

Relationships.
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**Traffic Permit
Application
Request for
Scoping Meeting
Portland Gateway
Hotel Project
Portland, Maine**

PREPARED FOR:
Ara Aftandilian
Portland Norwich
2330 Palm Ridge Road
#305
Sanibel, Florida 33957

March 2016

SUBMITTED BY:
Gorrill Palmer
707 Sable Oaks Drive
Suite 30
So. Portland, ME 04106
207.772.2515



707 Sable Oaks Drive, Suite 30
South Portland, Maine 04106
207.772.2515

March 16, 2016

Ms. Helen Donaldson
City of Portland Planning Division
389 Congress Street, 4th Floor
Portland, Maine 04101

RE: Application for Traffic Movement Permit
Portland Gateway Hotel Project
Portland, Maine

Dear Ms. Donaldson,

Gorrill Palmer (GP) has been retained by Portland Norwich Group LLC to prepare this Traffic Movement Permit Application for the proposed Portland Gateway Hotel project located on Fore Street between India Street and Hancock Street in Portland, Maine.

We have attached the following information in support of this application:

- Three copies of sections 1-6
- Signed application form
- Notice of intent to file
- List of abutters
- \$1,000 application fee

Please contact our office with any questions regarding this application.

Sincerely,

Gorrill Palmer

A handwritten signature in blue ink, appearing to read 'Randy Dunton', written over a light blue horizontal line.

Randy Dunton, PE, PTOE
Senior Engineer

Copy: Ara Aftandilian, Portland Norwich Group LLC
Timothy Soucie, MaineDOT Region I Traffic Engineer

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-287-3775

FOR MDOT USE
ID# _____ 12/99
Total Fees: _____
Date Received: _____

**PERMIT APPLICATION – TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. §704-A**

Please type or print:

This application is for (check all that apply): Traffic 100-200 PCE's
Traffic 200 + PCE's

Name of Applicant: Portland Norwich Group LLC Attn: Mr. Ara Aftandilian

Address: 2330 Palm Ridge Rd #305, Sanibel FL 33957 Telephone: (978) 887-3640

Name of local contact or agent: Randy Dunton – Gorrill Palmer

Address: 707 Sable Oaks Drive, Suite 30, South Portland, ME 04106

Telephone: (207) 772-2515

Name and type of development: The development consists of a hotel up to 180 rooms

Location of development including road, street, or nearest route number: The site is located
on Fore Street between India Street and Hancock Street.

City/Town/Plantation: Portland County: Cumberland Tax Maps: 019 Lots: B020

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? No

Was this development started prior to obtaining a traffic permit? No

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30-A, chapter 187)?

Yes X No _____

Is this project located within a compact area of an urban compact municipality? Yes X No _____

Is this development or any portion of the site currently subject to state or municipal enforcement action?

None Known

Existing DEP or MDOT permit number (if applicable): Delegated review is to the City

Name(s) DOT staff person(s) contacted concerning this application None

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applicants: _____

To be held

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-287-3775

FOR MDOT USE
ID# _____
Total Fees: _____
Date Received: _____

CERTIFICATION

This person responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the applicant for traffic approval is complete and accurate to the best of his/her knowledge.

Signature: Randall Dunton

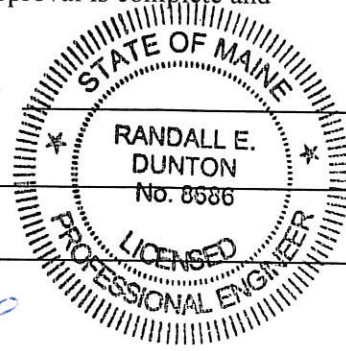
Name (print): Randall Dunton

Date: March 17, 2016

Re/Cert/Lic No.: _____

Engineer: _____

Other: _____



8686

If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

[Signature]
Signature of applicant

3/10/16
Date

HOLD TO LIGHT TO VIEW WATERMARK IN PAPER. HEAT SENSITIVE PILD IMAGE DISAPPEARS WITH HEAT. DETECTION CIRCLLS REVEALS IN LOCUS WHEN TESTED.

1948

NORWICH PARTNERS OF SANIBEL LLC

2330 PALM RIDGE RD UNIT 10 #305
SANIBEL, FL 33957
(603) 643-2206

Bank of America.



ACH R/T 063100277

63-4/630

EZShield™ Check Fraud
Protection for Business

3/8/2016

PAY TO THE
ORDER OF City of Portland

\$ **1,000.00

One Thousand and 00/100*****

DOLLARS

City of Portland, Maine
389 Congress Street
Room 102
PO Box 544
Portland, ME 04112

MEMO

Traffic Permit Application Fee



[Handwritten Signature]

AUTHORIZED SIGNATURE

Security features. Details on back.

⑈001948⑈ ⑆063000047⑆ 229023268927⑈

NORWICH PARTNERS OF SANIBEL LLC

City of Portland

Traffic Permit Application Fee

3/8/2016

1,000.00

1948

Norwich Partners of S Traffic Permit Application Fee

1,000.00

NOTICE OF INTENT TO FILE

Please take notice that:

Portland Norwich Group LLC (Attn: Mr. Ara Aftandilian)
2330 Palm Ridge Rd #305
Sanibel, FL 33957

is intending to file a MaineDOT Traffic Permit application with the City of Portland (Delegated Review Authority) pursuant to the provisions of 23 M.R.S.A. §704 – A on or about March 16, 2016.

This application is for:

The development of the Portland Gateway Hotel Project in Portland, Maine. The proposed development is to include a hotel up to 180 rooms. The project is forecast to generate 104 and 112 AM and PM weekday peak hour trip ends respectively. The project is expected to open in 2016.

At the following location:

The site is located within the block defined by Fore Street, Hancock Street Extension, Thames Street, and India Street.

A request for a public hearing must be received by the City, in writing no later than 20 days after the application is found by the department to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Department of Transportation's office in Scarborough (Region 1) during normal working hours. A copy of the application may also be seen at the municipal offices in Portland, Maine.

Written public comments may be sent to the following address: Attention Helen Donaldson, Planning Division, 389 Congress Street, Portland, Maine 04101.



Randall Dunton, P.E., PTOE
Gorrill-Palmer Consulting Engineers, Inc.



Direct Abutters List
Portland Gateway Hotel Project
Map 019 – Lot B020
JN 2969

Map 019 Lot A008 (144 Fore Street)
Jack Rabbit LLC
222 St. John Street – Tower X
Portland, ME 04102

Map 019 Lot A014 (0 Hancock Street)
City of Portland
389 Congress Street
Portland, ME 04101

Map 019 Lot A015 (Tied to 001-A002)
State of Maine
16 State House Station
Augusta, ME 04333-0016

Map 019 B001 (1 India Street)
GSB Corporation (Units 1 & 2)
10 Wentworth Drive
Gorham, ME 04038

Map 019 B012 (176 India Street)
Portland Water District
PO Box 3553
225 Douglass Street
Portland, ME 04104-3553

Map 020 Lot 010 (147 Fore Street)
Chapin Realty LLC
25 Foothill Street – Suite 1A
Lebanon, NH 03766

Map 020 Lot F001 (167 Fore Street)
167 Fore Street LLC
PO Box 910
Westbrook, ME 04092-0910

Map 020 Lot F023 (33 India Street)
East India Land Company LLC
86 Newbury Street
Portland, ME 04101

Map 029 Lot L003 (203 Fore Street)
Chatham Portland DT LLC
50 Cocoanut Row – Suite 211
Palm Beach, FL 33480

Map 029 Lot N009 (0 India Street)
Russell E. Lerman
PO Box 451
Dover, NJ 07802

Map 029 Lot N026 (1 Commercial Street)
Casco Portland Partners LLC
111 Commercial Street – Suite 300
Portland, ME 04101

Map 029 Lot N042 (0 India Street)
Casco Portland Partners LLC
111 Commercial Street – Suite 300
Portland, ME 04101

Section I Site and Traffic Information

I.A. Site Description and Site Plan

The site is located on Fore Street between India Street and Hancock Street in Portland, Maine. The site is identified on City Tax Map 19, Lot B020. A proposed site plan is included in Attachment IA.

I.B. Existing and Proposed Site Uses

The existing site has a building at 1 India Street which is proposed to remain. The proposed development consists of a hotel up to 180 rooms. This building is part of a larger development with three potential additional buildings, but only the hotel building is being permitted at this time. Vehicular access to the site will be via a full movement driveway onto Fore Street. There will be no on-site parking. The Portland Gateway Hotel plans to use the Ocean Gateway Garage and a valet service.

I.C. Site Vicinity and Boundaries

The site is bordered by Fore Street, Hancock Street, and Thames Street. A site location map showing the development area is included in attachment IC to this section.

I.D. Proposed Uses in the Vicinity of the Proposed Development

Approved projects that are not yet opened as well as projects for which applications have been filed are required to be included in the predevelopment volumes for this project. Based on conversations with Nell Donaldson, Portland Planner, and the City's peer reviewer, the traffic from three developments should be included in the background traffic; a four story mixed use building at 185 Fore Street, a five story mixed use building at 16 Middle Street, and a four story housing development at 113 Newbury Street. The traffic from these three developments that is anticipated to impact this project is shown on the attached Figure 4.

I.E. Trip Generation

The proposed Portland Gateway Hotel will have up to 180 rooms. The Institute of Transportation Engineers' publication *Trip Generation*, Seventh Edition, Land Use Code (LUC) 312 – Business Hotel was used to forecast the traffic to be generated by the site.

The following is a summary of the trip generation that will need to be permitted:

- AM Peak Hour Adjacent Street: 104 trip ends
- PM Peak Hour Adjacent Street: 112 trip ends

A trip end is defined as a trip into or out of the site; thus a round trip is equal to two trip ends. Since the forecast traffic exceeds 99 trip ends during a peak hour, a Traffic Movement Permit is required. A copy of the trip generation calculations are included as an attachment to this section.

I.F. Trip Distribution

Based on ITE LUC 312 the following trip distribution is anticipated:

- AM Peak Hour Adjacent Street: 61 in / 43 out
- PM Peak Hour Adjacent Street: 67 in / 45 out

I.G. Trip Composition and Assignment

GP has assumed that all trips going to and from the site are primary trips made for the sole purpose of going to and from the site. The trip assignment has been based on the traffic counts at the study area intersections. The trip assignment is shown on the attached Figure 6.

I.H. Attachments

Attachment IA – Site Survey, Proposed Site Plan

Attachment IB – Trip Generation Calculations

Attachment IC – Site Location Map, Trip Assignment Diagram

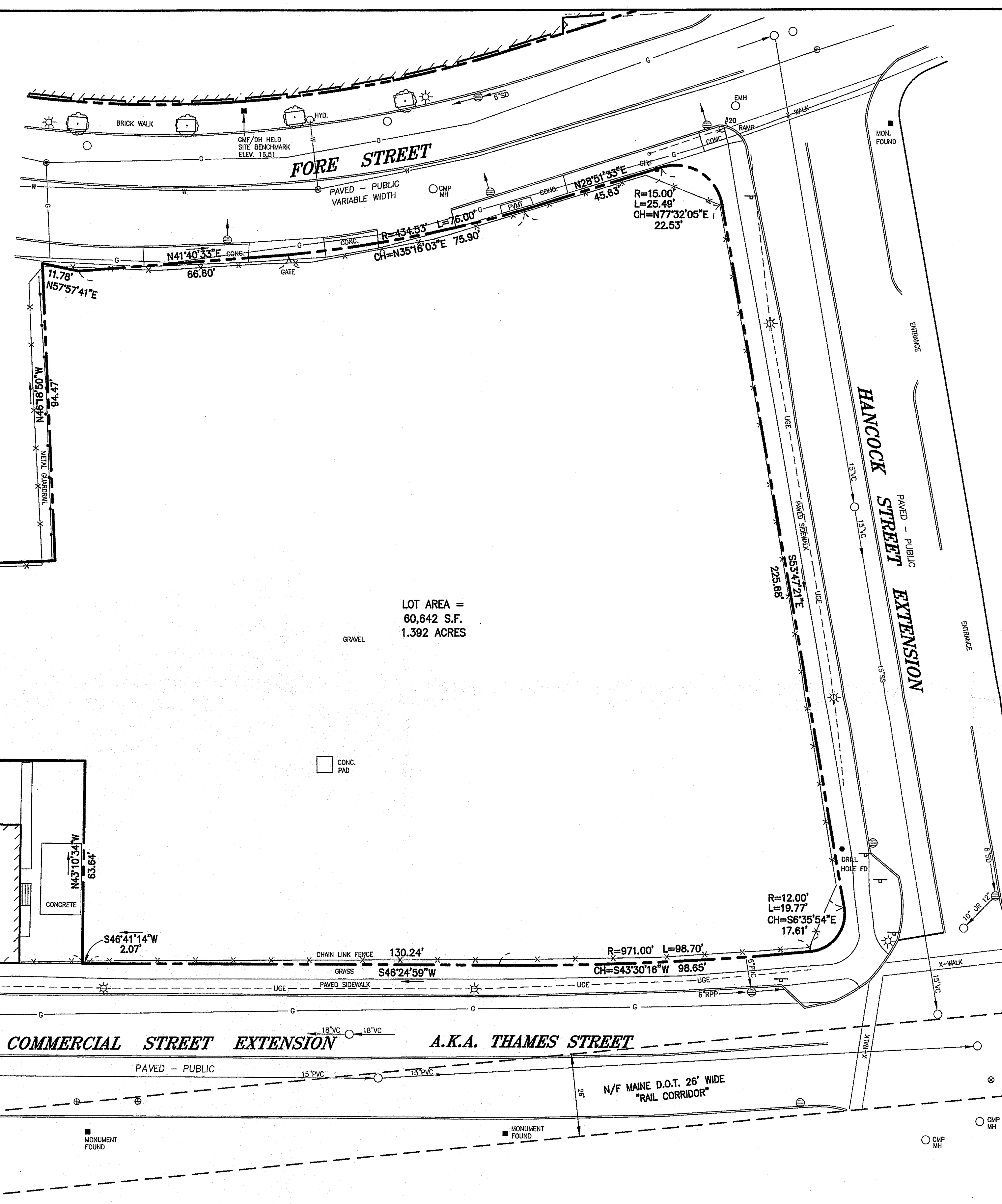
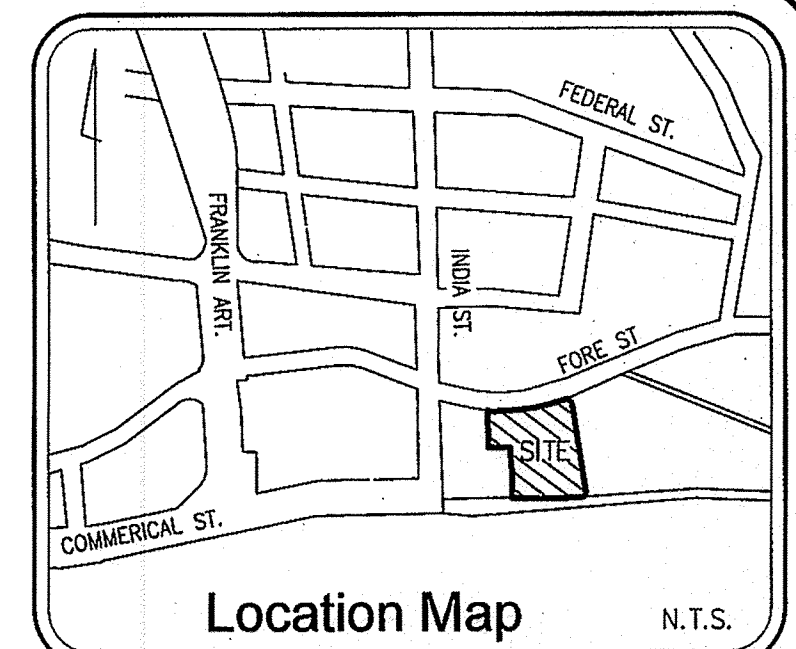
Attachment 1A
Site Survey, Proposed Site Plan

Plan References:

1. RECORDING PLAT, OCEAN GATEWAY, COMMERCIAL STREET AND FORE STREET, PORTLAND, MAINE MADE FOR CITY OF PORTLAND AND STATE OF MAINE DATED AUGUST 4, 2004 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 204 PAGE 622.
2. LAND TITLE SURVEY AND SUBDIVISION PLAN IN PORTLAND, MAINE, USA MADE FOR THE TRUST FOR PUBLIC LAND, THE CITY OF PORTLAND, THE MAINE DEPARTMENT OF TRANSPORTATION, THE CANADIAN NATIONAL RAILWAY COMPANY DATED FEBRUARY 19, 1993 REVISED THROUGH 10-20-94 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 193 PAGE 187.
3. SUBDIVISION RECORDING PLAT ON ONE INDIA STREET, PORTLAND, MAINE MADE FOR RIVERWALK LLC, 25 INDIA STREET LLC, HANCOCK & MIDDLE, LLC, AND OCEAN GATEWAY LLC DATED MARCH 22, 2006 REVISED 04-13-06 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 207 PAGE 54.
4. CONDOMINIUM PLAT "THE LONGFELLOW A CONDOMINIUM" ONE INDIA STREET, PORTLAND, MAINE MADE FOR LRAR LLC, THE DECLARANT AND OWNER OF RECORD, DATED SEPT. 20, 2006 REVISED 9-26-09 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 206 PAGE 618.

Notes:

1. OWNER OF RECORD: LRAR LLC, 2 MARKET STREET, SUITE 500, PORTLAND, MAINE, C.C.R.D. BOOK 24191 PAGE 217, BOOK 23525 PAGE 166, BOOK 24419 PAGE 118.
2. PARCEL IS SHOWN AS LOTS 1 AND 20, BLOCK B ON THE CITY OF PORTLAND ASSESSORS MAP 19.
3. BEARINGS ARE GRID NORTH PER PLAN REFERENCE 1.



LOT AREA =
60,642 S.F.
1.392 ACRES

Survey Description:

A CERTAIN PARCEL OR LAND SITUATED ON THE NORTHEASTERLY SIDE OF INDIA STREET AND THE SOUTHERLY SIDE OF FORE STREET IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTHEASTERLY SIDELINE OF INDIA STREET AT LAND NOW OR FORMERLY OF THE PORTLAND WATER DISTRICT, REFERENCE CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK 3870, PAGE 101;

THENCE N 43°-41'-10" E ALONG SAID PORTLAND WATER DISTRICT LAND A DISTANCE OF 119.66 FEET;

THENCE N 46°-18'-50" W ALONG SAID PORTLAND WATER DISTRICT LAND A DISTANCE OF 94.47 FEET TO THE SOUTHEASTERLY SIDELINE OF FORE STREET;

THENCE N 57°-57'-41" E ALONG SAID FORE STREET SIDELINE A DISTANCE OF 11.78 FEET;

THENCE N 41°-40'-33" E ALONG SAID FORE STREET SIDELINE A DISTANCE OF 66.60 FEET;

THENCE NORTHEASTERLY ALONG SAID FORE STREET SIDELINE ON A CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 434.53 FEET AN ARC DISTANCE OF 76.00 FEET, SAID CURVE HAVING A CHORD WHICH BEARS N 39°-16'-03" E A DISTANCE OF 75.90 FEET;

THENCE N 28°-51'-33" E ALONG SAID FORE STREET SIDELINE A DISTANCE OF 45.63 FEET TO THE SOUTHWESTERLY SIDELINE OF HANCOCK STREET EXTENSION;

THENCE EASTERLY ALONG SAID HANCOCK STREET EXTENSION AND ALONG A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 15.00 FEET AN ARC DISTANCE OF 25.49 FEET, SAID CURVE HAVING A CHORD WHICH BEARS N 77°-32'-05" E A DISTANCE OF 22.53 FEET;

THENCE S 53°-47'-21" E ALONG SAID HANCOCK STREET EXTENSION A DISTANCE OF 225.68 FEET;

THENCE SOUTHERLY ALONG SAID HANCOCK STREET EXTENSION AND ALONG A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 12.00 FEET AN ARC DISTANCE OF 19.77 FEET, SAID CURVE HAVING A CHORD WHICH BEARS S 6°-35'-54" E A DISTANCE OF 17.61 FEET TO THE NORTHWESTERLY SIDELINE OF COMMERCIAL STREET EXTENSION;

THENCE SOUTHWESTERLY ALONG COMMERCIAL STREET EXTENSION AND ALONG A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 971.00 FEET AN ARC DISTANCE OF 98.65 FEET, SAID CURVE HAVING A CHORD WHICH BEARS S 43°-30'-16" W A DISTANCE OF 98.65 FEET;

THENCE S 46°-24'-59" W ALONG SAID COMMERCIAL STREET EXTENSION A DISTANCE OF 130.24 FEET TO PROPERTY KNOWN AS ONE INDIA STREET CONDOMINIUM;

THENCE S 46°-41'-14" W ALONG SAID COMMERCIAL STREET EXTENSION A DISTANCE OF 2.07 FEET;

THENCE N 43°-10'-34" W ALONG THE "ONE INDIA STREET CONDOMINIUM" PROPERTY A DISTANCE OF 63.64 FEET;

THENCE S 46°-38'-39" W ALONG SAID "ONE INDIA STREET CONDOMINIUM" PROPERTY A DISTANCE OF 126.40 FEET TO THE NORTHEASTERLY SIDELINE OF INDIA STREET;

THENCE N 46°-24'-57" W ALONG SAID INDIA STREET SIDELINE A DISTANCE OF 57.09 FEET TO THE POINT OF BEGINNING CONTAINING 60,642 SF (1.39 ACRES).

COMMERCIAL ST.
PAVED - PUBLIC 100' WIDE

INDIA STREET
PAVED - PUBLIC 66' WIDE

HANCOCK STREET EXTENSION
PAVED - PUBLIC

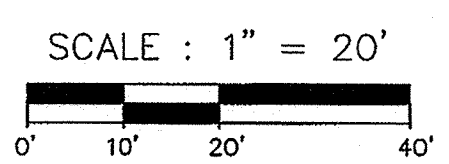
COMMERCIAL STREET EXTENSION
A.K.A. THAMES STREET
PAVED - PUBLIC

- Legend:**
- IRON PIPE OR ROD FND
 - GRANITE MONUMENT FND
 - WATER VALVE
 - GAS VALVE
 - HYDRANT
 - UTILITY POLE
 - MANHOLE
 - CATCH BASIN
 - LIGHT POLE
 - EM ELEC. OR GAS METER
 - CURB
 - FENCE
 - OVERHEAD WIRES
 - UNDERGRD ELEC.
 - TELEPHONE LINE
 - GAS LINE
 - WATER LINE
 - SANITARY SEWER
 - SIGN

Flood Zone Note:
BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 00014B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Zoning Information:
THE PROPERTY LIES IN ZONE B-6 URBAN COMMERCIAL DISTRICT AND IS SUBJECT TO THE FOLLOWING DIMENSIONAL REQUIREMENTS:
MINIMUM LOT SIZE: NONE
MINIMUM FRONTAGE: NONE
SETBACKS: FRONT: NONE REQUIRED
SIDE: NONE REQUIRED
REAR: NONE REQUIRED
MAXIMUM FRONT YARD SETBACK: 10 FEET
ADDITIONAL INFORMATION CAN BE FOUND IN THE CITY OF PORTLAND'S CODE OF ORDINANCES.

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.

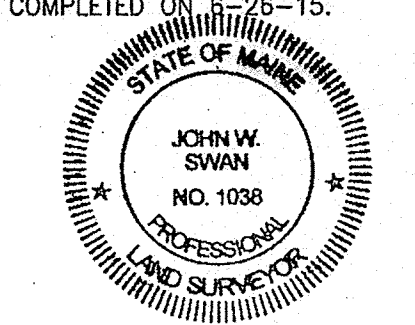


ALTA/ACSM Land Title Survey
on
Fore Street and India Street
Portland, Cumberland County, Maine
Made for
Portland Norwich Group, LLC

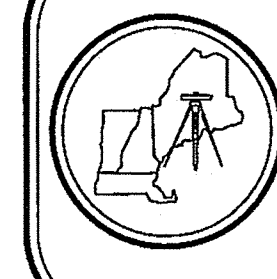
Surveyor's Certification

THIS IS TO CERTIFY TO SANFORD INSTITUTION FOR SAVINGS, CURTIS THAXTER LLC AND FIRST AMERICAN TITLE INSURANCE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS N/A OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 6-28-15.

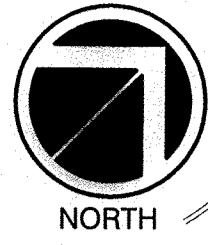
JOHN W. SWAN
PROFESSIONAL LAND SURVEYOR NO. 1038
IN THE STATE OF MAINE
DATE OF PLAN: FEBRUARY 17, 2015
REVISION DATE: OCTOBER 28, 2015



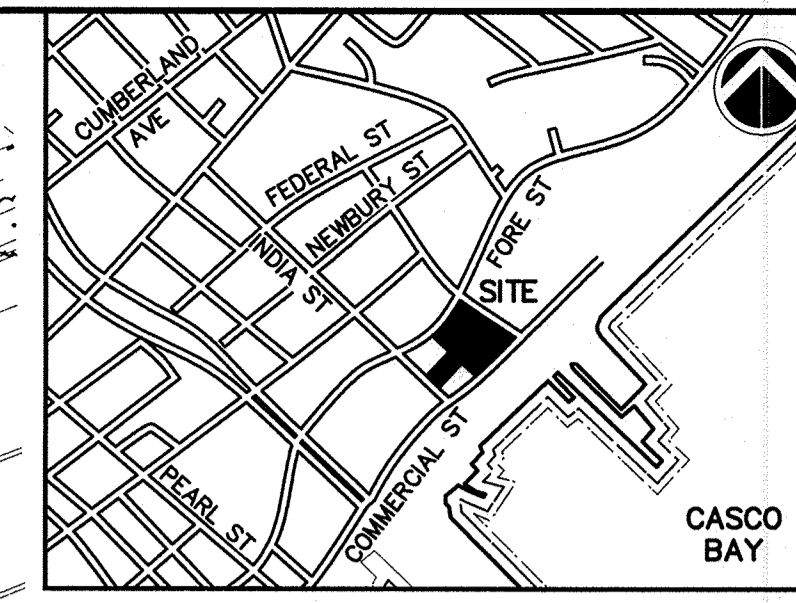
OHI JOB NO. 2015-021P



OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10
FALMOUTH, MAINE 04105
Tel. (207) 774-0424 www.owenhaskell.com



NORTH

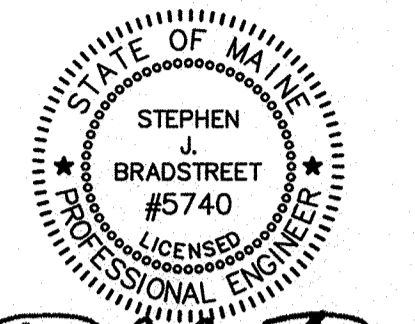


PROPOSED AC HOTEL PORTLAND

FORE STREET /
HANCOCK STREET /
THAMES STREET
PORTLAND, MAINE

Prepared for:

PORTLAND NORWICH GROUP, LLC.
2330 PALM RIDGE ROAD #305
SANIBEL, FLORIDA 33957



Stephen J. Bradstreet

CIVIL ENGINEER:
STEPHEN J. BRADSTREET, PE #5740
400 COMMERCIAL STREET, SUITE 404
PORTLAND, ME 04101
207-772-2891

SPACE AND BULK STANDARDS

| | REQUIRED | PROPOSED |
|-------------------------------|----------|---------------------|
| HOTEL ROOMS | 150 | 150 |
| MINIMUM LOT SIZE | 0 S.F. | 28,540 S.F. (LOT 1) |
| ROAD FRONTAGE | 0' | >228' |
| BUILDING SETBACKS (MIN./MAX.) | | |
| FRONT | 0'/10' | 0'/10' |
| SIDE | 0'/10' | 0'/10' |
| REAR | 0' | 0' |
| BUILDING HEIGHT | 65' | <65' (5 FLOORS) |

ZONE: B-6 EASTERN WATERFRONT MIXED ZONE

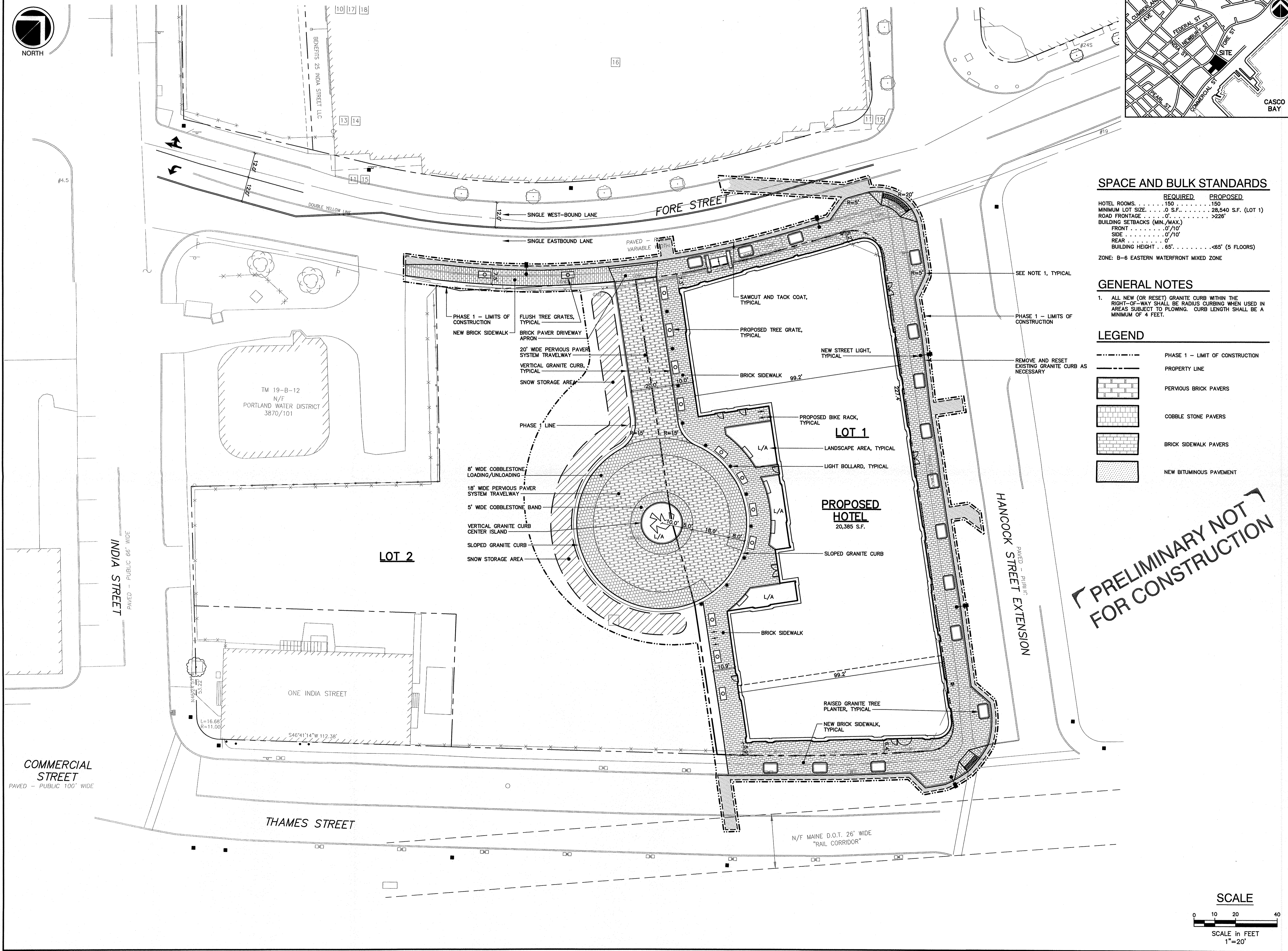
GENERAL NOTES

- ALL NEW (OR RESET) GRANITE CURB WITHIN THE RIGHT-OF-WAY SHALL BE RADIUS CURBING WHEN USED IN AREAS SUBJECT TO FLOWING. CURB LENGTH SHALL BE A MINIMUM OF 4 FEET.

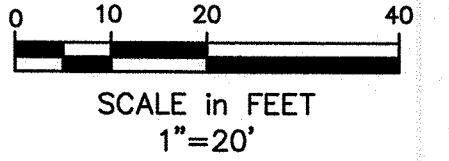
LEGEND

| | |
|--|---------------------------------|
| | PHASE 1 - LIMIT OF CONSTRUCTION |
| | PROPERTY LINE |
| | PERVIOUS BRICK PAVERS |
| | COBBLE STONE PAVERS |
| | BRICK SIDEWALK PAVERS |
| | NEW BITUMINOUS PAVEMENT |

PRELIMINARY NOT FOR CONSTRUCTION



SCALE



RANSOM

Consulting
Engineers
and Scientists

400 Commercial Street, Suite 404
Portland, ME 04101
Tel. (207) 772-2891
Fax (207) 772-3248
www.ransomenv.com

SITE PLAN

| | | |
|---|------------------------|----------|
| C | FINAL SUBMISSION | 03/15/16 |
| B | PRELIMINARY SUBMISSION | 09/29/15 |
| A | CLIENT REVIEW | 09/15/15 |

| No. | Revision/Issue | Date |
|------------|----------------|------------------|
| Design by: | MPM | Checked by: SJB |
| Drawn by: | JAR | Approved by: SJB |

| | | | |
|----------|-----------|-------|-------------|
| Project: | 150.06094 | Date: | AUGUST 2015 |
|----------|-----------|-------|-------------|

Sheet No: **C1.0**
Sheet 4 of 17

Attachment 1B

Trip Generation Calculations

**GORRILL-PALMER
CONSULTING ENGINEERS, INC.**

P.O. Box 1237
GRAY, MAINE 04039
(207) 657-6910
FAX (207) 657-6912

JOB 2969

SHEET NO. _____ OF _____

CALCULATED BY ET DATE 3/3/16

CHECKED BY _____ DATE _____

SCALE _____

Business Hotel Luc 312 - ITE 7th Edition

180 rooms, assume all occupied

$$\text{AM Adj.} = 0.58 \times 180 = 104 \text{ trip ends (61 in, 43 out)}$$

$$\text{AM Gen} = 0.56 \times 180 = 101 \text{ trip ends (55 in, 46 out)}$$

$$\text{PM Adj.} = 0.62 \times 180 = 112 \text{ trip ends (67 in, 45 out)}$$

$$\text{PM Gen} = 0.57 \times 180 = 103 \text{ trip ends (63 in, 40 out)}$$

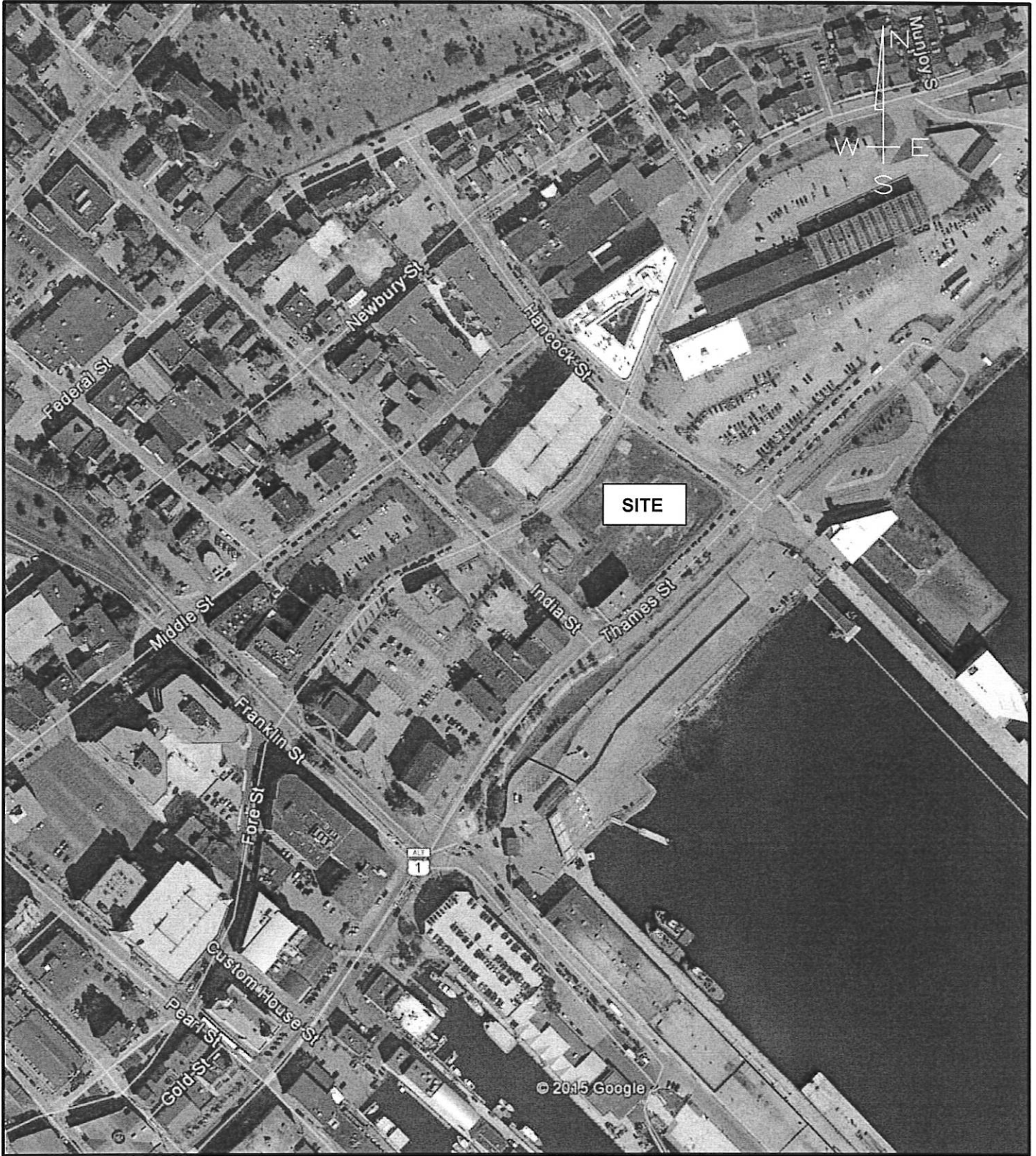
Attachment 1C

Site Location Map

Trip Assignment Diagrams

Location Map

Figure No. **1**



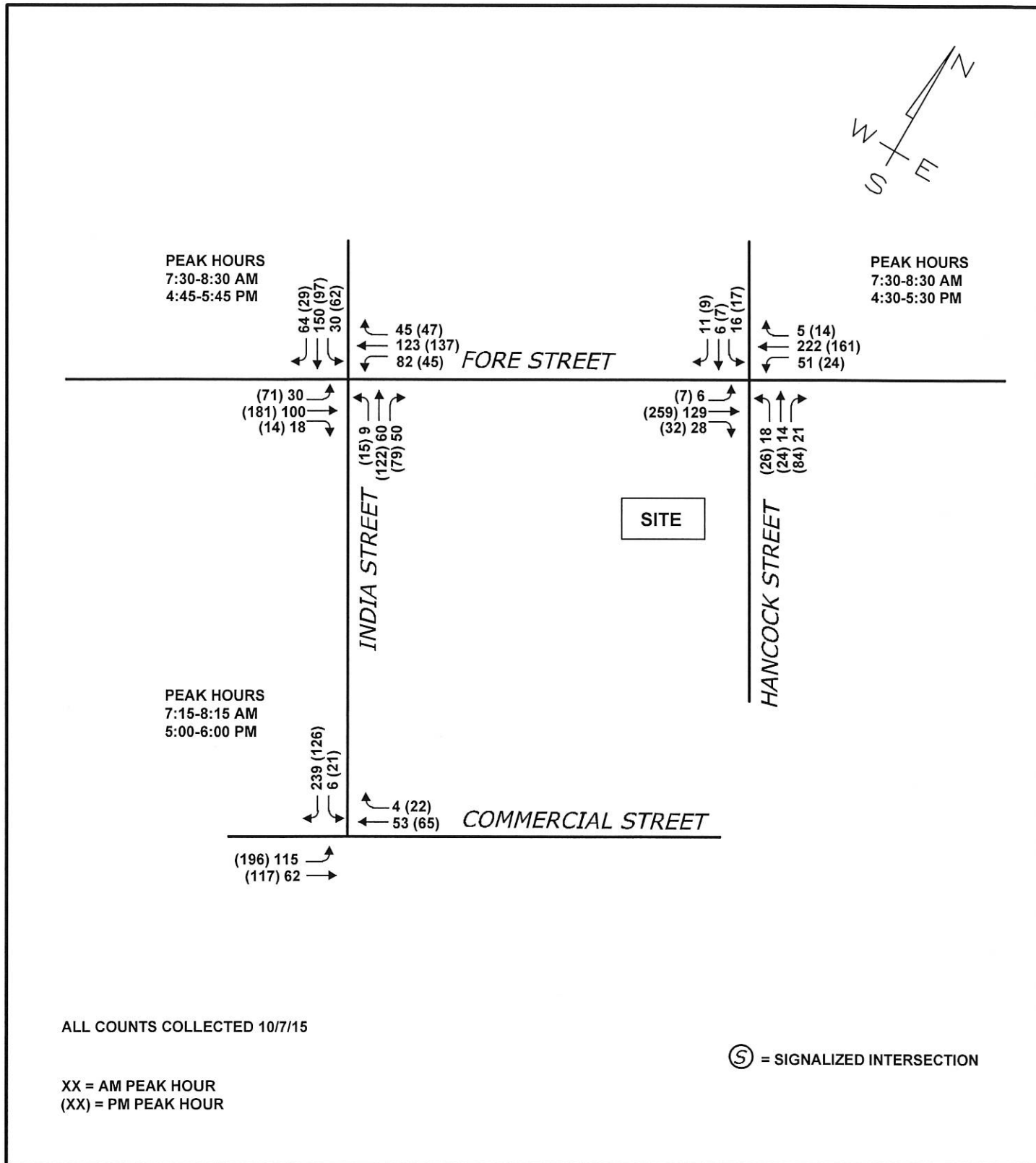
PROPOSED GATEWAY HOTEL PORTLAND, MAINE

Design: ET Scale: NONE
Draft: LAN Date: OCT 2015
Checked: RED File Name: 2969-TRAFF.dwg

Raw Volumes

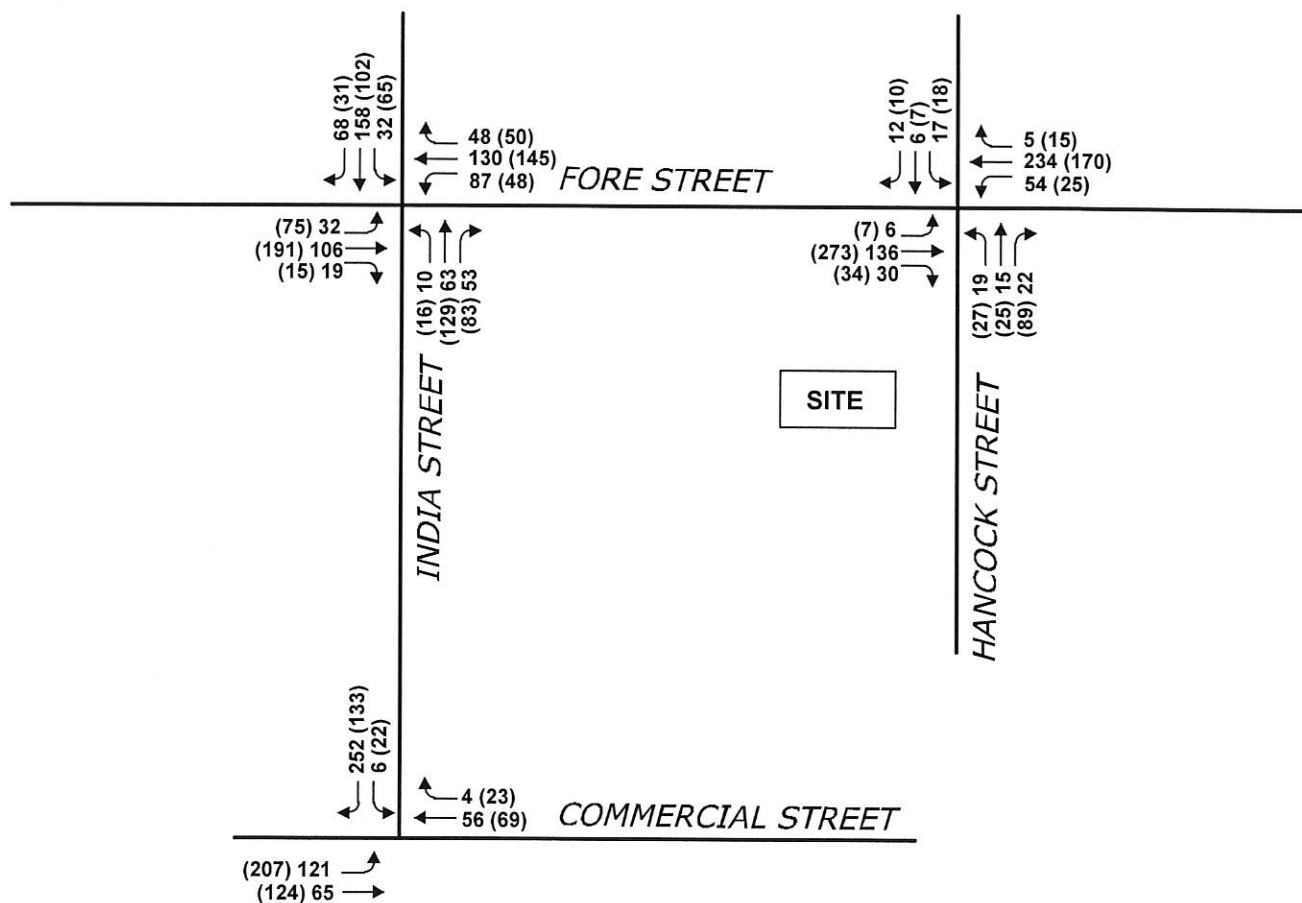
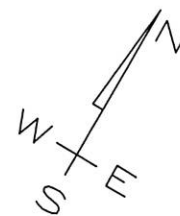
Figure No.

2



PROPOSED GATEWAY HOTEL PORTLAND, MAINE

Design: ET Scale: NONE
 Draft: LAN Date: OCT 2015
 Checked: RED File Name: 2969-TRAFF.dwg



SEASONAL ADJUSTMENT: $\frac{0.92}{0.88} = 1.045$

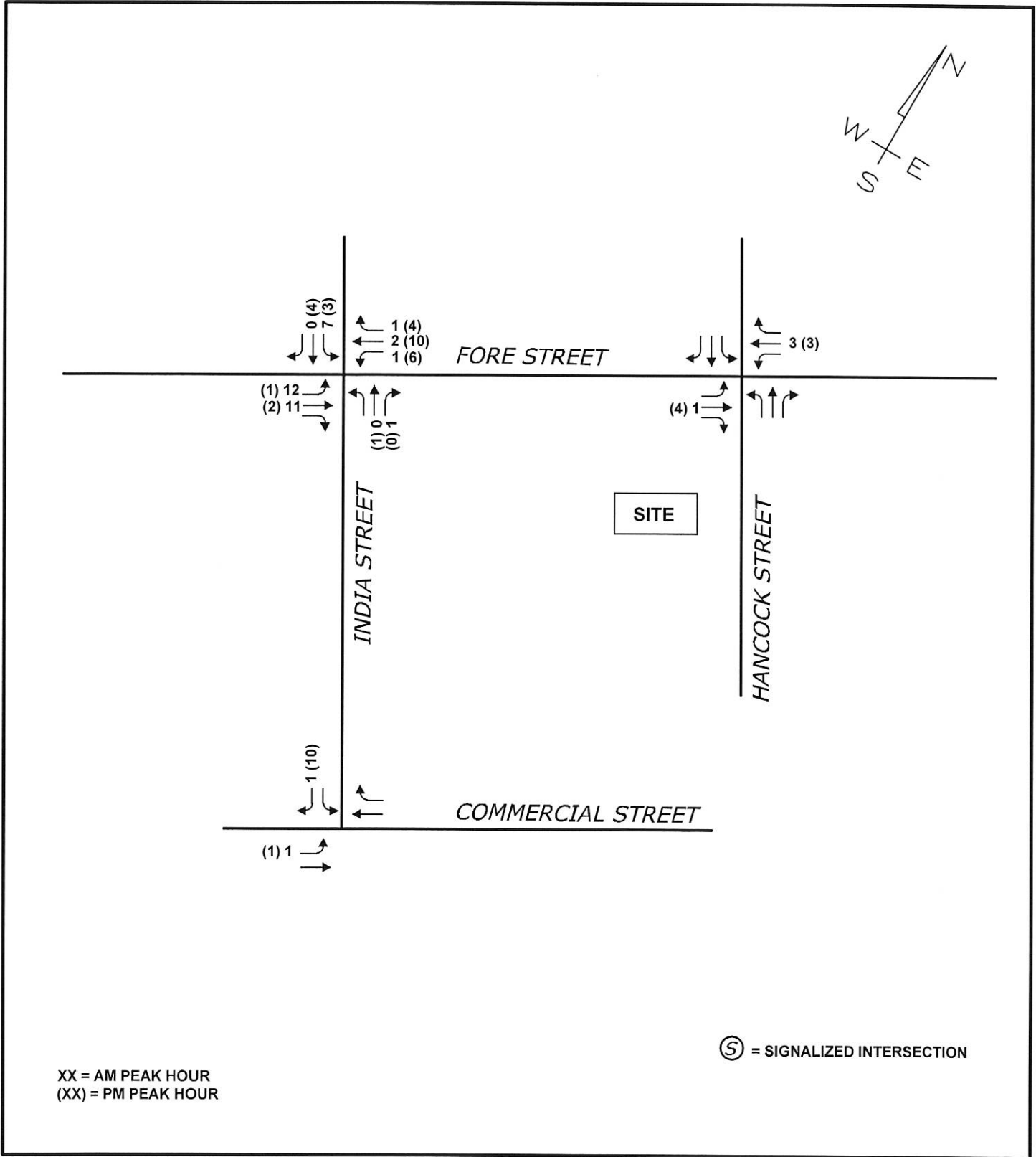
ANNUAL ADJUSTMENT: 1%/YEAR

Ⓢ = SIGNALIZED INTERSECTION

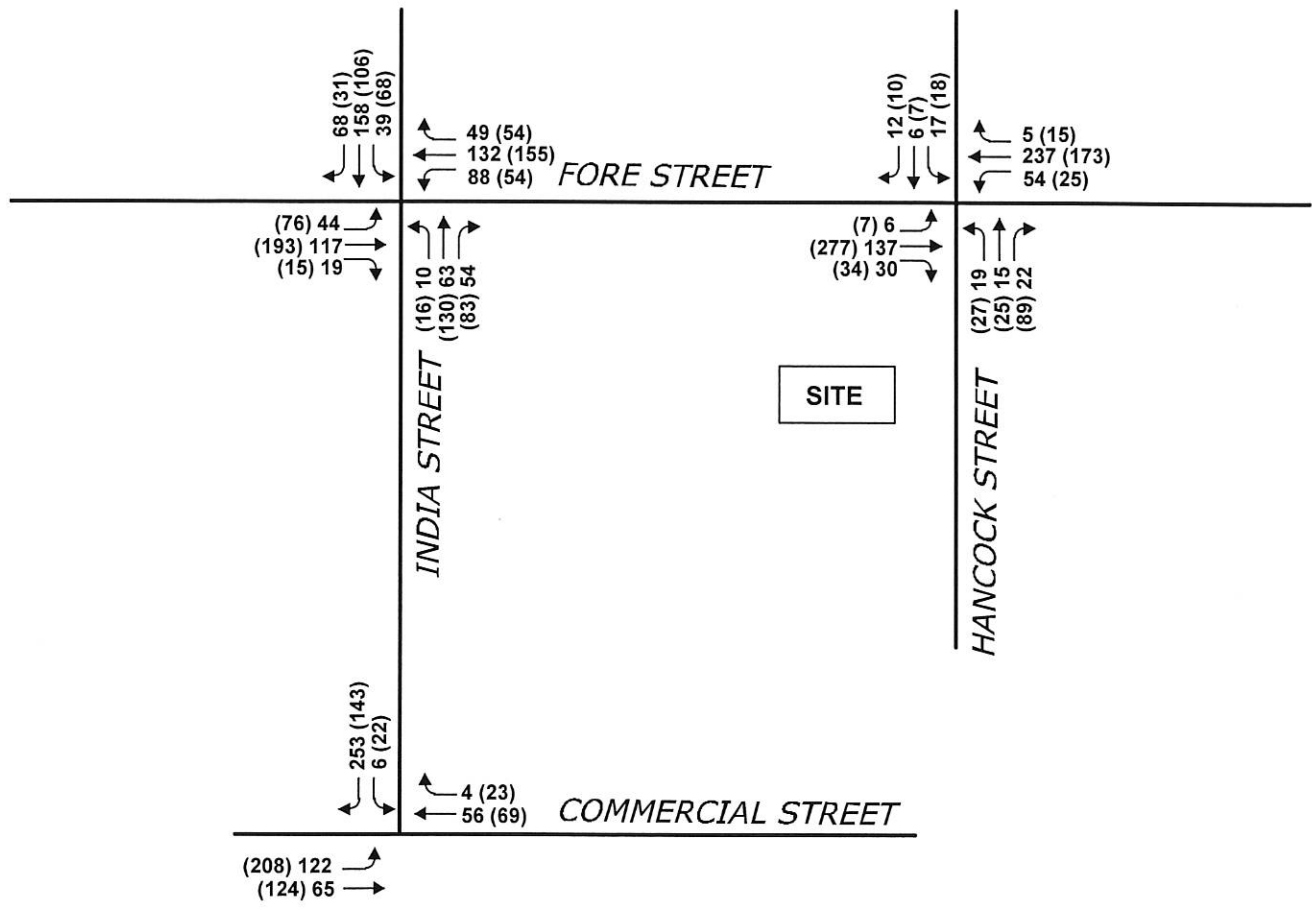
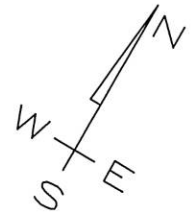
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

PROPOSED GATEWAY HOTEL PORTLAND, MAINE





PROPOSED GATEWAY HOTEL PORTLAND, MAINE



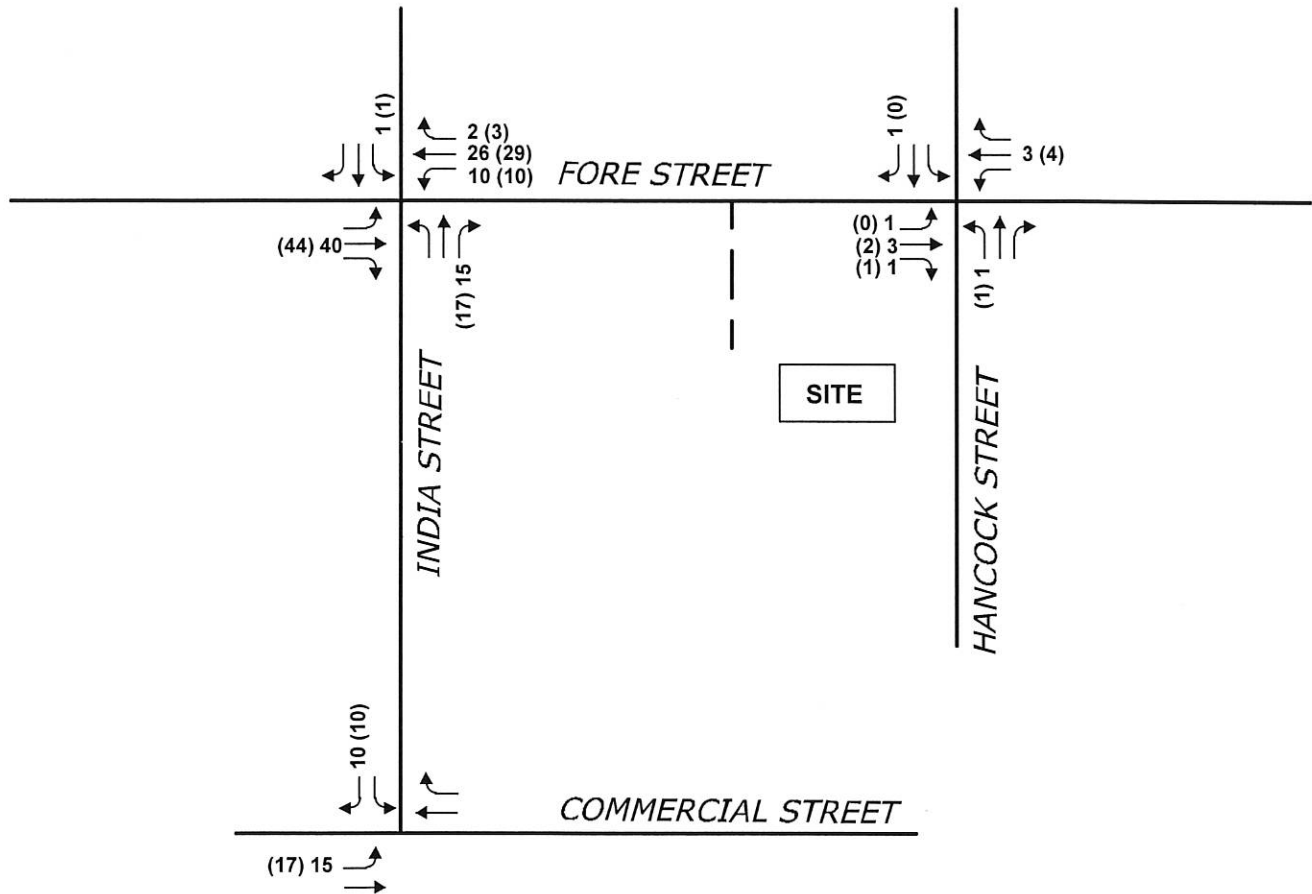
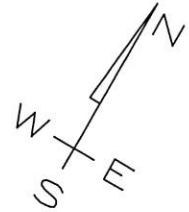
Ⓢ = SIGNALIZED INTERSECTION

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

PROPOSED GATEWAY HOTEL PORTLAND, MAINE

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Trip Distribution and Assignment

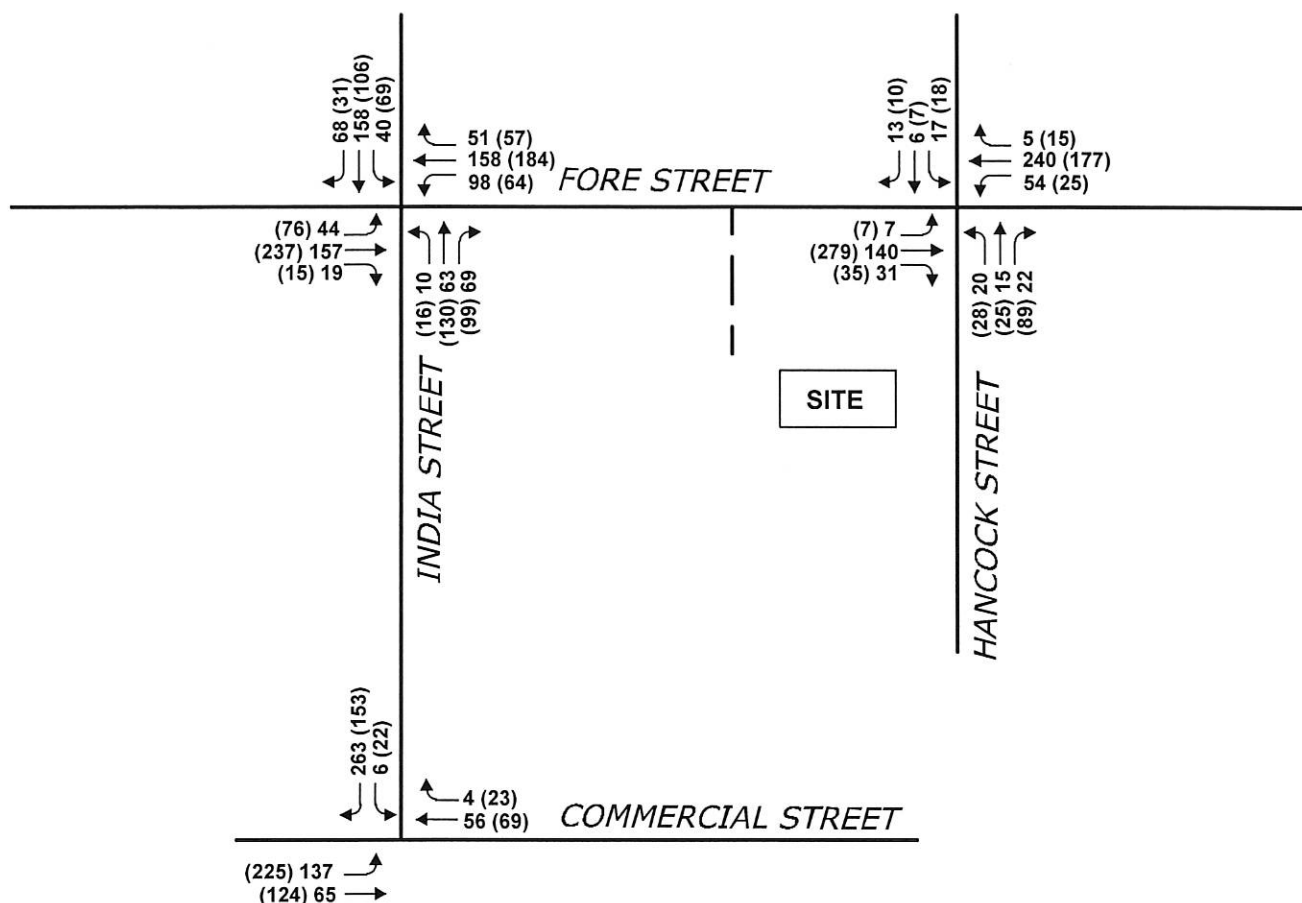
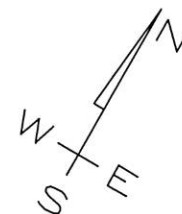


| | AM | PM |
|-------|-----|-----|
| IN | 61 | 67 |
| OUT | 43 | 45 |
| TOTAL | 104 | 112 |

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

Ⓢ = SIGNALIZED INTERSECTION

PROPOSED GATEWAY HOTEL PORTLAND, MAINE



Ⓢ = SIGNALIZED INTERSECTION

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

PROPOSED GATEWAY HOTEL PORTLAND, MAINE

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Section 2 Traffic Crashes

2.A. Crash Summary Data

Gorrill Palmer obtained the crash data from MaineDOT for the period of 2012-2014, the most recent period available.

In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

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

Based on the crash data provided by MaineDOT, there are two high crash locations within the study area. One is at the intersection of Fore Street with India Street and the other is Fore Street from India Street to Mountfort Street. To better evaluate the high crash locations and identify any correctable crash patterns, the police reports for these locations were requested from MaineDOT and collision diagrams were created (attached). The two locations are described in more detail as follows:

The intersection of Fore Street with India Street has a CRF of 2.48 and 10 crashes over the three-year period. It is a four legged intersection that is controlled by an all-way stop. Based on a review of the collision diagram there does not appear to be a clear and correctable crash pattern. Most of the collisions occurred because a driver failed to yield to another, ran a stop sign, or did not see the other vehicle. Field observations showed that in the northern corner of the intersection a fence with privacy screening blocked the line of sight of vehicles approaching the intersection from the east due to the location of the stop bars. We recommend the privacy screening be removed.

Fore Street from India Street to Mountfort Street has a CRF of 2.00 and 8 crashes over the three year period, five of which occurred at the intersection of Fore Street with Hancock Street. The intersection of Fore Street with Hancock Street is stop controlled, with stop signs on Hancock Street and free flowing traffic on Fore Street. Based on a review of the collision diagram there does not appear to be a clear and correctable crash pattern. Most collisions at the intersection of Hancock Street and Fore Street were caused by a driver failing to yield the right of way.

The crash history is provided in Attachment 2A.

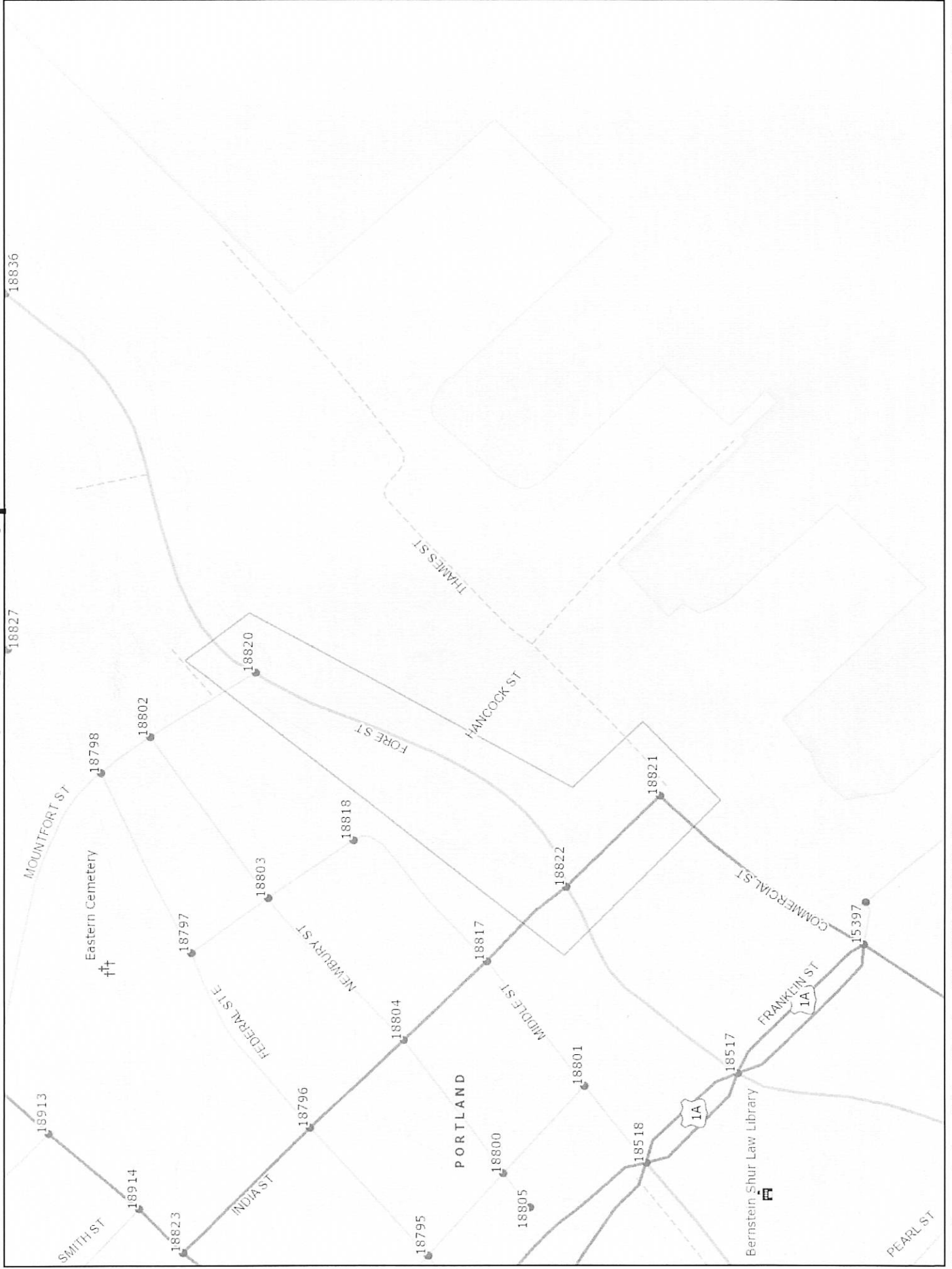
2.B. Attachments

Attachment 2A – Crash History, Collision Diagrams

Attachment 2A

Crash History
Collision Diagrams

Maine DOT Map



Map Scale 1:3504

Map Generated on Friday, October 02, 2015 09:57:04 AM

The Maine Department of Transportation provides this information for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch. Road names used on this map may not match official

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Fore & India

REPORT PARAMETERS

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

Route: **0560286**

Start Node: **18820**
End Node: **18822**

Start Offset: **0**
End Offset: **0**

Exclude First Node
 Exclude Last Node

Route: **0561000**

Start Node: **18822**
End Node: **18821**

Start Offset: **0**
End Offset: **0**

Exclude First Node
 Exclude Last Node

Crash Summary I

Nodes

| Node | Route - MP | Node Description | U/R | Total Crashes | K | A | B | C | PD | Injury | Percent Annual M Ent-Veh | Crash Rate | Critical Rate | CRF |
|-------|----------------|------------------------------|-----|---------------|---|---|---|---|----|--------|--------------------------|------------|---------------|------|
| 18820 | 0560286 - 0.28 | Int of FORE ST, MOUNTFORT ST | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1.900 | 0.00 | 0.41 | 0.00 |
| 18822 | 0561000 - 0.23 | Int of FORE ST INDIA ST | 2 | 10 | 0 | 0 | 0 | 2 | 8 | 20.0 | 3.428 | 0.97 | 0.39 | 2.48 |

Study Years: 3.00

NODE TOTALS:

| | | | | | | | | | | |
|----|---|---|---|---|---|------|-------|------|------|------|
| 10 | 0 | 0 | 0 | 2 | 8 | 20.0 | 5.328 | 0.63 | 0.34 | 1.86 |
|----|---|---|---|---|---|------|-------|------|------|------|

Crash Summary I

Sections

| Start Node | End Node | Element | Offset Begin - End | Route - MP | Section U/R Length | Total Crashes | K | A | B | C | PD | Injury Crashes | Percent Injury | Annual HMVM | Crash Rate | Critical Rate | CRF |
|--|----------|---|-----------------------|-----------------------------------|-----------------------|------------------|---|---|---|---|----|----------------|-------------------|----------------|------------|------------------|------|
| 18820 | 18822 | 3106815 Int of FORE ST, MOUNTFORT ST | 0 - 0.17 | 0560286 - 0.28 RD INV 05 60286 | 0.17 | 2 | 8 | 0 | 0 | 1 | 3 | 4 | 50.0 | 0.00310 | 859.01 | 430.44 | 2.00 |
| 18821 | 18822 | 3106816 Int of COMMERCIAL ST, INDIA ST | 0 - 0.06 | 0561000 - 0.23 RD INV 05 61000 | 0.06 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.00119 | 0.00 | 646.62 | 0.00 |
| Section Totals: | | | | | | | | | | | | | | | | | |
| 3.00 | | | | | | | | | | | | | | | | | |
| Grand Totals: | | | | | | | | | | | | | | | | | |
| 18 0 0 0 1 5 12 33.3 0.00429 1397.74 582.90 2.40 | | | | | | | | | | | | | | | | | |

Statewide Crash Rate: 153.46
Statewide Crash Rate: 190.85

Crash Summary

Section Details

| Start Node | End Node | Element | Offset Begin - End | Route - MP | Total Crashes | Injury Crashes | | | Crash Report | Crash Date | Crash Mile Point | Injury Degree | | |
|------------|----------|---------|--------------------|----------------|---------------|----------------|---|---|--------------|------------|------------------|---------------|------|----|
| | | | | | | K | A | B | | | | | C | PD |
| 18820 | 18822 | 3106815 | 0 - 0.17 | 0560286 - 0.28 | 8 | 0 | 0 | 1 | 3 | 4 | 2012-25405 | 04/01/2012 | 0.29 | C |
| | | | | | | | | | | | 2013-12679 | 05/27/2013 | 0.32 | C |
| | | | | | | | | | | | 2014-27535 | 10/13/2014 | 0.34 | PD |
| | | | | | | | | | | | 2013-27503 | 11/01/2013 | 0.37 | B |
| | | | | | | | | | | | 2012-48362 | 12/21/2012 | 0.37 | C |
| | | | | | | | | | | | 2014-5251 | 02/13/2014 | 0.37 | PD |
| | | | | | | | | | | | 2014-36077 | 12/19/2014 | 0.37 | PD |
| 18821 | 18822 | 3106816 | 0 - 0.06 | 0561000 - 0.23 | 0 | 0 | 0 | 0 | 0 | 0 | 2013-17702 | 07/20/2013 | 0.39 | PD |

Totals: 8 0 0 0 1 3 4

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

Crashes by Day and Hour

| Day Of Week | Hour of Day | | | | | | | | | | | | Un | Tot | | | | | | | | | | | | | | |
|---------------|-------------|---|---|---|---|---|----|---|---|---|----|----|----|-----|---|---|---|---|---|---|---|---|----|----|----|---|---|----|
| | AM | | | | | | PM | | | | | | | | | | | | | | | | | | | | | |
| | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | | |
| SUNDAY | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| MONDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TUESDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WEDNESDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| THURSDAY | 0 | 0 | 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 | 3 |
| FRIDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| SATURDAY | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |

Vehicle Counts by Type

| Unit Type | Total | Unit Type | Total |
|---|-------|--------------|-----------|
| 1-Passenger Car | 25 | 23-Bicyclist | 0 |
| 2-(Sport) Utility Vehicle | 3 | 24-Witness | 4 |
| 3-Passenger Van | 1 | 25-Other | 1 |
| 4-Cargo Van (10K lbs or Less) | 1 | Total | 41 |
| 5-Pickup | 4 | | |
| 6-Motor Home | 0 | | |
| 7-School Bus | 0 | | |
| 8-Transit Bus | 0 | | |
| 9-Motor Coach | 0 | | |
| 10-Other Bus | 0 | | |
| 11-Motorcycle | 0 | | |
| 12-Moped | 0 | | |
| 13-Low Speed Vehicle | 0 | | |
| 14-Autocycle | 0 | | |
| 15-Experimental | 0 | | |
| 16-Other Light Trucks (10,000 lbs or Less) | 0 | | |
| 17-Medium/Heavy Trucks (More than 10,000 lbs) | 1 | | |
| 18-ATV - (4 wheel) | 0 | | |
| 20-ATV - (2 wheel) | 0 | | |
| 21-Snowmobile | 0 | | |
| 22-Pedestrian | 1 | | |

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

Crashes by Driver Action at Time of Crash

| Driver Action at Time of Crash | Dr 1 | Dr 2 | Dr 3 | Dr 4 | Dr 5 | Other | Total |
|--|-----------|-----------|----------|----------|----------|----------|-----------|
| No Contributing Action | 5 | 9 | 1 | 0 | 0 | 0 | 15 |
| Ran Off Roadway | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Failed to Yield Right-of-Way | 6 | 3 | 0 | 0 | 0 | 0 | 9 |
| Ran Red Light | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ran Stop Sign | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| Disregarded Other Traffic Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Disregarded Other Road Markings | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exceeded Posted Speed Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Drove Too Fast For Conditions | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Improper Turn | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Improper Backing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Improper Passing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wrong Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Followed Too Closely | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Failed to Keep in Proper Lane | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Over-Correcting/Over-Steering | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Contributing Action | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18 | 15 | 1 | 0 | 0 | 0 | 34 |

Crashes by Apparent Physical Condition And Driver

| Apparent Physical Condition | Dr 1 | Dr 2 | Dr 3 | Dr 4 | Dr 5 | Other | Total |
|--|-----------|-----------|----------|----------|----------|----------|-----------|
| Apparently Normal | 17 | 14 | 1 | 0 | 0 | 1 | 33 |
| Physically Impaired or Handicapped | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Emotional(Depressed, Angry, Disturbed, etc.) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ill (Sick) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Asleep or Fatigued | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Under the Influence of Medications/Drugs/Alcohol | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 18 | 15 | 1 | 0 | 0 | 1 | 35 |

Driver Age by Unit Type

| Age | Driver | Bicycle | SnowMobile | Pedestrian | ATV | Total |
|--------------|-----------|----------|------------|------------|----------|-----------|
| 09-Under | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20-24 | 5 | 0 | 0 | 0 | 0 | 5 |
| 25-29 | 2 | 0 | 0 | 0 | 0 | 2 |
| 30-39 | 5 | 0 | 0 | 0 | 0 | 5 |
| 40-49 | 9 | 0 | 0 | 0 | 0 | 9 |
| 50-59 | 5 | 0 | 0 | 0 | 0 | 5 |
| 60-69 | 2 | 0 | 0 | 0 | 0 | 2 |
| 70-79 | 2 | 0 | 0 | 0 | 0 | 2 |
| 80-Over | 4 | 0 | 0 | 0 | 0 | 4 |
| Unknown | 2 | 0 | 0 | 1 | 0 | 3 |
| Total | 36 | 0 | 0 | 1 | 0 | 37 |

Crash Summary II - Characteristics

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

| Traffic Control Devices | | Light Condition | |
|-----------------------------------|-----------|---------------------------|-----------|
| Traffic Control Device | Total | Light Condition | Total |
| 1-Traffic Signals (Stop & Go) | 2 | 1-Daylight | 14 |
| 2-Traffic Signals (Flashing) | 0 | 2-Dawn | 0 |
| 3-Advisory/Warning Sign | 0 | 3-Dusk | 0 |
| 4-Stop Signs - All Approaches | 8 | 4-Dark - Lighted | 4 |
| 5-Stop Signs - Other | 5 | 5-Dark - Not Lighted | 0 |
| 6-Yield Sign | 0 | 6-Dark - Unknown Lighting | 0 |
| 7-Curve Warning Sign | 0 | 7-Unknown | 0 |
| 8-Officer, Flagman, School Patrol | 0 | Total | 18 |
| 9-School Bus Stop Arm | 0 | | |
| 10-School Zone Sign | 0 | | |
| 11-R.R. Crossing Device | 0 | | |
| 12-No Passing Zone | 0 | | |
| 13-None | 3 | | |
| 14-Other | 0 | | |
| Total | 18 | | |

| Road Character | | Light Condition | |
|------------------|-----------|---------------------------|-----------|
| Road Grade | Total | Light Condition | Total |
| 1-Level | 15 | 1-Daylight | 14 |
| 2-On Grade | 1 | 2-Dawn | 0 |
| 3-Top of Hill | 0 | 3-Dusk | 0 |
| 4-Bottom of Hill | 2 | 4-Dark - Lighted | 4 |
| 5-Other | 0 | 5-Dark - Not Lighted | 0 |
| | | 6-Dark - Unknown Lighting | 0 |
| | | 7-Unknown | 0 |
| Total | 18 | Total | 18 |

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

Crashes by Year and Month

| Month | 2012 | 2013 | 2014 | Total |
|--------------|----------|----------|----------|-----------|
| JANUARY | 0 | 0 | 0 | 0 |
| FEBRUARY | 0 | 0 | 2 | 2 |
| MARCH | 0 | 0 | 0 | 0 |
| APRIL | 2 | 0 | 1 | 3 |
| MAY | 0 | 2 | 0 | 2 |
| JUNE | 0 | 1 | 0 | 1 |
| JULY | 1 | 1 | 1 | 3 |
| AUGUST | 0 | 0 | 0 | 0 |
| SEPTEMBER | 1 | 0 | 0 | 1 |
| OCTOBER | 0 | 0 | 1 | 1 |
| NOVEMBER | 0 | 1 | 0 | 1 |
| DECEMBER | 2 | 0 | 2 | 4 |
| Total | 6 | 5 | 7 | 18 |

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

| Crash Type | Straight Road | Curved Road | Three Leg Intersection | Four Leg Intersection | Five or More Leg Intersection | Driveways | Bridges | Interchanges | Other | Parking Lot | Private Way | Cross Over | Railroad Crossing | Total |
|--------------------------|---------------|-------------|------------------------|-----------------------|-------------------------------|-----------|----------|--------------|----------|-------------|-------------|------------|-------------------|-----------|
| | | | | | | | | | | | | | | |
| Object in Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End / Sideswipe | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Head-on / Sideswipe | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Intersection Movement | 0 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Train | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Went Off Road | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| All Other Animal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jackknife | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rollover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Submersion | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thrown or Falling Object | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deer | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moose | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turkey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 1 | 0 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

| Weather Light | Dry | Ice/Frost | Mud, Dirt, Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water (Standing, Moving) | Wet | Total |
|---------------------------------|-----|-----------|-------------------|-----|-------|------|-------|------|---------|--------------------------|-----|-------|
| Blowing Sand, Soil, Dirt | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blowing Snow | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear | | | | | | | | | | | | |
| Dark - Lighted | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cloudy | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

| Weather Light | Dry | Ice/Frost | Mud, Dirt, Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water (Standing, Moving) | Wet | Total |
|--------------------------|-----|-----------|-------------------|-----|-------|------|-------|------|---------|--------------------------|-----|-------|
| Fog, Smog, Smoke | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rain | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Severe Crosswinds | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

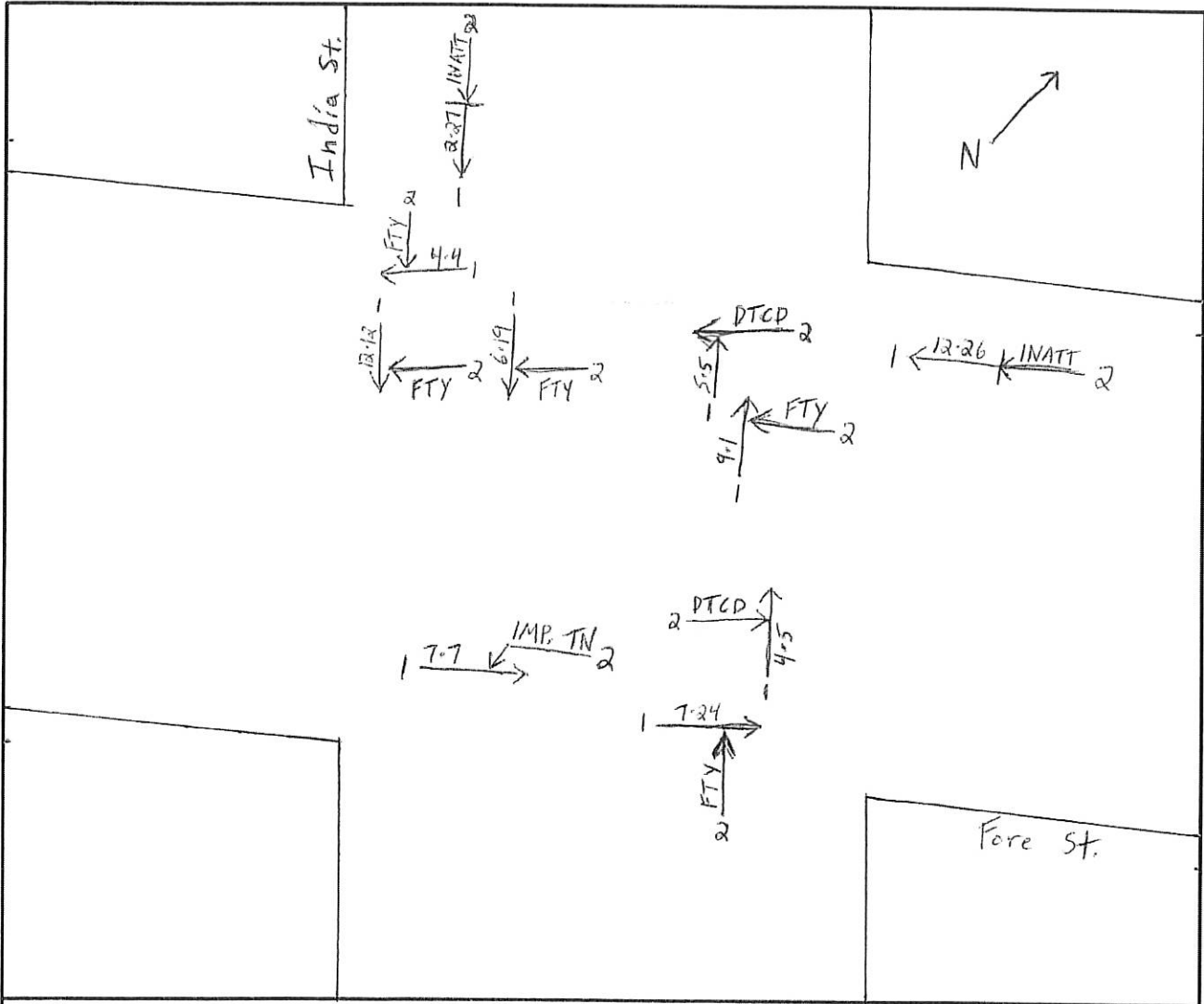
Crashes by Weather, Light Condition and Road Surface

| Weather Light | Dry | Ice/Frost | Mud, Dirt, Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water (Standing, Moving) | Wet | Total |
|---|-----------|-----------|-------------------|----------|----------|----------|----------|----------|----------|--------------------------|----------|-----------|
| Sleet, Hail (Freezing Rain or Drizzle) | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Snow | | | | | | | | | | | | |
| Dark - Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Dusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Fore St. + India St.
 TOWN Portland NODE NO(S) 18822
 YEARS REVIEWED 2012-2014 DATE PREPARED 11/25/15



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

- LIGHT**
- | | | |
|-------------------------|-------------------------|--------------------------|
| 1. DAWN (MORNING) | 2. DAYLIGHT | 3. DUSK (EVENING) |
| 4. DARK (ST. LIGHTS ON) | 5. DARK (NO ST. LIGHTS) | 6. DARK (ST. LIGHTS OFF) |
| 7. OTHER | | |
- ROAD SURFACE**
- | | | |
|---------------------------|--------------------------|-----------------------------|
| 1. DRY | 2. WET | 3. SNOW/SLUSH-SANDED |
| 4. ICE/PACKED SNOW-SANDED | 5. MUDDY | 6. DEBRIS |
| 7. OILY | 8. SNOW/SLUSH-NOT SANDED | 9. ICE-PKD. SNOW-NOT SANDED |
| 10. OTHER | | |
- APPARENT CONTRIBUTING FACTORS - HUMAN**
- | | | |
|------------------------------------|-------------------------------------|--------------------------------------|
| 1. NO IMPROPER ACTION | 2. FAIL TO YLD. RIGHT OF WAY | 3. ILLEGAL UNSAFE SPEED |
| 4. FOLLOW TOO CLOSE | 5. DISREGARD TRAFFIC CONTROL DEVICE | 6. IMP. UNSAFE LANE CHANGE |
| 7. IMP. UNSAFE BACKING | 8. IMP. PARKING START/STOP | 9. IMP. SIGNAL OR IMP. SIGNAL |
| 10. IMPROPER TURN | 11. IMPROPER PASS-OVERTAKING | 12. IMPROPER TURN |
| 13. IMPEDING TRAFFIC | 14. DRIVER INATTENTION-DISTRACTION | 15. DRIVER INEXPERIENCE |
| 16. PEDEST. VIOLATION ERROR | 17. PHYSICAL IMPAIRMENT | 18. VISION OBSCURED-WINDSHIELD GLASS |
| 19. VISION OBSCURED-SUN/HEADLIGHTS | 20. OTHER VISION OBSCUREMENT | 21. OTHER HUMAN VIOLATION FACTOR |
| 22. HIT AND RUN | 23. UNKNOWN | |
- VEHICULAR**
- | | | |
|------------------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS |
| 44. DEFECTIVE SUSPENSION OR FACTOR | 45. DEFECTIVE STEERING | 46. OTHER VEHICLE DEFECT |
| 47. UNKNOWN | | |

SYMBOLS

| | | | | | |
|----------------|-------|----------------|-------|------------------|---------|
| ANGLE | ↓ | PEDESTRIAN | → [P] | FATAL ACCIDENT | ● |
| BACKING | ←←← | REAR END | → → | VEHICLE (MOVING) | → |
| FIXED OBJECT | → [] | SIDE SWIPE | → → | BICYCLE | --- [B] |
| HEAD ON | → → | TURNING MOVE | → → | ANIMAL | --- [A] |
| OVERTURN | ○ | CHANGE LANE | → → | SLED | --- [S] |
| PARKED VEHICLE | [] | OUT OF CONTROL | → → | | |

WEATHER

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

INJURIES

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

S:\SHARED\COLLISION DIAGRAMS

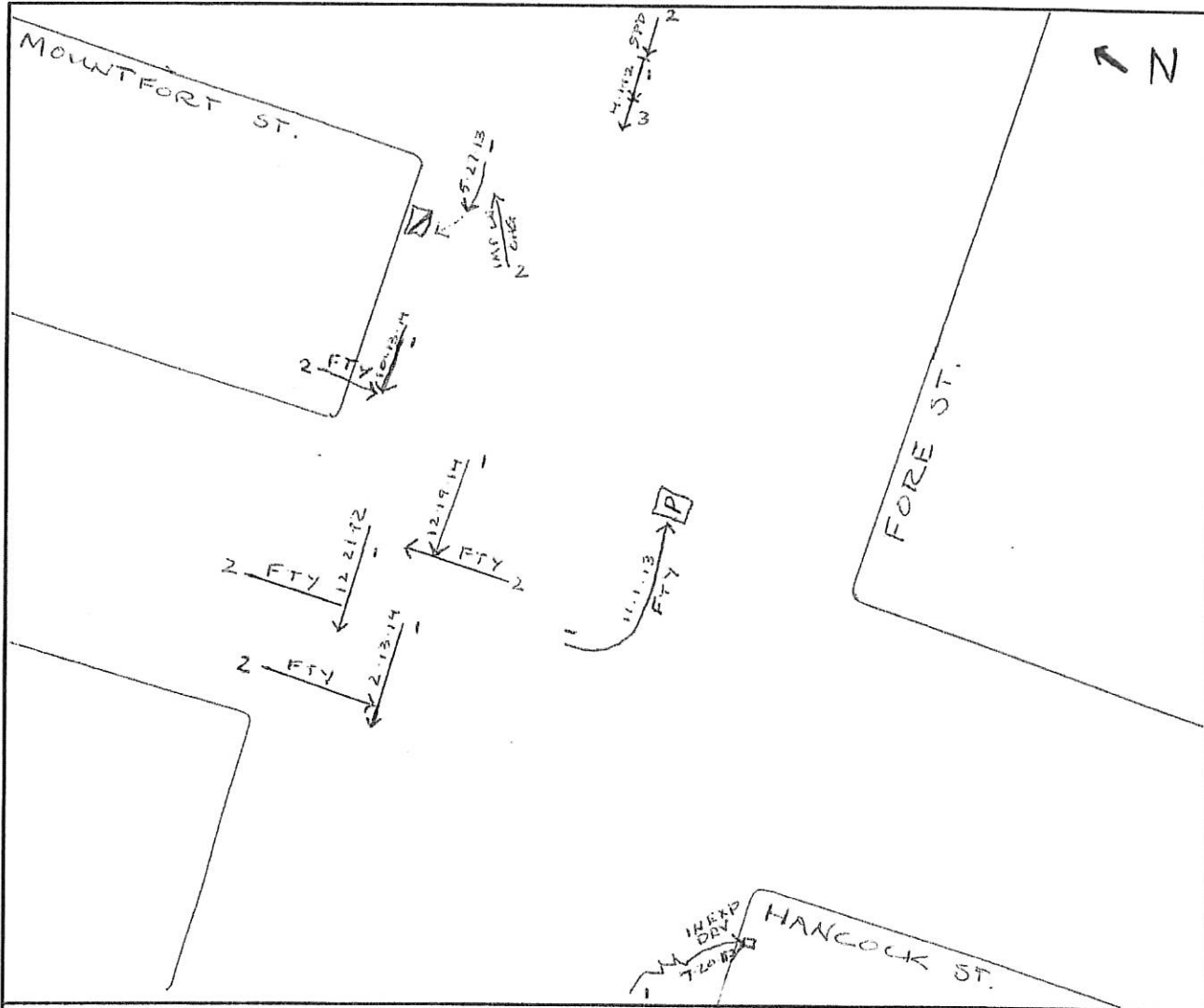
COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Intersection of Fore Street & Hancock Street

TOWN Portland, Maine NODE NO(S) 18820 to 18822

YEARS REVIEWED 2012 - 2014 DATE PREPARED 11.30.2015



| | | | | | | | | | | | | | | | | | | | | |
|---|------------------------------------|------------------------|---------|------------------|------------------|---------------|----------------|--|--------------------|------------------|------------------------|---------------|--------------------|---------------|----------------|-------------------|--------------|----------------------|----------------------|------------|
| CRITICAL RATE FACTOR _____ | EQUIV. PROP. DAMAGE ACC/YEAR _____ | ACC/MEV _____ | | | | | | | | | | | | | | | | | | |
| <p>LIGHT</p> <p>1. DAWN (MORNING) 2. DAYLIGHT 3. DUSK (EVENING)</p> <p>4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (ST. LIGHTS OFF)</p> <p>7. OTHER</p> <p>ROAD SURFACE</p> <p>1. DRY 2. WET 3. SNOW/SLUSH-SANDED</p> <p>4. ICE/PACKED SNOW-SANDED 5. MUDDY 6. DEBRIS</p> <p>7. OILY 8. SNOW/SLUSH-NOT SANDED 9. ICE-PKD. SNOW-NOT SANDED</p> <p>10. OTHER</p> <p>APPARENT CONTRIBUTING FACTORS - HUMAN</p> <p>1. NO IMPROPER ACTION 2. FAIL TO YLD. RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED</p> <p>4. FOLLOW TOO CLOSE 5. DISREGARD TRAFFIC CONTROL DEVICE</p> <p>6. DRIVING LEFT OF CENTER-NO PASSING 7. IMPROPER PASS-OVERTAKING</p> <p>8. IMP. UNSAFE LANE CHANGE 9. IMP. PARKING START/STOP 10. IMPROPER TURN</p> <p>11. UNSAFE BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPEDING TRAFFIC</p> <p>14. DRIVER INATTENTION-DISTRACTION 15. DRIVER INEXPERIENCE</p> <p>16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPAIRMENT 18. VISION OBSCURED-WINDSHIELD GLASS</p> <p>19. VISION OBSCURED-SUN/HEADLIGHTS</p> <p>20. OTHER VISION OBSCUREMENT 30. OTHER HUMAN VIOLATION FACTOR</p> <p>31. HIT AND RUN 51. UNKNOWN</p> <p>- VEHICULAR</p> <p>41. DEFECTIVE BRAKES 42. DEFECTIVE TIRE/FAILURE 43. DEFECTIVE LIGHTS</p> <p>44. DEFECTIVE SUSPENSION OR FACTOR 45. DEFECTIVE STEERING 50. OTHER VEHICLE DEFECT</p> | | | | | | | | | | | | | | | | | | | | |
| <p style="text-align: center;">SYMBOLS</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">ANGLE →</td> <td style="width: 33%;">PEDESTRIAN → [P]</td> <td style="width: 33%;">FATAL ACCIDENT ●</td> </tr> <tr> <td>BACKING → [K]</td> <td>REAR END → [R]</td> <td></td> </tr> <tr> <td>FIXED OBJECT → [O]</td> <td>SIDE SWIPE → [S]</td> <td>VEHICLE (MOVING) → [V]</td> </tr> <tr> <td>HEAD ON → [H]</td> <td>TURNING MOVE → [T]</td> <td>BICYCLE → [B]</td> </tr> <tr> <td>OVERTURN → [O]</td> <td>CHANGE LANE → [C]</td> <td>ANIMAL → [A]</td> </tr> <tr> <td>PARKED VEHICLE → [P]</td> <td>OUT OF CONTROL → [O]</td> <td>SLED → [S]</td> </tr> </table> <p>WEATHER</p> <p>C = CLEAR F = FOG R = RAIN</p> <p>SL = SLEET S = SNOW CL = CLOUDY</p> <p style="text-align: right;">XW = CROSS WINDS</p> <p>INJURIES</p> <p>K = FATAL B = NON-INCAPACITATING</p> <p>A = INCAPACITATING C = POSSIBLE INJURY</p> | | | ANGLE → | PEDESTRIAN → [P] | FATAL ACCIDENT ● | BACKING → [K] | REAR END → [R] | | FIXED OBJECT → [O] | SIDE SWIPE → [S] | VEHICLE (MOVING) → [V] | HEAD ON → [H] | TURNING MOVE → [T] | BICYCLE → [B] | OVERTURN → [O] | CHANGE LANE → [C] | ANIMAL → [A] | PARKED VEHICLE → [P] | OUT OF CONTROL → [O] | SLED → [S] |
| ANGLE → | PEDESTRIAN → [P] | FATAL ACCIDENT ● | | | | | | | | | | | | | | | | | | |
| BACKING → [K] | REAR END → [R] | | | | | | | | | | | | | | | | | | | |
| FIXED OBJECT → [O] | SIDE SWIPE → [S] | VEHICLE (MOVING) → [V] | | | | | | | | | | | | | | | | | | |
| HEAD ON → [H] | TURNING MOVE → [T] | BICYCLE → [B] | | | | | | | | | | | | | | | | | | |
| OVERTURN → [O] | CHANGE LANE → [C] | ANIMAL → [A] | | | | | | | | | | | | | | | | | | |
| PARKED VEHICLE → [P] | OUT OF CONTROL → [O] | SLED → [S] | | | | | | | | | | | | | | | | | | |

5. CHECKED ACCIDENT DIAGRAM

Section 3 Development Entrances and Exits

3.A. Entrance and Exit Locations

Vehicular access to the site is via a full movement driveway onto Fore Street.

3.B. Plan View

Attachment IA of Section I shows the proposed site plan.

- Frontage Road – Fore Street
- Posted speed limit – 25 mph
- Sight lines – The posted speed limit on Fore Street is 25 mph, which requires a MaineDOT and City available sight distance of 200 feet. The available sight distance when exiting the site driveway exceeds 250 feet looking both left and right, so it exceeds both the City and MaineDOT requirements.

Section 4
Title, Right or Interest

4.A. Evidence of Title, Right, or Interest

A copy of the Deed is included in Attachment 4A.

4.B. Attachments

Attachment 4A – Deed

Attachment 4A

Deed

WARRANTY DEED

OCEAN GATEWAY GARAGE LLC, a Maine limited liability company with its principal place of business in Boston, County of Suffolk and Commonwealth of Massachusetts, for consideration paid, grants to PORTLAND NORWICH GROUP LLC, a Delaware limited liability company with its principal place of business in Sanibel, County of Lee and State of Florida, having a mailing address of 2330 Palm Ridge Road, # 305, Sanibel, FL 33957, WITH WARRANTY COVENANTS, the land, buildings, improvements and appurtenances thereof situated in Portland, County of Cumberland and State of Maine bounded and described as follows:

Parcel I – Development Parcel

MAINE REAL ESTATE TAX PAID

A certain parcel or land situated on the northeasterly side of India Street, the southerly side of Fore Street, the southwesterly side of Hancock Street Extension and the northwesterly side of Commercial Street Extension in the City of Portland, County of Cumberland, State of Maine being bounded and described as follows:

Beginning on the northeasterly sideline of India Street at land now or formerly of The Portland Water District, reference Book 3870, Page 101;

Thence N 43°-41'-10" E along said land a distance of 119.66 feet;

Thence N 46°-18'-50" W along said land a distance of 94.47 feet to the southeasterly sideline of Fore Street;

Thence N 57°-57'-41" E along said sideline a distance of 11.78 feet;

Thence N 41°-40'-33" E along said sideline a distance of 66.60 feet;

Thence northeasterly along a curve concave to the left having a radius of 434.53 feet an arc distance of 76.00 feet, said curve having a chord which bears N 35°-16'-03" E a distance of 75.90 feet;

Thence N 28°-51'-33" E along said sideline a distance of 45.63 feet to Hancock Street Extension;

Thence easterly along said Hancock Street Extension and along a curve concave to the right having a radius of 15.00 feet an arc distance of 25.49 feet, said curve having a chord which bears N 77°-32'-05" E a distance of 22.53 feet;

Thence S 53°-47'-21" E along said Hancock Street Extension a distance of 225.68 feet;

Thence southerly along said Hancock Street Extension and along a curve concave to the right having a radius of 12.00 feet an arc distance of 19.77 feet, said curve having a chord which bears S 6°-35'-54" E a distance of 17.61 feet;

Thence southwesterly along Commercial Street Extension and along a curve concave to the right having a radius of 971.00 feet an arc distance of 98.70 feet, said curve having a chord which bears S 43°-30'-16" W a distance of 98.65 feet;

Thence S 46°-24'-59" W along said Commercial Street Extension a distance of 130.24 feet;

Thence S 46°-41''-14" E along said Commercial Street Extension a distance of 2.07 feet to land shown on Amended Subdivision Plan Regarding The Longfellow, A Condominium and Adjacent Land of LRAR LLC dated January 30, 2015, recorded in said Registry in Plan Book 215, Page 369 (herein, the "Longfellow Property") (reference also being made to the First Amendment to Declaration of The Longfellow, A Condominium, recorded in said Registry in Book 32583, Page 232, and a Release Deed from GSB Corporation to LRAR LLC recorded in said Registry in Book 32583, Page 244);

Thence N 43°-10'-34" W along said Longfellow Property a distance of 63.64 feet;

Thence S 46°-38'-39" W along said Longfellow Property a distance of 126.40 feet to said India Street;

Thence N 46°-24'-57" W along said sideline a distance of 57.09 feet to the point of beginning.

The foregoing premises are conveyed herein subject to, and with the benefit of, all matters affecting such premises under the following instruments:

1. Easements and related rights described in the deed from Canadian National Railroad Company to the City of Portland, Maine dated August 30, 1993 and recorded in the Cumberland County Registry of Deeds in Book 10924, Page 84; as affected by the deed from LRAR LLC to the City of Portland dated December 27, 2006 and recorded in said Registry in Book 24709, Page 332, to the extent the foregoing may still affect the premises

2. Declaration of Covenants and Restrictions by and between Canadian National Railway Company and One India Street Associates acknowledged June 6, 1996 and recorded in the Cumberland County Registry of Deeds in Book 12565, Page 32, as affected by Declaration of One India Street Associates dated September 10, 1998 and recorded in said Registry in Book 14151, Page 258, as affected by a certain Declaration of Environmental Covenant granted by LRAR LLC to the Maine Department of Environmental Protection and joined in by GSB Corporation and Canadian National Railway Company dated August 21, 2015 and recorded in said Registry in Book 32544, Page 238.

3. Memorandum of Understanding by and between One India Street LLC and the City of Portland dated April 16, 2005 and recorded in the Cumberland County Registry of Deeds in Book 22673, Page 155, as affected by the deed from LRAR LLC to the City of Portland dated December 27, 2006 and recorded in said Registry in Book 24709, Page 332.

4. Such state of facts disclosed on ALTA/ACSM Land Title Survey on Fore Street and India Street, Portland, Maine Made for Portland Norwich Group, LLC by Owen Haskell, Inc. dated February 17, 2015, last revised October 28, 2015.

5. Rights and easements excepted and reserved in the deed from LRAR LLC to the City of Portland dated December 27, 2006 and recorded in said Registry in Book 24709, Page 332.

6. Easement Agreement granted by the City of Portland to LRAR LLC dated January 31, 2007 and recorded in said Registry of Deeds in Book 24811, Page 268.

7. License Agreement granted by the City of Portland to LRAR LLC dated January 31, 2007 and recorded in the Cumberland County Registry of Deeds in Book 24811, Page 278.

8. Easement Deed from the Portland Water District to LRAR LLC dated May 2, 2007 and recorded in said Registry in Book 25072, Page 79.

9. Easement Deed from the Portland Water District to LRAR LLC dated May 2, 2007 and recorded in said Registry in Book 25072, Page 83.

10. Commissioner's Certification of Completion of Remedial Actions under a Voluntary Response Action Plan dated July 16, 2015 and recorded in said Registry in Book 32544, Page 229

11. Declaration of Environmental Covenant granted by LRAR LLC to the Maine Department of Environmental Protection and joined in by GSB Corporation and Canadian National Railway Company dated August 21, 2015 and recorded in said Registry in Book 32544, Page 238.

FOR SOURCE OF TITLE, reference is hereby made to a Deed from LRAR LLC to the Grantor herein dated November 18, 2015, and recorded in said Registry in Book 32746, Page 285.

Parcel II – Ocean Gateway Garage

A certain parcel of land, together with the buildings and improvements thereon, situated on the northwesterly side of Fore Street in the City of Portland, County of Cumberland, and State of Maine, being shown as "Proposed Lot 3" on the Subdivision/Recording Plat On India Street and Fore Street, Portland, Maine, recorded in said Registry in Plan Book 207, Page 54, and bounded and described as follows:

Beginning on the northwesterly sideline of Fore Street at a point, said point bearing N 57° 57' 41" E along said sideline a distance of 63.85 feet from the intersection of said northwesterly sideline of Fore Street with the northeasterly sideline of India Street;

Thence N 48° 35' 31" W along land now or formerly of 25 India Street LLC a distance of 124.60 feet to land now or formerly of Micucci Brothers, reference Book 11090, Page 193;

Thence N 44° 40' 52" E along said land a distance of 116.57 feet;

Thence N 48° 38' 09" W along said land a distance of 9.95 feet;

Thence N 41° 27' 56" E along land now or formerly of Hancock & Middle LLC a distance of 153.97 feet;

Thence S 48° 33' 01" E along the southwesterly sideline of Hancock Street Extension a distance of 115.03 feet;

Thence southerly along a curve concave to the right having a radius of 15.00 feet an arc distance of 20.27 feet along said Hancock Street Extension to said northwesterly sideline of Fore Street, said curve having a chord which bears S 9° 51' 33" E a distance of 18.76 feet;

Thence S 28° 51' 33" W along said sideline a distance of 51.37 feet;

Thence southwesterly along said sideline and along a curve concave to the right having a radius of 384.90 feet an arc distance of 86.10 feet, said curve having a chord which bears S 35° 16' 03" W a distance of 85.92 feet;

Thence southwesterly along said sideline and along a curve concave to the right having a radius of 341.90 feet an arc distance of 97.07 feet, said curve having a chord which bears S 49° 48' 33" W a distance of 96.74 feet;

Thence S 57° 57' 41" W along said sideline a distance of 28.43 feet to the point of beginning, containing 37,626 square feet, more or less.

The foregoing premises are conveyed herein subject to, and with the benefit of, all matters affecting such premises under the following instruments:

1. Such state of facts as shown on survey entitled "ALTA/ACSM Land Title Survey on Fore Street and India Street, Portland, Cumberland County, Maine, made for Portland Norwich Group, LLC, prepared by Owen Haskell, Inc. dated February 17, 2015, revised October 28, 2015, Job No. 2015-021P.

2. State of Maine Department of Environmental Protection Maine Hazardous Waste Seepage and Solid Waste Management Act Findings of Fact and Order dated December 18, 1990 and recorded in said the Cumberland County Registry of Deeds in Book 9936, Page 205.

3. Declaration of Restrictive Covenant by Amdura Corporation dated as of March 9, 1992 and recorded in the Cumberland County Registry of Deeds in Book 9973, Page 122, as amended by Amended and Restated Declaration of Restrictive Covenant dated March 29, 2004 and recorded in said Registry in Book 21111, Page 26.

4. Easement Agreement granted by the City of Portland to Ocean Gateway Garage LLC dated January 31, 2007 and recorded in the said Registry in Book 24811, Page 264.

5. License Agreement granted by the City of Portland to Ocean Gateway Garage LLC dated January 31, 2007 and recorded in said Registry in Book 24811, Page 274.

6. Stack Easement granted by Ocean Gateway Garage LLC to Portland Water District dated May 2, 2007 and recorded in said Registry in Book 25071, Page 264.

7. Communications Equipment Agreement granted by Ocean Gateway Garage LLC to Portland Water District dated May 2, 2007 and recorded in said Registry in Book 25071, Page 267.

8. Easement reserved in the Quitclaim Deed with Covenant from Ocean Gateway Garage LLC to Hancock & Middle LLC dated May 25, 2007, and recorded in said Registry in Book 25165, Page 230.

9. License Agreement from the City of Portland to Ocean Gateway Garage LLC dated August 8, 2007 and recorded in said Registry in Book 25397, Page 266.

10. Subject to terms of Lease between Ocean Gateway Garage LLC and Chapin Realty LLC dated October 2007 and recorded in said Registry in Book 25688, Page 182.

11. Rights and easement granted by Ocean Gateway Garage LLC to Central Maine Power Company and Verizon New England, Inc. dated November 11, 2007 and recorded in said Registry in Book 25776, Page 76.

12. Rights and easement granted by Ocean Gateway Garage LLC to Northern Utilities, Inc. dated January 29, 2008 and recorded in said Registry in Book 25800, Page 225.

13. Landlord's Estoppel and Consent among Chapin Realty LLC, Ocean Gateway Garage LLC and Wells Fargo Bank National Association dated as of March 12, 2008 and recorded in said Registry in Book 25903, Page 261 as amended by Amended & Restated Landlord's Estoppel & Consent dated May 2011 and recorded in said Registry in Book 29002, Page 255 and further amended by Second Amended and Restated Landlord's Estoppel & Consent dated May 28, 2014 and recorded in said Registry in Book 31526, Page 277.

14. Abutter's Agreement between Ocean Gateway Garage LLC and Eight Middle Land Company LLC dated May 1, 2013 and recorded in said Registry in Book 30623, Page 318.

15. Abutter's Agreement between Ocean Gateway Garage LLC and East India Land Company LLC dated May 1, 2013 and recorded in said Registry in Book 30624, Page 21.
16. Subject to a life estate in a single unassigned parking space as set forth in Quitclaim Deed from Ocean Gateway Garage LLC to Fred M. Forsley dated May 1, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30624, Page 59.
17. Subject to the terms of a certain Memorandum of Lease between Ocean Gateway Garage LLC and East India Land Company LLC dated as of May 1, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30624, Page 39.
18. Subject to the terms of a certain Memorandum of Lease between Ocean Gateway Garage LLC and Eight Middle Land Company LLC dated as of May 1, 2013 and recorded in said Registry of Deeds in Book 30624, Page 41.
19. Rights and easements conveyed by deed from Ocean Gateway Garage LLC to 25 India Street LLC by deed dated as of May 25, 2007 and recorded in said Registry in Book 25165, Page 250, as affected or supplemented by a conveyance of easements by Joinder by Ocean Gateway Garage in a deed to East India Land Company LLC dated May 1, 2013, recorded in said Registry in Book 30624, Page 17.
20. Rights and easements conveyed by deed from Ocean Gateway Garage LLC to Hancock & Middle LLC by deed dated as of May 25, 2007, recorded in said Registry in Book 25165, Page 230, as affected or supplemented by a conveyance of easements by Ocean Gateway Garage by its Joinder in a deed from Hancock & Middle LLC to Eight Middle Land Company LLC, dated May 1, 2013, recorded in said Registry in Book 30623, Page 314.
21. Subject to the terms of a certain Memorandum of Parking Lease between Ocean Gateway Garage LLC and GSB Corporation dated September 9, 2015 and recorded in said Registry of Deeds in Book 32583, Page 247.
22. Commissioner's Certification of Completion of Remedial Actions under a Voluntary Response Action Plan dated October 21, 2015 and recorded in said Registry in Book 32701, Page 105.
23. Declaration of Environmental Covenant granted by Ocean Gateway Garage LLC to the Maine Department of Environmental Protection dated October 26, 2015 and recorded in said Registry of Deeds in Book 32701, Page 114.

FOR SOURCE OF TITLE, reference is hereby made to the Quitclaim Deed of Shipyard Brewing Company, LLC to Ocean Gateway Garage LLC dated September 29, 2006 recorded in the Cumberland County Registry of Deeds in Book 24419, Page 111.

IN WITNESS WHEREOF, Ocean Gateway Garage LLC has executed, acknowledged and delivered this instrument this 18th day of November, 2015.

OCEAN GATEWAY GARAGE LLC

By: Riverwalk Venture LLC, Its Manager

By: Intercontinental Fund IV Ocean Gateway LLC, Its Manager

By: Intercontinental Real Estate Investment Fund IV LLC, Its Manager

By: Intercontinental Real Estate Corporation, Its Manager

James Kelly
Witness

By: *Peter Palandjian*
Peter Palandjian
Its President and Treasurer

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

On this 18th day of November, 2015, before me, the undersigned notary public, personally appeared Peter Palandjian, President and Treasurer of Intercontinental Real Estate Corporation, proved to me through satisfactory evidence of identification, which was a Massachusetts driver's license, to be the person whose name is signed on the foregoing instrument, and acknowledged to me that he signed it voluntarily for its stated purpose and as the free act and deed of said Intercontinental Real Estate Corporation and in its stated capacities for each of Intercontinental Real Estate Investment Fund IV LLC, Intercontinental Fund IV Ocean Gateway LLC, Riverwalk Venture LLC and Ocean Gateway Garage LLC.



Charleen Bateman
Notary Public

Received
Recorded Register of Deeds
Nov 20, 2015 02:35:33P
Cumberland County
Nancy A. Lane

Section 5 Public or Private Rights-of-Way

5.A. Public or Private Rights-of-Way

The site will have a full movement driveway onto Fore Street. No other accesses or public rights of way are anticipated.

Section 6 Schedule

6.A. Schedule

The proposed project is assumed to be constructed and occupied by 2016.