29-K-1
300 Fore St.
Custom Hse. Sq.
Olympia Equity

logged

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	12	12	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99			1.00	0.98		1.00		1.00	0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.95			1.00	0.85		0.99		1.00	0.94	
Flt Protected	0.95	1.00			0.99	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1509	1572			1770	1484		3318		1739	3266	
Flt Permitted	0.42	1.00			0.95	1.00		0.82		0.49	1.00	
Satd. Flow (perm)	674	1572			1687	1484		2718		896	3266	
Volume (vph)	67	71	31	19	123	83	31	339	17	69	633	381
Peak-hour factor, PHF	0.81	0.81	0.81	0.85	0.85	0.85	0.85	0.85	0.85	0.89	0.89	0.89
Adj. Flow (vph)	83	88	38	22	145	98	36	399	20	78	711	428
RTOR Reduction (vph)	0	22	0	0	0	84	0	2	0	0	40	0
Lane Group Flow (vph)	83	104	0	0	167	14	0	453	0	78	1099	0
Confl. Peds. (#/hr)	5		5	5		5	2		2	2		2
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	7%	7%	7%	4%	4%	4%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	13.8	13.8			13.8	13.8		78.2		78.2	78.2	
Effective Green, g (s)	13.8	13.8			13.8	13.8		78.2		78.2	78.2	
Actuated g/C Ratio	0.14	0.14			0.14	0.14		0.78		0.78	0.78	
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	93	217			233	205		2125		701	2554	
v/s Ratio Prot		0.07									c0.34	
v/s Ratio Perm	c0.12				0.10	0.01		0.17		0.09		
v/c Ratio	0.89	0.48			0.72	0.07		0.21		0.11	0.43	
Uniform Delay, d1	42.4	39.8			41.2	37.5		2.9		2.6	3.6	
Progression Factor	1.00	1.00			1.00	1.00		0.62		1.00	1.00	
Incremental Delay, d2	59.4	1.7			10.0	0.1		0.2		0.3	0.5	
Delay (s)	101.8	41.4			51.3	37.6		2.0		2.9	4.1	
Level of Service	F	D			D	D		A		A	A	
Approach Delay (s)		65.4			46.2			2.0			4.0	
Approach LOS		E			D			A			A	

Intersection Summary

HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	12	12	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99			1.00	0.98		1.00		1.00	0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.96			1.00	0.85		0.99		1.00	0.94	
Flt Protected	0.95	1.00			0.99	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1509	1577			1769	1484		3301		1739	3266	
Flt Permitted	0.42	1.00			0.94	1.00		0.82		0.48	1.00	
Satd. Flow (perm)	666	1577			1677	1484		2712		884	3266	
Volume (vph)	67	77	31	20	124	91	31	339	29	131	633	381
Peak-hour factor, PHF	0.81	0.81	0.81	0.85	0.85	0.85	0.85	0.85	0.85	0.89	0.89	0.89
Adj. Flow (vph)	83	95	38	24	146	107	36	399	34	147	711	428
RTOR Reduction (vph)	0	21	0	0	0	92	0	3	0	0	40	0
Lane Group Flow (vph)	83	112	0	0	170	15	0	466	0	147	1099	0
Confl. Peds. (#/hr)	5		5	5		5	2		2	2		2
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	7%	7%	7%	4%	4%	4%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	14.0	14.0			14.0	14.0		78.0		78.0	78.0	
Effective Green, g (s)	14.0	14.0			14.0	14.0		78.0		78.0	78.0	
Actuated g/C Ratio	0.14	0.14			0.14	0.14		0.78		0.78	0.78	
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	93	221			235	208		2115		690	2547	
v/s Ratio Prot		0.07									c0.34	
v/s Ratio Perm	c0.12				0.10	0.01		0.17		0.17		
v/c Ratio	0.89	0.51			0.72	0.07		0.22		0.21	0.43	
Uniform Delay, d1	42.3	39.8			41.1	37.4		2.9		2.9	3.6	
Progression Factor	1.00	1.00			1.00	1.00		0.62		1.00	1.00	
Incremental Delay, d2	59.4	1.8			10.5	0.1		0.2		0.7	0.5	
Delay (s)	101.7	41.7			51.6	37.5		2.0		3.6	4.2	
Level of Service	F	D			D	D		A		A	A	
Approach Delay (s)		64.7			46.2			2.0			4.1	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			-1%	
Total Lost time (s)	4.0	4.0			4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			0.95			0.95	
Frt	1.00	0.98			0.94			0.98			0.96	
Flt Protected	0.95	1.00			1.00			1.00			0.99	
Satd. Flow (prot)	1736	1788			1750			3275			3341	
Flt Permitted	0.23	1.00			0.96			0.88			0.84	
Satd. Flow (perm)	423	1788			1690			2893			2838	
Volume (vph)	64	97	16	30	173	146	18	177	31	95	384	204
Peak-hour factor, PHF	0.69	0.69	0.69	0.89	0.89	0.89	0.77	0.77	0.77	0.90	0.90	0.90
Adj. Flow (vph)	93	141	23	34	194	164	23	230	40	106	427	227
RTOR Reduction (vph)	0	8	0	0	37	0	0	7	0	0	28	0
Lane Group Flow (vph)	93	156	0	0	355	0	0	286	0	0	732	0
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	7%	7%	7%	3%	3%	3%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	23.9	23.9			23.9			68.1			68.1	
Effective Green, g (s)	23.9	23.9			23.9			68.1			68.1	
Actuated g/C Ratio	0.24	0.24			0.24			0.68			0.68	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	101	427			404			1970			1933	
v/s Ratio Prot		0.09										
v/s Ratio Perm	c0.22				0.21			0.10			c0.26	
v/c Ratio	0.92	0.36			0.88			0.15			0.38	
Uniform Delay, d1	37.1	31.7			36.7			5.6			6.9	
Progression Factor	1.00	1.00			1.00			0.47			0.80	
Incremental Delay, d2	64.4	0.5			19.1			0.1			0.5	
Delay (s)	101.5	32.2			55.8			2.8			6.0	
Level of Service	F	C			E			A			A	
Approach Delay (s)		57.3			55.8			2.8			6.0	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			-1%	
Total Lost time (s)	4.0	4.0			4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			0.95			0.95	
Frt	1.00	0.98			0.94			0.98			0.96	
Flt Protected	0.95	1.00			1.00			1.00			0.99	
Satd. Flow (prot)	1736	1790			1750			3278			3341	
Flt Permitted	0.23	1.00			0.96			0.88			0.84	
Satd. Flow (perm)	423	1790			1689			2899			2832	
Volume (vph)	70	102	16	30	173	146	18	183	31	95	384	205
Peak-hour factor, PHF	0.69	0.69	0.69	0.89	0.89	0.89	0.77	0.77	0.77	0.90	0.90	0.90
Adj. Flow (vph)	101	148	23	34	194	164	23	238	40	106	427	228
RTOR Reduction (vph)	0	8	0	0	37	0	0	7	0	0	28	0
Lane Group Flow (vph)	101	163	0	0	355	0	0	294	0	0	733	0
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	7%	7%	7%	3%	3%	3%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	23.9	23.9			23.9			68.1			68.1	
Effective Green, g (s)	23.9	23.9			23.9			68.1			68.1	
Actuated g/C Ratio	0.24	0.24			0.24			0.68			0.68	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	101	428			404			1974			1929	
v/s Ratio Prot		0.09										
v/s Ratio Perm	c0.24				0.21			0.10			c0.26	
v/c Ratio	1.00	0.38			0.88			0.15			0.38	
Uniform Delay, d1	38.0	31.9			36.7			5.7			6.9	
Progression Factor	1.00	1.00			1.00			0.45			0.80	
Incremental Delay, d2	89.6	0.6			19.1			0.1			0.5	
Delay (s)	127.6	32.4			55.8			2.7			6.0	
Level of Service	F	C			E			A			A	
Approach Delay (s)		67.8			55.8			2.7			6.0	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	26.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85		1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (prot)	1687	1776	1328		1792	1524		3556		1703	1792	1524
Flt Permitted	0.95	1.00	1.00		1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (perm)	1687	1776	1328		1792	1524		3556		1703	1792	1524
Volume (vph)	145	152	45	0	290	49	14	32	0	29	65	336
Peak-hour factor, PHF	0.88	0.88	0.88	0.82	0.82	0.82	0.44	0.44	0.44	0.91	0.91	0.91
Adj. Flow (vph)	165	173	51	0	354	60	32	73	0	32	71	369
RTOR Reduction (vph)	0	0	29	0	0	44	0	0	0	0	0	329
Lane Group Flow (vph)	165	173	22	0	354	16	0	105	0	32	71	40
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	0%	0%	0%	6%	6%	6%
Parking (#/hr)			4									
Turn Type	Prot		custom	Perm		Perm	Split		Perm	Split		Perm
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases			4 7	8		8			2			1
Actuated Green, G (s)	14.5	43.3	43.3		24.8	24.8		33.8		10.9	10.9	10.9
Effective Green, g (s)	14.5	43.3	43.3		24.8	24.8		33.8		10.9	10.9	10.9
Actuated g/C Ratio	0.14	0.43	0.43		0.25	0.25		0.34		0.11	0.11	0.11
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	245	769	575		444	378		1202		186	195	166
v/s Ratio Prot	c0.10	0.10			c0.20			c0.03		0.02	c0.04	
v/s Ratio Perm			0.02			0.01						0.03
v/c Ratio	0.67	0.22	0.04		0.80	0.04		0.09		0.17	0.36	0.24
Uniform Delay, d1	40.5	17.8	16.3		35.2	28.6		22.6		40.5	41.3	40.8
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00		0.99	0.99	2.97
Incremental Delay, d2	7.1	0.1	0.0		9.6	0.0		0.1		0.4	1.1	0.7
Delay (s)	47.6	18.0	16.4		44.9	28.6		22.7		40.5	42.0	122.0
Level of Service	D	B	B		D	C		C		D	D	F
Approach Delay (s)		30.3			42.5			22.7			104.4	
Approach LOS		C			D			C			F	

Intersection Summary			
HCM Average Control Delay	58.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85		1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (prot)	1687	1776	1328		1792	1524		3556		1703	1792	1524
Flt Permitted	0.95	1.00	1.00		1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (perm)	1687	1776	1328		1792	1524		3556		1703	1792	1524
Volume (vph)	151	157	48	0	291	49	14	32	0	29	65	336
Peak-hour factor, PHF	0.88	0.88	0.88	0.82	0.82	0.82	0.44	0.44	0.44	0.91	0.91	0.91
Adj. Flow (vph)	172	178	55	0	355	60	32	73	0	32	71	369
RTOR Reduction (vph)	0	0	31	0	0	44	0	0	0	0	0	329
Lane Group Flow (vph)	172	178	24	0	355	16	0	105	0	32	71	40
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	0%	0%	0%	6%	6%	6%
Parking (#/hr)			4									
Turn Type	Prot		custom	Perm		Perm	Split		Perm	Split		Perm
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases			4 7	8		8			2			1
Actuated Green, G (s)	14.9	43.6	43.6		24.7	24.7		33.5		10.9	10.9	10.9
Effective Green, g (s)	14.9	43.6	43.6		24.7	24.7		33.5		10.9	10.9	10.9
Actuated g/C Ratio	0.15	0.44	0.44		0.25	0.25		0.34		0.11	0.11	0.11
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	251	774	579		443	376		1191		186	195	166
v/s Ratio Prot	c0.10	0.10			c0.20			c0.03		0.02	c0.04	
v/s Ratio Perm			0.02			0.01						0.03
v/c Ratio	0.69	0.23	0.04		0.80	0.04		0.09		0.17	0.36	0.24
Uniform Delay, d1	40.3	17.7	16.2		35.3	28.7		22.8		40.5	41.3	40.8
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00		0.99	0.99	2.99
Incremental Delay, d2	7.5	0.2	0.0		10.0	0.0		0.1		0.4	1.1	0.7
Delay (s)	47.9	17.8	16.2		45.4	28.7		22.9		40.4	42.1	122.5
Level of Service	D	B	B		D	C		C		D	D	F
Approach Delay (s)		30.4			43.0			22.9			104.8	
Approach LOS		C			D			C			F	

Intersection Summary			
HCM Average Control Delay	58.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			3%			-3%	
Volume (veh/h)	122	23	169	17	21	9	93	262	17	9	199	115
Peak Hour Factor	0.76	0.76	0.76	0.80	0.80	0.80	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	161	30	222	21	26	11	104	294	19	11	234	135
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	860	845	302	1073	904	304	369			313		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	860	845	302	1073	904	304	369			313		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	31	89	70	82	90	98	91			99		
cM capacity (veh/h)	233	272	740	118	252	741	1189			1252		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	413	59	418	380
Volume Left	161	21	104	11
Volume Right	222	11	19	135
cSH	375	197	1189	1252
Volume to Capacity	1.10	0.30	0.09	0.01
Queue Length 95th (ft)	376	30	7	1
Control Delay (s)	109.7	30.9	2.8	0.3
Lane LOS	F	D	A	A
Approach Delay (s)	109.7	30.9	2.8	0.3
Approach LOS	F	D		

Intersection Summary			
Average Delay	38.1		
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

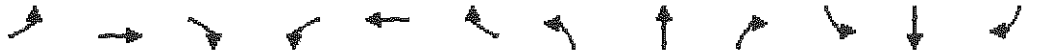
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			3%			-3%	
Volume (veh/h)	122	63	169	36	115	44	93	252	31	26	192	115
Peak Hour Factor	0.76	0.76	0.76	0.80	0.80	0.80	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	161	83	222	45	144	55	104	283	35	31	226	135
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	991	882	294	1128	932	301	361			318		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	991	882	294	1128	932	301	361			318		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	67	70	49	40	93	91			98		
cM capacity (veh/h)	101	255	748	89	239	744	1197			1248		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	466	244	422	392
Volume Left	161	45	104	31
Volume Right	222	55	35	135
cSH	211	206	1197	1248
Volume to Capacity	2.21	1.18	0.09	0.02
Queue Length 95th (ft)	917	305	7	2
Control Delay (s)	597.2	168.5	2.7	0.8
Lane LOS	F	F	A	A
Approach Delay (s)	597.2	168.5	2.7	0.8
Approach LOS	F	F		

Intersection Summary			
Average Delay	210.5		
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	12	12	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.97			1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00			0.99	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1597	1691			1782	1498		3485		1776	3484	
Flt Permitted	0.61	1.00			0.91	1.00		0.92		0.28	1.00	
Satd. Flow (perm)	1022	1691			1646	1498		3195		515	3484	
Volume (vph)	230	165	46	23	99	107	22	640	35	114	539	74
Peak-hour factor, PHF	0.82	0.82	0.82	0.81	0.81	0.81	0.79	0.79	0.79	0.84	0.84	0.84
Adj. Flow (vph)	280	201	56	28	122	132	28	810	44	136	642	88
RTOR Reduction (vph)	0	12	0	0	0	93	0	3	0	0	8	0
Lane Group Flow (vph)	280	245	0	0	150	39	0	879	0	136	722	0
Confl. Peds. (#/hr)	5		5	5		5	2		2	2		2
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	29.6	29.6			29.6	29.6		62.4		62.4	62.4	
Effective Green, g (s)	29.6	29.6			29.6	29.6		62.4		62.4	62.4	
Actuated g/C Ratio	0.30	0.30			0.30	0.30		0.62		0.62	0.62	
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	303	501			487	443		1994		321	2174	
v/s Ratio Prot		0.14									0.21	
v/s Ratio Perm	c0.27				0.09	0.03		c0.28		0.26		
v/c Ratio	0.92	0.49			0.31	0.09		0.44		0.42	0.33	
Uniform Delay, d1	34.1	29.0			27.3	25.4		9.8		9.6	8.9	
Progression Factor	1.00	1.00			1.00	1.00		0.94		1.00	1.00	
Incremental Delay, d2	32.4	0.8			0.4	0.1		0.6		4.1	0.4	
Delay (s)	66.5	29.7			27.6	25.5		9.8		13.7	9.3	
Level of Service	E	C			C	C		A		B	A	
Approach Delay (s)		48.9			26.6			9.8			10.0	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	12	12	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.97			1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00			0.99	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1598	1691			1773	1498		3480		1776	3483	
Flt Permitted	0.56	1.00			0.82	1.00		0.92		0.27	1.00	
Satd. Flow (perm)	948	1691			1472	1498		3193		503	3483	
Volume (vph)	230	167	46	42	105	176	22	640	41	146	533	74
Peak-hour factor, PHF	0.82	0.82	0.82	0.81	0.81	0.81	0.79	0.79	0.79	0.84	0.84	0.84
Adj. Flow (vph)	280	204	56	52	130	217	28	810	52	174	635	88
RTOR Reduction (vph)	0	12	0	0	0	92	0	3	0	0	9	0
Lane Group Flow (vph)	280	248	0	0	182	125	0	887	0	174	714	0
Confl. Peds. (#/hr)	5		5	5		5	2		2	2		2
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	30.8	30.8			30.8	30.8		61.2		61.2	61.2	
Effective Green, g (s)	30.8	30.8			30.8	30.8		61.2		61.2	61.2	
Actuated g/C Ratio	0.31	0.31			0.31	0.31		0.61		0.61	0.61	
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	292	521			453	461		1954		308	2132	
v/s Ratio Prot		0.15									0.21	
v/s Ratio Perm	c0.30				0.12	0.08		0.28		c0.35		
v/c Ratio	0.96	0.48			0.40	0.27		0.45		0.56	0.34	
Uniform Delay, d1	34.0	28.1			27.3	26.1		10.4		11.5	9.5	
Progression Factor	1.00	1.00			1.00	1.00		0.94		1.00	1.00	
Incremental Delay, d2	41.1	0.7			0.6	0.3		0.7		7.3	0.4	
Delay (s)	75.1	28.8			27.9	26.4		10.5		18.8	9.9	
Level of Service	E	C			C	C		B		B	A	
Approach Delay (s)		52.8			27.1			10.5			11.6	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			-1%	
Total Lost time (s)	4.0	4.0			4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			0.95			0.95	
Frt	1.00	0.97			0.92			0.98			0.98	
Flt Protected	0.95	1.00			1.00			1.00			0.98	
Satd. Flow (prot)	1787	1825			1730			3393			3428	
Flt Permitted	0.32	1.00			0.89			0.93			0.69	
Satd. Flow (perm)	601	1825			1543			3153			2399	
Volume (vph)	181	192	48	33	112	187	13	329	41	195	329	84
Peak-hour factor, PHF	0.83	0.83	0.83	0.86	0.86	0.86	0.91	0.91	0.91	0.85	0.85	0.85
Adj. Flow (vph)	218	231	58	38	130	217	14	362	45	229	387	99
RTOR Reduction (vph)	0	12	0	0	61	0	0	6	0	0	9	0
Lane Group Flow (vph)	218	277	0	0	324	0	0	415	0	0	706	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	28.9	28.9			28.9			63.1			63.1	
Effective Green, g (s)	28.9	28.9			28.9			63.1			63.1	
Actuated g/C Ratio	0.29	0.29			0.29			0.63			0.63	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	174	527			446			1990			1514	
v/s Ratio Prot		0.15										
v/s Ratio Perm	c0.36				0.21			0.13			c0.29	
v/c Ratio	1.25	0.53			0.73			0.21			0.47	
Uniform Delay, d1	35.5	29.8			32.0			7.8			9.6	
Progression Factor	1.00	1.00			1.00			0.48			0.48	
Incremental Delay, d2	152.1	0.9			5.8			0.2			1.0	
Delay (s)	187.7	30.8			37.8			3.9			5.6	
Level of Service	F	C			D			A			A	
Approach Delay (s)		98.2			37.8			3.9			5.6	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM Average Control Delay	34.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			-1%	
Total Lost time (s)	4.0	4.0			4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			0.95			0.95	
Frt	1.00	0.97			0.93			0.98			0.98	
Flt Protected	0.95	1.00			1.00			1.00			0.98	
Satd. Flow (prot)	1787	1825			1732			3393			3426	
Flt Permitted	0.32	1.00			0.89			0.93			0.69	
Satd. Flow (perm)	598	1825			1555			3152			2400	
Volume (vph)	182	193	48	33	118	187	13	332	41	195	336	90
Peak-hour factor, PHF	0.83	0.83	0.83	0.86	0.86	0.86	0.91	0.91	0.91	0.85	0.85	0.85
Adj. Flow (vph)	219	233	58	38	137	217	14	365	45	229	395	106
RTOR Reduction (vph)	0	12	0	0	59	0	0	6	0	0	9	0
Lane Group Flow (vph)	219	279	0	0	333	0	0	418	0	0	721	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	29.3	29.3			29.3			62.7			62.7	
Effective Green, g (s)	29.3	29.3			29.3			62.7			62.7	
Actuated g/C Ratio	0.29	0.29			0.29			0.63			0.63	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	175	535			456			1976			1505	
v/s Ratio Prot		0.15										
v/s Ratio Perm	c0.37				0.21			0.13			c0.30	
v/c Ratio	1.25	0.52			0.73			0.21			0.48	
Uniform Delay, d1	35.4	29.5			31.8			8.0			9.9	
Progression Factor	1.00	1.00			1.00			0.47			0.55	
Incremental Delay, d2	151.4	0.9			5.9			0.2			1.0	
Delay (s)	186.8	30.4			37.8			4.0			6.5	
Level of Service	F	C			D			A			A	
Approach Delay (s)		97.6			37.8			4.0			6.5	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM Average Control Delay	34.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

City of Portland Site Plan Application

If you or the property owner owes real estate taxes, personal property taxes or user charges on any property within the City, payment arrangements must be made before permit applications can be received by the Inspections Division.

Address of Proposed Development: 300 Fore Street		Zone: B-3
Total Square Footage of Proposed Structure: 68,836	Square Footage of Lot: 12,486 (leased portion) 23,887 (total lot)	
Tax Assessor's Chart, Block & Lot: Chart# 29 Block# K Lot# 1	Property owner's mailing address: Olympia Equity Investors IVB, LLC 280 Fore Street, Suite 202 Portland, Maine 04101	Telephone #: 207-874-9990 207-874-9993
Consultant/Agent, mailing address, phone # & contact person: DeLuca-Hoffman Assoc., Inc. 778 Main St., Ste. 8 So. Portland, ME 04106 Chris Osterrieder, ph 775-1121	Applicant's name, mailing address, telephone #/Fax#/Pager#: Olympia Equity Investors IVB, LLC 280 Fore Street Portland, ME 04101 (Phone & Fax above)	Project name: Custom House Square

Fee For Service Deposit (all applications) X ($200.00)

Proposed Development (check all that apply)

X New Building ___ Building Addition ___ Change of Use ___ Residential ___ Office ___ Retail
___ Manufacturing ___ Warehouse/Distribution ___ Parking lot
___ Subdivision ($500.00) + amount of lots____ ($25.00 per lot) $_____ + major site plan fee if applicable
___ Site Location of Development ($3,000.00)
(except for residential projects which shall be $200.00 per lot_____)
___ Traffic Movement ($1,000.00) ___Storm water Quality ($250.00)
___ Section 14-403 Review ($400.00 + $25.00 per lot)
___ Other_____

Major Development (more than 10,000 sq. ft.)

___ Under 50,000 sq. ft. ($500.00)
X 50,000 - 100,000 sq. ft. ($1,000.00)
___ Parking Lots over 100 spaces ($1,000.00)
___ 100,000 - 200,000 sq. ft. ($2,000.00)
___ 200,000 - 300,000 sq. ft. ($3,000.00)
___ Over 300,000 sq. ft. ($5,000.00)
___ After-the-fact Review ($1,000.00 + applicable application fee)

Minor Site Plan Review

___ Less than 10,000 sq. ft. ($400.00)
___ After-the-fact Review ($1,000.00 + applicable application fee)

Plan Amendments

___ Planning Staff Review ($250.00)
___ Planning Board Review ($500.00)

~ Please see next page ~

Who billing will be sent to: (Company, Contact Person, Address, Phone #)

Mr. James Brady
Olympia Equity Investors IVB, LLC
280 Fore Street, Suite 202
Portland, Maine 04101
PH: 207-874-9990

Submittals shall include (9) separate **folded** packets of the following:

a. copy of application
b. cover letter stating the nature of the project
c. site plan containing the information found in the attached sample plans checklist
d. 1 set of 11 x 17 plans

Amendment to Plans: **Amendment applications should include 6 separate packets of the above (a, b, & c)**

ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Section 14-522 of the Zoning Ordinance outlines the process which is available on our web site: portlandmaine.gov

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

Signature of applicant: James W Brady	Date: 11/9/05

This application is for site review ONLY; a building Permit application and associated fees will be required prior to construction.

CITY OF PORTLAND, MAINE
SITE PLAN CHECKLIST

If a provision is not applicable, put "NA"

Exhibit 1. Development Description

1.0 A. Narrative
- 1. Objectives and details
- 2. Total land area
- 3. Total floor area

1.1 B. Easements/Right-of-Way Statement
- 1. Location of existing
- 2. Location of proposed

1.2 C. Natural Resources
- 1. NRPA setbacks

1.3 D. Subsurface Conditions
- 1. USDA Medium Intensity Soils Statement (N/A)
- 2. National Wetland Inventory Statement (Refer to 1.2)

1.4 E. Infrastructure
- 1. Sewer Availability
- 2. Water Availability
- 3. Right-of-Way

1.5 F. Construction Plan
- 1. Outline of construction sequence
- 2. Dates

1.6 G. Figures, Plates and Drawings

Exhibit 2. Title, Right or Interest (copy of document)

2.0 A. Narrative

Exhibit 3. Financial Capacity

3.0 A. Estimated costs

B. Financing

Att. A 1. Letter of commitment to fund

2. Self-financing

N/A a. Annual report

N/A b. Bank statement

Exhibit 4. Technical Ability (description)

4.0 A. Prior experience (statement)

N/A B. Personnel (documents)

5.0 **Exhibit 5. Unusual Natural Areas, Wildlife and Fisheries and Archaeological Sites**

6.0 **Exhibit 6. Review Criteria for Site Plan Approval**

Exhibit 7. Solid Waste

7.0 A. Narrative

7.1 B. Solid wastes during construction

7.2 C. Solid wastes during operation of development

Exhibit 8. Surface Drainage and Runoff

8.0 A. Introduction

8.1 1. Existing conditions

8.2 2. Proposed conditions

8.3 3. Stormwater runoff analysis

8.4 4. Conclusion

9.0 Exhibit 9. Temporary and Permanent Erosion and Sediment Control

10.0 Exhibit 10. Landscape Plan

ATTACHMENT D

Letter from Historic Preservation Board

Attachment A - Limitations

This report has been prepared for the exclusive use of OEI IVb, LLC for specific application to the proposed Custom House Square Building (W.L. Blake Building Addition #2) located at Custom House and Fore Streets in Portland, Maine. S. W. COLE ENGINEERING, INC. has endeavored to conduct the work in accordance with generally accepted soil and foundation engineering practices. No other warranty, expressed or implied, is made.

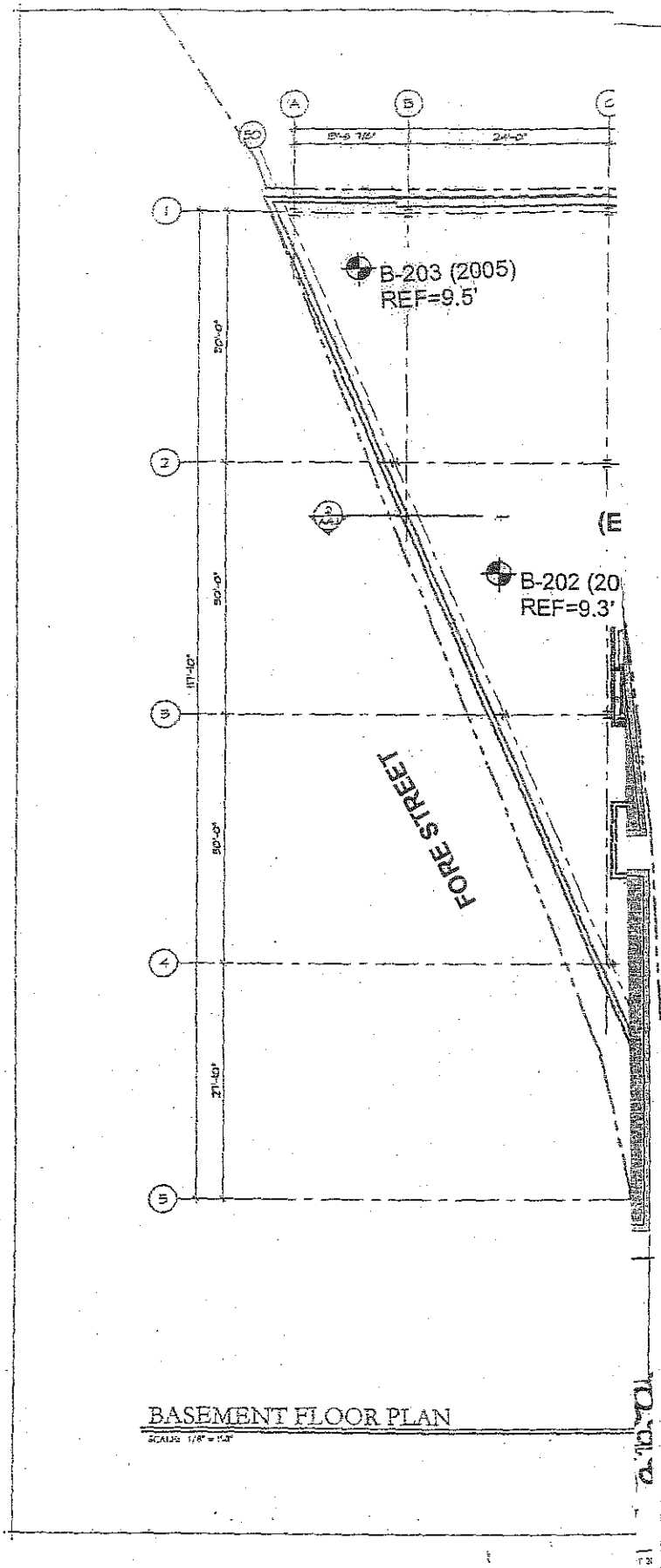
The soil profiles described in the report are intended to convey general trends in subsurface conditions. The boundaries between strata are approximate and are based upon interpretation of exploration data and samples.

The analyses performed during this investigation and recommendations presented in this report are based in part upon the data obtained from subsurface explorations made at the site. Variations in subsurface conditions may occur between explorations and may not become evident until construction. If variations in subsurface conditions become evident after submission of this report, it will be necessary to evaluate their nature and to review the recommendations of this report.

Observations have been made during exploration work to assess site groundwater levels. Fluctuations in water levels will occur due to variations in rainfall, temperature, and other factors.

S. W. COLE ENGINEERING, INC.'s scope of work has not included the investigation, detection, or prevention of any Biological Pollutants at the project site or in any existing or proposed structure at the site. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria, and viruses, and the byproducts of any such biological organisms.

Recommendations contained in this report are based substantially upon information provided by others regarding the proposed project. In the event that any changes are made in the design, nature, or location of the proposed project, S. W. COLE ENGINEERING, INC. should review such changes as they relate to analyses associated with this report. Recommendations contained in this report shall not be considered valid unless the changes are reviewed by S. W. COLE ENGINEERING, INC.



PCI ARCHITECTURE
A DIVISION OF PKO COIL INCORPORATED
PO BOX 4478 MANCHESTER, NH 03108
TEL: 603-472-8611 FAX: 603-413-7240

SE SQUARE

LEGEND

Approximate Test Boring Location

NOTES

1. Exploration locations determined in the field by measurements from existing site features.
2. Base plan prepared by PCI Architecture

S.W.COLE ENGINEERING, INC.

OLYMPIA EQUITY INVESTORS

EXPLORATION LOCATION PLAN

PROPOSED W.L. BLAKE ADDITION #2
CUSTOM HOUSE AND FORE STREETS
PORTLAND, MAINE

PROJECT NO. 05-0079	SCALE: 1IN = 20FT
DATE: NOV. 2, 2005	SHEET: 1

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: B-201
SHEET: 1 OF 1
PROJECT NO.: 05-0079
DATE START: 10/26/05
DATE FINISH: 10/26/05
ELEVATION: 13' +/-
SWC REP.: A. SIMMONS

PROJECT / CLIENT: PROPOSED W.L. BLAKE BUILDING ADDITION #2 / OLYMPIA EQUITY INVESTORS
LOCATION: FORE STREET, PORTLAND, MAINE
DRILLING CO. : NORTHERN TEST BORINGS, INC. DRILLER: MIKE NADEAU

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4 IN.	140 LB.	30 IN.
SAMPLER:	SS	1 3/8 IN	140 LB.	30 IN.
CORE BARREL:				

WATER LEVEL INFORMATION
FREE WATER NOT ENCOUNTERED
SOILS APPEARED MOIST TO WET

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									5"	CONCRETE
										PROBABLE DARK BROWN FILL WITH BRICKS (NO SAMPLING - OBSERVED DRILL CUTTINGS)
									7.2'	
									9.2'	WEATHERED BEDROCK FROM 7.2 TO 8.5 FEET - VOID FROM 8.5 TO 9.2 FEET
					RQD=0%					
	1R	72"	61"	14.0'	RQD=91%					GRAY CARBONACEOUS PELITE (BEDROCK) SLIGHTLY WEATHERED, MODERATELY HARD
									14.0'	
										BOTTOM OF EXPLORATION AT 14.0 FEET

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-201

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: B-202
SHEET: 1 OF 1
PROJECT NO.: 05-0079
DATE START: 10/25/05
DATE FINISH: 10/25/05
ELEVATION: 13' +/-
SWC REP.: A. SIMMONS

PROJECT / CLIENT: PROPOSED W.L. BLAKE BUILDING ADDITION #2 / OLYMPIA EQUITY INVESTORS
LOCATION: FORE STREET, PORTLAND, MAINE
DRILLING CO. : NORTHERN TEST BORINGS, INC. DRILLER: MIKE NADEAU

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4 IN.	140 LB.	30 IN.
SAMPLER:	SS	1 3/8 IN	140 LB.	30 IN.
CORE BARREL:				

WATER LEVEL INFORMATION
HOLE CAVED AT 5.5 FEET
SOILS APPEAR SATURATED @ 9 FEET

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									4.5"	CONCRETE (3/4" REBAR AT 3" DEPTH)
	1D	24"	1"	2.5'	WOH/24"				1.0'	VOID
										DARK BROWN SANDY SILT (SILT) ~ LOOSE ~
									6.5'	
	2D	24"	6"	7.0'	1	1	4	5		
										BROWN GRAVELLY SAND SOME SILT ~ DENSE ~
	3D	24"	8"	9.0'	26	24	19	11	9.3'	
										GRAY CARBONACEOUS PELITE (BEDROCK) HIGHLY WEATHERED, MODERATELY HARD
	1R	36"	36"	12.3'	RQD = 17%				12.3'	
										BOTTOM OF EXPLORATION AT 12.3 FEET

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

3

BORING NO.: B-20

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: B-203
SHEET: 1 OF 1
PROJECT NO.: 05-0079
DATE START: 10/26/05
DATE FINISH: 10/26/05
ELEVATION: 13' +/-
SWC REP.: A. SIMMONS

PROJECT / CLIENT: PROPOSED W.L. BLAKE BUILDING ADDITION #2 / OLYMPIA EQUITY INVESTORS
LOCATION: FORE STREET, PORTLAND, MAINE
DRILLING CO. : NORTHERN TEST BORINGS, INC. DRILLER: MIKE NADEAU

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4 IN.	140 LB.	30 IN.
SAMPLER:	SS	1 3/8 IN	140 LB.	30 IN.
CORE BARREL:				

WATER LEVEL INFORMATION
HOLE CAVED AT 6.5 FEET
SOILS APPEAR SATURATED @ 9 FEET

CASING (BLOWS PER FOOT)	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									5.5"	CONCRETE
	1D	24"	2"	2.5'	1	2	2	2		BLACK GRAVELLY SAND AND SILT WITH BRICK (FILL)
	2D	24"	2"	4.5'	3	8	14	8		~ LOOSE TO MEDIUM DENSE ~
	3D	24"	8"	7.0'	5	9	7	8	8.0'	
	4D	20"	6"	8.7'	4	6	28	50/2"	9.5'	BROWN GRAVELLY SILT AND SAND ~DENSE ~
										REFUSAL AT 9.5 FEET
										NOTE: UNABLE TO ADVANCE RODS PAST 9.5 FEET, AND UNABLE TO RE-CIRCULATE WATER. REFUSAL SURFACE LIKELY BEDROCK, BOULDER OR HARD OBSTRUCTION

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-203

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: B-204
SHEET: 1 OF 1
PROJECT NO.: 05-0079
DATE START: 10/25/05
DATE FINISH: 10/25/05
ELEVATION: 13' +/-
SWC REP.: A. SIMMONS

PROJECT / CLIENT: PROPOSED W.L. BLAKE BUILDING ADDITION #2 / OLYMPIA EQUITY INVESTORS
LOCATION: FORE STREET, PORTLAND, MAINE
DRILLING CO. : NORTHERN TEST BORINGS, INC. DRILLER: MIKE NADEAU

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4 IN.	140 LB.	30 IN.
SAMPLER:	SS	1 3/8 IN	140 LB.	30 IN.
CORE BARREL:				

WATER LEVEL INFORMATION
HOLE CAVED AT 5 FEET
SOILS APPEAR SATURATED @ 9 FEET

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	16-24	DEPTH	STRATA & TEST DATA
									4.5"	ASPHALT
	1D	24"	12"	2.5'	7	12	11	15	3.0'	DARK BROWN GRAVELLY SAND SOME SILT (FILL) ~ MEDIUM DENSE ~
	2D	24"	12"	4.5'	12	15	14	9	5.0'	BROWN GRAVELLY SAND TRACE SILT (FILL) ~ MEDIUM DENSE ~
	3D	24"	10"	7.0'	2	3	3	3		DARK BROWN SILT AND FINE SAND TO GRAVELLY SANDY SILT WITH BRICKS (FILL) ~ LOOSE ~
	4D	24"	10"	9.0'	3	2	2	8	9.5'	
	5D	24"	8"	12.0'	3	8	10	6		BLACK SILT AND WOOD (FILL) (LIKELY RELIC WOOD CRIBBING OR RELIC TIMBER PILES) ~ LOOSE ~ DRILLED THROUGH 18" DIAMETER LOG FROM 13 TO 14.5'
	6D	24"	12"	14.0'	3	1	14	25		
	7D	24"	5"	17.0'	8	6	7	7		
	8D	24"	4"	19.0'	3	3	7	6		~ LOOSE ~
	9D	24"	2"	22.0'	5	2	6	10	22.0'	
	10D	24"	10"	24.0'	5	6	6	9	25.1'	LIGHT BROWN GRAVELLY SANDY SILT TRACE ORGANICS (NATIVE) ~ MEDIUM DENSE ~
	11D	1"	1"	25.1'	25/1"					REFUSAL AT 25.1 FEET (PROBABLE BEDROCK)

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-204

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: B-205
SHEET: 1 OF 1
PROJECT NO.: 05-0079

PROJECT / CLIENT: PROPOSED W.L. BLAKE BUILDING ADDITION #2 / OLYMPIA EQUITY INVESTORS
LOCATION: FORE STREET, PORTLAND, MAINE
DRILLING CO. : NORTHERN TEST BORINGS, INC. DRILLER: MIKE NADEAU

DATE START: 10/26/05
DATE FINISH: 10/26/05
ELEVATION: 13' +/-
SWC REP.: A. SIMMONS

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4 IN.	140 LB.	30 IN.
SAMPLER:	SS	1 3/8 IN	140 LB.	30 IN.
CORE BARREL:				

WATER LEVEL INFORMATION
HOLE CAVED AT 5 FEET
SOILS APPEAR SATURATED @ 9 FEET

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									6"	CONCRETE
	1D	24"	6"	2.5'	5	5	4	5	1.5'	DARK BROWN SILTY GRAVELLY SAND (FILL) ~ LOOSE ~
	2D	24"	10"	4.5'	5	5	6	4		BLACK SILT SOME SAND AND GRAVEL WITH BRICKS (FILL)
	3D	24"	12"	7.0'	3	2	2	2		~.LOOSE ~
									8.0'	
	4D	24"	9"	9.0'	2	4	3	2	9.0'	BROWN SILT AND FINE SAND (FILL)
	5D	24"	12"	12.0'	1	1	1	16		BLACK SILT AND WOOD SOME GRAVEL (FILLS) DRILLED THROUGH EDGE OF 12" DIAMETER PAPER BIRCH LOG FROM 10 TO 1 ~ LOOSE ~
	6D	8"	8"	12.7'	16	50/2"				DRILLED THROUGH 12" DIAMETER LOG FROM 12.5 TO 13.5'
									15.5'	(LIKELY RELIC WOOD CRIBBING OR RELIC TIMBER PILES)
	7D	24"	12"	17.0'	9	18	20	29		BROWN GRAVELLY SILT AND SAND (NATIVE) ~ DENSE ~
	8D	12"	1"	21.0'	10	50			21.0'	
									22.5'	ROLLER CONE (PROBABLE BEDROCK)
										REFUSAL AT 22.5 FEET (PROBABLE BEDROCK)

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-205

S.W.COLE ENGINEERING, INC.

ROCK CORE LOG

BORING NO. B-201
PROJECT NO. 05-0079
SHEET 1 OF 1
CORE SIZE NQ

PROJECT NAME / LOCATION: PROPOSED W.L. BLAKE BUILDING ADDITION # 2 / PORTLAND, MAINE
LOGGED BY ARS DATE 10/28/05
CHECKED BY GWB DATE 10/31/05

DEPTH BELOW SURFACE (ft)	CORE RUN	CORE INTERVAL (in)	CORE RECOVERY (in)	RQD%	ROCK QUALITY	GRAPHIC LOG	ROCK DESCRIPTION AND IDENTIFICATION
8.0'							WEATHERED BEDROCK
8.5'							(16 INCH THICK)
							VOID
9.2'							
			12"	0%	VERY POOR		GRAY CARBONACEOUS PELITE HIGHLY WEATHERED - MODERATELY HARD FRACTURES @ 90 DEGREES TO HORIZONTAL
10.2'							
	1R	58"		42"/46"	EXCELLENT		GRAY CARBONACEOUS PELITE SLIGHTLY WEATHERED MODERATELY HARD FRACTURES @ 45 DEGREES TO HORIZONTAL
			42"	91%			
							ZONE OF CORE LOSS
14.0'							

S.W.COLE ENGINEERING, INC.

ROCK CORE LOG

BORING NO. B-202
PROJECT NO. 05-0079
SHEET 1 OF 1
CORE SIZE NQ

PROJECT NAME / LOCATION: PROPOSED W.L. BLAKE BUILDING ADDITION # 2 / PORTLAND, MAINE
LOGGED BY ARS DATE 10/28/05
CHECKED BY GWB DATE 10/31/05

DEPTH BELOW SURFACE (ft)	CORE RUN	CORE INTERVAL (in)	CORE RECOVERY (in)	RQD%	ROCK QUALITY	GRAPHIC LOG	ROCK DESCRIPTION AND IDENTIFICATION
9.3'	1R	36"	36"	6"/36" 17%	VERY POOR		GRAY CARBONACEOUS PELITE HIGHLY WEATHERED MODERATELY HARD FRACTURES @ 90 DEGREES TO HORIZONTAL
12.3'							

KEY TO THE NOTES & SYMBOLS
Test Boring and Test Pit Explorations

All stratification lines represent the approximate boundary between soil types and the transition may be gradual.

Key to Symbols Used:

w	-	water content, percent (dry weight basis)
q_u	-	unconfined compressive strength, kips/sq. ft. - based on laboratory unconfined compressive test
S_v	-	field vane shear strength, kips/sq. ft.
L_v	-	lab vane shear strength, kips/sq. ft.
q_p	-	unconfined compressive strength, kips/sq. ft. based on pocket penetrometer test
O	-	organic content, percent (dry weight basis)
W_L	-	liquid limit - Atterberg test
W_P	-	plastic limit - Atterberg test
WOH	-	advance by weight of hammer
WOM	-	advance by weight of man
WOR	-	advance by weight of rods
HYD	-	advance by force of hydraulic piston on drill
RQD	-	Rock Quality Designator - an index of the quality of a rock mass. RQD is computed from recovered core samples.
γ_T	-	total soil weight
γ_B	-	buoyant soil weight

Description of Proportions:

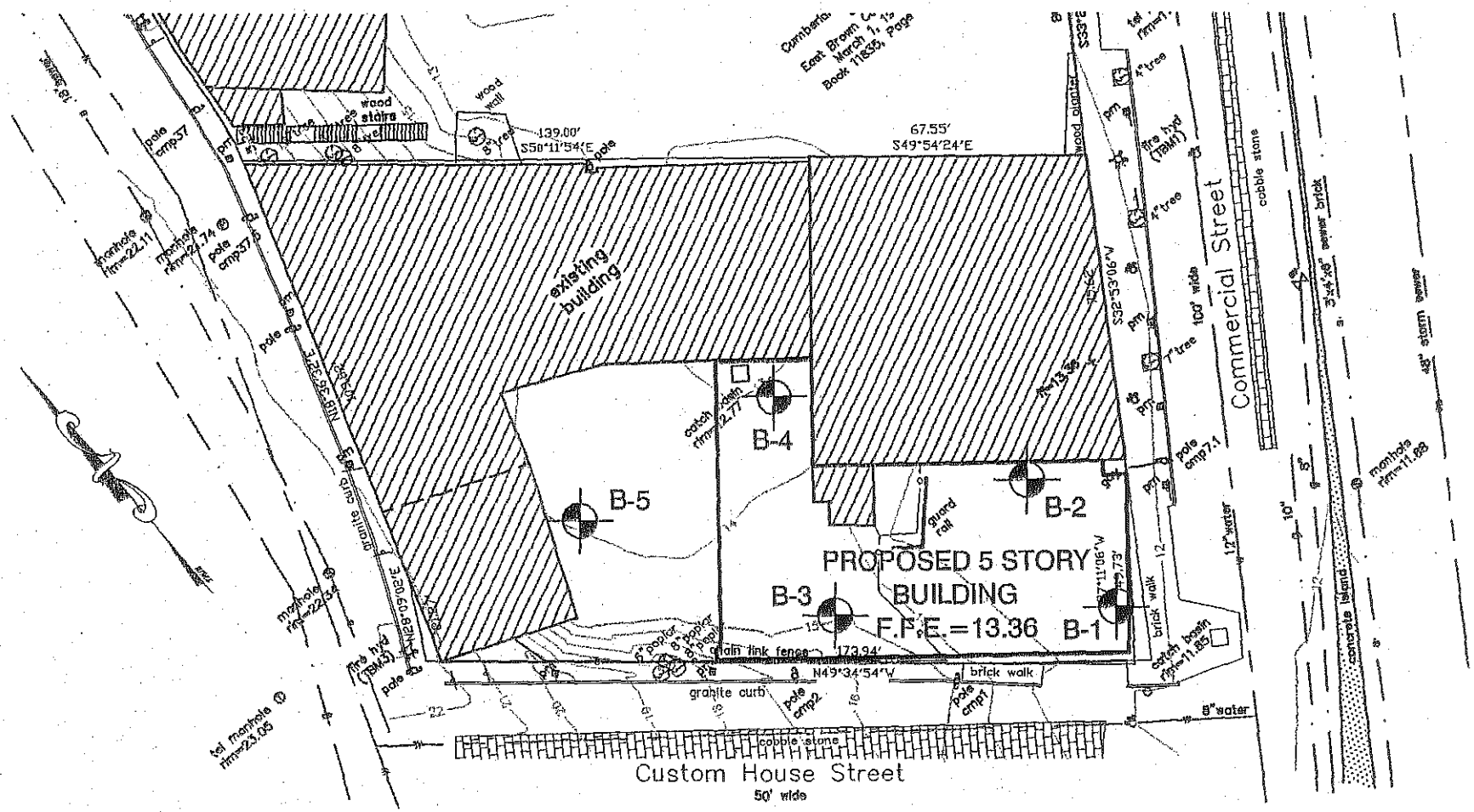
0 to 5% TRACE
5 to 12% SOME
12 to 35% "Y"
35+% AND

REFUSAL: Test Boring Explorations - Refusal depth indicates that depth at which, in the drill foreman's opinion, sufficient resistance to the advance of the casing, auger, probe rod or sampler was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

REFUSAL: Test Pit Explorations - Refusal depth indicates that depth at which sufficient resistance to the advance of the backhoe bucket was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

Although refusal may indicate the encountering of the bedrock surface, it may indicate the striking of large cobbles, boulders, very dense or cemented soil, or other buried natural or man-made objects or it may indicate the encountering of a harder zone after penetrating a considerable depth through a weathered or disintegrated zone of the bedrock.

APPENDIX A



NOTES:

1. EXPLORATION LOCATION PLAN WAS PREPARED FROM A 1"=20' SCALE PLAN OF THE SITE ENTITLED "STANDARD BOUNDRY SURVEY AND TOPOGRAPHIC PLAN," PREPARED BY A.R.C.C. LAND SURVEYORS INC., DATED 2/11/2000, AND A 1"=20' SCALE PLAN OF THE SITE ENTITLED "SITE PLAN," PREPARED BY ARCHETYPE, P.A. ARCHITECTS, DATED 2/15/2000.

2. THE LOCATIONS OF BORINGS HAVE BEEN DETERMINED IN THE FIELD BY TAPE MEASUREMENTS FROM EXISTING SITE FEATURES.

LEGEND

BORING LOCATION

S.W.COLE ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

ALLIANCE CONSTRUCTION, INC.

EXPLORATION LOCATION PLAN

PROPOSED BLAKE BUILDING ADDITIONS
COMMERCIAL STREET
PORTLAND, MAINE

Job No.	00-0067	Scale	1"=40'
Date :	02/18/00	Sheet	1

S.W.COLE ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B-1
SHEET: 1 OF 1
PROJECT NO.: 00-0067
DATE START: 2/9/00
DATE FINISH: 2/9/00
ELEVATION: 12.5 +/- ft
SWC REP.: TJB

PROJECT / CLIENT: BLAKE BUILDING ADDITIONS / ALLIANCE CONSTRUCTION
LOCATION: COMMERCIAL STREET / PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA			
SAMPLER:	S.S.	1 3/8"	140 lb	30"
CORE BARREL:				

WATER LEVEL INFORMATION
WATER @ 6.8'

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.6'	BITUMENOUS PAVEMENT
	S1	24"	12"	4.0'	14	15	17	7	6.2'	BLACK-BROWN SAND AND SILT WITH BRICKS, ASH AND WOOD (FILL) ~MEDIUM DENSE~
	S2	24"	18"	7.0'	5	4	4	2	6.8'	TAN-OXIDE STAINED SAND TRACE GRAVEL TRACE SILT (FILL) ~MEDIUM DENSE~
	S3	24"	12"	12.0'	WOH	5	6	7	19.9'	OLIVE-GRAY SILTY CLAY AND BLUE-GRAY SANDY SILT WITH BRICK FRAGMENTS (FILL) ~MEDIUM DENSE~
	S4	24"		17.0'	3	17	13	10		
	R1	60"		25.0'					25.0'	QUARTZITE-BEDROCK (SEE CORE LOG, SHEET 7) RQD = 42%
										BOTTOM OF EXPLORATION @ 25.0'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH.-VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-1

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B-2
SHEET: 1 OF 1
PROJECT NO.: 00-0067
DATE START: 2/9/00
DATE FINISH: 2/9/00
ELEVATION: 12.5 +/- ft
SWC REP.: TJB

PROJECT / CLIENT: BLAKE BUILDING ADDITIONS / ALLIANCE CONSTRUCTION
LOCATION: COMMERCIAL STREET / PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA			
SAMPLER:	S.S.	1 3/8"	140 lb	30"
CORE BARREL:				

WATER LEVEL INFORMATION

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.3'	BITUMENOUS PAVEMENT
										PROBABLE FILL - NO SAMPLING
									17.5'	REFUSAL @ 17.5' (PROBABLE BEDROCK)

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH.-VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-2

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B-3
SHEET: 1 OF 1
PROJECT NO.: 00-0067
DATE START: 2/9/00
DATE FINISH: 2/9/00
ELEVATION: 15 +/- ft
SWC REP.: TJB

PROJECT / CLIENT: BLAKE BUILDING ADDITIONS / ALLIANCE CONSTRUCTION
LOCATION: COMMERCIAL STREET / PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA			
SAMPLER:	S.S.	1 3/8"	140 lb	30"
CORE BARREL:				

WATER LEVEL INFORMATION

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.5'	BITUMENOUS PAVEMENT
	S1	24"	20"	4.0'	7	8	8	6		BLACK-BROWN SAND AND SILT WITH BRICKS AND WOOD (FILL) ~MEDIUM DENSE TO LOOSE~
	S2	24"	12"	7.0'	2	2	2	8		
	S3	24"	6"	12.0'	3	2	2	3		PETROLEUM ODOR
	S4	24"	10"	17.0'	3	8	10	18		PETROLEUM ODOR
									19.0'	
	S5	24"	12"	22.0'	5	6	12	13		GRAY-BROWN SILTY SAND TRACE GRAVEL (GLACIAL TILL) ~MEDIUM DENSE~
	S6	24'	20"	27.0'	4	14	15	11		
16	ROD PROBE									
13										
58										
110									31.4'	
										REFUSAL @ 31.4' (PROBABLE BEDROCK)

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH.-VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-3

S.W.COLE ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B-4
SHEET: 1 OF 1
PROJECT NO.: 00-0067
DATE START: 2/9/00
DATE FINISH: 2/9/00
ELEVATION: 13.5 +/- ft
SWC REP.: TJB

PROJECT / CLIENT: BLAKE BUILDING ADDITIONS / ALLIANCE CONSTRUCTION
LOCATION: COMMERCIAL STREET / PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA			
SAMPLER:	S.S.	1 3/8"	140 lb	30"
CORE BARREL:				

WATER LEVEL INFORMATION

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.4'	BITUMENOUS PAVEMENT
	S1	24"	22"	7.0'	7	9	14	16	9.0'	BLACK-BROWN SAND AND SILT WITH GRAVEL, BRICKS AND WOOD (FILL) ~MEDIUM DENSE~
	S2	7"	7"	14.6'	25	33/1			17.0'	WOOD FROM 9 TO 10 FT SAMPLER DROPPED TO 14 FT (PROBABLE VOID) WOOD AND VOIDS WOOD IN SAMPLER 14.0 TO 14.6 FT
	S3	24"	12"	22.0'	30	33	16	16	24.0'	GRAY SILTY SAND TRACE GRAVEL (GLACIAL TILL) ~DENSE~
	S4	24"	24"	27.0'	19	33	16	16	27.0'	BROWN SILTY GRAVELLY SAND WITH ROCK FRAGMENTS (TILL) ~DENSE~
										BOTTOM OF EXPLORATION @ 27.0'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH.-VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-4

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B-5
SHEET: 1 OF 1
PROJECT NO.: 00-0067
DATE START: 2/9/00
DATE FINISH: 2/9/00
ELEVATION: 14 +/- ft
SWC REP.: TJB

PROJECT / CLIENT: BLAKE BUILDING ADDITIONS / ALLIANCE CONSTRUCTION
LOCATION: COMMERCIAL STREET / PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:				
SAMPLER:	S.S.	1 3/8"	140 lb	30"
CORE BARREL:				

WATER LEVEL INFORMATION

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.4'	BITUMENOUS PAVEMENT
	S1	24"	14"	7.0'	6	9	5	4		BLACK-BROWN SAND AND SILT WITH BRICK FRAGMENTS AND WOOD (FILL) ~MEDIUM DENSE~
	S2	24"	9"	12.0'	WOH	WOH	4	6	14.0'	
	S3	24"		17.0'	1	2	2	2		GRAY SILTY SAND TRACE GRAVEL (FILL) ~LOOSE~
	S4	24"		22.0'	1	1	WOH	WOH	22.5'	
										REFUSAL @ 22.5' (PROBABLE BEDROCK)

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH.-VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-5

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

ROCK CORE LOG

BORING NO. B-1
PROJECT NO. 00-0067
SHEET 1 OF 1
CORE SIZE NQ2

PROJECT NAME / LOCATION: BLAKE BUILDING / PORTLAND, MAINE

LOGGED BY MTT DATE 2/15/00
CHECKED BY GWB DATE 2/18/00

DEPTH BELOW SURFACE (ft)	CORE RUN	CORE INTERVAL (in)	CORE RECOVERY (in)	RQD%	ROCK QUALITY	GRAPHIC LOG	ROCK DESCRIPTION AND IDENTIFICATION
20.0'							HIGHLY FRACTURED ZONE, PIECES LESS THEN 1"
	R1	60"	56"	42%	POOR		GRAY TO GREENISH QUARTZITE - VERY FRACTURED, FRACTURES AT 30 TO 50 DEGREES FROM HORIZONTAL, MODERATLEY HARD AND SLIGHTLY WEATHERED
25.0'							ZONE OF CORE LOSS
							BOTTOM OF EXPLORATION @ 25.0'

ATTACHMENT G

Zoning Administrator Review

Traffic Calcs
(excluded from PB Memo)

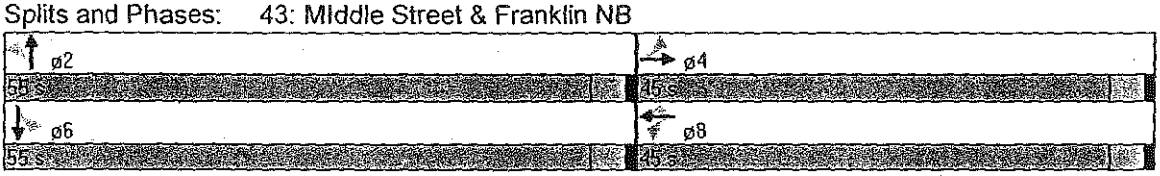
Appendix B
Capacity and Queuing Analysis Results

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	10	12	12	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	125		0	0		200	0		0	200		0
Storage Lanes	1		0	0		1	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			574			280			521	
Travel Time (s)		13.7			13.0			6.4			11.8	
Volume (vph)	67	71	31	19	123	83	31	339	17	69	633	381
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	22.0	22.0		20.0	20.0	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	45.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	45.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 43: Middle Street & Franklin NB

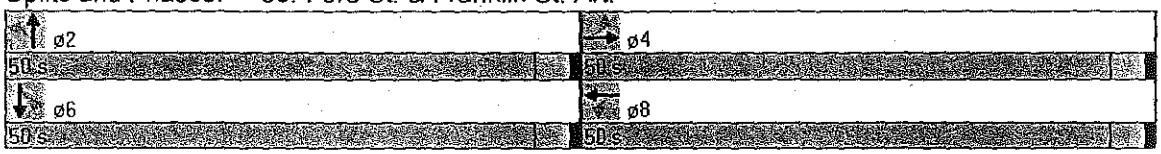


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	0		65	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	25	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		194			341			408			280	
Travel Time (s)		4.4			7.8			9.3			6.4	
Volume (vph)	64	97	16	30	173	146	18	177	31	95	384	204
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 38: Fore St. & Franklin St. Art.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		40	0		150	0		0	300		0
Storage Lanes	1		1	0		1	0		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	25	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			527			225			408	
Travel Time (s)		10.3			12.0			5.1			9.3	
Volume (vph)	145	152	45	0	290	49	14	32	0	29	65	336
Turn Type	Prot		custom	Perm		Perm	Split		Perm	Split		Perm
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases			4 7	8		8			2			1
Detector Phases	7	4	4 7	8	8	8	2	2	2	1	1	1
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	22.0		22.0	22.0	22.0	23.0	23.0	23.0	15.0	15.0	15.0
Total Split (s)	30.0	60.0	90.0	30.0	30.0	30.0	23.0	23.0	23.0	17.0	17.0	17.0
Total Split (%)	30.0%	60.0%	90.0%	30.0%	30.0%	30.0%	23.0%	23.0%	23.0%	17.0%	17.0%	17.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes									Yes	Yes	Yes
Recall Mode	None	Min		Min	Min	Min	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Area Type: Other

Cycle Length: 100

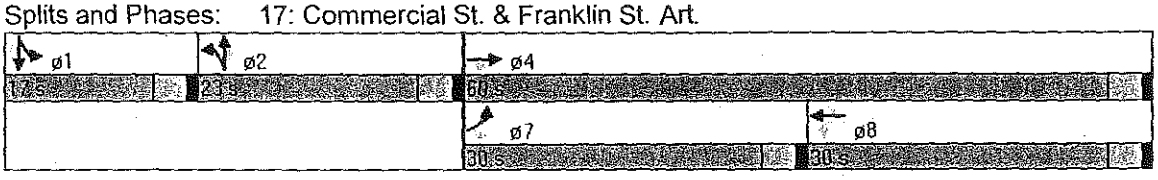
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green, Master Intersection

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 17: Commercial St. & Franklin St. Art.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			3%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		574			299			477			488	
Travel Time (s)		13.0			6.8			10.8			11.1	
Volume (vph)	62	16	79	6	4	2	98	152	5	5	343	123
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: CBD
Control Type: Unsignalized

PRHV

17: Commercial St. & Franklin St. Art. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.6	3.3	0.3	1.8	8.0
Delay / Veh (s)	27.6	35.0	26.2	14.6	24.8

36: Fore St. & Pearl St. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.8	0.6	0.4	0.2	2.0
Delay / Veh (s)	12.2	5.4	7.7	2.6	6.7

38: Fore St. & Franklin St. Art. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.4	2.8	0.4	1.6	6.1
Delay / Veh (s)	21.6	29.2	5.7	8.1	14.7

43: Middle Street & Franklin NB Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.6	1.6	0.7	2.9	6.8
Delay / Veh (s)	32.4	24.6	6.7	9.5	13.0

62: Middle Street & Pearl Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.0	2.9	0.5	0.7	5.1
Delay / Veh (s)	18.4	18.8	6.1	17.4	15.3

210: Middle Street & India Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.6	0.0	0.2	0.2	1.1
Delay / Veh (s)	12.5	11.7	3.3	1.7	4.2

Total Network Performance

Total Delay (hr)	31.5
Delay / Veh (s)	30.1

17: Commercial St. & Franklin St. Art. Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Total Delay (hr)	1.6	0.9	0.1	3.2	0.2	0.1	0.2	0.2	0.5	1.1	8.0
Delay / Veh (s)	41.9	20.6	7.5	39.1	12.4	25.9	26.3	28.2	22.3	11.8	24.8

36: Fore St. & Pearl St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.5	0.0	0.0	0.5	0.1	0.0	0.3	0.1	0.0	0.1	0.0
Delay / Veh (s)	14.7	11.2	6.6	7.4	5.8	4.0	13.5	9.5	4.3	15.6	2.1	4.1

36: Fore St. & Pearl St. Performance by movement

Movement	All
Total Delay (hr)	2.0
Delay / Veh (s)	6.7

38: Fore St. & Franklin St. Art. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.6	0.7	0.1	0.3	1.6	0.9	0.1	0.2	0.0	0.3	0.9	0.3
Delay / Veh (s)	37.3	15.9	15.5	33.0	33.7	22.6	23.2	5.0	1.6	11.1	8.3	6.1

38: Fore St. & Franklin St. Art. Performance by movement

Movement	All
Total Delay (hr)	6.1
Delay / Veh (s)	14.7

43: Middle Street & Franklin NB Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.8	0.7	0.1	0.2	1.3	0.1	0.3	0.4	0.0	0.3	1.6	1.0
Delay / Veh (s)	45.2	29.4	16.3	40.6	35.6	4.7	32.3	4.5	2.0	15.8	8.8	9.5

43: Middle Street & Franklin NB Performance by movement

Movement	All
Total Delay (hr)	6.8
Delay / Veh (s)	13.0

62: Middle Street & Pearl Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.6	0.1	0.8	1.9	0.2	0.1	0.4	0.0	0.2	0.5	0.1
Delay / Veh (s)	24.5	19.0	10.3	30.1	16.0	23.0	23.9	5.3	7.5	20.8	18.0	9.6

62: Middle Street & Pearl Street Performance by movement

Movement	All
Total Delay (hr)	5.1
Delay / Veh (s)	15.3

210: Middle Street & India Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.2	0.1	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.0
Delay / Veh (s)	15.1	16.1	9.9	14.8	12.1	6.8	5.7	1.9	2.0	3.1	1.9	1.1

210: Middle Street & India Street Performance by movement

Movement	All
Total Delay (hr)	1.1
Delay / Veh (s)	4.2

Total Network Performance

Total Delay (hr)	31.5
Delay / Veh (s)	30.1

PM AM

Intersection: 17: Commercial St. & Franklin St. Art.

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	LT	R	LT	T	L	T	R
Maximum Queue (ft)	201	210	79	396	175	61	25	64	107	273
Average Queue (ft)	101	83	24	189	35	18	5	16	31	104
95th Queue (ft)	175	172	67	332	122	47	20	44	77	206
Link Distance (ft)		381		470		171	171		309	309
Upstream Blk Time (%)		0		0						0
Queuing Penalty (veh)		0		0						0
Storage Bay Dist (ft)	200		40		150			300		
Storage Blk Time (%)	0	23	1	16	0					
Queuing Penalty (veh)	1	43	3	8	0					

Intersection: 36: Fore St. & Pearl St.

Movement	EB	B35	WB	B37	NB	SB	SB
Directions Served	LTR	T	LTR	T	LTR	L	TR
Maximum Queue (ft)	162	10	139	53	142	42	56
Average Queue (ft)	65	0	72	3	58	5	20
95th Queue (ft)	126	7	131	26	105	25	52
Link Distance (ft)	138	723	89	239	144		603
Upstream Blk Time (%)	1		4		0		
Queuing Penalty (veh)	0		14		0		
Storage Bay Dist (ft)						100	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Fore St. & Franklin St. Art.

Movement	EB	EB	B211	WB	B39	NB	NB	SB	SB
Directions Served	L	TR	T	LTR	T	LT	TR	LT	TR
Maximum Queue (ft)	124	144	14	326	72	98	41	188	225
Average Queue (ft)	43	59	1	176	3	20	10	64	84
95th Queue (ft)	96	119	7	293	29	61	31	144	192
Link Distance (ft)	100	100	239	271	160	309	309	200	200
Upstream Blk Time (%)	1	2		2	0			0	1
Queuing Penalty (veh)	1	2		0	0			1	2
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 43: Middle Street & Franklin NB

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LT	TR	L	T	TR
Maximum Queue (ft)	135	141	193	79	108	110	84	272	411
Average Queue (ft)	48	58	85	25	45	33	27	67	162
95th Queue (ft)	99	120	156	57	94	83	62	170	317
Link Distance (ft)		500	488		200	200		473	473
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125			200			200		
Storage Blk Time (%)	0	1	0	0					
Queuing Penalty (veh)	0	0	0	0					

Intersection: 62: Middle Street & Pearl Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	159	343	111	145
Average Queue (ft)	69	149	47	65
95th Queue (ft)	133	290	90	114
Link Distance (ft)	578	500	603	410
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 210: Middle Street & India Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	120	52	97	36
Average Queue (ft)	56	10	37	2
95th Queue (ft)	99	36	80	16
Link Distance (ft)	488	239	445	456
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Nework Summary

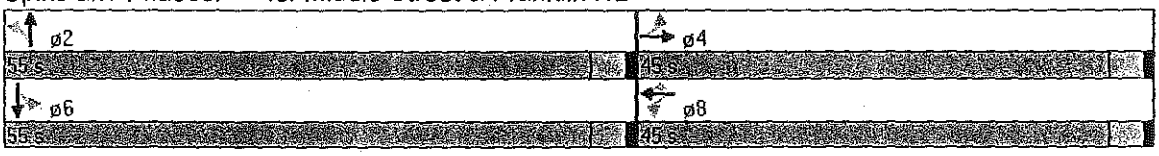
Network wide Queuing Penalty: 76

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	10	12	12	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	125		0	0		200	0		0	200		0
Storage Lanes	1		0	0		1	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			574			280			521	
Travel Time (s)		13.7			13.0			6.4			11.8	
Volume (vph)	67	76	31	20	124	89	31	339	27	120	633	381
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	22.0	22.0		20.0	20.0	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	45.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	45.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 43: Middle Street & Franklin NB

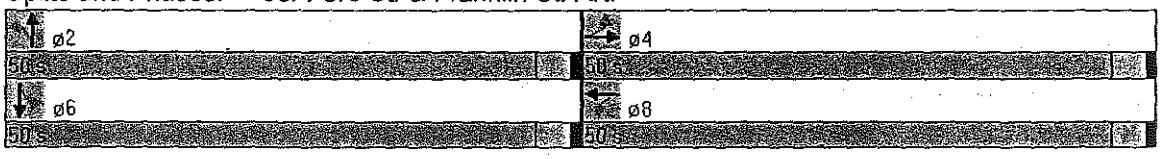


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	0		65	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	25	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		194			341			408			280	
Travel Time (s)		4.4			7.8			9.3			6.4	
Volume (vph)	69	102	16	30	173	146	18	182	31	95	384	205
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 38: Fore St. & Franklin St. Art.

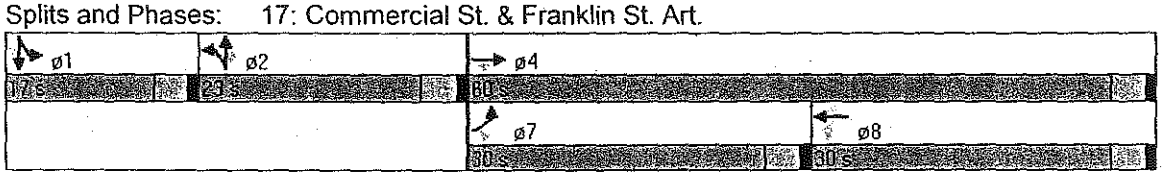


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		40	0		150	0		0	300		0
Storage Lanes	1		1	0		1	0		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	25	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			527			225			408	
Travel Time (s)		10.3			12.0			5.1			9.3	
Volume (vph)	150	157	48	0	291	49	14	32	0	29	65	336
Turn Type	Prot		custom	Perm		Perm	Split		Perm	Split		Perm
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases			4 7	8		8			2			1
Detector Phases	7	4	4 7	8	8	8	2	2	2	1	1	1
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	22.0		22.0	22.0	22.0	23.0	23.0	23.0	15.0	15.0	15.0
Total Split (s)	30.0	60.0	90.0	30.0	30.0	30.0	23.0	23.0	23.0	17.0	17.0	17.0
Total Split (%)	30.0%	60.0%	90.0%	30.0%	30.0%	30.0%	23.0%	23.0%	23.0%	17.0%	17.0%	17.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes									Yes	Yes	Yes
Recall Mode	None	Min		Min	Min	Min	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green, Master Intersection
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 17: Commercial St. & Franklin St. Art.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			3%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		574			299			477			488	
Travel Time (s)		13.0			6.8			10.8			11.1	
Volume (vph)	62	82	79	10	12	4	98	145	15	27	340	123
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: CBD
Control Type: Unsignalized

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Turning Speed (mph)		9	15		15	9
Link Speed (mph)	30			30	30	
Link Distance (ft)	299			303	273	
Travel Time (s)	6.8			6.9	6.2	
Volume (vph)	25	98	0	12	14	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	CBD

Control Type: Unsignalized

9: Middle Street & Longfellow Parking Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.1	0.0	0.0	0.1
Delay / Veh (s)	1.6	0.1	3.6	1.6

17: Commercial St. & Franklin St. Art. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.7	3.3	0.3	1.9	8.2
Delay / Veh (s)	27.4	34.3	22.9	15.3	24.8

36: Fore St. & Pearl St. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.8	0.6	0.4	0.2	2.0
Delay / Veh (s)	11.8	5.2	7.7	2.6	6.5

38: Fore St. & Franklin St. Art. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.6	2.6	0.4	1.6	6.1
Delay / Veh (s)	22.7	27.1	6.1	8.2	14.5

43: Middle Street & Franklin NB Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.7	1.6	0.7	3.3	7.3
Delay / Veh (s)	33.5	24.1	6.1	10.5	13.4

62: Middle Street & Pearl Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.0	2.5	0.5	0.8	4.8
Delay / Veh (s)	17.2	17.0	6.0	18.8	14.6

210: Middle Street & India Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.1	0.1	0.2	0.3	1.7
Delay / Veh (s)	18.2	9.9	3.3	1.9	6.1

Total Network Performance

Total Delay (hr)	32.5
Delay / Veh (s)	30.2

9: Middle Street & Longfellow Parking Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	1.8	1.5	0.1	3.6	1.6

17: Commercial St. & Franklin St. Art. Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Total Delay (hr)	1.6	1.0	0.1	3.1	0.2	0.1	0.2	0.2	0.6	1.1	8.2
Delay / Veh (s)	41.5	21.2	7.5	38.6	11.4	26.4	21.7	26.4	26.6	11.7	24.8

36: Fore St. & Pearl St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.4	0.0	0.0	0.5	0.1	0.0	0.3	0.1	0.0	0.1	0.0
Delay / Veh (s)	15.5	10.2	7.9	5.2	5.7	3.5	13.8	9.8	4.6	12.4	2.1	3.6

36: Fore St. & Pearl St. Performance by movement

Movement	All
Total Delay (hr)	2.0
Delay / Veh (s)	6.5

38: Fore St. & Franklin St. Art. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.8	0.7	0.0	0.3	1.5	0.8	0.1	0.3	0.0	0.3	0.9	0.3
Delay / Veh (s)	40.0	16.2	7.5	34.7	31.7	20.0	19.9	5.3	2.0	12.1	8.5	5.7

38: Fore St. & Franklin St. Art. Performance by movement

Movement	All
Total Delay (hr)	6.1
Delay / Veh (s)	14.5

43: Middle Street & Franklin NB Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.8	0.7	0.1	0.2	1.2	0.1	0.2	0.4	0.0	0.5	1.7	1.0
Delay / Veh (s)	43.9	31.4	15.5	41.7	34.7	5.0	31.8	4.3	2.3	17.1	9.6	9.9

43: Middle Street & Franklin NB Performance by movement

Movement	All
Total Delay (hr)	7.3
Delay / Veh (s)	13.4

62: Middle Street & Pearl Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.6	0.1	0.7	1.7	0.1	0.0	0.4	0.0	0.2	0.6	0.1
Delay / Veh (s)	23.0	17.7	9.1	27.6	14.8	16.3	20.5	5.5	6.8	24.2	19.3	9.4

62: Middle Street & Pearl Street Performance by movement

Movement	All
Total Delay (hr)	4.8
Delay / Veh (s)	14.6

210: Middle Street & India Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.5	0.3	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.2	0.0
Delay / Veh (s)	20.3	20.5	14.1	11.6	10.6	4.5	5.3	2.1	1.3	3.4	2.0	1.1

210: Middle Street & India Street Performance by movement

Movement	All
Total Delay (hr)	1.7
Delay / Veh (s)	6.1

Total Network Performance

Total Delay (hr)	32.5
Delay / Veh (s)	30.2

Intersection: 9: Middle Street & Longfellow Parking

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	35
Link Distance (ft)	242
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Commercial St. & Franklin St. Art.

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	LT	R	LT	T	L	T	R
Maximum Queue (ft)	226	237	71	400	186	50	29	70	107	244
Average Queue (ft)	103	92	27	188	37	18	4	17	35	103
95th Queue (ft)	183	187	72	325	126	42	18	49	81	202
Link Distance (ft)		381		470		171	171		309	309
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	200		40		150			300		
Storage Blk Time (%)	1	24	1	15	0					
Queuing Penalty (veh)	2	48	4	7	0					

Intersection: 36: Fore St. & Pearl St.

Movement	EB	B35	WB	B37	NB	SB	SB
Directions Served	LTR	T	LTR	T	LTR	L	TR
Maximum Queue (ft)	158	8	139	47	130	33	53
Average Queue (ft)	69	1	78	4	59	5	20
95th Queue (ft)	129	8	135	29	109	23	49
Link Distance (ft)	138	723	89	239	144		603
Upstream Blk Time (%)	1		3		0		
Queuing Penalty (veh)	0		14		0		
Storage Bay Dist (ft)						100	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 38: Fore St. & Franklin St. Art.

Movement	EB	EB	B211	WB	B39	NB	NB	SB	SB
Directions Served	L	TR	T	LTR	T	LT	TR	LT	TR
Maximum Queue (ft)	137	136	26	312	6	69	44	205	213
Average Queue (ft)	51	59	1	172	0	21	11	65	79
95th Queue (ft)	108	115	15	278	6	51	31	142	178
Link Distance (ft)	100	100	239	271	160	309	309	200	200
Upstream Blk Time (%)	2	2		1				0	1
Queuing Penalty (veh)	2	2		0				1	3
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 43: Middle Street & Franklin NB

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LT	TR	L	T	TR
Maximum Queue (ft)	130	136	204	92	112	122	96	257	405
Average Queue (ft)	50	56	86	26	44	36	40	69	165
95th Queue (ft)	97	114	155	59	94	90	80	170	319
Link Distance (ft)		500	488		200	200		473	473
Upstream Blk Time (%)									0
Queuing Penalty (veh)									0
Storage Bay Dist (ft)	125			200			200		
Storage Blk Time (%)	1	1	0					0	
Queuing Penalty (veh)	1	1	0					0	

Intersection: 62: Middle Street & Pearl Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	152	323	108	146
Average Queue (ft)	69	132	45	70
95th Queue (ft)	125	249	88	120
Link Distance (ft)	578	500	603	410
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 210: Middle Street & India Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	244	56	107	52
Average Queue (ft)	78	20	36	8
95th Queue (ft)	166	48	82	34
Link Distance (ft)	488	234	445	456
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Nework Summary

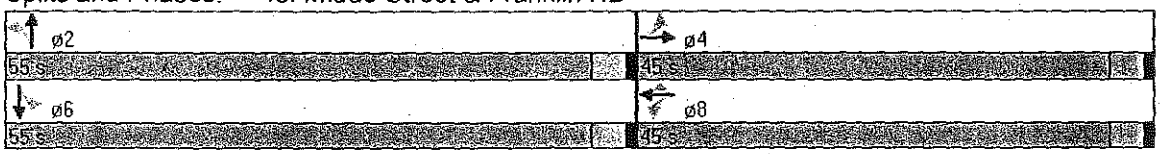
Network wide Queuing Penalty: 84

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	10	12	12	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	125		0	0		200	0		0	200		0
Storage Lanes	1		0	0		1	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			580			280			521	
Travel Time (s)		13.7			13.2			6.4			11.8	
Volume (vph)	230	165	46	23	99	107	22	640	35	114	539	74
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	22.0	22.0		20.0	20.0	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	45.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	45.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 43: Midde Street & Franklin NB

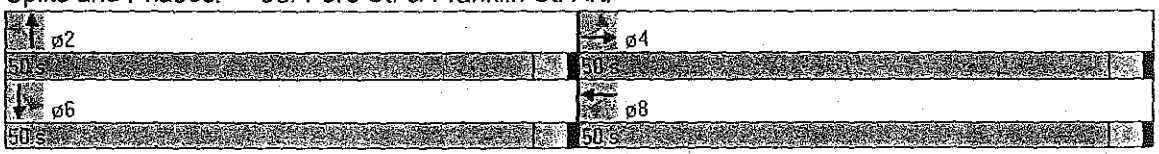


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	0		65	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	25	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		194			341			408			280	
Travel Time (s)		4.4			7.8			9.3			6.4	
Volume (vph)	181	192	48	33	112	187	13	329	41	195	329	84
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 38: Fore St. & Franklin St. Art.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		40	0		150	0		0	300		0
Storage Lanes	1		1	0		1	0		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	25	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			527			225			408	
Travel Time (s)		10.3			12.0			5.1			9.3	
Volume (vph)	252	279	88	13	210	33	54	98	25	18	155	237
Turn Type	Prot		custom	Perm		Perm	Split		Perm	Split		Perm
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases			4 7	8		8			2			1
Detector Phases	7	4	4 7	8	8	8	2	2	2	1	1	1
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	22.0		22.0	22.0	22.0	23.0	23.0	23.0	15.0	15.0	15.0
Total Split (s)	30.0	60.0	90.0	30.0	30.0	30.0	23.0	23.0	23.0	17.0	17.0	17.0
Total Split (%)	30.0%	60.0%	90.0%	30.0%	30.0%	30.0%	23.0%	23.0%	23.0%	17.0%	17.0%	17.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes									Yes	Yes	Yes
Recall Mode	None	Min		Min	Min	Min	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Area Type: Other

Cycle Length: 100

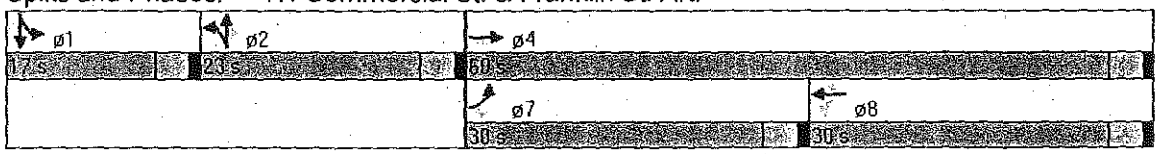
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green, Master Intersection

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 17: Commercial St. & Franklin St. Art.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			3%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.927			0.974			0.994			0.952	
Flt Protected		0.981			0.982			0.988			0.999	
Satd. Flow (prot)	0	1540	0	0	1636	0	0	1622	0	0	1634	0
Flt Permitted		0.981			0.982			0.988			0.999	
Satd. Flow (perm)	0	1540	0	0	1636	0	0	1622	0	0	1634	0
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.17	1.17	1.17	1.12	1.12	1.12
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		580			530			494			538	
Travel Time (s)		13.2			12.0			11.2			12.2	
Volume (vph)	122	23	169	17	21	9	93	262	17	9	199	115
Lane Group Flow (vph)	0	413	0	0	58	0	0	417	0	0	380	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	CBD
Control Type: Unsignalized	

17: Commercial St. & Franklin St. Art. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.2	2.6	1.1	1.9	10.8
Delay / Veh (s)	30.6	37.7	21.3	16.4	26.5

36: Fore St. & Pearl St. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.7	0.4	0.2	0.7	2.0
Delay / Veh (s)	7.7	6.5	9.1	10.0	8.1

38: Fore St. & Franklin St. Art. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.3	2.6	0.7	2.1	8.7
Delay / Veh (s)	28.1	28.4	6.7	12.3	17.9

43: Midde Street & Franklin NB Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.2	1.2	1.5	2.7	9.6
Delay / Veh (s)	33.6	17.8	7.9	13.5	16.5

62: Midde Street & Pearl St. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.2	1.4	1.7	1.6	8.9
Delay / Veh (s)	46.3	24.5	17.9	22.0	28.3

210: Midde Street & India Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.4	0.1	0.3	0.1	1.9
Delay / Veh (s)	15.8	10.7	2.4	1.3	6.4

Total Network Performance

Total Delay (hr)	44.7
Delay / Veh (s)	37.3

17: Commercial St. & Franklin St. Art. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	3.0	1.9	0.3	0.1	2.4	0.1	0.4	0.6	0.0	0.1	1.3	0.5
Delay / Veh (s)	43.8	24.2	14.1	44.2	42.1	9.9	27.1	22.7	4.5	29.1	28.1	7.4

17: Commercial St. & Franklin St. Art. Performance by movement

Movement	All
Total Delay (hr)	10.8
Delay / Veh (s)	26.5

36: Fore St. & Pearl St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.1	0.6	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.1	0.4	0.2
Delay / Veh (s)	12.3	7.5	4.8	13.9	6.9	3.5	13.4	9.7	3.7	15.8	11.4	6.3

36: Fore St. & Pearl St. Performance by movement

Movement	All
Total Delay (hr)	2.0
Delay / Veh (s)	8.1

38: Fore St. & Franklin St. Art. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	1.7	1.4	0.2	0.4	1.1	1.2	0.0	0.6	0.0	1.0	1.0	0.1
Delay / Veh (s)	34.0	26.2	15.2	40.8	34.0	22.8	11.4	6.8	4.1	18.2	11.1	3.9

38: Fore St. & Franklin St. Art. Performance by movement

Movement	All
Total Delay (hr)	8.7
Delay / Veh (s)	17.9

43: Midde Street & Franklin NB Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	2.6	1.3	0.2	0.2	0.8	0.2	0.1	1.4	0.1	0.9	1.7	0.1
Delay / Veh (s)	41.2	27.9	18.2	31.1	27.1	7.5	17.2	7.7	5.6	29.2	11.3	5.3

43: Midde Street & Franklin NB Performance by movement

Movement	All
Total Delay (hr)	9.6
Delay / Veh (s)	16.5

62: Midde Street & Pearl St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.6	3.3	0.4	0.2	1.0	0.1	0.2	1.1	0.4	0.3	0.7	0.5
Delay / Veh (s)	49.5	46.1	43.2	33.4	26.1	14.0	22.4	19.5	14.1	32.4	23.6	17.0

62: Midde Street & Pearl St. Performance by movement

Movement	All
Total Delay (hr)	8.9
Delay / Veh (s)	28.3

210: Midde Street & India Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.7	0.1	0.6	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Delay / Veh (s)	19.7	17.5	12.9	10.9	12.4	5.5	4.1	1.8	1.1	2.9	1.6	0.7

210: Midde Street & India Street Performance by movement

Movement	All
Total Delay (hr)	1.9
Delay / Veh (s)	6.4

Total Network Performance

Total Delay (hr)	44.7
Delay / Veh (s)	37.3

Intersection: 17: Commercial St. & Franklin St. Art.

Movement	EB	EB	EB	B16	B61	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	T	LT	R	LT	T	R	L	T
Maximum Queue (ft)	225	440	66	51	12	255	89	119	68	38	42	188
Average Queue (ft)	158	177	32	3	0	130	19	50	20	8	8	73
95th Queue (ft)	241	347	77	30	8	221	65	96	49	25	28	147
Link Distance (ft)		381		73	44	470		171	171	171		309
Upstream Blk Time (%)		1		0	0			0				
Queuing Penalty (veh)		0		0	0			0				
Storage Bay Dist (ft)	200		40				150				300	
Storage Blk Time (%)	3	34	2			6	0					
Queuing Penalty (veh)	12	115	9			2	0					

Intersection: 17: Commercial St. & Franklin St. Art.

Movement	SB
Directions Served	R
Maximum Queue (ft)	160
Average Queue (ft)	54
95th Queue (ft)	116
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 36: Fore St. & Pearl St.

Movement	EB	B35	WB	B37	NB	SB	SB
Directions Served	LTR	T	LTR	T	LTR	L	TR
Maximum Queue (ft)	166	16	116	17	86	74	132
Average Queue (ft)	66	1	57	1	35	18	57
95th Queue (ft)	125	9	104	9	74	51	104
Link Distance (ft)	138	723	89	239	144		603
Upstream Blk Time (%)	0		1				
Queuing Penalty (veh)	0		3				
Storage Bay Dist (ft)						100	
Storage Blk Time (%)							1
Queuing Penalty (veh)							0

Intersection: 38: Fore St. & Franklin St. Art.

Movement	EB	EB	B211	WB	B39	NB	NB	SB	SB
Directions Served	L	TR	T	LTR	T	LT	TR	LT	TR
Maximum Queue (ft)	170	168	84	304	60	101	87	226	193
Average Queue (ft)	84	102	7	161	4	33	26	126	54
95th Queue (ft)	141	164	42	281	34	74	65	221	142
Link Distance (ft)	100	100	239	271	187	309	309	200	200
Upstream Blk Time (%)	6	9		1				2	0
Queuing Penalty (veh)	10	15		0				7	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 43: Midde Street & Franklin NB

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LT	TR	L	T	TR
Maximum Queue (ft)	150	312	139	99	198	198	126	185	162
Average Queue (ft)	118	140	62	32	85	89	51	90	72
95th Queue (ft)	176	278	119	66	154	159	100	166	138
Link Distance (ft)		500	495		200	200		473	473
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					0	0			
Storage Bay Dist (ft)	125			200			200		
Storage Blk Time (%)	12	4						0	
Queuing Penalty (veh)	25	9						0	

Intersection: 62: Midde Street & Pearl St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	412	183	252	255
Average Queue (ft)	189	83	125	109
95th Queue (ft)	355	153	207	214
Link Distance (ft)	578	500	603	410
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 210: Midde Street & India Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	214	58	142	34
Average Queue (ft)	94	27	29	3
95th Queue (ft)	171	55	82	18
Link Distance (ft)	495	501	465	507
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Nework Summary

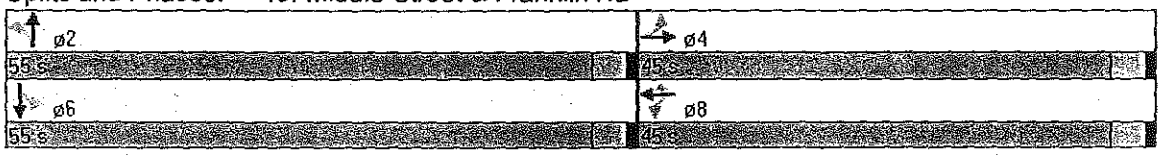
Network wide Queuing Penalty: 210

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	10	12	12	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	125		0	0		200	0		0	200		0
Storage Lanes	1		0	0		1	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			580			280			521	
Travel Time (s)		13.7			13.2			6.4			11.8	
Volume (vph)	230	166	46	37	105	170	22	640	37	128	537	74
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	22.0	22.0		20.0	20.0	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	45.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	45.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 43: Middle Street & Franklin NB

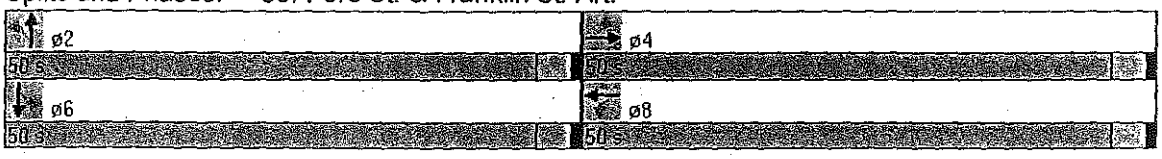


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	0		65	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	25	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		194			341			408			280	
Travel Time (s)		4.4			7.8			9.3			6.4	
Volume (vph)	182	193	48	33	118	187	13	330	41	195	329	84
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 38: Fore St. & Franklin St. Art.

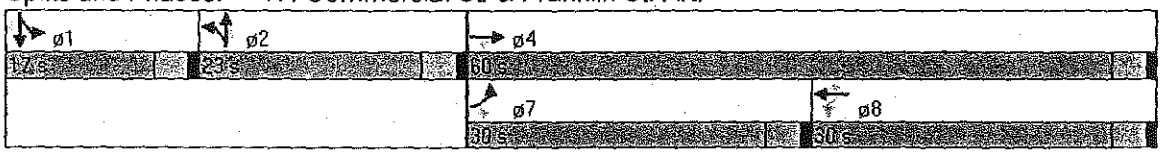


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		40	0		150	0		0	300		0
Storage Lanes	1		1	0		1	0		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	25	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			527			225			408	
Travel Time (s)		10.3			12.0			5.1			9.3	
Volume (vph)	253	279	88	13	216	33	54	98	25	18	155	243
Turn Type	Prot		custom	Perm		Perm	Split		Perm	Split		Perm
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases			4 7	8		8			2			1
Detector Phases	7	4	4 7	8	8	8	2	2	2	1	1	1
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	22.0		22.0	22.0	22.0	23.0	23.0	23.0	15.0	15.0	15.0
Total Split (s)	30.0	60.0	90.0	30.0	30.0	30.0	23.0	23.0	23.0	17.0	17.0	17.0
Total Split (%)	30.0%	60.0%	90.0%	30.0%	30.0%	30.0%	23.0%	23.0%	23.0%	17.0%	17.0%	17.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes									Yes	Yes	Yes
Recall Mode	None	Min		Min	Min	Min	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green, Master Intersection
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 17: Commercial St. & Franklin St. Art.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			3%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		580			300			494			538	
Travel Time (s)		13.2			6.8			11.2			12.2	
Volume (vph)	122	40	169	33	104	38	93	256	25	18	195	115
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	CBD

Control Type: Unsignalized

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Turning Speed (mph)		9	15		15	9
Link Speed (mph)	30			30	30	
Link Distance (ft)	300			187	177	
Travel Time (s)	6.8			4.3	4.0	
Volume (vph)	49	34	0	47	128	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: CBD
Control Type: Unsignalized

9: Midde Street & Longfellow Parking Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.0	0.0	0.1	0.2
Delay / Veh (s)	1.2	0.1	3.8	2.3

17: Commercial St. & Franklin St. Art. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.9	2.8	1.1	2.1	10.9
Delay / Veh (s)	28.2	37.3	22.1	17.6	26.0

36: Fore St. & Pearl St. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.7	0.5	0.2	0.7	2.0
Delay / Veh (s)	8.2	6.6	9.3	10.0	8.4

38: Fore St. & Franklin St. Art. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.0	2.6	0.7	2.3	8.7
Delay / Veh (s)	26.3	27.5	6.7	13.2	17.5

43: Midde Street & Franklin NB Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.5	1.7	1.8	3.7	11.7
Delay / Veh (s)	36.8	18.9	9.3	17.5	18.9

62: Midde Street & Pearl St. Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.3	1.5	1.8	1.4	10.1
Delay / Veh (s)	61.0	25.3	19.4	19.0	32.0

210: Midde Street & India Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.2	0.8	0.3	0.2	3.5
Delay / Veh (s)	25.2	16.2	3.0	1.7	10.3

Total Network Performance

Total Delay (hr)	50.2
Delay / Veh (s)	39.8

9: Midde Street & Longfellow Parking Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Total Delay (hr)	0.0	0.0	0.0	0.1	0.2
Delay / Veh (s)	1.4	1.0	0.1	3.8	2.3

17: Commercial St. & Franklin St. Art. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	2.9	1.7	0.3	0.1	2.5	0.1	0.4	0.7	0.0	0.1	1.4	0.6
Delay / Veh (s)	42.7	21.4	10.6	41.1	41.5	10.2	28.1	23.7	3.3	21.6	31.8	8.6

17: Commercial St. & Franklin St. Art. Performance by movement

Movement	All
Total Delay (hr)	10.9
Delay / Veh (s)	26.0

36: Fore St. & Pearl St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.1	0.6	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.1	0.4	0.1
Delay / Veh (s)	12.5	8.0	4.5	13.9	6.8	4.4	13.3	9.4	4.6	15.0	11.9	5.9

36: Fore St. & Pearl St. Performance by movement

Movement	All
Total Delay (hr)	2.0
Delay / Veh (s)	8.4

38: Fore St. & Franklin St. Art. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	1.5	1.3	0.2	0.4	1.1	1.2	0.1	0.7	0.0	1.1	1.1	0.1
Delay / Veh (s)	31.2	24.3	16.0	41.3	33.8	21.4	14.1	6.9	2.8	21.6	11.0	3.6

38: Fore St. & Franklin St. Art. Performance by movement

Movement	All
Total Delay (hr)	8.7
Delay / Veh (s)	17.5

43: Midde Street & Franklin NB Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	2.9	1.3	0.3	0.4	0.9	0.4	0.1	1.7	0.1	1.3	2.2	0.2
Delay / Veh (s)	46.4	28.5	19.4	34.7	28.7	9.0	15.1	9.3	6.7	37.6	14.4	7.4

43: Midde Street & Franklin NB Performance by movement

Movement	All
Total Delay (hr)	11.7
Delay / Veh (s)	18.9

62: Midde Street & Pearl St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.8	4.1	0.4	0.2	1.2	0.2	0.2	1.2	0.5	0.3	0.7	0.4
Delay / Veh (s)	71.8	60.4	49.7	30.3	26.8	17.3	28.6	21.2	14.4	29.5	21.9	12.4

62: Midde Street & Pearl St. Performance by movement

Movement	All
Total Delay (hr)	10.1
Delay / Veh (s)	32.0

210: Midde Street & India Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.9	0.3	1.0	0.1	0.6	0.1	0.1	0.2	0.0	0.0	0.1	0.0
Delay / Veh (s)	30.5	25.6	21.7	15.7	18.0	11.5	5.0	2.4	1.8	3.9	1.9	0.9

210: Midde Street & India Street Performance by movement

Movement	All
Total Delay (hr)	3.5
Delay / Veh (s)	10.3

Total Network Performance

Total Delay (hr)	50.2
Delay / Veh (s)	39.8

Intersection: 9: Midde Street & Longfellow Parking

Movement	NB
Directions Served	LR
Maximum Queue (ft)	64
Average Queue (ft)	38
95th Queue (ft)	59
Link Distance (ft)	146
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Commercial St. & Franklin St. Art.

Movement	EB	EB	EB	B16	B61	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	T	LT	R	LT	T	R	L	T
Maximum Queue (ft)	225	419	66	28	12	288	174	121	88	26	35	194
Average Queue (ft)	156	163	37	1	0	144	21	52	23	7	7	78
95th Queue (ft)	238	325	81	21	8	242	79	96	59	23	27	162
Link Distance (ft)		381		73	44	470		171	171	171		309
Upstream Blk Time (%)		1		0	0							0
Queuing Penalty (veh)		0		0	0							0
Storage Bay Dist (ft)	200		40				150				300	
Storage Blk Time (%)	5	31	3			9	0					0
Queuing Penalty (veh)	17	106	14			3	0					0

Intersection: 17: Commercial St. & Franklin St. Art.

Movement	SB
Directions Served	R
Maximum Queue (ft)	182
Average Queue (ft)	65
95th Queue (ft)	137
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 36: Fore St. & Pearl St.

Movement	EB	WB	B37	NB	SB	SB
Directions Served	LTR	LTR	T	LTR	L	TR
Maximum Queue (ft)	172	128	22	82	77	120
Average Queue (ft)	68	59	1	33	19	56
95th Queue (ft)	131	108	11	70	53	99
Link Distance (ft)	138	89	239	144		603
Upstream Blk Time (%)	1	2				
Queuing Penalty (veh)	0	4				
Storage Bay Dist (ft)					100	
Storage Blk Time (%)					0	1
Queuing Penalty (veh)					0	0

Intersection: 38: Fore St. & Franklin St. Art.

Movement	EB	EB	B211	WB	B39	NB	NB	SB	SB
Directions Served	L	TR	T	LTR	T	LT	TR	LT	TR
Maximum Queue (ft)	161	156	103	300	45	109	80	229	224
Average Queue (ft)	84	94	10	163	2	38	24	129	57
95th Queue (ft)	145	156	69	273	28	83	62	233	160
Link Distance (ft)	100	100	239	271	187	309	309	200	200
Upstream Blk Time (%)	7	8	0	1	0			4	0
Queuing Penalty (veh)	11	14	0	0	0			11	1
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 43: Midde Street & Franklin NB

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LT	TR	L	T	TR
Maximum Queue (ft)	154	374	196	109	187	197	148	230	208
Average Queue (ft)	122	142	80	42	96	102	64	105	84
95th Queue (ft)	179	296	148	82	172	183	122	197	161
Link Distance (ft)		500	495		200	200		473	473
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					0	1			
Storage Bay Dist (ft)	125			200			200		
Storage Blk Time (%)	17	4	0					1	
Queuing Penalty (veh)	35	9	1					1	

Intersection: 62: Midde Street & Pearl St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	438	221	277	228
Average Queue (ft)	212	92	128	101
95th Queue (ft)	434	175	221	181
Link Distance (ft)	578	500	603	410
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 210: Midde Street & India Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	275	141	116	48
Average Queue (ft)	120	61	40	7
95th Queue (ft)	228	110	94	30
Link Distance (ft)	495	239	465	507
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Nework Summary

Network wide Queuing Penalty: 230

Appendix C

MaineDOT Crash Data

Trip Generation Calculations

MaineDOT Adjustment Data

Portland

Node # 8938

Study period 2001-2003

# of Accidents-26

Franklin Art. Rt 1A

Middle St

- Traffic Signal

8938

02272 3-9-02 2:50A W/CL Fail to Yield

01431-12-02 10:07P D/C Disregard Signal (B)

25372 12-18-02 5:05P D/C Vec

04005 1-31-03 1:30A D/C Hit & Run

25803 12-26-02 9:56A I/C Fail to Yield

14655 6-19-02 8:55A D/C Inattention

(C) 33833 2-17-03 11:09A D/CL Fail to Yield

(B) 02163 1-15-03 5:55P D/C Fail to Yield

02195 1-17-01 10:32A W/C Fail to Yield

11969 4-3-01 6:04P W/CL Fail to Yield

25372 7-23-01 10:19P D/C Improper Tu (B)

40982 12-27-03 10:52A D/C Fail to Yield (C)(C)(C)

20327 5-23-03 1:40P W/CL Vision Obscured

04025 1-31-01 3:00P W/S Fail to Yield

36124 11-3-03 2:30P W/CL Inattention

25717 12-26-02 10:40A Fail to Yield

25867 12-31-02 8:45P I/CL Inattention

25280 12-16-02 10:29A D/C Fail to Yield (C)

19829 8-25-02 2:07P D/C Inattention

00288 1-1-01 12:20A S/C Fol. too CL.

19404 6-19-01 9:08A D/C Unkown

26403 7-31-03 3:31P D/C Fail to Yield

04129 1-31-03 7:55P D/C Inattention

33336 9-29-03 4:40P D/C Hit & Run (B)

40806 12-19-03 8:48A D/C Vision Obscured

04526 1-22-02 8:39A I/C Follow too Close

MAINE DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

TINACC30

ACCIDENT SUMMARY INPUT

TYPE OF STUDY: NODES AND LINKS TYPE OF REQUEST: ACCIDENT I & II WITH LINK DETAIL
STUDY PERIOD: FROM MONTH 01 YEAR 2002 TO MONTH 12 YEAR 2004

INPUT COMMENTS

REQUEST: COMMERCIAL ST / FRANKLIN ST ARTERIAL AREA
TOWN: PORTLAND

INPUT DATA

ROUTE	COUNTY	FIRST NODE	EXCLUDE FIRST	DISTANCE	SECOND NODE	LAST NODE	EXCLUDE LAST	DISTANCE
					07208	05812	0	0.00
0001A	05	07207	0	0.00	09241	09241	0	0.00
61001		05812	1	0.00	09199	09242	0	0.00
60286		09206	0	0.00	09212	09235	1	0.00
60571		09233	0	0.00	09193	07212	1	0.00
		09235	1	0.00	08938	08937	1	0.00
0001A		08939	0	0.00	05812	05812	1	0.00
		08937	1	0.00	07213	07213	1	0.00
60180		09182	1					

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY I

COUNTY TOWN#	LOW NODE	HIGH NODE	STREET NAME OR ROUTE #	U/R	TOTAL ACCTS	LINK LENGTH	INJURY ACCIDENTS K	A	B	C	PD	PERCENT INJURY	ANNUAL HM VEH-MILES	ANNUAL M ENT-VEHS	ACCIDENT-RATES LINK	NODE	CRITI RATE	CRF	
05	07207	POR,COMMERCIAL,UNION ST		9	8		0	0	1	1	6	25.0		6.384		0.42	1.07	0.00	0.39
05	07208	POR,COMMERCIAL,.04 BK.U		2	1		0	0	0	0	1	0.0		5.695		0.06	0.38	0.00	
05	07209	POR,COMMERCIAL,DANA ST.		2	4		0	0	0	3	1	75.0		5.652		0.24	0.38	0.00	
05	07210	POR,COMMERCIAL,MOULTON		2	7		0	2	3	0	2	71.4		5.447		0.43	0.38	1.13	
05	07211	POR,COMMERCIAL,MARKET S		2	0		0	0	0	0	0	0.0		5.190		0.00	0.39	0.00	
05	08996	POR,PORT.PIER,SILVER,1A		2	0		0	0	0	0	0	0.0		4.813		0.00	0.40	0.00	
05	07212	POR,COMMERCIAL,PEARL ST		2	1		0	0	0	0	1	0.0		4.886		0.07	0.39	0.00	
05	07213	POR,COMMERCIAL,CUSTOM H		2	1		0	1	0	0	0	100.0		4.507		0.07	0.40	0.00	
05	05812	POR,COMMERCIAL ST,STATE		9	3		0	0	0	1	2	33.3		4.763		0.21	1.14	0.00	
05	09241	POR,INDIA,COMMERCIAL ST		2	0		0	0	0	0	0	0.0		2.271		0.00	0.48	0.00	
05	09206	POR,UNION,FORE ST.		9	8		0	0	0	2	6	25.0		4.880		0.55	1.13	0.00	
05	09199	POR,FORE,PLUM ST.		2	1		0	0	0	0	1	0.0		4.183		0.08	0.41	0.00	
05	A09197	POR,FORE,DANA ST.			0		0	0	0	0	0	0.0		0.000		0.00	0.00	0.00*	
05	P09195	POR,PATTON CT,FORE ST.		2	0		0	0	0	0	0	0.0		7.421		0.00	0.36	0.00	
05	A09205	POR,FORE,EXCHANGE ST.			0		0	0	0	0	0	0.0		0.000		0.00	0.00	0.00*	
05	P09194	POR,MOULTON,FORE ST.		2	6		0	0	1	2	3	50.0		10.316		0.19	0.33	0.00	
05	09187	POR,MARKET,FORE ST.		2	2		0	0	0	0	2	0.0		3.486		0.19	0.43	0.00	
05	09185	POR,SILVER,FORE ST.		2	0		0	0	0	0	0	0.0		3.235		0.00	0.44	0.00	
05	09235	POR,FORE,PEARL ST		9	1		0	0	0	1	0	100.0		4.182		0.08	1.17	0.00	
05	09182	POR,FORE,CUSTON HOUSE S		2	1		0	0	0	1	0	100.0		2.765		0.12	0.46	0.00	
05	08937	POR,FRANKLIN ST,ART,FOR		9	9		0	0	0	2	7	22.2		5.113		0.59	1.12	0.00	
05	09242	POR,FORE,INDIA ST.		2	1		0	0	0	1	0	100.0		4.615		0.07	0.40	0.00	
05	09233	POR,CONGRESS,PEARL ST		9	14		0	0	2	5	7	50.0		6.621		0.70	1.06	0.00	0.66
05	09212	POR,FEDERAL,PEARL ST		2	4		0	0	1	0	3	25.0		2.007		0.66	0.47	1.40	
05	09227	POR,PEARL ST,NEWBURY ST		2	1		0	0	0	0	1	0.0		1.561		0.21	0.50	0.00	
05	09234	POR,PEARL,MIDDLE ST		9	5		0	0	0	0	5	0.0		4.566		0.37	1.15	0.00	
05	09201	POR,PEARL,MILK ST		2	1		0	0	0	0	1	0.0		1.589		0.21	0.50	0.00	
05	09193	POR,PEARL,WHARF ST		2	0		0	0	0	0	0	0.0		0.827		0.00	0.58	0.00	
05	08939	POR,FRANKLIN ART,CONGRE		9	52		0	1	6	14	31	40.4		10.320		1.68	0.98	1.71	
05	08938	POR,FRANKLIN ART.,MIDDL		9	27		0	2	3	5	17	37.0		6.533		1.38	1.07	1.29	
		NODE SUBTOTALS-			158		0	6	17	38	97	38.6		133.828		0.39	0.42	0.00	

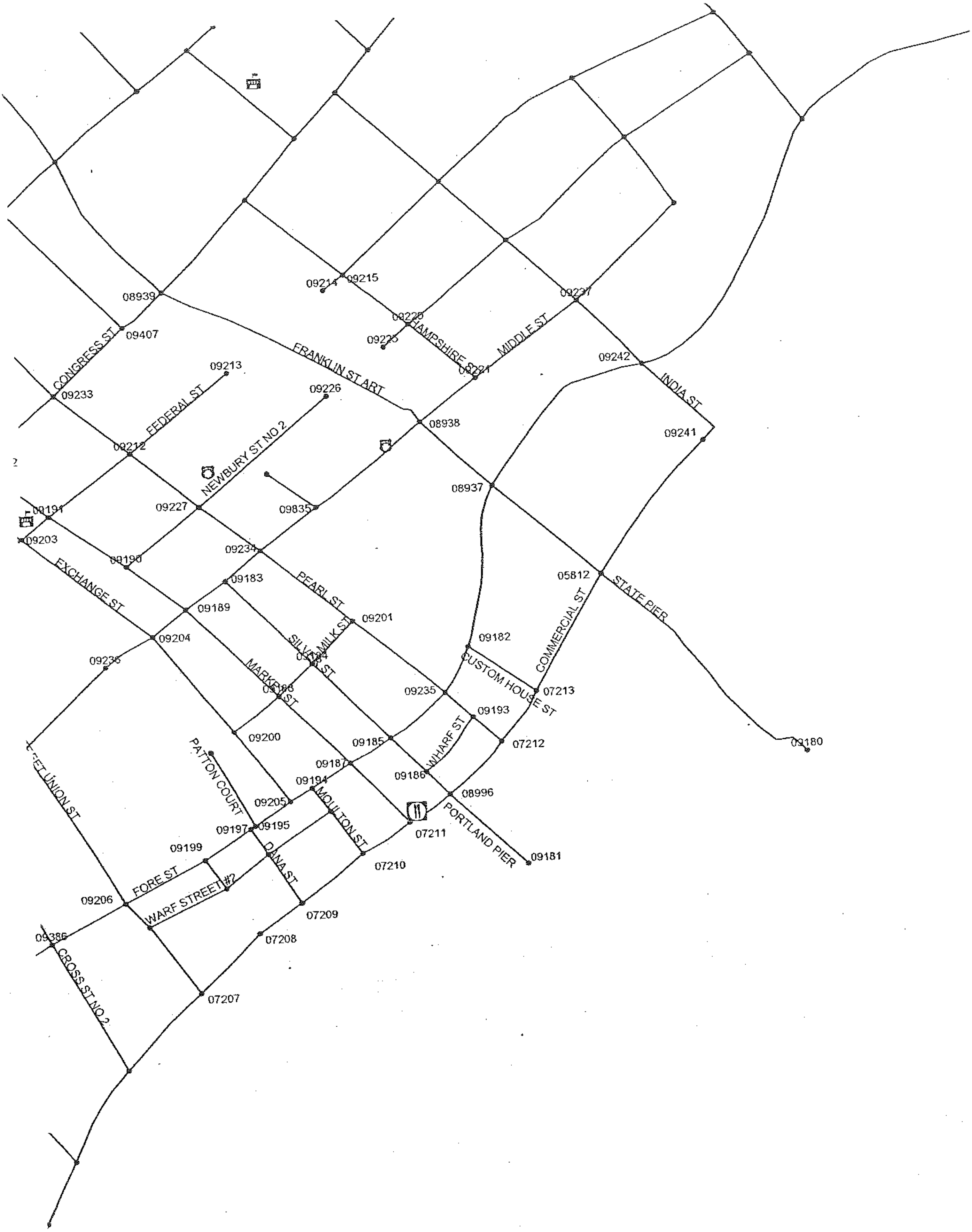
* - MEV IS ZERO FOR THIS NODE -

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY I

COUNTY TOWN#	LOW NODE	HIGH NODE	STREET NAME OR ROUTE #	U/R	TOTAL ACCTS	LINK LENGTH	INJURY ACCIDENTS K	A	B	C	PD	PERCENT INJURY	ANNUAL HM VEH-MILES	ANNUAL M ENT-VEHS	ACCIDENT-RATES LINK	NODE	CRITI RATE	CRF
05170	07207	07208	COMMERCIAL ST	2	7	0.04	0	0	1	1	5	28.6	0.00229		1018.92		575.33	1.77
	07208	07209		2	1	0.05	0	0	0	0	1	0.0	0.00283		117.79		544.61	0.00
	07209	07210		2	4	0.04	0	0	0	0	4	0.0	0.00215		620.16		584.81	1.06
	07210	07211		2	5	0.02	0	0	1	1	3	40.0	0.00105		1587.30		701.08	2.26
	07211	08996		2	0	0.04	0	0	0	0	0	0.0	0.00192		0.00		602.20	0.00
	07212	08996		2	1	0.04	0	0	0	0	1	0.0	0.00185		180.18		608.00	0.00
	07212	07213		2	1	0.03	0	0	0	0	1	0.0	0.00131		254.45		663.92	0.00
	05812	07213		2	7	0.09	0	0	0	1	6	14.3	0.00387		602.93		502.58	1.20
	05812	09241		2	1	0.10	0	0	0	0	1	0.0	0.00231		144.30		574.03	0.00
	09199	09206	FORE ST	2	0	0.06	0	0	0	0	0	0.0	0.00251		0.00		561.80	0.00
	09197	09199		2	1	0.03	0	0	0	0	1	0.0	0.00117		284.90		682.82	0.00
	09195	09197		2	0	0.01	0	0	0	0	0	0.0	0.00037		0.00		858.25	0.00
	09195	09205		2	0	0.02	0	0	0	0	0	0.0	0.00071		0.00		766.76	0.00
	09194	09205		2	2	0.01	0	0	0	0	2	0.0	0.00068		980.39		773.80	1.27
	09187	09194		2	0	0.02	0	0	0	0	0	0.0	0.00065		0.00		781.08	0.00
	09185	09187		2	0	0.04	0	0	0	0	0	0.0	0.00123		0.00		674.43	0.00
	09185	09235		2	0	0.03	0	0	0	0	0	0.0	0.00092		0.00		723.45	0.00
	09182	09235		2	1	0.03	0	0	0	0	1	0.0	0.00092		362.32		723.45	0.00
	08937	09182		2	1	0.09	0	0	0	0	1	0.0	0.00192		173.61		602.20	0.00
	08937	09242		2	5	0.12	0	0	0	1	4	20.0	0.00301		553.71		499.74	1.11
	09212	09233	PEARL ST	2	1	0.05	0	0	0	1	0	100.0	0.00070		476.19		713.63	0.00
	09212	09227		2	0	0.04	0	0	0	0	0	0.0	0.00056		0.00		744.52	0.00
	09227	09234		2	2	0.05	0	0	0	0	2	0.0	0.00070		952.38		713.63	1.33
	09201	09234		2	0	0.06	0	0	0	0	0	0.0	0.00084		0.00		686.57	0.00
	09201	09235		2	2	0.07	0	0	1	1	0	100.0	0.00098		680.27		663.04	1.03
	09193	09235		2	1	0.01	0	0	0	0	1	0.0	0.00008		4166.67		368.30	11.31
	07212	09193		2	0	0.02	0	0	0	0	0	0.0	0.00015		0.00		729.39	0.00
	08938	08939	FRANKLIN ST ART	2	1	0.15	0	0	0	0	1	0.0	0.00680		49.02		419.87	0.00
	08937	08938		2	0	0.06	0	0	0	0	0	0.0	0.00194		0.00		577.29	0.00
	05812	08937		2	0	0.09	0	0	0	0	0	0.0	0.00212		0.00		564.21	0.00
	07213	09182	CUSTOM HOUSE ST	2	0	0.04	0	0	0	0	0	0.0	0.00013		0.00		1520.82	0.00
			LINK SUBTOTALS-		44	1.55	0	0	3	6	35	20.5	0.04867		301.34		291.22	1.03
			GRAND TOTALS-		202	1.55	0	6	20	44	132	34.6	0.04867	133.828	1383.46		455.66	3.04



CONGRESS ST
FEDERAL ST
NEWBURY ST NO 2
FRANKLIN ST ART
HAMPSHIRE S
MIDDLE ST
INDIA ST
EXCHANGE ST
PEARL ST
MILK ST
SILVER ST
MARKET ST
CUSTOM HOUSE ST
COMMERCIAL ST
STATE PIER
WHARF ST
PORTLAND PIER
MOULTON ST
PATTON COURT
DANA ST
FORE ST
WARF STREET #2
UNION ST
CROSS ST NO 2
08939
09407
09233
09213
09226
09212
09214
09215
09220
09225
09221
09237
09242
08938
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08937
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07207

JN: 1317
Project Description: Custom House Street Office
Project Location: Portland, Maine
Date: October 18, 2005

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

General Office Building
Land Use Code (LUC) 710

Gross Floor Area 47,000

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	Ln (T) = 0.77 Ln (X) + 3.65	746	78	50%	50%	373	373	0.80
AM Peak Hour	Ln (T) = 0.80 Ln (X) + 1.55	103	217	90%	10%	93	10	0.83
PM Peak Hour	T = 1.12 (X) + 78.81	131	235	15%	85%	20	111	0.82
Saturday	T = 2.14 (X) + 18.47	119	17	50%	50%	60	59	0.66
Peak Hour of Generator	Ln (T) = 0.81 Ln (X) - 0.12	20	10	55%	45%	11	9	0.59

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 11.01 (X)	517	78	50%	50%	259	258	---
AM Peak Hour	T = 1.55 (X)	73	217	90%	10%	66	7	---
PM Peak Hour	T = 1.49 (X)	70	235	15%	85%	11	59	---
Saturday	T = 2.37 (X)	111	17	50%	50%	56	55	---
Saturday Peak Hour of Gen.	T = 0.41 (X)	19	10	50%	50%	10	9	---

* Percentages rounded to nearest 5%

JN: 1317
Project Description: Custom House Street Office
Project Location: Portland, Maine
Date: October 18, 2005

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

Specialty Retail Center
Land Use Code (LUC) 814

Gross Floor Area (ft^2): 11,500

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	**T = 44.32 (X)**	**510**	**4**	**50%**	**50%**	**255**	**255**	**---**
Peak Hour of Adjacent Street Traffic 7-9 AM**	**T = 0.74 (X)**	**9**	**N/A**	**60%**	**40%**	**5**	**4**	
Peak Hour of Adjacent Street Traffic 4-6 PM	**T = 2.71 (X)**	**31**	**5**	**45%**	**55%**	**14**	**17**	**---**
AM Peak Hour of Generator	T = 6.84 (X)	79	4	50%	50%	40	39	---
PM Peak Hour of Generator	T = 5.02 (X)	58	3	55%	45%	32	26	---
Saturday	**T = 42.04 (X)**	**483**	**3**	**50%**	**50%**	**242**	**241**	**---**

**Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split * IN	Directional Split * OUT	Directional Distribution IN	Directional Distribution OUT	R^2
Weekday	T = 42.78 (X) + 37.66	530	4	50%	50%	265	265	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	---	---	N/A	---	---	---	---	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.40 (X) + 21.48	49	5	45%	55%	22	27	0.98
AM Peak Hour of Generator	T = 4.91 (X) + 115.59	172	4	50%	50%	86	86	0.90
PM Peak Hour of Generator	---	---	3	---	---	---	---	---
Saturday	---	---	3	---	---	---	---	---

* Percentages rounded to nearest 5%
(---) Not Given

Table 5.4
Pass-By Trips and Diverted Linked Trips
Weekday, P.M. Peak Period

Land Use 820—Shopping Center

SIZE (1,000 SQ. FEET GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS-BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	AVERAGE DAILY TRAFFIC	SOURCE
53	Port Orange, FL	1993	162	2-6 P.M.	-	41	-	59	n/a	n/a	TPD, Inc.
9	Kissimmee, FL	1994	107	2-6 P.M.	20	-	14	66	n/a	n/a	TPD, Inc.
77	Edgewater, FL	1992	365	2-6 P.M.	-	54	-	46	n/a	n/a	TPD, Inc.
82	Deltona, FL	1992	336	2-6 P.M.	-	66	-	34	n/a	n/a	TPD, Inc.
78	Orlando, FL	1991	702	2-6 P.M.	23	-	22	55	n/a	n/a	TPD, Inc.
45	Orlando, FL	1992	844	2-6 P.M.	24	-	20	56	n/a	n/a	TPD, Inc.
50	Orlando, FL	1992	555	2-6 P.M.	41	-	18	41	n/a	n/a	TPD, Inc.
52	Orlando, FL	1995	665	2-6 P.M.	33	-	25	42	n/a	n/a	TPD, Inc.
17	Orlando, FL	1994	196	2-6 P.M.	17% ←	34	→ 17%	66	n/a	n/a	TPD, Inc.
60	Orlando, FL	1995	1,583	3-7 P.M.	38	-	22	40	n/a	n/a	TPD, Inc.
158	Crestwood, KY	Jun. 1993	129	4-6 P.M.	39	-	25	36	759	n/a	Barton-Aschman Assoc.
118	Louisville area, KY	Jun. 1993	133	4-6 P.M.	51	-	27	22	3,555	n/a	Barton-Aschman Assoc.
74	Louisville, KY	Jun. 1993	187	4-6 P.M.	43	-	27	30	922	n/a	Barton-Aschman Assoc.
59	Louisville area, KY	Jun. 1993	247	4-6 P.M.	52	-	17	31	2,659	n/a	Barton-Aschman Assoc.
145	Louisville area, KY	Jun. 1993	210	4-6 P.M.	30	-	17	53	2,636	n/a	Barton-Aschman Assoc.
104	Louisville area, KY	Jun. 1993	281	4-6 P.M.	50	-	22	28	2,111	n/a	Barton-Aschman Assoc.
235	Louisville, KY	Jun. 1993	211	4-6 P.M.	29	-	36	35	2,593	n/a	Barton-Aschman Assoc.
71	Louisville, KY	Jun. 1993	109	4-6 P.M.	42	-	33	25	1,559	n/a	Barton-Aschman Assoc.
350	Worcester, MA	Apr. 1994	224	4-6 P.M.	45	-	37	18	2,112	n/a	ICSC
738	East Brunswick, NJ	Apr. 1994	283	4-6 P.M.	79	-	7	14	8,059	n/a	ICSC
294	Philadelphia, PA	Apr. 1994	213	4-6 P.M.	51	-	24	25	4,055	n/a	ICSC
256	Hamden, CT	Apr. 1994	208	4-6 P.M.	51	-	22	27	3,422	n/a	ICSC
418	Glen Burnie, MD	Apr. 1994	281	4-6 P.M.	51	-	29	20	5,610	n/a	ICSC
560	Harrisonburg, VA	Apr. 1994	437	4-6 P.M.	49	-	32	19	3,051	n/a	ICSC
				AVG.	42	49	24	37			
					20%		15%	65%			

Town	Sta	Road	Location	Type	Group	1992	1993	1994	1995	1996
PORTLAND	025		CONGRESS ST E/O US 1 (NB) (VALLEY ST)	C	I	18180	.	.	17160	.
PORTLAND	028		CONGRESS ST W/O US 1 (SB) (ST JOHN ST)	P	I	.	.	.	15870	.
PORTLAND	029		ST JOHN ST N/O SR 22 (PARK AVE)	C	I	9470	.	.	.	.
PORTLAND	031		ST JOHN ST S/O SR 25 (BRIGHTON AVE)	S	I	.	6900	.	.	.
PORTLAND	033		SAUNDERS ST W/O SR 100/US 302 (FOREST)	S	I	740	.	.	.	.
PORTLAND	037		COYLE ST W/O DEERING AVE	S	I	700	.	.	.	.
PORTLAND	038		DEERING AVE S/O SR 100/US 302 (FOREST)	C	I	.	.	.	5420	.
PORTLAND	055		ALLEN AVE NE/O SR 26 (WASHINGTON AVE)	C	I	10160	.	.	9120	.
PORTLAND	070		DEERING AVE S/O US 1/SR 22/25 (PARK AVE)	C	I	10260	.	.	.	.
PORTLAND	071		DARTMOUTH ST SW/O SR 25 (BRIGHTON AVE)	S	I	.	990	.	.	.
PORTLAND	119		PRESUMPSCOT ST SE/O SR 9 (OCEAN AVE)	C	I	2420	.	.	2760	.
PORTLAND	146		DEERING AVE NW/O WILLIAMS ST	S	I	.	4570	.	.	.
PORTLAND	147		DEERING AVE SE/O NOYES ST	S	I	.	4840	.	.	.
PORTLAND	176		CUMBERLAND AVE W/O SR 77 (STATE ST)	C	I	3050	.	.	.	.
PORTLAND	182		LINCOLN ST W/O DEERING AVE	S	I	770	.	.	.	.
PORTLAND	204		DAVIS FARM RD NE/O RIVERSIDE ST	S	I	.	.	.	.	2060
PORTLAND	206		PREBLE ST EXT NW/O MARGINAL WAY	P	I	.	17330	.	16720	.
PORTLAND	001	0001X	US 1 (VETERANS BR) (EB) @ S PORTLAND TL	P	I	.	12000	11720	.	.
PORTLAND	001	0001W	US 1 (VETERANS BR) (WB) @ S PORTLAND TL	P	I	11050	11170	10820	.	.
PORTLAND	002	0001A	US 1A (W COMMERCL) E/O FORE RV BR RAMP J	C	I	16730	.	.	.	.
PORTLAND	007	0001A	US 1A (COMMERCL) SW/O US 1A (FRANK ART)	C	I	.	.	.	12750	.
PORTLAND	007	0001A	US 1A (FRANK ART)(NB) NW/O COMMERCIAL ST	C	I	.	.	.	6470	.
PORTLAND	007	0001A	US 1A (FRANK ART)(SB) NW/O COMMERCIAL ST	C	I	.	.	.	3350	.
PORTLAND	010	0001S	US 1(SB)(STATE) N/O DEERING OAKS UNN RD	C	I	.	.	.	16870	.
PORTLAND	017	0001X	US 1 (STATE) SW/O SR 100 (FOREST AVE)	C	I	14290	.	.	.	.
PORTLAND	025	0001X	US 1 (NB) (VALLEY ST) S/O CONGRESS ST	C	I	4770	.	.	3910	.
PORTLAND	028	0001S	US 1 (SB) (ST JOHN ST) S/O CONGRESS ST	C	I	19020	.	.	.	.
PORTLAND	029	0001S	US 1 (SB)(ST JOHN ST) S/O SR 22 (PARK)	C	I	19570	.	.	18470	.
PORTLAND	034	0001X	US 1 (BAXTER BLVD) NE/O SR 100/US 302	C	I	10650	.	.	.	.
PORTLAND	034	0001X	US 1/SR 100/302 (FOREST) SE/O US 1(BXTR)	C	I	39870	.	.	41550	.
PORTLAND	070	0001X	US 1/SR 22/25 (PARK) E/O SR 25 (DEERING)	C	I	15970	.	.	.	.
PORTLAND	070	0001X	US 1/SR 22/25 (PARK) W/O SR 25 (DEERING)	C	I	12560	.	.	.	.
PORTLAND	136	0001A	US 1A (FRANK ART) (NB) SE/O MARGINAL WAY	P	I	.	14620	.	14890	.
PORTLAND	136	0001A	US 1A (FRANK ART) (SB) SE/O MARGINAL WAY	P	I	.	.	.	12980	.
PORTLAND	148	0001X	US 1/SR 22 (PARK) E/O US 1(NB)(VALLEY)	C	I	12240	.	.	.	.
PORTLAND	166	0001X	US 1 (BAXTER BLVD) N/O VANNAH AVE	C	I	.	.	.	9400	.
PORTLAND	030	0009X	SR 9 (STEVENS AVE) N/O SR 22 (CONGRESS)	C	I	13200	.	.	14710	.
PORTLAND	030	0009X	SR 9/22 (CONGRESS ST) W/O SR 9 (STEVENS)	C	I	19970	.	.	20040	.
PORTLAND	042	0009X	SR 9 (WALTON) SE/O SR 100/US 302(FOREST)	C	I	4720	.	.	4520	.

Cumberland

	TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT00	AADT01	AADT02	AADT03	AADT04
05	NORTH YARMOUTH	51204	00402	IR 402 (MONTFORT RD) SE/O SR 9	C	I	450	.	.	.	.
05	NORTH YARMOUTH	51708	00404	IR 404 (NORTH RD) NW/O SR 9	C	I	.	.	2230	.	.
05	NORTH YARMOUTH	51803	00404	IR 404(NORTH RD) E/O IR 317(MILLIKEN RD)	C	I	1970	.	.	.	.
05	NORTH YARMOUTH	51807	00404	IR 404 (MILL RD) W/O SR 231	C	I	1350	.	1370	.	.
05	NORTH YARMOUTH	52001	0115X	SR 115 N/O IR 404 (MILL RD)	C	II	.	.	4410	.	.
05	NORTH YARMOUTH	52106	0115X	SR 115 SW/O SR 231	C	I	5250	.	5490	.	.
05	NORTH YARMOUTH	52107	0115X	SR 115 W/O SR 231	C	II	3840	.	.	.	.
05	NORTH YARMOUTH	52408	0115X	SR 115 NW/O SR 9 (N JCT)	S	I	.	.	.	6140	.
05	NORTH YARMOUTH	52504	0115X	SR 115 SE/O SR 9	S	I	3990	.	4160	4520	.
05	NORTH YARMOUTH	51504	02091	IR 2091(NORTH) SE/O IR 2731 @YARMOUTH TL	C	I	3090	.	3450	.	.
05	NORTH YARMOUTH	51704	02091	IR 2091 (NORTH RD) SE/O SR 9	C	I	2790	.	3100	.	.
05	NORTH YARMOUTH	51805	0231X	SR 231 S/O IR 404 (MILL RD)	C	I	1250	.	1410	.	.
05	NORTH YARMOUTH	51808	0231X	SR 231 NW/O IR 404 (MILL RD)	C	I	1900	.	2240	.	.
05	NORTH YARMOUTH	52101	0231X	SR 231 N/O SR 115	C	I	2100	.	.	.	.
05	PORTLAND	00203	0001A	US 1A (COMMERCIAL) E/O W COMMERCIAL ST	C	I	18120	.	.	.	.
05	PORTLAND	00208	0001A	US 1A (COMMERCIAL) NW/O W COMMERCIAL ST	C	I	16650	.	18740	.	.
05	PORTLAND	00602	0001A	US 1A (COMMERCIAL ST) NE/O HIGH ST	C	I	35060	.	71280	.	.
05	PORTLAND	00606	0001A	US 1A (COMMERCIAL ST) SW/O HIGH ST	C	I	.	.	17430	.	.
05	PORTLAND	00706	0001A	US 1A (COMMERCIAL) SW/O US 1A (FRANKLIN)	C	I	11540	.	.	.	.
05	PORTLAND	00708	0001A	US 1A (FRANKLIN) NW/O COMMERCIAL ST	C	I	6120	.	6430	.	.
05	PORTLAND	01304	0001A	US 1A (FRANKLIN NB) SE/O SR 26(CUMBRLND)	C	I	19820	.	18110	.	.
05	PORTLAND	01308	0001A	US 1A (FRANKLIN NB) NW/O SR 26(CUMBRLND)	C	I	.	.	20150	.	.
05	PORTLAND	13602	0001A	MARGINAL WAY NE/O US 1A (FRANKLIN ART)	C	I	.	.	4610	.	.
05	PORTLAND	13604	0001A	US 1A (NB)(FRANKLIN) SE/O MARGINAL WAY	P	I	.	27850	.	27510	.
05	PORTLAND	16904	0001A	US 1A (NB)(FRANKLIN) SE/O CONGRESS ST	C	I	.	.	12380	.	.
05	PORTLAND	01001	0001S	US 1 (SB)(STATE) N/O BOWLING GREEN DR	C	I	.	.	15240	.	.
05	PORTLAND	00100	0001X	US 1 (VETERANS BR) @ S PORTLAND TL	P	I	23500	24520	24550	24290	.
05	PORTLAND	02505	0001X	US 1 (VALLEY ST) S/O CONGRESS ST	C	I	.	.	3530	.	.
05	PORTLAND	02605	0001X	US 1 (VALLEY ST) S/O "D" ST		I	.	.	5360	.	.
05	PORTLAND	03402	0001X	US 1 (BAXTER BLVD) NE/O SR 100/US 302	C	I	7360	.	7920	.	.
05	PORTLAND	03501	0001X	US 1 (BAXTER BLVD) N/O PREBLE ST EXT	C	I	.	.	13840	.	.
05	PORTLAND	03607	0001X	US 1 (BAXTER BLVD) W/O DARTMOUTH ST	C	I	.	.	13820	12590	.
05	PORTLAND	05207	0001X	US 1 (BAXTER BLVD) W/O BATES ST @ BR	C	I	.	.	8870	.	.
05	PORTLAND	07003	0001X	US 1/SR 22 (PARK AV) E/O SR 25 (DEERING)	C	I	.	.	13950	.	.

-2%
0%

THE OLYMPIA COMPANIES

July 27, 2007

Mr. William Needleman
City of Portland
Planning and Development Department
389 Congress Street
Portland, Maine 04101

Re: 300 Fore Street, Siteplan Approval – non-PAD use of a portion of first floor.

Dear Bill;

As you are no doubt aware, our new 300 Fore Street project lies in the Pedestrian Activity District overlay zone of the downtown B-3 zone. One of the stipulations of that Pedestrian Activity District is that a non-permitted PAD zone use, which would otherwise be allowed in a B-3 zone may only be permitted if no PAD permitted uses can be found. Please see section 14.218, para (a).1.a of the City of Portland Land Use Code of Ordinances (copy enclosed for convenience) for the specific details of this requirement. It appears from my reading of the ordinance that an administrative review may be conducted for confirmation of adherence to the requirements of this particular paragraph.

As it happens, our realtor for the 300 Fore Street project, CBRE The Boulos Company has been marketing the first floor retail space since June 3, 2005. I have enclosed with this letter copy of a Marketing Report and copies of newspaper advertisements placed by the Boulos Company. I understand a purchaser has now been found for the smaller of the two first floor spaces. That purchaser is however an office use, not a retail use. Accordingly, it appears that the referenced paragraph becomes operative, as office use is permitted under the B-3 zone, but would not otherwise be permitted on the first floor of a PAD overlay district.

As I read it, the project is in compliance with the Ordinance, so long as the space has been actively marketed as retail for a period of at least 6 months. Inasmuch as the enclosed documentation confirms that the space has been actively marketed as retail for more than two years, it would appear evident that we have not only met, and in fact exceeded the Ordinance requirements.

Please allow this letter to serve as request for a formal acknowledgement from the Planning Authority that the conditional use, as described above is acceptable.

Sincerely yours,
OLYMPIA DEVELOPMENT, LLC

Tim Levine
Its Senior Project Manager

cc; Jim Brady, Jon Benoit, Dick Prentice

enclosures

280 Fore Street, Suite 202
Portland, ME 04101

www.theolympiacompanies.com

207-874-9990 phon
207-874-9993 fax

(Ord. No. 241-91, 3-11-91; Ord. No. 200-95, § 1, 3-20-95; Ord. No. 126-97, § 7, 3-3-97; Ord. No. 46-97, § 3, 8-4-97; Ord. No. 226-98, §§ 1, 2, 3-2-98; Ord. No. 51-00, §2, 8-7-00; Ord. No. 205-06/07, 6-4-07)

***Editor's Note:** Pursuant to Order 164-06/07 passed on April 4, 2007 Section 14-217.5 *(Old Port Overlay Zone)* was repealed in its entirety and Division 19.8 *(Downtown Enertainment Overlay Zone)* was enacted.

***Editor's Note:** Pursuant to Order No. 48-06/07 passed on September 18, 2006 Section 14-217.6 *(Moratorium on Formula Restaurants in Old Port Historic District and Arts District)* expired on November 19, 2006.

Sec. 14-218. Conditional uses.

(a) The following use is permitted as provided in section 14-474 (conditional uses), provided that, notwithstanding section 14-474(a) or any other provision of this Code, the planning authority shall be substituted for the board of appeals as the reviewing authority:

(1) Ground floor uses in the mandated pedestrian-oriented use area of the PAD overlay zone: Any use permitted in the B-3 and B-3b zone, provided that such uses shall meet the following conditions and standards:

a. The applicant can prove by competent evidence (including but not limited to reliable documentation of advertising, real estate brokerage efforts, and other sales mechanisms)that the space has been actively marketed for permitted uses in the PAD overlay zone for a period of six (6) months and that it has been unable to market the space for a permitted use in accordance with section 14-217(b)(1); and

i. For existing structures, evidence that the space has been actively marketed for permitted uses for a period of six (6) months and, in the case of new construction, evidence that the space has been actively marketed and available for use for a period of six (6) months; and

PROPERTY MARKETING UPDATE

Custom House Square. Portland

Marketing Report

Prepared by: Gregory W. Boulos

Prospects

This property was listed on June 3, 2005. A few of the many retail prospects we attempted to secure for the first floor:

-Starbucks	-Heidi's Brooklyn Deli
-Walk-About	-Planet Fitness
-Hatley, LBH	-Second Time Around
-Micucci's Grocery	-Hub Furniture

Advertising

The listing was advertised in the Maine Sunday Telegram and Portland Press Herald dozens of times in the past two years. The Fore Street level units were most often categorized as "Retail for Sale"

Internet

- Loopnet

Custom House Square is listed www.loopnet.com; a national commercial real estate website. It is categorized as "Office and Retail". It has been returned as a match in 2,708 searches, and had 675 views.

- CIBOR

www.mainecpe.com is known as "CIBOR"; the local commercial real estate listings website. Custom House Square has been listed on this site since June of 2005, and has had over 1000 hits. It is listed as office and retail.

Signage

Signage on the property installed upon listing in 2005. A red and white banner was added in 2006 to advertise the two remaining Fore Street-level units.

Email

Emails sent to the brokerage community several times over the two-year period.

Other

Members of the brokerage team listing this property visited the ICSC (International Council of Shopping Centers) in both Las Vegas and Boston in 2005, 2006 and 2007. This property was marketed to several retailers at those conventions.

CBRE | The Boulos Compan
CB RICHARD ELLIS

Commercial Property

GORHAM OPPORTUNITY $690,000

Ideal commercial location near Westbrook/Gorham line. Lot w/ample parking. Large showroom and warehouse. Includes separate building w/ development potential.

ERA REAL ESTATE

Call Arthur Gagne
207-839-6930
ERA The Masiello Group

Historic Maine Brick Building For Sale

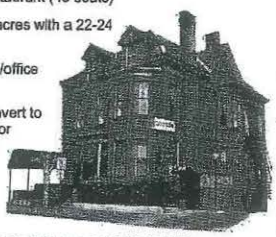
Currently used for high-end restaurant (114 seats) and lower level pub restaurant (40 seats)

7,936± s.f. on .39 acres with a 22-24 space parking lot

Third floor dwelling/office with waterviews

Perfect as is or convert to office, commerical or residential condos

Nearby Maine Medical Center



HARNDEN

Est. COMMERCIAL REAL ESTATE SERVICES 1985

Roxane A. Cole, CCIM 773-3531 x102

306 BRIDGTON ROAD • WESTBROOK

1,768± SF brick building, a covered garage and a well maintained 1,170± SF heated barn. Perfect for home office/small busines owner. Available for sale.

Contact THOMAS MOULTON, CCIM, SIOR OR KATHERINE ALLEN

NAI The Dunham Group
Commercial Real Estate Services, Worldwide.

773-7100 www.dunham-group.com

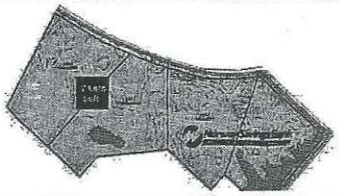
WARREN AVENUE TRADE CENTER

2 Commercial Condo Unis For Sale: 2,350SF each. The 2 story units are currently combined but can be sold individuail.Own for less than cost to leasing . Below appraised value at $225,000 per unit ($95.74/sf)

Call Tracy Sullivan at 772-1333

CBRE CB RICHARD ELLIS | The Boulos Company
www.boulos.com

Lots in Oxford Hills Business Park



- Lot 3 (10.74± acres) and Lot 4 (10.02± acres) for sale
- rail access available
- Join Norway Savings Bank headquarters and education center at this new business and industry campus on Route 26

HARNDEN

Est. COMMERCIAL REAL ESTATE SERVICES 1985

Daren W. Hebold 773-3531 x105

Commercial Property

BRUNSWICK - Ranch Style Home In Mixed Use Zone,Gar. $169K. Downeast Re. 767-3497

BRUNSWICK - Terrific Opp, Laundry Facil., Hair Salon, 2 Apts. Downeast Realty 767-3497 x110

GORHAM - $690K Lot w/pkg, showroom & whse. Arthur, ERA Masiello Group 839-6930

GORHAM automotive repair center, long established business location, includes 3 separate bldgs. Plus lg home or offices on 2.2 acres near Route 25. Offered at $490,000

The Real Estate Store Applebee Commercial 883-3333

GORHAM Retail/ Offices, 3,437 sf like new, investment property conveniently located near planned by-pass intersection ONLY $529,000

The Real Estate Store Applebee Commercial 883-3333

Millcreek area of So.Portland: 4351+/-sf w/water views. $495,000 DREW

www.boulos.com CBRE CB RICHARD ELLIS | The Boulos Company 207-772-1333

HARNDEN

OXFORD HILLS - Business park, 2-10+ ac lots. D.Hebold 773-3531 x105

PORTLAND: 2 comm. condos, 2,300- 4,700+/- sf, $225,000/Unit Tracy @ Boulos Co. 772-1333

HARNDEN

PORTLAND Historic brick 7,396sf, some waterviews. Roxane Cole 773-3531 x102

SACO - 34 unit Motor Court, good #'s. Well maint. Applebee Commercial 883-4327

SO.MAINE - Boat sales, service & storage on 5.17ac. Town Square Realty Group 324-2860

SO.PORTLAND - $333,000 single family w/home bus. Bridget, RE/MAX Absolute 221-3727

WATERBORO - Unique comm property w/ apt. $249,900 Pleasant River Prop 892-0900/8650-7484

WESTBROOK - Route 302 commercial property. NAI The Dunham Group 773-7100

WINDHAM- Rt 115 C1 Zone $269,900 C-2zone $324,900 Carol 310-8592 RE/MAX Advanced

Office For Sale

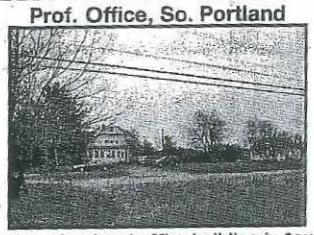
CLASS A OFFICE BUILDING FOR SALE or LEASE

PRICE REDUCED: Prime location on Route One in Falmouth. This 3,625+/- sf building enjoys excellent visibility. Sturdy concrete block construction with updates interior and open floor plan. Available for sale or lease.

Call Andrew Nelson at 772-1333

CBRE CB RICHARD ELLIS | The Boulos Company
www.boulos.com

Prof. Office, So. Portland



Small Professional office building in South Portland. Expansion possible. $339,000. Contact John Doyon, CCIM 772-2422

MALONE
Commercial and Investment Real Estate
www.malonecb.com

Office For Sale

A SMALL OFFICE BLDG for sale in So. Portland. Expansion possible. $339,000 Call John Doyon, CCIM

MALONE (207) 772-2422

FALMOUTH - 3,625+/- sf Class A office building. Sale or lease. Andrew @ The Boulos Co, 772-1333

PENINSULA BLDG - Chestnut St in Portland. 2,700SF newly renov.Joe Malone, CCIM.

MALONE (207) 772-2422

Up to 30,200 SF (subdividable) of newly renovated space is available for lease in So. Portland. Joe Malone, CCIM

MALONE (207) 772-2422

Retail for Sale

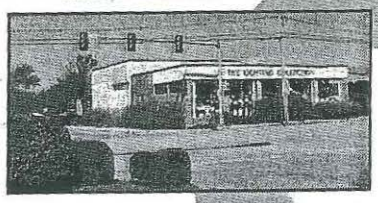
NEW CONSTRUCTION IN THE OLD PORT

- Premier Office / Retail Units on Fore Street
- 1,430 +/- 8,729+/- and 10,159+/- sf
- Corner of Fore and Custom House
- Available for Sale or Lease
- Projected occupancy Mid 2007

Call Gregory W. Boulos at 772-1333

CBRE CB RICHARD ELLIS | The Boulos Company
www.boulos.com

MILL CREEK RETAIL BUILDING



3,800+/- sf building in prime location at signalized intersection. Ideal combination of showroom, storage and office space. Available for Sale or Lease

Call Greg or Andy at 772-1333

CBRE CB RICHARD ELLIS | The Boulos Company
www.boulos.com

Retail for Sale

MID-COAST - Route 1, 1.95+/-ac, 8,400+/-sf for sale or lease. Call Nate

CARDENTE REAL ESTATE 207-775-7363

PORTLAND - New Const. 1,430-10,159+/-sf Fore St. Gregory, The Boulos Co. 772-1333

SO. PORTLAND - 3800+/-sf, OHD, storage, showroom. Greg, The Boulos Co. 772-1333

Custom House Sq
PORTLAND

Mixed Space

PRICE REDUCED

14,500+/- sf industrial building on Payne Rd, Scarborough. 2.41+/- acres. Great visibility, easy turnpike access. 18' ceilings with three OHD's.

Call Craig S. Young, CCIM at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS
www.boulos.com

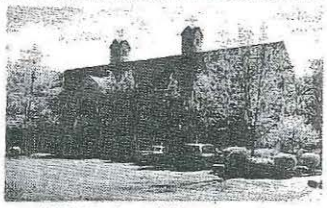
SOUTHERN MAINE COMMERCE CENTER

- Office/flex space 10,000-215,000 SF
- Climate controlled HVAC throughout
- Parking for over 600 cars
- Priced at $4.50/sf NNN

Call Dan Greenstein at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS
www.boulos.com

SCARBOROUGH OFFICE SPACE



- 13,736± s.f. available
- Unique restaurant/retail space
- Excellent location and ample parking

RAM HARNDEN

Est. COMMERCIAL REAL ESTATE SERVICES 1985

James Harnden & Danika Babcock **773-3531**

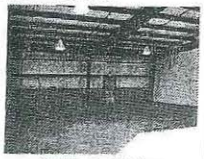
PINELAND MIXED USE SPACE

- Pineland, New Gloucester
- 1,000 - 10,000 SF units Available, $12 - 13/SF
- Gorgeous campus setting with Class A office space
- 30 minutes to Portland and 15 to Lewiston/Auburn

Call Drew Sigfridson at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS
www.boulos.com

Riverside Street - Exit 48



10 - 16 Manuel Drive

- 3,000 - 6,000± s.f. wholesale/retail space
- New construction
- Direct access to nearby Maine Turnpike Exit 48

32 Manuel Drive

- 2,000± s.f. clean bay
- 13' - 15' clear height
- Warehouse space with built-out office

RAM HARNDEN

Est. COMMERCIAL REAL ESTATE SERVICES 1985

Roxane Cole & Danika Babcock **773-3531**

Mixed Space

10-215[illegible]ffice/flex space, [illegible]ng for 600+, $4.50/[illegible]NN. Call Dan@Th[illegible]oulos Co.

10KSF office & 26K SF flex.Near EX 47 ME TPK $4.50-8.00/sf NNN Steve 772-1333 The Boulos Co.

Lewiston: 6398+/-sf retail/whse spc avail immed. Join Sunrise Glass in this Main St. loc. $8/sf NNN CHRIS

CBRE | The Boulos Company
CB RICHARD ELLIS
207-772-1333

Office/Flex space-3,500 SF office & 3,772 SF whse space. Great loc on Riverside St close to Tpk Exit 48 & Exit 53

MALONE (207) 772-2422

PINELAND -500-10,000SF mixed use space. Campus setting. Drew@The Boulos Co.

RAM HARNDEN

PORTLAND - Office ratil warehouse space R. Cole and D. Babcock 773-3531

SCARBOROUGH - 14,500 +/- sf ofc/ind bldg w/retail vis. Reduced. Craig@The Boulos Co.

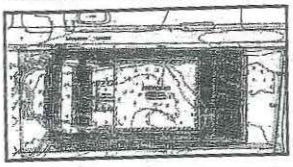
RAM HARNDEN

SCARBOROUGH - Restaurant retial space D. Babcok and J. Harnden 773-3531 x101

Commercial Land

Commercial La...

9 LEXINGTON STREET
LEWISTON INDUSTRIAL PARK

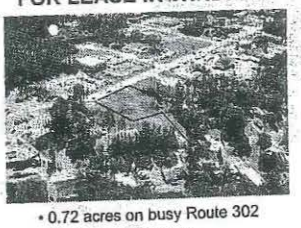


7+/- AC parcel awaiting development in the well established Lewiston Industrial Park. Close proximity to Exit 80 of the Maine Turnpike (I-95) via Alfred Plourde Parkway. Municipal utilities to site. 892' road frontage. Zoning allows for many uses.

GENDRON COMMERCIAL BROKERS

FOR MORE INFORMATION PLEASE CALL
Charlene M. Jordan, Broker
207-650-9518
207-774-6000

FOR LEASE IN WINDHAM



- 0.72 acres on busy Route 302
- 120' of road frontage
- $25,000/yr land lease

RAM HARNDEN

Est. COMMERCIAL REAL ESTATE SERVICES 1985

Daren W. Hebold **773-3531 x105**

Commercial Land

Biddeford Commercial Development opportunitycity. Charlene@Gendron 774-6000

GORHAM RETAIL OFFICE site at Routes 25 and 237, high visibility and traffice count $389,00 or built 15,000 sf to suit

The Real Estate Store
Applebee
Commercial 883-3333

LEWISTON INDUSTRIAL Park Land - 7+/- AC. Close to Exit 80. Charlene@Gendron 774-6000

NAPLES Great Commercial lot! +/-2.8 acres, $295,000. Nancy Hanson, CBLRP 693-7270

RAM HARNDEN

OXFORD HILLS -Two lots Business. Indstrl Campus D. Hebold 773-3531 x105

ROUTE 1A, BREWER: Private 12.77+/-ac parcel, 4 way tfc lt, 25,000 cars per day, excel retail develop. site CHARLES Portland: 2.18+/-ac development parcel on Presumpscot. $250,000 ANDY

CBRE | The Boulos Company
CB RICHARD ELLIS
207-772-1333

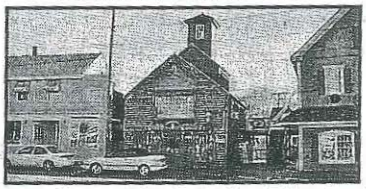
RAM HARNDEN

SANFORD -274 + Developable Acs, former Casino Land M. Barney 773-3531 x104

Office For Sale

Office For Sale

KENNEBUNKPORT



Second floor unit in this highly visible, classic landmark building. Superb location for your business in the center of Dock Square. $495,000. Call Phil Newell.

ThePrudential
Prime Properties of the Seacoast

985-4952
www.pruseacoast.com

Office For Sale

Downtown Ptld: 13,568+/-sf bldg off Congress St., exc loc & features. $1.2 Million. DREW

CBRE | The Boulos Company
CB RICHARD ELLIS
207-772-1333

KENNEBUNKPORT - 2nd flr unit in Dock Sq. $495K Phil, Pru-Prime Prop Seacoast 985-3139

PORTLAND - 1,525 & 7,709 +/- sf for sale/lease in prime OP Loc. Greg@ Boulos Co.

Retail & office space on 1st flr - 2990 1st flr front; 1045 1st flr office; 1700 bsmt level office. Call David Caron

MALONE (207) 772-2422

Office For Sale

Office For Sale

RETAIL/OFFICE CONDOS FOR SALE / LEASE

Only two 1,525+/- sf & 7,709+/- sf retail/office units remain in this 60,816+/- sf Class A building to be constructed on Fore and Custom House Streets. Occupancy scheduled for Summer 2007.

Call Greg Boulos at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS
www.boulos.com

Custom House Sq
Portland

4

Custom House Sq

CLASS A OFFICE SPACE
2300 CONGRESS ST

6,030-12,060+/- SF class A office space. Brick & glass single story building in campus setting. 60+ parking spaces, near Jetport & Maine Mall, minutes to downtown, very visible from turnpike. $12/SF NNN.

Call Steve Baumann at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

ATTRACTIVE OLD PORT OFFICES

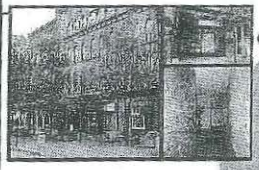
900 – 2,500± sf creative office suites. Larger office has ocean views, rooftop deck, vaulted ceiling, exposed brick and beam.

Call Steve Baumann at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

CLASS A OFFICE SPACE FOR LEASE

4 CITY CENTER



- 2,500± sf Class A Office Suite
- Entire 2nd floor w/ great views
- 5-6 offices, conf., recept, exposed brick
- Direct elevator access
- $13/SF MG

Call Steve Baumann at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

FOR SALE / LEASE
14,522+/- SF OFFICE BUILDING IN GRAY

- Modern office building with attractive build-out
- 8,648+/- sf available for an owner / user
- 5,874+/- sf leased for a five-year period
- Located near Turnpike Exit 63

Call Greg Boulos or Andy Nelson at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

CONSTRUCTION NEARLY COMPLETED
2,200-7,500±sf AVAILABLE APRIL '06
PRESUMPSCOT ST – PORTLAND

- Join the Easter Seals, New England Organics & Bureau of Motor Vehicles, among others
- New construction on historic property w/ campus setting
- Design space to your own specification
- Ample free parking & easy access to I-295

Call Steve Baumann at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

VERY COMPETITIVE RATES

- 2,633 +/- sf retail space - $11.00/sf MG
- 6,550 +/- sf office suite - $15.50/sf MG
- On site parking for Tenants
- 24 hr on site security

Call Drew Sigfridson at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

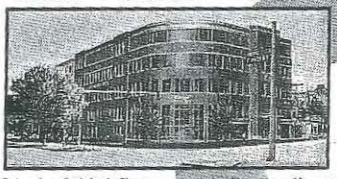
MILL CREEK RETAIL FOR LEASE

- 3,800+/- sf prime retail space
- Excellent exposure
- Large display windows and great signage opportunities
- Situated at lighted intersection

Call Greg Boulos or Andy Nelson at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

CLASS A OFFICE SPACE



- 2,124 +/- sf third-floor space in Portland's newest office tower
- John Baker Newman Noyes and Bangor Savings Bank
- Gorgeous Class A space with great views

Call Jessica Estes at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

RETAIL CONDOS - NEW CONSTRUCTION

Custom House Square

- Two retail units on Fore Street
- 1,525+/-sf and 7,709+/-sf
- Prime Old Port location
- Available for Sale or Lease
- Projected occupancy Mid 2007

Call Greg Boulos at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

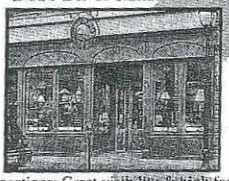
HISTORIC COMMERCIAL ST BUILDING

3,400 +/- sf space on fifth floor with exposed brick and beams, breathtaking water views 1,872 +/- sf second floor unit with views of water and Commercial Street Parking in adjacent lot.

Call Jessica Estes at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

OLD PORT RETAIL SPACES
Fore St. & Market St.



Two Prime Locations: Great visibility & high foot traffic in the hub of the Old Port. Both on two levels w/attractive interiors. Fore St. has 2 storefronts. Ideal for a variety of retail uses such as restaurant or boutique. 500-2,250+/- sf.

Call Steve Baumann at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

EXCEPTIONAL BRUNSWICK RETAIL LOCATION

3,945 - 10,000+/- sf available in this newly constructed building located across from Lowe's and the recently remodeled Wal-Mart.

Call Andy Nelson or Chris Paszyc at 772-1333

CBRE | The Boulos Company
CB RICHARD ELLIS www.boulos.com

Commercial Space

3400 +/- SF of retail space located close to the hear of Old Orchard Beach. Call David
MALONE (207) 772-2422

70,000 +/- SF approved for retail center development in coastal Maine. Call John Doyon
MALONE (207) 772-2422

726 FOREST AVE- 1000 sf first floor space adjacent to Quizno's. $1,250/mo plus utilities. Call WRE at 775-3499

7,500 SF of marine related space including dockage on Verriers Wharf. Call Joe Malone
MALONE (207) 772-2422

MALL AREA - 1670-7500 SF, 1st flr, office @SouthBorough. Prkg Deb@Paragon 775-7300

NEW GLOUCESTER brand new 2400s.f. 60x40 bldg space, (3) 14'x14' overhead doors w/20'+ overhead clearance, heated space, well lighted, off rte. 26, avail. immediately. $1700/mo. Call 657-2729

Saco Auto location, garage, showrm, and parking rte 1 for up to 250 cars KRE 9347622*14

Saco Auto Mile. Commercial garage, for storage, auto, etc. 1500 KRE 9347622*14

Scarborough: 14,500 +/-sf whse bldg w/retail exp on 2.4 ac near I-95 & ME Mall. Price Reduced. CRAIG
www.boulos.com
CBRE The Boulos Company 772-1333

SCARBOROUGH - Konica building. Up to 65,000SF. Subdividable. Deb@Paragon 775-7300

WESTBROOK 2 Bay, prkg, remod, heat/H2O. Near Mall. $795. 329-5060

Industrial Space

AUBURN: 9285+/- SF spc in modern, single story whse bldg. Ofc conversion psbl. $4/sf NNN CHRIS
www.boulos.com
CBRE The Boulos Company

BIDDEFORD -17,400 sf warehouse, industrial space, 18'-20' ceilings, 2 dock doors also some office available 82-7193.

For Sale/Lease, 62,000 SF industrial/whse. bldg in Lewiston. Close to Maine Turnpike. Call David
MALONE (207) 772-2422

KENNEBUNK-1,300-15,50 sf fitness center, warehouse, industrial or office space, access to loading dock 82-7193

Mixed Space

HARNDEN
FREEPORT - 1,420-12,137SF Intown village location D. Hebold 773-3531 x105

HARNDEN
OLD ORCHARD - 7,6000 SF New office / retail subdivide 1500 sf D. Hebold 773-3531 x105

OLD PORTLAND- 3,800+/- Prime Mill Creek free standing bldg. Greg/ Andy 772-1333 Boulos

Office Space

BIDDEFORD - 3,000+/-sf. 1st flr restaurant, 2nd flr offices. Charlene 774-6000
GENDRON COMMERCIAL BROKERS

4 City Center: 2,500±sf Class A office suite $13/SF MG STEVE@ Boulos 772-1333

750 SF for rent in a well maintained professional building
Call Karen 775-1717.

75 Pearl St, Portland: Small stes in historic bldg, shared recep, conf room, kit Heat & elec included. DAWN.
Monument Sq: 3000-6600+/-sf ready for build-out, $15/sf MG, prkg, 24 hr sec. DAN GREENSTEIN
Westbrook : 2700-8400+/-sf at 100 Main St near Exits 47-48 avail immed. $10/sf NNN CRAIG
Pineland Campus: 700+/-sf & up, only $12/sf for Class A spc w/on-site fitness & conf cntr. DREW
Congress St, Portland: 2000-8000+/-sf Class A spc in ofc tower. $16.50/sf MG. DREW
New Construction: 9900+/-sf ready for final finishes, near I-95 & I-295, $14. 75/sf NNN TONY
OLD PORT 12,000-25,000 +/-sf, decks & water views, 50+/-prkg spcs TONY
PORTLAND - 987-1974+/-SF spc in conv. loc neat I-95, $11/sf MG JESSICA
LEWISTON : 6600+/-sf Class A spc, top floor, great views. CHRIS
AUGUSTA: 2000-4347+/-sf spc in conv central loc, $12/sf Gross ANDY
7600+/-SF ofc/retail spc on Portland's busiest dwntwn corner. Class A finishes & excel vis. GREG or JESSICA
www.boulos.com
CBRE The Boulos Company 772-1333

Affordable Class A Furnished In-town Office Suites. Call 699-1351
www.mainebusinesscenters.com

A VERY NICE office suite. Private office, conference room, plan room, fully appl'd kit/breakroom. So. Portland location, 2 mins from turnpike & Interstate. Ample prkg. $750/mo. Jack Gibson, 761-0550, cell 409-9072

BEAUTIFUL Renovated new office space(s), many options. $400-$2000. 774-5358
portlandmainerentals.com

BRUNSWICK - 12 Industrial, 6,842sf +/- Class A, private ba, ample storage Charlene 650-9518
GENDRON COMMERCIAL

HARNDEN
FALMOUTH - 14,650+sf, with immediate access 95/295 J.Harnden 773-3531 x101

Falmouth, Rt 1, 2 office suite + Bath, skylites, parking, great Prof. area! 650 KRE 9347622*14

FIVE 2500 SF units along with 7,500 SF unit. Call John Doyon
MALONE (207) 772-2422

FREEPORT - 1,000-11,000+/-sq.ft. in Stonewood Crossing. Matt 775-7363
CARDENTE REAL ESTATE

FURN. OFFICES w/secretarial service tel answer, etc. Executive Office Ctr. 773-8890

GARDINER - Stunning 2,000 SF, Brunswick Ave, near 95/park. 622-5251.

LEWISTON - 13,800 SF retail/ office space 3 bay gar. $10.50/SF NNN Charlene 650-9518
GENDRON COMMERCIAL

OLD PORT: 900 – 2,500±sf office suites,views, roof top decks, brick/beam. Steve @ The Boulos Co

Office Space

OLD P[illegible] - Individual office[illegible]woOld Port - Indiv[illegible]dual offices, workstations or full suite with shared conference room, etc. Complete from $300/month. Call owner 846-4800

Old Port Office Space from 1,219 - 1,788 SF Peter Skapinsky 871-1080
DIRIGO MANAGEMENT COMPANY

PORTLAND - 1000-2400 SF of free suites, 4th &5th flrs. Vws. Congress&Center Sts. $9-12/SF NNN Deb @paragon.com 775-7300

PORTLAND -1,872-3,400 +/- sf old port office space avail immed. Jessica @ The Boulos Co

PORTLAND - 2,124+/- sf class a space w/great views avail, 2-3 yrs. Jessica @ The Boulos Co

PORTLAND 222 AUBURN ST. 1650+/- s.f. quality prof bldg Call 797-0394

PORTLAND - 2300 Congress St.: 6030-12,060 +/-sf Class A office. Steve @ The Boulos Co.

PORTLAND ARTS DISTRICT, Forest Ave. Office/retail, 2100/- sf. Security system CAT5 computer wiring, move-in cond. Call 774-1043 Ext. 102

PORTLAND - Class A office/retail building, 2,633-6,550 +/-sf Drew@ The Boulos Co

HARNDEN
PORTLAND- High Visible convenient 2,019 office J Harnden773-3531 x101

PORTLAND- Join the Easter Seals, ample prkg, access to I-295 Steve, Boulos 772-1333

PORTLAND OFFICE SUITES/BAYSIDE: Single offices to 5,037+/-sf, onsite prkg incl. in rent, conv. loc. Best value in Portland! $150/mo. & up. DAWN GODDARD 772-1333
www.boulos.com
CBRE The Boulos Company

PORTLAND, OLD PORT - 2 office suites incl utils, conf. room, prkg $1000 & $1250/mo. 774-1000.

PORTLAND SO - 3670 SF, Class A w/city vws, 10+ pvt offices w/windows. Pkg in adjacent lot. Deb @paragon.com 775-7300

SCARBOROUGH- 3000-6000 sf New Const. Office/Med. 180 Rt 1 Deb @paragon.com 775-7300

SO. PORTLAND/BWAY - free prkg, reception area $450 utils incl. 799-5169.

SO. PTLD/ RUNNING HILL 4700-19,000 SF New, Class A Office Spc, 1st flr.Prkg. Mall area. $16/SFNNN Deb @paragon.com 775-7300

HARNDEN
SOUTH PORTLAND- sublease 115,926sf Class A space Roxane Cole 773-3531 x102

UP TO 3,250 SF of office space in Old Port. Exposed brick/beam, 4 pvt offices. Joe Malone
MALONE (207) 772-2422

WESTBROOK- Newbrick redevel., 850 sf to 4,168 sf avail. Prices starting at $11.50 NNN. Free on-site prkg, great loc.
The Real Estate Store Applebee Commercial 883-3333

YARMOUTH - 10 Forest Falls modern space in prime area, river view, 1200sf, 568-3683

Retail Space

BRUNSWICK: 3,945-10,000 +/- sf prime retail Cooks Corner area. Chris / Andy, Boulos Co.

FREEPORT - Bow St Prime retail loc. 3200-3400sf, finished. Deb @Paragon 775-7300

HIGHLY VISIBLE 2,200 SF retail space in JetPort near Maine Mall. Call Mark Malone, CCIM.
MALONE (207) 772-2422
www.malonecb.com

OLD PORT EXCHNAGE - 87 Market St., prime retail space, approx. 1000 sq. ft., full bsmt. $1800+ util. 772-6579

OLD PORT, FORE ST. & Market St. Two exceptional retail spaces. STEVE @ The Boulos Co.

PORTLAND - Fore St. 1300-3000 SF. Attractive, Class A bldg. $22 SF MG Deb @Paragon 775-7300

SO. PORTLAND Premier loc.,Ideal for restaurant/ retail Drive thru possible Karen 775-7363
CARDENTE REAL ESTATE

South Portland, Clark's Pond: 1000-7000+/-sf prime Mall Area spc, high vis, near I-295 & Tpk. STEVE
Portland, Old Port: Prime Union St. upper level, 650+/-sf, great vis. STEVE
Gray Plaza: 2860+/- sf newly constr unit, near I-95, avail immed. $10/sf NNN Tracy
www.boulos.com
CBRE The Boulos Company 772-1333

SOUTH PORTLAND- high traffic & great visibility $225,000 Bob 232-2018
GENDRON COMMERCIAL BROKERS

Warehouse Space

135 WALTON STREET-2,369 sf with OHD. Wide open layout. $1,300 per month plus utilities call Jay at WRE 775-3499

$3.75 PSF NNN- 135 Walton St, 12,262 sf with 3 loading doors 16 & 21' ceiling heights. Call Jay at WRE 775-3499

Marginal Way Area: 13,600-27,200+/-sf whse/distrib., 4 L/D, 16' clr ht, 3 phase, $4.50/sf NNN DAN GREENSTEIN 772-1333
www.boulos.com
CBRE The Boulos Company

PORTLAND 3,780-11,500 SF, ample onsite prkg. Join the TD Banknorth location Karen 775-7363
CARDENTE REAL ESTATE

SO PORTLAND - Runway Rd, up to 6,400 sf, high ceiling w/yard, 1400 sf office also avail. $3.00/sf NNN for warehouse. Call M. Poole, 207-885-1230.

TWO MONTHS FREE RENT - 380 WARREN AVE- 5800sf and 6000sf, $5psf nnn, wide open layout WRE 775-3499

Commercial Land

28 ACRE DE[illegible]RCEL located at In[illegible]ection of Rt 25 & R[illegible]237 in Gorham Call Joe Malone
MALONE (207) 772-2422

4.5 ACRE DEV PARCEL on the corner of US Rt. 1 & Johnson Rd. in Falmouth. Call Joe Malone
MALONE (207) 772-2422

5 ACRE DEV PARCEL w/200' of frontage on Ocean Ave, Portland. Call Joe Malone
MALONE (207) 772-2422

5 INDUSTRIAL SITES AVAIL. IN GORHAM. 1.5-6.6 acres. Adjacent to Gorham Industrial Park. $99,900.00 each. Chase Custom Homes & Finance, Inc. 892-2700

.84 +/- acres (adjoining .60 +/- acre may be for sale). Best use is likely high density residential.
MALONE (207) 772-2422

BIDDEFORD - 1.0410AC COMM'L develop. site busy Rt. 111, Charlene 774-6000 or 650-9518
GENDRON COMMERCIAL

BIDDEFORD - 1.70AC COMM'L develop. site busy Rt. 111, Charlene 774-6000 or 650-9518
GENDRON COMMERCIAL

CUMBERLAND BUSINESS PK - 2 Lots avail 6+& 5+ ac. $400keach H.Steele@paragon.com 775-7300

CUMBERLAND - Gray Rd 2.5 ac, Commercial or Res. $195k H.Steele@paragon.com 775-7300

PORTLAND-2 ac +/- Flex. bldg. site, near UNUM, engineered. Abutts I-95 $199.9K 329-5060

SCARBOROUGH - two pad leases at a light Please call Joseph 809-6966 or 774-6000
GENDRON COMMERCIAL

STANDISH - Village center, 51 acres + bldg, 700' frontage on Rt 25. 207-642-2843

Industrial/ Warehouse Property

HARNDEN
PORTLAND- 27,188SF warehouse price reduced Rozane Cole 773-7531 x102

Saco Industrial Pk: Whse condos w/ofc spc, 1500-2500+/-sf. Great loc, great price. CHARLES
www.boulos.com
CBRE The Boulos Company 772-1333

Investment Property

AUBURN 6 UNIT New furnace, roof, elec. Dead-end. $379K Renee Roy 795-9665 CB Millett.

HARNDEN
GRAY- User/ Investor Bldg Income, flexible, tenants Roxane Cole 773-3531 x102

LEWISTON Office/Residential historical home. 3109 sf w/detached carriage house. $250K. Rainbow Realty 207-786-2989

WINDHAM Investment opportunity, 1-level duplex. $309,900. Spectrum RE, 892-7818

Commercial Property

BIDDEFORD- 2 1st flr commercial units $8/SF Modified Gross Charlene 650-9518
GENDRON COMMERCIAL BROKERS

Brunswick: 3800+/-sf bldg w/2 apts & retail/ofc unit, great vis, prkg, $425,000 ANDY
www.boulos.com
CBRE The Boulos Company 772-1333

BUXTON: Colonial 1 Yr, 5 AC. Dave, The Real Estate Store/Applebee Commercial 883-4327
The Real Estate Store Applebee Commercial

DEVELOPMENT OPPT'Y - Prime location off Rt. 302 Windham. Drive In Lane, 2 lots left. Mark.
MALONE (207) 772-2422
www.malonecb.com

GORHAM - Well est. business. Main st., Art Gagne @ CB Banker Gagne Realty 839-6980

NAPLES - 55'x90' Morton bldg w/yr rd cottage. $279K. Jay Sparrow, Allied R.E. 756-5779

OLD ORCHARD BEACH - Downtown5.12ac.land/bldg. Jim@RE/MAX By the Bay 712-1586

PTLD DEV PROPERTY 1.02+/- ac-busy intersection of Ptld-zoned B2. Call Mark Malone
MALONE (207) 772-2422

RETAIL & PRODUCTION facility on 1.25 acres in Cornish for sale. Call Joe Malone
MALONE (207) 772-2422

STANDISH -Expandable 1,760sf 1.8ac B/O zone 335K Coldwell Banker Team R.E. 892-1600

WESTBROOK DEV SITE - .76 +/-ac on Rt 302 w/great visibility & 160' frontage. Mark Malone
MALONE (207) 772-2422

Office For Sale

12,300 SF bldg for sale near turnpike entrance. Priced below comparables @ $87/SF. Call John Doyon
MALONE (207) 772-2422

GRAY - 14,522 +/- off bldg for sale or lease, Andy/ Greg 772-1333 The Boulos Co.

GRAY, SALE OR LEASE: 14,522+/-sf on 2.25 +/-acres. Prkg & easy access, avial immed. GREG OR ANDY
www.boulos.com
CBRE The Boulos Company

Retail for Sale

PORTLAND For Sale/Lease 1,525-7,709 +/-sf New const. Fore St Greg @The Boulos Co. 772-1333

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

December 27, 2006

Tim Levine
The Olympia Companies
50 Monument Square
Portland, Maine 04101

Re: 300 Fore Street--Certificate of Appropriateness for:
1) Final Design Details to satisfy 4/12/06 Conditions of Approval
2) Amendment to Previously-Approved Plans

Dear Mr. Levine:

On December 13, 2006, the City of Portland's Historic Preservation Board reviewed the final outstanding design details associated with your previously-approved plans for 300 Fore Street. As well, the Board reviewed your request to amend the previously-approved plan in order to change the percentage of glazing on the north elevation of the proposed structure. Following deliberations, the Board voted 4-0 (Baron & Deprez absent, Pitman recused) to approve the final design details and to approve a change in glazing on the north façade.

Board approval was made subject to the following conditions:

- Applicant to present an on-site mock-up of the proposed glass film treatment for the spandrel panel dividing the first and second floors on the Fore Street elevation. The mock-up is to be reviewed and approved by the HP Board.

- The windows on the first bay of the north elevation (closest to Fore Street) are to be increased in size to match as closely as possible the amount of glazing shown on the original 2005 approved elevation. Revised elevation to be submitted to staff for distribution and final approval by the Board.

  Note: Revised elevations were received on 12/19/06. Based on favorable responses from HP Board members, staff approves the revised glazing plan for the north elevation, as depicted in the 12/19/06 submission.

All improvements shall be carried out as shown on the plans and specifications submitted for the 12/13/06 public hearing, and/or as described above. Changes to the approved plans and specifications and any additional work that may be undertaken must be reviewed and approved by this office prior to construction, alteration, or demolition. If, during the course of completing the approved work, conditions are encountered which prevent completing the approved work, or which require additional or alternative work, you must apply for and receive a Certificate of Appropriateness or Non-Applicability PRIOR to undertaking additional or alternative work.

This Certificate is granted upon condition that the work authorized herein is commenced within twelve (12) months after the date is issuance. If the work authorized by this Certificate is not commenced within twelve (12) months after the date of issuance or if such work is suspended in significant part for a period of

one year after the time the work is commenced, such Certificate shall expire and be of no further effect; provided that, for cause, one or more extensions of time for periods not exceeding ninety (90) days each may be allowed in writing by the Department.

Sincerely,

Deborah Andrews
Historic Preservation Manager

cc: Matt Wirth, ProCon Incorporated
Mike Nugent
Building Inspections

GP Gorrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services

PO Box 1237
15 Shaker Rd.
Gray, ME 04039

207-657-6910
FAX: 207-657-6912
E-Mail:mailbox@gorrillpalmer.com

May 22, 2006

Mr. Bill Needelman, Senior Planner
City of Portland
389 Congress Street
Portland, ME 04101

Re: Updated Parking Discussion
300 Fore Street

Dear Bill:

As you are aware, 300 Fore Street was recently granted site plan approval by the Planning Board. One of the conditions of this approval was to allow CIEE to obtain a lease for 123 parking spaces, with the understanding that if this lease was transferred to a different tenant in the future that parking would need to be re-examined. CIEE is seeking to determine from the city what level of parking would be required to eliminate this condition.

Our office examined the parking demand based on information contained in the ITE publication *Shared Parking*, 3rd Edition. The parking accumulation information was supplemented with information contained in the Urban Land Institute publication *Shared Parking*, 2nd Edition. The parking was based on 10,060 s.f. or restaurant as well as office space with 150 employees. With a peak demand estimated at 2:00 to 3:00 PM, our office forecast the following peak demand:

Restaurant:	36 spaces
Office:	116 spaces
Total:	152 spaces

This is an almost 25 percent increase over the approved level of 123 spaces. Based on Portland Zoning requirements, 145 spaces should be provided for the office building. It is the opinion of our office that during the early afternoon in the Old Port, restaurant activity during the week would be low and parking generation would be minimal, as much of the demand would be due to office employees already in the area. As such, it is our opinion that 152 spaces would satisfy demand for the proposed and future uses.

Please provide our office with concurrence on this matter, or additional discussion on the parking levels that the City would find acceptable for general use.

Please contact our office with any questions regarding this letter.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Thomas L. Gorrill, P.E., PTOE
President

Enclosure

Copy: Tom Errico, Wilbur Smith
Tim Levine, Olympia

TLG/jjb/JN1317/Needelman5-22-06.doc

Parking Generation - Proposed Office Building - Based on ITE Parking Generation									
Land Use	Description	Size (s.f.)	Seats	Employee	Rooms	Weekday Peak Parking Spaces		Saturday Peak Parking Spaces	
710	Office	58,114				P = 0.84x - 10*	116	P = 0.5 (x)	29
932	Restaurant	10,060				P = 5.55 (x)**	56	P = 16.3 (x)	164
Total		68,174	0	0	0		212		241

*Note: Parking demand based on average of ITE survey of office building based on employees, page 175 of *Parking Generation* 3rd Edition.
**Note: Parking demand based on average of ITE survey of quality restaurant for urban location, page 271 of *Parking Generation* 3rd Edition.

Parking Generation - Proposed Office Building - Based on Portland Zoning									
Land Use	Description	Size (s.f.)	Seats	Employee	Rooms	Weekday Peak Parking Spaces		Saturday Peak Parking Spaces	
710	Office	58,114				P = 1 per 400 s.f.	145	P = 1 per 400 s.f.	145
710	Office	58,114				Based on 150 Employees	120	Based on employee data	0
932	Restaurant	10,060				P = 1 per 150 s.f.	68	P = 1 per 150 s.f.	68
Total		126,288	0	0	0		188		68

Parking Generation Based on ITE Data for 300 Fore Street

Percentage of Peak Hour				
	Office		Restaurant	
	Weekday	Saturday	Weekday	Saturday
6:00 AM	3%	0%	0%	0%
7:00 AM	**20%**	20%	2%	20%
8:00 AM	**68%**	60%	5%	30%
9:00 AM	**90%**	80%	10%	60%
10:00 AM	**96%**	80%	15%	75%
11:00 AM	**95%**	100%	40%	75%
12:00 PM	**94%**	100%	75%	75%
1:00 PM	**96%**	80%	75%	75%
2:00 PM	**100%**	60%	65%	75%
3:00 PM	**99%**	40%	40%	75%
4:00 PM	**92%**	40%	50%	75%
5:00 PM	**62%**	20%	75%	100%
6:00 PM	23%	20%	95%	100%
7:00 PM	7%	20%	100%	100%
8:00 PM	7%	20%	100%	100%
9:00 PM	3%	0%	100%	100%
10:00 PM	3%	0%	95%	100%
11:00 PM	0%	0%	75%	85%
12:00 AM	0%	0%	25%	50%

Note: Numbers in Bold Come from ITE's *Parking Generation*, 3rd Edition.

Parking Demand Per Hour Per Use - Based on ITE Parking Generation						
	Office		Restaurant		Total (w/restaurant)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
6:00 AM	3	0	0	0	3	0
7:00 AM	23	6	1	33	24	39
8:00 AM	79	17	3	49	82	66
9:00 AM	104	23	6	98	110	121
10:00 AM	111	23	8	123	119	146
11:00 AM	110	29	22	123	132	152
12:00 PM	109	29	42	123	151	152
1:00 PM	111	23	42	123	153	146
2:00 PM	116	17	36	123	**152**	140
3:00 PM	115	12	22	123	137	135
4:00 PM	107	12	28	123	135	135
5:00 PM	72	6	42	164	114	170
6:00 PM	27	6	53	164	80	170
7:00 PM	8	6	56	164	64	170
8:00 PM	8	6	56	164	64	170
9:00 PM	3	0	56	164	59	164
10:00 PM	3	0	53	164	56	164
11:00 PM	0	0	42	139	42	139
12:00 AM	0	0	14	82	14	82

CITY OF PORTLAND, MAINE
PLANNING BOARD

April 18, 2006

Mr. Tim Levine
Olympia Equity Investors, IVB
280 Fore Street
Portland, Maine 04101

RE: 300 Fore Street, Custom House Square Office and Retail Project

Dear Mr. Levine:

On March 28, 2006, the Portland Planning Board acted upon Olympia Investors IV-B's applications for site plan and subdivision approval, traffic movement permit, and B-3 maximum setback waiver as follows:

A. B-3 Maximum Setback Waiver

In accordance with Site Plan standard 14-526, 16 (b) 2 – *Standards for increasing setback beyond street build-to line in the B-3 zone,* the Planning Board found that the introduction of increased building setbacks at the street level:

(a) Provides substantial and viable publicly accessible open space,

(b) Does not substantially detract from the prevailing street wall character,

(c) Does not detract from existing publicly accessible open space, and

(d) The area of setback is of high quality and character of design and is attractive to pedestrian activity,

and on that basis granted the B-3 maximum setback waiver as depicted on the applicant's site plan. **(6 to 0, Patterson absent)**

B. Traffic Movement Permit

The Planning Board found that the project is in conformance with the standards for granting a Traffic Movement Permit, subject to the following conditions of approval:

c. *Cross easements between the subject property and 85 Commercial Street for emergency and utility access and maintenance.*

iv. *That site plan approval of the location and minimum amount of vehicular parking required for the development (a minimum of 123 spaces) is directly linked to the specific occupants identified by the applicant at the March 28, 2006, public hearing of the Planning Board (namely CIEE, Inc, for office use of floors 2, 3, 4, 5 and the basement, and OEI IV-B, LLC, for restaurant/retail use of floor 1). If at any time (a) either occupant changes, (b) any portion of the building is sold, subleased, or further divided, or (c) there is any intensification of any use of the building, such change shall, within 60 days, be communicated by or on behalf of the applicant or its successor in interest to the Planning Authority and shall prompt and require an amendment of the parking component of the site plan approval;*

v. *The Site Plan is approved for a minimum of 123 spaces to be located on the property owned by Riverwalk, LLC either within the Longfellow Garage or surface spaces in the vicinity of India Street, Middle Street, Hancock Street and Fore Street. No occupancy permits for the subject project shall be issued prior to the applicant's exercising its rights to lease a minimum of 123 parking spaces owned by Riverwalk, LLC. at this location. It is also required that the applicant make a specific documentation identifying the parking property lease, and the applicant shall provide an inventory of parking spaces on the Riverwalk site and their current use and availability.*

In the event spaces within or at the site of the Longfellow Garage are not yet available as of the completion of the subject project, the applicant shall provide proof of alternative temporary parking arrangements (not to exceed one year) for the review and approval of the Planning Authority at such time.

vi. *That the applicant makes a financial contribution for improvements to the southerly sidewalk along Fore Street between India Street and Franklin Arterial. The amount of the contribution shall cover 25% of the cost of improvements up to $15,000. The contribution shall be held in escrow and returned to the applicant if not used within 10 years. If the location of the project parking changes from the site of the Longfellow Garage, the need for the contribution shall be reassessed by the Public Works Department and the Planning Authority if the project parking location changes prior to spending funds on the Fore Street sidewalk.*

(5 to 1, Silk opposed, Patterson absent)

The approval is based upon and limited to the site plan and information relating to the City of Portland site plan, subdivision, and related standards set forth in Planning Report #20-06 (copy

Sincerely,

Kevin Beal, Chair
Portland Planning Board

cc: Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Sarah Hopkins, Development Review Services Manager
Bill Needelman, Senior Planner
Jay Reynolds, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Inspections Division
Michael Bobinsky, Public Works Director
Traffic Division
Eric Labelle, City Engineer
Jeff Tarling, City Arborist
Penny Littell, Associate Corporation Counsel
Greg Cass, Fire Prevention
Assessor's Office
Approval Letter File

300 FORE ST

c. *Cross easements between the subject property and 85 Commercial Street for emergency and utility access and maintenance.* Brandie pending

iv. *That site plan approval of the location and minimum amount of vehicular parking required for the development (a minimum of 123 spaces) is directly linked to the specific occupants identified by the applicant at the March 28, 2006, public hearing of the Planning Board (namely CIEE, Inc, for office use of floors 2, 3, 4, 5 and the basement, and OEI IV-B, LLC, for restaurant/retail use of floor 1). If at any time (a) either occupant changes, (b) any portion of the building is sold, subleased, or further divided, or (c) there is any intensification of any use of the building, such change shall, within 60 days, be communicated by or on behalf of the applicant or its successor in interest to the Planning Authority and shall prompt and require an amendment of the parking component of the site plan approval;* Standing

v. *The Site Plan is approved for a minimum of 123 spaces to be located on the property owned by Riverwalk, LLC either within the Longfellow Garage or surface spaces in the vicinity of India Street, Middle Street, Hancock Street and Fore Street. No occupancy permits for the subject project shall be issued prior to the applicant's exercising its rights to lease a minimum of 123 parking spaces owned by Riverwalk, LLC. at this location. It is also required that the applicant make a specific documentation identifying the parking property lease, and the applicant shall provide an inventory of parking spaces on the Riverwalk site and their current use and availability.*

In the event spaces within or at the site of the Longfellow Garage are not yet available as of the completion of the subject project, the applicant shall provide proof of alternative temporary parking arrangements (not to exceed one year) for the review and approval of the Planning Authority at such time. Standing

vi. *That the applicant makes a financial contribution for improvements to the southerly sidewalk along Fore Street between India Street and Franklin Arterial. The amount of the contribution shall cover 25% of the cost of improvements up to $15,000. The contribution shall be held in escrow and returned to the applicant if not used within 10 years. If the location of the project parking changes from the site of the Longfellow Garage, the need for the contribution shall be reassessed by the Public Works Department and the Planning Authority if the project parking location changes prior to spending funds on the Fore Street sidewalk.*

C.O.? ask Alex

(5 to 1, Silk opposed, Patterson absent)

The approval is based upon and limited to the site plan and information relating to the City of Portland site plan, subdivision, and related standards set forth in Planning Report #20-06 (copy

Alex, Do we need $ for Building permit or C/O?

Gorrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services

PO Box 1237
15 Shaker Rd.
Gray, ME 04039

207-657-6910
FAX: 207-657-6912
E-Mail:mailbox@gorrillpalmer.com

May 22, 2006

Mr. Bill Needelman, Senior Planner
City of Portland
389 Congress Street
Portland, ME 04101

Re: Updated Parking Discussion
300 Fore Street

Dear Bill:

As you are aware, 300 Fore Street was recently granted site plan approval by the Planning Board. One of the conditions of this approval was to allow CIEE to obtain a lease for 123 parking spaces, with the understanding that if this lease was transferred to a different tenant in the future that parking would need to be re-examined. CIEE is seeking to determine from the city what level of parking would be required to eliminate this condition.

Our office examined the parking demand based on information contained in the ITE publication *Shared Parking*, 3rd Edition. The parking accumulation information was supplemented with information contained in the Urban Land Institute publication *Shared Parking*, 2nd Edition. The parking was based on 10,060 s.f. or restaurant as well as office space with 150 employees. With a peak demand estimated at 2:00 to 3:00 PM, our office forecast the following peak demand:

Restaurant:	36 spaces
Office:	116 spaces
Total:	152 spaces

This is an almost 25 percent increase over the approved level of 123 spaces. Based on Portland Zoning requirements, 145 spaces should be provided for the office building. It is the opinion of our office that during the early afternoon in the Old Port, restaurant activity during the week would be low and parking generation would be minimal, as much of the demand would be due to office employees already in the area. As such, it is our opinion that 152 spaces would satisfy demand for the proposed and future uses.

Please provide our office with concurrence on this matter, or additional discussion on the parking levels that the City would find acceptable for general use.

Please contact our office with any questions regarding this letter.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Thomas L. Gorrill, P.E., PTOE
President

Enclosure

Copy: Tom Errico, Wilbur Smith
Tim Levine, Olympia

TLG/jjb/JN1317/Needelman5-22-06.doc

Parking Generation - Proposed Office Building - Based on ITE Parking Generation									
Land Use	Description	Size (s.f.)	Seats	Employee	Rooms	Weekday Peak Parking Spaces		Saturday Peak Parking Spaces	
710	Office	58,114				P = 0.84x - 10*	116	P = 0.5 (x)	29
932	Restaurant	10,060				P = 5.55 (x)**	56	P = 16.3 (x)	164
Total		68,174	0	0	0		212		241

*Note: Parking demand based on average of ITE survey of office building based on employees, page 175 of *Parking Generation* 3rd Edition.
**Note: Parking demand based on average of ITE survey of quality restaurant for urban location, page 271 of *Parking Generation* 3rd Edition.

Parking Generation - Proposed Office Building - Based on Portland Zoning									
Land Use	Description	Size (s.f.)	Seats	Employee	Rooms	Weekday Peak Parking Spaces		Saturday Peak Parking Spaces	
710	Office	58,114				P = 1 per 400 s.f.	145	P = 1 per 400 s.f.	145
710	Office	58,114				Based on 150 Employees	120	Based on employee data	0
932	Restaurant	10,060				P = 1 per 150 s.f.	68	P = 1 per 150 s.f.	68
Total		126,288	0	0	0		188		68

Parking Generation Based on ITE Data for 300 Fore Street

Percentage of Peak Hour				
	Office		Restaurant	
	Weekday	Saturday	Weekday	Saturday
6:00 AM	3%	0%	0%	0%
7:00 AM	**20%**	20%	2%	20%
8:00 AM	**68%**	60%	5%	30%
9:00 AM	**90%**	80%	10%	60%
10:00 AM	**96%**	80%	15%	75%
11:00 AM	**95%**	100%	40%	75%
12:00 PM	**94%**	100%	75%	75%
1:00 PM	**96%**	80%	75%	75%
2:00 PM	**100%**	60%	65%	75%
3:00 PM	**99%**	40%	40%	75%
4:00 PM	**92%**	40%	50%	75%
5:00 PM	**62%**	20%	75%	100%
6:00 PM	23%	20%	95%	100%
7:00 PM	7%	20%	100%	100%
8:00 PM	7%	20%	100%	100%
9:00 PM	3%	0%	100%	100%
10:00 PM	3%	0%	95%	100%
11:00 PM	0%	0%	75%	85%
12:00 AM	0%	0%	25%	50%

Note: Numbers in Bold Come from ITE's *Parking Generation*, 3rd Edition.

Parking Demand Per Hour Per Use - Based on ITE Parking Generation						
	Office		Restaurant		Total (w/restaurant)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
6:00 AM	3	0	0	0	3	0
7:00 AM	23	6	1	33	24	39
8:00 AM	79	17	3	49	82	66
9:00 AM	104	23	6	98	110	121
10:00 AM	111	23	8	123	119	146
11:00 AM	110	29	22	123	132	152
12:00 PM	109	29	42	123	151	152
1:00 PM	111	23	42	123	153	146
2:00 PM	116	17	36	123	**152**	140
3:00 PM	115	12	22	123	137	135
4:00 PM	107	12	28	123	135	135
5:00 PM	72	6	42	164	114	170
6:00 PM	27	6	53	164	80	170
7:00 PM	8	6	56	164	64	170
8:00 PM	8	6	56	164	64	170
9:00 PM	3	0	56	164	59	164
10:00 PM	3	0	53	164	56	164
11:00 PM	0	0	42	139	42	139
12:00 AM	0	0	14	82	14	82

Client#: 34527 OLYMEQ

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 04/11/2006

PRODUCER
Frank Crystal & Co. of OR, Inc
Congress Center
1001 SW 5th Ave., Suite 200
Portland, OR 97204

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED
The Olympia Companies
280 Fore Street, Suite 202
Portland, ME 04101

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: Fireman's Fund Insurance Co.	21873
INSURER B: Great American Ins. Co.	16691
INSURER C: Maine Employer's Mutual Ins	11149
INSURER D:	
INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
A		GENERAL LIABILITY [X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [ ] PRO-JECT [X] LOC	MZX80848965	10/01/05	10/01/06	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$1,000,000 $100,000 $5,000 $1,000,000 $2,000,000 $2,000,000
A		AUTOMOBILE LIABILITY [X] ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS [X] HIRED AUTOS [X] NON-OWNED AUTOS [X] $1,000 Comp Ded [X] $1,000 Coll Ded	MZX80848965	10/01/05	10/01/06	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$1,000,000 $ $ $
		GARAGE LIABILITY [ ] ANY AUTO				AUTO ONLY - EA ACCIDENT OTHER THAN AUTO ONLY: EA ACC AGG	$ $ $
B		EXCESS/UMBRELLA LIABILITY [X] OCCUR [ ] CLAIMS MADE [ ] DEDUCTIBLE [X] RETENTION $ 10,000	TUU5232063	10/01/05	10/01/06	EACH OCCURRENCE AGGREGATE	$10,000,000 $10,000,000
C		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below	1810065686	09/01/05	09/01/06	[ ] WC STATU-TORY LIMITS [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$500,000 $500,000 $500,000
A		OTHER Liquor Liab	MZX80848965	10/01/05	10/01/06	$2,000,000 Aggregate $1,000,000 Occurrence	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

Evidence of coverage only as respects Workers Compensation.
Named Insured includes Olympia Hotel Management, Olympia Development and Erin, Inc.
Certificate Holder is Additional Insured as respect OEI II, 50 Sewall St.,Bangor ME 04401.

CERTIFICATE HOLDER

City of Portland Dept of
Planning and Urban Development
389 Congress St. 4th Floor
Portland, ME 04101

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE
Rob Johns

IMPORTANT

If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

DISCLAIMER

The Certificate of Insurance on the reverse side of this form does not constitute a contract between the issuing insurer(s), authorized representative or producer, and the certificate holder, nor does it affirmatively or negatively amend, extend or alter the coverage afforded by the policies listed thereon.

Mtg Notes
Needelman

Planning Board Report #20-06

DS: Western improvements? needed?
JT Parking #'s
SO Problem w/ maybe
LH. How many spaces @ garage site? — many

Public: Steven Scharf - recommended south side of Fore St
side walk

"CUSTOM HOUSE SQUARE"
300 FORE STREET
MAJOR SITE PLAN AND TRAFFIC MOVEMENT PERMIT REVIEW

OLYMPIA EQUITY INVESTORS IV-B, LLC, APPLICANT

Submitted to:
City of Portland Planning Board

Submitted by:
Bill Needelman, Senior Planner

Date:
March 24, 2006

For review at:
March 28, 2006
Public Hearing

I. Introduction

Olympia Equity Investors are requesting a Public Hearing for a 68,000 sq ft office and retail building to be located at the corner of Fore Street and Custom House Street. The new building is proposed to be visually contiguous with the recent addition to the "Blake Building" located at the corner of Commercial Street and Custom House Street.
This proposal has been reviewed at three previous workshops with the Planning Board and has held the required neighborhood meeting.

The plan is being reviewed for compliance with the Site Plan section of the land use code and a MDOT traffic movement permit under delegated authority. The project is also asking for a waiver of the 5-foot maximum street line setback requirement of the B-3 zone.

The project has already received a conditional approval from the Board of Historic Preservation for compliance with the Historic Preservation Ordinance. A final review of building design details and changes is anticipated for April with the Historic Preservation Board.

II. Project Summary

Zoning:	B-3	
Districts:	Historic Preservation District	
	Pedestrian Activities District (encouragement zone on Fore Street)	
Project Size:	Parcel area	23,887 sq. ft.
	Building area	68,836 sq. ft.
		10,060 sq. ft. restaurant
		58,114 sq. ft. office
	Building Height	65 feet
	Parking	No spaces on-site
		145 spaces off-site

CBL: 022-K-001

III. Project Description

Existing Conditions:

In April of 2000, Olympia Equity Investors was approved to construct an addition to the historic Thomas Mayhew Block (a.k.a., Blake Building) at 83 Commercial Street. The addition was the +/-25,000 square foot, 5-story office and retail structure at the corner of Custom House Street and Commercial Street. Using copper, glass, precast concrete, and concrete panel, the addition provided a contemporary counterpoint to the existing Greek revival brick and granite Blake warehouse.

The current site is the westerly abutter of the Fore Street restaurant parcel at the southeast corner of Fore Street and Custom House Street. The site is located across Fore Street from the Custom House Garage to the north, and across Custom House Street from the historic Italianate styled Custom House building to the west. The Custom House is an individually designated historic landmark and the subject site is part of the Portland Waterfront Historic District.

The rear of the Blake Building is currently comprised of a connected series of brick and block warehouse ells that were not part of the year 2000 renovation. These utilitarian structures extend to the Fore Street right of way and are currently vacant.

The previous addition also provided a truck-loading zone from Custom House Street providing access to the rear service core of the building addition and access to the warehouse ells.

Proposed New Structure:

The proposed 68,836 square foot structure is designed to replace the rear warehouse ells with a five to six story office building. The building site is a portion of the Blake Building parent property to be occupied under a 99-year land lease. While the new building is closely integrated with the existing structure, the entire complex is to be held under condominium ownership with the development designed to be a separate building from a zoning perspective.

While the new and existing buildings will share some facilities in the area of the Custom House Street lobby, the main entrance to the new structure will be established from Fore Street. The main entrance to the existing building, along with secondary circulation, loading and trash removal for the entire complex will locate along Custom House Street. The truck entrance and loading area are to be closed and replaced with an on-street vehicle loading area on Custom House Street.

Custom House Street rises approximately nine feet from Commercial Street to Fore Street and the new structure is proposed to rise with it. The proposal shows a five-story façade along Fore Street, though the building would be six stories tall if measured from Commercial Street. Please see the zoning discussion below to understand how this relates to building height requirements.

The footprint of the building almost completely fills the available land with two exceptions. The building sets back from the easterly abutter (Fore Street Restaurant) by 3 feet. The Board should note that the existing restaurant building sets back an additional +/-15 feet to the east (in the area of pedestrian stairs running from Fore Street to the Standard Bakery parking area) providing a total of 18 feet of separation between the restaurant building and the proposed building.

Along the Fore Street right of way line, the proposed building sets askew from the property line to allow a view corridor along Fore Street looking west to the landmark Custom House building. The maximum setback between the building and the front property line occurs at the Fore and Custom House Street corner and is approximately 8 feet. Front setbacks of more than 5 feet require a waiver from the Board. Please see the Zoning section below and the B-3 zone site plan standards section for a discussion of street setbacks in the B-3. This alignment was previously encouraged and approved by the Historic Preservation Board to ensure the new development's compatibility with the Custom House building.

The Fore Street frontage is shown as a "pedestrian encouragement" area on the Pedestrian Activities District map. The design proposes approximately 10,000 feet of retail use at the Fore Street level, currently assumed to be restaurant space. The design and utilization of the Fore Street level for retail uses is a highly desirable outcome for this building.

IV. Zoning Issues

Building Footprint

The building is shown directly adjacent to the Custom House Street right of way and at an angle to the Fore Street right of way. The Fore Street setback angle allows the building to align with the face of the nearby Custom House building, providing better visibility of the historic granite landmark structure. This alignment was approved by the Board of Historic Preservation as a means to achieve compatibility with the landmark Custom House building while preserving a sense of a continuous urban street wall. As shown, the building starts at the easterly corner within one foot of Fore Street, setting back from Fore Street as the building moves west toward Custom House Street. At its widest, the setback is less than 10 feet. The footprint setback at Fore Street requires a waiver of the B3 zone 5-foot maximum street line set back. Such a waiver is provided in the B-3 zone site plan standards are provided below (Staff comments are provided in *italics.*) The wider sidewalk and street wall considerations described above would appear to satisfy the conditions below.

14-526, 16 (b) 2. *Standards for increasing setback beyond street build-to line:* A proposed development may exceed maximum setbacks as required in section 14-220(c) only where the applicant demonstrates to the planning board that the introduction of increased building setbacks at the street level:

(a) Provides substantial and viable publicly accessible open space or other amenity at the street level that supports and reinforces pedestrian activity and interest. Such amenities may include without limitation plazas, outdoor eating spaces and cafes, or wider

sidewalk circulation areas in locations of substantial pedestrian congestion;

The proposal provides wider pedestrian circulation areas in the vicinity of the primary entrance to the new building.

(b) Does not substantially detract from the prevailing street wall character by introducing such additional setback at critical building locations such as prominent form-defining corners, or create a sense of discontinuity in particularly consistent or continuous settings;

The proposed setback is designed to enhance street wall development in consideration of the location of the landmark Custom House building.

(c) Does not detract from existing publicly accessible open space by creating an excessive amount of open space in one (1) area or by diminishing the viability or liveliness of that existing open space;

The closest public open space is Boothby Square located one block to the west. The proposal will not detract from the viability or liveliness of that space.

(d) The area of setback is of high quality and character of design and of acceptable orientation to solar access and wind impacts as to be attractive to pedestrian activity.

The space is a simple extension of the adjacent brick sidewalk and will be attractive to pedestrian activity.

Building Height

The zoning administrator has determined that the new construction is to be considered a new building and using the average grade of the site as a basis the building conforms to the 65-foot building height maximum for the subject site.

V. Site Plan Review

(1/2) Circulation and Parking

Pedestrian Circulation

As stated above, there are two pedestrian entrances proposed to the new structure: a primary entrance form Fore Street, and a shared entrance at the Custom House Street lobby of the existing building. This lobby accesses a service core that currently serves

both the historic structure and the addition to the Blake Building. An existing ATM will be relocated into the Custom House Street lobby and an additional service door will also be provided.

Sidewalks currently exist along both street frontages, but in very different conditions. The year 2000 building addition included a major street circulation change making Custom House Street one way and allowing the construction of an improved and widened brick sidewalk for its entire length. Fore Street, on the other hand, has a narrow bituminous sidewalk that is interrupted by utility poles, parking meters and street signs that make the sidewalk uncomfortable in summer and impassible in winter.

The applicants have coordinated with City staff and their traffic engineer to determine that some of the Fore Street right of way can be redistributed from vehicle lanes to sidewalk. The current plans show an expanded brick sidewalk with a corresponding realignment of the Fore Street travel lanes. Please see the traffic discussion below.

Parking for the new structure to be provided in the proposed "Longfellow Garage" to be located between Middle and Fore Streets East of India Street. As the Board knows, the Longfellow project is currently being reviewed for its own site plan permits. Following a walking route from the subject property along Fore Street to the south westerly pedestrian entrance of the proposed garage, the subject project is located approximately 750 feet from the parking. Currently, Fore Street has sidewalks along its entire length, though the southerly sidewalk across from the proposed Westin Hotel site is in poor condition. With the recent improvements at 280 Fore Street, the proposed improvements at the Westin Hotel, and the improvements included herein, the pedestrian route from the garage to the subject site should be adequate.

Vehicle Circulation

Currently, there is a truck loading bay at the rear of the Blake Building that is proposed to be eliminated requiring that all deliveries, trash pick up, and service for the combined complex of buildings would occur across the sidewalks from adjacent streets. The plans previously showed an overhead utility door located northerly from the main entrance on Custom House for deliveries and trash removal. The revised elevation drawings show that this feature has been revised to double swing pedestrian doors. The previously provided curb cut is to be closed and the applicant requests a commercial loading designation for the street parking in this location. Design issues are more thoroughly discussed below and in a memo from the Urban Designer as attached.

Dan Goyette, reviewing engineer with Woodard and Curran, and Eric Labelle, City Engineer, suggest that the curb geometry at Fore and Custom House Street be adjusted to better align with the curb at the Fore Street frontage of the Custom House. The applicants have provided a sketch of a possible alignment (attachment 24,), but this sketch has not been available for a thorough review. A condition of approval is suggested in the motions.

Traffic Permit

As noted above, the primary vehicular destination for traffic generated by the project is proposed for the Longfellow garage.

There has been a considerable amount of discourse between the applicant's and the City's traffic engineers since the previous meeting as found in the attachments and below. Attachment 18, a Traffic Impact Study produced by Gorrill Palmer Engineers, and Attachments 18a and 18b. (recent updates and responses to City comments) provide an explanation of anticipated impacts and street system function in the area. Consulting traffic engineer, Tom Errico provided a review of the anticipated traffic impacts (previous comments provided in attachment 19) and provides the following comments on the updated material:

> *I have conducted a detailed review of the following documents as it relates to traffic impacts associated with the 300 Fore Street project:*
>
> - *Traffic Impact Study prepared by Gorrill-Palmer Consulting Engineers, Inc., February 2006*
> - *Response to Comments prepared by Gorrill-Palmer Consulting Engineers, Inc., March 13 2006*
> - *Updated SimTraffic Results prepared by Gorrill-Palmer Consulting Engineers, Inc., February 2006*
>
> *In my professional opinion the project meets the requirements of the Traffic Movement Permit and City Site Plan Ordinance with the following commentary and conditions.*
>
> *The Franklin Arterial/Middle Street intersection is currently a High Crash Location as defined by MaineDOT and may have some operational issues in the future. In respect to the safety issue, the Westin Hotel project is required to implement improvements at this intersection (construction of a left-turn lane on southbound Franklin Arterial) that are expected to mitigate safety problems. The traffic data supplied by the applicant indicates the intersection may experience problems when using Highway Capacity Manual methods, but SimTraffic results indicate the intersection will operate at an acceptable level of service. I agree that physical roadway improvement options at this location are not advisable and accordingly, no mitigation is recommended. I should note that the Westin Hotel project will be conducting a post-construction monitoring study of the intersection and will implement signal improvements if problems are identified.*
>
> 1. *The Franklin Arterial/Fore Street intersection may experience problems when using Highway Capacity Manual methods, but SimTraffic results indicate the intersection will operate at an acceptable level of service. I*

Issues addressed

agree that physical roadway improvement options at this location are not feasible (intersection expansion is not possible) and accordingly no mitigation is recommended. I should note that the Westin Hotel project will be developing a signal coordination plan for the intersection.

2. *The Franklin Arterial/Commercial Street intersection may experience problems when using Highway Capacity Manual methods, but SimTraffic results indicate the intersection will operate at an acceptable level of service. I agree that physical roadway improvement options at this location are not feasible (intersection expansion is not possible) and accordingly no mitigation is recommended. I should note that the Westin Hotel project will be developing a signal coordination plan for the intersection.*

3. *The Middle Street/India Street intersection is projected to operate at an unacceptable level of service following build-out of this project. The applicant has conducted a preliminary traffic warrant analysis that indicates traffic signals are not warranted. Long-term improvement strategies as contained in the Portland Peninsula Study indicate traffic signalization will be necessary in the future as development activity continues. It is my recommendation that the applicant contributes $15,000 to the implementation of possible future improvements (including signalization) at this location. I would suggest that the monetary contribution be placed in an escrow account to be applied to unspecified future improvements at the subject intersection. If the escrow money is not used within ten years of the escrow agreement date, the money and accrued interest shall be returned to the applicant. I would note that the exact improvement scheme has not yet been determined and will be a function of development changes in the area (Westin Hotel, Longfellow, Ocean Gateway) and roadway system changes (signalization of India Street/Fore Street, extension of Commercial Street, extension of Hancock Street). Accordingly, the City will be closely monitoring conditions in the future and will be developing an appropriate action plan for the Middle Street/India Street intersection.*

(1)

(2)

Only intersection recommended for future improvement

I did review the concept plan (emailed to me today) of the enhanced sidewalk/corner area at the Fore Street/Custom House Street intersection and I generally find it to be acceptable. I would suggest that the curb extension extend farther along Fore Street to better shadow the parking spaces (the plan illustrates a 20-foot separation), but recognize that Eric needs to participate in this discussion.

Finally, I want to note that the traffic volumes at intersections on Franklin Arterial used in the traffic study for this project are significantly different from those used by the Westin Hotel project. Accordingly, I do not formally approve of the traffic volumes used, but based upon the fact that intersection expansion along Franklin Arterial is limited and not practical, I find the study conclusions to be acceptable (with the above conditions).

In summary, the project is presumed to generate 112 am peak hour trips and 162 pm peak hour trips. The Gorrill Palmer report suggests that the only roadway improvement needed is a left turn lane added to Franklin Arterial onto Middle Street (heading toward the Longfellow project.) This improvement is part of the approved Traffic Permit requirements for the Westin project.

Mr. Errico's recommendation that the applicant provide $15,000 in escrow for future improvements to the Middle and India Street intersection is reflected as a condition in the suggested motions.

Parking

No vehicle parking is proposed on site. As noted above, the applicants propose to utilize the future Longfellow garage. The applicants have provided a signed option letter to lease these spaces. Gorrill Palmer Engineers have provided a parking demand analysis for the Board's review (attachment 7.) In summary, the report assumes a parking demand of 145 spaces. This number is lower than would normally be expected for a project of this size. For comparison, the recent office project at 280 Fore Street (by the same developer) provided 168 spaces for a 59,000 square foot project. The Gorrill Palmer report uses the presumed low parking demand of the primary tenant (owner) as a justification for the lower number. Additionally, the parking demand is assumed to be further reduced by the offsetting times of use between the restaurant and the office uses.

As a project of over 50,000 square feet, the Planning Board is responsible for determining the required parking for the project. As requested by the Board at the last meeting, Mr. Errico has provided an opinion of the parking assumptions as quoted below:

As requested, I have prepared an estimate of parking demand for the proposed 300 Fore Street office project assuming the primary tenant will be the Council on International Education Exchange (CIEE). The parking demand was based upon specific details on employee characteristics and is summarized below.

* *Peak employee level = 150 employees*

* *Parking reduction to account for J-1 visa students (none own cars) = 20 employees*

* *10% parking reduction to account for non-automobile trips (bicycle, walk, and transit) = 13 employees (I reviewed 2000 US Census data and for employers in the area of the proposed project, 23% of employees live on the peninsula. I continue to conduct research on this relative to journey to work data. A 15% reduction seems a little high, used by the applicant, so I have applied a 10% reduction. Further analysis will be required.)*

* *15% reduction to account for employee travel off-site = 19 employees (This reduction is solely based upon input from the applicant. If this activity does not happen on a regular 5 days per week basis, parking demand will be greater)*

* *Total adjusted employee count = 98 employees (150 - 20 - 13 - 19)*

* *Total Parking Demand for Office Space = 98 spaces*

* *Restaurant Parking Requirement = 25 spaces*

* *Total Parking Requirement = 123 spaces*

Based on info from Applicant

– per Mr. Errico

If the Board agrees with the assumptions regarding the low amount of parking needed for the primary tenant, a conditional approval could be structured that any change of ownership or tenancy that requires additional parking would need to return to the Planning Board for review. The Board will need to further condition approval and/or occupancy of the building upon a certificate of occupancy of the proposed Longfellow garage. Conditions of approval are suggested in the motions.

(3)(4) Bulk height of proposed buildings

As stated above, the proposed building is designed along a party wall with the abutting Blake building, which is under ownership of a related LLC under control of the applicant. Also as noted above, the abutting Fore Street restaurant building is located 18 feet from the proposed building. No adverse impacts are anticipated, and the applicant has provided an explanatory narrative in support of this assumption in the updated written statements in attachment 1a.

(5) Sewers, stormwater, and utilities.

Sanitary flow is proposed from a new line to be connected into the existing 15-inch combined sewer in Fore Street. A sewer capacity letter has been provided from DPW.

Stormwater currently flows into an existing catch basin located near the center of the site. This structure was utilized as part of the previous addition to the Blake building for the transfer of stormwater from this part of the parcel into the City system (presumed to be Commercial Street.) The applicants propose to connect all roof drains from the new

structure into this existing line. The applicant's engineers have responded to City comments regarding the design of the site (attachment 1a) and the City's reviewing engineer, Dan Goyette, has provided his approval (attachment 21a.)

The project is otherwise proposing underground utilities. Previously there was a question if overhead utilities were needed, but the current proposal removes the existing overhead lines with underground conduit as well as a series of three sidewalk vaults for transformers.

(6/7) Landscaping

With virtually no site other than buildings and some sidewalk, the applicant is not proposing any landscaping.

(8) Stormwater

Please see above.

(9) Exterior lighting

Pedestrian scaled streetlights in the "Old Port" style are proposed along Fore Street. No other lighting is proposed.

(10) Fire Safety

Fire safety staff has approved the project.

(11) Off-premises infrastructure

Pending review of the traffic considerations listed above, the project is consistent with related infrastructure in the area.

(12) NA

(13) NA

(14) NA

(15) NA

(16) Development located within the B-3 zone

Urban Designer, Carrie Marsh had provided a memo on the project's adherence to the B-3 Design Standards. Please see attachment 20. As of the writing of this report, new elevation drawings were provided, but have not received substantial review (please see attachment B.) The new drawings were in response to a recent workshop with the

Historic Preservation Board and the project is scheduled to have public hearing later in April. The applicants ask that the Board conditionally approve the project as substantially in conformance with the B-3 standards, subject to final design review by the Historic Preservation Board.

In application of the B-3 Urban Design Guidelines, the B-3 Site Plan Standards, and the Historic Preservation (HP) Standards for new construction, Planning Staff has found a significant consistency between the B-3 and HP requirements. If the Board finds that the revised drawings generally reflect the B-3 standards in massing, building placement, materials and layout, the condition is reasonable. If the Board is uncomfortable approving a project that has not had a final design review, the item could be tabled to allow resolution of design issues.

Refer to addendum

(17) Complete Application

With the receipt of the architectural elevations, the application is complete.

(18) Projects within one hundred (100) feet of a Historic Landmark

As noted, the project is currently under review for approval as development within the Portland Waterfront Historic District by the Historic Preservation Board.

(19) View corridors

No designated view corridors are impacted. The Custom House is a designated landmark and view focal point and the project is designed to allow continued views of the Custom House.

(20/21) Natural Resources Impacts

No natural resource impacts are anticipated. The site is located at the presumed location of the historic shoreline (the southerly edge of Fore Street), but previous development of the site has presumably disturbed whatever archeological remains may have previously existed.

(22/23) Signs

No signage plans have been provided. A condition of approval is provided.

VI. Recommendations

Subject to the conditions suggested below, staff recommends that the Board find the proposed development consistent with the applicable standards of the Site Plan ordinance and for issuance of a MDOT Traffic Movement Permit under delegated review authority.

VII. Motions for Consideration

A. B-3 Maximum Setback Waiver

In accordance with Site Plan standard 14-~~526, 16 (b)~~ 2. *Standards for increasing setback beyond street build-to line in the B-3 zone,* the Planning Board finds that the introduction of increased building setbacks at the street level:

(a) Provides substantial and viable publicly accessible open space,

(b) Does not substantially detract from the prevailing street wall character,

(c) Does not detract from existing publicly accessible open space, and

(d) The area of setback is of high quality and character of design and is attractive to pedestrian activity.

B. Traffic Movement Permit

The Planning Board finds that the project is in conformance with the standards of a Traffic Movement Permit subject to the following condition of approval:

i. That the applicant contributes $15,000 to the implementation of future improvements (including, but not limited to signalization) at the Middle Street and India Street intersection. The monetary contribution shall be placed in an escrow account and if not used within ten years of the escrow agreement date, shall be returned to the applicant.

C. Design Standards of the B-3 Zone District

The Planning Board finds that the project is (generally) in conformance with the standards of the B-3 Zone district subject to final review and approval of the architectural elevations by the Historic Preservation Board.

D. Site Plan

That the plan is in conformance with the Site Plan Standards of the Land Use Code subject to the following conditions of approval:

i. That any additional lighting and signage be provided for Planning, Zoning and Historic Preservation staff review and approval.

ii. That a revised design for the alignment of curbing at the Custom House Street and Fore Street intersection be submitted for Planning Authority

and Public Works review and approval prior to issuance of a building permit.

iii. *That the applicant provide the following documents for the review and approval of the City's Corporation Counsel prior to issuance of a building permit:*

a. *Pedestrian easement for access and use of the privately owned sidewalk located along the Fore Street frontage of the building.*

b. *Condominium association documents for the development.*

c. *Cross easements between the subject property and the abutting parent property (85 Commercial Street) for emergency and utility access and maintenance.*

iv. *That the site plan approval for the recommended parking requirement (minimum 123 spaces) is directly linked to the specific occupants presented to the Planning Board on March 28, 2006 (namely CIEE, Inc for office use of floors 2, 3, 4, 5 and the basement, and OEI IV-B, LLC for restaurant/retail use of floor 1.) If at any time, (a) either occupant changes, (b) any portion of the building is sold, subleased, or further divided, or (c) there is any intensification of use of the building, then the site plan must return to the Planning Authority for review and approval for an amendment to the parking requirements approved herein.*

v. *The Site Plan is approved for a minimum of 123 spaces to be located at the Longfellow Garage to be constructed in the vicinity of India Street, Middle Street, Hancock Street and Fore Street. No building permits for the subject project shall be issued prior to the City's acceptance of a performance guarantee for the Longfellow Garage.*

If the parking spaces at the Longfellow Garage are not yet available as of the completion of the subject project, the applicant shall provide proof of alternative temporary parking arrangements (not to exceed one year) for the review and approval of the Planning Authority prior to issuance of a certificate of occupancy. If the Longfellow Garage spaces are not available within one year of issuance of certificate of occupancy, the applicant is required to return to the Planning Board for an amendment to this approval for both Site Plan and Traffic Movement permits.

Attachments:

1a. Updated written statement wit response to City engineering review
1. Written statements and project narratives
2. Right title and interest
3, 4. Financial and technical capacity
5. Unusual, natural areas

6. Site Plan Standards narrative
7. Parking narrative
8. Utility Capacity (Water and Sewer)
9. Historic Preservation approval letter
10. Geotechnical report (narrative only)
11. Parking – Signed option to lease
12. Zoning memo
13. Solid Waste
14. Stormwater narrative
15. Erosion and sedimentation control
16. Landscaping statement
17. Maps, vicinity, zoning, tax map
18a. Updated traffic and parking information (3-13-06) with responses to City traffic review (calculations omitted)
18b. Additional traffic information (3-22-06)
18. Traffic Impact Study (calculations omitted)
19. Traffic Review memo
20. Urban Designer memo
21. Engineering Review memo
21a. Updated Woodard and Curran City engineering review memo (3-22-06)
22. Parking Manager memo
23. Neighborhood meeting information
24. Revised curb alignment sketch

A. Revised Plan Set
Note – A9 and A10 are the previously submitted architectural elevations and are to be changed.

B. Updated Architectural elevation drawings
Note – Submitted as of writing of this report and not yet reviewed by Planning or Historic Preservation.

iV That the applicant contribute 15K ~~100%~~ of the cost of the reconstruction of sidewalk along the S side of Fore St between India & Franklin Street. (cont 25% up to)

Att. 1a. 1

DeLUCA-HOFFMAN ASSOCIATES, INC.
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- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- PERMITTING
- AIRPORT ENGINEERING
- CONSTRUCTION ADMINISTRATION
- TRAFFIC STUDIES AND MANAGEMENT

March 14, 2006

Mr. Bill Needelman
Planning Department
City of Portland
389 Congress Street, 4th Floor
Portland, Maine 04101

Subject: **Proposed Custom House Square Office Building – 300 Fore Street**
Major Site Plan Application - Updated

Dear Bill:

DeLuca-Hoffman Associates, Inc. has prepared this application on behalf of Olympia Equity Investors IVB, LLC, the developer of this project. The proposed building will be sited on a portion of a 23,887 square foot lot identified as Lot 1 of Block K on Chart 29 of the City of Portland's Assessor's Maps. The proposed building will have a gross floor area of 68,836 square feet. This proposed development is located in the B-3 Zoning District, has received conditional approval from the Historic Preservation Committee, and was re-introduced to the Planning Board on December 13, 2005, and a third workshop with the Planning Board was held on February 28, 2006.

Attached to this letter are five (5) updated full size sets of the plans for this project and one (1) 11 x 17 set of the updated plans for this project.

The Site Plan Application narrative is not being resubmitted, rather we have included the following supplemental information.

- Parking Option Agreement – Exhibit 6 Attachment F.
- Comment/Response Letter from Gorrill-Palmer Consulting Engineers dated March 13, 2006 pertaining to Tom Errico's comments.
- Sample letter to be included in condominium documents of agreement to Planning Board condition regarding potential Planning Board review of parking in the event of the sale of one or more condominium units. (To be executed.)

Additionally, our office has revised the plans in response to comments prepared by Dan Goyette, P.E., of Woodard and Curran, Inc. The following amendments to the plans have been made:

2. *General Civil Engineering*

   a. *On Sheet 4, construction note "C" indicates that there are two (2) new street lights. There are six (6) new street lights. The note should be changed to reflect the correct number of lights.*

   Response: Note "C" on Sheet 4 has been revised to properly indicate six new street lights.

b. *On Sheet 7, Detail H, the bedding for the cobbles is incorrect. The bedding should consist of 1" of sand-cement base, 2" of type "B" bituminous paving, 3" of type "A" base gravel and 18" of type "D "subbase gravel.*

Response: This detail has been revised per the request of the development review Coordinator; however, our office feels the detail previously proposed may be more appropriate for this application, given the current condition and elevation of Custom House Street.

c. *An easement to maintain the portion of sidewalk outside of the street right-of-way should be provided.*

Response: The plan has been modified to indicate an area to which a pedestrian access easement will be granted to the City of Portland. This document will be prepared and reviewed with Corporation Counsel.

d. *A detail for the installation of the parking meters has not been provided.*

Response: The plan has been modified to add a note referencing installation of a parking meter in accordance with Public Works requirements.

e. *A detail for the installation of the light poles has not been provided.*

Response: A detail has been added for pedestrian scale light pole bases.

f. *The plans indicate that the granite curb in between 280 – 300 Fore Street will match the existing curb reveal which is four inches. The sidewalk is being rebuilt, therefore the curb should be reset to have the proper seven inch reveal.*

Response: Our office has previously reviewed survey information indicating that seven inches of curb reveal may not be achieved through simple sidewalk reconstruction without creating negative drainage patterns toward the entry of the Fore Street Restaurant. The plan has been modified to indicate a goal of seven inches of reveal along this stretch of Fore Street; however, provisions to match existing curb reveal (approximately four inches) have been included in this note. Field adjustments may be required to achieve the maximum reveal up to seven inches as requested by the Development Review Coordinator.

The proposed building will adhere to the basic dimensional requirements with respect to lot coverage and building height, with the exception of the front corner along Custom House Street and Fore Street, where the building will not be located within 5 feet of the property line.

The members of the Board previously expressed concern regarding the impacts of wind and show loading to adjacent structures. Our previous submittal indicated we did not anticipate any problems resulting from the construction of this new building. Our project team has reviewed this in further detail and offers the following supplemental discussion of the matter.

External effects of snow and wind loading on the adjacent properties will be negligible. The 2003 International Building Code specifies this location be designed with a ground snow load of 50 psf (pounds per square foot). ASCE-7 provides calculations for snow drifting on adjacent structures caused by a higher structure or terrain feature within 20 feet of a roof. Drift loading is reduced by the distance between roof structures. With the existing one-story building being 18 feet away, it will potentially be subjected to only 10% of the snow drift that could occur from the new structure. This drift loading would occur along the masonry exterior wall of the existing building and reviewed for only 2 feet onto

the roof. This amount of additional snow load would have minimal effect on the existing building. The other sides of the proposed building face public ways, which are in excess of 20 feet in width, and therefore would not impose any additional snow loads on adjacent properties.

The proposed building is located in a dense urban environment, which the code places in "Wind Exposure category B" for Urban and suburban locations. This category reflects the characteristics of ground surface irregularities around the site, and is considered as having the roughest boundary layer and the lowest classification currently used in the code. The existing buildings already provide a reduction in the flow of wind due to their resistance and their height. The proposed structure is of a low-rise design (less than 60 feet at Fore Street) and wind loading design only increases when buildings exceed 60 feet in height. The one-story building is already subjected to the higher wind loads generated by the existing buildings across the street, which significantly exceed 60 feet in height, and therefore should not be subjected to any additional wind effects by the proposed development.

The project team met with the Historic Preservation Board in workshop session on March 8, 2006 and anticipate getting approval at a Public Hearing on April 5, 2006. Slight adjustments are being made to the elevations as requested by the staff and Board. These elevations have been omitted from this submission but will be available for the Public Hearing with the Planning Board on March 28, 2006.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Christopher J. Osterrieder, P.E.
Senior Engineer

CJO/sq/JN2581/Needelman-3-14-06

Enclosures – stated

c: Tim Levine, Olympia Equity Investors, IVB, LLC – with enclosures
Matt Wirth, PCI Architecture – with enclosures
Gorrill-Palmer Consulting Engineers – with enclosures

Att. 1.1

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- TRAFFIC STUDIES AND MANAGEMENT

February 14, 2006

Mr. Bill Needelman
Planning Department
City of Portland
389 Congress Street, 4th Floor
Portland, Maine 04101

Subject: **Proposed Custom House Square Office Building – 300 Fore Street**
Major Site Plan Application - Updated

Dear Bill:

Per our discussion, attached to this letter are seven (7) updated full size sets of the plans for this project and one (1) 11 x 17 set of the updated plans for this project, along with seven (7) complete updated copies of the application with the parking management plan included in Attachment A of Exhibit 6. These should replace the prior submittals since they contain all of the complete data. We have updated the entire application since updating the revised building square footage.

DeLuca-Hoffman Associates, Inc. has prepared this application on behalf of Olympia Equity Investors IVB, LLC, the developer of this project. The proposed building will be sited on a portion of a 23,887 square foot lot identified as Lot 1 of Block K on Chart 29 of the City of Portland's Assessor's Maps. The proposed building will have a gross floor area of 68,836 square feet. This proposed development is located in the B-3 Zoning District, has received conditional approval from the Historic Preservation Committee, and was introduced to the Planning Board on December 13, 2005. A final meeting with Historical Preservation is scheduled for March 8, 2006.

The proposed building will adhere to the basic dimensional requirements with respect to lot coverage and building height, with the exception of the front corner along Custom House Street and Fore Street, where the building will not be located within 5 feet of the property line.

We appreciate your efforts in review of this project and look forward to presenting it to the Portland Planning Board at the February 28, 2006 workshop.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Christopher J. Osterrieder, P.E.
Senior Engineer

CJO/sq/JN2581/Needelman-2-14-06

Enclosures – stated

c: Tim Levine, Olympia Equity Investors, IVB, LLC – with enclosures
Matt Wirth, PCI Architecture – with enclosures
Gorrill-Palmer Consulting Engineers – with enclosures

ATT. 1, 2

EXHIBIT 1

DEVELOPMENT DESCRIPTION

1.0 Overview

Olympia Equity Investors IV-B, LLC ("OEI IV-B") is intending to develop a multi-story office complex totaling approximately **68,836** square feet at the corner of Fore Street and Custom House Street. Currently the site consists of a loading area, an external ATM and a single and two-story concrete block structure. The concrete block building will be razed; the existing ATM and electrical transformer will be relocated to the new building and underground respectively. However, this project will not involve major resetting of the stone or doing any rebuild work on Custom House Street beyond infill of the proposed closed curb cut.

This proposed building is adjacent to the Fore Street restaurant/Standard Baking Company building from the west and will be situated east of the U.S. Customs House. The proposed building will adjoin with the W.L. Blake building. The proposed building will be located on the site identified as Chart 29, Block K, and Lot 1 on the City of Portland Assessor's maps. This lot is located in the B-3 Downtown Business Zone for which office buildings are a permitted use.

The proposed building use will primarily be for offices on the upper floors, though the basement level and first floor are likely to consist of limited Assembly and Mercantile and retail space. The proposed building will be less than 100,000 square feet and therefore no loading bay will be required. The dimensional requirements of the B-3 zone do not burden the development; there is no minimum lot size, no minimum yard dimensions and lot coverage of up to 100% is allowable. The proposed development will conform to the dimensional requirements of the B-3 zone.

A portion of the proposed building, along the Fore Street and Custom House Street intersection, will not be within 5 feet of the property line as required. The reason for this is further discussed in Section 6.16. City Staff have indicated that this provision should not hinder the proposed development, as the Planning Board may grant a waiver of this provision. It is the intent of the applicant to develop the building as depicted on the proposed site plans and request a waiver from the 5 foot property line provision.

1.1 Existing and Proposed Easements/Rights-of-Way

Refer to executive summary prepared by Pierce Atwood, included in Attachment A of this Exhibit. Certain pedestrian easements will be conveyed to the City of Portland in areas where the proposed sidewalk will extend onto the adjacent property owned by Olympia Equity Investors IV, LLC ("OEI IV").

1.2 Natural Resources

There are no known natural resource areas that would be affected by the proposed development within the project vicinity. No setbacks regulated under the Natural Resources Protection Act (NRPA) are applicable to this proposed development.

Att. 13

1.3 Subsurface Conditions

Subsurface conditions are being extensively evaluated as part of a Geotechnical boring program conducted by S.W. Cole Engineering. It is anticipated that the proposed building will be founded on a "pile" support system, similar to the renovation of the W.L. Blake building, which will adjoin this structure.

An intensive testing and monitoring program will be implemented during the pile driving and foundation phases of construction. A copy of the Geotechnical Report prepared by S. W. Cole Engineering, Inc. is contained in Attachment E of Exhibit 6.

1.4 Infrastructure

The existing 15-inch combined sewer in Fore Street will provide sanitary sewer service to the proposed building, while an existing 6-inch water main in Fore Street will provide water for domestic use and fire protection. Proposed electrical service to the building will be provided via an underground feed from a subsurface transformer. Final transformer location will be coordinated with Central Maine Power. The proposed development will include the following infrastructure modifications, as shown on the accompanying plan set:

- Construction of new brick sidewalks and granite curbing along Fore Street.
- Closure of an existing 24-foot ingress/egress access drive onto Custom House Street.
- Construction of a new building totaling approximately **68,836** square feet.
- Construction of several new sidewalks that will interconnect the parking and building spaces.

1.5 Construction Plan

Table 1-1 – The proposed schedule developed for this project is as follows:

Item	Site Work	Buildings
Local Site Plan	December 2005	November 2005
Start Construction	May 2006	May 2006
Complete Site Work	September 2006	---
Complete Building	---	May 2007
Building Occupancy	---	May 2007

AH. 1.4

1.6 Figures, Plates and Drawings

Figure	Description
1	USGS Location Map
2	Zoning Map
3	Tax Assessor's Map

Plan Sheets	Description
1	Cover Sheet
2	General Notes, Index and Legend
3	Existing Conditions Plan
4	Site Layout Plan
5	Utility Plan
6	Grading & Drainage Plan
7	Miscellaneous Details
8	Boundary Survey

AH 1.5

ATTACHMENT A

Executive Summary

Prepared by Pierce Atwood

Att 1.6

PIERCE ATWOOD
ATTORNEYS AT LAW

MEMORANDUM

TO: James Brady & Timothy Levine
Olympia Equity Investors

FROM: DCKeeler

RE: Custom House Square Condominium

DATE: November 10, 2005

The purpose of this Memorandum is to set forth the general structure for a condominium regime to be created in connection with the Custom House Square development. The current state of affairs is that Olympia Equity Investors IV LLC owns the parcel bounded on three sides by Fore Street, Custom House Street and Commercial Street. There are existing buildings on the Commercial Street side of the property, commonly referred to as the Blake Building. The Fore Street side of the property is currently occupied by storage buildings and a garage. The proposal is to remove the storage buildings and garage and construct a new office and retail building on the portion of the parcel fronting on Fore Street. The new structure would be known as Custom House Square. Custom House Square would be structured as a condominium, which would allow the sale of portions of the building. The owner of the Custom House Square building would be different from the owner of the Blake Building, both initially and ultimately through resale.

It is currently contemplated that the Custom House Square would be what is commonly referred to as a "leasehold condominium." This would be set up such that the ownership of the ground underlying Custom House Square and the Blake Building would be in the same entity, although the owner of the Custom House Square building and the Blake Building would be different. The owner of the ground will lease that portion of the parcel on which Custom House Square is to be constructed to Olympia Equity Investors IV-B LLC. The Ground Lease will be for an extended term (99 years), with the possibility of future extensions. Olympia Equity Investors IV-B LLC, as the tenant under the Ground Lease, will be the declarant of the Custom House Square Condominium and initially will be the owner of the Units created thereby. The Landlord under the Ground Lease, as well as any lenders having an interest in the property, would join in the Declaration as required by the statute. The tenant's interest created by the Ground Lease would be part of the condominium. The Maine Condominium Act permits leasehold condominiums.

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There are examples and precedents for leasehold condominiums in the City of Portland, such as the Casco Bay Garage on Commercial Street.

Custom House Square would consist of separate condominium units. The number and configuration of the units still need to be determined based on end user requirements and market conditions. Under the Maine Condominium Act, a Condominium Association would be formed. Although the Association does not own any of the real property, it is charged under the Statute and under the Condominium Declaration for maintaining all of the common areas and enforcing any of the restrictions imposed under the Declaration. Each of the unit owners at Custom House Square would be a member of the Association. The Association would have enforcement rights, including the right to lien a unit, if any unit owner does not pay its share of expenses. A Condominium Association is a standard non-profit corporation and would be set up under Title 13-B of the Maine Corporation Act.

Att. 2.1

EXHIBIT 2

TITLE, RIGHT AND INTEREST

2.0 Overview

OEI IV owns the proposed development parcel. OEI IV-B will lease the proposed development parcel from OEI IV. A copy of the warranty deed for the OEI IV parcel is included as Attachment A of this Exhibit. A copy of the Agreement to Lease between OEI IV and OEI IV-B with respect to the proposed development parcel is attached as Attachment B of this Exhibit.

AH2.2

ATTACHMENT A

Copy of Warranty Deed

Att. 2.3

0027643 BK 5495 PG 127

MAINE REAL ESTATE TAX PAID

WARRANTY DEED
(Maine Statutory Short Form)

KNOW ALL PERSONS BY THESE PRESENTS, that WLB HOLDING COMPANY, a Maine corporation, with a place of business in Portland, County of Cumberland and State of Maine, for consideration paid, grants to OLYMPIA EQUITY INVESTORS IV, LLC, a Maine limited liability company, whose mailing address is 500 Main Street, Bangor, Maine, with WARRANTY COVENANTS, the land located in Portland, County of Cumberland and State of Maine, described as follows:

A certain lot or parcel of land situated on the northwesterly side of Commercial Street in Portland in Cumberland County, State of Maine bounded and described as follows:

Beginning at a capped 3/4 inch rebar, numbered 492, set in the ground at the intersection of the northwesterly line of Commercial Street, so called, with the northeasterly line of Custom House Street, so called, thence,

North 49° 34' 54" West along the northeasterly line of said Custom House Street, a distance of 173.94 feet to a railroad spike set in the ground in the southeasterly line of Fore Street, so called, thence;

North 28° 09' 02 " East along the southeasterly line of said Fore Street, a distance of 21.27 feet to a railroad spike set in the ground at an angle in said street, thence;

North 18° 36' 32" East along the southeasterly line of said Fore Street, a distance of 109.82 feet to a capped 3/4 inch rebar, numbered 492, set in the ground at the westerly corner of land conveyed to East Brown Cow Limited by Cumberland Oil Company by deed dated March 1, 1995 and recorded in the Registry of Deeds for Cumberland County in Book 11835, Page 088, thence;

South 50° 11' 54" East along the southwesterly line of said East Brown Cow Limited's land, a distance of 139.00 feet to the corner of the brick building on said parcel and at an angle in said line, thence;

South 49° 54' 24" East along the southwesterly line of said East Brown Cow Limited's land, a distance of 67.55 feet to the northwesterly line of said Commercial Street and at easterly corner of the granite column of foundation of said building, thence;

South 32° 53' 06" West along the northwesterly line of said Commercial Street, a distance of 75.62 feet to the southerly corner of the granite column of foundation of said building, thence;

South 37° 11' 06" West along the northwesterly line of said Commercial Street, a distance of 49.73 feet to the point of beginning.

Containing 23,528.43 square feet.

Bearings are True North.

Being all of the same parcel of land conveyed to William L. Blake and George M. Blake by Elias Thomas by deed dated October 19, 1901 and recorded in the Registry of Deeds for Cumberland County in Book 832, Page 33. The Grantor changed its name from W.L. Blake & Co. on December 3, 1998.

IN WITNESS WHEREOF, it, the said WLB HOLDING COMPANY, has caused this instrument to be signed and sealed in its corporate name by Joyce O. Poulin, its Vice President, thereunto duly authorized, this 25th day of May, 2000.

WITNESS:

WLB HOLDING COMPANY

By: Joyce O. Poulin
Its Vice President

STATE OF MAINE
COUNTY OF CUMBERLAND, ss. May 25, 2000

Then personally appeared the above named Joyce O. Poulin, Vice President of said Corporation, as aforesaid, and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said Corporation.

Before me,

Attorney-at-Law
Walter E. Webber

RECEIVED
RECORDED REGISTRY OF DEEDS
2000 MAY 26 PM 3:53
CUMBERLAND COUNTY
John B O'Neil

AH. 2,5

ATTACHMENT B

Copy of Agreement to Lease