7	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.806	0.250	0.000	0.861	0.375	0.000	0.500	0.000	0.750	0.000	0.813	0.250	0.000	0.844	0.908
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.7	4.3
Single-Unit Trucks	1	0	0	0	1	1	25	1	0	27	3	0	6	0	9	0	17	1	0	18	55
Single-Unit %	50.0	0.0	0.0	0.0	50.0	100.0	86.2	100.0	0.0	87.1	100.0	0.0	100.0	0.0	100.0	0.0	65.4	100.0	0.0	66.7	79.7
Articulated Trucks	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	11
Articulated %	50.0	0.0	0.0	0.0	50.0	0.0	6.9	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	29.6	15.9
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Single-Unit Trucks	1	0	0	0	1	1	25	1	0	27	3	0	6	0	9	0	17	1	0	18	55
Articulated Trucks	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	11
Total Entering Leg	2	0	0	0	2	1	29	1	0	31	3	0	6	0	9	0	26	1	0	27	69
Buses	0					1					0					2					3
Single-Unit Trucks	2					20					1					32					55
Articulated Trucks	0					8					0					3					11
Total Exiting Leg	2					29					1					37					69

PDI File #: **240190 F**
 Location: **N: Job Lot Plaza S: Irving Gas Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
Grand Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	0	5	12
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0	41.7	0.0	0.0	41.7		
Exiting Leg Total	0					5					0					7					12	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.417
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	5
Exiting Leg	0					3					0					2					5
Total	0					5					0					5					10

PDI File #: **240190 F**
 Location: **N: Job Lot Plaza S: Irving Gas Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	5	0	0	0	5	13
11:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	6	0	0	0	6	8
11:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	3	0	3	0	2	2	0	0	4	11
11:45 AM	0	0	1	0	1	0	3	2	0	5	0	0	0	0	0	0	9	0	0	0	9	15
Total	1	0	1	0	2	0	14	2	0	16	1	0	4	0	5	0	22	2	0	0	24	47
12:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	0	2	1	0	0	3	9
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	0	6	10
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	0	0	0	5	9
12:45 PM	0	0	0	0	0	0	5	1	0	6	0	0	3	0	3	0	4	0	0	0	4	13
Total	0	0	0	0	0	0	15	1	0	16	1	0	6	0	7	0	17	1	0	0	18	41
1:00 PM	0	0	0	0	0	1	5	0	0	6	1	0	1	0	2	0	7	0	0	0	7	15
1:15 PM	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	0	2	1	0	0	3	14
1:30 PM	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	4	0	0	0	4	13
1:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	4	0	0	0	4	10
Total	1	0	0	0	1	1	24	0	0	25	3	0	5	0	8	0	17	1	0	0	18	52
Grand Total	2	0	1	0	3	1	53	3	0	57	5	0	15	0	20	0	56	4	0	0	60	140
Approach %	66.7	0.0	33.3	0.0		1.8	93.0	5.3	0.0		25.0	0.0	75.0	0.0		0.0	93.3	6.7	0.0			
Total %	1.4	0.0	0.7	0.0	2.1	0.7	37.9	2.1	0.0	40.7	3.6	0.0	10.7	0.0	14.3	0.0	40.0	2.9	0.0	42.9		
Exiting Leg Total	5					62					3					70					140	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	0	0	0	0	0	5	1	0	6	0	0	3	0	3	0	4	0	0	4	13
1:00 PM	0	0	0	0	0	1	5	0	0	6	1	0	1	0	2	0	7	0	0	7	15
1:15 PM	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	0	2	1	0	3	14
1:30 PM	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	4	0	0	4	13
Total Volume	1	0	0	0	1	1	25	1	0	27	3	0	6	0	9	0	17	1	0	18	55
% Approach Total	100.0	0.0	0.0	0.0		3.7	92.6	3.7	0.0		33.3	0.0	66.7	0.0		0.0	94.4	5.6	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.250	0.694	0.250	0.000	0.750	0.375	0.000	0.500	0.000	0.750	0.000	0.607	0.250	0.000	0.643	0.917
Entering Leg	1	0	0	0	1	1	25	1	0	27	3	0	6	0	9	0	17	1	0	18	55
Exiting Leg	2					20					1					32					55
Total	3					47					10					50					110

PDI File #: **240190 F**
 Location: **N: Job Lot Plaza S: Irving Gas Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	7
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	1	4	0	0	5	15
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
Total	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	12
1:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	11
Grand Total	1	0	0	0	1	0	16	1	0	17	0	0	4	0	4	1	15	0	0	16	38
Approach %	100.0	0.0	0.0	0.0		0.0	94.1	5.9	0.0		0.0	0.0	100.0	0.0		6.3	93.8	0.0	0.0		
Total %	2.6	0.0	0.0	0.0	2.6	0.0	42.1	2.6	0.0	44.7	0.0	0.0	10.5	0.0	10.5	2.6	39.5	0.0	0.0	42.1	
Exiting Leg Total	0					15					2					21					38

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Job Lot Plaza					Alfred Road (Route 111)					Irving Gas Driveway					Alfred Road (Route 111)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	7
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	11	0	0	11	0	0	3	0	3	1	2	0	0	3	17
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		33.3	66.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.550	0.000	0.000	0.375	0.000	0.375	0.250	0.500	0.000	0.000	0.375	0.607
Entering Leg	0	0	0	0	0	0	11	0	0	11	0	0	3	0	3	1	2	0	0	3	17
Exiting Leg	0					2					1					14					17
Total	0					13					4					17					34

PDI File #: **240190 F**
 Location: **N: Job Lot Plaza S: Irving Gas Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Job Lot Plaza							Alfred Road (Route 111)							Irving Gas Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	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	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	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	0	0	0
12:15 PM	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	0	0	0
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	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	0	0	0
1:00 PM	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	0	0	0
1:15 PM	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	0	0	0
1:30 PM	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	0	0	0
1:45 PM	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	0	0	0
Total	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	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1							0							1							0							2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Job Lot Plaza							Alfred Road (Route 111)							Irving Gas Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	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	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	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	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	1							0							1							0							2
Total	1							2							1							0							4

PDI File #: **240190 F**
 Location: **N: Job Lot Plaza S: Irving Gas Driveway**
 Location: **E: Alfred Road (Route 111) W: Alfred Road (Route 111)**
 City, State: **Biddeford, ME**
 Client: **Bowman/ H. Bangad**
 Site Code: **314158-01-005**
 Count Date: **Thursday, November 14, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Job Lot Plaza							Alfred Road (Route 111)							Irving Gas Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	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	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	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	0	0	0
Total	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	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	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	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	0	0	0
12:45 PM	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	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	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	0	0	0
1:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Approach %	0	0	0	0	12.5	87.5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	12.5	87.5	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	8							0							0							0							8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Job Lot Plaza							Alfred Road (Route 111)							Irving Gas Driveway							Alfred Road (Route 111)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	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	0	0	0
11:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	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	0	0	0
Total Volume	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.333	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg	4							0							0							0							4
Total	8							0							0							0							8



APPENDIX B

SEASONAL ADJUSTMENT DATA

2023
Weekly Group Mean Factors
Average 2019, 2021 and 2022

			Month	Urban	Arterial	Recreational	Group	Group	Group	Year
Month	Start Date	Dates	Week #	Group I	Group II	Group III	I + II	II + III	I + III	Week #
Jan	01		1	1.07	1.20	1.49	1.14	1.35	1.28	1
	08		2	1.09	1.23	1.52	1.16	1.38	1.31	2
	15		3	1.04	1.17	1.44	1.11	1.31	1.24	3
	22		4	1.07	1.21	1.52	1.14	1.37	1.30	4
	29		5	1.13	1.29	1.61	1.21	1.45	1.37	5
Feb	05		1	1.05	1.17	1.48	1.11	1.33	1.27	6
	12		2	1.10	1.26	1.53	1.18	1.40	1.32	7
	19		3	1.04	1.13	1.38	1.09	1.26	1.21	8
	26		4	1.02	1.15	1.44	1.09	1.30	1.23	9
Mar	05		1	1.03	1.16	1.41	1.10	1.29	1.22	10
	12		2	1.00	1.11	1.35	1.06	1.23	1.18	11
	19		3	1.00	1.11	1.33	1.06	1.22	1.17	12
	26		4	0.99	1.10	1.31	1.05	1.21	1.15	13
Apr	02		1	0.97	1.09	1.28	1.03	1.19	1.13	14
	09		2	0.98	1.10	1.28	1.04	1.19	1.13	15
	16		3	0.98	1.04	1.15	1.01	1.10	1.07	16
	23		4	0.96	1.04	1.16	1.00	1.10	1.06	17
	30		5	0.93	1.02	1.12	0.98	1.07	1.03	18
May	07		1	0.91	0.97	1.02	0.94	1.00	0.97	19
	14		2	0.92	0.96	1.00	0.94	0.98	0.96	20
	21		3	0.90	0.91	0.91	0.91	0.91	0.91	21
	28		4	0.89	0.91	0.93	0.90	0.92	0.91	22
Jun	04		1	0.90	0.90	0.88	0.90	0.89	0.89	23
	11		2	0.89	0.87	0.84	0.88	0.86	0.87	24
	18		3	0.89	0.85	0.80	0.87	0.83	0.85	25
	25		4	0.88	0.82	0.75	0.85	0.79	0.82	26
Jul	02		1	0.87	0.79	0.69	0.83	0.74	0.78	27
	09		2	0.88	0.81	0.73	0.85	0.77	0.81	28
	16		3	0.88	0.80	0.71	0.84	0.76	0.80	29
	23		4	0.87	0.79	0.69	0.83	0.74	0.78	30
	30		5	0.87	0.81	0.68	0.84	0.75	0.78	31
Aug	06		1	0.88	0.78	0.68	0.83	0.73	0.78	32
	13		2	0.88	0.79	0.70	0.84	0.75	0.79	33
	20		3	0.88	0.81	0.72	0.85	0.77	0.80	34
	27		4	0.88	0.84	0.79	0.86	0.82	0.84	35
Sep	03		1	0.88	0.86	0.83	0.87	0.85	0.86	36
	10		2	0.89	0.88	0.85	0.89	0.87	0.87	37
	17		3	0.90	0.89	0.89	0.90	0.89	0.90	38
	24		4	0.90	0.89	0.89	0.90	0.89	0.90	39
Oct	01		1	0.88	0.86	0.88	0.87	0.87	0.88	40
	08		2	0.89	0.87	0.88	0.88	0.88	0.89	41
	15		3	0.92	0.93	0.98	0.93	0.96	0.95	42
	22		4	0.95	0.98	1.08	0.97	1.03	1.02	43
	29		5	0.94	1.00	1.13	0.97	1.07	1.04	44
Nov	05		1	0.95	1.01	1.14	0.98	1.08	1.05	45
	12		2	0.99	1.07	1.25	1.03	1.16	1.12	46
	19		3	0.96	1.01	1.21	0.99	1.11	1.09	47
	26		4	0.97	1.03	1.24	1.00	1.14	1.11	48
Dec	03		1	1.04	1.14	1.38	1.09	1.26	1.21	49
	10		2	0.96	1.05	1.27	1.01	1.16	1.12	50
	17		3	0.97	1.05	1.31	1.01	1.18	1.14	51
	24		4	1.05	1.08	1.30	1.07	1.19	1.18	52

APPENDIX C

TRAFFIC PROJECTION MODEL

TRAFFIC PROJECTION MODEL

Weekday Midday Peak Hour
Proposed Chick-Fil-A Restaurant
Biddeford, ME

Intersection	Dir.	Turn	2024 Counted Volumes	Seasonal Adjustment 1.03	Volume Balancing	2024 Existing Volumes	Background Growth	Background Project - Devine Capital	Background Project - Thatcher Brook Apartments	Background Project - Avesta Housing	Background Project - 60 Barra Road	2029 No Build Volumes	New Trips PERCENT ENTER	New Trips ENTER	New Trips PERCENT EXIT	New Trips EXIT	New Trips TOTAL	Pass-by Trips	2029 Build Volumes
Alfred Road (Route 111) at Old Dogs Lane/ Mariner Way	EB	L	20	1		21						21					0		21
		T	485	15	16	516	26	15	1		3	561					0	-11	550
		R	127	4		131						131	15%	18			18	11	160
	WB	L	532	16		548						548	85%	104			104	56	708
		T	534	16		550	61	23	1		2	637					0	-25	612
		R	60	2		62						62					0		62
	NB	L	166	5		171						171			15%	19	19	25	215
		T	9	0		9						9					0		9
		R	366	11	12	389						389			10%	12	12	3	404
	SB	L	49	1	1	51						51					0	-1	50
		T	8	0		8						8					0	1	9
		R	26	1		27						27					0		27
Alfred Road (Route 111) at Shops Way	EB	L	17	1		18						18					0		18
		T	907	27	2	936	26	15	1		3	981			10%	12	12	-9	984
		R	2	0		2						2					0		2
	WB	T	1111	33	55	1199	61	23	1		2	1286	85%	104			104	31	1421
	NB	R	92	3		95						95			75%	93	93	40	228
Alfred Road (Route 111) at Gateway Plaza/ New Life Church Driveway	EB	L	60	2		62						62					0	2	64
		T	900	27	17	944	26	15	1		3	989			85%	105	105	29	1123
		R	24	1		25						25					0		25
	WB	L	39	1	2	42						42					0		42
		T	979	29	55	1063	61	23	1		2	1150	85%	104			104	28	1282
		R	186	6	10	202						202					0	-2	200
	NB	L	22	1		23						23					0	1	24
		T	1	0		1						1					0		1
		R	36	1	1	38						38					0	-1	37
	SB	L	145	4	3	152						152					0	-2	150
		T	2	0		2						2					0		2
		R	110	3		113						113					0	2	115
Alfred Road (Route 111) at Boulder Way/ Park & Ride	EB	L	3	0		3						3					0		3
		T	937	28	42	1007	26	15	1		3	1052			85%	105	105	26	1183
		R	120	4		124						124					0		124
	WB	L	109	3	4	116						116					0		116
		T	1098	33	41	1172	61	23	1		2	1259	85%	104			104	23	1386
		R	1	0		1						1					0		1
	NB	L	124	4		128						128					0	3	131
		T	0	0		0						0					0		0
		R	149	4	7	160						160					0	-3	157
	SB	L	14	0		14						14					0		14
		T	1	0		1						1					0		1
		R	7	0		7						7					0		7
Alfred Road (Route 111) at Biddeford Connector/ I-95 Access	EB	L	375	11		386	8	11				405			40%	50	50	9	464
		T	541	16	24	581	13	2	1		3	600			30%	37	37	8	645
		R	208	6		214	5	2				221			15%	18	18	6	245
	WB	U	2	0		2	0					2					0		2
		L	142	4		146	7		1	1	2	157					0	-2	155
		T	650	20		670	30	4	1		2	707	30%	37			37	10	754
	NB	R	321	10		331	15		4	3	12	365					0	-5	360
		L	198	6		204	10	2				216	15%	18			18	5	239
		T	202	6		208	11					219					0	-4	215
	SB	R	61	2	3	66	3		1	1	3	74					0	-1	73
		L	253	8	11	272	13		7	4	19	315					0	-4	311
		T	214	6		220	12					232					0	-4	228
	R		403	12		415	21	17				453	40%	49			49	8	510
Alfred Road (Route 111) at Job Lot Plaza/ Irving Gas Driveway	EB	L	53	2		55						55					0	1	56
		T	840	25		865	29	2	9	5	25	935			30%	37	37	2	974
		R	1	0		1						1					0		1
	WB	L	71	2		73						73					0		73
		T	948	28	28	1004	52	4	6	4	16	1086	30%	37			37	1	1124
		R	50	2		52						52					0	-1	51
	NB	L	78	2	3	83						83					0	1	84
		T	7	0		7						7					0		7
		R	58	2		60						60					0	-1	59
	SB	L	41	1		42						42					0	-1	41
		T	3	0		3						3					0		3
		R	59	2	1	62						62					0	1	63

Peak Hour: 12:00 PM to 1:00 PM

TRAFFIC PROJECTION MODEL

Weekday PM Peak Hour
Proposed Chick-Fil-A Restaurant
Biddeford, ME

Intersection	Dir.	Turn	2024 Counted Volumes	Seasonal Adjustment 1.03	Volume Balancing	2024 Existing Volumes	Background Growth	Background Project - Devine Capital	Background Project - Thatcher Brook Apartments	Background Project - Avesta Housing	Background Project - 60 Barra Road	2029 No Build Volumes	New Trips PERCENT ENTER	New Trips ENTER	New Trips PERCENT EXIT	New Trips EXIT	New Trips TOTAL	Pass-by Trips	2029 Build Volumes
Alfred Road (Route 111) at Old Dogs Lane/ Mariner Way	EB	L	16	0		16						16					0		16
		T	501	15		516	26	30	2	1	6	581					0	-15	566
		R	140	4		144						144	15%	15			15	15	174
	WB	L	503	15		518						518	85%	86			86	40	644
		T	1062	32		1094	73	47	1	1	4	1220					0	-34	1186
		R	52	2		54						54					0		54
	NB	L	220	7		227						227			15%	16	16	34	277
		T	6	0		6						6					0		6
		R	349	10		359						359			10%	10	10	1	370
	SB	L	33	1		34						34					0	-1	33
		T	4	0		4						4					0	1	5
		R	28	1		29						29					0		29
Alfred Road (Route 111) at Shops Way	EB	L	13	0	1	14						14					0		14
		T	822	25	44	891	26	30	2	1	6	956			10%	10	10	-15	951
		R	4	0		4						4					0		4
	NB	R	1497	45		1542	73	47	1	1	4	1668	85%	86			86	6	1760
Alfred Road (Route 111) at Gateway Plaza/ New Life Church Driveway			75	2		77						77			75%	78	78	21	176
	EB	L	52	2	1	55						55					0	3	58
		T	855	26	13	894	26	30	2	1	6	959			85%	88	88	3	1050
		R	18	1		19						19					0		19
	WB	L	30	1		31						31					0		31
		T	1390	42		1432	73	47	1	1	4	1558	85%	86			86	3	1647
		R	148	4		152						152					0	-3	149
	NB	L	15	0		15						15					0	1	16
		T	2	0		2						2					0		2
		R	22	1		23						23					0	-1	22
	SB	L	105	3		108						108					0	-2	106
		T	1	0		1						1					0		1
		R	92	3		95						95					0	2	97

Peak Hour: 4:15 PM to 5:15 PM

TRAFFIC PROJECTION MODEL																			
Saturday Midday Peak Hour Proposed Chick-Fil-A Restaurant Biddeford, ME																			
Intersection	Dir.	Turn	2024 Counted Volumes	Seasonal Adjustment 1.03	Volume Balancing	2024 Existing Volumes	Background Growth	Background Project - Devine Capital	Background Project - Thatcher Brook Apartments	Background Project - Avesta Housing	Background Project - 60 Barra Road	2029 No Build Volumes	New Trips PERCENT ENTER	New Trips ENTER	New Trips PERCENT EXIT	New Trips EXIT	New Trips TOTAL	Pass-by Trips	2029 Build Volumes
Alfred Road (Route 111) at Old Dogs Lane/ Mariner Way	EB	L	18	1		19						19					0		19
		T	603	18	29	650	33	39	6	4	5	737					0	-26	711
		R	217	7		224						224	15%	22			22	26	272
	WB	L	642	19		661						661	85%	124			124	52	837
		T	533	16		549	53	40	4	2	5	653					0	-37	616
		R	63	2		65						65					0		65
	NB	L	226	7		233						233			15%	22	22	38	293
		T	16	0		16						16					0		16
		R	526	16	25	567						567			10%	15	15	5	587
	SB	L	52	2	2	56						56					0	-2	54
		T	9	0		9						9					0	3	12
		R	34	1		35						35					0	-1	34
Alfred Road (Route 111) at Shops Way	EB	L	31	1		32						32					0		32
		T	1198	36		1234	33	39	6	4	5	1321			10%	15	15	-23	1313
		R	7	0		7						7					0		7
	NB	R	139	4	1	143	53	40	4	2	5	143	85%	124	75%	110	110	38	291
Alfred Road (Route 111) at Gateway Plaza/ New Life Church Driveway	EB	U	1	0		1						1					0		1
		L	118	4	2	124						124					0	7	131
		T	1168	35	15	1218	33	39	6	4	5	1305			85%	125	125	8	1438
	WB	R	33	1		34						34					0		34
		L	45	1		46						46					0		46
		T	1000	30		1030	53	40	4	2	5	1134	85%	124			124	7	1265
	NB	R	246	7		253						253					0	-7	246
		L	35	1		36						36					0	1	37
		T	7	0		7						7					0		7
	SB	R	41	1		42						42					0	-1	41
		L	231	7		238						238					0	-7	231
		T	2	0		2						2					0		2
	R		153	5		158						158					0	7	165

Peak Hour: 12:00 PM to 1:00 PM

APPENDIX D

CRASH SUMMARY

CRASH ANALYSIS

Proposed Chick-fil-A Biddeford, ME

	Alfred Road (SR 111) at Old Dogs Ln/ Mariner Way	Alfred Road (SR 111) at Shops Way	Alfred Road (SR 111) at Gateway Plaza/ New Life Church Driveway	Alfred Road (SR 111) at Boulder Way/ Park & Ride	Alfred Road (SR 111) at Biddeford Conn./ I-95 Access	Alfred Road (SR 111) at Job Lot Plaza/ Irving Gas Driveway
Year						
2021	10	3	10	2	43	14
2022	14	2	6	11	37	15
2023	12	1	10	7	29	10
Type						
Intersection Movement	2	3	3	6	14	13
Rear-end/Sideswipe	33	3	18	13	93	22
Went off Road	1	0	3	1	1	2
Deer	0	0	1	0	0	1
Pedestrian	0	0	0	0	0	0
Bicycle	0	0	0	0	1	0
Other	0	0	1	0	0	1
Severity						
Property Damage	34	5	20	13	75	30
Personal Injury	2	1	6	7	34	9
Fatality	0	0	0	0	0	0
Time						
7:00 AM to 9:00 AM	4	0	0	1	16	3
9:00 AM to 4:00 PM	20	5	16	13	61	19
4:00 PM to 6:00 PM	6	0	5	3	14	12
6:00 PM to 7:00 AM	6	1	5	3	18	5
Total	36	6	26	20	109	39

Source: MaineDOT

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: **YORK**

TOWN: **BIDDEFORD**

LOW NODE: **58334** HIGH NODE: **0000**

REGION: **1**

U/R: **URBAN**

DESCRIPTION: **Int Alfred St & Precourt St/I-95 Exit 32 NB ramps**

RTE # / RD #: **0111E**

DATE DRAWN: **6/18/2024** DRAWN BY: **Michelle**

STUDY FROM: **1/1/2021**

STUDY TO: **12/31/2023**

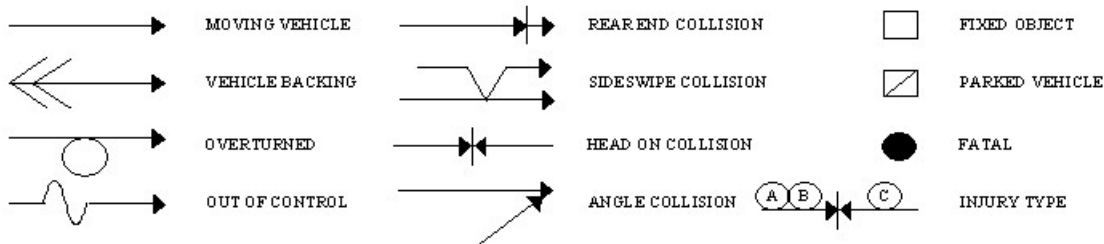
CRASH RATE: **2**

CRF: **2.01**

% INJURY: **31.2**

TOTAL CRASHES: **109**

LEGEND



--- PATH OF: ☐ P PEDESTRIAN ☐ B BICYCLE ☐ A ANIMAL ☐ S SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

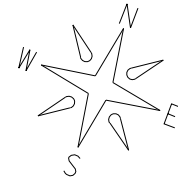
Biddeford
Node: 58334

Study Period: 2021-2023

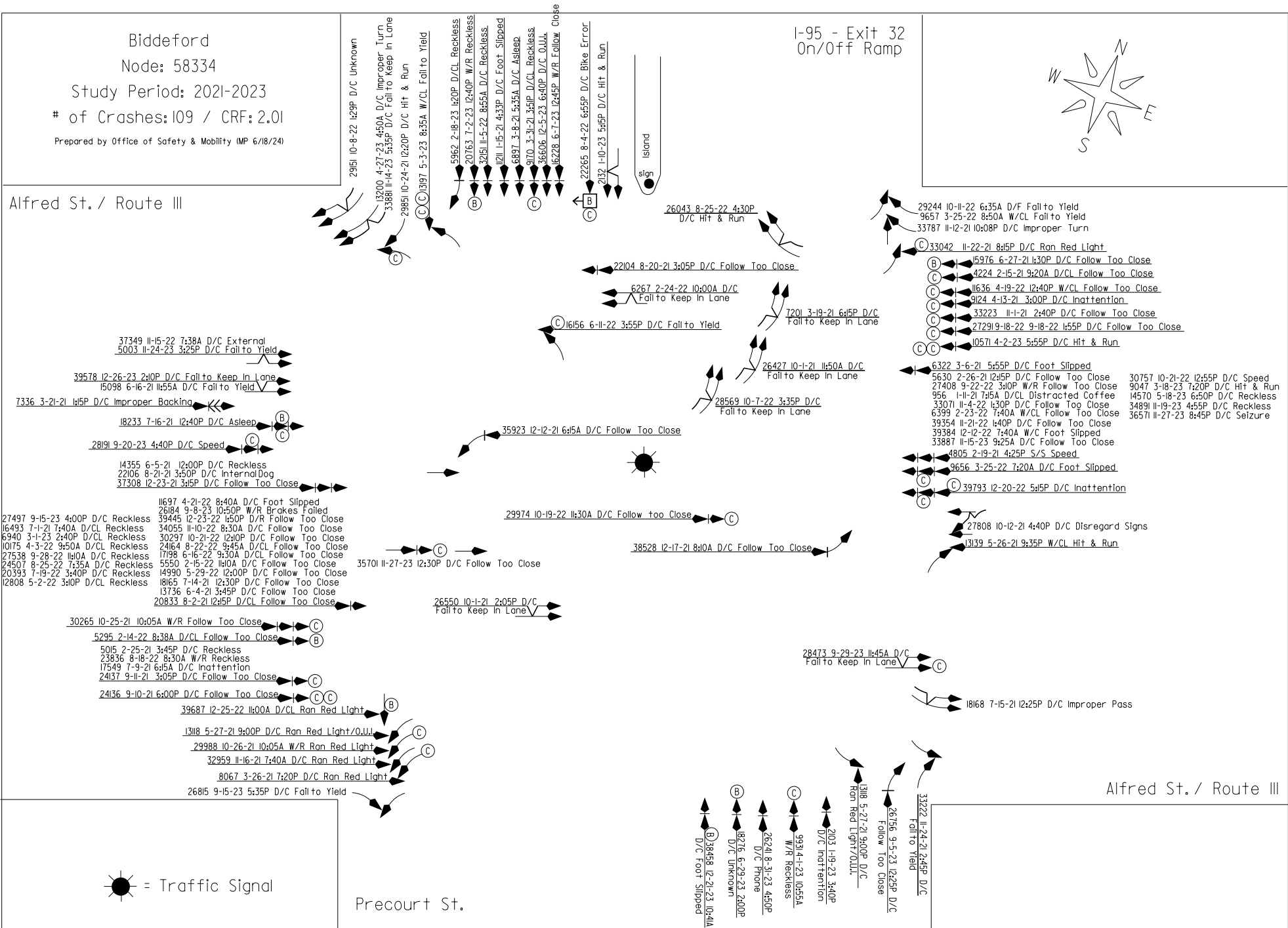
of Crashes: 109 / CRF: 2.01

Prepared by Office of Safety & Mobility (MP 6/18/24)

I-95 - Exit 32
On/Off Ramp



Alfred St. / Route III



APPENDIX E

BACKGROUND PROJECT DATA

Background Project Trip Generation

Description	Weekday Midday			Weekday PM			Saturday Midday		
	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Devine Capital ¹	26	17	43	52	33	85	44	43	87
Proposed Thatcher Brook Apartments ²	11	7	18	21	14	35	57	40	97
Proposed Avesta Housing ³	6	5	11	12	9	21	35	24	59
Proposed 60 Barra Road ⁴	30	19	49	60	38	98	51	50	101

1 ITE Land Use Code 221 (Multifamily Housing (Mid-Rise)) based on 216 units.

2 ITE Land Use Code 223 (Affordable Housing) based on 76 units.

3 ITE Land Use Code 223 (Affordable Housing) based on 46 units.

4 ITE Land Use Code 221 (Multifamily Housing (Mid-Rise)) based on 250 units.

JOURNEY-TO-WORK DATA - RESIDENTS

Residential Background Projects

Biddeford, Maine

#	Location of Work of Biddeford Residents	Number of Workers	Percent	Assigned Route(s)		
1	Biddeford, ME	4,001	37.3%	Alfred Rd West	I-95 Ramps Access	Biddeford Connector
2	Portland, ME	1,490	13.9%		I-95 Ramps Access	
3	Saco, ME	1,225	11.4%		Alfred Rd East	
4	South Portland, ME	741	6.9%		I-95 Ramps Access	
5	Scarborough, ME	616	5.7%		I-95 Ramps Access	
6	Sanford, ME	334	3.1%	Alfred Rd West		
7	Kennebunk, ME	288	2.7%		I-95 Ramps Access	
8	Wells, ME	273	2.5%		I-95 Ramps Access	
9	Westbrook, ME	259	2.4%		I-95 Ramps Access	
10	Kittery, ME	221	2.1%		I-95 Ramps Access	
11	Arundel, ME	200	1.9%	Alfred Rd West	Alfred Rd East	
12	Old Orchard Beach, ME	163	1.5%		Alfred Rd East	I-95 Ramps Access
13	Eliot, ME	127	1.2%			I-95 Ramps Access
14	Kennebunkport, ME	127	1.2%	Alfred Rd West		
15	Falmouth, ME	120	1.1%			I-95 Ramps Access
16	North Berwick, ME	65	0.6%			I-95 Ramps Access
17	Gorham, ME	64	0.6%			I-95 Ramps Access
18	Waterboro, ME	60	0.6%	Alfred Rd West		
19	Windham, ME	59	0.6%			I-95 Ramps Access
20	Portsmouth, NH	57	0.5%			I-95 Ramps Access
21	Berwick, ME	56	0.5%			I-95 Ramps Access
22	Shapleigh, ME	53	0.5%	Alfred Rd West		
23	Dover, NH	43	0.4%			I-95 Ramps Access
24	Hollis, ME	40	0.4%	Alfred Rd West		
25	South Berwick, ME	37	0.3%			I-95 Ramps Access
Total		10,719	100.0%			

Trip Distribution	% Of Total	
	Residents	Trips Assigned
Alfred Rd to West	10.4%	10.0%
Alfred Rd to East	13.4%	15.0%
I-95 Ramps Access	65.0%	65.0%
Biddeford Connector	11.2%	10.0%
Total	100.0%	100.0%

APPENDIX F

EMPIRICAL TRIP GENERATION DATA

Empirical Trip Rates

Location Size	Dedham, MA 4800 sf		Salem, NH 4800 sf		Hanover, MA 4900 sf		Average
Time Period	Volume	Rate	Volume	Rate	Volume	Rate	Rate
Weekday	--	--	--	--	3276	668.57	668.57
Weekday Midday Peak Hour							
Entering	152	31.67	--	--	169	34.49	33.08
Exiting	148	30.83	--	--	176	35.92	33.38
Total	300	62.50	--	--	345	70.41	66.45
Weekday PM Peak Hour							
Entering	134	27.92	90	18.75	174	35.51	27.39
Exiting	150	31.25	104	21.67	154	31.43	28.12
Total	284	59.17	194	40.42	328	66.94	55.51
Saturday Daily	--		--		--		957.23
Saturday Midday Peak Hour							
Entering	191	39.79	127	26.46	258	52.65	39.63
Exiting	191	39.79	131	27.29	257	52.45	39.84
Total	382	79.58	258	53.75	515	105.10	79.48

Note: Data from South Portland, ME CFA Traffic Study

APPENDIX G

HIGHWAY CAPACITY MANUAL METHODOLOGIES

CAPACITY/LEVEL-OF-SERVICE ANALYSES METHODOLOGY

The detailed capacity/level-of-service analysis contained in this traffic impact study was performed in accordance with the standard techniques contained in the *Highway Capacity Manual*.⁽¹⁾ By definition, capacity represents “the maximum rate of flow that can reasonably be expected to pass a point on a uniform section of a lane or roadway under prevailing roadway, traffic, and control conditions.” The level of functioning of an intersection or a uniform section of a lane or roadway can be expressed in terms of levels of service. Level of service (LOS) is defined as “a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers”. Such measures include “speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.”

At unsignalized intersections, a methodology for evaluating the relative functioning of intersections controlled by stop or yield signs has been developed, and is based on several assumptions, including:

- Major street flows are not affected by the minor (stop-sign controlled) street movements.
- Left turns from the major street to the minor street are influenced only by opposing major street through flow.
- Minor street left turns are impeded by all major street traffic plus opposing minor street traffic.
- Minor street through traffic is impeded by all major street traffic.
- Minor street right turns are impeded only by the major street traffic coming from the left.

The concept of stop-controlled or yield-controlled intersection analysis is based on the estimate of average total delay on minor streets. The methodology of analysis relies on three elements: the size and distribution of gaps in the major traffic stream, the usefulness of these gaps to the minor stream drivers, and the relative priority of the various traffic streams at the intersection. The results of the analysis provide an estimate of average total delay for the various critical movements at the unsignalized intersections. Correlation between average total delay and the respective levels of service are provided for unsignalized intersections as follows:

(1) *Transportation Research Board, Highway Capacity Manual, 6th Edition, published by the Transportation Research Board, Washington, DC, 2016.*

<i>Unsignalized Intersections</i>	
Level of Service	Control Delay Per Vehicle (seconds)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	> 50

At signalized intersections, an additional element must be considered: time allocation. Level of service is based on the average control delay per vehicle for various movements within the intersection. Volume/capacity relationships also affect the operations of signalized intersections. Thus, both volume/capacity and delay must be considered to evaluate the overall operation of a signalized intersection. Correlation between average delay per vehicle and the respective levels of service are provided for signalized intersections as follows:

<i>Signalized Intersections</i>	
Level of Service	Control Delay Per Vehicle (seconds)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	> 80

APPENDIX H

2024 EXISTING CAPACITY/LEVEL-OF-SERVICE ANALYSIS

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2024 Existing

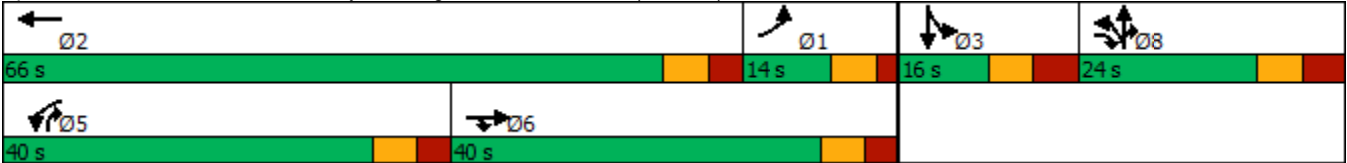
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	516	131	548	550	62	171	9	389	51	8	27
Future Volume (vph)	21	516	131	548	550	62	171	9	389	51	8	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3374	1583	3467	3393	0	1681	1697	2814	1649	1606	0
Flt Permitted	0.950			0.950			0.950	0.957		0.950	0.992	
Satd. Flow (perm)	1805	3374	1583	3467	3393	0	1681	1697	2814	1649	1606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141		14				242		31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	0%	7%	2%	1%	5%	3%	2%	0%	1%	4%	0%	0%
Shared Lane Traffic (%)							47%			13%		
Lane Group Flow (vph)	23	555	141	589	658	0	101	99	432	51	48	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		13.0	13.0		13.0	13.0	
Total Split (s)	14.0	40.0		40.0	66.0		24.0	24.0		16.0	16.0	
Total Split (%)	11.7%	33.3%		33.3%	55.0%		20.0%	20.0%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	13.5	25.1	40.5	24.6	45.8		12.2	12.2	44.2	7.5	7.5	
Actuated g/C Ratio	0.14	0.26	0.42	0.25	0.47		0.13	0.13	0.46	0.08	0.08	
v/c Ratio	0.09	0.64	0.19	0.67	0.41		0.48	0.46	0.31	0.40	0.32	
Control Delay	37.5	37.9	2.7	37.8	23.2		51.8	51.2	8.0	59.1	31.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	37.5	37.9	2.7	37.8	23.2		51.8	51.2	8.0	59.1	31.3	
LOS	D	D	A	D	C		D	D	A	E	C	
Approach Delay		31.0			30.1			21.8			45.6	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	14	172	0	175	112		64	63	39	33	10	
Queue Length 95th (ft)	36	257	25	265	284		137	134	82	81	51	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	279	1209	896	1242	2179		292	295	1643	143	167	

12/05/2024
Bowman

Synchro 11 Report
Page 1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.46	0.16	0.47	0.30		0.35	0.34	0.26	0.36	0.29	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 96.8												
Natural Cycle: 75												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.67												
Intersection Signal Delay: 29.0					Intersection LOS: C							
Intersection Capacity Utilization 62.3%					ICU Level of Service B							
Analysis Period (min) 15												

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)



Proposed Chick-fil-A

9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

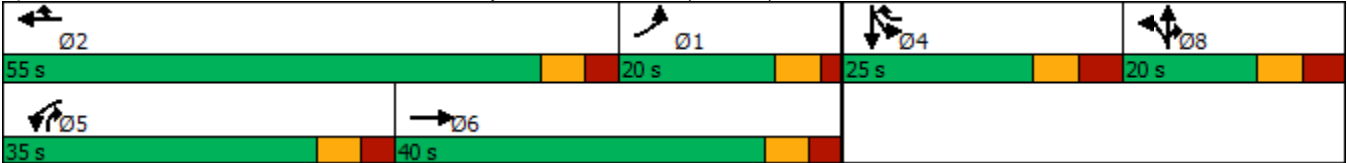
Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	944	25	42	1063	202	23	1	38	152	2	113
Future Volume (vph)	62	944	25	42	1063	202	23	1	38	152	2	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320		0	230		430	0		100	0		0
Storage Lanes	2		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3335	3429	0	1752	3505	1568	0	1813	1568	1665	1516	0
Flt Permitted	0.950			0.950				0.954		0.950	0.994	
Satd. Flow (perm)	3335	3429	0	1752	3505	1568	0	1813	1568	1665	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				213			173		118	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		755			1951			403			279	
Travel Time (s)		14.7			38.0			9.2			6.3	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.78	0.78	0.78	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	0%	3%	3%	3%	0%	0%	3%	3%	0%	3%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	67	1042	0	44	1119	213	0	30	49	142	136	0
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2	2 4	8	8	8 5	4	4	
Permitted Phases												
Detector Phase	1	6		5	2	2 4	8	8	8 5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0	
Total Split (s)	20.0	40.0		35.0	55.0		20.0	20.0		25.0	25.0	
Total Split (%)	16.7%	33.3%		29.2%	45.8%		16.7%	16.7%		20.8%	20.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effect Green (s)	7.8	43.8		8.3	45.1	64.6		7.5	19.0	13.6	13.6	
Actuated g/C Ratio	0.08	0.45		0.09	0.47	0.67		0.08	0.20	0.14	0.14	
v/c Ratio	0.25	0.67		0.29	0.68	0.19		0.21	0.11	0.60	0.43	
Control Delay	49.9	26.4		52.2	25.6	1.1		51.6	0.5	54.6	15.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	49.9	26.4		52.2	25.6	1.1		51.6	0.5	54.6	15.8	
LOS	D	C		D	C	A		D	A	D	B	
Approach Delay		27.8			22.7			19.9			35.6	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	22	298		29	319	0		20	0	97	11	
Queue Length 95th (ft)	46	420		67	439	14		44	0	174	72	
Internal Link Dist (ft)		675			1871			323			199	
Turn Bay Length (ft)	320			230		430			100			
Base Capacity (vph)	520	1557		546	1874	1158		242	718	315	382	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.13	0.67		0.08	0.60	0.18		0.12	0.07	0.45	0.36	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 96.4												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 25.9						Intersection LOS: C						
Intersection Capacity Utilization 61.8%						ICU Level of Service B						
Analysis Period (min) 15												

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)



Proposed Chick-fil-A
12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Traffic Volume (vph)	3	1007	124	116	1172	1	128	0	160	14	1	7
Future Volume (vph)	3	1007	124	116	1172	1	128	0	160	14	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		200	220		0	0		150	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	4864	0	1736	3505	0	0	1752	1568	0	1684	0
Flt Permitted	0.950			0.950				0.737			0.738	
Satd. Flow (perm)	1805	4864	0	1734	3505	0	0	1360	1568	0	1283	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23							40		10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1951			755			436			200	
Travel Time (s)		38.0			14.7			9.9			4.5	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.78	0.78	0.78	0.69	0.69	0.69
Heavy Vehicles (%)	0%	5%	2%	4%	3%	0%	3%	0%	3%	0%	0%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1270	0	122	1235	0	0	164	205	0	31	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			8	5		4	
Permitted Phases							8		8	4		
Detector Phase	1	6		5	2		8	8	5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0	12.0	13.0	13.0	
Total Split (s)	13.0	49.0		26.0	62.0		35.0	35.0	26.0	35.0	35.0	
Total Split (%)	11.8%	44.5%		23.6%	56.4%		31.8%	31.8%	23.6%	31.8%	31.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0	3.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0	7.0		8.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	5.8	56.5		13.0	74.1			18.5	39.5		18.5	
Actuated g/C Ratio	0.05	0.51		0.12	0.67			0.17	0.36		0.17	
v/c Ratio	0.03	0.51		0.60	0.52			0.72	0.35		0.14	
Control Delay	50.0	19.6		58.8	7.1			60.2	20.5		28.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	50.0	19.6		58.8	7.1			60.2	20.5		28.4	
LOS	D	B		E	A			E	C		C	
Approach Delay		19.6			11.8			38.1			28.4	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	2	203		85	98			111	83		13	
Queue Length 95th (ft)	12	302		m136	257			144	96		27	
Internal Link Dist (ft)		1871			675			356			120	
Turn Bay Length (ft)	60			220					150			

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Proposed Chick-fil-A
12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	114	2511		299	2359			333	671		322	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.51		0.41	0.52			0.49	0.31		0.10	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 20 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)



Proposed Chick-fil-A

15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	 				 		 	 		 	
Traffic Volume (vph)	386	581	214	2	146	670	331	204	208	66	272	220
Future Volume (vph)	386	581	214	2	146	670	331	204	208	66	272	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0		420		420	300		300	220	
Storage Lanes	2		0		1		1	3		0	2	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	3213	3378	0	0	1720	3539	1553	3400	3209	0	3303	1776
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	3213	3378	0	0	1718	3539	1553	3400	3209	0	3298	1776
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		48					109		32			
Link Speed (mph)		35				35			45			30
Link Distance (ft)		755				628			1173			818
Travel Time (s)		14.7				12.2			17.8			18.6
Confl. Peds. (#/hr)			1		1					1	1	
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	2%	2%	0%	5%	2%	4%	3%	10%	2%	6%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	394	811	0	0	157	713	352	222	298	0	296	239
Turn Type	Prot	NA		Prot	Prot	NA	pt+ov	Prot	NA		Prot	NA
Protected Phases	1	6		5	5	2	2 3	7	4		3	8
Permitted Phases												
Detector Phase	1	6		5	5	2	2 3	7	4		3	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0		10.0	10.0		10.0	10.0
Minimum Split (s)	16.0	17.0		11.0	11.0	17.0		18.0	18.0		18.0	18.0
Total Split (s)	23.0	38.0		19.0	19.0	34.0		22.0	22.0		31.0	31.0
Total Split (%)	20.9%	34.5%		17.3%	17.3%	30.9%		20.0%	20.0%		28.2%	28.2%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	2.0	3.0		4.0	4.0		4.0	4.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	7.0			6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	17.2	35.8			13.2	31.8	55.3	12.3	16.5		15.5	19.7
Actuated g/C Ratio	0.16	0.33			0.12	0.29	0.50	0.11	0.15		0.14	0.18
v/c Ratio	0.79	0.72			0.76	0.70	0.42	0.59	0.59		0.64	0.75
Control Delay	73.8	30.7			73.4	31.2	10.8	52.8	43.4		50.7	57.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	73.8	30.7			73.4	31.2	10.8	52.8	43.4		50.7	57.5
LOS	E	C			E	C	B	D	D		D	E
Approach Delay		44.8				30.7			47.4			35.1
Approach LOS		D				C			D			D
Queue Length 50th (ft)	152	97			75	254	169	77	90		103	158
Queue Length 95th (ft)	#215	286			#223	261	18	115	138		141	242
Internal Link Dist (ft)		675				548			1093			738
Turn Bay Length (ft)	270				420		420	300			220	

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Proposed Chick-fil-A
15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2024 Existing

Lane Group	SBR
Lane Configurations	FF
Traffic Volume (vph)	415
Future Volume (vph)	415
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	2
Taper Length (ft)	
Satd. Flow (prot)	2707
Flt Permitted	
Satd. Flow (perm)	2707
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	451
Turn Type	pt+ov
Protected Phases	8 1
Permitted Phases	
Detector Phase	8 1
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	34.9
Actuated g/C Ratio	0.32
v/c Ratio	0.48
Control Delay	12.9
Queue Delay	0.0
Total Delay	12.9
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	53
Queue Length 95th (ft)	81
Internal Link Dist (ft)	
Turn Bay Length (ft)	

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Proposed Chick-fil-A
15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Base Capacity (vph)	518	1131			215	1024	933	432	520		690	371
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.76	0.72			0.73	0.70	0.38	0.51	0.57		0.43	0.64

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 75.2%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

 Ø1	 Ø2 (R)	 Ø3	 Ø4
23 s	34 s	31 s	22 s
 Ø5	 Ø6 (R)	 Ø8	 Ø7
19 s	38 s	31 s	22 s



Lane Group	SBR
Base Capacity (vph)	1030
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.44
Intersection Summary	

Proposed Chick-fil-A
18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	865	1	73	1004	52	83	7	60	42	3	62
Future Volume (vph)	55	865	1	73	1004	52	83	7	60	42	3	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	250		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3505	0	1787	3514	0	0	1645	0	0	1814	1615
Flt Permitted	0.950			0.950				0.800			0.600	
Satd. Flow (perm)	1767	3505	0	1787	3514	0	0	1352	0	0	1140	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			28				67
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		628			1774			358			241	
Travel Time (s)		12.2			34.6			8.1			5.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.76	0.76	0.76	0.89	0.89	0.89
Heavy Vehicles (%)	2%	3%	0%	1%	2%	0%	10%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	893	0	81	1174	0	0	197	0	0	50	70
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6		5	2			4			8	1
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		4	4		8	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	16.0		11.0	16.0		13.0	13.0		13.0	13.0	11.0
Total Split (s)	13.0	65.0		13.0	65.0		32.0	32.0		32.0	32.0	13.0
Total Split (%)	11.8%	59.1%		11.8%	59.1%		29.1%	29.1%		29.1%	29.1%	11.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			8.0			8.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	7.9	61.7		9.3	65.4			19.0			19.0	34.9
Actuated g/C Ratio	0.07	0.56		0.08	0.59			0.17			0.17	0.32
v/c Ratio	0.45	0.45		0.54	0.56			0.77			0.26	0.13
Control Delay	48.8	19.5		62.2	16.7			55.6			40.1	6.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	48.8	19.5		62.2	16.7			55.6			40.1	6.5
LOS	D	B		E	B			E			D	A
Approach Delay		21.3			19.6			55.6			20.5	
Approach LOS		C			B			E			C	
Queue Length 50th (ft)	33	264		55	269			115			31	1
Queue Length 95th (ft)	m67	168		#136	378			145			61	30
Internal Link Dist (ft)		548			1694			278			161	
Turn Bay Length (ft)	450			250								

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Synchro 11 Report
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Proposed Chick-fil-A
18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2024 Existing

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	130	2007		151	2122			323			254	561
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.44	0.44		0.54	0.55			0.61			0.20	0.12

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 15.5 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)

Ø1	Ø2 (R)	Ø4
13 s	65 s	32 s
Ø5	Ø6 (R)	Ø8
13 s	65 s	32 s

Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

Timing Plan: 2024 Existing

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	936	2	0	1199	0	0	0	95	0	0	0
Future Vol, veh/h	18	936	2	0	1199	0	0	0	95	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	96	96	96	68	68	68	92	92	92
Heavy Vehicles, %	0	4	0	0	3	0	0	0	4	2	2	2
Mvmt Flow	19	985	2	0	1249	0	0	0	140	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1249	0	0	-	-	0	-	-	494			
Stage 1	-	-	-	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-	-	-	-			
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.98			
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-			
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.34			
Pot Cap-1 Maneuver	564	-	-	0	-	0	0	0	516			
Stage 1	-	-	-	0	-	0	0	0	-			
Stage 2	-	-	-	0	-	0	0	0	-			
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	564	-	-	-	-	-	-	0	516			
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-			
Stage 1	-	-	-	-	-	-	-	0	-			
Stage 2	-	-	-	-	-	-	-	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.2			0			14.5					
HCM LOS							B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT							
Capacity (veh/h)	516	564	-	-	-							
HCM Lane V/C Ratio	0.271	0.034	-	-	-							
HCM Control Delay (s)	14.5	11.6	-	-	-							
HCM Lane LOS	B	B	-	-	-							
HCM 95th %tile Q(veh)	1.1	0.1	-	-	-							

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour
Timing Plan: 2024 Existing

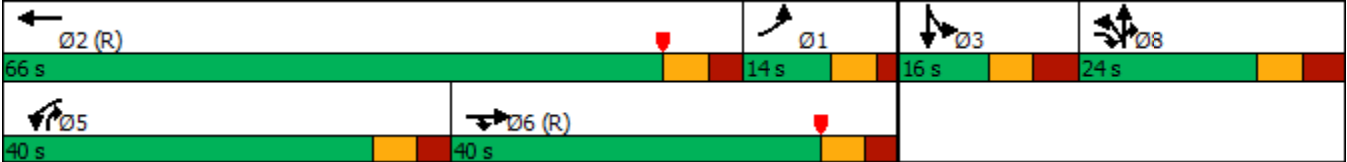
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	516	144	518	1094	54	227	6	359	34	4	29
Future Volume (vph)	16	516	144	518	1094	54	227	6	359	34	4	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3438	1599	3467	3551	0	1698	1708	2814	1715	1582	0
Flt Permitted	0.950			0.950			0.950	0.955		0.950	0.996	
Satd. Flow (perm)	1805	3438	1599	3467	3551	0	1698	1708	2814	1715	1582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		6				294		36	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.90	0.90	0.90	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	1%	1%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)							49%			10%		
Lane Group Flow (vph)	18	567	158	534	1184	0	129	130	399	38	45	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		13.0	13.0		13.0	13.0	
Total Split (s)	14.0	40.0		40.0	66.0		24.0	24.0		16.0	16.0	
Total Split (%)	11.7%	33.3%		33.3%	55.0%		20.0%	20.0%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	6.8	43.3	60.9	26.7	71.4		15.2	15.2	48.9	7.5	7.5	
Actuated g/C Ratio	0.06	0.36	0.51	0.22	0.60		0.13	0.13	0.41	0.06	0.06	
v/c Ratio	0.18	0.46	0.18	0.69	0.56		0.60	0.60	0.30	0.36	0.34	
Control Delay	57.2	33.8	2.3	49.7	4.4		61.1	61.1	6.0	62.9	28.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	57.2	33.8	2.3	49.7	4.4		61.1	61.1	6.0	62.9	28.7	
LOS	E	C	A	D	A		E	E	A	E	C	
Approach Delay		27.7			18.5			27.7			44.4	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	14	188	0	158	26		98	100	27	30	7	
Queue Length 95th (ft)	38	262	26	161	63		169	171	56	62	38	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	122	1249	914	953	2145		240	241	1424	118	142	

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Synchro 11 Report
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.45	0.17	0.56	0.55		0.54	0.54	0.28	0.32	0.32	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 84 (70%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.69												
Intersection Signal Delay: 23.2						Intersection LOS: C						
Intersection Capacity Utilization 66.7%						ICU Level of Service C						
Analysis Period (min) 15												

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)



Proposed Chick-fil-A

9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour

Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	894	19	31	1432	152	15	2	23	108	1	95
Future Volume (vph)	55	894	19	31	1432	152	15	2	23	108	1	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320		0	230		430	0		100	0		0
Storage Lanes	2		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3502	3492	0	1805	3574	1615	0	1818	1538	1715	1542	0
Flt Permitted	0.950			0.950				0.957		0.950	0.995	
Satd. Flow (perm)	3502	3492	0	1805	3574	1615	0	1818	1538	1715	1542	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				158			173		106	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		755			1666			403			279	
Travel Time (s)		14.7			32.5			9.2			6.3	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.81	0.81	0.81	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	6%	0%	1%	0%	0%	0%	5%	0%	0%	1%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	58	961	0	32	1492	158	0	21	28	108	119	0
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2	2 4	8	8	8 5	4	4	
Permitted Phases												
Detector Phase	1	6		5	2	2 4	8	8	8 5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0	
Total Split (s)	20.0	40.0		35.0	55.0		20.0	20.0		25.0	25.0	
Total Split (%)	16.7%	33.3%		29.2%	45.8%		16.7%	16.7%		20.8%	20.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	12.3	70.6		7.6	66.8	84.8		7.0	16.4	12.8	12.8	
Actuated g/C Ratio	0.10	0.59		0.06	0.56	0.71		0.06	0.14	0.11	0.11	
v/c Ratio	0.16	0.47		0.28	0.75	0.13		0.20	0.08	0.59	0.46	
Control Delay	62.9	29.1		59.0	27.5	1.1		57.6	0.4	63.6	17.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	62.9	29.1		59.0	27.5	1.1		57.6	0.4	63.6	17.4	
LOS	E	C		E	C	A		E	A	E	B	
Approach Delay		31.0			25.6			25.0			39.4	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	22	356		24	530	0		16	0	85	9	
Queue Length 95th (ft)	45	442		56	#759	13		38	0	144	67	
Internal Link Dist (ft)		675			1586			323			199	
Turn Bay Length (ft)	320			230		430			100			
Base Capacity (vph)	408	2054		421	1988	1198		181	562	242	309	

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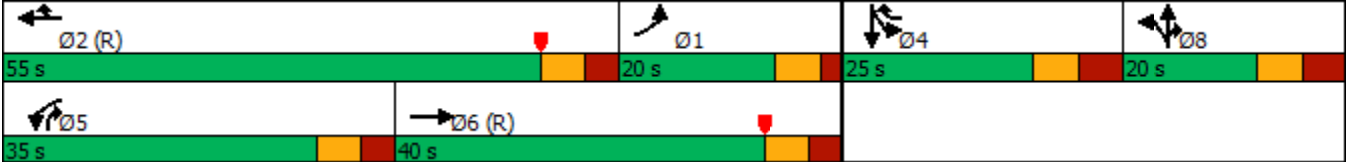
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Synchro 11 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.14	0.47		0.08	0.75	0.13		0.12	0.05	0.45	0.39	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 58 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow												
Natural Cycle: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 28.5						Intersection LOS: C						
Intersection Capacity Utilization 64.7%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)



Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour

Timing Plan: 2024 Existing

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	891	4	0	1542	0	0	0	77	0	0	0
Future Vol, veh/h	14	891	4	0	1542	0	0	0	77	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	95	95	95	82	82	82	92	92	92
Heavy Vehicles, %	0	3	0	0	1	0	0	0	3	2	2	2
Mvmt Flow	15	928	4	0	1623	0	0	0	94	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1623	0	0	-	-	0	-	-	466
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	406	-	-	0	-	0	0	0	541
Stage 1	-	-	-	0	-	0	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	406	-	-	-	-	-	-	0	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	541	406	-	-	-
HCM Lane V/C Ratio	0.174	0.036	-	-	-
HCM Control Delay (s)	13	14.2	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Saturday Midday Peak Hour
Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	650	224	661	549	65	233	16	567	56	9	35
Future Volume (vph)	19	650	224	661	549	65	233	16	567	56	9	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3574	1615	3467	3490	0	1715	1729	2814	1715	1608	0
Flt Permitted	0.950			0.950			0.950	0.958		0.950	0.994	
Satd. Flow (perm)	1805	3574	1615	3467	3490	0	1715	1729	2814	1715	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201		15				179		41	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles (%)	0%	1%	0%	1%	2%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)							47%			10%		
Lane Group Flow (vph)	21	714	246	718	668	0	129	131	591	59	59	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		13.0	13.0		13.0	13.0	
Total Split (s)	15.0	44.0		38.0	67.0		22.0	22.0		16.0	16.0	
Total Split (%)	12.5%	36.7%		31.7%	55.8%		18.3%	18.3%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	16.5	38.2	56.6	30.3	60.2		16.0	16.0	53.3	8.3	8.3	
Actuated g/C Ratio	0.14	0.32	0.47	0.25	0.50		0.13	0.13	0.44	0.07	0.07	
v/c Ratio	0.09	0.63	0.28	0.82	0.38		0.57	0.57	0.44	0.50	0.40	
Control Delay	39.2	39.1	3.6	39.6	25.4		59.7	59.8	16.6	68.2	31.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	39.2	39.1	3.6	39.6	25.4		59.7	59.8	16.6	68.2	31.1	
LOS	D	D	A	D	C		E	E	B	E	C	
Approach Delay		30.2			32.7			29.8			49.7	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	16	268	13	303	254		97	100	114	46	13	
Queue Length 95th (ft)	33	318	44	368	342		#183	#187	176	90	54	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	273	1214	898	897	2039		228	230	1365	125	155	

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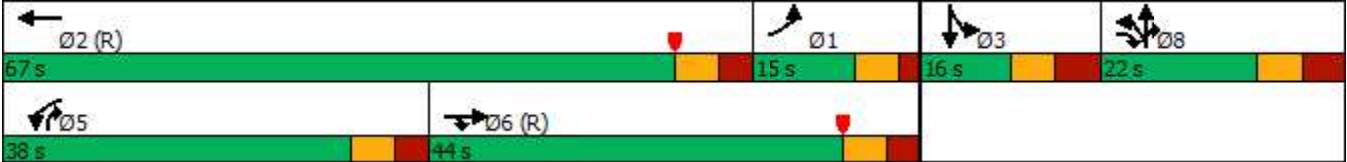
Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Saturday Midday Peak Hour
Timing Plan: 2024 Existing

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.59	0.27	0.80	0.33		0.57	0.57	0.43	0.47	0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 104 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)



Proposed Chick-fil-A
9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2024 Existing

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	124	1218	34	46	1030	253	36	7	42	238	2
Future Volume (vph)	1	124	1218	34	46	1030	253	36	7	42	238	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		320		0	230		430	0		100	0	
Storage Lanes		2		0	1		1	0		1	1	
Taper Length (ft)		25			25			25			25	
Satd. Flow (prot)	0	3467	3561	0	1805	3574	1599	0	1824	1615	1698	1550
Flt Permitted		0.950			0.950				0.960		0.950	0.992
Satd. Flow (perm)	0	3467	3561	0	1805	3574	1599	0	1824	1615	1698	1550
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			3				266			173		170
Link Speed (mph)			35			35			30			30
Link Distance (ft)			755			1666			403			279
Travel Time (s)			14.7			32.5			9.2			6.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.95	0.95	0.95	0.80	0.80	0.80	0.93	0.93
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)											12%	
Lane Group Flow (vph)	0	144	1439	0	48	1084	266	0	54	53	225	203
Turn Type	Prot	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2	2 4	8	8	8 5	4	4
Permitted Phases												
Detector Phase	1	1	6		5	2	2 4	8	8	8 5	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	11.0	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0
Total Split (s)	15.0	15.0	56.0		14.0	55.0		14.0	14.0		36.0	36.0
Total Split (%)	12.5%	12.5%	46.7%		11.7%	45.8%		11.7%	11.7%		30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		7.0	7.0			8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes						
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effct Green (s)		11.8	58.9		7.1	52.7	77.1		7.3	18.8	22.0	22.0
Actuated g/C Ratio		0.10	0.49		0.06	0.44	0.64		0.06	0.16	0.18	0.18
v/c Ratio		0.42	0.82		0.45	0.69	0.24		0.49	0.13	0.72	0.48
Control Delay		56.7	33.6		68.4	31.1	1.0		70.1	0.7	58.9	13.1
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		56.7	33.6		68.4	31.1	1.0		70.1	0.7	58.9	13.1
LOS		E	C		E	C	A		E	A	E	B
Approach Delay			35.7			26.7			35.7			37.2
Approach LOS			D			C			D			D
Queue Length 50th (ft)		57	598		36	363	0		40	0	172	22
Queue Length 95th (ft)		92	#715		78	460	13		#81	0	251	90
Internal Link Dist (ft)			675			1586			323			199
Turn Bay Length (ft)		320			230		430			100		
Base Capacity (vph)		341	1749		111	1568	1157		111	400	396	492

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Proposed Chick-fil-A
9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2024 Existing

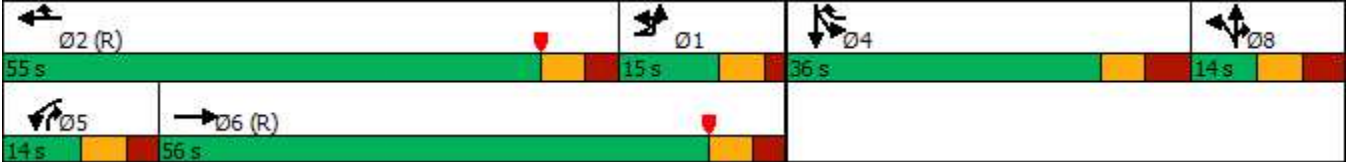
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	158
Future Volume (vph)	158
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	1%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

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Synchro 11 Report
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Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0		0	0	0		0	0	0	0
Storage Cap Reductn		0	0		0	0	0		0	0	0	0
Reduced v/c Ratio		0.42	0.82		0.43	0.69	0.23		0.49	0.13	0.57	0.41
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 32 (27%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.82												
Intersection Signal Delay: 32.3					Intersection LOS: C							
Intersection Capacity Utilization 79.6%					ICU Level of Service D							
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)





Lane Group	SBR
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Saturday Midday Peak Hour
Timing Plan: 2024 Existing

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1234	7	0	1225	0	0	0	143	0	0	0
Future Vol, veh/h	32	1234	7	0	1225	0	0	0	143	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	95	95	95	85	85	85	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	1	2	2	2
Mvmt Flow	36	1371	8	0	1289	0	0	0	168	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1289	0	0	-	-	0	-	-	690
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	545	-	-	0	-	0	0	0	390
Stage 1	-	-	-	0	-	0	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	545	-	-	-	-	-	-	0	390
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	21.1
HCM LOS			C

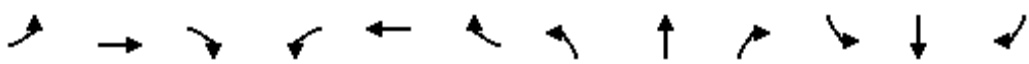
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	390	545	-	-	-
HCM Lane V/C Ratio	0.431	0.065	-	-	-
HCM Control Delay (s)	21.1	12.1	-	-	-
HCM Lane LOS	C	B	-	-	-
HCM 95th %tile Q(veh)	2.1	0.2	-	-	-

APPENDIX I

2029 NO BUILD CAPACITY/LEVEL-OF-SERVICE ANALYSIS

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	561	131	548	637	62	171	9	389	51	8	27
Future Volume (vph)	21	561	131	548	637	62	171	9	389	51	8	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3374	1583	3467	3399	0	1681	1697	2814	1649	1606	0
Flt Permitted	0.950			0.950			0.950	0.957		0.950	0.992	
Satd. Flow (perm)	1805	3374	1583	3467	3399	0	1681	1697	2814	1649	1606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141		12				220		31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	0%	7%	2%	1%	5%	3%	2%	0%	1%	4%	0%	0%
Shared Lane Traffic (%)							47%			13%		
Lane Group Flow (vph)	23	603	141	589	752	0	101	99	432	51	48	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		23.0	23.0		26.0	26.0	
Total Split (s)	14.0	40.0		40.0	66.0		24.0	24.0		16.0	16.0	
Total Split (%)	11.7%	33.3%		33.3%	55.0%		20.0%	20.0%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	12.6	26.2	41.7	24.9	48.1		12.3	12.3	44.6	7.5	7.5	
Actuated g/C Ratio	0.13	0.27	0.42	0.25	0.49		0.13	0.13	0.45	0.08	0.08	
v/c Ratio	0.10	0.67	0.19	0.67	0.45		0.48	0.47	0.31	0.41	0.32	
Control Delay	40.2	38.7	2.6	38.5	22.6		52.9	52.4	9.1	60.4	31.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.2	38.7	2.6	38.5	22.6		52.9	52.4	9.1	60.4	31.7	
LOS	D	D	A	D	C		D	D	A	E	C	
Approach Delay		32.1			29.6			22.9			46.5	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	15	192	0	180	133		65	64	45	34	11	
Queue Length 95th (ft)	38	281	25	266	314		137	135	89	82	51	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	260	1195	887	1228	2157		288	291	1615	141	166	

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Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.09	0.50	0.16	0.48	0.35		0.35	0.34	0.27	0.36	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 98.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 29.4

Intersection LOS: C

Intersection Capacity Utilization 62.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

 Ø2	 Ø1	 Ø3	 Ø8
66 s	14 s	16 s	24 s
 Ø5	 Ø6		
40 s	40 s		

Proposed Chick-fil-A

9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	989	25	42	1150	202	23	1	38	152	2	113
Future Volume (vph)	62	989	25	42	1150	202	23	1	38	152	2	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320		0	230		430	0		100	0		0
Storage Lanes	2		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3335	3428	0	1752	3505	1568	0	1813	1568	1665	1516	0
Flt Permitted	0.950			0.950				0.954		0.950	0.994	
Satd. Flow (perm)	3335	3428	0	1752	3505	1568	0	1813	1568	1665	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				213			173		118	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		755			1951			403			279	
Travel Time (s)		14.7			38.0			9.2			6.3	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.78	0.78	0.78	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	0%	3%	3%	3%	0%	0%	3%	3%	0%	3%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	67	1090	0	44	1211	213	0	30	49	142	136	0
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2	2 4	8	8	8 5	4	4	
Permitted Phases												
Detector Phase	1	6		5	2	2 4	8	8	8 5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0	
Total Split (s)	20.0	40.0		35.0	55.0		20.0	20.0		25.0	25.0	
Total Split (%)	16.7%	33.3%		29.2%	45.8%		16.7%	16.7%		20.8%	20.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effect Green (s)	7.8	44.9		8.3	46.1	65.8		7.5	19.0	13.7	13.7	
Actuated g/C Ratio	0.08	0.46		0.09	0.47	0.67		0.08	0.19	0.14	0.14	
v/c Ratio	0.25	0.69		0.30	0.73	0.19		0.21	0.11	0.61	0.43	
Control Delay	50.3	26.9		52.7	26.9	1.1		51.9	0.5	55.3	15.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	50.3	26.9		52.7	26.9	1.1		51.9	0.5	55.3	15.8	
LOS	D	C		D	C	A		D	A	E	B	
Approach Delay		28.3			23.9			20.0			36.0	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	22	318		29	359	0		20	0	97	11	
Queue Length 95th (ft)	46	447		67	493	14		44	0	174	72	
Internal Link Dist (ft)		675			1871			323			199	
Turn Bay Length (ft)	320			230		430			100			
Base Capacity (vph)	514	1578		540	1852	1147		239	711	311	379	

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Proposed Chick-fil-A
9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.13	0.69		0.08	0.65	0.19		0.13	0.07	0.46	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 97.5

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 26.6

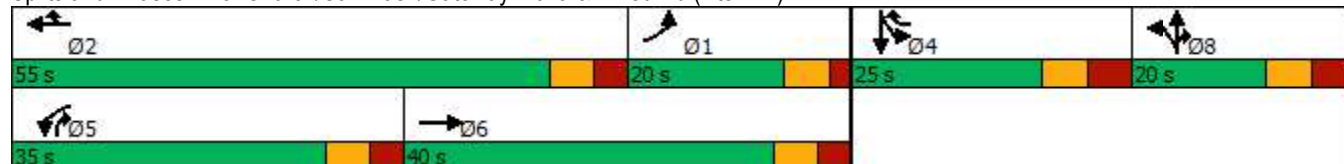
Intersection LOS: C

Intersection Capacity Utilization 61.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)



Proposed Chick-fil-A
12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1052	124	116	1259	1	128	0	160	14	1	7
Future Volume (vph)	3	1052	124	116	1259	1	128	0	160	14	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		200	220		0	0		150	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	4864	0	1736	3505	0	0	1752	1568	0	1684	0
Flt Permitted	0.950			0.950				0.737			0.738	
Satd. Flow (perm)	1805	4864	0	1734	3505	0	0	1360	1568	0	1283	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21							40		10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1951			755			436			200	
Travel Time (s)		38.0			14.7			9.9			4.5	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.78	0.78	0.78	0.69	0.69	0.69
Heavy Vehicles (%)	0%	5%	2%	4%	3%	0%	3%	0%	3%	0%	0%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1321	0	122	1326	0	0	164	205	0	31	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			8	5		4	
Permitted Phases							8		8	4		
Detector Phase	1	6		5	2		8	8	5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0	12.0	13.0	13.0	
Total Split (s)	13.0	49.0		26.0	62.0		35.0	35.0	26.0	35.0	35.0	
Total Split (%)	11.8%	44.5%		23.6%	56.4%		31.8%	31.8%	23.6%	31.8%	31.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0	3.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0	7.0		8.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	5.8	56.5		13.0	74.1			18.5	39.5		18.5	
Actuated g/C Ratio	0.05	0.51		0.12	0.67			0.17	0.36		0.17	
v/c Ratio	0.03	0.53		0.60	0.56			0.72	0.35		0.14	
Control Delay	50.0	19.9		58.2	7.6			60.2	20.5		28.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	50.0	19.9		58.2	7.6			60.2	20.5		28.4	
LOS	D	B		E	A			E	C		C	
Approach Delay		20.0			11.9			38.1			28.4	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	2	215		83	102			111	83		13	
Queue Length 95th (ft)	12	318		m132	283			144	96		27	
Internal Link Dist (ft)		1871			675			356			120	
Turn Bay Length (ft)	60			220					150			

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Proposed Chick-fil-A
12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	114	2510		299	2359			333	671		322	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.53		0.41	0.56			0.49	0.31		0.10	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 20 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 18.5

Intersection LOS: B

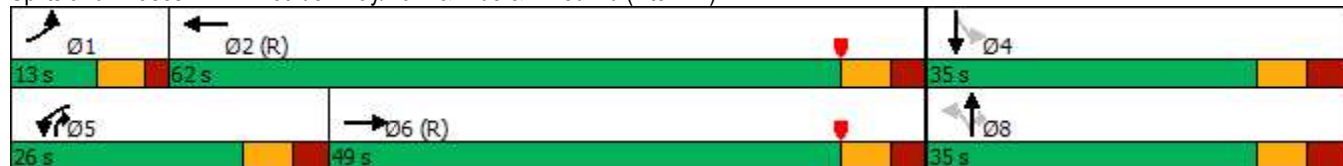
Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)



Proposed Chick-fil-A

15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	 				 		 	 		 	
Traffic Volume (vph)	405	600	221	2	157	707	365	216	219	74	315	232
Future Volume (vph)	405	600	221	2	157	707	365	216	219	74	315	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0		420		420	300		300	220	
Storage Lanes	2		0		1		1	3		0	2	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	3213	3378	0	0	1720	3539	1553	3400	3204	0	3303	1776
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	3213	3378	0	0	1718	3539	1553	3400	3204	0	3298	1776
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		48					109		34			
Link Speed (mph)		35				35			45			30
Link Distance (ft)		755				628			1173			818
Travel Time (s)		14.7				12.2			17.8			18.6
Confl. Peds. (#/hr)			1		1					1	1	
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	2%	2%	0%	5%	2%	4%	3%	10%	2%	6%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	838	0	0	169	752	388	235	318	0	342	252
Turn Type	Prot	NA		Prot	Prot	NA	pt+ov	Prot	NA		Prot	NA
Protected Phases	1	6		5	5	2	2 3	7	4		3	8
Permitted Phases												
Detector Phase	1	6		5	5	2	2 3	7	4		3	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0		10.0	10.0		10.0	10.0
Minimum Split (s)	16.0	17.0		11.0	11.0	17.0		18.0	18.0		18.0	18.0
Total Split (s)	23.0	38.0		19.0	19.0	34.0		22.0	22.0		31.0	31.0
Total Split (%)	20.9%	34.5%		17.3%	17.3%	30.9%		20.0%	20.0%		28.2%	28.2%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	2.0	3.0		4.0	4.0		4.0	4.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	7.0			6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	17.2	35.0			13.4	31.2	56.5	12.5	15.3		17.3	20.2
Actuated g/C Ratio	0.16	0.32			0.12	0.28	0.51	0.11	0.14		0.16	0.18
v/c Ratio	0.82	0.76			0.81	0.75	0.46	0.61	0.67		0.66	0.78
Control Delay	74.9	33.6			79.9	33.1	10.1	53.4	47.4		49.4	58.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	74.9	33.6			79.9	33.1	10.1	53.4	47.4		49.4	58.9
LOS	E	C			E	C	B	D	D		D	E
Approach Delay		47.3				32.3			50.0			35.4
Approach LOS		D				C			D			D
Queue Length 50th (ft)	161	104			92	272	186	82	98		118	166
Queue Length 95th (ft)	#231	#302			#244	#355	20	122	152		157	255
Internal Link Dist (ft)		675				548			1093			738
Turn Bay Length (ft)	270				420		420	300			220	

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Proposed Chick-fil-A
15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

Lane Group	SBR
Lane Configurations	FF
Traffic Volume (vph)	453
Future Volume (vph)	453
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	2
Taper Length (ft)	
Satd. Flow (prot)	2707
Flt Permitted	
Satd. Flow (perm)	2707
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	492
Turn Type	pt+ov
Protected Phases	8 1
Permitted Phases	
Detector Phase	8 1
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	35.4
Actuated g/C Ratio	0.32
v/c Ratio	0.52
Control Delay	13.6
Queue Delay	0.0
Total Delay	13.6
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	61
Queue Length 95th (ft)	91
Internal Link Dist (ft)	
Turn Bay Length (ft)	

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Synchro 11 Report
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Proposed Chick-fil-A
15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Base Capacity (vph)	515	1106			214	1002	924	432	489		690	371
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.80	0.76			0.79	0.75	0.42	0.54	0.65		0.50	0.68

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 39.9

Intersection LOS: D

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

 Ø1	 Ø2 (R)	 Ø3	 Ø4
23 s	34 s	31 s	22 s
 Ø5	 Ø6 (R)	 Ø8	 Ø7
19 s	38 s	31 s	22 s



Lane Group	SBR
Base Capacity (vph)	1028
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.48
Intersection Summary	

Proposed Chick-fil-A
18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	935	1	73	1086	52	83	7	60	42	3	62
Future Volume (vph)	55	935	1	73	1086	52	83	7	60	42	3	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	250		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3505	0	1787	3514	0	0	1645	0	0	1814	1615
Flt Permitted	0.950			0.950				0.800			0.600	
Satd. Flow (perm)	1767	3505	0	1787	3514	0	0	1352	0	0	1140	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			28				53
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		628			1774			358			241	
Travel Time (s)		12.2			34.6			8.1			5.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.76	0.76	0.76	0.89	0.89	0.89
Heavy Vehicles (%)	2%	3%	0%	1%	2%	0%	10%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	965	0	81	1265	0	0	197	0	0	50	70
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6		5	2			4			8	1
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		4	4		8	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	16.0		11.0	16.0		13.0	13.0		13.0	13.0	11.0
Total Split (s)	13.0	65.0		13.0	65.0		32.0	32.0		32.0	32.0	13.0
Total Split (%)	11.8%	59.1%		11.8%	59.1%		29.1%	29.1%		29.1%	29.1%	11.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			8.0			8.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	7.9	62.1		9.3	65.9			18.6			18.6	34.5
Actuated g/C Ratio	0.07	0.56		0.08	0.60			0.17			0.17	0.31
v/c Ratio	0.45	0.49		0.54	0.60			0.78			0.26	0.13
Control Delay	48.9	19.0		62.2	17.1			57.8			41.0	9.7
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	48.9	19.0		62.2	17.1			57.8			41.0	9.7
LOS	D	B		E	B			E			D	A
Approach Delay		20.7			19.8			57.8			22.7	
Approach LOS		C			B			E			C	
Queue Length 50th (ft)	37	258		55	302			115			31	8
Queue Length 95th (ft)	m66	191		#136	404			149			63	38
Internal Link Dist (ft)		548			1694			278			161	
Turn Bay Length (ft)	450			250								

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Synchro 11 Report
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Proposed Chick-fil-A
18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	130	2007		151	2122			318			249	546
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.44	0.48		0.54	0.60			0.62			0.20	0.13

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 15.5 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 23.1

Intersection LOS: C

Intersection Capacity Utilization 67.8%

ICU Level of Service C

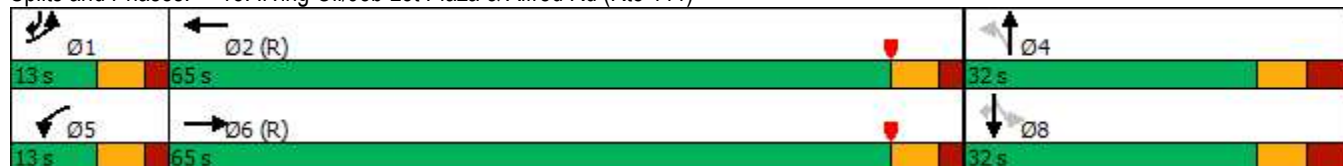
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)



Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 No Build

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	981	2	0	1286	0	0	0	95	0	0	0
Future Vol, veh/h	18	981	2	0	1286	0	0	0	95	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	96	96	96	68	68	68	92	92	92
Heavy Vehicles, %	0	4	0	0	3	0	0	0	4	2	2	2
Mvmt Flow	19	1033	2	0	1340	0	0	0	140	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1340	0	0	-	-	0	-	-	518
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	521	-	-	0	-	0	0	0	497
Stage 1	-	-	-	0	-	0	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	521	-	-	-	-	-	-	0	497
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	497	521	-	-	-
HCM Lane V/C Ratio	0.281	0.036	-	-	-
HCM Control Delay (s)	15.1	12.2	-	-	-
HCM Lane LOS	C	B	-	-	-
HCM 95th %tile Q(veh)	1.1	0.1	-	-	-

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	581	144	518	1220	54	227	6	359	34	4	29
Future Volume (vph)	16	581	144	518	1220	54	227	6	359	34	4	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3438	1599	3467	3554	0	1698	1708	2814	1715	1582	0
Flt Permitted	0.950			0.950			0.950	0.955		0.950	0.996	
Satd. Flow (perm)	1805	3438	1599	3467	3554	0	1698	1708	2814	1715	1582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		5				266		36	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.90	0.90	0.90	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	1%	1%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)							49%			10%		
Lane Group Flow (vph)	18	638	158	534	1314	0	129	130	399	38	45	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		23.0	23.0		26.0	26.0	
Total Split (s)	14.0	40.0		40.0	66.0		24.0	24.0		16.0	16.0	
Total Split (%)	11.7%	33.3%		33.3%	55.0%		20.0%	20.0%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	6.6	44.0	60.9	26.7	72.2		14.5	14.5	48.2	7.5	7.5	
Actuated g/C Ratio	0.06	0.37	0.51	0.22	0.60		0.12	0.12	0.40	0.06	0.06	
v/c Ratio	0.18	0.51	0.18	0.69	0.61		0.63	0.63	0.31	0.36	0.34	
Control Delay	57.8	34.2	2.3	50.8	3.4		63.8	63.7	7.5	62.9	28.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	57.8	34.2	2.3	50.8	3.4		63.8	63.7	7.5	62.9	28.7	
LOS	E	C	A	D	A		E	E	A	E	C	
Approach Delay		28.5			17.1			29.6			44.4	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	14	218	0	153	31		98	100	34	30	7	
Queue Length 95th (ft)	38	298	26	m158	57		169	171	64	62	38	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	120	1259	911	953	2147		231	232	1394	118	142	

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Bowman

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Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour

Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.51	0.17	0.56	0.61		0.56	0.56	0.29	0.32	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 84 (70%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 22.9

Intersection LOS: C

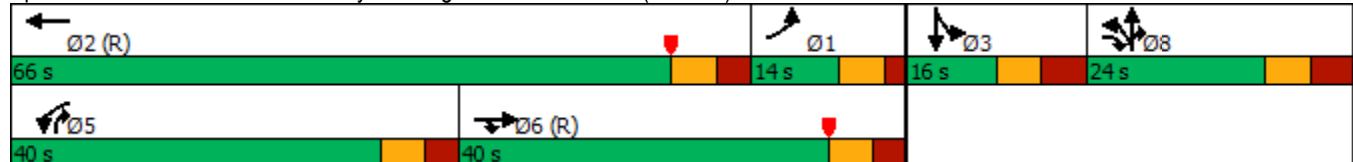
Intersection Capacity Utilization 70.2%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)



Proposed Chick-fil-A

9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour

Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	959	19	31	1558	152	15	2	23	108	1	95
Future Volume (vph)	55	959	19	31	1558	152	15	2	23	108	1	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320		0	230		430	0		100	0		0
Storage Lanes	2		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3502	3492	0	1805	3574	1615	0	1818	1538	1715	1542	0
Flt Permitted	0.950			0.950				0.957		0.950	0.995	
Satd. Flow (perm)	3502	3492	0	1805	3574	1615	0	1818	1538	1715	1542	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				158			173		106	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		755			1666			403			279	
Travel Time (s)		14.7			32.5			9.2			6.3	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.81	0.81	0.81	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	6%	0%	1%	0%	0%	0%	5%	0%	0%	1%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	58	1029	0	32	1623	158	0	21	28	108	119	0
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2	2 4	8	8	8 5	4	4	
Permitted Phases												
Detector Phase	1	6		5	2	2 4	8	8	8 5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0	
Total Split (s)	20.0	40.0		35.0	55.0		20.0	20.0		25.0	25.0	
Total Split (%)	16.7%	33.3%		29.2%	45.8%		16.7%	16.7%		20.8%	20.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	12.3	70.6		7.6	66.7	84.7		7.0	16.4	12.8	12.8	
Actuated g/C Ratio	0.10	0.59		0.06	0.56	0.71		0.06	0.14	0.11	0.11	
v/c Ratio	0.16	0.50		0.28	0.82	0.13		0.20	0.08	0.59	0.46	
Control Delay	64.1	30.2		59.0	30.1	1.1		57.6	0.4	63.6	17.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	64.1	30.2		59.0	30.1	1.1		57.6	0.4	63.6	17.4	
LOS	E	C		E	C	A		E	A	E	B	
Approach Delay		32.0			28.1			25.0			39.4	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	23	392		24	615	0		16	0	85	9	
Queue Length 95th (ft)	46	477		56	#870	13		38	0	144	67	
Internal Link Dist (ft)		675			1586			323			199	
Turn Bay Length (ft)	320			230		430			100			
Base Capacity (vph)	408	2054		421	1986	1198		181	562	242	309	

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Proposed Chick-fil-A

9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour

Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.14	0.50		0.08	0.82	0.13		0.12	0.05	0.45	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 58 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 30.2

Intersection LOS: C

Intersection Capacity Utilization 68.2%

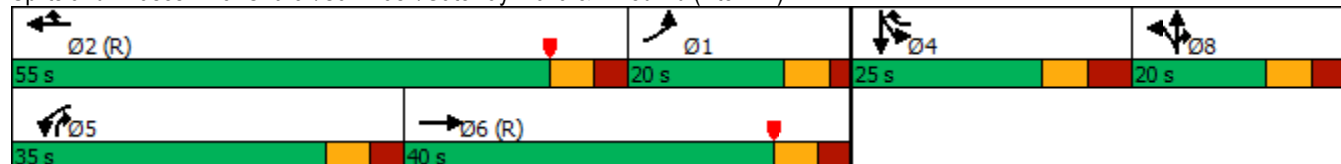
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)



Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour

Timing Plan: 2029 No Build

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	956	4	0	1668	0	0	0	77	0	0	0
Future Vol, veh/h	14	956	4	0	1668	0	0	0	77	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	95	95	95	82	82	82	92	92	92
Heavy Vehicles, %	0	3	0	0	1	0	0	0	3	2	2	2
Mvmt Flow	15	996	4	0	1756	0	0	0	94	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1756	0	0	-	-	0	-	-	500
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	361	-	-	0	-	0	0	0	514
Stage 1	-	-	-	0	-	0	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	361	-	-	-	-	-	-	0	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	514	361	-	-	-
HCM Lane V/C Ratio	0.183	0.04	-	-	-
HCM Control Delay (s)	13.6	15.4	-	-	-
HCM Lane LOS	B	C	-	-	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	-

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Saturday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	737	224	661	653	65	233	16	567	56	9	35
Future Volume (vph)	19	737	224	661	653	65	233	16	567	56	9	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3574	1615	3467	3496	0	1715	1729	2814	1715	1608	0
Flt Permitted	0.950			0.950			0.950	0.958		0.950	0.994	
Satd. Flow (perm)	1805	3574	1615	3467	3496	0	1715	1729	2814	1715	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201		13				173		41	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles (%)	0%	1%	0%	1%	2%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)							47%			10%		
Lane Group Flow (vph)	21	810	246	718	781	0	129	131	591	59	59	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		23.0	23.0		26.0	26.0	
Total Split (s)	15.0	44.0		38.0	67.0		22.0	22.0		16.0	16.0	
Total Split (%)	12.5%	36.7%		31.7%	55.8%		18.3%	18.3%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	14.8	39.4	57.1	30.2	63.1		15.2	15.2	52.5	7.9	7.9	
Actuated g/C Ratio	0.12	0.33	0.48	0.25	0.53		0.13	0.13	0.44	0.07	0.07	
v/c Ratio	0.09	0.69	0.28	0.82	0.42		0.59	0.60	0.45	0.53	0.41	
Control Delay	41.9	39.9	3.6	38.0	25.8		61.9	62.1	17.3	71.3	32.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	41.9	39.9	3.6	38.0	25.8		61.9	62.1	17.3	71.3	32.3	
LOS	D	D	A	D	C		E	E	B	E	C	
Approach Delay		31.6			31.6			31.0			51.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	16	302	13	303	298		102	103	123	46	13	
Queue Length 95th (ft)	36	368	44	368	384		#183	#187	177	90	54	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	249	1216	890	896	2063		218	219	1345	118	149	

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Bowman

Synchro 11 Report
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Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Saturday Midday Peak Hour
Timing Plan: 2029 No Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.67	0.28	0.80	0.38		0.59	0.60	0.44	0.50	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 104 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 32.1

Intersection LOS: C

Intersection Capacity Utilization 71.1%

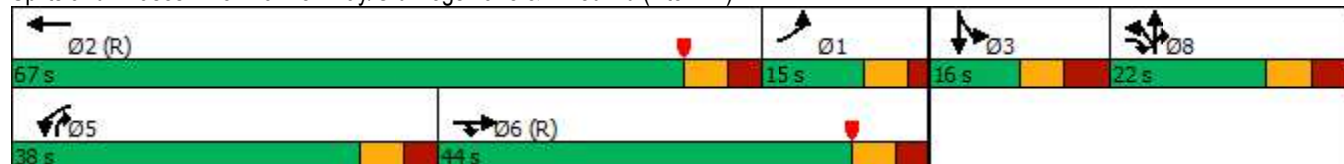
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)



Proposed Chick-fil-A

9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2029 No Build

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	124	1305	34	46	1134	253	36	7	42	238	2
Future Volume (vph)	1	124	1305	34	46	1134	253	36	7	42	238	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		320		0	230		430	0		100	0	
Storage Lanes		2		0	1		1	0		1	1	
Taper Length (ft)		25			25			25			25	
Satd. Flow (prot)	0	3467	3561	0	1805	3574	1599	0	1824	1615	1698	1550
Flt Permitted		0.950			0.950				0.960		0.950	0.992
Satd. Flow (perm)	0	3467	3561	0	1805	3574	1599	0	1824	1615	1698	1550
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			3				266			173		170
Link Speed (mph)			35			35			30			30
Link Distance (ft)			755			1666			403			279
Travel Time (s)			14.7			32.5			9.2			6.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.95	0.95	0.95	0.80	0.80	0.80	0.93	0.93
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)											12%	
Lane Group Flow (vph)	0	144	1539	0	48	1194	266	0	54	53	225	203
Turn Type	Prot	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2	2 4	8	8	8 5	4	4
Permitted Phases												
Detector Phase	1	1	6		5	2	2 4	8	8	8 5	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	11.0	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0
Total Split (s)	15.0	15.0	56.0		14.0	55.0		14.0	14.0		36.0	36.0
Total Split (%)	12.5%	12.5%	46.7%		11.7%	45.8%		11.7%	11.7%		30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		7.0	7.0			8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes						
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effct Green (s)		11.8	58.9		7.1	52.7	77.1		7.3	18.8	22.0	22.0
Actuated g/C Ratio		0.10	0.49		0.06	0.44	0.64		0.06	0.16	0.18	0.18
v/c Ratio		0.42	0.88		0.45	0.76	0.24		0.49	0.13	0.72	0.48
Control Delay		57.3	37.1		68.4	33.3	1.0		70.1	0.7	58.9	13.1
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		57.3	37.1		68.4	33.3	1.0		70.1	0.7	58.9	13.1
LOS		E	D		E	C	A		E	A	E	B
Approach Delay			38.8			28.7			35.7			37.2
Approach LOS			D			C			D			D
Queue Length 50th (ft)		60	~701		36	419	0		40	0	172	22
Queue Length 95th (ft)		m92	#801		78	526	13		#81	0	251	90
Internal Link Dist (ft)			675			1586			323			199
Turn Bay Length (ft)		320			230		430			100		
Base Capacity (vph)		340	1749		111	1570	1157		111	400	396	492

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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	158
Future Volume (vph)	158
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	1%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Proposed Chick-fil-A
9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2029 No Build

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0		0	0	0		0	0	0	0
Storage Cap Reductn		0	0		0	0	0		0	0	0	0
Reduced v/c Ratio		0.42	0.88		0.43	0.76	0.23		0.49	0.13	0.57	0.41

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 32 (27%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 34.5

Intersection LOS: C

Intersection Capacity Utilization 82.0%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

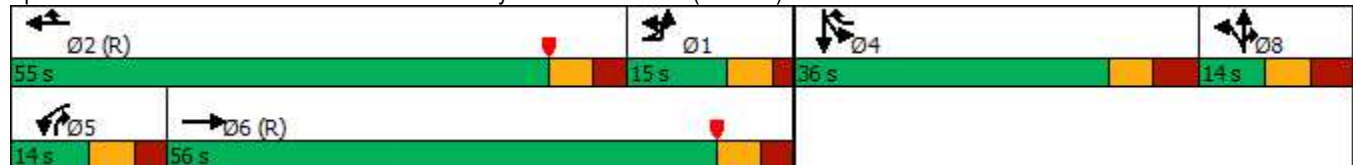
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)





Lane Group	SBR
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2029 No Build

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1321	7	0	1329	0	0	0	143	0	0	0
Future Vol, veh/h	32	1321	7	0	1329	0	0	0	143	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	95	95	95	85	85	85	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	1	2	2	2
Mvmt Flow	36	1468	8	0	1399	0	0	0	168	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1399	0	0	-	-	0	-	-	738
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	495	-	-	0	-	0	0	0	363
Stage 1	-	-	-	0	-	0	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	495	-	-	-	-	-	-	0	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	23.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	363	495	-	-	-
HCM Lane V/C Ratio	0.463	0.072	-	-	-
HCM Control Delay (s)	23.2	12.8	-	-	-
HCM Lane LOS	C	B	-	-	-
HCM 95th %tile Q(veh)	2.4	0.2	-	-	-

APPENDIX J

2029 BUILD CAPACITY/LEVEL-OF-SERVICE ANALYSIS

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	550	160	708	612	62	215	9	404	50	9	27
Future Volume (vph)	21	550	160	708	612	62	215	9	404	50	9	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3374	1583	3467	3396	0	1681	1694	2814	1649	1609	0
Flt Permitted	0.950			0.950			0.950	0.956		0.950	0.993	
Satd. Flow (perm)	1805	3374	1583	3467	3396	0	1681	1694	2814	1649	1609	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172		13				228		31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	0%	7%	2%	1%	5%	3%	2%	0%	1%	4%	0%	0%
Shared Lane Traffic (%)							48%			12%		
Lane Group Flow (vph)	23	591	172	761	725	0	124	125	449	51	48	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		23.0	23.0		26.0	26.0	
Total Split (s)	14.0	40.0		40.0	66.0		24.0	24.0		16.0	16.0	
Total Split (%)	11.7%	33.3%		33.3%	55.0%		20.0%	20.0%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	13.6	26.6	43.5	29.4	51.6		13.8	13.8	50.5	7.4	7.4	
Actuated g/C Ratio	0.13	0.25	0.42	0.28	0.49		0.13	0.13	0.48	0.07	0.07	
v/c Ratio	0.10	0.69	0.23	0.78	0.43		0.56	0.56	0.30	0.44	0.34	
Control Delay	40.8	41.6	2.6	42.4	22.9		56.6	56.5	8.9	64.0	32.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.8	41.6	2.6	42.4	22.9		56.6	56.5	8.9	64.0	32.9	
LOS	D	D	A	D	C		E	E	A	E	C	
Approach Delay		33.1			32.9			25.9			48.9	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	16	212	0	259	135		89	90	48	37	12	
Queue Length 95th (ft)	37	275	27	357	305		164	165	93	82	51	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	260	1111	851	1142	2050		268	270	1573	131	157	

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Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.09	0.53	0.20	0.67	0.35		0.46	0.46	0.29	0.39	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 104.4

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 31.9

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

 Ø2	 Ø1	 Ø3	 Ø8
66 s	14 s	16 s	24 s
 Ø5	 Ø6		
40 s	40 s		

Proposed Chick-fil-A

9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	1123	25	42	1282	200	24	1	37	150	2	115
Future Volume (vph)	64	1123	25	42	1282	200	24	1	37	150	2	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320		0	230		430	0		100	0		0
Storage Lanes	2		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3335	3431	0	1752	3505	1568	0	1813	1568	1665	1516	0
Flt Permitted	0.950			0.950				0.954		0.950	0.994	
Satd. Flow (perm)	3335	3431	0	1752	3505	1568	0	1813	1568	1665	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				211			173		120	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		755			1951			403			279	
Travel Time (s)		14.7			38.0			9.2			6.3	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.78	0.78	0.78	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	0%	3%	3%	3%	0%	0%	3%	3%	0%	3%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	69	1235	0	44	1349	211	0	32	47	140	138	0
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2	2 4	8	8	8 5	4	4	
Permitted Phases												
Detector Phase	1	6		5	2	2 4	8	8	8 5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0	
Total Split (s)	20.0	40.0		35.0	55.0		20.0	20.0		25.0	25.0	
Total Split (%)	16.7%	33.3%		29.2%	45.8%		16.7%	16.7%		20.8%	20.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effect Green (s)	7.8	45.5		8.3	46.8	66.2		7.6	19.1	13.6	13.6	
Actuated g/C Ratio	0.08	0.46		0.08	0.48	0.67		0.08	0.19	0.14	0.14	
v/c Ratio	0.26	0.78		0.30	0.81	0.19		0.23	0.11	0.61	0.44	
Control Delay	50.5	29.8		52.9	29.9	1.1		52.2	0.5	55.4	15.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	50.5	29.8		52.9	29.9	1.1		52.2	0.5	55.4	15.8	
LOS	D	C		D	C	A		D	A	E	B	
Approach Delay		30.9			26.8			21.4			35.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	23	383		29	425	0		21	0	95	11	
Queue Length 95th (ft)	47	#573		67	#623	14		47	0	172	72	
Internal Link Dist (ft)		675			1871			323			199	
Turn Bay Length (ft)	320			230		430			100			
Base Capacity (vph)	506	1591		532	1826	1145		236	705	307	377	

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Proposed Chick-fil-A
9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.14	0.78		0.08	0.74	0.18		0.14	0.07	0.46	0.37	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 98.2

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 29.0

Intersection LOS: C

Intersection Capacity Utilization 62.9%

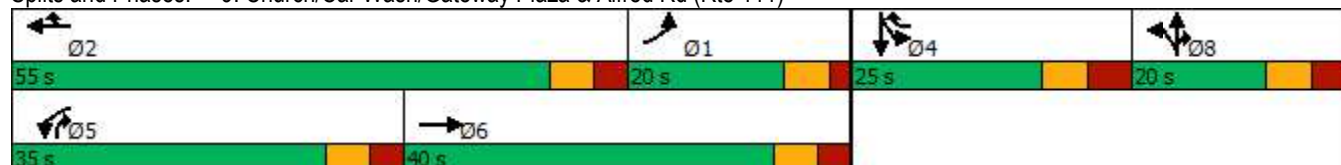
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)



Proposed Chick-fil-A
12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1183	124	116	1386	1	131	0	157	14	1	7
Future Volume (vph)	3	1183	124	116	1386	1	131	0	157	14	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		200	220		0	0		150	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	4874	0	1736	3505	0	0	1752	1568	0	1684	0
Flt Permitted	0.950			0.950				0.737			0.738	
Satd. Flow (perm)	1805	4874	0	1734	3505	0	0	1360	1568	0	1283	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18							40		10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1951			755			436			200	
Travel Time (s)		38.0			14.7			9.9			4.5	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.78	0.78	0.78	0.69	0.69	0.69
Heavy Vehicles (%)	0%	5%	2%	4%	3%	0%	3%	0%	3%	0%	0%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1468	0	122	1460	0	0	168	201	0	31	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			8	5		4	
Permitted Phases							8		8	4		
Detector Phase	1	6		5	2		8	8	5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0	12.0	13.0	13.0	
Total Split (s)	13.0	49.0		26.0	62.0		35.0	35.0	26.0	35.0	35.0	
Total Split (%)	11.8%	44.5%		23.6%	56.4%		31.8%	31.8%	23.6%	31.8%	31.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0	3.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0	7.0		8.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effect Green (s)	5.8	56.2		13.0	73.8			18.8	39.8		18.8	
Actuated g/C Ratio	0.05	0.51		0.12	0.67			0.17	0.36		0.17	
v/c Ratio	0.03	0.59		0.60	0.62			0.73	0.34		0.14	
Control Delay	50.0	21.3		56.8	8.9			60.2	20.0		28.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	50.0	21.3		56.8	8.9			60.2	20.0		28.1	
LOS	D	C		E	A			E	C		C	
Approach Delay		21.4			12.6			38.3			28.1	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	2	252		78	107			113	80		13	
Queue Length 95th (ft)	12	369		m125	319			147	93		26	
Internal Link Dist (ft)		1871			675			356			120	
Turn Bay Length (ft)	60			220					150			

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Synchro 11 Report
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Proposed Chick-fil-A
12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	114	2500		299	2350			333	675		322	
Starvation Cap Reductn	0	0		0	54			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.59		0.41	0.64			0.50	0.30		0.10	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 20 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 19.2

Intersection LOS: B

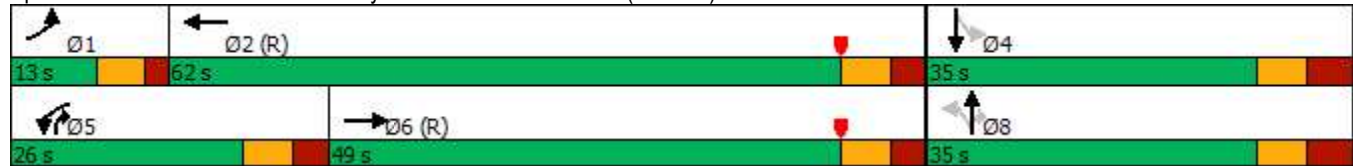
Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Boulder Way/Park & Ride & Alfred Rd (Rte 111)



Proposed Chick-fil-A
15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	 				 		 	 		 	
Traffic Volume (vph)	464	645	245	2	155	754	360	239	215	73	311	228
Future Volume (vph)	464	645	245	2	155	754	360	239	215	73	311	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0		420		420	300		300	220	
Storage Lanes	2		0		1		1	3		0	2	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	3213	3374	0	0	1720	3539	1553	3400	3205	0	3303	1776
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	3213	3374	0	0	1718	3539	1553	3400	3205	0	3298	1776
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		50					109		34			
Link Speed (mph)		35				35			45			30
Link Distance (ft)		755				628			1173			818
Travel Time (s)		14.7				12.2			17.8			18.6
Confl. Peds. (#/hr)			1		1					1	1	
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	2%	2%	0%	5%	2%	4%	3%	10%	2%	6%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	473	908	0	0	167	802	383	260	313	0	338	248
Turn Type	Prot	NA		Prot	Prot	NA	pt+ov	Prot	NA		Prot	NA
Protected Phases	1	6		5	5	2	2 3	7	4		3	8
Permitted Phases												
Detector Phase	1	6		5	5	2	2 3	7	4		3	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0		10.0	10.0		10.0	10.0
Minimum Split (s)	16.0	17.0		11.0	11.0	17.0		18.0	18.0		18.0	18.0
Total Split (s)	23.0	38.0		19.0	19.0	34.0		22.0	22.0		31.0	31.0
Total Split (%)	20.9%	34.5%		17.3%	17.3%	30.9%		20.0%	20.0%		28.2%	28.2%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	2.0	3.0		4.0	4.0		4.0	4.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	7.0			6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	18.5	34.6			13.1	29.2	54.4	12.7	16.1		17.2	20.6
Actuated g/C Ratio	0.17	0.31			0.12	0.27	0.49	0.12	0.15		0.16	0.19
v/c Ratio	0.88	0.83			0.82	0.85	0.47	0.66	0.63		0.66	0.75
Control Delay	75.1	38.4			83.0	39.1	9.5	55.0	45.2		49.5	56.4
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	75.1	38.4			83.0	39.1	9.5	55.0	45.2		49.5	56.4
LOS	E	D			F	D	A	D	D		D	E
Approach Delay		51.0				36.2			49.6			33.8
Approach LOS		D				D			D			C
Queue Length 50th (ft)	184	123			97	295	178	91	95		116	162
Queue Length 95th (ft)	#283	#414			#242	#397	20	134	149		155	251
Internal Link Dist (ft)		675				548			1093			738
Turn Bay Length (ft)	270				420		420	300			220	

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Proposed Chick-fil-A
15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 Build

Lane Group	SBR
Lane Configurations	FF
Traffic Volume (vph)	510
Future Volume (vph)	510
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	2
Taper Length (ft)	
Satd. Flow (prot)	2707
Flt Permitted	
Satd. Flow (perm)	2707
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	554
Turn Type	pt+ov
Protected Phases	8 1
Permitted Phases	
Detector Phase	8 1
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	37.0
Actuated g/C Ratio	0.34
v/c Ratio	0.56
Control Delay	14.2
Queue Delay	0.0
Total Delay	14.2
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	74
Queue Length 95th (ft)	107
Internal Link Dist (ft)	
Turn Bay Length (ft)	

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Synchro 11 Report
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Proposed Chick-fil-A
15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Base Capacity (vph)	539	1095			209	939	899	432	509		690	371
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.88	0.83			0.80	0.85	0.43	0.60	0.61		0.49	0.67

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 41.9

Intersection LOS: D

Intersection Capacity Utilization 78.9%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Biddeford Connector/I-95 Access & Alfred Rd (Rte 111)

 Ø1	 Ø2 (R)	 Ø3	 Ø4
23 s	34 s	31 s	22 s
 Ø5	 Ø6 (R)	 Ø8	 Ø7
19 s	38 s	31 s	22 s



Lane Group	SBR
Base Capacity (vph)	1048
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.53
Intersection Summary	

Proposed Chick-fil-A
18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	974	1	73	1124	51	84	7	59	41	3	63
Future Volume (vph)	56	974	1	73	1124	51	84	7	59	41	3	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	250		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3505	0	1787	3514	0	0	1646	0	0	1814	1615
Flt Permitted	0.950			0.950				0.799			0.602	
Satd. Flow (perm)	1767	3505	0	1787	3514	0	0	1351	0	0	1144	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6			27				48
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		628			1774			358			241	
Travel Time (s)		12.2			34.6			8.1			5.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.76	0.76	0.76	0.89	0.89	0.89
Heavy Vehicles (%)	2%	3%	0%	1%	2%	0%	10%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1005	0	81	1306	0	0	198	0	0	49	71
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6		5	2			4			8	1
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		4	4		8	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	16.0		11.0	16.0		13.0	13.0		13.0	13.0	11.0
Total Split (s)	13.0	65.0		13.0	65.0		32.0	32.0		32.0	32.0	13.0
Total Split (%)	11.8%	59.1%		11.8%	59.1%		29.1%	29.1%		29.1%	29.1%	11.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			8.0			8.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	7.9	62.1		9.3	65.8			18.6			18.6	34.5
Actuated g/C Ratio	0.07	0.56		0.08	0.60			0.17			0.17	0.31
v/c Ratio	0.46	0.51		0.54	0.62			0.79			0.25	0.13
Control Delay	48.7	19.3		62.2	17.5			59.0			40.9	10.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	48.7	19.3		62.2	17.5			59.0			40.9	10.9
LOS	D	B		E	B			E			D	B
Approach Delay		20.9			20.1			59.0			23.2	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)	43	254		55	320			116			30	11
Queue Length 95th (ft)	m63	190		#136	420			152			62	41
Internal Link Dist (ft)		548			1694			278			161	
Turn Bay Length (ft)	450			250								

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Synchro 11 Report
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Proposed Chick-fil-A
18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	131	2004		151	2117			315			249	544
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.44	0.50		0.54	0.62			0.63			0.20	0.13

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 15.5 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 23.3

Intersection LOS: C

Intersection Capacity Utilization 68.8%

ICU Level of Service C

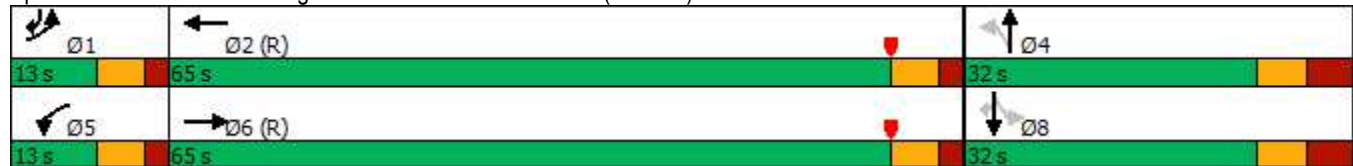
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Irving Oil/Job Lot Plaza & Alfred Rd (Rte 111)



Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Weekday Midday Peak Hour

Timing Plan: 2029 Build

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	984	2	0	1421	0	0	0	228	0	0	0
Future Vol, veh/h	18	984	2	0	1421	0	0	0	228	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	96	96	96	68	68	68	92	92	92
Heavy Vehicles, %	0	4	0	0	3	0	0	0	4	2	2	2
Mvmt Flow	19	1036	2	0	1480	0	0	0	335	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1480	0	0	-	-	0	-	-	519
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	461	-	-	0	-	0	0	0	496
Stage 1	-	-	-	0	-	0	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	461	-	-	-	-	-	-	0	496
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	26.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	496	461	-	-	-
HCM Lane V/C Ratio	0.676	0.041	-	-	-
HCM Control Delay (s)	26.1	13.1	-	-	-
HCM Lane LOS	D	B	-	-	-
HCM 95th %tile Q(veh)	5	0.1	-	-	-

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	566	174	644	1186	54	227	6	370	33	5	29
Future Volume (vph)	16	566	174	644	1186	54	227	6	370	33	5	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3438	1599	3467	3551	0	1698	1708	2814	1715	1587	0
Flt Permitted	0.950			0.950			0.950	0.955		0.950	0.996	
Satd. Flow (perm)	1805	3438	1599	3467	3551	0	1698	1708	2814	1715	1587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		5				275		36	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.90	0.90	0.90	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	1%	1%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)							49%			10%		
Lane Group Flow (vph)	18	622	191	664	1279	0	129	130	411	37	46	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		23.0	23.0		26.0	26.0	
Total Split (s)	14.0	40.0		40.0	66.0		24.0	24.0		16.0	16.0	
Total Split (%)	11.7%	33.3%		33.3%	55.0%		20.0%	20.0%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	6.9	40.5	57.3	30.3	72.1		14.5	14.5	51.8	7.5	7.5	
Actuated g/C Ratio	0.06	0.34	0.48	0.25	0.60		0.12	0.12	0.43	0.06	0.06	
v/c Ratio	0.17	0.54	0.22	0.76	0.60		0.63	0.63	0.30	0.35	0.35	
Control Delay	57.1	36.8	2.3	46.5	3.4		64.0	64.0	6.9	62.6	29.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	57.1	36.8	2.3	46.5	3.4		64.0	64.0	6.9	62.6	29.7	
LOS	E	D	A	D	A		E	E	A	E	C	
Approach Delay		29.3			18.2			29.0			44.4	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	14	225	0	174	28		98	100	32	29	7	
Queue Length 95th (ft)	38	290	28	m191	54		169	171	65	61	41	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	121	1167	888	953	2145		230	231	1398	117	142	

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Synchro 11 Report
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Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.53	0.22	0.70	0.60		0.56	0.56	0.29	0.32	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 84 (70%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 23.5

Intersection LOS: C

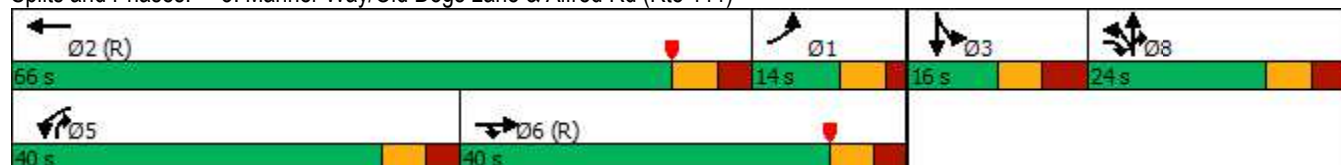
Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)



Proposed Chick-fil-A

9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour

Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1050	19	31	1647	149	16	2	22	106	1	97
Future Volume (vph)	58	1050	19	31	1647	149	16	2	22	106	1	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320		0	230		430	0		100	0		0
Storage Lanes	2		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3502	3493	0	1805	3574	1615	0	1818	1538	1715	1542	0
Flt Permitted	0.950			0.950				0.957		0.950	0.995	
Satd. Flow (perm)	3502	3493	0	1805	3574	1615	0	1818	1538	1715	1542	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				155			173		108	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		755			1666			403			279	
Travel Time (s)		14.7			32.5			9.2			6.3	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.81	0.81	0.81	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	6%	0%	1%	0%	0%	0%	5%	0%	0%	1%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	61	1125	0	32	1716	155	0	22	27	106	121	0
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2	2 4	8	8	8 5	4	4	
Permitted Phases												
Detector Phase	1	6		5	2	2 4	8	8	8 5	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0	
Total Split (s)	20.0	40.0		35.0	55.0		20.0	20.0		25.0	25.0	
Total Split (%)	16.7%	33.3%		29.2%	45.8%		16.7%	16.7%		20.8%	20.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	12.3	70.6		7.6	66.7	84.7		7.0	16.5	12.8	12.8	
Actuated g/C Ratio	0.10	0.59		0.06	0.56	0.71		0.06	0.14	0.11	0.11	
v/c Ratio	0.17	0.55		0.28	0.86	0.13		0.21	0.07	0.58	0.47	
Control Delay	63.4	30.6		59.0	32.5	1.1		57.8	0.4	63.2	17.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	63.4	30.6		59.0	32.5	1.1		57.8	0.4	63.2	17.4	
LOS	E	C		E	C	A		E	A	E	B	
Approach Delay		32.2			30.4			26.2			38.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	24	420		24	~688	0		17	0	83	9	
Queue Length 95th (ft)	m46	518		56	#950	13		39	0	142	67	
Internal Link Dist (ft)		675			1586			323			199	
Turn Bay Length (ft)	320			230		430			100			
Base Capacity (vph)	408	2054		421	1986	1197		181	562	242	311	

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Synchro 11 Report

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Proposed Chick-fil-A
9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.15	0.55		0.08	0.86	0.13		0.12	0.05	0.44	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 58 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.5

Intersection LOS: C

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

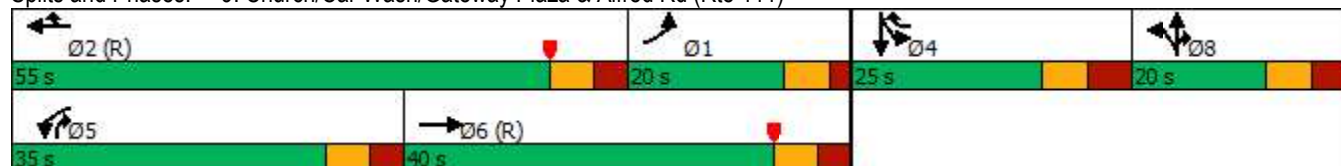
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)



Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Weekday Afternoon Peak Hour

Timing Plan: 2029 Build

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	951	4	0	1760	0	0	0	176	0	0	0
Future Vol, veh/h	14	951	4	0	1760	0	0	0	176	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	95	95	95	82	82	82	92	92	92
Heavy Vehicles, %	0	3	0	0	1	0	0	0	3	2	2	2
Mvmt Flow	15	991	4	0	1853	0	0	0	215	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1853	0	0	-	-	0	-	-	498
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	331	-	-	0	-	0	0	0	515
Stage 1	-	-	-	0	-	0	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	331	-	-	-	-	-	-	0	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	515	331	-	-	-
HCM Lane V/C Ratio	0.417	0.044	-	-	-
HCM Control Delay (s)	16.9	16.4	-	-	-
HCM Lane LOS	C	C	-	-	-
HCM 95th %tile Q(veh)	2	0.1	-	-	-

Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	711	272	837	616	65	293	16	587	54	12	34
Future Volume (vph)	19	711	272	837	616	65	293	16	587	54	12	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		480	300		0	0		150	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3574	1615	3467	3496	0	1715	1727	2814	1715	1616	0
Flt Permitted	0.950			0.950			0.950	0.957		0.950	0.995	
Satd. Flow (perm)	1805	3574	1615	3467	3496	0	1715	1727	2814	1715	1616	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			178		13				173		40	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		613			617			396			166	
Travel Time (s)		11.9			12.0			9.0			3.8	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles (%)	0%	1%	0%	1%	2%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)							47%			10%		
Lane Group Flow (vph)	21	781	299	910	741	0	162	160	611	58	60	0
Turn Type	Prot	NA	pt+ov	Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6	6 8	5	2		8	8	8 5	3	3	
Permitted Phases												
Detector Phase	1	6	6 8	5	2		8	8	8 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	27.0		12.0	28.0		23.0	23.0		26.0	26.0	
Total Split (s)	15.0	44.0		38.0	67.0		22.0	22.0		16.0	16.0	
Total Split (%)	12.5%	36.7%		31.7%	55.8%		18.3%	18.3%		13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	15.7	36.5	54.2	33.1	62.2		15.3	15.3	55.5	7.8	7.8	
Actuated g/C Ratio	0.13	0.30	0.45	0.28	0.52		0.13	0.13	0.46	0.06	0.06	
v/c Ratio	0.09	0.72	0.36	0.95	0.41		0.74	0.73	0.44	0.52	0.42	
Control Delay	40.5	41.9	6.2	48.1	24.1		71.5	70.2	16.8	71.0	33.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.5	41.9	6.2	48.1	24.1		71.5	70.2	16.8	71.0	33.4	
LOS	D	D	A	D	C		E	E	B	E	C	
Approach Delay		32.2			37.3			35.4			51.9	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	16	291	35	~395	285		129	127	128	46	15	
Queue Length 95th (ft)	35	353	74	#527	370		#252	#248	187	89	57	
Internal Link Dist (ft)		533			537			316			86	
Turn Bay Length (ft)	150		480	300					150			
Base Capacity (vph)	262	1136	848	957	2062		220	221	1360	118	149	

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Bowman

Synchro 11 Report
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Proposed Chick-fil-A
3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)

Saturday Midday Peak Hour
Timing Plan: 2029 Build

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.69	0.35	0.95	0.36		0.74	0.72	0.45	0.49	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 104 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 35.8

Intersection LOS: D

Intersection Capacity Utilization 77.1%

ICU Level of Service D

Analysis Period (min) 15

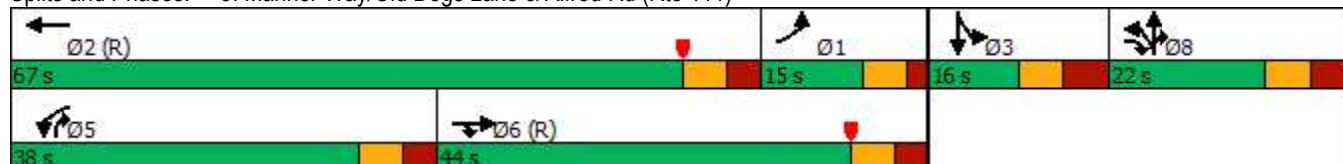
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Mariner Way/Old Dogs Lane & Alfred Rd (Rte 111)



Proposed Chick-fil-A
9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2029 Build

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	131	1438	34	46	1265	246	37	7	41	231	2
Future Volume (vph)	1	131	1438	34	46	1265	246	37	7	41	231	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		320		0	230		430	0		100	0	
Storage Lanes		2		0	1		1	0		1	1	
Taper Length (ft)		25			25			25			25	
Satd. Flow (prot)	0	3467	3564	0	1805	3574	1599	0	1824	1615	1698	1546
Flt Permitted		0.950			0.950				0.960		0.950	0.994
Satd. Flow (perm)	0	3467	3564	0	1805	3574	1599	0	1824	1615	1698	1546
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			2				259			173		177
Link Speed (mph)			35			35			30			30
Link Distance (ft)			755			1666			403			279
Travel Time (s)			14.7			32.5			9.2			6.3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.95	0.95	0.95	0.80	0.80	0.80	0.93	0.93
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)											10%	
Lane Group Flow (vph)	0	152	1692	0	48	1332	259	0	55	51	223	204
Turn Type	Prot	Prot	NA		Prot	NA	pt+ov	Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2	2 4	8	8	8 5	4	4
Permitted Phases												
Detector Phase	1	1	6		5	2	2 4	8	8	8 5	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	11.0	11.0	17.0		12.0	17.0		13.0	13.0		13.0	13.0
Total Split (s)	15.0	15.0	56.0		14.0	55.0		14.0	14.0		36.0	36.0
Total Split (%)	12.5%	12.5%	46.7%		11.7%	45.8%		11.7%	11.7%		30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		7.0	7.0			8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes						
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effct Green (s)		10.4	58.9		7.1	54.1	78.5		7.3	18.9	21.9	21.9
Actuated g/C Ratio		0.09	0.49		0.06	0.45	0.65		0.06	0.16	0.18	0.18
v/c Ratio		0.51	0.97		0.45	0.83	0.23		0.50	0.13	0.72	0.48
Control Delay		60.2	46.7		68.4	35.8	1.0		70.2	0.7	58.7	12.3
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		60.2	46.7		68.4	35.8	1.0		70.2	0.7	58.7	12.3
LOS		E	D		E	D	A		E	A	E	B
Approach Delay			47.8			31.3			36.8			36.5
Approach LOS			D			C			D			D
Queue Length 50th (ft)		63	~831		36	496	0		41	0	171	17
Queue Length 95th (ft)		m94	#928		78	#662	13		#84	0	249	86
Internal Link Dist (ft)			675			1586			323			199
Turn Bay Length (ft)		320			230		430			100		
Base Capacity (vph)		300	1751		111	1611	1170		111	400	396	496

12/16/2024
Bowman

Synchro 11 Report
Page 3

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	165
Future Volume (vph)	165
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	1%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Proposed Chick-fil-A
9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2029 Build

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0		0	0	0		0	0	0	0
Storage Cap Reductn		0	0		0	0	0		0	0	0	0
Reduced v/c Ratio		0.51	0.97		0.43	0.83	0.22		0.50	0.13	0.56	0.41

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 32 (27%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 39.6

Intersection LOS: D

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

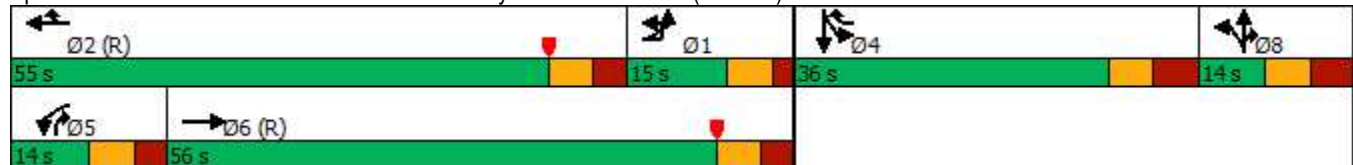
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Church/Car Wash/Gateway Plaza & Alfred Rd (Rte 111)





Lane Group	SBR
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Proposed Chick-fil-A
6: Shops Way/Cumberland Farms & Alfred Rd (Rte 111)

Saturday Midday Peak Hour

Timing Plan: 2029 Build

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1313	7	0	1468	0	0	0	291	0	0	0
Future Vol, veh/h	32	1313	7	0	1468	0	0	0	291	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	135	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	95	95	95	85	85	85	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	1	2	2	2
Mvmt Flow	36	1459	8	0	1545	0	0	0	342	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1545	0	0	-	-	0	-	-	734			
Stage 1	-	-	-	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-	-	-	-			
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.92			
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-			
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.31			
Pot Cap-1 Maneuver	435	-	-	0	-	0	0	0	365			
Stage 1	-	-	-	0	-	0	0	0	-			
Stage 2	-	-	-	0	-	0	0	0	-			
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	435	-	-	-	-	-	-	0	365			
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-			
Stage 1	-	-	-	-	-	-	-	0	-			
Stage 2	-	-	-	-	-	-	-	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.3			0			66.9					
HCM LOS							F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT							
Capacity (veh/h)	365	435	-	-	-							
HCM Lane V/C Ratio	0.938	0.082	-	-	-							
HCM Control Delay (s)	66.9	14	-	-	-							
HCM Lane LOS	F	B	-	-	-							
HCM 95th %tile Q(veh)	10	0.3	-	-	-							

APPENDIX K

CAPACITY/LEVEL-OF-SERVICE ANALYSIS SUMMARY

CAPACITY ANALYSIS SUMMARY

Weekday Midday Peak Hour

Proposed Chick-fil-A

Biddeford, ME

Intersection	Movement	2024 Existing			2029 No Build			2029 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Alfred Rd (SR 111) at Mariner Way/ Old Dogs Ln	EB L	D	37.5	0.09	D	40.2	0.10	D	40.8	0.10
	T	D	37.9	0.64	D	38.7	0.67	D	41.6	0.69
	R	A	2.7	0.19	A	2.6	0.19	A	2.6	0.23
	WB L	D	37.8	0.67	D	38.5	0.67	D	42.4	0.78
	TR	C	23.2	0.41	C	22.6	0.45	C	22.9	0.43
	NB L	D	51.8	0.48	D	52.9	0.48	E	56.6	0.56
	LT	D	51.2	0.46	D	52.4	0.47	E	56.5	0.56
	R	A	8.0	0.31	A	9.1	0.31	A	8.9	0.30
	SB L	E	59.1	0.40	E	60.4	0.41	E	64.0	0.44
	LTR	C	31.3	0.32	C	31.7	0.32	C	32.9	0.34
Overall		C	29.0	0.62	C	29.4	0.62	C	31.9	0.68
Alfred Rd (SR 111) at Shops Way	EB L	B	11.6	0.03	B	12.2	0.04	B	13.1	0.04
	TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	NB R	B	14.5	0.27	C	15.1	0.28	D	26.1	0.68
Alfred Rd (SR 111) at Gateway Plaza/ New Life Church	EB L	D	49.9	0.25	D	50.3	0.25	D	50.5	0.26
	TR	C	26.4	0.67	C	26.9	0.69	C	29.8	0.78
	WB L	D	52.2	0.29	D	52.7	0.30	D	52.9	0.30
	T	C	25.6	0.68	C	26.9	0.73	C	29.9	0.81
	R	A	1.1	0.19	A	1.1	0.19	A	1.1	0.19
	NB LT	D	51.6	0.21	D	51.9	0.21	D	52.2	0.23
	R	A	0.5	0.11	A	0.5	0.11	A	0.5	0.11
	SB L	D	54.6	0.60	E	55.3	0.61	E	55.4	0.61
	LTR	B	15.8	0.43	B	15.8	0.43	B	15.8	0.44
	Overall	C	25.9	0.62	C	26.6	0.62	C	29.0	0.63
Alfred Rd (SR 111) at Boulder Way/ Park and Ride	EB L	D	50.0	0.03	D	50.0	0.03	D	50.0	0.03
	TR	B	19.6	0.51	B	19.9	0.53	C	21.3	0.59
	WB L	E	58.8	0.60	E	58.2	0.60	E	56.8	0.60
	TR	A	7.1	0.52	A	7.6	0.56	A	8.9	0.62
	NB LT	E	60.2	0.72	E	60.2	0.72	E	60.2	0.73
	R	C	20.5	0.35	C	20.5	0.35	C	20.0	0.34
	SB LTR	C	28.4	0.14	C	28.4	0.14	C	28.1	0.14
	Overall	B	18.5	0.64	B	18.5	0.67	B	19.2	0.70
Alfred Rd (SR 111) at Biddeford Connector/ I-95 Access	EB L	E	73.8	0.79	E	74.9	0.82	E	75.1	0.88
	TR	C	30.7	0.72	C	33.6	0.76	D	38.4	0.83
	WB L	E	73.4	0.76	E	79.9	0.81	F	83.0	0.82
	T	C	31.2	0.70	C	33.1	0.75	D	39.1	0.85
	R	B	10.8	0.42	B	10.1	0.46	A	9.5	0.47
	NB L	D	52.8	0.59	D	53.4	0.61	D	55.0	0.66
	TR	D	43.4	0.59	D	47.4	0.67	D	45.2	0.63
	SB L	D	50.7	0.64	D	49.4	0.66	D	49.5	0.66
	T	E	57.5	0.75	E	58.9	0.78	E	56.4	0.75
	R	B	12.9	0.48	B	13.6	0.52	B	14.2	0.56
	Overall	D	38.3	0.75	D	39.9	0.77	D	41.9	0.79
	Overall	D	38.3	0.75	D	39.9	0.77	D	41.9	0.79
Alfred Rd (SR 111) at Job Lot Plaza/ Irving Gas Driveway	EB L	D	48.8	0.45	D	48.9	0.45	D	48.7	0.46
	TR	B	19.5	0.45	B	19.0	0.49	B	19.3	0.51
	WB L	E	62.2	0.54	E	62.2	0.54	E	62.2	0.54
	TR	B	16.7	0.56	B	17.1	0.60	B	17.5	0.62
	NB LTR	E	55.6	0.77	E	57.8	0.78	E	59.0	0.79
	SB LT	D	40.1	0.26	D	41.0	0.26	D	40.9	0.25
	R	A	6.5	0.13	A	9.7	0.13	B	10.9	0.13
	Overall	C	23.1	0.66	C	23.1	0.68	C	23.3	0.69

¹ Level-of-Service

² Average vehicle delay in seconds

³ Volume to capacity ratio

QUEUE SUMMARY

Weekday Midday Peak Hour

Proposed Chick-fil-A

Biddeford, ME

Intersection	Movement	2024 Existing		2029 No Build		2029 Build	
		50th Queue ¹	95th Queue ²	50th Queue	95th Queue	50th Queue	95th Queue
Alfred Rd (SR 111) at Mariner Way/ Old Dogs Ln	EB L	14	36	15	38	16	37
	T	172	257	192	281	212	275
	R	0	25	0	25	0	27
	WB L	175	265	180	266	259	359
	TR	112	284	133	314	135	305
	NB L	64	137	65	137	89	164
	LT	63	134	64	135	90	165
	R	39	82	45	89	48	93
	SB L	33	81	34	82	37	82
	LTR	10	51	11	51	12	51
Alfred Rd (SR 111) at Shops Way	EB L	n/a	3	n/a	3	n/a	3
	TR	n/a	0	n/a	0	n/a	0
	WB T	n/a	0	n/a	0	n/a	0
	NB R	n/a	28	n/a	28	n/a	125
Alfred Rd (SR 111) at Gateway Plaza/ New Life Church	EB L	22	46	22	46	23	47
	TR	298	420	318	447	383	573
	WB L	29	67	29	67	29	67
	T	319	439	359	493	425	623
	R	0	14	0	14	0	14
	NB LT	20	44	20	44	21	47
	R	0	0	0	0	0	0
	SB L	97	174	97	174	95	172
	LTR	11	72	11	72	11	72
Alfred Rd (SR 111) at Boulder Way/ Park and Ride	EB L	2	12	2	12	2	12
	TR	203	302	215	318	252	369
	WB L	85	136	83	132	78	125
	TR	98	257	102	283	107	319
	NB LT	111	144	111	144	113	147
	R	83	96	83	96	80	93
	SB LTR	13	27	13	27	13	26
Alfred Rd (SR 111) at Biddeford Connector/ I-95 Access	EB L	152	215	161	231	184	283
	TR	97	286	104	302	123	414
	WB L	75	223	92	244	97	242
	T	254	261	272	355	295	397
	R	169	18	186	20	178	20
	NB L	77	115	82	122	91	134
	TR	90	138	98	152	95	149
	SB L	103	141	118	157	116	155
	T	158	242	166	255	162	251
	R	53	81	61	91	74	107
Alfred Rd (SR 111) at Job Lot Plaza/ Irving Gas Driveway	EB L	33	67	37	66	43	63
	TR	264	168	258	191	254	190
	WB L	55	136	55	136	55	136
	TR	269	378	302	404	320	420
	NB LTR	115	145	115	149	116	152
	SB LT	31	61	31	63	30	62
	R	1	30	8	38	11	41

¹ 50th Percentile Queue Length, in feet

² 95th Percentile Queue Length, in feet

n/a Not Applicable

CAPACITY ANALYSIS SUMMARY

Weekday Afternoon Peak Hour

Proposed Chick-fil-A

Biddeford, ME

Intersection	Movement	2024 Existing			2029 No Build			2029 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Alfred Rd (SR 111) at Mariner Way/ Old Dogs Ln	EB L	E	57.2	0.18	E	57.8	0.18	E	57.1	0.17
	T	C	33.8	0.46	C	34.2	0.51	D	36.8	0.54
	R	A	2.3	0.18	A	2.3	0.18	A	2.3	0.22
	WB L	D	49.7	0.69	D	50.8	0.69	D	46.5	0.76
	TR	A	4.4	0.56	A	3.4	0.61	A	3.4	0.60
	NB L	E	61.1	0.60	E	63.8	0.63	E	64.0	0.63
	LT	E	61.1	0.60	E	63.7	0.63	E	64.0	0.63
	R	A	6.0	0.30	A	7.5	0.31	A	6.9	0.30
	SB L	E	62.9	0.36	E	62.9	0.36	E	62.6	0.35
	LTR	C	28.7	0.34	C	28.7	0.34	C	29.7	0.35
	Overall	C	23.2	0.67	C	22.9	0.70	C	23.5	0.69
Alfred Rd (SR 111) at Shops Way	EB L	B	14.2	0.04	C	15.4	0.04	C	16.4	0.04
	TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	NB R	B	13.0	0.17	B	13.6	0.18	C	16.9	0.42
Alfred Rd (SR 111) at Gateway Plaza/ New Life Church	EB L	E	62.9	0.16	E	64.1	0.16	E	63.4	0.17
	TR	C	29.1	0.47	C	30.2	0.50	C	30.6	0.55
	WB L	E	59.0	0.28	E	59.0	0.28	E	59.0	0.28
	T	C	27.5	0.75	C	30.1	0.82	C	32.5	0.86
	R	A	1.1	0.13	A	1.1	0.13	A	1.1	0.13
	NB LT	E	57.6	0.20	E	57.6	0.20	E	57.8	0.21
	R	A	0.4	0.08	A	0.4	0.08	A	0.4	0.07
	SB L	E	63.6	0.59	E	63.6	0.59	E	63.2	0.58
	LTR	B	17.4	0.46	B	17.4	0.46	B	17.4	0.47
	Overall	C	28.5	0.65	C	30.2	0.68	C	31.5	0.71

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

QUEUE SUMMARY

Weekday Afternoon Peak Hour

Proposed Chick-fil-A

Biddeford, ME

Intersection	Movement	2024 Existing		2029 No Build		2029 Build	
		50th Queue ¹	95th Queue ²	50th Queue	95th Queue	50th Queue	95th Queue
Alfred Rd (SR 111) at Mariner Way/ Old Dogs Ln	EB L	14	38	14	38	14	38
	T	188	262	218	298	225	290
	R	0	26	0	26	0	28
	WB L	158	161	153	158	174	191
	TR	26	63	31	57	28	54
	NB L	98	169	98	169	98	169
	LT	100	171	100	171	100	171
	R	27	56	34	64	32	65
	SB L	30	62	30	62	29	61
	LTR	7	38	7	38	7	41
Alfred Rd (SR 111) at Shops Way	EB L	n/a	3	n/a	3	n/a	3
	TR	n/a	0	n/a	0	n/a	0
	WB T	n/a	0	n/a	0	n/a	0
	NB R	n/a	15	n/a	18	n/a	50
Alfred Rd (SR 111) at Gateway Plaza/ New Life Church	EB L	22	45	23	46	24	46
	TR	356	442	392	477	420	518
	WB L	24	56	24	56	24	56
	T	530	759	615	870	688	950
	R	0	13	0	13	0	13
	NB LT	1	38	16	38	17	39
	R	0	0	0	0	0	0
	SB L	85	144	85	144	83	142
	LTR	9	67	9	67	9	67

¹ 50th Percentile Queue Length, in feet

² 95th Percentile Queue Length, in feet

n/a Not Applicable

CAPACITY ANALYSIS SUMMARY

Saturday Midday Peak Hour

Proposed Chick-fil-A

Biddeford, ME

Intersection	Movement	2024 Existing			2029 No Build			2029 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Alfred Rd (SR 111) at Mariner Way/ Old Dogs Ln	EB L	D	39.2	0.09	D	41.9	0.09	D	40.5	0.09
	T	D	39.1	0.63	D	39.9	0.69	D	41.9	0.72
	R	A	3.6	0.28	A	3.6	0.28	A	6.2	0.36
	WB L	D	39.6	0.82	D	38.0	0.82	D	48.1	0.95
	TR	C	25.4	0.38	C	25.8	0.42	C	24.1	0.41
	NB L	E	59.7	0.57	E	61.9	0.59	E	71.5	0.74
	LT	E	59.8	0.57	E	62.1	0.60	E	70.2	0.73
	R	B	16.6	0.44	B	17.3	0.45	B	16.8	0.44
	SB L	E	68.2	0.50	E	71.3	0.53	E	71.0	0.52
	LTR	C	31.1	0.40	C	32.3	0.41	C	33.4	0.42
Overall		C	31.8	0.69	C	32.1	0.71	D	35.8	0.77
Alfred Rd (SR 111) at Shops Way	EB L	B	12.1	0.07	B	12.8	0.07	B	14.0	0.08
	TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	NB R	C	21.1	0.43	C	23.2	0.46	F	66.9	0.94
Alfred Rd (SR 111) at Gateway Plaza/ New Life Church	EB L	E	56.7	0.42	E	57.3	0.42	E	60.2	0.51
	TR	C	33.6	0.82	D	37.1	0.88	D	46.7	0.97
	WB L	E	68.4	0.45	E	68.4	0.45	E	68.4	0.45
	T	C	31.1	0.69	C	33.3	0.76	D	35.8	0.83
	R	A	1.0	0.24	A	1.0	0.24	A	1.0	0.23
	NB LT	E	70.1	0.49	E	70.1	0.49	E	70.2	0.50
	R	A	0.7	0.13	A	0.7	0.13	A	0.7	0.13
	SB L	E	58.9	0.72	E	58.9	0.72	E	58.7	0.72
	LTR	B	13.1	0.48	B	13.1	0.48	B	12.3	0.48
Overall		C	32.3	0.80	C	34.5	0.82	D	39.6	0.86

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume to capacity ratio

QUEUE SUMMARY

Saturday Midday Peak Hour

Proposed Chick-fil-A

Biddeford, ME

Intersection	Movement	2024 Existing		2029 No Build		2029 Build	
		50th Queue ¹	95th Queue ²	50th Queue	95th Queue	50th Queue	95th Queue
Alfred Rd (SR 111) at Mariner Way/ Old Dogs Ln	EB L	16	33	16	36	16	35
	T	268	318	302	368	291	353
	R	13	44	13	44	35	74
	WB L	303	368	303	368	395	527
	TR	254	342	298	384	285	370
	NB L	97	183	102	183	129	252
	LT	100	187	103	187	127	248
	R	114	176	123	177	128	187
	SB L	46	90	46	90	46	89
	LTR	13	54	13	54	15	57
Alfred Rd (SR 111) at Shops Way	EB L	n/a	5	n/a	5	n/a	8
	TR	n/a	0	n/a	0	n/a	0
	WB T	n/a	0	n/a	0	n/a	0
	NB R	n/a	53	n/a	60	n/a	250
Alfred Rd (SR 111) at Gateway Plaza/ New Life Church	EB L	57	92	60	92	63	94
	TR	598	715	701	801	831	928
	WB L	36	78	36	78	36	78
	T	363	400	419	526	496	662
	R	0	13	0	13	0	13
	NB LT	40	81	40	81	41	84
	R	0	0	0	0	0	0
	SB L	172	251	172	251	171	249
	LTR	22	90	22	90	17	86

¹ 50th Percentile Queue Length, in feet

² 95th Percentile Queue Length, in feet

n/a Not Applicable

CITY OF BIDDEFORD - SITE PLAN & SUBDIVISION APPLICATION DRAWING CHECKLIST

CHECKLIST DIRECTIONS:

1. The following checklist must be completely filled out by the applicant and included on all preliminary and final submittals.
2. Applicant to confirm all of the items listed are included within the submittal. Any missing items must have an explanation.
3. City to review applicant's submittal and checklist responses. Projects missing substantial submittal information will be returned to the applicant.
4. Items in **BLACK** are required for 'Preliminary' approval & 'Final' approval.
5. Items in **BLUE** are only required for 'Final' approval.

SUBMITTAL REQUIREMENT	
ITEM NUMBER	DESCRIPTION
1	GENERAL PLAN REQUIREMENTS
A	Drawing specific legends (linetypes, hatches, etc.)
B	Individual drawing layer control should be utilized: freeze/thawing, changing lineweights, and screening (i.e. screen existing layers on a proposed plan, freeze topography and underground utilities on a proposed site plan)
C	North arrows, standard engineering scale viewports, scale bars, dated revision blocks
D	All drawings and surveys must be in the following coordinate systems: NAD83 Maine State Plane West (Horizontal) and NAVD88 (Vertical)
E	Drawings need to be designed, signed & sealed by a Maine licensed professional engineer (PE); all boundary survey data needs to be performed by a licensed professional land surveyor (PLS)
2	COVER SHEET
A	Project Name & Property Address
B	Project Team Contact Information (Owner, Engineer, Contractor, etc.)
C	Site Location Map
D	Sheet Set List of Drawings
E	Tax Map and Lot ID
F	Zoning & Shoreland Zone Information
G	Existing Use Description
H	Proposed Use Description
I	Required Waiver/Variations (Yes/No); if yes, plan must clearly list waivers/variances requesting
J	Name of Drainage Watershed
K	Within the MS4 Urbanized Area (Yes/No)
L	Natural resources (streams, wetlands, etc.) located on-site or adjacent to the property (Yes/No)
M	Within the 100-year Flood Zone (Yes/No)
N	Public Road Proposed (Yes/No)
O	Private Road Proposed (Yes/No)
P	Public Sewer Connection (Yes/No)
Q	Public Storm Drain Connection (Yes/No)
R	Limits of Disturbance in square feet and acres
S	Pervious Land Cover square footage, existing and proposed
T	Impervious Land Cover square footage (Pavement/Gravel), existing and proposed
U	Building Roof square footage, existing and proposed
V	Assigned Planning Board Number
W	Estimated cut/fill earthwork volumes. If disturbing within the Flood Zone, a separate set of earthwork volumes required (overall site vs. within flood zone)
3	EXISTING CONDITIONS PLAN
A	Horizontal & Vertical Datums annotated (NAD83 & NAVD88)
B	Property & Right-of-Way Lines
C	Boundary line information (bearings, distances, etc.)

D	Property pin and monumentation locations
E	Existing easements with proper ownership identified
F	Road Names & Individual Lot Labels (Map, Lot, Owner, Acreage)
G	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
H	100-year Flood Zone Limits & Elevation
I	Existing contours with adequate contour labelling; minimum 1' contour interval
J	Existing building FFEs annotated
K	Spot elevations for all tie-in locations (curb cuts, property line)
L	Existing buildings & structures
M	Existing pavement areas & number of parking spaces
N	Existing ADA ramp geometry, detectable warning plates, and ADA parking spaces
O	Existing site features (sidewalks, retaining walls, curbing, lightpoles, guide rails, dumpsters, fencing)
P	Existing signage and striping
Q	Existing underground utility locations (storm, sewer, force main, water, gas, elec, tele)
R	Existing above-ground utility locations (manholes, catch basins, utility poles, hydrants, transformers, riprap)
S	Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)
T	Existing tree lines, street trees, free-standing trees (12" or larger diameter at breast height), and vegetation
U	Location of any borings, drinking wells, and monitoring wells
4	SITE DEMOLITION & EROSION CONTROL (E&SC) PLAN
A	Limits-of-disturbance outlined and acreage annotated
B	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
C	100-year Flood Zone Limits
D	Callout existing site features to be demolished/removed/replaced
E	Callout existing utilities to be demolished/removed/abandoned-in-place
F	Hatch existing buildings and pavement to be removed
G	Construction Entrance location(s)
H	Perimeter E&SC control location(s) (i.e. silt fence, erosion berm mix)
I	Stockpile and staging area(s) identified (with proper perimeter control)
J	Inlet protection location(s)
K	Note requiring contractor to implement dust control measures throughout construction
L	Note requiring contractor to pave utility trenches within right-of-way within 3 days of excavation or prior to any rain event
M	If groundwater expected, show dewatering/silt bag location(s); show temporary pumping routing
N	If large development is proposed with an extensive underground stormwater conveyance network, identify how SWM infrastructure and BMPs will be protected during construction and if sediment traps/basins are needed
5	SITE PLAN/SUBDIVISION PLAN
A	Partial Site Plans needed for any viewport scale greater than 1"=20'
B	Existing property and right-of-way lines
C	Proposed subdivision lot lines and labels
D	Required Zoning Setbacks shown with dimensions and annotation
E	Bulk requirement summary table (zoning/parking calculations)
F	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
G	100-year Flood Zone Limits
H	Proposed building outlines, door entrances and loading docks
I	Proposed building labels
J	Proposed road & sidewalk extents; provide clear annotation if roads will be public or private
K	Proposed parking and accessible parking locations; annotate parking space counts
L	Proposed signage, parking striping, and traffic striping

M	Detailed ADA ramp geometry, detectable warning surfaces, and ADA parking striping/signage; existing & proposed
N	Proposed site features (i.e. curbing, walls, fencing, guiderail, fire hydrant, transformers, light pole locations)
O	Proposed landscaping; detailed landscaping design should be shown on separate plans
P	Designated snow storage areas
Q	Proposed dumpster locations and trash removal access
R	Linear dimensions of all drive aisles, sidewalk widths, parking spaces, loading docks
S	Radial dimensions for all curbs, landscaped islands, sidewalks
T	Public/private road centerline stationing shown, labelled every 0+50' with curve data
U	If Private Road is proposed, final recorded plans must clearly note that proposed private roads will not be submitted in the future for public acceptance
V	If Private Road is proposed, final recorded plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads
W	Planning Board signature block for final recording
6	GRADING PLAN
A	Partial Grading Plans needed for any viewport greater than 1"=20'
B	Limits-of-disturbance outlined and acreage annotated
C	Proposed Building Labels with Individual Finished Floor Elevations (FFE's)
D	Existing contours with adequate contour labelling, screened; minimum 1' contour interval
E	Proposed contours with adequate contour labelling; minimum 1' contour interval
F	Detailed grading for all ditches, swales, outfalls, and riprap
G	All proposed contours tie-into existing contours at limits-of-disturbance outline
H	Existing spot elevations for all asphalt, curb, and SWM BMP tie-in locations
I	Location of any Natural Resources and their respective buffers (wetlands, streams, etc.)
J	100-year Flood Zone Limits
K	Proposed spot elevations for all important roadway geometric points (including but not limited to: parking/drive aisles, building corners/entrances, retaining walls, loading docks, EOP/curblines)
L	Proposed spot elevations for all ADA ramp/landing/parking stall geometry points
M	Proposed % slope arrows for all ADA parking spaces and sidewalks
N	Proposed longitudinal % slope arrows for drainage ditch centerlines
O	Proposed % slope arrows for roads, parking areas, and landscape tie-in areas
P	Estimated cut/fill earthwork volumes. If disturbing within the Flood Zone, a separate set of earthwork volumes required (overall site vs. within flood zone)
7	ROAD PROFILES (if public/private road proposed)
A	Existing surface; dashed and screened
B	Proposed surface; continuous and bold
C	Road design speed must be clearly identified
D	Corresponding centerline stationing and curve data annotation
E	All vertical curves must identify the proposed 'K' values and confirm they meet the minimum design speed thresholds listed in AASHTO's Green Book Tables 3-35 & 3-37
F	Clear annotation if proposed road will be public or private
G	If Private Road is proposed, plans must clearly note that proposed private roads will not be submitted in the future for public acceptance
H	If Private Road is proposed, plans must clearly note that the City is not responsible for any maintenance, repair, plowing, or trash removal of proposed private roads
8	UTILITY PLAN
A	Existing underground utility locations; screened (storm, sewer, force main, water, gas, electric, telecom)
B	Existing above-ground utility locations; screened (manholes, catch basins, utility poles, hydrants, riprap)
C	Rim, invert in, invert out, pipe size, cardinal direction (N, E, S, W) information for any existing utility infrastructure being tied into (upstream/downstream/outfalls)

D	Proposed underground utility locations; bold (storm, sewer, force main, water, gas , electric , telecom , lighting)
E	Proposed above-ground utility locations; bold (manholes, catch basins, utility poles, hydrants, transformers, riprap)
F	Proposed storm culverts, outfalls, and riprap locations and sizes
G	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)
H	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope
I	Flow directional arrows for storm & sewer pipes
J	Proposed & existing site features shown that could conflict with proposed utilities (trees, signs, lightpoles, bollards, foundations, guiderails)
K	All storm drains must be sized to convey the 25-year storm
L	Sewer force main sizes and invert elevations
M	Sewer pump station locations, model, rim, inverts, pipe sizes, cardinal directions (N,E,S,W); additional details and hydraulic calculations required for any Public pump station proposed.
N	Locations, sizes, and elevations of any: grease traps, oil-water separators, septic systems, drinking wells
O	Proposed water sizes labelled
9	UTILITY PROFILES
A	Utility profiles required for all gravity storm drain and sewer pipes proposed: within the right-of-way, within private or public roads, for non-driveway culverts, and for any public infrastructure tie-ins
B	Existing surface; dashed and screened
C	Proposed surface; continuous and bold
D	Storm/sewer structure labels must include: rim, inverts in, inverts out, pipe sizes, cardinal directions (N, E, S, W)
E	Storm/sewer pipe labels must include: linear footage, pipe size, material, slope
F	Existing and proposed gravity pipe crossings shown; sizes labelled and depths/clearance annotated
G	Existing and proposed electric/water/telecom/gas crossings shown at approximate depths; sizes labelled and depths/clearance annotated
10	DETAILS
A	Road section detail, including pavement/gravel depths & cross slopes
B	Sidewalk, paver, crosswalk, and any other pavement section details
C	Pavement sawcut & shiplap details
D	Utility trench/backfill detail
E	All site feature details; curbing, retaining walls, fencing, guiderails, dumpsters, etc.
F	Signage, striping, and ADA details
G	E&S notes and details
H	Utility structure details (manholes, cleanouts, fittings, handholes, transformer pads, hydrants)
I	Storm outfall & riprap details
J	Drainage ditch cross section identifying minimum depth, minimum bed width, and maximum side slopes
K	Pump station, grease trap, oil-water separator, septic, drinking well details
L	Conduit section details
11	LANDSCAPING, LIGHTING & PHOTOMETRIC PLANS
A	As required by ordinance; at a minimum: locations, counts, lighting models, and landscaping species must be identified
B	Landscaping & lighting details
12	DOCUMENTS/REPORTS/CALCULATIONS

A	On initial preliminary submittal applications, applicant must submit a development review and inspection fee. Applicant to coordinate fee amount with City Planner prior to submittal. This fee will be drawn against to cover the following type of services throughout the project life cycle (and may require replenishing): i. 3rd Party City Peer-Review ii. Site Inspections during the permitting process iii. Erosion & Sediment Control Inspections during construction iv. Right-of-Way Inspections during construction v. Site Punchlist/As-Built Inspections post-construction
B	Stormwater Management Report, including: 1. Predevelopment & Post-development Drainage Area Maps, including: a. Subdrainage areas delineated and labeled b. Points of Interest/Analysis shown and labeled c. Hatching for different land cover areas (impervious, pervious, gravel) within each applicable USDA soil boundary d. Time of concentration (Tc) paths & durations e. Four City-standardized stormwater summary tables 2. If any SWM water quality BMP or detention facility is proposed, hydrologic model exports/hydrographs must be submitted for the for the 2, 10, 25, & 100-year storm frequencies 3. Sizing calculations for any SWM water quality BMP or detention facility 4. A stormwater maintenance manual for any proposed SWM water quality BMP or detention facility, including: a. Annual maintenance requirements b. Annual inspection requirements by a licensed PE; noting that all inspection reports/logs need to be submitted to the Engineering Department by March 1st each following year, identifying what on-going maintenance has occurred and what remedial repairs are needed c. Signed Property Owner Agreement: including the current property owner's contact information and signature; it must be noted that all stormwater BMP maintenance requirements are linked to the property for perpetuity and transfer to any new ownership
C	An approved 'Sewer Ability-to-Serve Letter' from the Engineering Department: i. Applicant to submit proposed sewer flow calculations per Maine's Subsurface Wastewater Disposal Rules, Chapter 241, Section 4 (Tables 4A & 4C)
D	A Performance Guarantee Cost Estimate utilizing Planning's template
E	For any Site Location of Development (SLODA) project, the applicant's submittal must mimic a formal submittal to DEP. Submit must abide to DEP's SLODA application and include DEP's SLODA Submittal Checklist (Form D)
F	25-year hydraulic calculations for all storm conveyance infrastructure (pipes, culverts, drainage ditches); starting tailwater conditions/documentation must be clearly identified
K	Public sewer pump station sizing calculations and maintenance plan
M	Grease trap sizing calculations
N	Homeowner Association (HOA) agreement for any private road serving two (2) lots or more
O	Summary list & copy of any required DOT/DEP/USACE permits & approvals

LAST REVISED: 11/26/2024

ial Site Plan & Subdivision submittals. No checklist is required
dequate reasoning to justify their absence.
on with non-acceptable reasoning will be rejected and require

INFORMATION PROVIDED (YES/NO)	LIST DRAWING SHEET NUMBER WHERE INFORMATION IS PROVIDED
Yes	
Yes	
Yes	
Yes	
Yes	
Yes	C-000
Yes	C-000
Yes	C-000
Yes	C-000
Yes	C-000
Yes	C-200
Yes	Survey
Yes	C-200
No	
Yes	
Yes	
Yes	
No	
No	C-200
No	C-200
Yes	PS-100
No	C-301
46,500 sf (1.1ac)	
5000 sf	
41,500 sf	
5,189 sf	
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey

Yes	Survey
Yes	Survey
Yes	Survey
No	
No	
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	Survey
Yes	C-302
No	
No	
Yes	C-100
Yes	C-100
Yes	C-100
Yes	C-302
Yes	C-302
Yes	C-302
Yes	C-302
Yes	C-302
No	
Yes	C-200
No	
No	
Yes	C-200
Yes	C-200
No	
No	
Yes	C-200
Yes	C-200
Yes	C-200
Yes	C-200
Yes	C-200

Yes	C-200
Yes	C-200
Yes	L-100
No	
Yes	C-200
Yes	C-200
Yes	C-200
Yes	Survey
No	
No	
No	
Yes	C-300
Yes	C-300
Yes	C-300
Yes	C-300
Yes	C-300
Yes	C-300
Yes	C-300
No	
No	
No	
No	
No	
No	
No	
No	
No	
Yes	Survey
Yes	Survey
Yes	Survey

Yes	PS-100
Yes	PS-100
Yes	PS-100
Yes	C-300/301
Yes	C-300/301
Yes	C-300/301, PS-100
Yes	PS-100
No	
Yes	C-500/501
Yes	C-500/501
Yes	C-500/501
Yes	C-500/501
Yes	C-400
Yes	C-303
Yes	C-500/501
No	
No	

Yes	
Yes	
No	
No	

for sketch submittals.

ed to resubmit.

APPLICANT RESPONSE
REASON NOT PROVIDED/COMMENT
No waivers requested
Lower Thacker Brook
Adjacent to the property but not within the proposed work area.
Only within project scope area
Only within project scope area

Privately managed within the plaza
Not applicable
Not applicable
Will be added to final plans.
Not shown near project scope area
Not shown near project scope area
Not applicable
Not applicable
Not applicable
Not applicable
Not applicable
Not applicable
Not applicable

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Refer to drainage memo provied.

In progress. Site currently has a sewer connection. The proposed restaurant will have few seats th

To be coordinated

[illegible]

SUBMITTAL INFORMATION - TO BE FILLED OUT BY APPLICANT

Chick-fil-A

Chick-fil-A

Prelim

1/22/2025

CITY REVIEW RESPONSE

COMMENT

