34-K-3

2003-0148

71 Marginal Way
Bank Bld.
Gorham Savings Bank

on spreadsheet

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
Planning Copy

2003-0148
Application I. D. Number

07/21/2003
Application Date

Furman Ross Y
Applicant

Po Box Two, Portland, ME 04112
Applicant's Mailing Address

Gorham Savings Bank
Project Name/Description

Consultant/Agent

71 - 71 Marginal Way, Portland, Maine
Address of Proposed Site

Agent Ph: Agent Fax:
Applicant or Agent Daytime Telephone, Fax

034 K003001
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): ☑ New Building ☐ Building Addition ☐ Change Of Use ☐ Residential ☐ Office ☐ Retail
☐ Manufacturing ☐ Warehouse/Distribution ☐ Parking Lot ☐ Other (specify)

2,782 s.f. | | B5
Proposed Building square Feet or # of Units | Acreage of Site | Zoning

Check Review Required:

☑ Site Plan (major/minor) ☐ Subdivision # of lots ☐ PAD Review ☐ 14-403 Streets Review

☐ Flood Hazard ☐ Shoreland ☐ HistoricPreservation ☐ DEP Local Certification

☐ Zoning Conditional Use (ZBA/PB) ☐ Zoning Variance ☐ Other

Fees Paid: Site Plan $400.00 Subdivision Engineer Review Date 07/23/2003

Planning Approval Status:

Reviewer

☐ **Approved** ☐ **Approved w/Conditions** See Attached ☐ **Denied**

Approval Date Approval Expiration Extension to ☐ Additional Sheets Attached

☐ OK to Issue Building Permit
signature date

Performance Guarantee ☐ **Required*** ☐ **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

☐ Performance Guarantee Accepted
date | amount | expiration date

☐ Inspection Fee Paid
date | amount

☐ Building Permit Issue
date

☐ Performance Guarantee Reduced
date | remaining balance | signature

☐ Temporary Certificate of Occupancy
date

☐ Conditions (See Attached)
expiration date

☐ Final Inspection
date | signature

☐ Certificate Of Occupancy
date

☐ Performance Guarantee Released
date | signature

☐ Defect Guarantee Submitted
submitted date | amount | expiration date

☐ Defect Guarantee Released
date | signature

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2,782 s.f.
Proposed Building square Feet or # of Units

Acreage of Site

B5
Zoning

Check Review Required:

☑ Site Plan (major/minor)
☐ Subdivision # of lots
☐ PAD Review
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☐ Flood Hazard
☐ Shoreland
☐ HistoricPreservation
☐ DEP Local Certification
☐ Zoning Conditional Use (ZBA/PB)
☐ Zoning Variance
☐ Other

Fees Paid: Site Plan $400.00 Subdivision Engineer Review Date 07/23/2003

Planning Approval Status:

Reviewer Rick Knowland

☐ **Approved**
☑ **Approved w/Conditions** See Attached
☐ **Denied**

Approval Date 10/14/2004 Approval Expiration 10/14/2005 Extension to

☑ Additional Sheets Attached

☑ OK to Issue Building Permit — Rick Knowland (signature) — 04/01/2004 (date)

Performance Guarantee ☑ **Required*** ☐ **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

☑ Performance Guarantee Accepted	03/31/2004 date	$111,050.00 amount	04/16/2004 expiration date
☑ Inspection Fee Paid	03/30/2004 date	$2,221.00 amount	
☐ Building Permit Issue	date		
☐ Performance Guarantee Reduced	date	remaining balance	signature
☐ Temporary Certificate of Occupancy	date	☐ Conditions (See Attached)	expiration date
☐ Final Inspection	date	signature	
☐ Certificate Of Occupancy	date		
☐ Performance Guarantee Released	date	signature	
☐ Defect Guarantee Submitted	submitted date	amount	expiration date
☐ Defect Guarantee Released	date	signature	

Sebago Technics
Engineering Expertise You Can Build On

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

September 30, 2003
01302

Lawrence W. Ash, P.E.
Traffic Engineering Department
City of Portland
65 Hanover Street
Portland, ME 04101

Traffic Movement Permit Application (100-200 PCEs)
Gorham Savings Bank, 71 Marginal Way, Portland, ME

Dear Larry:

On behalf of Gorham Savings Bank, we are submitting the enclosed materials in support of the proposed branch for their land at the above location in the City of Portland.

Gorham Savings Bank has an option to purchase the property and is currently proceeding with the local and State permits for the project. Construction of the 2,782 square foot structure and associated site work is anticipated to commence in winter/spring of 2003/2004. As required, we are enclosing a check in the amount of $500.00 and three copies of Sections 1 through 6 of the Traffic Permit Application.

Please contact me if I can be of further assistance in your review of this permit. Thank you for your consideration. We look forward to your response.

Sincerely,

SEBAGO TECHNICS, INC.

Brian G. Yergatian, P.E.
Project Engineer

BGY:bgy/jc
Enc.

cc: Charles M. Yandell - Gorham Savings Bank

01302

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

FOR MDOT USE 1/2000
ID #

Total Fees:
Date Received:

****

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

Please type or print:

This application is for: Traffic 100-200 PCE's X
Traffic 200+ PCE's ____

Name of Applicant: **Gorham Savings Bank**

Address: **71 Marginal Way, Portland, ME 04101** Telephone: **(207) 839-3342**

Name of local contact or agent: **Sebago Technics, Inc. (Attn: Brian G. Yergatian, P.E.)**

Address: **P.O. Box 1339, Westbrook, ME 04098-1339** Telephone: **(207) 856-0277**

Name and type of development: **Gorham Savings Bank - branch location with drive-through ATM.**

Location of development including road, street, or nearest route number: **71 Marginal Way, Portland; at the intersection of Marginal Way, Preble Street, and Hanover Street.**

City/Town/Plantation: **Portland** County: **Cumberland** Tax Map **#34**, Block **K**, Lot **#2, 3**

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

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

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)? Yes ____ No X

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

Is this development or any portion of the site currently subject to state or municipal enforcement action? **No**

Existing DEP or MDOT permit number (if applicable): **None**

Name(s) of DOT staff person(s) contacted concerning this application: **Randall Dunton, P.E.**

_____

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

_____

03160

1/2000

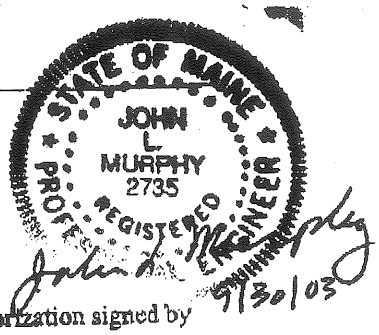
CERTIFICATION

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

Signature: John L. Murphy Re/Cert/Lic No.: 2735

Name (print): JOHN L. MURPHY

Date: 9/30/03



John L. Murphy 9/30/03

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

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

R. A. Y. AGENT FOR GORHAM SAVINGS BANK — 9-30-03

Signature of applicant — Date

01302

FORM C 7/97

NOTICE OF INTENT TO FILE

Please take notice that Gorham Savings Bank, whose mailing address is 10 Wentworth Drive, Gorham, ME 04038-1146, and whose phone number is (207) 839-3342, is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about October 1, 2003.

The application is for a proposed bank with drive-through ATM on Marginal Way in Portland, Maine. The proposed project consists of construction of a 2,782 square-foot bank, complete with drive-through ATM aisle, and associated parking/entrance/egress. The facility is expected to generate 137 vehicle-trips in the weekday peak hour.

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

The application will be filed for public inspection at the Department of Transportation Division 6 office in Scarborough during normal working hours. A copy of the application may also be seen at the municipal offices in the City of Portland, Maine.

Written public comments may be sent to the Department of Transportation, Traffic Engineering Division, 16 State House Station, Augusta, Maine 04333.

Gorham
SAVINGS BANK
Making your financial world
a little more comfortable.

July 22, 2003

Ms. Nancy J. St.Clair, P.E.
Sr. Project Manager
Sebago Technics, Inc.
One Chabot Street
P.O. Box 1339
Westbrook, Maine 04098-1339

RE: Gorham Savings Bank
Marginal Way Branch, Portland, Maine
Agent Authorization

Dear Ms. St.Clair:

Gorham Savings Bank hereby authorizes Sebago Technics, Inc. to act as its agent with regard to the design and permit application process for our proposed project on Marginal Way in Portland. Sebago Technics' staff is authorized to submit application materials and response letters, and to act as technical representative on our behalf.

If you have any additional questions, or require any additional information, please contact this office.

Sincerely,

Mike

Charles M. Yandell
Assistant to the President

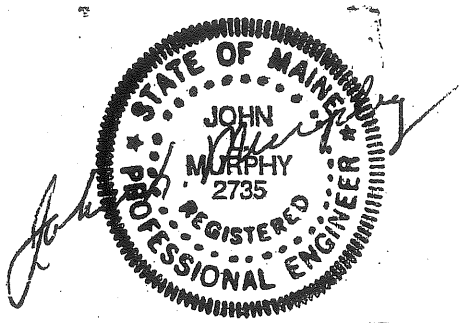
CMY:sea

Section 1

Site and Traffic Information

Traffic Analysis

Gorham Savings Bank Marginal Way Site



John L. Murphy, P.E.

April 7, 2003

Traffic Analysis

Gorham Savings Bank Marginal Way Site

General

Gorham Savings Bank proposes to build a 2500 square foot branch office with one drive through teller window and a drive through ATM. The proposed branch office will have access to the southbound lane of Preble Street and a second access to Hanover Street.

There is currently a raised traffic island on Marginal Way opposite Hanover Street which will be partially removed by the City of Portland. This will permit better access to Hanover Street and, consequently, to the proposed bank location. The removal of a portion of the raised traffic island on Marginal Way will restore conditions to the same pattern that existed prior to 2002.

Traffic Impact

The latest edition of the Institute of Transportation Engineers' publication "Trip Generation" was used to estimate potential impact of the proposed 2500 square foot drive in bank as follows:

Time	In	Out	Total
Peak Hour 7 - 9 AM	18	13	31
Peak Hour 4 - 6 PM	68	69	137
Saturday Peak Hour	54	52	106

The bank PM peak hour is also the highest for the adjacent streets. This peak hour was thus chosen for analysis. The trips were all considered to be new trips in the area, although some may be drawn from the existing traffic flows. The trip distribution of the site-generated peak hour traffic is shown on the attached stick diagram "Trip Distribution Gorham Savings Bank".

Base Traffic

I have attached copies of two PM peak period turning movement counts used as base traffic, one obtained at Hanover Street/Marginal Way on 1/22/03 and the other at Preble Street/Marginal Way on 3/26/03. These two base counts were balanced and factored by 1.16 for seasonal growth to the "No Build Balanced Base 2003 Summer" which is attached to this report.

Build Analysis

The "Trip Distribution Gorham Savings Bank" data was added to the "No Build Balanced Base 2003 Summer" to result in the figure "Gorham Savings Bank Build Summer 2003 Traffic Impact". The traffic volumes in this sketch were used for capacity analysis which is also attached to this report.

The highway capacity analysis of Preble Street/Marginal Way resulted in level of service "D" conditions for all lane groups at the intersection approaches. This is considered acceptable for urban design conditions.

Accident Data

I have attached a print-out of three years of accident data from Maine Department of Transportation computer files. The data includes the period 1999 through 2001 when the traffic island was shorter, as will soon be the case again. The computer data indicates that no accident problem existed at either the Hanover Street or the Preble Street intersection with Marginal Way. This computer print-out compares the accident history at these locations in Portland with similar locations throughout Portland and the entire state of Maine.

Conclusions

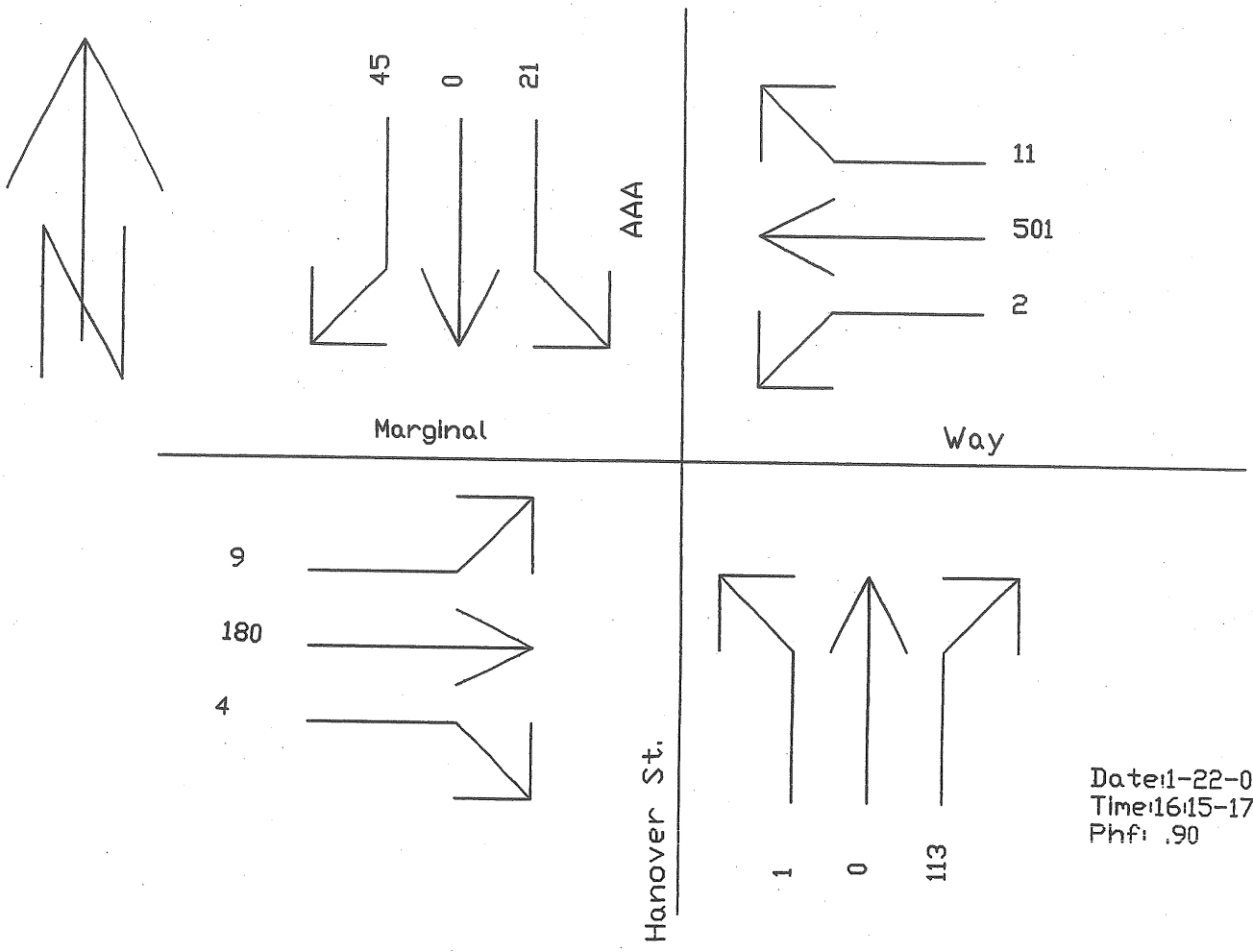
1. Based upon the traffic data collected and analysis presented, the proposed Gorham Savings Bank will not cause any highway capacity problem.

2. Based upon accident history, there is no high accident location in the project impact area.

3. There will be no adverse traffic safety or capacity impact due to the proposed project.

APPENDIX

1. Existing Traffic Volumes PM Peak Hours
   a. Marginal Way/Hanover Street
   b. Marginal Way/Preble Street
2. Trip Distribution Gorham Savings Bank
3. No Build Balanced Base Summer 2003
4. Gorham Savings Bank Build Summer 2003
5. Highway Capacity Analysis Build Summer 2003
6. Accident Data Summaries 1999, 2000 & 2001



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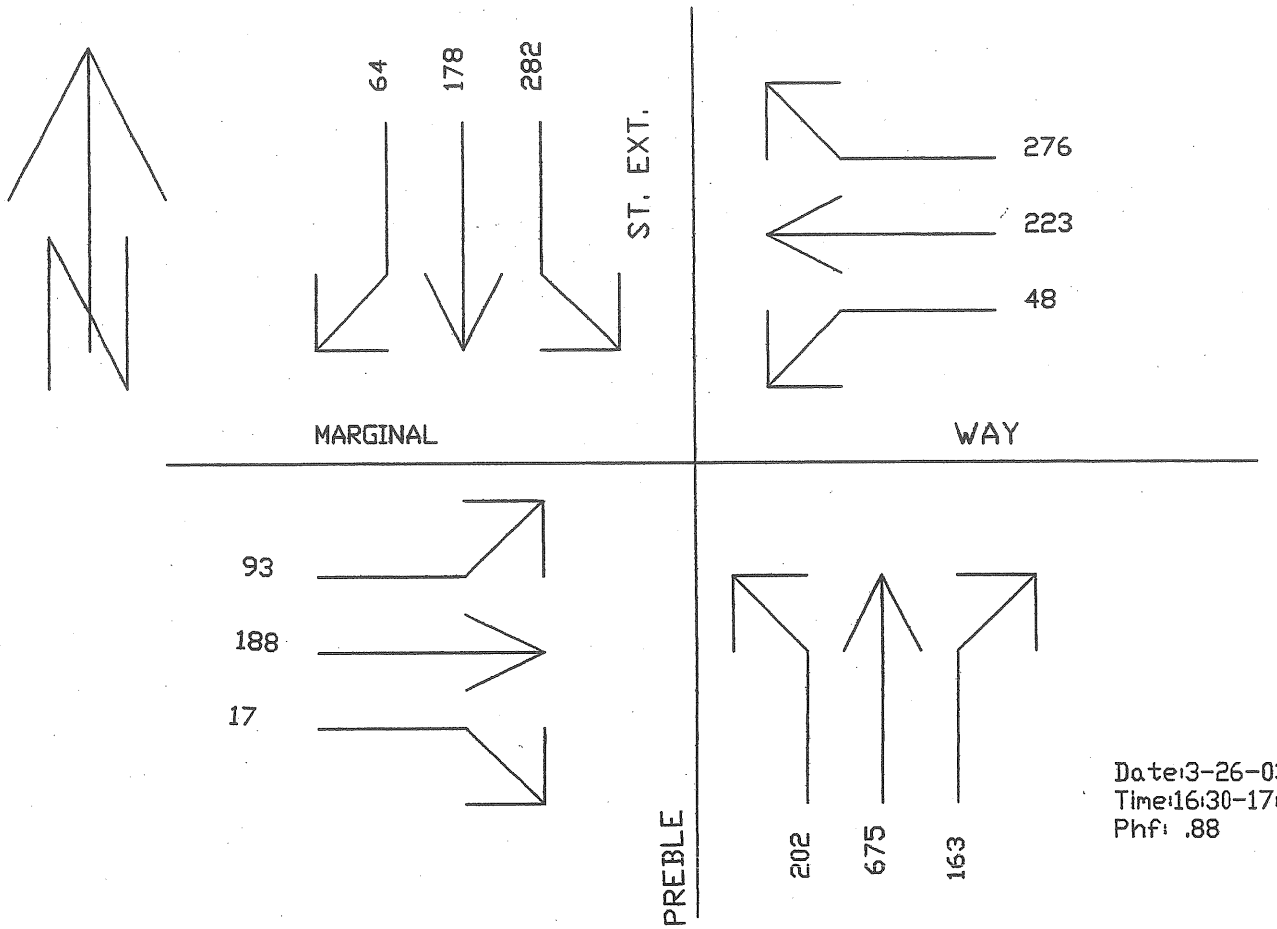

Date:3-26-03
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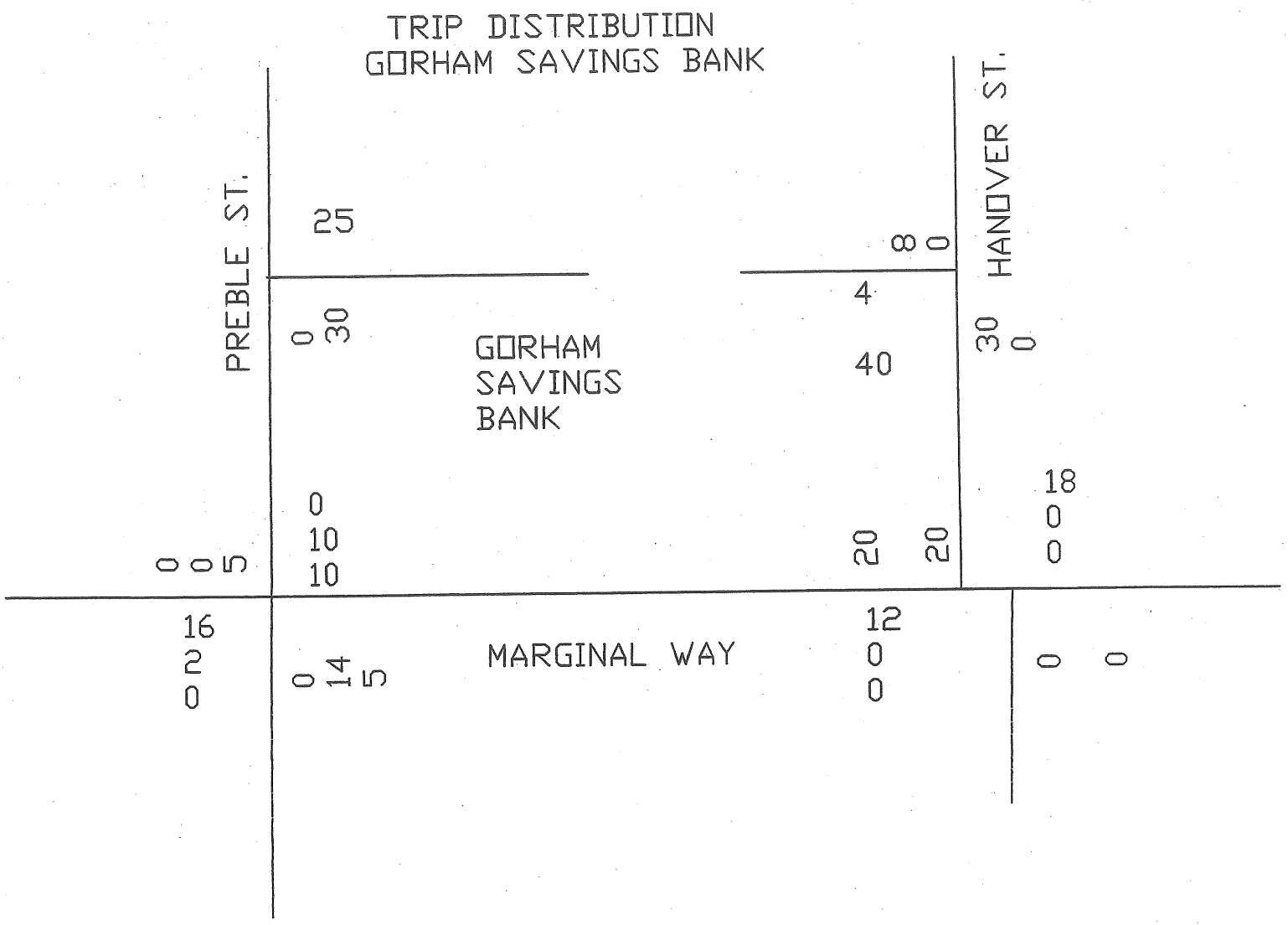
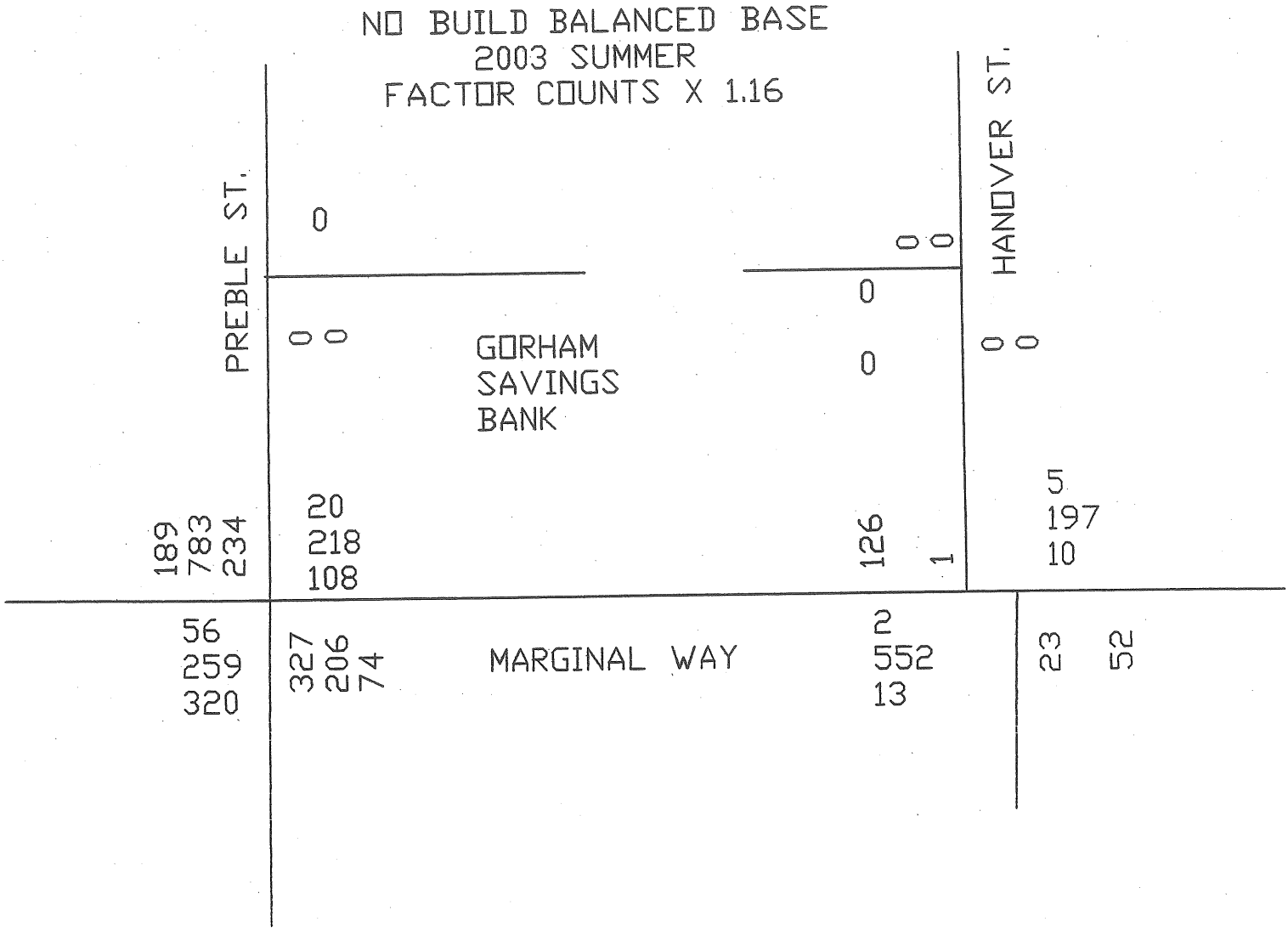
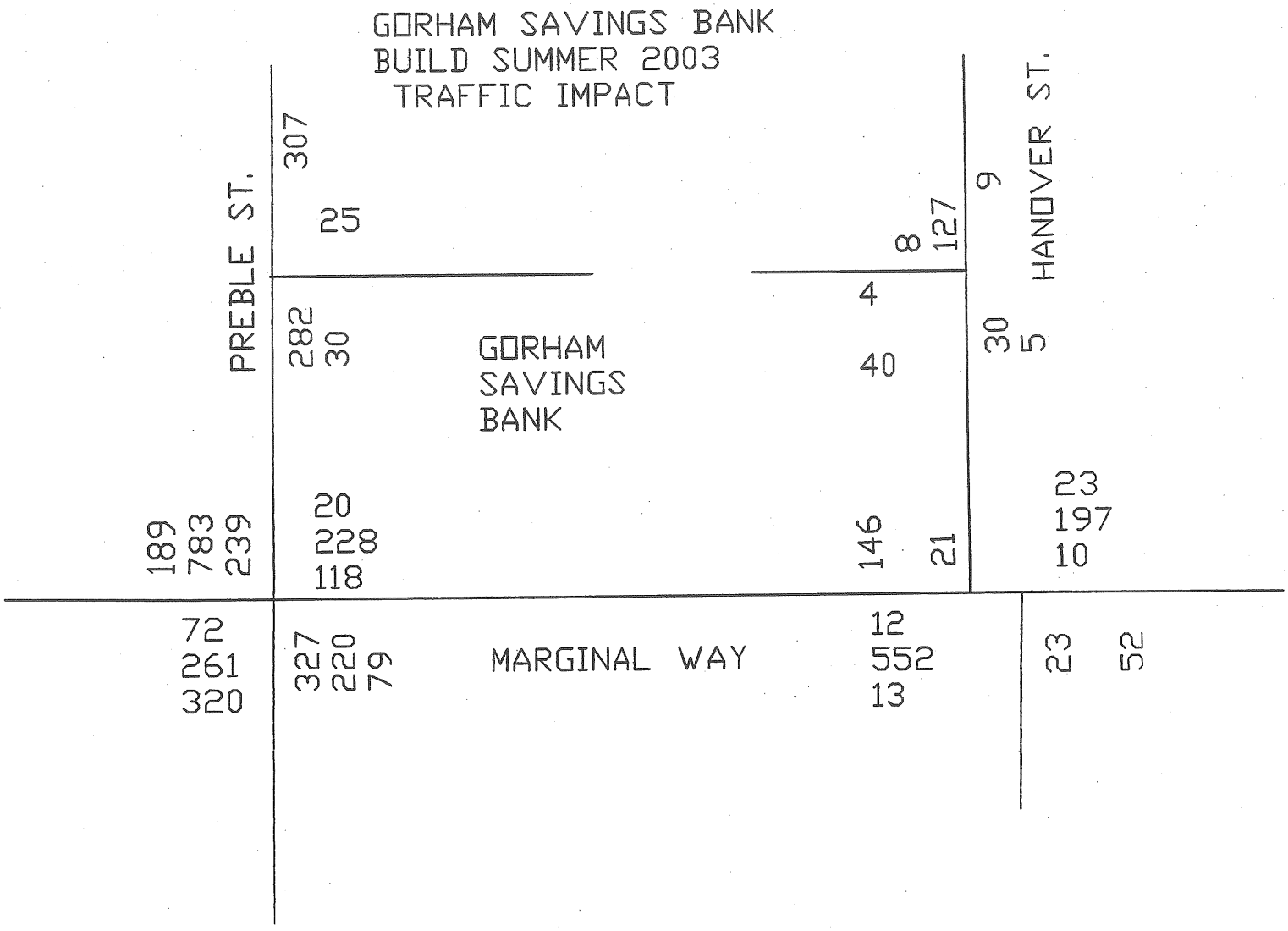

TRIP DISTRIBUTION
GORHAM SAVINGS BANK
PREBLE ST.
HANOVER ST.
MARGINAL WAY
GORHAM
SAVINGS
BANK
25
8
0
4
0
30
40
30
0
0
10
10
20
20
18
0
0
0
0
5
16
2
0
0
14
5
12
0
0
0
0


NO BUILD BALANCED BASE
2003 SUMMER
FACTOR COUNTS X 1.16
PREBLE ST.
HANOVER ST.
GORHAM
SAVINGS
BANK
MARGINAL WAY
0
0 0
0
0 0
0
189
783
234
20
218
108
126
1
5
197
10
56
259
320
327
206
74
2
552
13
23
52


GORHAM SAVINGS BANK
BUILD SUMMER 2003
TRAFFIC IMPACT
PREBLE ST.
HANOVER ST.
MARGINAL WAY
GORHAM
SAVINGS
BANK
307
25
282
30
20
228
118
189
783
239
72
261
320
327
220
79
8
127
4
40
146
21
9
30
5
23
197
10
12
552
13
23
52

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	J. Murphy	Intersection	Marginal Way/Preble St.Ext.
Agency or Co.	Traffic Engineer	Area Type	All other areas
Date Performed	04/03/2003	Jurisdiction	Portland
Time Period	PM Peak Hour	Analysis Year	2003
		Project ID	Gorham Savings Bank 2500 sf Branch Bank

Volume and Timing Input

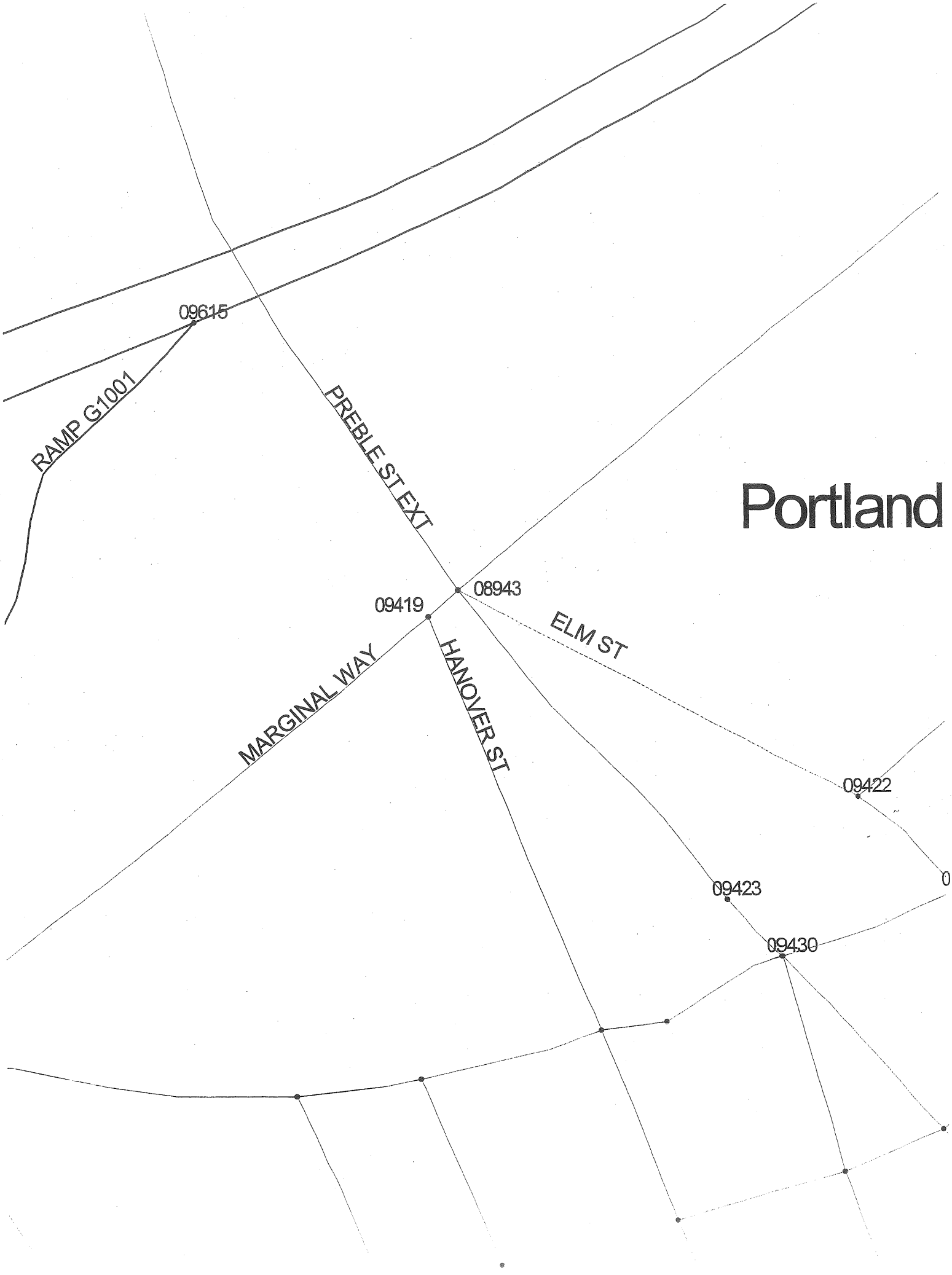
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	1	2	1	1	2	0	2	2	0
Lane group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	118	228	20	72	261	320	239	783	189	327	220	79
% Heavy vehicles, %HV	4	4	4	1	1	1	1	1	1	1	1	1
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	5	0	0	2		0	5	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 16.0	G = 25.0	G =	G =	G = 18.0	G = 6.0	G = 30.0	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 4.5	Y = 3.5	Y = 4.5	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 116.5		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	134	282		82	297	364	272	1105		372	340	
Lane group capacity, c	238	735		245	767	652	437	1175		536	884	
v/c ratio, X	0.56	0.38		0.33	0.39	0.56	0.62	0.94		0.69	0.38	

Total green ratio, g/C	0.14	0.21		0.14	0.21	0.41	0.24	0.34		0.15	0.26	
Uniform delay, d_1	47.0	39.2		45.4	39.2	26.5	39.2	37.4		46.6	35.6	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50		0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental delay, d_2	9.3	1.5		3.7	1.5	3.4	6.5	15.4		7.2	1.3	
Initial queue delay, d_3												
Control delay	56.3	40.7		49.1	40.7	29.9	45.7	52.7		53.9	36.9	
Lane group LOS	E	D		D	D	C	D	D		D	D	
Approach delay	45.7			36.3			51.3			45.8		
Approach LOS	D			D			D			D		
Intersection delay	46.0						Intersection LOS			D		


09615
RAMP G1001
PREBLE ST EXT
Portland
08943
09419
ELM ST
MARGINAL WAY
HANOVER ST
09422
09423
09430

MAR 13,2003 AT 15:14

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	P08943	POR,MARGINAL WAY,ELM,PR	9		16		0	0	4	4	8	50.0		7.661		0.70	1.15	0.00
05	A09419	POR,HANOVER ST,MARGINAL			0		0	0	0	0	0	0.0		0.000		0.00	0.00	0.00*
		NODE SUBTOTALS-			16		0	0	4	4	8	50.0		7.661		0.70	1.15	0.00

* - MEV IS ZERO FOR THIS NODE -

MAR 13,2003 AT 15:14

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	08943	09419	MARGINAL WAY	2	2	0.01	0	0	0	0	2	0.0	0.00026		2564.10		839.82	3.05
			LINK SUBTOTALS-		2	0.01	0	0	0	0	2	0.0	0.00026		2564.10		830.37	3.09
			GRAND TOTALS-		18	0.01	0	0	4	4	10	44.4	0.00026	7.661	23076.92		1465.49	15.75

Section 2

Traffic Accidents

MAR 13,2003 AT 15:14

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	P08943		POR,MARGINAL WAY,ELM,PR	9	16		0	0	4	4	8	50.0		7.661		0.70	1.15	0.00
05	A09419		POR,HANOVER ST,MARGINAL		0		0	0	0	0	0	0.0		0.000		0.00	0.00	0.00*
			NODE SUBTOTALS-		16		0	0	4	4	8	50.0		7.661		0.70	1.15	0.00

* - MEV IS ZERO FOR THIS NODE -

MAR 13,2003 AT 15:14

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	08943	09419	MARGINAL WAY	2	2	0.01	0	0	0	0	2	0.0	0.00026		2564.10		839.82	3.05
			LINK SUBTOTALS-		2	0.01	0	0	0	0	2	0.0	0.00026		2564.10		830.37	3.09
			GRAND TOTALS-		18	0.01	0	0	4	4	10	44.4	0.00026	7.661	23076.92		1465.49	15.75

Section 3

Development Entrances & Exits

Development Entrances and Exits

Entrance and exit locations are detailed and shown on the plans in Section 1.

Section 4

Title, Right and Interest

Doc#: 5272 Bk:18708 Pg: 72

MEMORANDUM OF OPTION

Notice is hereby given of a certain Option Agreement to lease real estate (the Option) of even date herewith by and between Ross Y. Furman, Jr. and Gorham Savings Bank on the following terms and conditions and relating to the following described real estate:

A. Property Description:

Street: Marginal Way, Hanover Street and Preble Street
Town: Portland
County: Cumberland
State: Maine
Record Owner: Ross Y. Furman, Jr.
Deed reference: Book 12796, Page 77 and Book 13028, Page 30
Cumberland County Registry of Deeds.

B. Date of Option: Effective as of January 10, 2003

C. Expiration Date: May 10, 2003

D. Option Renewal Periods: two (2) ninety-day renewal periods

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals this 10th day of January, 2003.

WITNESS:
Kathleen L Griffith
Name:

OWNER
Ross Y. Furman, Jr.

GORHAM SAVINGS BANK
By: Charles M. Yandell
Charles M. Yandell
Its President & CEO

Name: William M. Welch

STATE OF MAINE
County of Cumberland, ss. January 10, 2003

Personally appeared the above-named Ross Y. Furman, Jr. and acknowledged the foregoing instrument to be his free act and deed.

Before me,
Kathleen L Griffith
Name:
Title:

SEAL

KATHLEEN L. GRIFFITH
Notary Public, Maine
My Commission Expires November 26, 2006

Received
Recorded Register of Deeds
Jan 14,2003 02:36:21P
Cumberland County
John B. O Brien

Section 5

Public Rights-of-Way

Public Right-of-Way

Public right-of-way is detailed and shown on the Site Plan, which is contained in Section 1.

Section 6

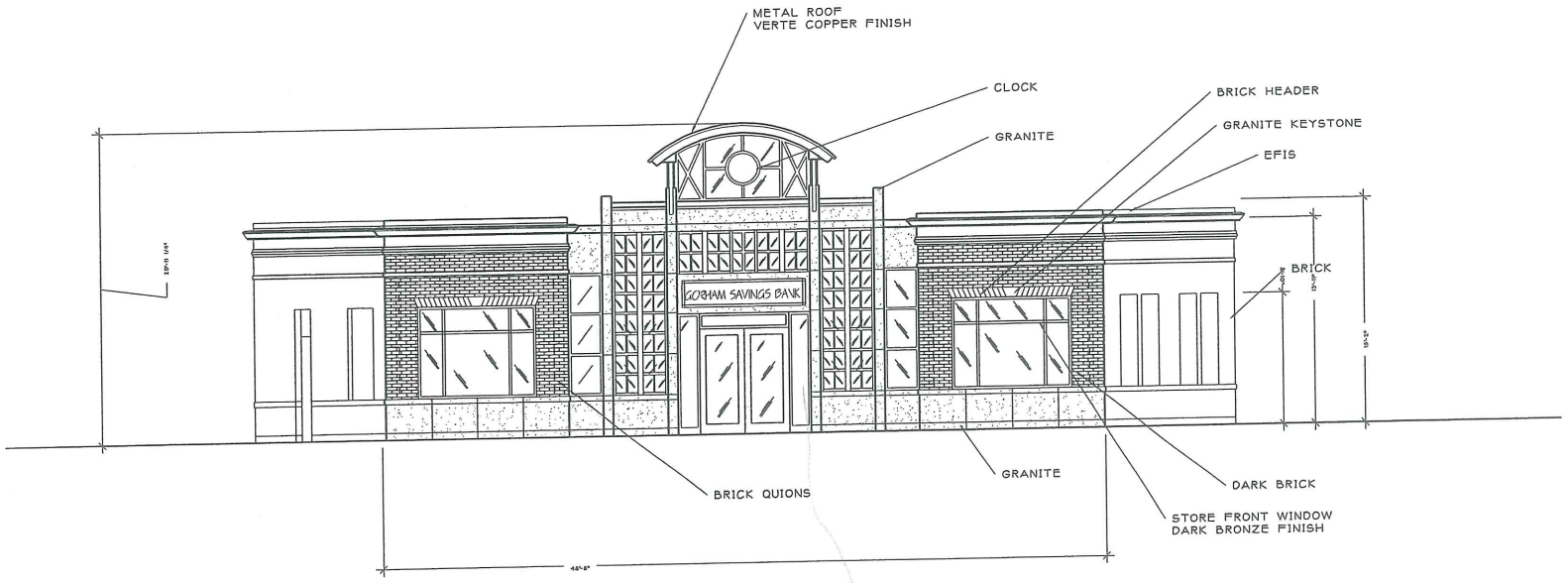
Schedule

Schedule

Construction on the bank is anticipated to begin in the winter/spring of 2003/2004 upon receipt of all applicable permits. The bank is anticipated to open for business by the summer of 2004.

PLANNING DEPT APPROVED BUILDING ELEVATION

CITY OF PORTLAND
APPROVED SITE PLAN
Subject to Dept. Conditions
Date of Approval: _____



1 FRONT ELEVATION
1/8"=1'-0"

Willey Brothers
A BrandPartners Group Company
10 Main Street
Rochester, NH 03839
Phone: 603 335 1400
Fax: 603 335 4542

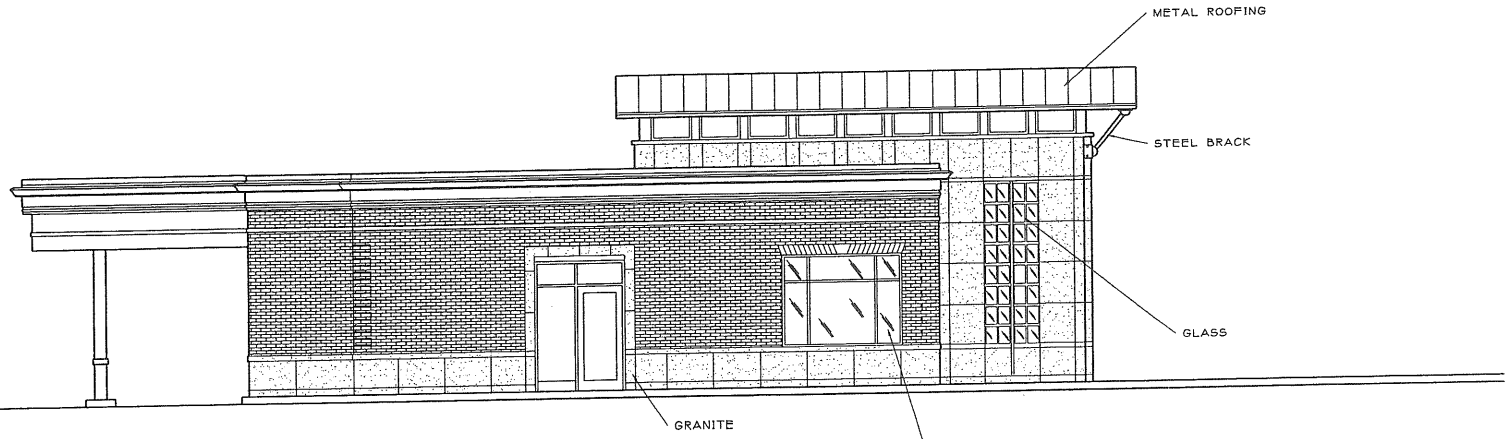
TITLE
FRONT ELEVATION

SCALE
1/8" = 1'-0"

CLIENT
GORHAM SAVINGS BANK
MARGINAL WAY

INFO
PATH:
ISSUE DATE: 04/26/03
DRAWN BY: SBH
CHECKED BY:
REVISION:
1. 10/6/03
2.
3.
4.
5.

A2.1



1 ELEV
1/8"=1'-0"

Willey Brothers
A BrandPartners Group Company

10 Main Street
Rochester, NH 03839
Phone: 603 335 1400
Fax: 603 335 4542

TITLE
SIDE ELEVATION

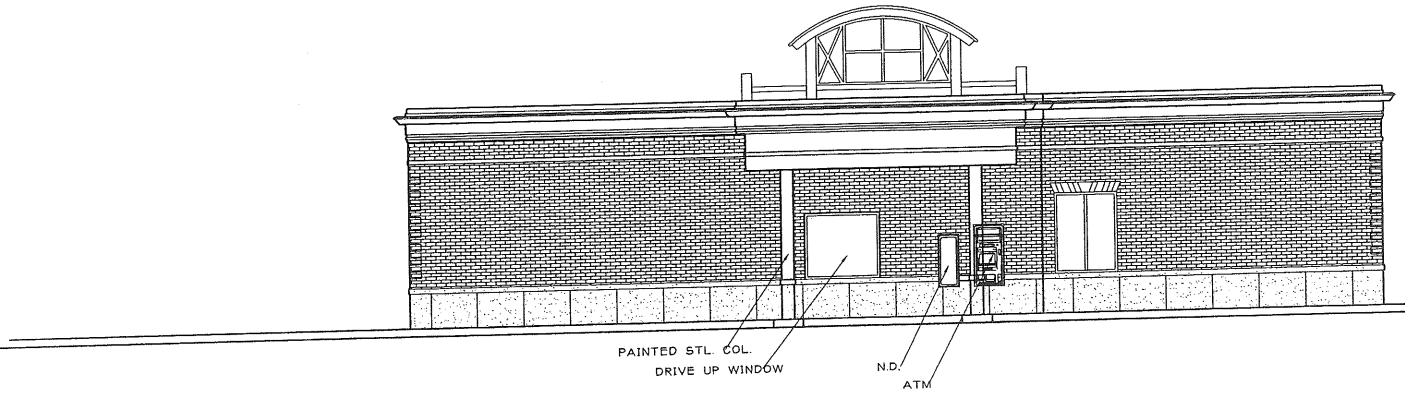
SCALE
1/8" = 1'-0"

CLIENT
GORHAM SAVINGS
BANK
MAGINAL WAY

INFO

PATH:	
ISSUE DATE:	04/26/03
DRAWN BY:	SBH
CHECKED BY:	
REVISION:	
1.	10/07/03
2.	
3.	
4.	
5.	

A2.2



1 ELEV.
1/8"=1'-0"

Willey Brothers
A BrandPartners Group Company

10 Main Street
Rochester, NH 03839
Phone: 603 335 1400
Fax: 603 335 4542

TITLE
REAR ELEVATION

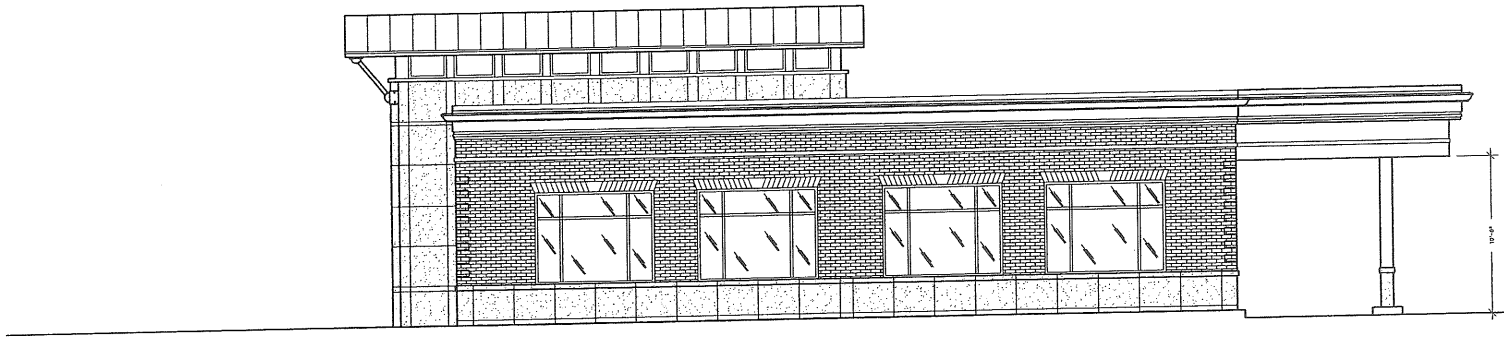
SCALE
1/8" = 1'-0"

CLIENT
GORHAM SAVINGS BANK
MARGINAL WAY

INFO

PATH:	
ISSUE DATE:	04/26/03
DRAWN BY:	SBH
CHECKED BY:	
REVISION:	
1.	10/07/03
2.	
3.	
4.	
5.	

A 2.3



1 ELEV.
1/8"=1'-0"

Willey Brothers
A BrandPartners Group Company

10 Main Street
Rochester, NH 03839
Phone: 603 335 1400
Fax: 603 335 4542

TITLE
SIDE ELEVATION

SCALE
1/8" = 1'-0"

CLIENT
GORHAM SAVINGS
BANK
MARGINAL WAY

INFO

PATH:	
ISSUE DATE:	04/26/03
DRAWN BY:	SBH
CHECKED BY:	
REVISION:	
1.	10/07/03
2.	
3.	
4.	
5.	

A2.4

cc: Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Sarah Hopkins, Development Review Services Manager
Richard Knowland, 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
Lt. Gaylen McDougall, Fire Prevention
Rick Blackburn, Assessor's Office
Approval Letter File

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
ADDENDUM

2003-0148
Application I. D. Number

07/21/2003
Application Date

Gorham Savings Bank
Project Name/Description

Furman Ross Y
Applicant
Po Box Two, Portland, ME 04112
Applicant's Mailing Address

71 - 71 Marginal Way, Portland, Maine
Address of Proposed Site
034 K003001
Assessor's Reference: Chart-Block-Lot

Consultant/Agent
Agent Ph: Agent Fax:
Applicant or Agent Daytime Telephone, Fax

Approval Conditions of Planning

1 1. That an easement to the City for the traffic control box shall be submitted to City staff for review and approval.
2. That an easement for the landscaping within the City right-of-way (excluding the street trees) shall be submitted for City Staff review and approval.
3. The directional signs by the two entrances shall be no higher than 4 feet high unless otherwise approved in writing by the Planning Authority.
4. The sidewalk and curb alignment shall tie in with the proposed Hollywood Video site.
5. The site plan shall be revised to specify the excavation limited and proposed utility service connections in Marginal Way and Preble Street for review and approval by Public Works.
6. The site plan shall be revised to reflect a sanitary sewer service connection construction detail for review and approval by Public Works.

Approval Conditions of Engineering

1 1. The site plan shall be revised to specify the excavation limit and proposed utility service connections in Marginal Way and Preble Street for review and approval by Public Works.
2. The site plan shall be revised to reflect a sanitary sewer service connection construction detail for review and approval by Public Works.

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
Engineering Copy

2003-0148
Application I. D. Number

07/21/2003
Application Date

Furman Ross Y
Applicant
Po Box Two, Portland, ME 04112
Applicant's Mailing Address

Gorham Savings Bank
Project Name/Description

71 - 71 Marginal Way, Portland, Maine
Address of Proposed Site
034 K003001
Assessor's Reference: Chart-Block-Lot

Consultant/Agent
Agent Ph: Agent Fax:
Applicant or Agent Daytime Telephone, Fax

Proposed Development (check all that apply): ☑ New Building ☐ Building Addition ☐ Change Of Use ☐ Residential ☐ Office ☐ Retail ☐ Manufacturing ☐ Warehouse/Distribution ☐ Parking Lot ☐ Other (specify)

2,782 s.f.
Proposed Building square Feet or # of Units

Acreage of Site

B5
Zoning

Check Review Required:

☑ Site Plan (major/minor)
☐ Subdivision # of lots
☐ PAD Review
☐ 14-403 Streets Review
☐ Flood Hazard
☐ Shoreland
☐ HistoricPreservation
☐ DEP Local Certification
☐ Zoning Conditional Use (ZBA/PB)
☐ Zoning Variance
☐ Other

Fees Paid: Site Plan $400.00 Subdivision Engineer Review Date 07/23/2003

Engineering Comments

PUBLIC WORKS ENGINEERING REVIEW...10/2/03

I have reviewed the plans and application dated 9/17/03 and offer the following comments:

1. The narrowing of Hanover Street at the intersection with Marginal Way, to a width of 26 feet may produce problems for the current large amount of truck turning movements which occur in this location. The applicant's engineer must provide a plan that confirms tha ability of trucks to enter and exit Hanover Street at this intersection.
2. The proposed installation of underground utility services and curbing will require excavation within the adjacent paved roadways. As such, the plans must specify the anticipated excavation limits and resultling pavement repairs, in conformance with the City's Street Opening Ordinance.
3. The plans need to specify a detail for the proposed sanitary sewer service connection in Preble Street.
4. The anticipated disturbance to sidewalk adjacent to Preble Street must be specified on the plans.
5. Any existing granite curb removed from the site will remain the property of the City and must be delivered to the City's Outer Congress Street material stockyard. A note, stating this requirement must appear on the plans.
6. The applicant is advised to contact Carol Merritt at Public Works, regarding the fees and permits associated with this development proposal.

PUBLIC WORKS ENGINEERING REVIEW...10/23/03

I have reviewed the plans and engineer's response letter dated 10/8/03 and offer the following comments:

1. The plans have not been revised to specify the excavation limits and proposed pavement repairs required, due to the proposed utility service connections in Marginal Way and Preble Street.
2. A proposed sanitary sewer service connection construction detail has still not been included on the Details.

Performance Guarantee ☑ Required* ☐ Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
DRC Copy

2003-0148
Application I. D. Number

07/21/2003
Application Date

Furman Ross Y
Applicant
Po Box Two, Portland, ME 04112
Applicant's Mailing Address

Gorham Savings Bank
Project Name/Description

71 - 71 Marginal Way, Portland, Maine
Address of Proposed Site
034 K003001
Assessor's Reference: Chart-Block-Lot

Consultant/Agent
Agent Ph: Agent Fax:
Applicant or Agent Daytime Telephone, Fax

Proposed Development (check all that apply): ☑ New Building ☐ Building Addition ☐ Change Of Use ☐ Residential ☐ Office ☐ Retail
☐ Manufacturing ☐ Warehouse/Distribution ☐ Parking Lot ☐ Other (specify)

2,782 s.f.
Proposed Building square Feet or # of Units

Acreage of Site

B5
Zoning

Check Review Required:

☑ Site Plan (major/minor)
☐ Subdivision # of lots
☐ PAD Review
☐ 14-403 Streets Review
☐ Flood Hazard
☐ Shoreland
☐ HistoricPreservation
☐ DEP Local Certification
☐ Zoning Conditional Use (ZBA/PB)
☐ Zoning Variance
☐ Other

Fees Paid: Site Plan $400.00 Subdivision Engineer Review Date 07/23/2003

DRC Comments

ENGINEERING REVIEW...9/5/03

I have reviewed the application dated 7/21/03 and offer the following comments:

1. The plans are deficient in the specification of underground utilities proposed to serve the development.
2. The resulting installation of utility services to the site will requires excavation within the paved roadway. The plans must identify the anticipated limits of excavation.
3. The applicant should contact Carol Merritt at Public Works regarding any proposed excavation within the public right of way to determine the anticipated fees and permits required by the City.
4. In order to create the proposed curb cut on Preble Street, the applicant must remove some existing granite curbing. The plans must specify that said curb will remain the property of the City and will be delivered to the City's designated material stockyard.
5. Any anticipated disturbance to existing sidewalk on Preble Street must be identified on the plans.

Performance Guarantee ☐ **Required*** ☐ **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

☐ Performance Guarantee Accepted — date — amount — expiration date

☐ Inspection Fee Paid — date — amount

☐ Building Permit Issue — date

☐ Performance Guarantee Reduced — date — remaining balance — signature

☐ Temporary Certificate of Occupancy — date ☐ Conditions (See Attached) — expiration date

From: Rick Knowland
To: Internet:jseymour@sebagotechnics.com
Date: Wed, Oct 1, 2003 8:59 AM
Subject: gorham savings bank

This email is intended to give you an update on the latest staff comments on the revised site plan for Gorham Savings Bank (received on Sept. 17, 2003)

1. As I indicated to Walt Stinson on Monday, the submitted traffic report indicates that a traffic movement permit is required. Please submit an application ASAP.

2. Please confirm that the specific exterior light fixture you are proposing is a "full cut off" fixture.

3. The internal site walkway that connects into Hanover St.. On Sheet 2 of 4 shows landscaping in its path. I assume that is a drafting oversight. Please revise and indicate surface material.

4. Extend sidewalk and curb along entire street frontage of Hanover St. The curbline should line up with the new curbline for the Hollywood Video site plan you are working on. The sidewalk on Preble Street should also be extended along the entire street frontage.

5. The sidewalk along Hanover st. and Preble St. should be 10 feet wide and constructed of concrete. The sidewalk along Marginal Way should also be a minimum 10 feet wide but should be fully extended to the Marginal Way curb since we don't need an esplanade at that location.

6. Tree cut-outs along the sidewalk should be shown on the plan. In the area of the cut-outs the sidewalk would be 8 feet wide. The
planting space 10 feet wide. Obviously the understory bushes shown on the plan will need to be shifted so they are not within the footprint of the sidewalk. You may want to relocate some of the material within the large oval area between the parking lot and the building.

7. One suggestion and this is only a suggestion and not a requirement. You may want to consider using brick rather than concrete for the sidewalk at the "bull nose" portion of the site adjacent to Marginal Way. This could really emphasize the bank's presence along Marginal Way.

8. We are awaiting the submission of revised building elevations based on our discussions at our Septermber 25th meeting. We would like to review the revised building elevations ASAP.

These are the staff comments received to date. As other comments become available, I will forward them to you ASAP.

CC: Alex Jaegerman

SIDEWALK EASEMENT

In consideration of the payment of One Dollar ($1.00), _____ a _____ with a mailing address of _____, Maine ("Grantor"), hereby grants to the CITY OF PORTLAND, a body politic and corporate with a place of business at 389 Congress Portland, Maine 04101 ("Grantee") a perpetual easement over a strip of land being that portion of a sidewalk (the "Easement Area") along _____ in Portland, Maine that extends beyond the street right of way of _____Street, so-called, on to the Grantor's property. The Easement Area is shown as the cross-hatched area along _____Street shown on the Easement Plan made for _____ by _____ dated _____, 2003 (the "Easement Plan"), a reduced copy of which is attached hereto as Exhibit A. A full-scale copy of the Easement Plan is on file with the City of Portland Planning Department.

The purpose of this easement is for the right to maintain, replace, relocate and repair within the Easement Area a sidewalk up to _____ (__) feet in width, said sidewalk to be used for pedestrian, bicycle and similar non-motorized (other than wheelchair and emergency vehicles and snow removal equipment which shall be permitted) pedestrian recreational uses by the public, subject, however, to such rules or ordinances which Grantee may adopt from time to time in the interests of public safety.

Grantor further covenants and agrees on behalf of itself, its successors and assigns, that the land which lies within the Easement Area shall, except for the construction, maintenance, repair, relocation and/or replacement of the sidewalk and any appurtenances by Grantee, its successors or assigns shall, as provided and permitted herein, be maintained as a sidewalk for the uses set forth and described herein and Grantor shall not use or permit any use which would be contrary to such condition.

Both Grantor and Grantee acknowledge that this easement is being provided to Grantee for purposes of public pedestrian access and recreation without charge. It is understood that the use herein granted is non-exclusive and that the primary use which Grantor makes of its land (of which the Easement Area is a part) is a private commercial use.

To have and to hold the said Easement and all rights granted hereunder to the said Grantee and its successors and assigns forever.

IN WITNESS WHEREOF, Grantor has caused this easement to be executed by _____ this ____day of _____, 2003.

WITNESS:

_____ By:_____

STATE OF MAINE
County of Cumberland, ss. July ____, 2003

Personally appeared the above-named _____-, who acknowledged the foregoing instrument to be his free act and deed.

Before me,

_____

Notary Public/Attorney-at-Law
Print name:

O:\OFFICE\PENNY\FORMS\DEEDS\Sidewalk Easement.doc

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

October 16, 2003

Mr. Steve Landry
Maine Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, ME. 04333

RE: Traffic Movement Permit for Gorham Savings Bank, 71 Marginal Way

Dear Steve,

In accordance with the MDOT and City of Portland agreement regarding delegated review authority, enclosed is the following material related to a Traffic Movement Permit for Gorham Savings Bank at 71 Marginal Way:

1. Copy of an approval letter for a Traffic Movement Permit for Gorham Savings Bank.

2. Traffic Engineer consultant review comments by Tom Errico.

3. Supplemental traffic information provided by John L. Murphy, dated October 8, 2003.

You have previously received a copy of the Traffic Movement Permit application with traffic analysis dated September 30, 2003 as well as a notice of the scoping meeting which occurred on October 14, 2003.

Should you have any questions concerning the permit, the process or the attached material, please give me a call at 874-8725.

Sincerely,

Richard Knowland
Senior Planner

cc: Lee Urban, Director of Planning and Development
Alex Jaegerman, Planning Division Director
MDOT Division Office, Attention Division Traffic Engineer, P.O. Box 1940, Portland, ME. 04104

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

October 16, 2003

Mr. Walt Stinson
Sebago Technics
One Chabot Street
PO Box 1339
Westbrook ME 04098-1339

RE: Gorham Savings Bank, 71 Marginal Way, #2003-0148, CBL: 034-K-003

Dear Mr. Stinson:

Gorham Savings Bank is seeking a Traffic Movement Permit from the City of Portland, pursuant to delegated authority granted to it by the Maine Department of Transportation for a proposed bank with a drive-through ATM in the vicinity of 71 Marginal Way. The proposed project consists of construction of a 2,782 sq. ft. bank, complete with a drive-through ATM aisle, and associated parking/entrance/egress. The facility is expected to generate 137 vehicle trips in the weekday.

The applicant has submitted a site plan, a Traffic Movement Permit application (dated September 30, 2003) and supplemental traffic information prepared by John L. Murphy (October 8, 2003). A scoping meeting was held on October 14, 2003 in accordance with the provisions of 23 M.R.S.A. section 704-A.

Based on findings of fact, the Portland Planning Authority under delegated authority, has approved the Traffic Movement Permit application of Gorham Savings Bank for the proposed bank. Tom Errico, Traffic Engineer, provided a traffic consultation review of this project.

Should you have any questions concerning this letter, please contact Richard Knowland of the Planning Staff.

Sincerely,

Alexander Jaegerman
Planning Division Director

cc: Lee Urban, Planning and Development Department Director
Richard Knowland, Senior Planner
Michael Bobinsky, Public Works Director
Tom Errico, Wilbur Smith Assoc., 59 Middle Street, Portland, ME. 04101
Steve Landry, MDOT, Traffic Engineering Division, 16 State House Station, Augusta, ME. O4333
MDOT Division 6 Office, Attention Division Traffic Engineer, P.O. Box 1940, Portland, ME. 04104

389 Congress Street • Portland, Maine 04101 • (207) 874-8721 • FAX 756-8258 • TTY 874-8936

October 10, 2003

MEMO

From: Thomas A. Errico, P.E.
Senior Traffic Engineer
terrico@wilbursmith.com

To: Rick Knowland, Senior Planner, City of Portland
CC: Katherine Earley, P.E., Engineering Manager, City of Portland
Subject: Gorham Savings Bank – Traffic Review

The following presents comments for the above project and is based upon a site plan dated September 17, 2003 and Traffic Movement Permit dated September 30, 2003 prepared by Sebago Technics and a Traffic Analysis prepared by John L. Murphy, P.E.

1. It is unclear what is proposed for on-site regulatory signage. I would suggest that stop signs be provided at the driveways on Preble Street and Hanover Street and for vehicles exiting the drive-through. Additionally, a no left-turn sign should be installed on the island on Preble Street facing traffic exiting the site.

According to the plans, the traffic signal controller cabinet is partially located outside the public right-of-way. Should an easement be considered?

While it is important to provide large turning radii at intersections for large vehicles, it is also important to balance its impact on the pedestrian environment. Because the intersection of Marginal Way and Preble Street experience heavy pedestrian activity, I would suggest that the radii on the corners in front of the proposed project be reviewed and reduced in size, if possible. Obviously, this should be modified only if adequate truck turning can be accommodated.

Crosswalks should be painted on the driveway openings.

A vehicle queue analysis should be conducted that assesses the adequacy of the drive-through vehicle stacking area to ensure spillback onto Hanover Street does not occur.

The Marginal Way eastbound left-turn movement is projected to operate at level of service "E" following build-out of the project. Level of Service "D" or better conditions should be provided.

As we discussed previously, a project scoping meeting should be scheduled as part of the City's MDOT Delegated Review Authority.

From: "Tom Errico" <terrico@wilbursmith.com>
To: "Rick Knowland " <RWK@ci.portland.me.us>
Date: Fri, Oct 3, 2003 9:00 AM
Subject: Re: Gorham Savings Bank

Rick-- They have most traffic information, with the exception of the queue data. So, my review can not be complete without that. They also may need to conduct additional analyses to deal with the LOS "E" problem noted in my memo.

Tom

----- Original Message -----
From: "Rick Knowland " <RWK@ci.portland.me.us>
To: <terrico@wilbursmith.com>
Cc: <ldu@ci.portland.me.us>
Sent: Friday, October 03, 2003 8:50 AM
Subject: Re: Gorham Savings Bank

Tom, thanks for your quick review. One question, do you think the submission has the necessary info and documentation to do a traffic permit review? If you anticipate more info is needed, let us know. This project is on a very tight timeframe.

I will be faxing you comments from Steve Bushey and Tony Lombardo which include traffic related comments. You are however the appointed traffic engineer czar.

>>> "Tom Errico" <terrico@wilbursmith.com> 10/03 8:08 AM >>>
Rick--

Attached please find my review comments.

Thomas A. Errico, P.E.
Senior Transportation Engineer
Wilbur Smith Associates
59 Middle Street
Portland, Maine 04101
(207) 871-1785
(207) 871-5825 fax

JOHN L. MURPHY, P.E.

Civil Engineer
Traffic Engineer

221 BROWN ROAD
WEST BALDWIN, MAINE 04091
207-625-8222

October 8, 2003

Brian Yergatian
Sebago Technics, Inc.
P.O. Box 1339
Westbrook, Maine 04098-1339

Re: Tom Errico memo - Gorham Savings Bank, Portland.

Dear Brian:

I have attached a vehicle queue analysis using the methods described in "Transportation and Land Devalopment" by Stover and Koepke published in 1988 and distributed by the Institute of Transportation Engineers. The analysis includes my calculation sheet plus a copy of Table 8 - 11 from the publication. The analysis shows that a queue of 4 to 6 vehicles could occur with a probability range of five to ten percent. Based on information provided by the bank, I assumed that 50% of bank customers use the drive through and that the average time of service is 2.5 minutes per vehicle. With our two entrances on Preble Street and Hanover Street, the 4 to 6 vehicle queue can be managed on site.

I have also attached a 4:30 to 5:30 PM peak hour build highway capacity analysis with project impact and revised timings, and all movements are level of service D. Along with this analysis, I have provided an analysis plus related volume calculations of the impact on a 3:45 to 4:45 PM peak hour. This time period is more compatible with planned bank hours ending at 4 PM, the only exception being that the drive through window is open until 5 PM on Thursday and Friday. (Only 50% of traffic will use this service.) Again, the resultant level of service is D for all movements.

The Tom Errico memo mentions "heavy" pedestrian activity at Preble Street and Marginal Way, which is clearly not the case. As noted in the capacity analysis, only 12 total pedestrians were observed crossing during the PM peak hour, five each crossing the north and west approaches and two crossing the east approach. The radius at Preble Street on the southwesterly corner is only 25 feet, with the Hanover Street radius 42 feet. These radii had to match exist-ing conditions. There is sufficient Public Works and Post Office truck activity to retain the radii as designed.

Crosswalks and signs will be provided as requested. There was never a need for an easement related to the controller cabinet in the past, but I assume this is something that the City may or may not request.

Conclusions

1. Expected queues can be safely stored on site.

2. Capacity of the Marginal Way/Preble Street intersection will be level of service D with project impact.

3. Radii should remain as designed to accommodate trucks in the area.

4. Signing and crosswalks will be provided as suggested.

Sincerely,

STATE OF MAINE JOHN MURPHY 2735 REGISTERED PROFESSIONAL ENGINEER

John L. Murphy, P.E.

CALCULATIONS

A. Queue Analysis

68 customer vehicles 50% Drive Thru

34 vehicles/hour in 2 lanes (service channels)

2.5 min/service

$$G = \frac{60 \text{ min/hr}}{2.5 \text{ min/service}} = 24 \text{ services/hour}$$

$$\rho = \frac{34 \text{ services/hr}}{24/\text{hr} \times 2} = .7083$$

Q_m from table 8.11 = .5878

$$5\% \text{ Probably} = \left[\frac{\ln .05 - \ln .5878}{\ln .7083}\right] - 1 = 6.145$$

$$10\% \text{ Probability} = \left[\frac{\ln .10 - \ln .5878}{\ln .7083}\right] - 1 = 4.1354$$

Queue Length = 4-6 vehicles
10% - 5% Probability

J. Murphy
10/8/03

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x \geq M) - \ln Q_M}{\ln \rho}\right] - 1$$

where:

M = queue length which is exceeded p percent of the time

N = number of service channels (drive-in positions)

Q = service rate per channel (vehicles per hour)

$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor

q = demand rate on the system (vehicles per hour)

Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0668	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6887
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \dfrac{q}{NQ} = \dfrac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$

N = number of channels (service positions)

Solution

Step 1: $Q = \dfrac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \dfrac{q}{NQ} = \dfrac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

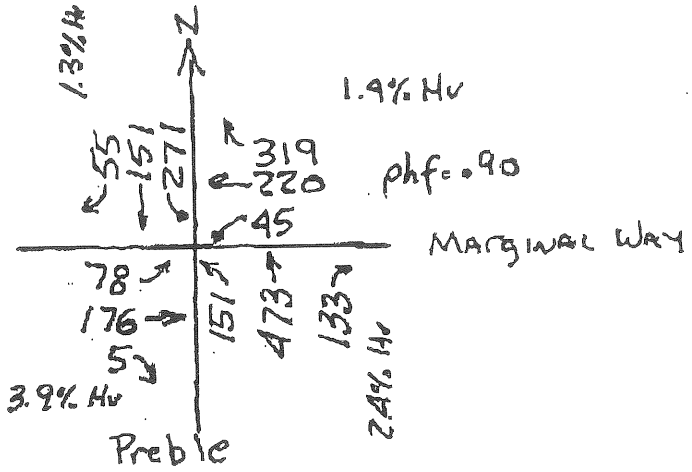
Step 5: The acceptable probability of the queue, M, being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x \geq M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956}\right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110}\right] - 1$$

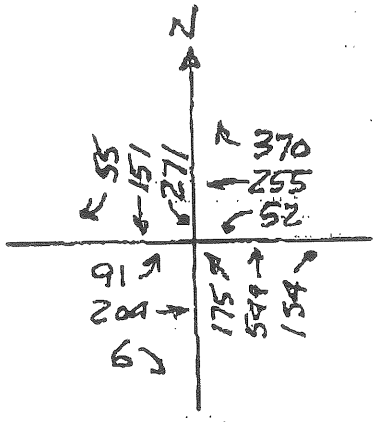
$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$

B. Hour Impact 3:45PM-4:45PM

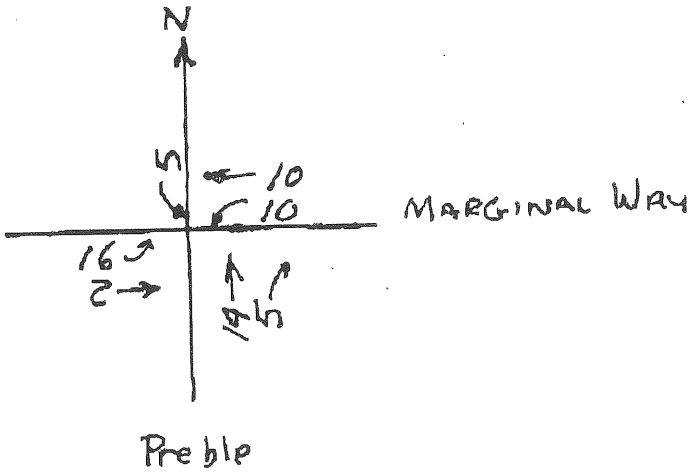
3/26/03 Count



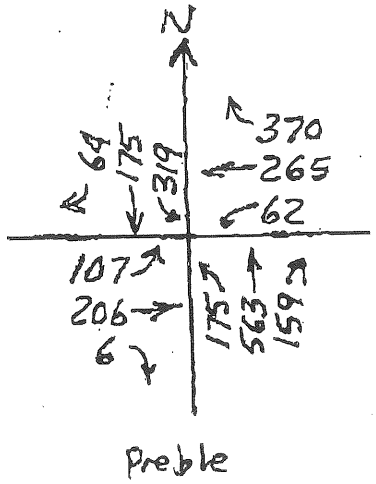
Factor x 1.16
Seasonal Growth



Project Impact



Build



J. Murphy
10/8/03

2/2.

Detailed Report

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	J. Murphy	Intersection	Marginal Way/Preble St.Ext.
Agency or Co.	Traffic Engineer	Area Type	All other areas
Date Performed	10/08/2003	Jurisdiction	Portland
Time Period	3:45-4:45	Analysis Year	2003
		Project ID	Gorham Savings Bank 2500 sf Branch Bank

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	1	2	1	1	2	0	2	2	0
Lane group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	107	206	6	62	265	370	175	563	159	319	175	64
% Heavy vehicles, %HV	4	4	4	1	1	1	2	2	2	1	1	1
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	5	0	0	2		0	5	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.0	G = 20.0	G =	G =	G = 18.0	G = 12.0	G = 24.0	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 4.5	Y = 3.5	Y = 4.5	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 113.5		

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	119	236		69	294	411	194	803		354	265	
Lane group capacity, c	275	609		283	630	599	538	1189		550	725	
v/c ratio, X	0.43	0.39		0.24	0.47	0.69	0.36	0.68		0.64	0.37	

Total green ratio, g/C	0.16	0.18		0.16	0.18	0.37	0.30	0.35		0.16	0.21	
Uniform delay, d_1	43.1	41.3		41.8	42.0	29.9	30.9	31.5		44.7	38.2	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50		0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental delay, d_2	4.9	1.9		2.0	2.5	6.3	1.9	3.1		5.7	1.4	
Initial queue delay, d_3												
Control delay	48.0	43.2		43.8	44.4	36.2	32.8	34.6		50.5	39.7	
Lane group LOS	D	D		D	D	D	C	C		D	D	
Approach delay	44.8			40.0			34.3			45.8		
Approach LOS	D			D			C			D		
Intersection delay	39.9						Intersection LOS			D		

HCS2000™

Version 4.1c

Detailed Report

Total green ratio, g/C	0.16	0.18		0.16	0.18	0.37	0.30	0.35		0.16	0.21	
Uniform delay, d_1	43.5	42.0		42.1	42.0	28.7	32.4	35.4		45.0	39.2	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50		0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental delay, d_2	6.1	2.6		2.6	2.5	4.5	3.3	12.3		6.5	2.2	
Initial queue delay, d_3												
Control delay	49.6	44.5		44.7	44.5	33.3	35.7	47.7		51.6	41.3	
Lane group LOS	D	D		D	D	C	D	D		D	D	
Approach delay	46.2			39.0			45.4			46.7		
Approach LOS	D			D			D			D		
Intersection delay	44.3						Intersection LOS			D		

HCS2000™ DETAILED REPORT

General Information

Analyst	J. Murphy
Agency or Co.	Traffic Engineer
Date Performed	10/04/2003
Time Period	PM Peak Hour

Site Information

Intersection	Marginal Way/Preble St.Ext.
Area Type	All other areas
Jurisdiction	Portland
Analysis Year	2003
Project ID	Gorham Savings Bank 2500 sf Branch Bank

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	1	2	1	1	2	0	2	2	0
Lane group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	118	228	20	72	261	320	239	783	189	327	220	79
% Heavy vehicles, %HV	4	4	4	1	1	1	1	1	1	1	1	1
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	5	0	0	2		0	5	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.0	G = 20.0	G =	G =	G = 18.0	G = 12.0	G = 24.0	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 4.5	Y = 3.5	Y = 4.5	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 113.5		

Intersection Performance Summary

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	134	282		82	297	364	272	1105		372	340	
Lane group capacity, c	275	604		283	630	598	543	1206		550	726	
v/c ratio, X	0.49	0.47		0.29	0.47	0.61	0.50	0.92		0.68	0.47	

Rich 743 Jennifer

DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING DIVISION

ID#:_____
Fees Paid:_____
Date Received:_____

APPLICATION FOR TRAFFIC MOVEMENT PERMIT MODIFICATION

This form shall be used to request approval of minor changes to: (a) project design or operation; or (b) the conditions of a permit as previously approved by the Department of Transportation or the Department of Environmental Protection.

A processing fee of $500.00 (check payable to Treasurer, State of Maine) is required at the time of application submittal.

If significant changes are proposed, then a complete new or amendment application may be required by the Department.

(Please type or print)

Name of Applicant: CITY OF PORTLAND

Address: 55 PORTLAND STREET, PORTLAND, ME 04101

Telephone Number: 874-8894

Name of Contact or Agent: LARRY ASH

Telephone Number: 874-8894

LOCATION OF ACTIVITY

Name of Project: BAYSIDE OFFICE BUILDING, 68-76 MARGINAL WAY

Municipality or Township: PORTLAND County: CUMBERLAND

REQUIRED INFORMATION

1. Existing DOT or DEP Permit Number:_____
2. DOT or DEP Project Manager for previous application (if known):_____
3. Description of Proposed Change: SEE ATTACHED SHEET

(Attach additional sheet(s), if necessary)

4. Provide all documentation necessary to support the proposed change. This documentation shall include, as appropriate, revised site plans, construction drawings and technical data. (If you are unsure of what information to include, please contact the original DOT or DEP project manager, or the Traffic Engineering Division.

5. Does your proposal involve a significant expansion of the project, change the nature of the project, or modify any Department findings with respect to any licensing criteria? No (if you are unsure how to answer this or if your answer is "yes", please contact the original DOT or DEP project manager, or the Division of Land Resource Regulation in either Portland, Augusta, or Bangor for assistance).

If yes, you must provide public notice (see attached form). By signing this application, you certify that the completed notice has been sent by certified mail to abutters and municipal officials; and has been published once in a newspaper circulated in the area where the project is located.

NOTE: All supporting documents summarized above must be attached to this form and sent to the nearest appropriate DOT Office located below: File the modification "Attention Division Traffic Engineer" in the appropriate Division office.

MDOT Division 1 PO Box 1178 41 Rice Street Presque Isle, ME 04769 Tel: (207) 764-2060	MDOT Division 2 PO Box 539 High Street Ellsworth, ME 04605 Tel: (207) 667-5556	MDOT Division 3 PO Box 1208 219 Hogan Road Bangor, ME 04402-1208 Tel: (207) 941-4500
MDOT Division 4 Route 201 10 Mountain Ave. Fairfield, ME 04937 Tel: (207) 453-7377	MDOT Division 5 143 Rankin Street PO Box 566 Rockland, ME 04841 Tel: (207) 596-2230	MDOT Division 6 PO Box 1940 Portland, ME 04101 Tel: (207) 883-5546
MDOT Division 7 PO Box 817 Dixfield, ME 04224-0683 Tel: (207) 562-4228		

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

Lawrence W. Ash P.E. DATE: 3/13/03
SIGNATURE OF APPLICANT

LAWRENCE W. ASH
PRINT OR TYPED NAME

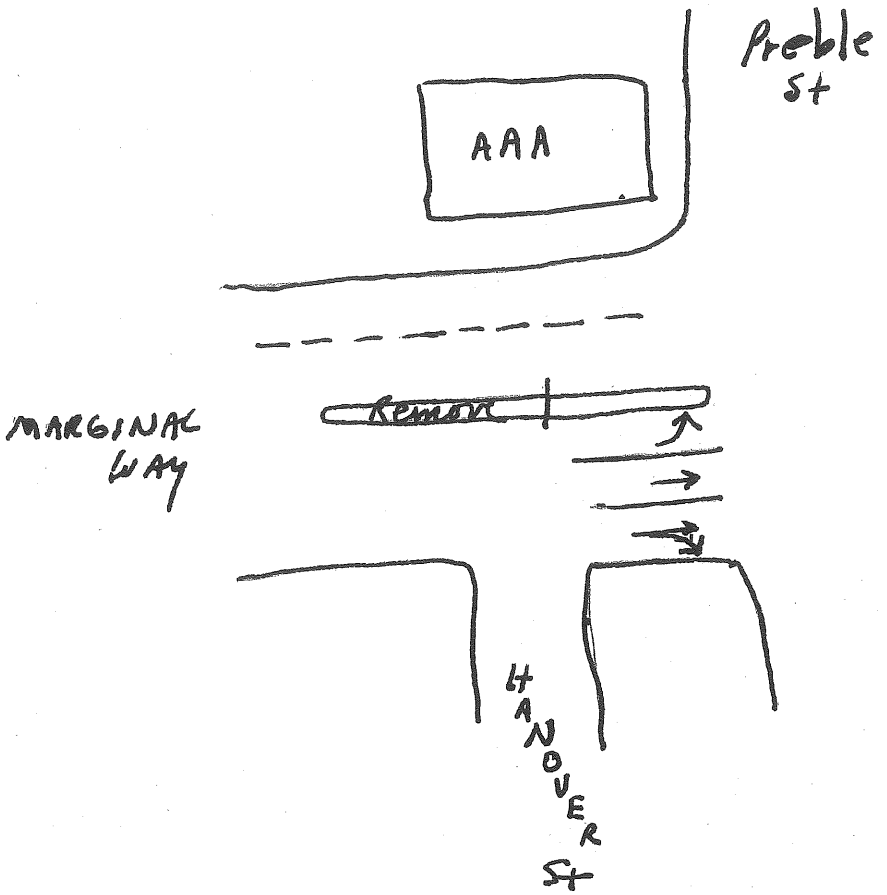
TRAFFIC ENGINEER
TITLE

THE APPLICATION FEE IS DUE AT THE TIME OF APPLICATION SUBMITTAL. THE APPLICATION WILL NOT BE PROCESSED UNTIL THIS FEE IS PAID.

DESCRIPTION OF PROPOSED CHANGE

The median on the westerly side of Marginal Way/Preble Street was extended so as to prevent left turns from Hanover Street to Marginal Way.

The City of Portland has reviewed this modification and believes that the median extension can be removed and the median restored to its original length. This would again allow left turns from Hanover Street to Marginal Way. This operational modification will, I believe, accommodate traffic more efficiently into/out of Hanover Street without compromising safety at the intersection.



Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

November 20, 2003

Brian Yergatian
Sebago Technics
One Chabot Street
PO Box 1339
Westbrook ME 04098-1339

RE: Gorham Savings Bank, 71 Marginal Way, #2003-0148

Dear Brian:

As you are aware, the Portland Planning Authority, in a letter dated October 14, 2003, (see attachment), approved the site plan for a bank branch office for Gorham Savings Bank in the vicinity of 71 Marginal Way subject to five (5) conditions. Conditions #2, #3 and #5 have been addressed. Condition #1 needs to be addressed but this is a technical issue that is addressed by submitting an executed easement with the appropriate language. Condition #4 has been partially addressed. The signs mounted on the building are acceptable (as shown on the Bailey Sign submission dated 7/29/03). The directory signs including appropriate on-site stop signs require further review.

Approval for a Traffic Movement Permit was also issued for this project. In a letter dated October 16, 2003 (see attachment) I made a follow-up call on November 13, 2003 to Steve Landry of MDOT inquiring whether MDOT would assert jurisdiction on the Traffic Movement Permit. In a voice mail Steve indicated that all his questions had been answered and that the project in terms of traffic could go forward.

Please note that a performance guarantee and an inspection fee will be required. Should you have any questions on the Gorham Savings Bank application, please call me.

Sincerely,

Richard Knowland

Richard Knowland
Senior Planner

cc: Lee Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Sarah Hopkins, Development Review Program Manager

389 Congress Street • Portland, Maine 04101 • (207) 874-8721 • FAX 756-8258 • TTY 874-8936

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

October 27, 2003

Mr. Stephen Landry
Maine Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, ME 04333

RE: Traffic Movement Permit for Gorham Savings Bank

Dear Stephen,

This letter is in response to the questions posed in your letter of October 19, 2003 regarding the proposed Gorham Savings Bank project on Marginal Way in Portland. Attached is a letter from John L. Murphy (dated October 21, 2003) with responses to those questions.

A Traffic Movement Permit approval letter (dated October 16, 2003) was issued for this project by the City under delegated review authority, a copy of which was forwarded to you. We would obviously like to bring closure to the approval process so if you have any further questions or comments on the application, please don't hesitate to contact me.

Sincerely,

Richard Knowland

Richard Knowland
Senior Planner

cc: Lee Urban, Director of Planning and Development
Alex Jaegerman, Planning Division Director

JOHN L. MURPHY, P.E.
Civil Engineer
Traffic Engineer

221 BROWN ROAD
WEST BALDWIN, MAINE 04091
207-625-8222

October 21, 2003

Brian Yergatian
Sebago Technics, Inc.
P.O. Box 1339
Westbrook, Maine 04098-1339

Re: Gorham Savings Bank, Portland - Stephen Landry letter of 10/19/03.

Dear Brian:

The queue analysis I performed was for on site queue at the drive through windows. It did not have anything to do with Hanover Street or Preble Street other than to show the probability of back up from the site into either street. The analysis results were acceptable to the City, as they showed adequate on site storage for expected 5% to 10% queue.

The question asked about the traffic island on Marginal Way thus is the only item presented in the MDOT letter. There is a stop bar and "Stop Here On Red" sign located on Marginal Way to the west of Hanover Street. Traffic detectors are placed to accommodate eastbound traffic that stops at this sign. The eastbound traffic on Marginal Way obeys the sign, thus permitting a free left from Marginal Way into Hanover Street and from Hanover Street to proceed westerly on Marginal Way. This occurs when signal displays for Marginal Way are red.

The motorists obey the signal displays and sign and no problem occurs at this location. However, unsignalized analysis and/or other analyses of Hanover Street at Marginal Way will not produce accurate results because of the current partial control of this intersection by the Marginal Way/Preble Street signals. It functions much like a side street intersecting a heavy volume arterial when arterial motorists permit side street turns by waiting and creating artificial gaps.

The accident analysis included in my report covered the period 1999 through 2001 during which time the island always permitted left turns and through movements from Hanover Street and when there was a salt shed across from Hanover Street resulting in heavy truck traffic from Public Works operations crossing Marginal Way. There was no accident problem at either the Hanover Street or the Preble Street intersection.

Sincerely,

John L. Murphy, P.E.

JOHN L. MURPHY, P.E.
Civil Engineer
Traffic Engineer
221 BROWN ROAD
WEST BALDWIN, MAINE 04091
207-625-8222

October 21, 2003

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Sincerely,

John L. Murphy, P.E.

From: Rick Knowland
To: Internet:jseymour@sebagotechnics.comn
Date: Thu, Nov 13, 2003 1:14 PM
Subject: gorham savings bank

Jim, Steve Landry of MDOT left a message on my voice mail today. He said he had no further questions on the gorham savings bank proposal and that in terms of traffic it could go ahead.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

October 19, 2003

Richard Knowland
Senior Planner
389 Congress St.
Portland, ME 04101

RE: Traffic Movement Permit for Gorham Savings Bank

Dear Mr. Knowland:

Thank you for the update on the proposed bank facility on Marginal Way being proposed by Gorham Savings Bank. I appreciate being kept informed and regret that neither Randy Dunton or myself were able to attend the scoping meeting.

I am left with one question. How does the queue on Marginal Way caused by the traffic signal at Preble Street effect the queue on Hanover Street? The analysis that Jack Murphy performed showed queue impacts on Hanover Street as if it were a stand alone intersection. Since the removal of the island on Marginal Way, left turns are allowed into and out of Hanover Street. How are Marginal Way left turners into Hanover Street and Hanover Street left turning traffic onto Marginal Way impacted by the traffic queued at the traffic signal at the intersection of Preble Street/Marginal Way? Signals with long cycle lengths can cause significant queues that could impact intersections in close proximity. Also the Level of Service at the Hanover Street/Marginal Way intersection is not shown. Poor level of service at roadway intersections have been shown to be factors in creating High Crash Locations.

These are my concerns. Should you have any questions feel free to contact me at 624-3632.

Sincerely,

Stephen Landry, P.E.

Stephen Landry, P.E.
Assistant State Traffic Engineer

cc Lee Urban, Director of Planning and Development
Randy Dunton, Scarborough Division Traffic Engineer

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

October 16, 2003

Mr. Walt Stinson
Sebago Technics
One Chabot Street
PO Box 1339
Westbrook ME 04098-1339

RE: Gorham Savings Bank, 71 Marginal Way, #2003-0148, CBL: 034-K-003

Dear Mr. Stinson:

Gorham Savings Bank is seeking a Traffic Movement Permit from the City of Portland, pursuant to delegated authority granted to it by the Maine Department of Transportation for a proposed bank with a drive-through ATM in the vicinity of 71 Marginal Way. The proposed project consists of construction of a 2,782 sq. ft. bank, complete with a drive-through ATM aisle, and associated parking/entrance/egress. The facility is expected to generate 137 vehicle trips in the weekday.

The applicant has submitted a site plan, a Traffic Movement Permit application (dated September 30, 2003) and supplemental traffic information prepared by John L. Murphy (October 8, 2003). A scoping meeting was held on October 14, 2003 in accordance with the provisions of 23 M.R.S.A. section 704-A.

Based on findings of fact, the Portland Planning Authority under delegated authority, has approved the Traffic Movement Permit application of Gorham Savings Bank for the proposed bank. Tom Errico, Traffic Engineer, provided a traffic consultation review of this project.

Should you have any questions concerning this letter, please contact Richard Knowland of the Planning Staff.

Sincerely,

Alexander Jaegerman
Planning Division Director

cc: Lee Urban, Planning and Development Department Director
Richard Knowland, Senior Planner
Michael Bobinsky, Public Works Director
Tom Errico, Wilbur Smith Assoc., 59 Middle Street, Portland, ME. 04101
Steve Landry, MDOT, Traffic Engineering Division, 16 State House Station, Augusta, ME. O4333
MDOT Division 6 Office, Attention Division Traffic Engineer, P.O. Box 1940, Portland, ME. 04104

389 Congress Street • Portland, Maine 04101 • (207) 874-8701 FAX 756-8258 TTY 874-8936

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

October 16, 2003

Mr. Walt Stinson
Sebago Technics
One Chabot Street
PO Box 1339
Westbrook ME 04098-1339

RE: Gorham Savings Bank, 71 Marginal Way, #2003-0148, CBL: 034-K-003

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389 Congress Street • Portland, Maine 04101 • (207) 874-8721 • FAX 756-8258 • TTY 874-8936

October 10, 2003

MEMO

From: Thomas A. Errico, P.E.
Senior Traffic Engineer
terrico@wilbursmith.com

To: Rick Knowland, Senior Planner, City of Portland
CC: Katherine Earley, P.E., Engineering Manager, City of Portland
Subject: Gorham Savings Bank – Traffic Review

The following presents comments for the above project and is based upon a site plan dated September 17, 2003 and Traffic Movement Permit dated September 30, 2003 prepared by Sebago Technics and a Traffic Analysis prepared by John L. Murphy, P.E.

1. It is unclear what is proposed for on-site regulatory signage. I would suggest that stop signs be provided at the driveways on Preble Street and Hanover Street and for vehicles exiting the drive-through. Additionally, a no left-turn sign should be installed on the island on Preble Street facing traffic exiting the site.

According to the plans, the traffic signal controller cabinet is partially located outside the public right-of-way. Should an easement be considered?

While it is important to provide large turning radii at intersections for large vehicles, it is also important to balance its impact on the pedestrian environment. Because the intersection of Marginal Way and Preble Street experience heavy pedestrian activity, I would suggest that the radii on the corners in front of the proposed project be reviewed and reduced in size, if possible. Obviously, this should be modified only if adequate truck turning can be accommodated.

Crosswalks should be painted on the driveway openings.

A vehicle queue analysis should be conducted that assesses the adequacy of the drive-through vehicle stacking area to ensure spillback onto Hanover Street does not occur.

The Marginal Way eastbound left-turn movement is projected to operate at level of service "E" following build-out of the project. Level of Service "D" or better conditions should be provided.

As we discussed previously, a project scoping meeting should be scheduled as part of the City's MDOT Delegated Review Authority.

From: "Tom Errico" <terrico@wilbursmith.com>
To: "Rick Knowland " <RWK@ci.portland.me.us>
Date: Fri, Oct 3, 2003 9:00 AM
Subject: Re: Gorham Savings Bank

Rick-- They have most traffic information, with the exception of the queue data. So, my review can not be complete without that. They also may need to conduct additional analyses to deal with the LOS "E" problem noted in my memo.

Tom

----- Original Message -----
From: "Rick Knowland " <RWK@ci.portland.me.us>
To: <terrico@wilbursmith.com>
Cc: <ldu@ci.portland.me.us>
Sent: Friday, October 03, 2003 8:50 AM
Subject: Re: Gorham Savings Bank

Tom, thanks for your quick review. One question, do you think the submission has the necessary info and documentation to do a traffic permit review? If you anticipate more info is needed, let us know. This project is on a very tight timeframe.

I will be faxing you comments from Steve Bushey and Tony Lombardo which include traffic related comments. You are however the appointed traffic engineer czar.

>>> "Tom Errico" <terrico@wilbursmith.com> 10/03 8:08 AM >>>
Rick--

Attached please find my review comments.

Thomas A. Errico, P.E.
Senior Transportation Engineer
Wilbur Smith Associates
59 Middle Street
Portland, Maine 04101
(207) 871-1785
(207) 871-5825 fax

JOHN L. MURPHY, P.E.

Civil Engineer
Traffic Engineer

221 BROWN ROAD
WEST BALDWIN, MAINE 04091
207-625-8222

October 8, 2003

Brian Yergatian
Sebago Technics, Inc.
P.O. Box 1339
Westbrook, Maine 04098-1339

Re: Tom Errico memo - Gorham Savings Bank, Portland.

Dear Brian:

I have attached a vehicle queue analysis using the methods described in "Transportation and Land Devalopment" by Stover and Koepke published in 1988 and distributed by the Institute of Transportation Engineers. The analysis includes my calculation sheet plus a copy of Table 8 - 11 from the publication. The analysis shows that a queue of 4 to 6 vehicles could occur with a probability range of five to ten percent. Based on information provided by the bank, I assumed that 50% of bank customers use the drive through and that the average time of service is 2.5 minutes per vehicle. With our two entrances on Preble Street and Hanover Street, the 4 to 6 vehicle queue can be managed on site.

I have also attached a 4:30 to 5:30 PM peak hour build highway capacity analysis with project impact and revised timings, and all movements are level of service D. Along with this analysis, I have provided an analysis plus related volume calculations of the impact on a 3:45 to 4:45 PM peak hour. This time period is more compatible with planned bank hours ending at 4 PM, the only exception being that the drive through window is open until 5 PM on Thursday and Friday. (Only 50% of traffic will use this service.) Again, the resultant level of service is D for all movements.

The Tom Errico memo mentions "heavy" pedestrian activity at Preble Street and Marginal Way, which is clearly not the case. As noted in the capacity analysis, only 12 total pedestrians were observed crossing during the PM peak hour, five each crossing the north and west approaches and two crossing the east approach. The radius at Preble Street on the southwesterly corner is only 25 feet, with the Hanover Street radius 42 feet. These radii had to match exist-ing conditions. There is sufficient Public Works and Post Office truck activity to retain the radii as designed.

Crosswalks and signs will be provided as requested. There was never a need for an easement related to the controller cabinet in the past, but I assume this is something that the City may or may not request.

Conclusions

1. Expected queues can be safely stored on site.

2. Capacity of the Marginal Way/Preble Street intersection will be level of service D with project impact.

3. Radii should remain as designed to accommodate trucks in the area.

4. Signing and crosswalks will be provided as suggested.

Sincerely,

STATE OF MAINE JOHN L. MURPHY 2735 REGISTERED PROFESSIONAL ENGINEER

John L. Murphy, P.E.

CALCULATIONS

A. Queue Analysis

68 customer vehicles 50% Drive Thru

34 vehicles/hour in 2 lanes (service channels)

2.5 min/service

$$Q = \frac{60 \text{ min/hr}}{2.5 \text{ min/service}} = 24 \text{ services/hour}$$

$$\rho = \frac{34 \text{ services/hr}}{24/\text{hr} \times 2} = .7083$$

Qm from table 8.11 = .5878

$$5\% \text{ Probably} = \left[\frac{\ln .05 - \ln .5878}{\ln .7083}\right] - 1 = 6.145$$

$$10\% \text{ Probability} = \left[\frac{\ln .10 - \ln .5878}{\ln .7083}\right] - 1 = 4.1354$$

Queue Length = 4-6 vehicles

10% - 5% Probability

J. Murphy
10/8/03

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x \geq M) - \ln Q_M}{\ln \rho}\right] - 1$$

where:

M = queue length which is exceeded p percent of the time
N = number of service channels (drive-in positions)
Q = service rate per channel (vehicles per hour)
$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor
q = demand rate on the system (vehicles per hour)
Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0668	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \dfrac{q}{NQ} = \dfrac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$
N = number of channels (service positions)

Solution

Step 1: $Q = \dfrac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \dfrac{q}{NQ} = \dfrac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

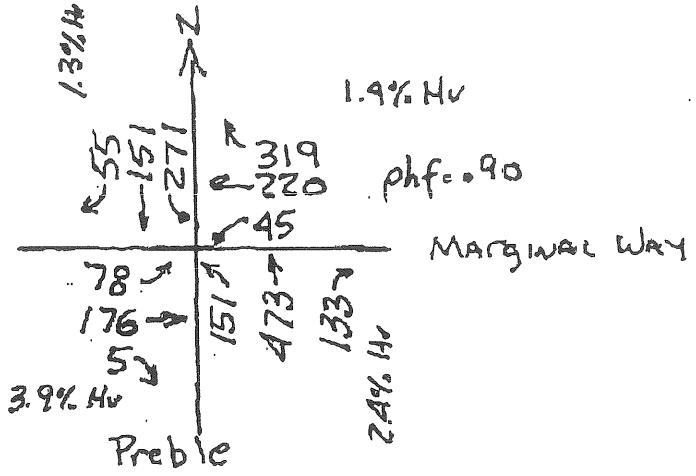
Step 5: The acceptable probability of the queue, M, being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x \geq M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956}\right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110}\right] - 1$$

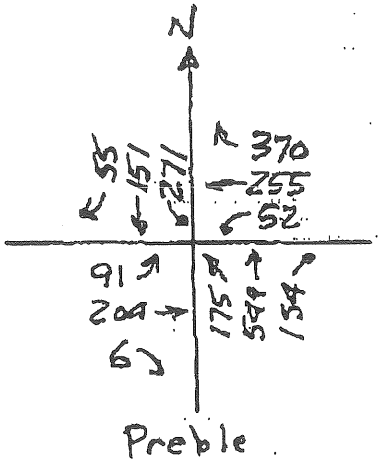
$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$

B. Hour Impact 3:45 PM - 4:45 PM

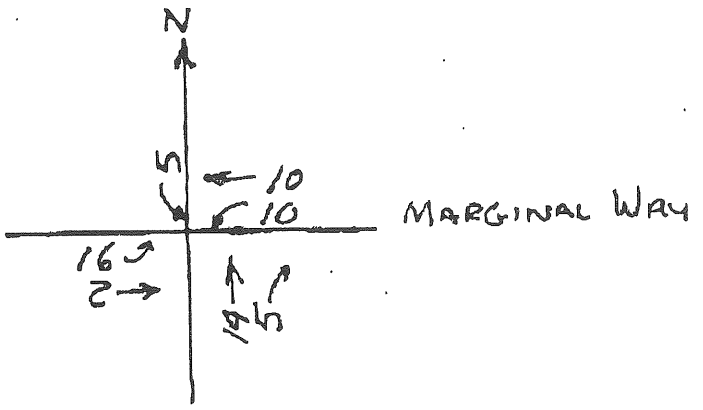
3/26/03 Count



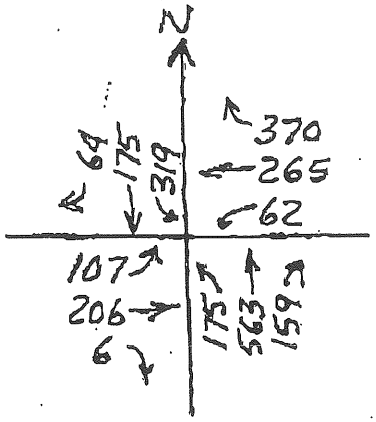
Factor x 1.16 Seasonal Growth



Project Impact



Build



J. Murphy
10/8/03

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	J. Murphy	Intersection	Marginal Way/Preble St.Ext.
Agency or Co.	Traffic Engineer	Area Type	All other areas
Date Performed	10/08/2003	Jurisdiction	Portland
Time Period	3:45-4:45	Analysis Year	2003
		Project ID	Gorham Savings Bank 2500 sf Branch Bank

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	1	2	1	1	2	0	2	2	0
Lane group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	107	206	6	62	265	370	175	563	159	319	175	64
% Heavy vehicles, %HV	4	4	4	1	1	1	2	2	2	1	1	1
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	5	0	0	2		0	5	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.0	G = 20.0	G =	G =	G = 18.0	G = 12.0	G = 24.0	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 4.5	Y = 3.5	Y = 4.5	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 113.5		

Adjustment and LOS Determination	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	119	236		69	294	411	194	803		354	265	
Lane group capacity, c	275	609		283	630	599	538	1189		550	725	
v/c ratio, X	0.43	0.39		0.24	0.47	0.69	0.36	0.68		0.64	0.37	

Detailed Report

Total green ratio, g/C	0.16	0.18		0.16	0.18	0.37	0.30	0.35		0.16	0.21	
Uniform delay, d_1	43.1	41.3		41.8	42.0	29.9	30.9	31.5		44.7	38.2	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50		0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental delay, d_2	4.9	1.9		2.0	2.5	6.3	1.9	3.1		5.7	1.4	
Initial queue delay, d_3												
Control delay	48.0	43.2		43.8	44.4	36.2	32.8	34.6		50.5	39.7	
Lane group LOS	D	D		D	D	D	C	C		D	D	
Approach delay	44.8			40.0			34.3			45.8		
Approach LOS	D			D			C			D		
Intersection delay	39.9						Intersection LOS			D		

HCS2000™ Version 4.1c

Detailed Report

Total green ratio, g/C	0.16	0.18		0.16	0.18	0.37	0.30	0.35		0.16	0.21	
Uniform delay, d_1	43.5	42.0		42.1	42.0	28.7	32.4	35.4		45.0	39.2	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50		0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental delay, d_2	6.1	2.6		2.6	2.5	4.5	3.3	12.3		6.5	2.2	
Initial queue delay, d_3												
Control delay	49.6	44.5		44.7	44.5	33.3	35.7	47.7		51.6	41.3	
Lane group LOS	D	D		D	D	C	D	D		D	D	
Approach delay	46.2			39.0			45.4			46.7		
Approach LOS	D			D			D			D		
Intersection delay	44.3						Intersection LOS			D		

HCS2000™ Version 4.1c

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	J. Murphy	Intersection	Marginal Way/Preble St.Ext.
Agency or Co.	Traffic Engineer	Area Type	All other areas
Date Performed	10/04/2003	Jurisdiction	Portland
Time Period	PM Peak Hour	Analysis Year	2003
		Project ID	Gorham Savings Bank 2500 sf Branch Bank

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	1	2	1	1	2	0	2	2	0
Lane group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	118	228	20	72	261	320	239	783	189	327	220	79
% Heavy vehicles, %HV	4	4	4	1	1	1	1	1	1	1	1	1
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	5	0	0	2		0	5	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
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Duration of Analysis, T = 0.25						Cycle Length, C = 113.5		

Intersection Capacity Control and Delay Summary

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	134	282		82	297	364	272	1105		372	340	
Lane group capacity, c	275	604		283	630	598	543	1206		550	726	
v/c ratio, X	0.49	0.47		0.29	0.47	0.61	0.50	0.92		0.68	0.47	

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

October 16, 2003

Mr. Steve Landry
Maine Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, ME. 04333

RE: Traffic Movement Permit for Gorham Savings Bank, 71 Marginal Way

Dear Steve,

In accordance with the MDOT and City of Portland agreement regarding delegated review authority, enclosed is the following material related to a Traffic Movement Permit for Gorham Savings Bank at 71 Marginal Way:

1. Copy of an approval letter for a Traffic Movement Permit for Gorham Savings Bank.

2. Traffic Engineer consultant review comments by Tom Errico.

3. Supplemental traffic information provided by John L. Murphy, dated October 8, 2003.

You have previously received a copy of the Traffic Movement Permit application with traffic analysis dated September 30, 2003 as well as a notice of the scoping meeting which occurred on October 14, 2003.

Should you have any questions concerning the permit, the process or the attached material, please give me a call at 874-8725.

Sincerely,

Richard Knowland
Senior Planner

cc: Lee Urban, Director of Planning and Development
Alex Jaegerman, Planning Division Director
MDOT Division Office, Attention Division Traffic Engineer, P.O. Box 1940, Portland, ME. 04104

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

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October 16, 2003

Mr. Walt Stinson
Sebago Technics
One Chabot Street
PO Box 1339
Westbrook ME 04098-1339

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Based on findings of fact, the Portland Planning Authority under delegated authority, has approved the Traffic Movement Permit application of Gorham Savings Bank for the proposed bank. Tom Errico, Traffic Engineer, provided a traffic consultation review of this project.

Should you have any questions concerning this letter, please contact Richard Knowland of the Planning Staff.

Sincerely,

Alexander Jaegerman
Planning Division Director

cc: Lee Urban, Planning and Development Department Director
Richard Knowland, Senior Planner
Michael Bobinsky, Public Works Director
Tom Errico, Wilbur Smith Assoc., 59 Middle Street, Portland, ME. 04101
Steve Landry, MDOT, Traffic Engineering Division, 16 State House Station, Augusta, ME. O4333
MDOT Division 6 Office, Attention Division Traffic Engineer, P.O. Box 1940, Portland, ME. 04104

October 10, 2003

MEMO

From: Thomas A. Errico, P.E.
Senior Traffic Engineer
terrico@wilbursmith.com

To: Rick Knowland, Senior Planner, City of Portland
CC: Katherine Earley, P.E., Engineering Manager, City of Portland
Subject: Gorham Savings Bank – Traffic Review

The following presents comments for the above project and is based upon a site plan dated September 17, 2003 and Traffic Movement Permit dated September 30, 2003 prepared by Sebago Technics and a Traffic Analysis prepared by John L. Murphy, P.E.

1. It is unclear what is proposed for on-site regulatory signage. I would suggest that stop signs be provided at the driveways on Preble Street and Hanover Street and for vehicles exiting the drive-through. Additionally, a no left-turn sign should be installed on the island on Preble Street facing traffic exiting the site.

According to the plans, the traffic signal controller cabinet is partially located outside the public right-of-way. Should an easement be considered?

While it is important to provide large turning radii at intersections for large vehicles, it is also important to balance its impact on the pedestrian environment. Because the intersection of Marginal Way and Preble Street experience heavy pedestrian activity, I would suggest that the radii on the corners in front of the proposed project be reviewed and reduced in size, if possible. Obviously, this should be modified only if adequate truck turning can be accommodated.

Crosswalks should be painted on the driveway openings.

A vehicle queue analysis should be conducted that assesses the adequacy of the drive-through vehicle stacking area to ensure spillback onto Hanover Street does not occur.

The Marginal Way eastbound left-turn movement is projected to operate at level of service "E" following build-out of the project. Level of Service "D" or better conditions should be provided.

As we discussed previously, a project scoping meeting should be scheduled as part of the City's MDOT Delegated Review Authority.

From: "Tom Errico" <terrico@wilbursmith.com>
To: "Rick Knowland " <RWK@ci.portland.me.us>
Date: Fri, Oct 3, 2003 9:00 AM
Subject: Re: Gorham Savings Bank

Rick-- They have most traffic information, with the exception of the queue data. So, my review can not be complete without that. They also may need to conduct additional analyses to deal with the LOS "E" problem noted in my memo.

Tom

----- Original Message -----
From: "Rick Knowland " <RWK@ci.portland.me.us>
To: <terrico@wilbursmith.com>
Cc: <ldu@ci.portland.me.us>
Sent: Friday, October 03, 2003 8:50 AM
Subject: Re: Gorham Savings Bank

Tom, thanks for your quick review. One question, do you think the submission has the necessary info and documentation to do a traffic permit review? If you anticipate more info is needed, let us know. This project is on a very tight timeframe.

I will be faxing you comments from Steve Bushey and Tony Lombardo which include traffic related comments. You are however the appointed traffic engineer czar.

>>> "Tom Errico" <terrico@wilbursmith.com> 10/03 8:08 AM >>>
Rick--

Attached please find my review comments.

Thomas A. Errico, P.E.
Senior Transportation Engineer
Wilbur Smith Associates
59 Middle Street
Portland, Maine 04101
(207) 871-1785
(207) 871-5825 fax

JOHN L. MURPHY, P.E.

Civil Engineer
Traffic Engineer

221 BROWN ROAD
WEST BALDWIN, MAINE 04091
207-625-8222

October 8, 2003

Brian Yergatian
Sebago Technics, Inc.
P.O. Box 1339
Westbrook, Maine 04098-1339

Re: Tom Errico memo - Gorham Savings Bank, Portland.

Dear Brian:

I have attached a vehicle queue analysis using the methods described in "Transportation and Land Devalopment" by Stover and Koepke published in 1988 and distributed by the Institute of Transportation Engineers. The analysis includes my calculation sheet plus a copy of Table 8 - 11 from the publication. The analysis shows that a queue of 4 to 6 vehicles could occur with a probability range of five to ten percent. Based on information provided by the bank, I assumed that 50% of bank customers use the drive through and that the average time of service is 2.5 minutes per vehicle. With our two entrances on Preble Street and Hanover Street, the 4 to 6 vehicle queue can be managed on site.

I have also attached a 4:30 to 5:30 PM peak hour build highway capacity analysis with project impact and revised timings, and all movements are level of service D. Along with this analysis, I have provided an analysis plus related volume calculations of the impact on a 3:45 to 4:45 PM peak hour. This time period is more compatible with planned bank hours ending at 4 PM, the only exception being that the drive through window is open until 5 PM on Thursday and Friday. (Only 50% of traffic will use this service.) Again, the resultant level of service is D for all movements.

The Tom Errico memo mentions "heavy" pedestrian activity at Preble Street and Marginal Way, which is clearly not the case. As noted in the capacity analysis, only 12 total pedestrians were observed crossing during the PM peak hour, five each crossing the north and west approaches and two crossing the east approach. The radius at Preble Street on the southwesterly corner is only 25 feet, with the Hanover Street radius 42 feet. These radii had to match exist-ing conditions. There is sufficient Public Works and Post Office truck activity to retain the radii as designed.

Crosswalks and signs will be provided as requested. There was never a need for an easement related to the controller cabinet in the past, but I assume this is something that the City may or may not request.

Conclusions

1. Expected queues can be safely stored on site.

2. Capacity of the Marginal Way/Preble Street intersection will be level of service D with project impact.

3. Radii should remain as designed to accommodate trucks in the area.

4. Signing and crosswalks will be provided as suggested.

Sincerely,

STATE OF MAINE JOHN L. MURPHY 2735 REGISTERED PROFESSIONAL ENGINEER

John L. Murphy, P.E.

CALCULATIONS

A. Queue Analysis

68 customer vehicles 50% Drive Thru

34 vehicles/hour in 2 lanes (service channels)

2.5 min/service

$$G = \frac{60 \text{ min/hr}}{2.5 \text{ min/service}} = 24 \text{ services/hour}$$

$$\rho = \frac{34 \text{ services/hr}}{24/\text{hr} \times 2} = .7083$$

Qm from table 8.11 = .5878

$$5\% \text{ Probably} = \left[\frac{\ln .05 - \ln .5878}{\ln .7083}\right] - 1 = 6.145$$

$$10\% \text{ Probability} = \left[\frac{\ln .10 - \ln .5878}{\ln .7083}\right] - 1 = 4.1354$$

Queue Length = 4-6 vehicles

10% - 5% Probability

J. Murphy
10/8/03

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8–9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x \geq M) - \ln Q_M}{\ln \rho}\right] - 1$$

where:

M = queue length which is exceeded p percent of the time
N = number of service channels (drive-in positions)
Q = service rate per channel (vehicles per hour)
$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor
q = demand rate on the system (vehicles per hour)
Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0668	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6887
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \dfrac{q}{NQ} = \dfrac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$
N = number of channels (service positions)

Solution

Step 1: $Q = \dfrac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \dfrac{q}{NQ} = \dfrac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

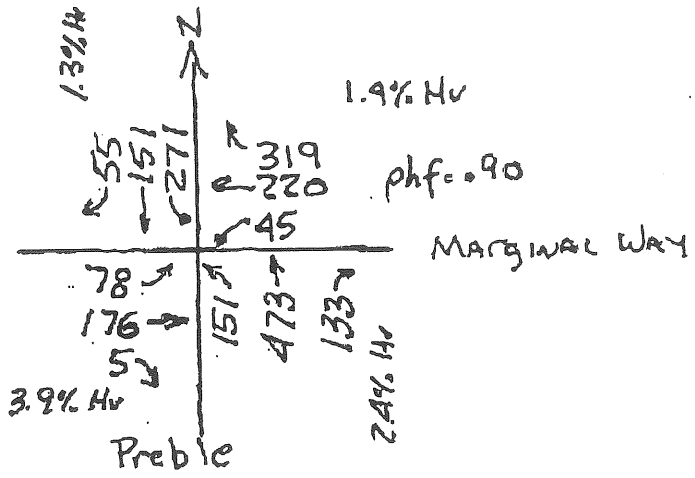
Step 5: The acceptable probability of the queue, M, being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x \geq M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956}\right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110}\right] - 1$$

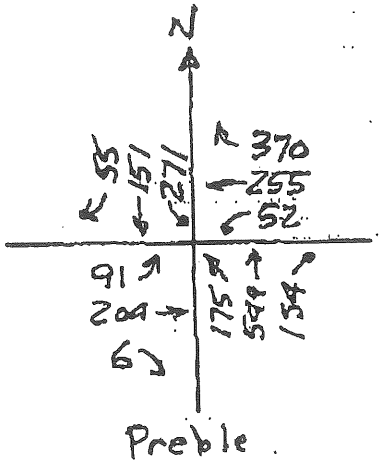
$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$

B. Hour Impact 3:45PM-4:45PM

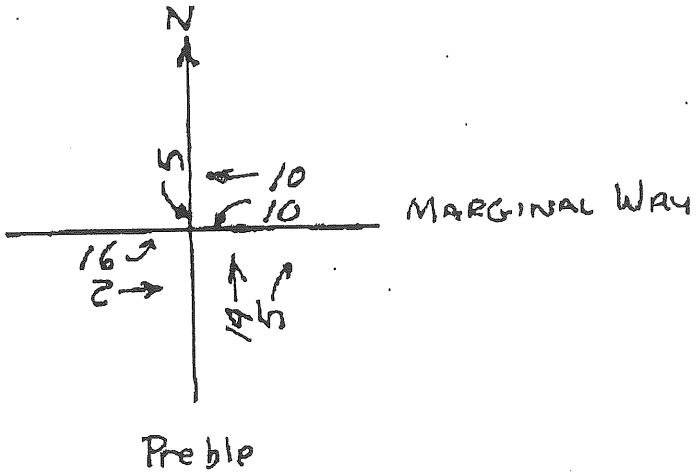
3/26/03 Count



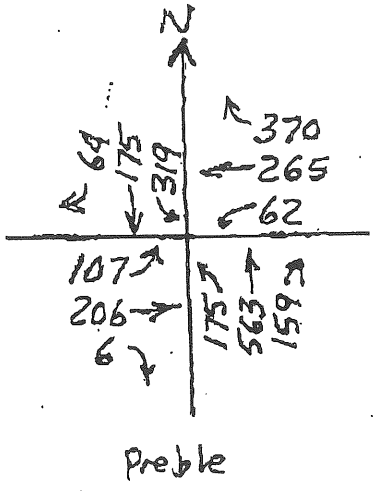
Factor x 1.16
Seasonal Growth



Project Impact



Build



J. Murphy
10/8/03

2/2.

Detailed Report

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	J. Murphy	Intersection	Marginal Way/Preble St.Ext.
Agency or Co.	Traffic Engineer	Area Type	All other areas
Date Performed	10/08/2003	Jurisdiction	Portland
Time Period	3:45-4:45	Analysis Year	2003
		Project ID	Gorham Savings Bank 2500 sf Branch Bank

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	1	2	1	1	2	0	2	2	0
Lane group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	107	206	6	62	265	370	175	563	159	319	175	64
% Heavy vehicles, %HV	4	4	4	1	1	1	2	2	2	1	1	1
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	5	0	0	2		0	5	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.0	G = 20.0	G =	G =	G = 18.0	G = 12.0	G = 24.0	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 4.5	Y = 3.5	Y = 4.5	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 113.5		

Level Of Service Determination	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	119	236		69	294	411	194	803		354	265	
Lane group capacity, c	275	609		283	630	599	538	1189		550	725	
v/c ratio, X	0.43	0.39		0.24	0.47	0.69	0.36	0.68		0.64	0.37	

Total green ratio, g/C	0.16	0.18		0.16	0.18	0.37	0.30	0.35		0.16	0.21	
Uniform delay, d_1	43.1	41.3		41.8	42.0	29.9	30.9	31.5		44.7	38.2	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50		0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental delay, d_2	4.9	1.9		2.0	2.5	6.3	1.9	3.1		5.7	1.4	
Initial queue delay, d_3												
Control delay	48.0	43.2		43.8	44.4	36.2	32.8	34.6		50.5	39.7	
Lane group LOS	D	D		D	D	D	C	C		D	D	
Approach delay	44.8			40.0			34.3			45.8		
Approach LOS	D			D			C			D		
Intersection delay	39.9						Intersection LOS			D		

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Detailed Report

Total green ratio, g/C	0.16	0.18		0.16	0.18	0.37	0.30	0.35		0.16	0.21	
Uniform delay, d_1	43.5	42.0		42.1	42.0	28.7	32.4	35.4		45.0	39.2	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50		0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental delay, d_2	6.1	2.6		2.6	2.5	4.5	3.3	12.3		6.5	2.2	
Initial queue delay, d_3												
Control delay	49.6	44.5		44.7	44.5	33.3	35.7	47.7		51.6	41.3	
Lane group LOS	D	D		D	D	C	D	D		D	D	
Approach delay	46.2			39.0			45.4			46.7		
Approach LOS	D			D			D			D		
Intersection delay	44.3						Intersection LOS			D		

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	J. Murphy	Intersection	Marginal Way/Preble St.Ext.
Agency or Co.	Traffic Engineer	Area Type	All other areas
Date Performed	10/04/2003	Jurisdiction	Portland
Time Period	PM Peak Hour	Analysis Year	2003
		Project ID	Gorham Savings Bank 2500 sf Branch Bank

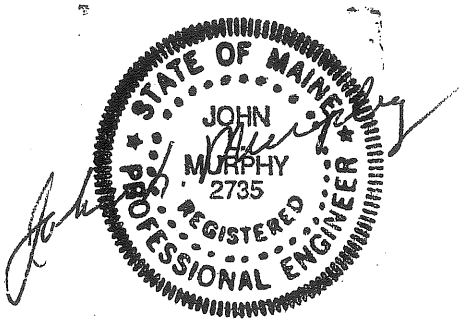
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	1	2	1	1	2	0	2	2	0
Lane group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	118	228	20	72	261	320	239	783	189	327	220	79
% Heavy vehicles, %HV	4	4	4	1	1	1	1	1	1	1	1	1
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	5	0	0	2		0	5	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.0	G = 20.0	G =	G =	G = 18.0	G = 12.0	G = 24.0	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 4.5	Y = 3.5	Y = 4.5	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 113.5			

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	134	282		82	297	364	272	1105		372	340	
Lane group capacity, c	275	604		283	630	598	543	1206		550	726	
v/c ratio, X	0.49	0.47		0.29	0.47	0.61	0.50	0.92		0.68	0.47	

Traffic Analysis

Gorham Savings Bank Marginal Way Site



John L. Murphy, P.E.

April 7, 2003

Traffic Analysis

Gorham Savings Bank Marginal Way Site

General

Gorham Savings Bank proposes to build a 2500 square foot branch office with one drive through teller window and a drive through ATM. The proposed branch office will have access to the southbound lane of Preble Street and a second access to Hanover Street.

There is currently a raised traffic island on Marginal Way opposite Hanover Street which will be partially removed by the City of Portland. This will permit better access to Hanover Street and, consequently, to the proposed bank location. The removal of a portion of the raised traffic island on Marginal Way will restore conditions to the same pattern that existed prior to 2002.

Traffic Impact

The latest edition of the Institute of Transportation Engineers' publication "Trip Generation" was used to estimate potential impact of the proposed 2500 square foot drive in bank as follows:

Time	In	Out	Total
Peak Hour 7 - 9 AM	18	13	31
Peak Hour 4 - 6 PM	68	69	137
Saturday Peak Hour	54	52	106

The bank PM peak hour is also the highest for the adjacent streets. This peak hour was thus chosen for analysis. The trips were all considered to be new trips in the area, although some may be drawn from the existing traffic flows. The trip distribution of the site-generated peak hour traffic is shown on the attached stick diagram "Trip Distribution Gorham Savings Bank".

Base Traffic

I have attached copies of two PM peak period turning movement counts used as base traffic, one obtained at Hanover Street/Marginal Way on 1/22/03 and the other at Preble Street/Marginal Way on 3/26/03. These two base counts were balanced and factored by 1.16 for seasonal growth to the "No Build Balanced Base 2003 Summer" which is attached to this report.

Build Analysis

The "Trip Distribution Gorham Savings Bank" data was added to the "No Build Balanced Base 2003 Summer" to result in the figure "Gorham Savings Bank Build Summer 2003 Traffic Impact". The traffic volumes in this sketch were used for capacity analysis which is also attached to this report.

The highway capacity analysis of Preble Street/Marginal Way resulted in level of service "D" conditions for all lane groups at the intersection approaches. This is considered acceptable for urban design conditions.

Accident Data

I have attached a print-out of three years of accident data from Maine Department of Transportation computer files. The data includes the period 1999 through 2001 when the traffic island was shorter, as will soon be the case again. The computer data indicates that no accident problem existed at either the Hanover Street or the Preble Street intersection with Marginal Way. This computer print-out compares the accident history at these locations in Portland with similar locations throughout Portland and the entire state of Maine.

Conclusions

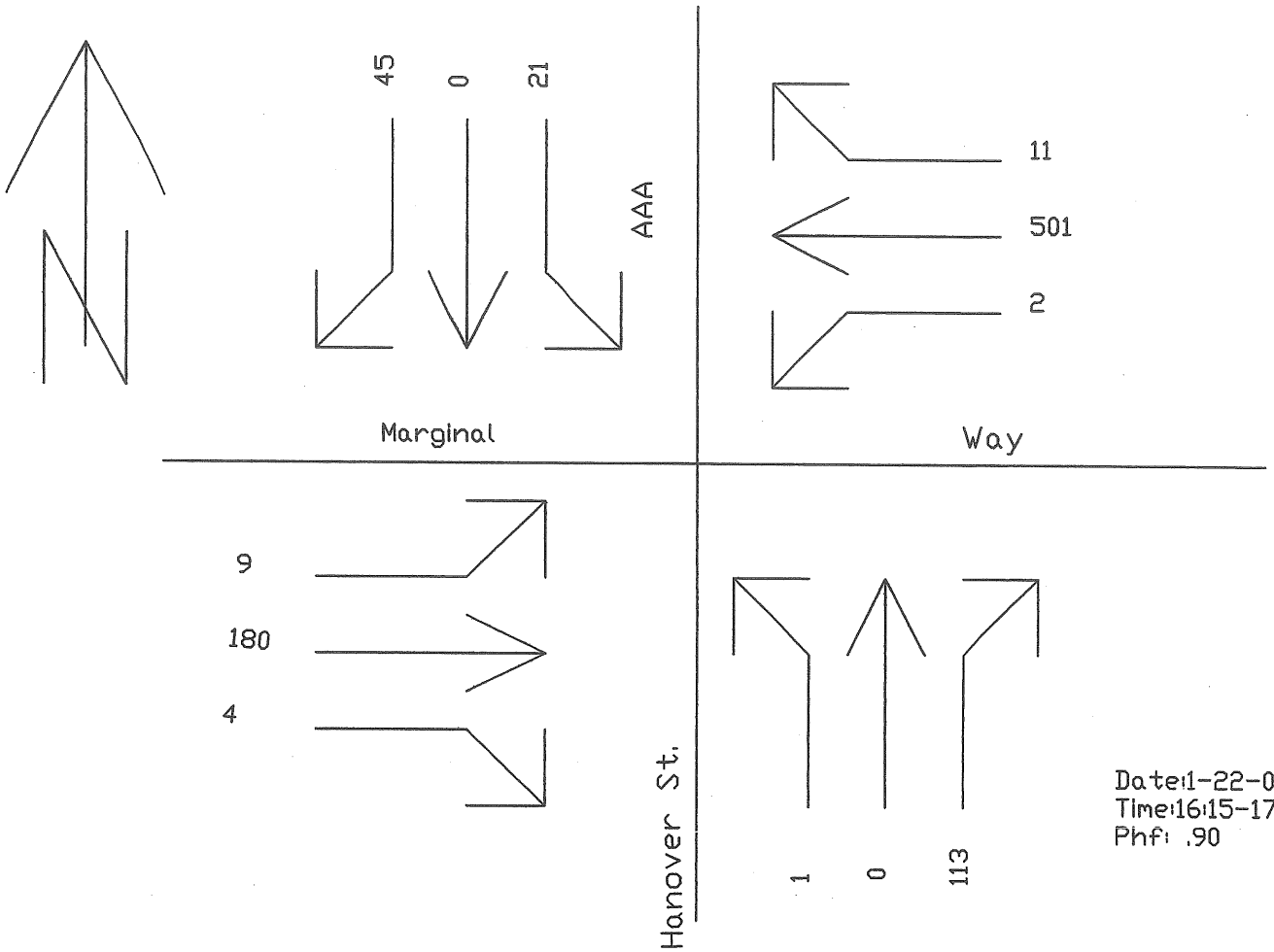
1. Based upon the traffic data collected and analysis presented, the proposed Gorham Savings Bank will not cause any highway capacity problem.

2. Based upon accident history, there is no high accident location in the project impact area.

3. There will be no adverse traffic safety or capacity impact due to the proposed project.

APPENDIX

1. Existing Traffic Volumes PM Peak Hours
   a. Marginal Way/Hanover Street
   b. Marginal Way/Preble Street
2. Trip Distribution Gorham Savings Bank
3. No Build Balanced Base Summer 2003
4. Gorham Savings Bank Build Summer 2003
5. Highway Capacity Analysis Build Summer 2003
6. Accident Data Summaries 1999, 2000 & 2001



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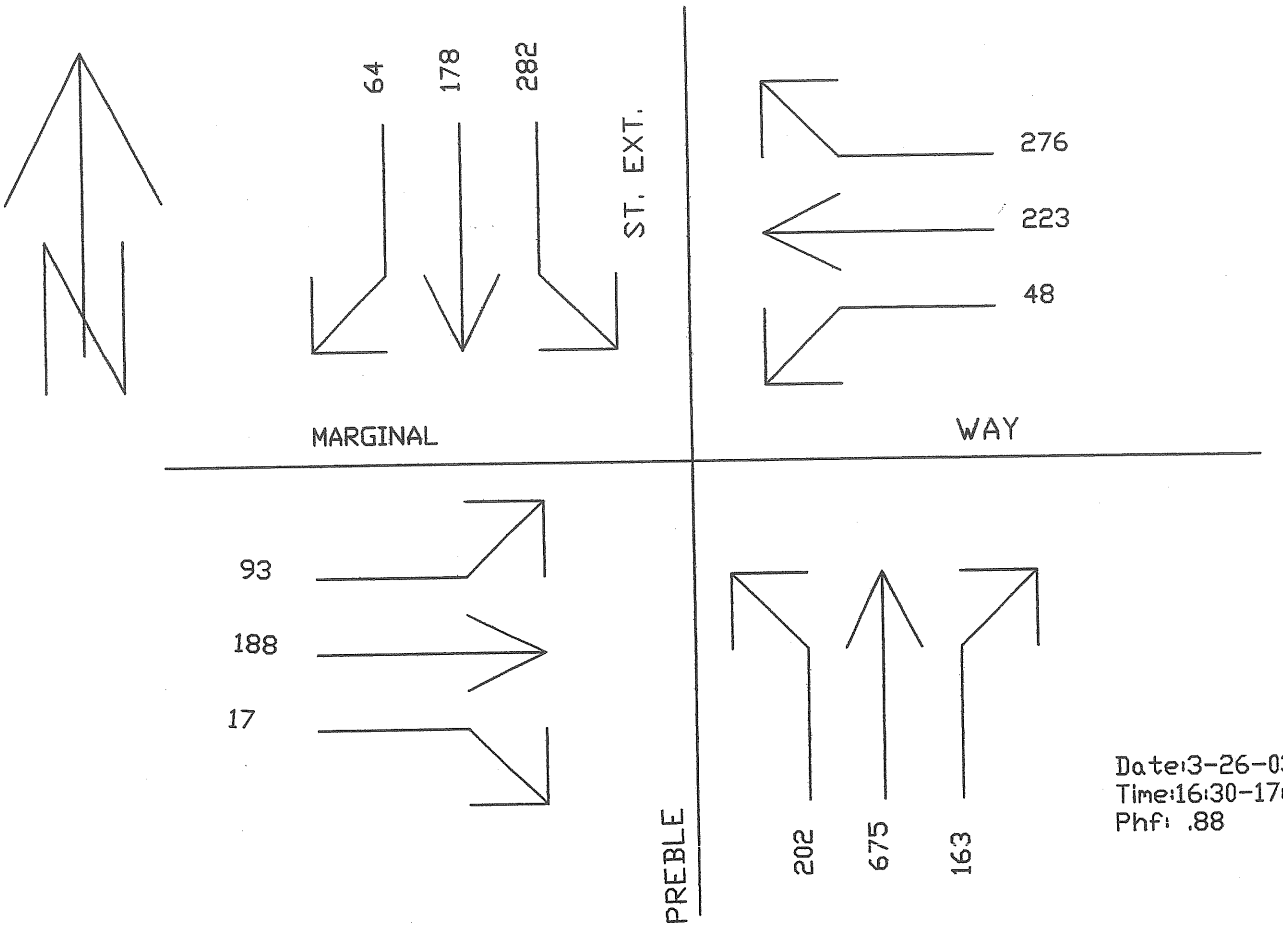
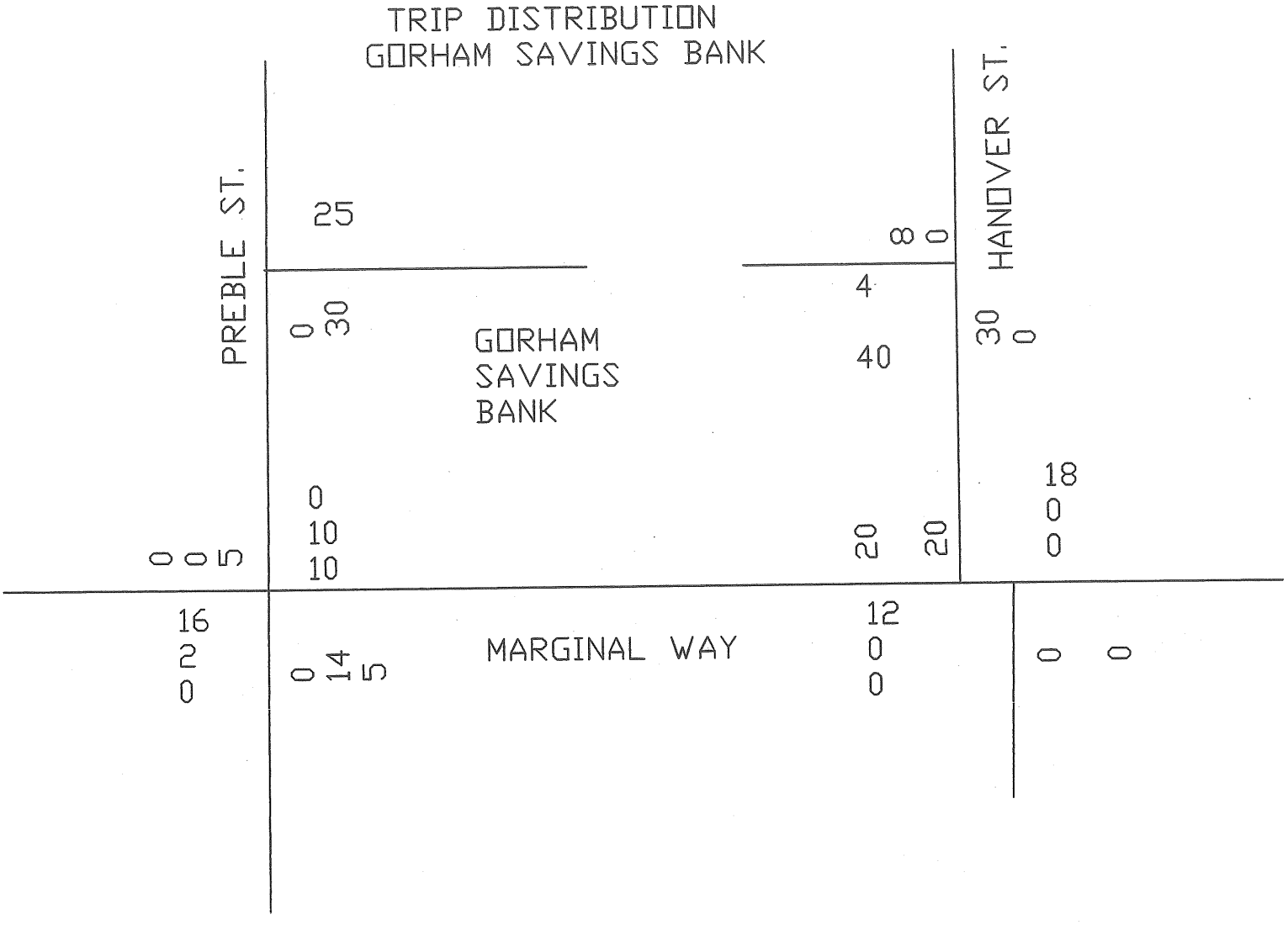
Time:16:15-17:15
Phf: .90


64
178
282
ST. EXT.
276
223
48
MARGINAL
WAY
93
188
17
PREBLE
202
675
163
Date:3-26-03
Time:16:30-17:30
Phf: .88


TRIP DISTRIBUTION
GORHAM SAVINGS BANK
PREBLE ST.
HANOVER ST.
MARGINAL WAY
GORHAM
SAVINGS
BANK
25
0
30
0
10
10
0
0
5
8
0
4
40
20
20
30
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18
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16
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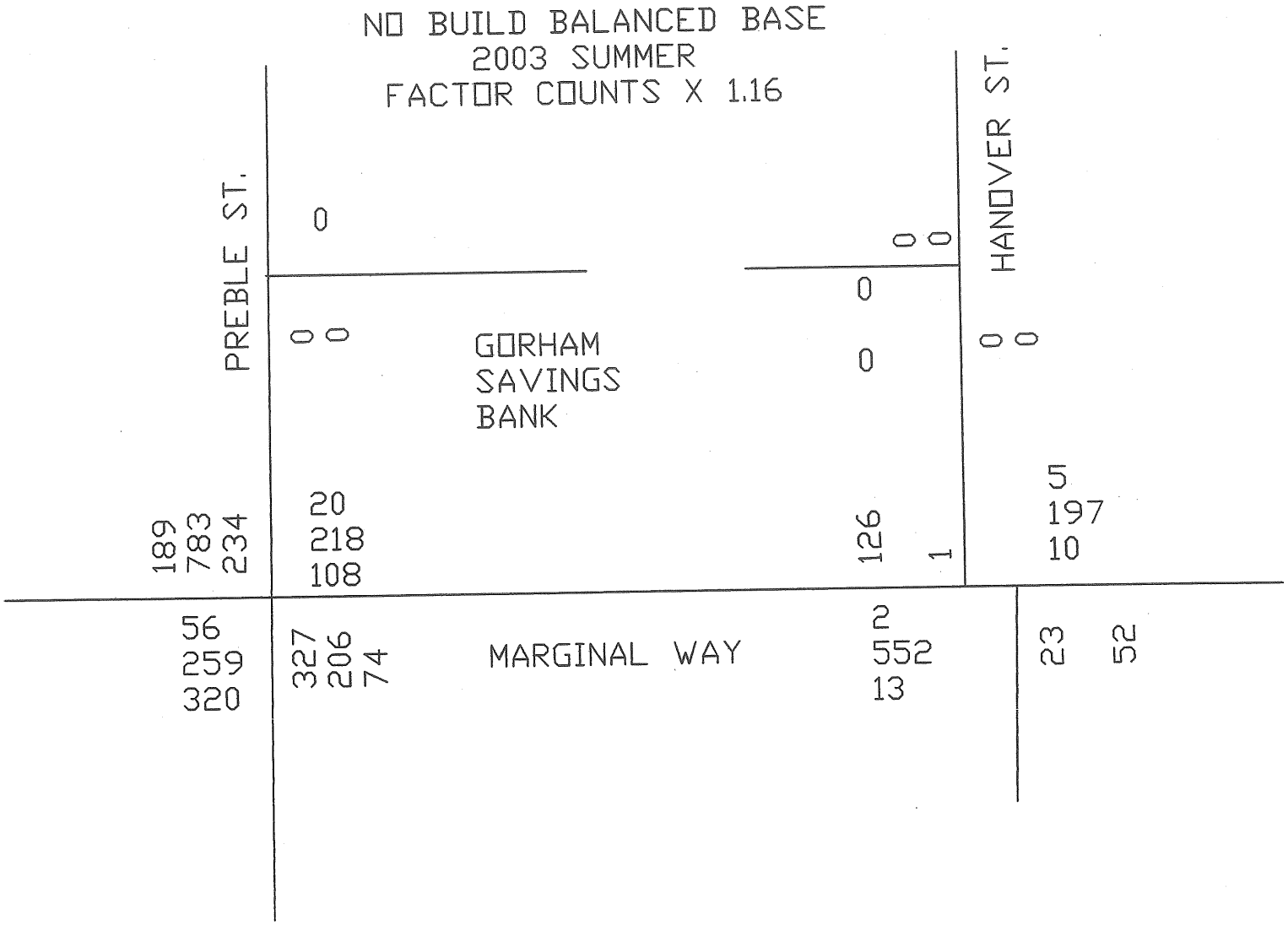
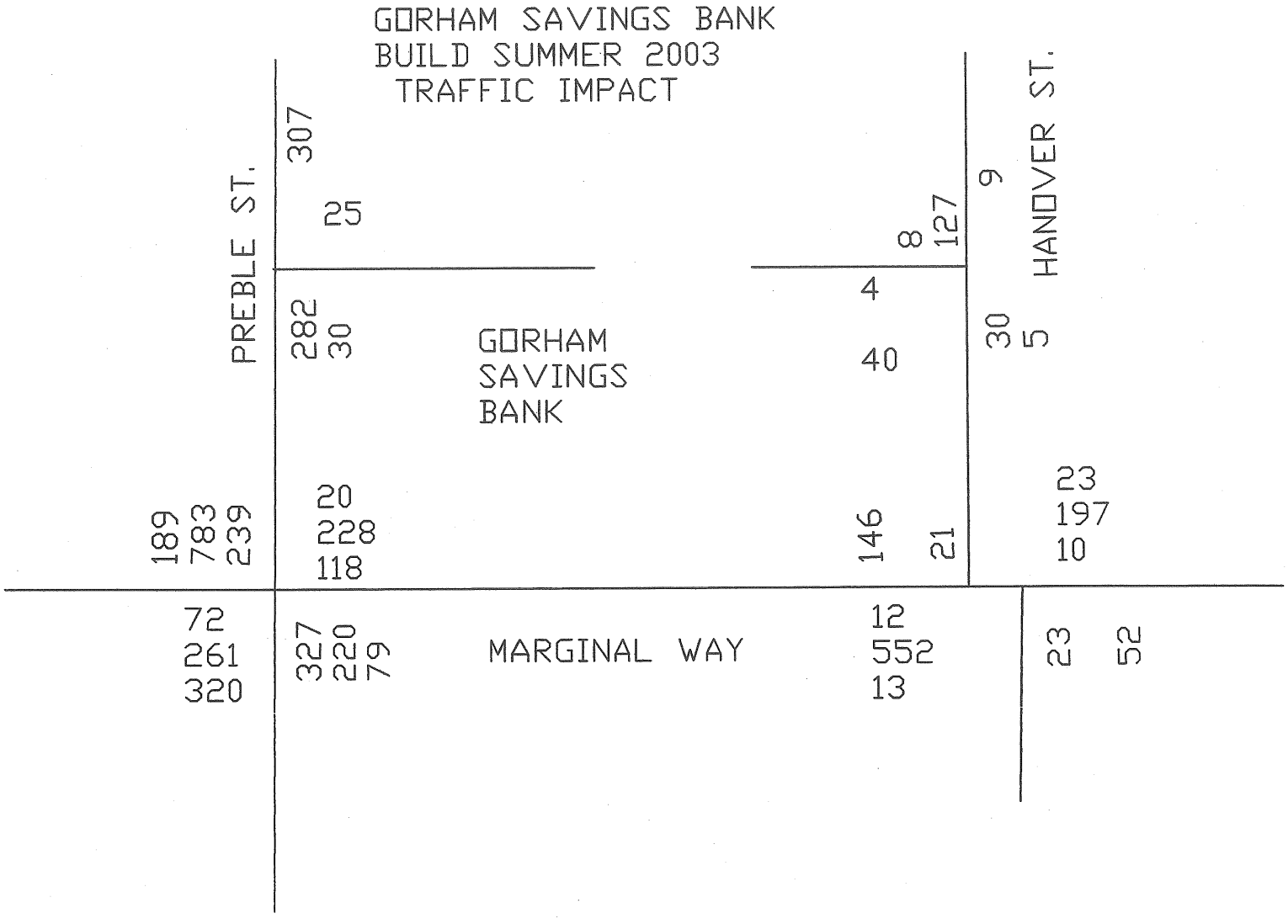

NO BUILD BALANCED BASE
2003 SUMMER
FACTOR COUNTS X 1.16
PREBLE ST.
HANOVER ST.
GORHAM
SAVINGS
BANK
MARGINAL WAY
0
0 0
0 0
0
0
0 0
189
783
234
20
218
108
126
1
5
197
10
56
259
320
327
206
74
2
552
13
23
52


GORHAM SAVINGS BANK
BUILD SUMMER 2003
TRAFFIC IMPACT
PREBLE ST.
HANOVER ST.
MARGINAL WAY
GORHAM
SAVINGS
BANK
307
25
282
30
20
228
118
189
783
239
72
261
320
327
220
79
8
127
4
40
146
21
12
552
13
9
30
5
23
197
10
23
52

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	J. Murphy	Intersection	Marginal Way/Preble St.Ext.
Agency or Co.	Traffic Engineer	Area Type	All other areas
Date Performed	04/03/2003	Jurisdiction	Portland
Time Period	PM Peak Hour	Analysis Year	2003
		Project ID	Gorham Savings Bank 2500 sf Branch Bank

Volume and Timing Input

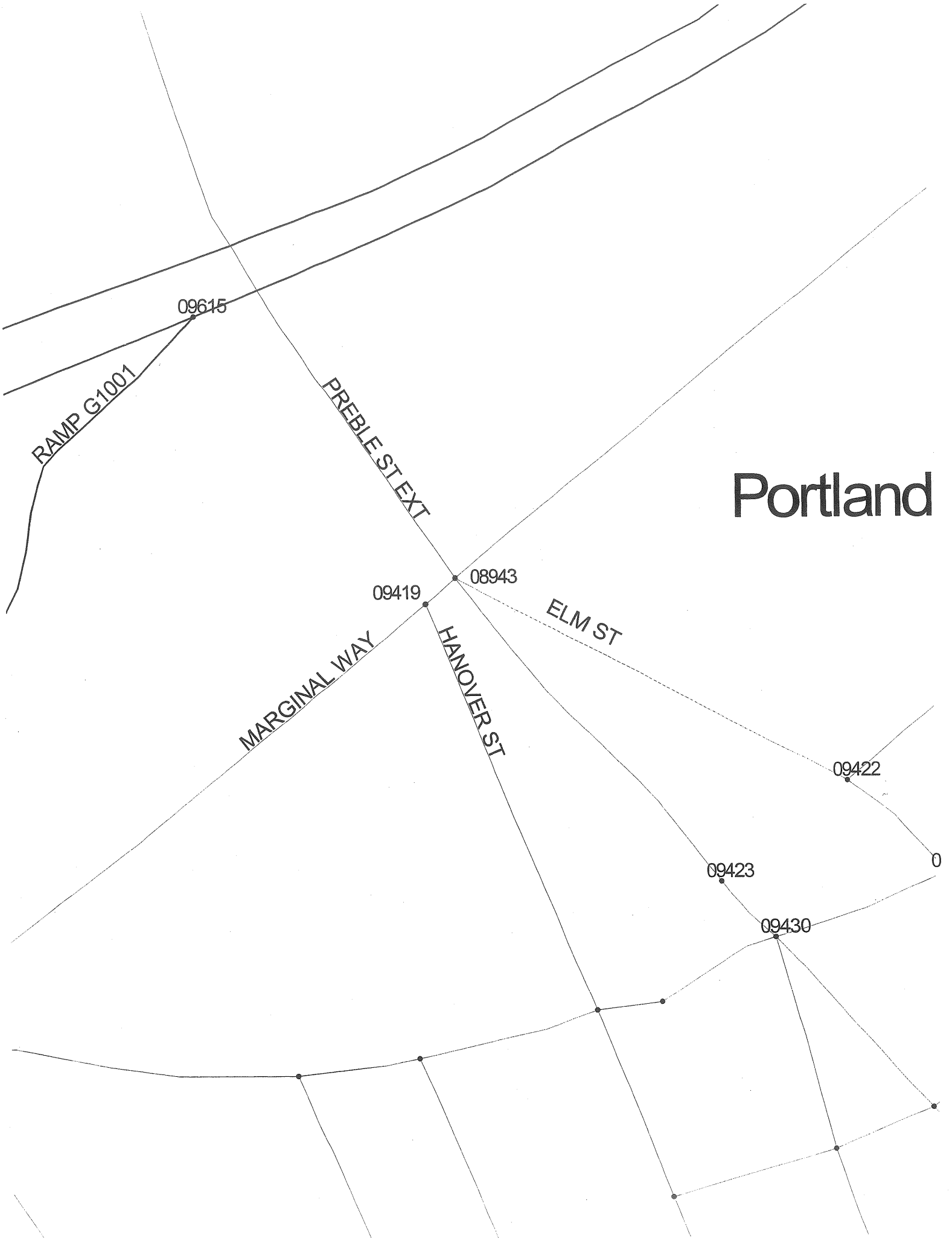
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	1	2	1	1	2	0	2	2	0
Lane group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	118	228	20	72	261	320	239	783	189	327	220	79
% Heavy vehicles, %HV	4	4	4	1	1	1	1	1	1	1	1	1
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	5	0	0	2		0	5	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 16.0	G = 25.0	G =	G =	G = 18.0	G = 6.0	G = 30.0	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 4.5	Y = 3.5	Y = 4.5	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 116.5		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	134	282		82	297	364	272	1105		372	340	
Lane group capacity, c	238	735		245	767	652	437	1175		536	884	
v/c ratio, X	0.56	0.38		0.33	0.39	0.56	0.62	0.94		0.69	0.38	

Total green ratio, g/C	0.14	0.21		0.14	0.21	0.41	0.24	0.34		0.15	0.26	
Uniform delay, d_1	47.0	39.2		45.4	39.2	26.5	39.2	37.4		46.6	35.6	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50		0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental delay, d_2	9.3	1.5		3.7	1.5	3.4	6.5	15.4		7.2	1.3	
Initial queue delay, d_3												
Control delay	56.3	40.7		49.1	40.7	29.9	45.7	52.7		53.9	36.9	
Lane group LOS	E	D		D	D	C	D	D		D	D	
Approach delay	45.7			36.3			51.3			45.8		
Approach LOS	D			D			D			D		
Intersection delay	46.0						Intersection LOS			D		


09615
RAMP G1001
PREBLE ST EXT
Portland
08943
09419
ELM ST
MARGINAL WAY
HANOVER ST
09422
0
09423
09430

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	P08943	POR,MARGINAL WAY,ELM,PR	9		16		0	0	4	4	8	50.0		7.661		0.70	1.15	0.00
05	A09419	POR,HANOVER ST,MARGINAL			0		0	0	0	0	0	0.0		0.000		0.00	0.00	0.00*
		NODE SUBTOTALS-			16		0	0	4	4	8	50.0		7.661		0.70	1.15	0.00

* - MEV IS ZERO FOR THIS NODE -

MAR 13,2003 AT 15:14

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	08943	09419	MARGINAL WAY	2	2	0.01	0	0	0	0	2	0.0	0.00026		2564.10		839.82	3.05
			LINK SUBTOTALS-		2	0.01	0	0	0	0	2	0.0	0.00026		2564.10		830.37	3.09
			GRAND TOTALS-		18	0.01	0	0	4	4	10	44.4	0.00026	7.661	23076.92		1465.49	15.75

GORHAM SAVINGS BANK TRAFFIC MOVEMENT PERMIT

SCOPING MEETING - OCTOBER 14, 2003

ATTENDANCE SHEET

NAME		ADDRESS
RICK KNOWLAND		CITY OF PORTLAND
Tom Errico	Wilbur Smith Assoc.	59 Middle St. Portland, Me. 04101
BRIAN YERGATIAN	SEBAGO TECHNICS	P.O. BOX 1339
Jack Murphy	Traffic Engineer	WESTBROOK, ME 04098

three (3) year
submit a proposal to
determined to be created or exacerbated by

E. Baseline For Modification of Existing Permits. A development
1, 1997 is subject to review of all traffic generated by the development
baseline of July 1, 1997, or a maximum of ten years prior to the date of the
whichever period is shorter. To determine the traffic baseline for a particular use or facility as of
July 1, 1997, the Department shall consider trip generation rates set forth by the edition of the
Institute of Transportation Engineers (ITE), "Trip Generation," referenced on the MDOT Fact
Sheets received with the application; any trip generation study prepared by the applicant to
determine conditions as of the baseline date; and any other relevant information. The baseline
data will be used to determine the number of PCE's generated by the development for purposes of
determining jurisdiction under this chapter. The fee for modification of an existing MDOT or
MDEP permit shall be $500.

SCOPING MTG.

5. Special provisions for Developments Generating 100-200 passenger car equivalent Trips. Any person intending to construct or operate a development that is projected to generate between 100 and 200 PCE's during its peak hour of traffic generation shall, before commencing construction or operation, file an original and two copies of an application for a "traffic movement permit" identifying the size, nature and location of the development, together with such other information as may be required by Section 6(A) of this rule.

A. Scoping meeting. Upon receipt by the Department of a traffic review application (with all information covering sections 1 thru 6 of the Specific Submission Requirements that the Department finds acceptable and complete) to construct or operate a development that meets the threshold of 100 or more PCE trips, the Department will arrange and schedule a scoping meeting with the applicant to discuss the scope of potential traffic impacts to be studied and the type of proceeding warranted. The Department will invite representatives of the municipality, abutting municipalities, municipal planning organizations and regional councils where the project is located and the applicant or appropriate representative. The applicant is required to submit a signed copy of the "Notice Of Intent to File" to the Municipality(s) in which the proposed development is located, and to submit such form to all abutting property owners. Such notice must be sent by certified mail, return receipt requested, at least 7 (seven) days prior to the scoping meeting

Within 60 days of deeming section 1-6 complete, the Department shall recommend one of the following:

(1) That the applicant be issued a permit with no further study and no off-site mitigation because the development will not have a significant impact on roads or intersections in the vicinity of the proposed development. As part of the permit issued by the Department in such a case,

conditions may be attached for off-site mitigation without the need for any additional traffic study; or

(2) That the application requires further review and that additional information must be submitted for an analysis of whether the applicant meets the traffic standards.

B. Vicinity for 100-200 passenger car equivalents developments. The vicinity of the proposed development, for projects generating 100-200 PCE's, is limited to the area defined by the development entrance(s) or exit(s). The department has the authority to extend the area to the first major intersection in each direction from the development entrance or entrances including intervening segments if the scoping meeting reveals potential safety, capacity, or other traffic-related issues affecting the type of review warranted.

6. Special provisions for Developments Generating over 200 passenger car equivalent Trips. Any person intending to construct or operate a development that generates over 200 PCE's during its peak hour of traffic generation shall, before commencing construction or operation, file an original and two copies of an application for a "traffic movement permit", under 23 MSRA § 704 -A, with the Department identifying the size, nature and location of the development, together with such other information as may be required by this chapter.

A. *Scoping meeting.* For an application of this type, a scoping meeting must be held prior to the submittal of the application. The Department will arrange and schedule such a meeting with the applicant to discuss the scope of potential traffic impacts to be studied and the type of proceeding warranted only after the Department has received from the applicant information covering Sections 1 thru 6 of the Specific Submission Requirements and made the findings that the information is acceptable and complete. The Department will invite representatives of the municipality, abutting municipalities, municipal planning organizations and regional councils where the project is located and the applicant or appropriate representative. The applicant is required to submit a signed copy of the "Notice Of Intent to File" to the Municipality(s) in which the proposed development is located, and to submit such form to all abutting property owners. Such notice must be sent by certified mail, return receipt requested at least 7 (seven) days prior to the scoping meeting. The "notice of intent to file" does not need to be resubmitted with Section 7 Traffic Study when the application is officially submitted. The submittal of the notice prior to the scoping meeting is sufficient. The purpose of this meeting is to help the applicant to understand the application review process, to identify particular areas of concern, to define appropriate trip generation rates, to define trip distribution, to define trip composition, to define the study area, to define appropriate traffic engineering analysis methods to be used to assess whether or not safety and/or capacity deficiencies exist today or will exist after the development is in place and to exchange information before a commitment to a final design.

B. Vicinity for over 200 passenger car equivalents developments. The vicinity of the proposed development, for projects generating more than 200 PCE's, is the area including and bordered by:

(1) The development entrance(s) or exit(s);

(2) The first major intersection in either direction from the development entrance(s) and exit(s) unless waved by the Engineer of Traffic or his/her designee at the scoping meeting; and

(3) All intersections where, during any one-hour period, traffic attributable to the proposed development equals or exceeds:

tree surgery
tree clearance

Gorham Savings Bank Abutters

Atlantic Bayside Square LLC
340 Fore St.
Portland, ME. 04101

Atlantic Bayside Holdings
50 Portland Pier
Portland, ME. 04101

87 Marginal Way LLC
P.O. Box 7525
Portland, ME. 04112

Unique Properties
P.O. Box Two
Portland, ME. 04112

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

October 16, 2003

Mr. Walt Stinson
Sebago Technics
One Chabot Street
PO Box 1339
Westbrook ME 04098-1339

RE: Gorham Savings Bank, 71 Marginal Way, #2003-0148, CBL: 034-K-003

Dear Mr. Stinson:

Gorham Savings Bank is seeking a Traffic Movement Permit from the City of Portland, pursuant to delegated authority granted to it by the Maine Department of Transportation for a proposed bank with a drive-through ATM in the vicinity of 71 Marginal Way. The proposed project consists of construction of a 2,782 sq. ft. bank, complete with a drive-through ATM aisle, and associated parking/entrance/egress. The facility is expected to generate 137 vehicle trips in the weekday.

The applicant has submitted a site plan, a Traffic Movement Permit application (dated September 30, 2003) and supplemental traffic information prepared by John L. Murphy (October 8, 2003). A scoping meeting was held on October 14, 2003 in accordance with the provisions of 23 M.R.S.A. section 704-A.

Based on findings of fact, the Portland Planning Authority under delegated authority, has approved the Traffic Movement Permit application of Gorham Savings Bank for the proposed bank. Tom Errico, Traffic Engineer, provided a traffic consultation review of this project.

Should you have any questions concerning this letter, please contact Richard Knowland of the Planning Staff.

Sincerely,

Alexander Jaegerman
Planning Division Director

cc: Lee Urban, Planning and Development Department Director
Richard Knowland, Senior Planner
Michael Bobinsky, Public Works Director
Tom Errico, Wilbur Smith Assoc., 59 Middle Street, Portland, ME. 04101
Steve Landry, MDOT, Traffic Engineering Division, 16 State House Station, Augusta, ME. O4333
MDOT Division 6 Office, Attention Division Traffic Engineer, P.O. Box 1940, Portland, ME. 04104

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

October 14, 2003

Mr. Walt Stinson
Sebago Technics
One Chabot Street
PO Box 1339
Westbrook ME 04098-1339

RE: Gorham Savings Bank, 71 Marginal Way, #2003-0148, CBL: 034-K-003

Dear Mr. Stinson:

This letter is to confirm that the Portland Planning Authority has reviewed and approved for site plan review a bank branch office for Gorham Savings Bank in the vicinity of 71 Marginal Way subject to the following conditions:

1. That an easement to the City for the traffic control box shall be submitted to City staff for review and approval. An easement for the landscaping located within the City right-of-way (excluding the street trees) shall be submitted for City Staff review and approval.

2. That the site plan shall be revised to reflect the drainage and grade comments outlined in Steve Bushey's e-mail of October 2, 2003.

3. That the site plan shall be revised to reflect the engineering comments of Public Works.

4. That all exterior site signage shall be reviewed and approved by the Planning Staff.

5. That the development shall obtain a traffic movement permit.

Where submission drawings are available in electronic form, the applicant shall submit any available electronic CADD.DXF files with seven sets of final plans.

The approval is based on the submitted site plan. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

Please note the following provisions and requirements for all site plan approvals:

1. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. A one year extension may be granted by this department if requested by the applicant in writing prior to the expiration date of the site plan.

389 Congress Street • Portland, Maine 04101 • (207) 874-8721 • FAX 756-8258 • TTY 874-8936

From: "Steve Bushey" <SBushey@DelucaHoffman.com>
To: "Rick Knowland (E-mail)" <RWK@ci.portland.me.us>
Date: Thu, Oct 2, 2003 12:38 PM
Subject: Gorham Savings Bank

Hi Rick,

Sorry for the delay, however I do have some additional comments on the Gorham Savings Bank Project. They are as follows:

* I am still concerned about the drainage along the Hanover Street side. Insufficient spot grades are shown to show where the street and entrance runoff will go. Over 150' of new curb line will be installed along Hanover Street, yet no catch basin inlets are shown on Hanover Street. There appears to be a low spot in front of the Uniques properties D/W on Hanover St. The response of "the area is flat" does not address how any runoff from the impervious surface will be collected and conveyed away from the area.
* The responses suggested that additional signage was added to the plan. I did not see any signs identifying such things as the Right turn out only movement on the Preble St. D/W. (This should be signed since the arrow should not be relied upon during winter conditions). The circulation pattern for the Drive thru should also be signed.
* It is unclear if the sidewalk is to extend across the drive thru lanes to the sidewalks on Hanover and Preble St. The symbol for the cross walk striping is shown, however the actual sidewalk paving is not clear.
* The engineer should confirm what measures are required to provide an additional grate to the catch basin in Preble St. Public Works should review to determine if a new 5' or 6' diameter structure with double capacity grate is warrented.
* The spot grades in the ATM aisle do not match with the contours with the landscape area adjacent to it. The top of curb will be greater than 11.0' yet there is a 11.0' contour within the landscape area. This should be reviewed.
* Staff should consider and be willing to accept that the queuing lengths are extremely short and that the queues are likely to extend back into the Hanover St. D/W opening and even perhaps onto Hanover St. Perhaps the bank can provide an estimate of their expectations regarding the D/W use and potential for queuing lengths.
* The Traffic Study shows a reasonably high number of PM and Saturday trips. What will the bank hours be? Most banks have lobby hours that extend to 4:00 pm and the drive-thru goes until 5:00 pm. Based on the amount of projected peak hour trips it appears that the 4:00 - 5:00 pm period could be all drive-thru/ATM trips with say, up to 68 trips waiting to cycle through one lane of combined ATM/Drive-thru access. Does this seem reasonable?

Stephen Bushey, P.E.
Senior Engineer
DeLuca-Hoffman Associates, Inc.
Tel. 207-775-1121
Fax 207-879-0896
sbushey@delucahoffman.com

From: Rick Knowland
To: Internet:jseymour@sebagotechnics.com
Date: Fri, Oct 3, 2003 9:12 AM
Subject: Fwd: Re: Gorham Savings Bank

Jim, see second email from Tom Errico. Sounds like the traffic analysis needs to be beefed up. Suggest this be done now rather than wait for the scoping meeting to save time.

CC: Lee Urban

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

August 11,2003

Ms. Nancy St.Clair
Sebago Technics
One Chabot Street
P.O. Box 1339
Westbrook, Maine 04098-1339

RE: Gorham Savings Bank, 71 Marginal Way, 34-K-003, #2003-0148

Dear Nancy,

This letter is intended to outline City staff comments received to date for the Gorham Savings Bank site plan.

1. A traffic study needs to be submitted for this project. Contact Larry Ash, City Traffic Engineer, on the specific details needed to be covered in the traffic report.

2. Engineering related comments from Steve Bushey of DeLuca Hoffman. See attachment.

3. Submit building elevations of all four (4) sides of the building including exterior building materials. A picture or drawing of the ATM should also be submitted.

4. Exterior lighting. Location of lighting fixtures, type of lighting fixture (include catalog cut), mounting height and photometric plan superimposed on a site plan should be submitted..

5. Sidewalk needs to be extended along the entire property street frontage of Marginal Way, Preble St. and Hanover St. We will indicate the type and width of the sidewalk.

6. Indicate on the plan all utilities coming into the site. Power should be underground.

7. Submit the stamped boundary survey.

8. Submit site plan statements of sec. 14-525(C).

9. Sewer capacity letter is needed from Public Works aswell as a service letter from Portland

Sarah Hopkins, Development Manager
Eric La Belle, City Engineer
Anthony Lobardo, Project Engineer
Jeff Tarling, City Arborist

From: "Steve Bushey" <SBushey@DelucaHoffman.com>
To: "Rick Knowland (E-mail)" <RWK@ci.portland.me.us>
Date: Tue, Aug 5, 2003 4:49 PM
Subject: Gorham Savings Bank Engineering review

Rick,

I have reviewed the site plan application materials dated July, 2003 prepared by Sebago Technics on behalf of Gorham Savings Bank. I offer the following comments for staff consideration:

1. The circulation pattern is not clear, however it appears that the Hanover Street D/W is a full movement intersection and the Preble St. D/W is only right in/right out. The plan should better identify this intended circulation pattern with signage and pavement striping as necessary. I'm sure Larry Ash will review this circulation pattern and comment as appropriate.

2. The pedestrian access from the parking lot to the building appears to be less than desirable. It appears that pedestrian are routed around the drive-thru lanes however it seems that bank visitors must walk around to the side or to the front of the building to gain access. This issue goes to the positioning of the building on the site and is this the best alternative.

3. The plan does not address any drainage from Hanover street entering onto the site and crossing the parking area to drain towards the catch basin in Preble St. Existing spot grading along the street gutters of Hanover and Preble would serve to help review these drainage conditions. It is unclear how the gutter line drainage along Hanover Street will function if the new curb line is installed.

4. the plan is unclear as to the placement of handicap ramps and sidewalk grading along Marginal Way and Preble Street.

5. Utility connections for water and sewer were not shown on the site plan.

6. The plan shows an overhead power and telephone connection to the wires in Marginal Way. I trust a pole will no be installed in the street. Will a new pole be set in fron of the site and will utilities go underground to the building?

7. Has adequate stacking for vehicles in the drive-thru lanes been provided. this seems to be a chronic problem at many bank branches in the area, particularly when there is an ATM aisle also. Where will the ATM be located on the site?

8. The haybales around the catch basin should be replaced with a silt sack filter bag during construction to allow traffic to travel over it.

9. Tony Lombardo and Larry Ash should comment regarding the acceptability of the 26' width on Hanover Street. for the City's public works vehicles that regularly travel that street. Will this be wide

GORHAM SAVINGS COMMENTS

lighting see yellow highlighted marks on photometrics
confirm " full cutoff reflector system

- extend sidewalk and curb along Hanover St.
- widen 5 ft sidewalk material brick or concrete
- sidewalk along Marginal Way and material leading to front door
- show extent of sidewalk along Hanover St.
- does the walkway go thru the landscaping?
- check landscaping with Jeff
  is a street tree needed near Marginal Way
- are the direction signs too big?

OK survey?

landscaping in in the r-o-w do they need a license?

Marge min 10 foot setback met?

✓ Is there a dumpster proposed?

" option renewal periods 2 (90 days) renewal terms

how do people get from the parking lot to the bank?

✓ why not a sidewalk along the southerly side of the grassed area that links into the cross walk

✓ how many employees?

✓ cost of construction; investment?

- what about existing 3 mature Preble St trees
- blacktop sidewalk on Preble
- what about utility pole support in the front yard

Sebago Technics
Engineering Expertise You Can Build On

Minor Site Plan Submission
to
City of Portland

Gorham Savings Bank
Marginal Way
Portland, Maine

on behalf of

Gorham Savings Bank
65 Main Street
Gorham, ME 04038

July 2003

One Chabot Street, P.O. Box 1339, Westbrook, Maine 04098-1339 Ph. 207-856-0277 Fax 856-2206

Sebago Technics
Engineering Expertise You Can Build On

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

July 21, 2003
01302

Alexander Jaegerman, Division Director
Planning Division
City of Portland
389 Congress Street
Portland, ME 04101

Minor Site Plan Application
Gorham Savings Bank, New Branch Bank, 71 Marginal Way

Dear Alex:

On behalf of Gorham Savings Bank, Sebago Technics, Inc. is pleased to submit nine (9) copies of a Minor Site Plan application for a new branch bank at the above location, which is identified as Lots 2 and 3 in Block K of the City of Portland Tax Map 34. The parcel is located within the B-5 Urban Commercial Mixed Use Zoning District and comprises 14,756 square feet of land area. The parcel is located at the intersection of Marginal Way and Preble Street, and also has frontage on Hanover Street. The site is currently vacant and has most recently been leased to the United States Postal Service as a trailer parking area.

Gorham Savings Bank has entered into an agreement with the landowner to lease this property in order to construct a new branch bank on this site. This project was first introduced to you and other members of the City staff at a "SWOC" meeting held on February 13th of this year. In the interim since the meeting and now, the applicant has worked with Willey Brothers, bank architects, to develop the enclosed floor plans and elevations for the proposed facility. Our staff has completed a boundary and topographic survey of the site and has prepared the enclosed site plans and associated documents in support of the proposed project.

Proposed Site Improvements

Gorham Savings Bank proposes to construct an approximately 2,782 square foot branch bank at the northerly tip of the site. The bank will be a single story structure and will include provisions for a two-lane drive through. The lane nearest the building will also include an ATM. A total of fourteen on-site parking spaces will be provided, one of which will provide barrier-free access.

In accordance with the Ordinance Criteria for this zone, the building will be situated at the northwesterly tip of the site and will provide a pedestrian area around three sides of the building. The site will be landscaped in a manner consistent with the overall landscape plan in the vicinity of the project. This planting plan is accentuated by the building's architectural details as shown on the enclosed building elevations.

Proposed Roadway Improvements/Site Access

Presently, the northwest corner of the site is paved and is contiguous to the travel way along Hanover Street. As a result, the Hanover Street intersection with Marginal Way is very wide. This project proposes a realignment of the eastern side of the intersection of Marginal Way and Hanover Street to provide better definition of the intersection. As proposed, Hanover Street will be afforded a 26-foot wide traveled way at its narrowest point.

Vertical granite curbing will be provided from the northern end of the proposed entrance/egress to Gorham Savings Bank along Hanover Street, and tie into the existing granite curb along the sideline of Marginal Way at the front of the proposed facility. A curb cut is proposed in the vicinity of the second catch basin in Preble Street, south of where it intersects with Marginal Way. This entrance/egress will allow vehicles traveling southbound on Preble Street to access the site, and also for vehicles leaving the drive-through window to execute a right-hand turn onto Preble Street. A sign indicating "Right Turn Only" will be placed at this location. The catch basin rim will remain at its current elevation, and the contractor will grade the new pavement to match the existing pavement in this vicinity.

Stormwater Management

Stormwater runoff from the site will sheet flow in an easterly direction across the proposed parking lot and channelize along the curb. Finished grading has been designed as to convey stormwater to the aforementioned catch basin. The existing ground surface of the subject site consists of a gravel parking lot, most recently used by the United States Postal Service as a vehicle storage area. As proposed, the post-development condition will contain more green space than exists at present. It is anticipated that this will result in a net overall reduction in the volume of runoff from the site (see attached HydroCAD stormwater modeling report).

However, due to the proposed grading design, certain locations used to analyze pre- versus post-development runoff will actually experience a negligible (less than 5%) increase in the peak rate of runoff at those locations. Therefore, a second grate has been proposed for the catch basin located at the entrance/egress point off Preble Street.

Utilities and Solid Waste

The site will be serviced by municipal water and sewer. The request for these services will be coordinated with the Portland Water District. Letters indicating the availability of public utilities will be forwarded to the City upon receipt. The request for electrical service at the site will also be coordinated with the local provider (Central Maine Power) and worked into the design accordingly.

A roll-off container will be brought to the site and used for the duration of construction activities. Any solid waste generated on site during construction will be placed in the roll-off and transported by a licensed solid waste hauler to an appropriate receiving facility.

Closure

With the submittal of the enclosed plans and supporting materials, we respectfully request that your staff review the application for a major site plan approval for Gorham Savings Bank. If you or any other members of the municipal staff have any questions or comments, please contact me. We look forward to the opportunity to discuss this application further with you at your earliest convenience.

Sincerely,

SEBAGO TECHNICS, INC.

Nancy J. St. Clair, P.E.
Senior Project Manager

Brian G. Yergatian, P.E.
Design Engineer

BGY:bgy/jc
Enc.

cc: Charles M. Yandell – Gorham Savings Bank, President/CEO

Table of Contents

Exhibit 1

Site Plan Application & Checklist

City of Portland Site Plan Application

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

Address of Proposed Development: 71 Marginal Way **Zone:** B-5

Total Square Footage of Proposed Structure:
2,782 Square feet

Square Footage of Lot:
14,756 Square feet

Tax Assessor's Chart, Block & Lot:

Chart#	Block#	Lot#
34	K	2, 3

Property owner's mailing address:
Ross Y. Furman, Jr.
P.O. Box 2
Portland, Maine 04112

Telephone #:

Consultant/Agent, mailing address, phone # & contact person:
Nancy J. St. Clair, P.E.
c/o Sebago Technics, Inc.
P.O. Box 1339
Westbrook, Maine 04098
(207)856-0277

Applicant's name, mailing address, telephone #/Fax#/Pager#:
Gorham Savings Bank
65 Main Street
Gorham, Maine 04038
(207)839-4790

Project name:
Gorham Savings Bank
Marginal Way

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) $_____
___Site Location of Development ($3,000.00)
(except for residential projects which shall be $200.00 per lot_____)
___Traffic Movement ($1,000.00) ___Stormwater 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)
___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
_X_ 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 #)

Nancy J. St. Clair, P.E.
c/o Sebago Technics, Inc.
P.O. Box 1339
Westbrook, Maine 04098

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 check list**

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, copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: ci.portland.me.us chapter 14

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~~ AGENT: Nancy J. St. Clair **Date:** 7/21/03

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

Gorham Savings Bank, 71 Marginal Way
Project Name, Address of Project

Application Number

Submitted () & Date	Item	Required Information	Section 14-525 (b,c)
X	(1)	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including:	1
X	(2)	Name and address of applicant and name of proposed development	a
X	(3)	Scale and north points	b
X	(4)	Boundaries of the site	c
X	(5)	Total land area of site	d
X	(6)	Topography - existing and proposed (2 feet intervals or less)	e
X	(7)	Plans based on the boundary survey including:	2
X	(8)	Existing soil conditions	a
N/A	(9)	Location of water courses, marshes, rock outcroppings and wooded areas	b
X	(10)	Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used	c
X	(11)	Approx location of buildings or other structures on parcels abutting the site	d
N/A	(12)	Location of on-site waste receptacles	e
X	(13)	Public utilities	e
X	(14)	Water and sewer mains	e
N/A	(15)	Culverts, drains, existing and proposed, showing size and directions of flows	e
X	(16)	Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed	f
X	(17)	Location and dimensions of on-site pedestrian and vehicular access ways	g
X	(18)	Parking areas	g
N/A	(19)	Loading facilities	g
X	(20)	Design of ingress and egress of vehicles to and from the site onto public streets	g
X	(21)	Curb and sidewalks	g
X	(22)	Landscape plan showing:	h
X	(23)	Location of existing proposed vegetation	h
X	(24)	Type of vegetation	h
X	(25)	Quantity of plantings	h
X	(26)	Size of proposed landscaping	h
N/A	(27)	Existing areas to be preserved	h
N/A	(28)	Preservation measures to be employed	h
X	(29)	Details of planting and preservation specifications	h
N/A	(30)	Location and dimensions of all fencing and screening	i
X	(31)	Location and intensity of outdoor lighting system	j
X	(32)	Location of fire hydrants, existing and proposed	k
X	(33)	Written statement	c
X	(34)	Description of proposed uses to be located on site	l
N/A	(35)	Quantity and type of residential, if any	l
X	(36)	Total land area of the site	b2
X	(37)	Total floor area and ground coverage of each proposed building and structure	b2
X	(38)	General summery of existing and proposed easements or other burdens	c3
X	(39)	Method of handling solid waste disposal	4
X	(40)	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets	5
X	(41)	Description of any problems of drainage or topography, or a representation that there are none	6
X	(42)	An estimate of the time period required for completion of the development	7
X	(43)	A list of all state and federal regulatory approvals to which the development may be subject to	8
N/A	(44)	The status of any pending applications	8
N/A	(45)	Anticipated timeframe for obtaining such permits	h8

X	(46)	A letter of non jurisdiction	h8
X	(47)	Evidence of financial and technical capability to undertake and complete the development including a letter from a responsible financial institution stating that is has reviewed the planned development and would seriously consider financing it when approved.	

Note: Depending on the size and scope of the proposed development, the Planning Board or Planning Authority may request additional information, including (but not limited to):

- drainage patterns and facilities;
- erosion and sedimentation controls to be used during construction;
- a parking and/or traffic study; and
- a noise study;
- an environmental impact study;
- a sun shadow study;
- a study of particulates and any other noxious emissions;
- a wind impact analysis.

Other comments:

Exhibit 2

Right, Title and Interest

Exhibit 3

Evidence of Financial Capability

Exhibit 1

Land Use (see Site Plan)

Exhibit 2

Land Area (see Site Plan)

Exhibit 3

Easements

Exhibit 3

EASEMENTS

There are no known easements on either of the parcels that comprise the existing site. Additionally, no easements are proposed.

Exhibit 4

Solid Waste

Exhibit 4

SOLID WASTE

The Gorham Savings Bank historically generates a minimum amount of solid waste. The solid wastes that are generated typically consist of paper, which is shredded, bagged, and removed from the site during routine cleaning operations.

Portland
Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553
(207) 774-5961
FAX (207) 761-8307
www.pwd.org

August 28, 2003

Mr. Brian Yergatian, P.E.
Sebago Technics, Inc.
One Chabot Street
Westbrook, Maine 04098-1339

Re: Gorham Savings Bank: Marginal Way Branch, Portland

Dear Sir:

The Portland Water District has an 8" water main in Marginal Way, Portland, near the proposed site. A test on a nearby hydrant produced the following results: static pressure 92 psi; pito pressure 70 psi; with a flow of 1403 gpm. With these results in mind, the District feels we have sufficient capacity available to serve this proposed project and meet all normal fire protection and domestic water service demands. **Please notify your plumber of these results so that they can design your system to best fit the available pressure**.

With certification by the developer that all required permits have been received, we look forward to serving this project.

Sincerely,

PORTLAND WATER DISTRICT

David W. Coffin, PLS
Engineering Supervisor

SebagoTechnics
Engineering Expertise You Can Build On

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

August 26, 2003
01302

Mr. Frank J. Brancely
Public Works Department
55 Portland Street
Portland, ME 04101

Municipal Sewer Capacity
Gorham Savings Bank – Marginal Way Branch, Portland, Maine

Dear Frank:

Enclosed please find a copy of the Site Plan for the project listed above located at 71-75 Marginal Way in the City of Portland. On behalf of Gorham Savings Bank, we are formally requesting an evaluation of available sewer capacity for the proposed Marginal Way branch location.

The facility will employ an estimated six full-time and two part-time employees. Architectural drawings indicate that the facility will have one restroom, complete with sink and toilet.

Please contact me at 856-0277 if you have any questions or concerns. In addition, please indicate if you have a preference as to the location of the proposed service line.

Sincerely,

SEBAGO TECHNICS, INC.

Brian G. Yergatian, P.E.
Project Engineer

BGY:bgy/jc
Enc.

cc: Charles M. Yandell, Assistant to the President - Gorham Savings Bank

Exhibit 6

Stormwater Management Plan

STORMWATER NARRATIVE

Gorham Savings Bank
Portland, Maine

General

This stormwater management plan has been prepared to evaluate the pre and post-development conditions associated with the development of 71 Marginal Way in Portland, Maine.

The subject site is bounded to the north by Marginal Way, to the east by Preble Street, to the south by commercial development, and to the west by Hanover Street. The proposed development includes the construction of a 2,782 square-foot bank with drive-through teller and ATM, parking lot, the realignment of Hanover Street traveled way, landscaping, and associated grading.

Existing Site Characteristics

The subject site today consists of a gravel parking lot which is used by the U. S. Postal Service to park its trailers. As mentioned, existing ground cover consists entirely of gravel and/or bituminous pavement. The site is located in an urban setting and contains no woodlands, wetlands, or vegetative cover. Topography throughout the site is flat, as the majority of it contains slopes less than one percent.

The northern portion of the site contains an area that is slightly higher than the remainder of the site. It appears that stormwater drains in four directions from this area (see the attached Pre-development Watershed Plan). In all but one of these subcatchments, stormwater runoff is conveyed to the municipal stormwater collection system via catch basins. Subcatchment WS-2 drains towards the Hanover Street right-of-way, where it apparently either slowly dissipates in all directions, or ponds on site until it evaporates.

Soils

The soils information used in the stormwater evaluation was obtained from a review of boring logs contained within a Phase II environmental site assessment performed for a property in the immediate vicinity of the subject site. Since the pre-development surface consists of gravel, the hydrologic soil classification is irrelevant. The areas to be loamed and seeded in the post-development condition will contain granular fill. Therefore, these soils were modeled as Hydrologic Soil Group B.

Methodology

This stormwater runoff analysis was conducted utilizing HydroCAD, version 6.0, a computerized stormwater modeling program which combines aspects of both TR-20 and TR-55 methodologies as the basis for conducting the hydrological simulations. Type III, 24-hour rainfall events were selected for the analyses with recurring frequencies of 2, 10 and 25-years in accordance with the City of Portland Ordinance.

Watersheds

Based upon existing topographical information of the subject site and adjacent properties, four (4) watersheds were identified and evaluated in both the pre and post-development conditions. Study Points 1 and 4 are located at the existing catch basins along the sideline of Preble Street. Study Point 3 is located at the northwest corner of the subject site, and Study Point 2 is located at the proposed entrance/egress to the site along Hanover Street. The study points and associated time of concentration flow paths are depicted on the attached watershed maps.

The pre-development subcatchments (WS-1 through WS-4) contain approximately 16,000 square feet of land. Generally, these watersheds are comprised of impervious surfaces with slopes of less than 2 percent.

The post-developed subcatchments (WS-1 through WS-4) contain approximately 16,000 square feet of land. The primary changes in land cover from pre to post-development occur in WS-1, WS-2a, WS-3 and WS-4, and consist of a relatively small percentage of the surface areas which will change from impervious to grass cover. Stormwater runoff from WS-1 is proposed to sheet flow across the parking lot and empty into the existing catch basin along Preble Street. Runoff from the remaining watersheds will also primarily be conveyed to the study points via sheet flow, followed by a short run of shallow concentrated flow as it runs along existing and proposed curbing.

Stormwater Management

The following table summarizes the results of the aforementioned hydrological simulations of the design storm events. Calculations and computer modeling data sheets are included within the subsequent report.

Stormwater Runoff Summary Table

Study Point	Total Watershed		Average Weighted		Peak Rates of Runoff (cfs)					
					2-Year Storm		10-Year Storm		25-Year Storm	
	Pre	Post	Pre	Post	Pre	Post	Pre	Post	Pre	Post
1	9,361	10,370	98	93	0.68	0.66	1.07	**1.12**	1.26	**1.33**
2	4,292	2,707	98	89	0.31	0.15	0.49	0.27	0.58	0.32
3	1,477	1,902	98	92	0.11	**0.12**	0.18	**0.20**	0.21	**0.24**
4	870	1,014	98	88	0.07	0.05	0.10	0.10	0.12	0.12

Note: The post-development subcatchment WS-2 is a composite of WS-2a and WS-2b, which both combine at Study Point 2.

Summary

From the above table you will note that the peak rates of runoff in the post-development scenarios show an increase at Study Points 1 and 3 for various storm events. This is due primarily to an increase in the areas that contribute to these watersheds. The largest increase in the peak rate of runoff is apparent at Study Point 1 in the 25-year storm (0.07 cubic feet per second, or 5.6%). Although these increases are not permitted, the table does not show the entire picture.

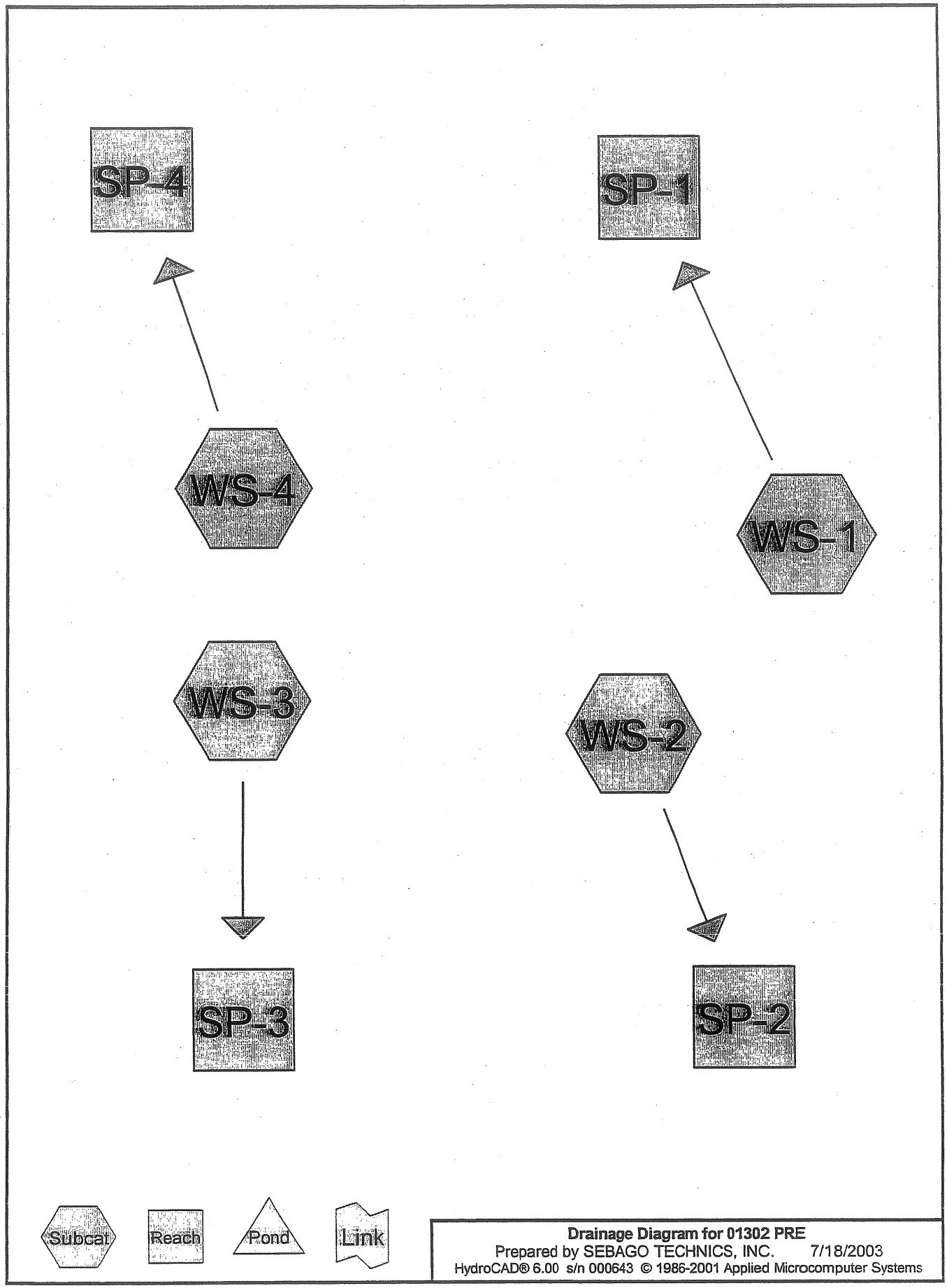
The net volume of runoff (see attached HydroCAD calculations) results in a net zero increase at Study Point 3 in the 2-year storm. The net volume of runoff results in a net decrease at Study Point 3 in the 10-year storm and an insignificant increase (0.001 acre-feet) at Study Point 1. The net volume of runoff in the 25-year storms results in insignificant increases (0.001 and 0.002 acre-feet, respectively) at Study Points 1 and 3. In light of this perspective, we feel that the proposed development will not create an additional burden on the municipal stormwater collection system, as proposed and evaluated herein.

Prepared by:

SEBAGO TECHNICS, INC.

Brian G. Yergatian, P.E.
Design Engineer

BGY:bgy/jc
July 21, 2003



Drainage Diagram for 01302 PRE
Prepared by SEBAGO TECHNICS, INC. 7/18/2003
HydroCAD® 6.00 s/n 000643 © 1986-2001 Applied Microcomputer Systems

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Type III 24-hr Rainfall=3.00"
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment WS-1: (new node)
Tc=1.9 min CN=98 Area=9,361 sf Runoff= 0.68 cfs 0.046 af

Subcatchment WS-2: (new node)
Tc=1.8 min CN=98 Area=4,292 sf Runoff= 0.31 cfs 0.021 af

Subcatchment WS-3: (new node)
Tc=0.7 min CN=98 Area=1,477 sf Runoff= 0.11 cfs 0.007 af

Subcatchment WS-4: (new node)
Tc=0.5 min CN=98 Area=870 sf Runoff= 0.07 cfs 0.004 af

Reach SP-1: (new node)
Inflow= 0.68 cfs 0.046 af
Outflow= 0.68 cfs 0.046 af

Reach SP-2: (new node)
Inflow= 0.31 cfs 0.021 af
Outflow= 0.31 cfs 0.021 af

Reach SP-3: (new node)
Inflow= 0.11 cfs 0.007 af
Outflow= 0.11 cfs 0.007 af

Reach SP-4: (new node)
Inflow= 0.07 cfs 0.004 af
Outflow= 0.07 cfs 0.004 af

Runoff Area = 0.367 ac Volume = 0.079 af Average Depth = 2.59"

Subcatchment WS-1: (new node)

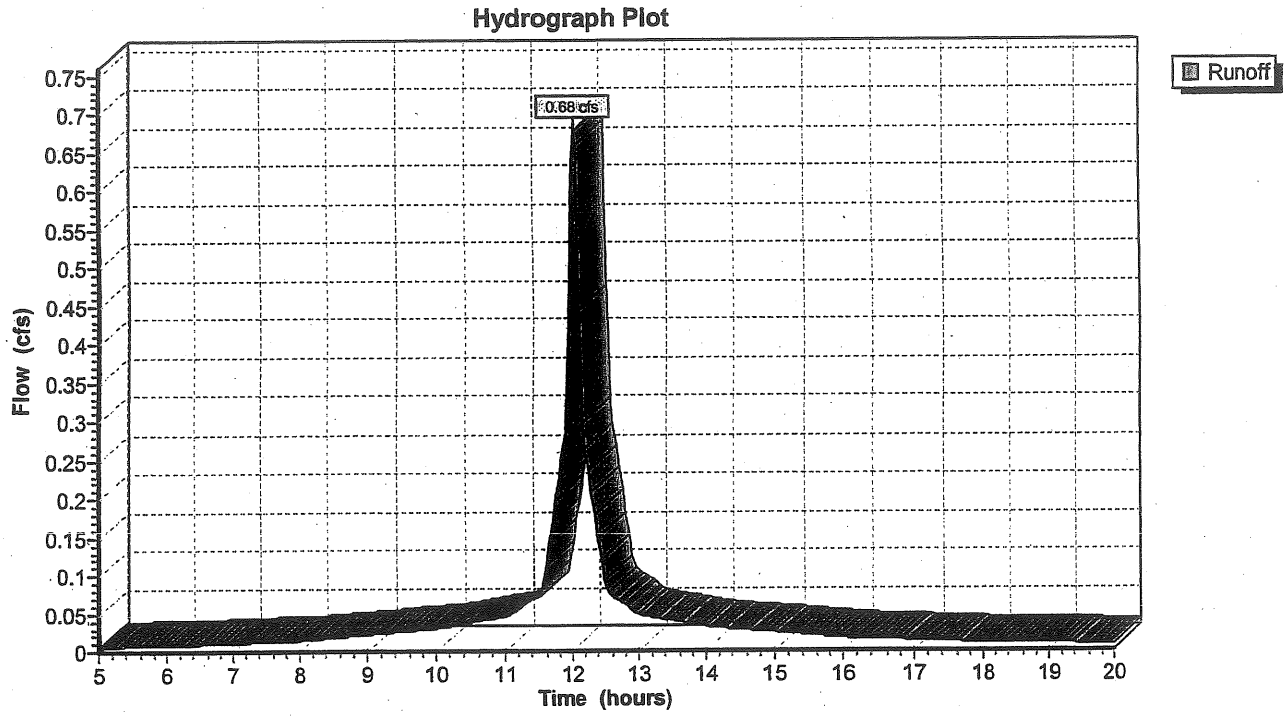
Runoff = 0.68 cfs @ 12.03 hrs, Volume= 0.046 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
9,361	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	115	0.0120	1.1		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.2	20	0.0050	1.4		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.9	135	Total			

Subcatchment WS-1: (new node)



Subcatchment WS-2: (new node)

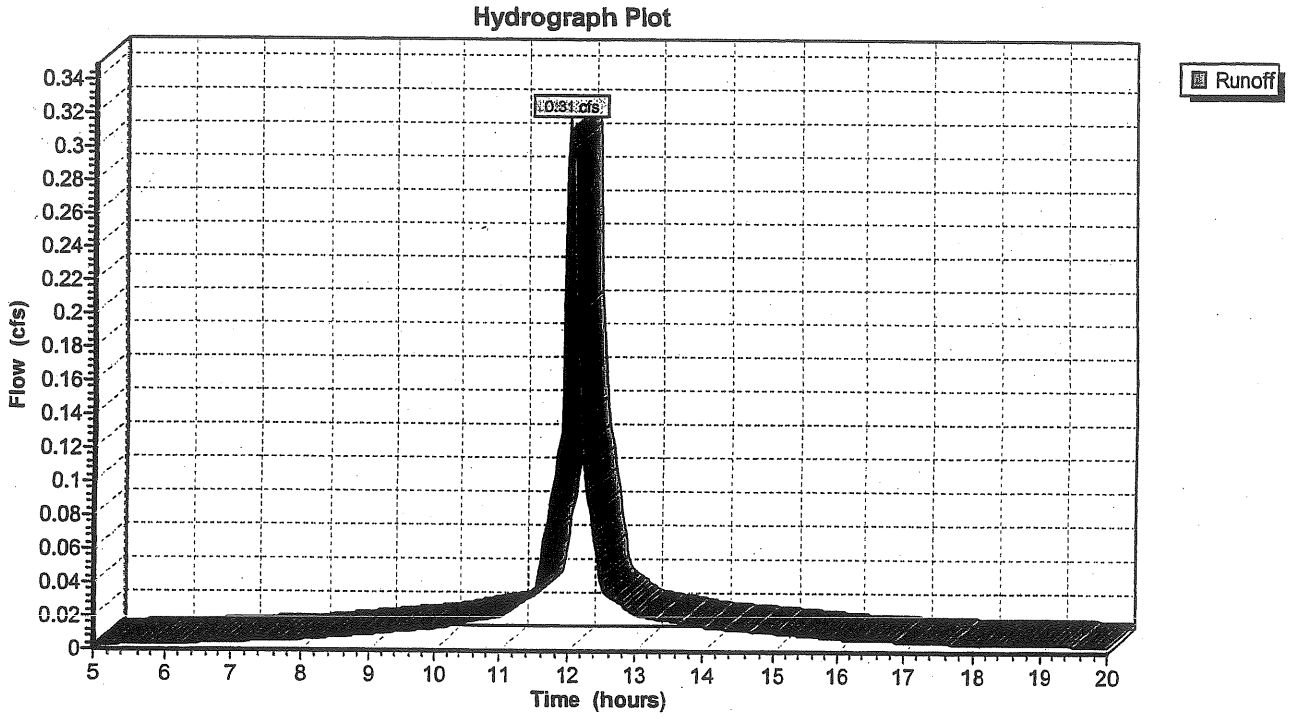
Runoff = 0.31 cfs @ 12.03 hrs, Volume= 0.021 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
4,292	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	109	0.0090	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-2: (new node)



Subcatchment WS-3: (new node)

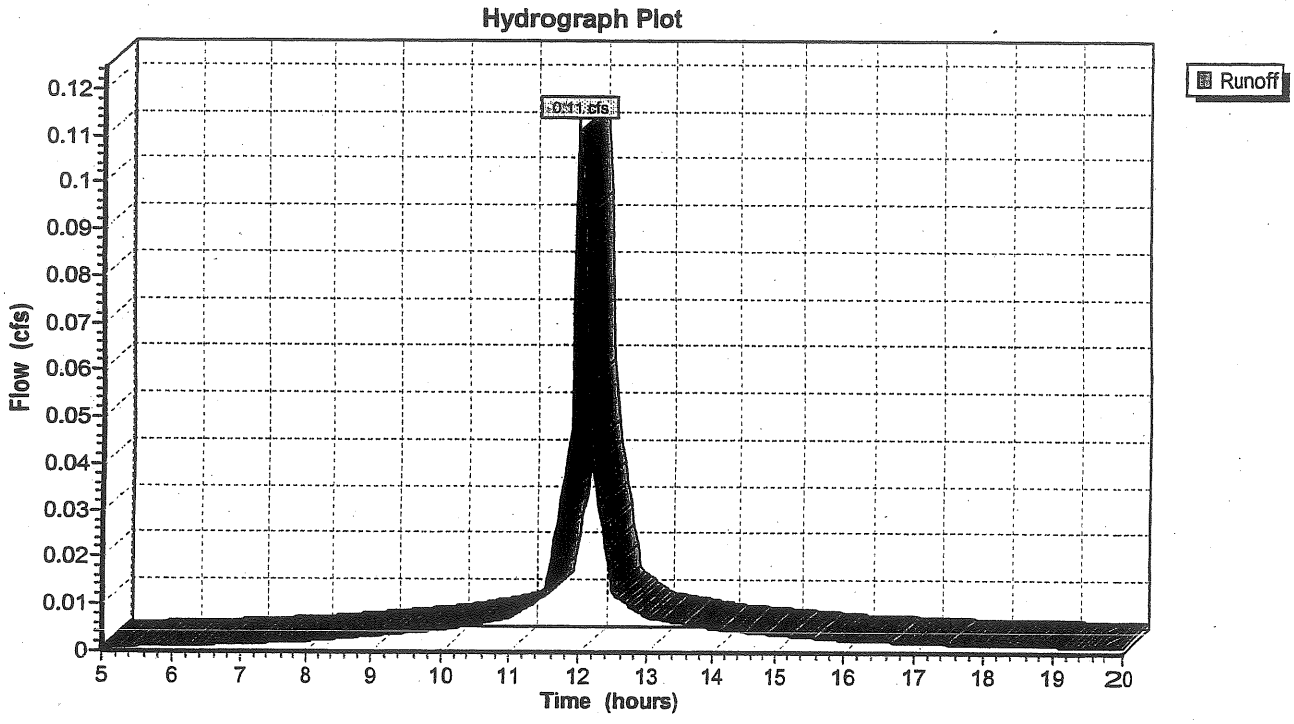
Runoff = 0.11 cfs @ 12.01 hrs, Volume= 0.007 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
1,477	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	40	0.0150	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-3: (new node)



Subcatchment WS-4: (new node)

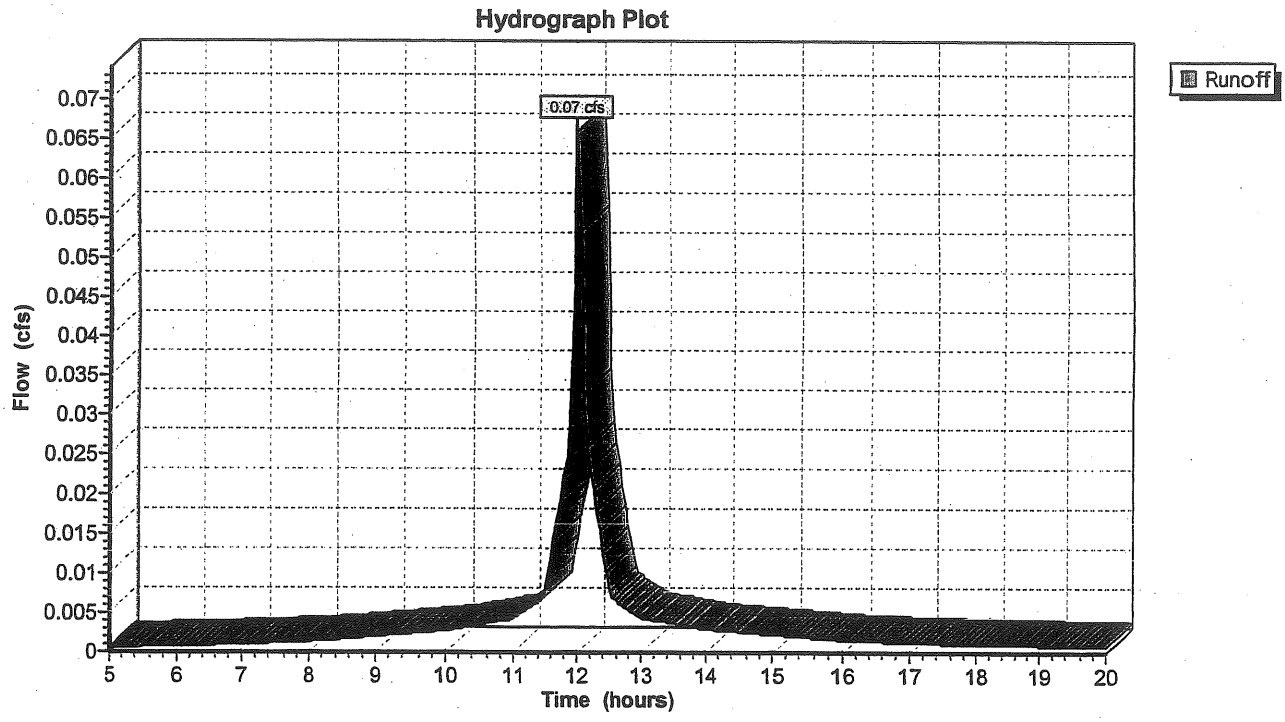
Runoff = 0.07 cfs @ 12.01 hrs, Volume= 0.004 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
870	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.4	27	0.0200	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.1	25	0.0520	4.6		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	52	Total			

Subcatchment WS-4: (new node)

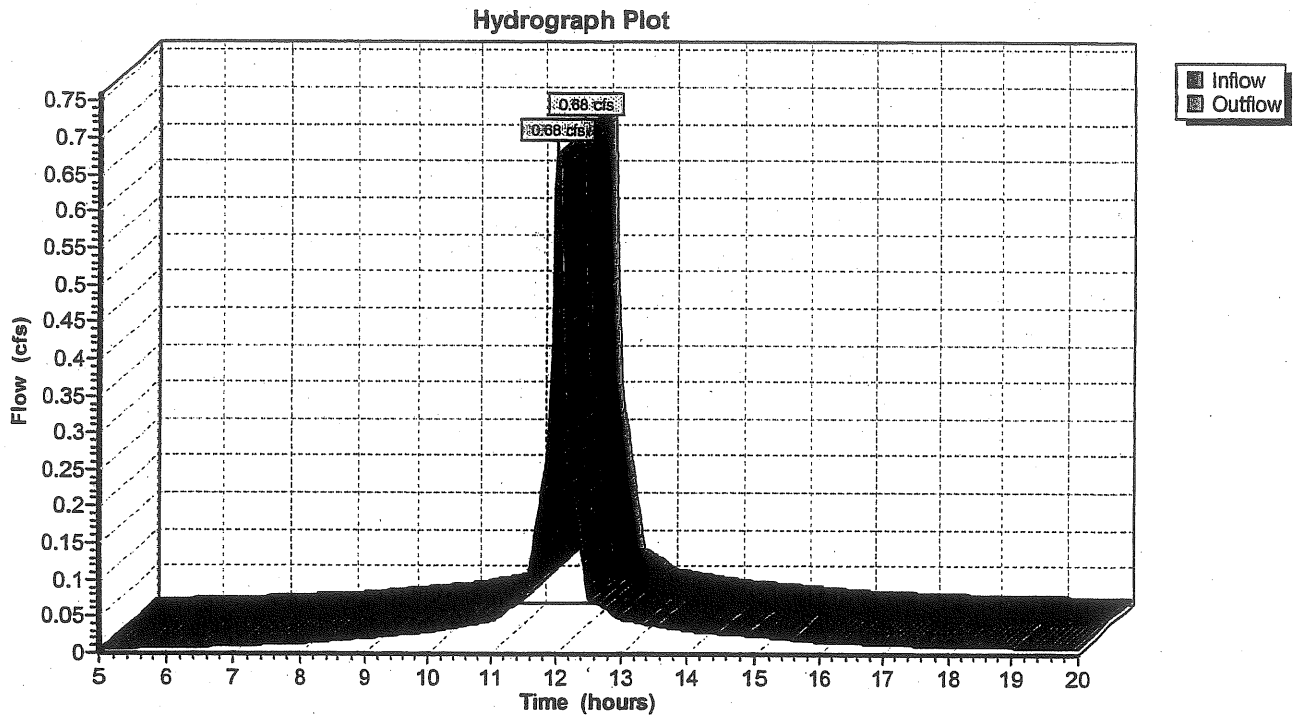


Reach SP-1: (new node)

Inflow = 0.68 cfs @ 12.03 hrs, Volume= 0.046 af
Outflow = 0.68 cfs @ 12.03 hrs, Volume= 0.046 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-1: (new node)

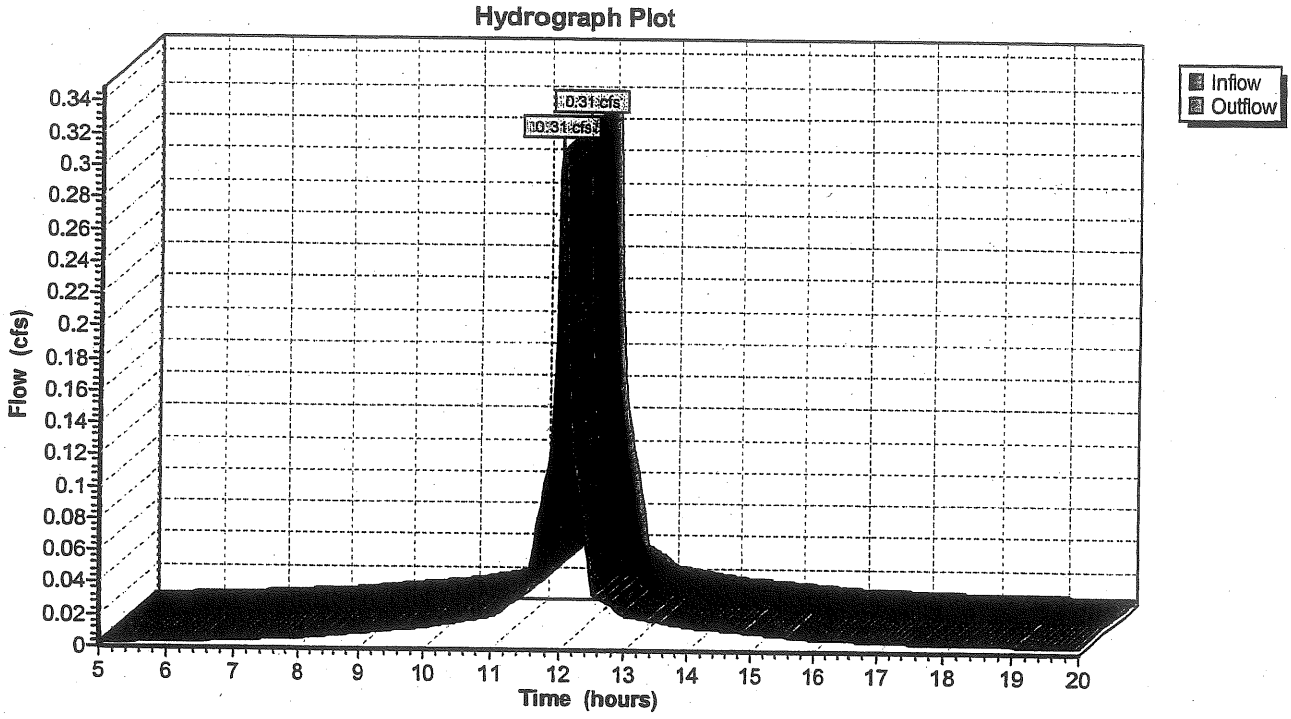


Reach SP-2: (new node)

Inflow = 0.31 cfs @ 12.03 hrs, Volume= 0.021 af
Outflow = 0.31 cfs @ 12.03 hrs, Volume= 0.021 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-2: (new node)

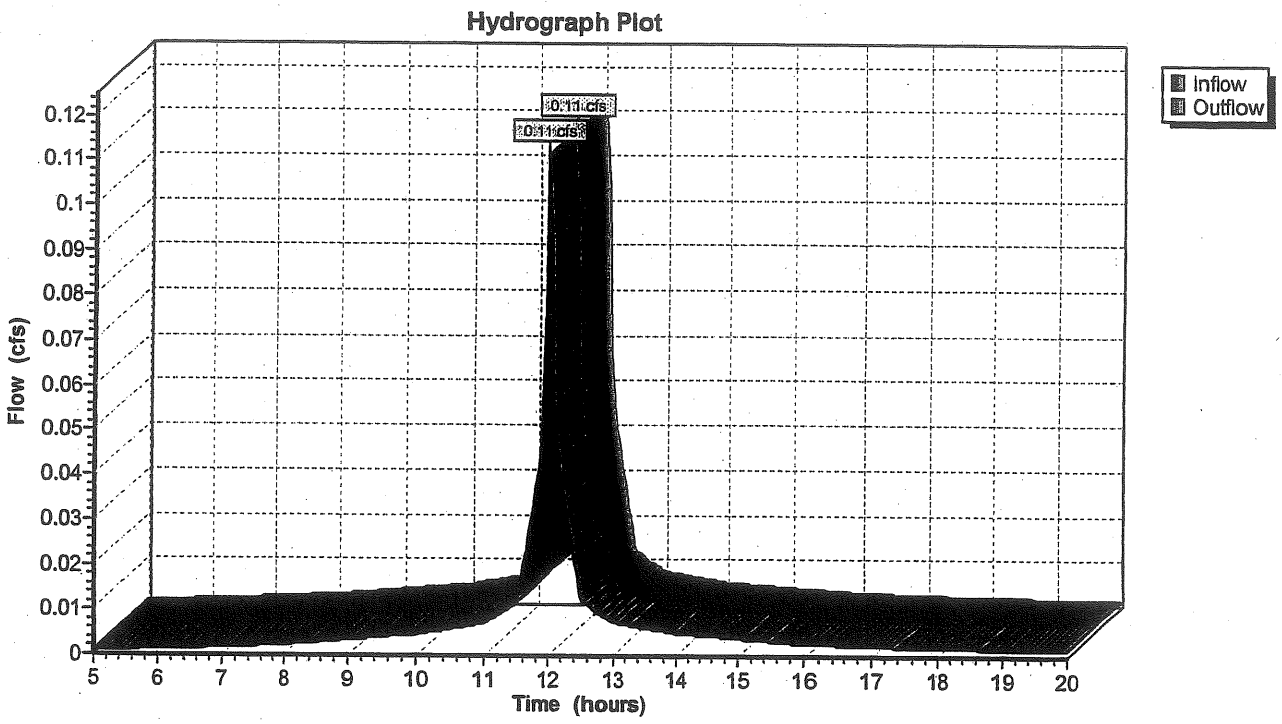


Reach SP-3: (new node)

Inflow = 0.11 cfs @ 12.01 hrs, Volume= 0.007 af
Outflow = 0.11 cfs @ 12.01 hrs, Volume= 0.007 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-3: (new node)

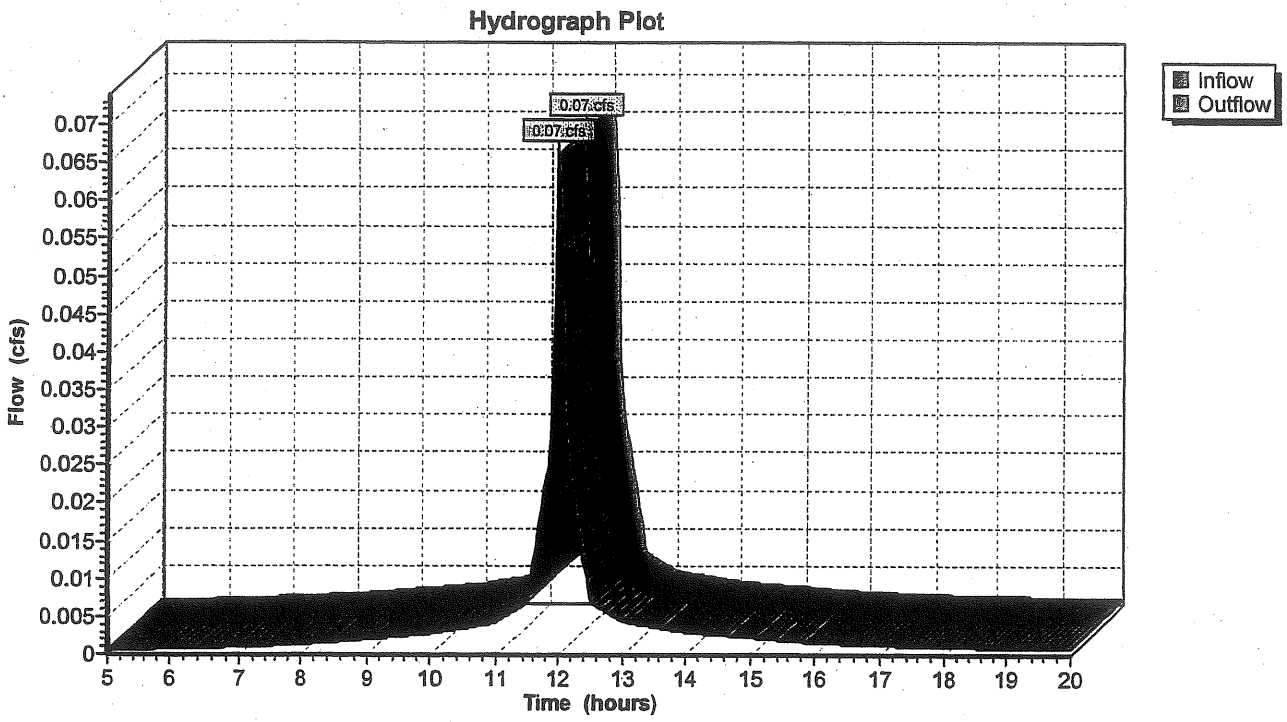


Reach SP-4: (new node)

Inflow = 0.07 cfs @ 12.01 hrs, Volume= 0.004 af
Outflow = 0.07 cfs @ 12.01 hrs, Volume= 0.004 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-4: (new node)



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Type III 24-hr Rainfall=4.70"
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment WS-1: (new node)
Tc=1.9 min CN=98 Area=9,361 sf Runoff= 1.07 cfs 0.074 af

Subcatchment WS-2: (new node)
Tc=1.8 min CN=98 Area=4,292 sf Runoff= 0.49 cfs 0.034 af

Subcatchment WS-3: (new node)
Tc=0.7 min CN=98 Area=1,477 sf Runoff= 0.18 cfs 0.012 af

Subcatchment WS-4: (new node)
Tc=0.5 min CN=98 Area=870 sf Runoff= 0.10 cfs 0.007 af

Reach SP-1: (new node)
Inflow= 1.07 cfs 0.074 af
Outflow= 1.07 cfs 0.074 af

Reach SP-2: (new node)
Inflow= 0.49 cfs 0.034 af
Outflow= 0.49 cfs 0.034 af

Reach SP-3: (new node)
Inflow= 0.18 cfs 0.012 af
Outflow= 0.18 cfs 0.012 af

Reach SP-4: (new node)
Inflow= 0.10 cfs 0.007 af
Outflow= 0.10 cfs 0.007 af

Runoff Area = 0.367 ac Volume = 0.127 af Average Depth = 4.15"

Subcatchment WS-1: (new node)

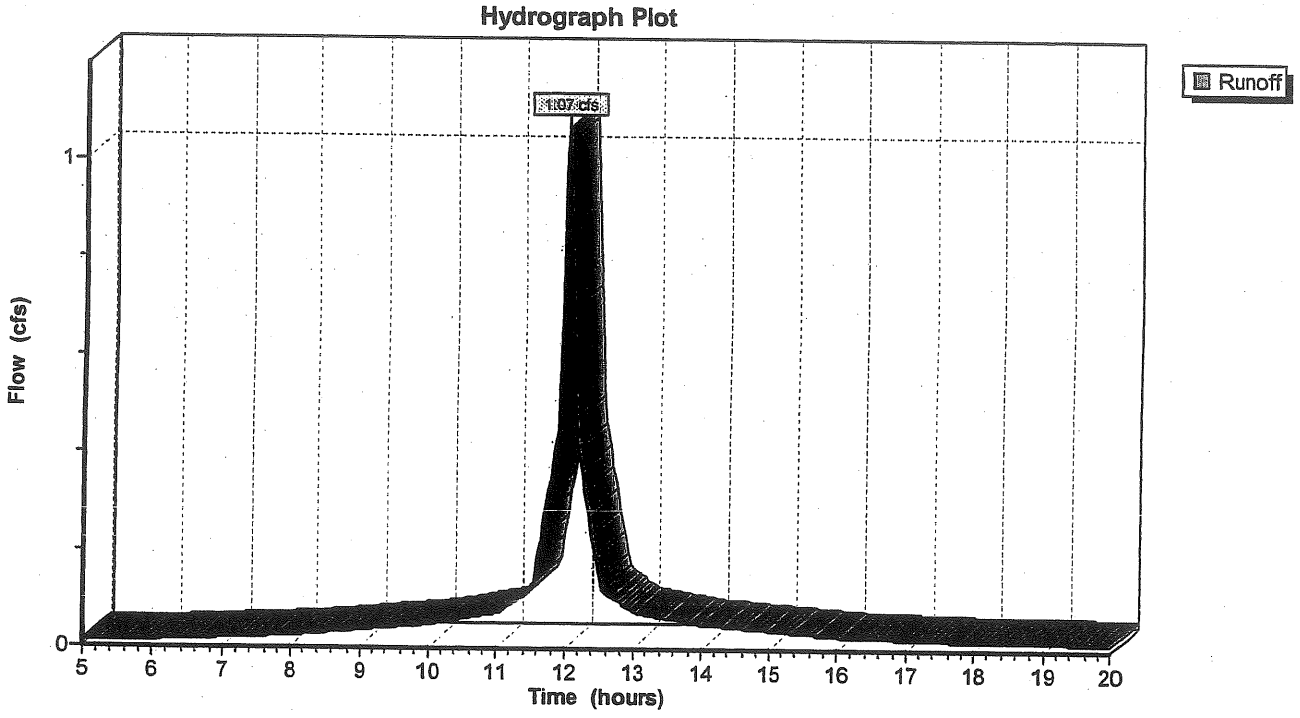
Runoff = 1.07 cfs @ 12.03 hrs, Volume= 0.074 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
9,361	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	115	0.0120	1.1		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.2	20	0.0050	1.4		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.9	135	Total			

Subcatchment WS-1: (new node)



Subcatchment WS-2: (new node)

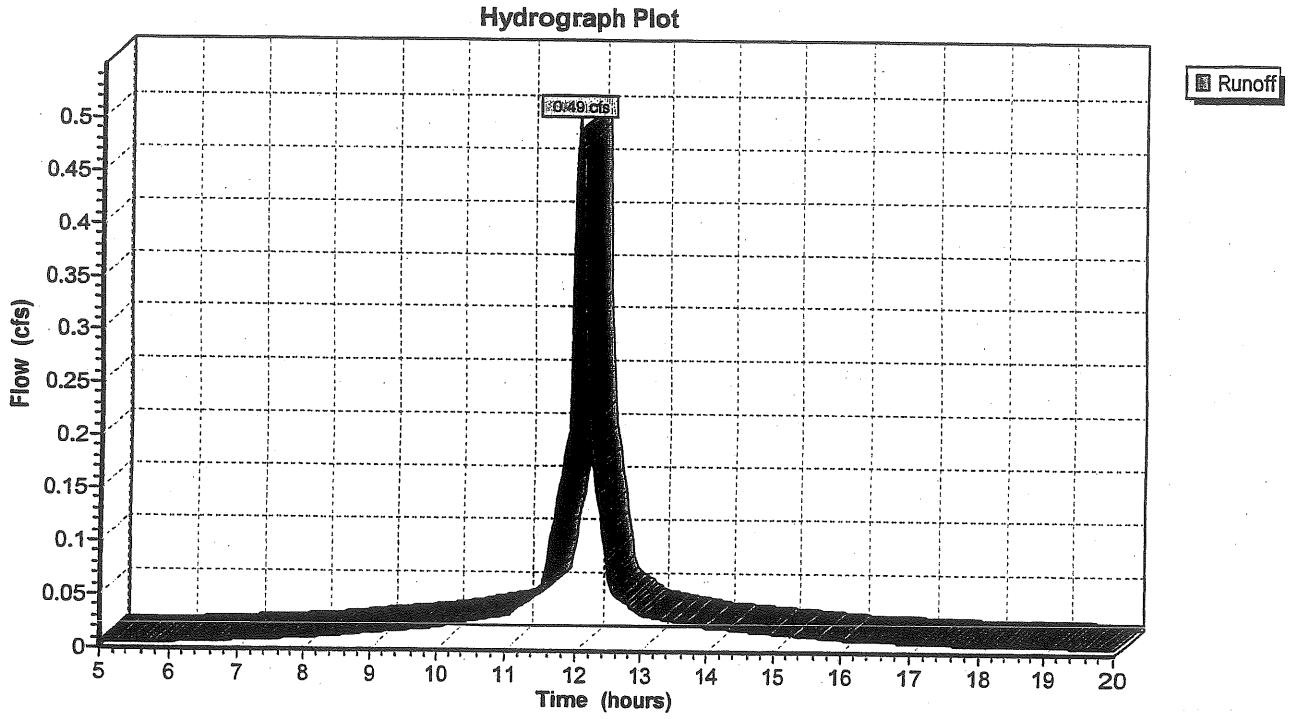
Runoff = 0.49 cfs @ 12.03 hrs, Volume= 0.034 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
4,292	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	109	0.0090	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-2: (new node)



Subcatchment WS-3: (new node)

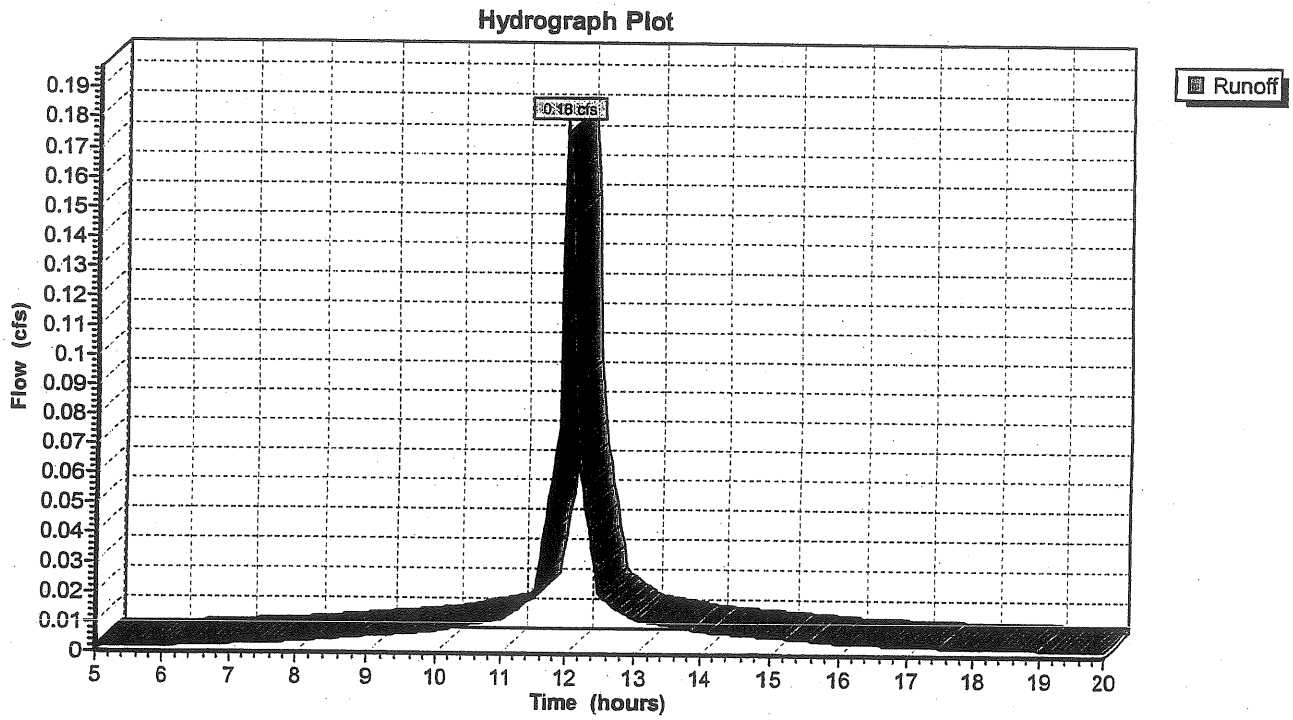
Runoff = 0.18 cfs @ 12.01 hrs, Volume= 0.012 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
1,477	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	40	0.0150	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-3: (new node)



Subcatchment WS-4: (new node)

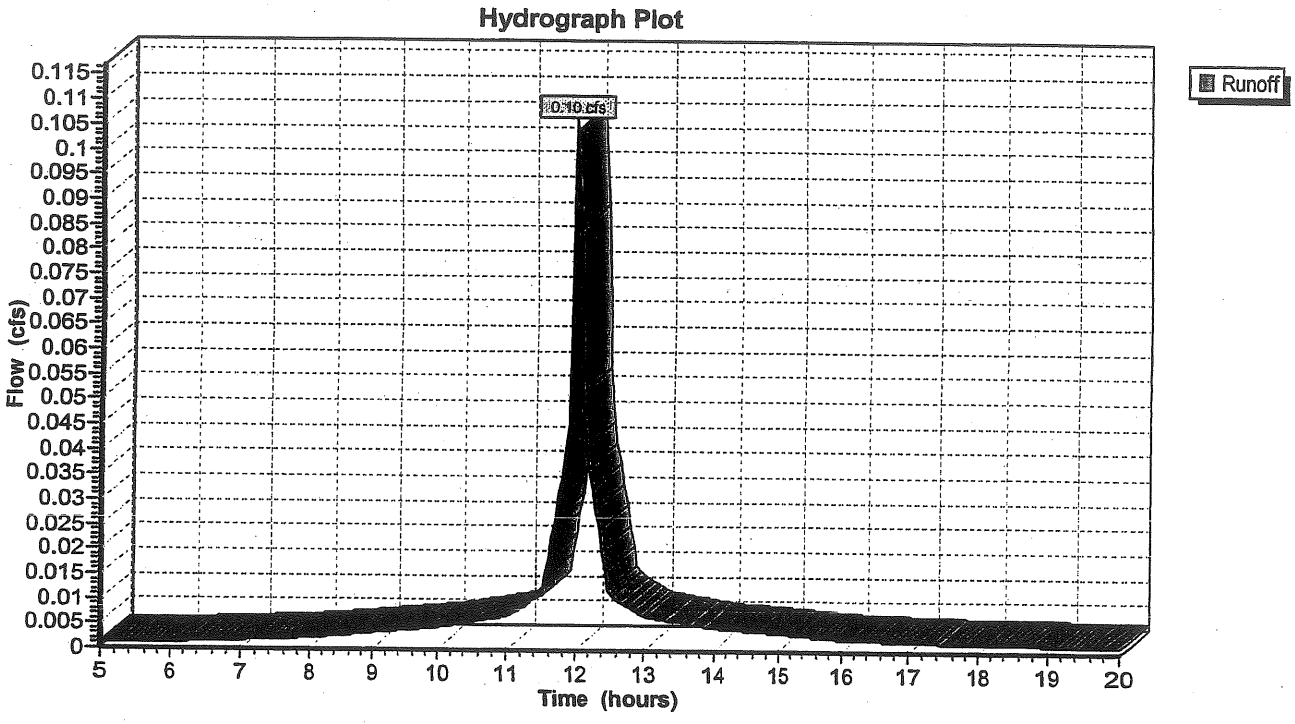
Runoff = 0.10 cfs @ 12.01 hrs, Volume= 0.007 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
870	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.4	27	0.0200	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.1	25	0.0520	4.6		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	52	Total			

Subcatchment WS-4: (new node)

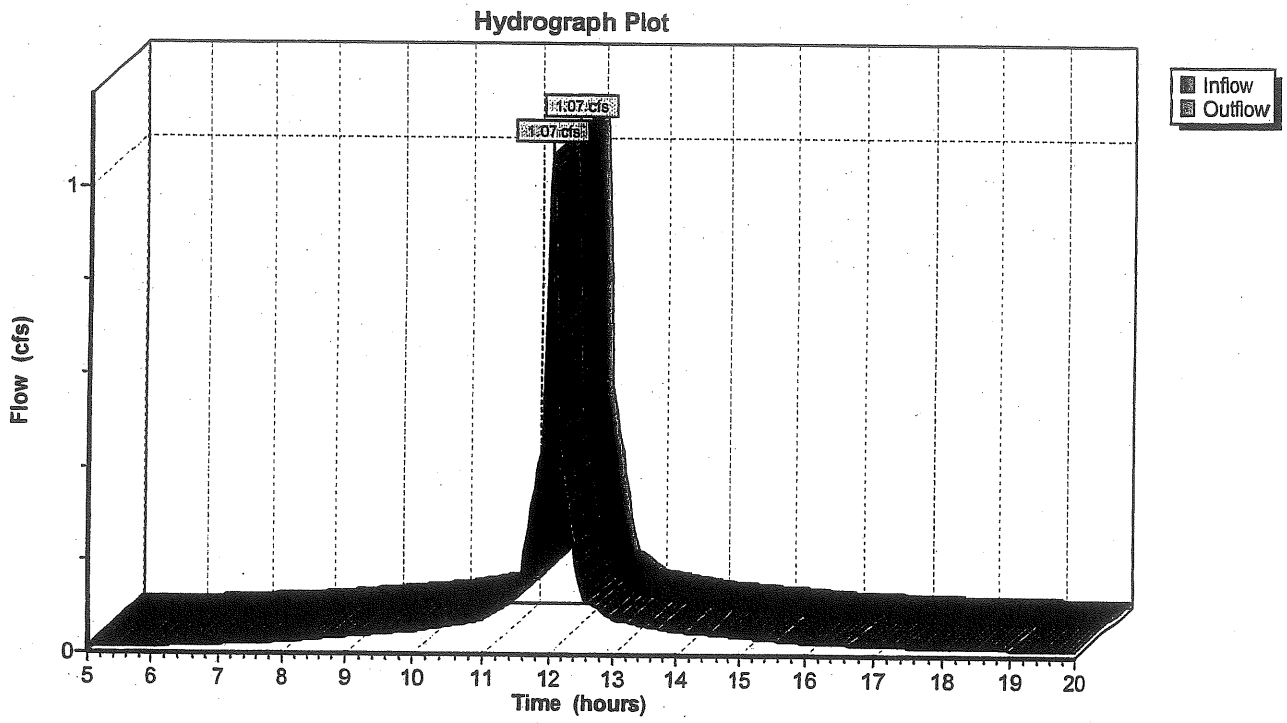


Reach SP-1: (new node)

Inflow = 1.07 cfs @ 12.03 hrs, Volume= 0.074 af
Outflow = 1.07 cfs @ 12.03 hrs, Volume= 0.074 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-1: (new node)

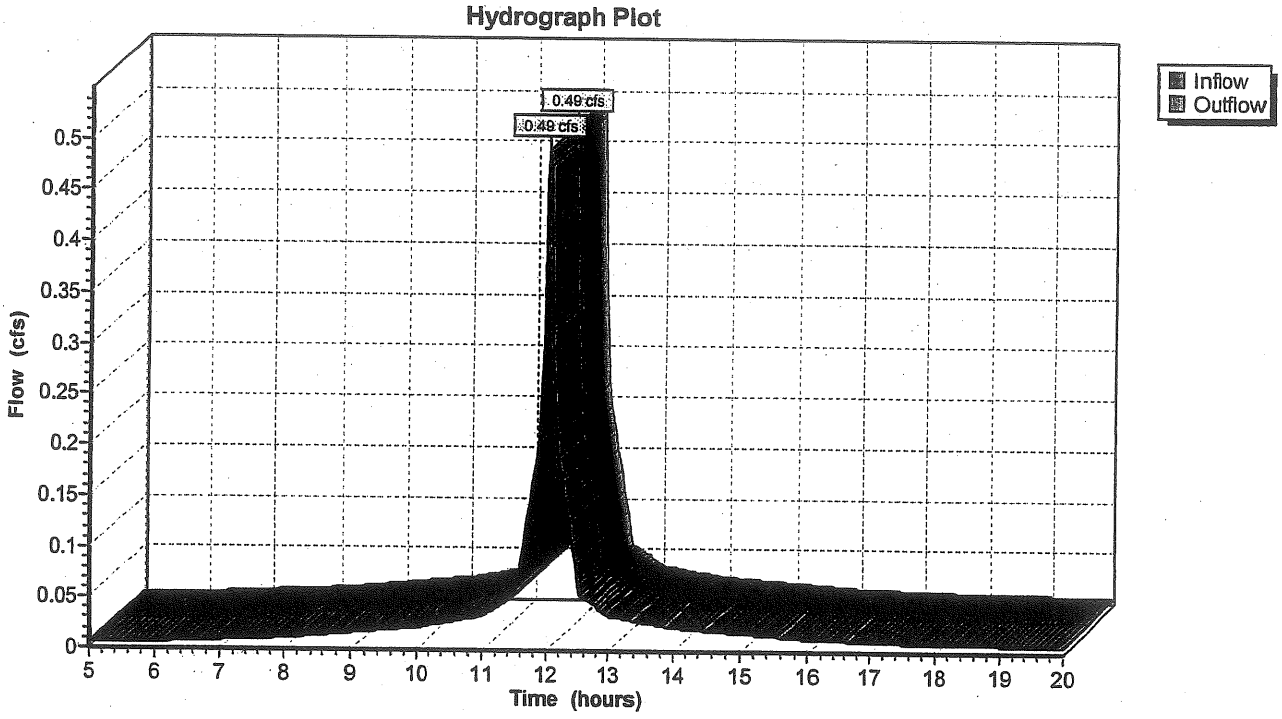


Reach SP-2: (new node)

Inflow = 0.49 cfs @ 12.03 hrs, Volume= 0.034 af
Outflow = 0.49 cfs @ 12.03 hrs, Volume= 0.034 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-2: (new node)

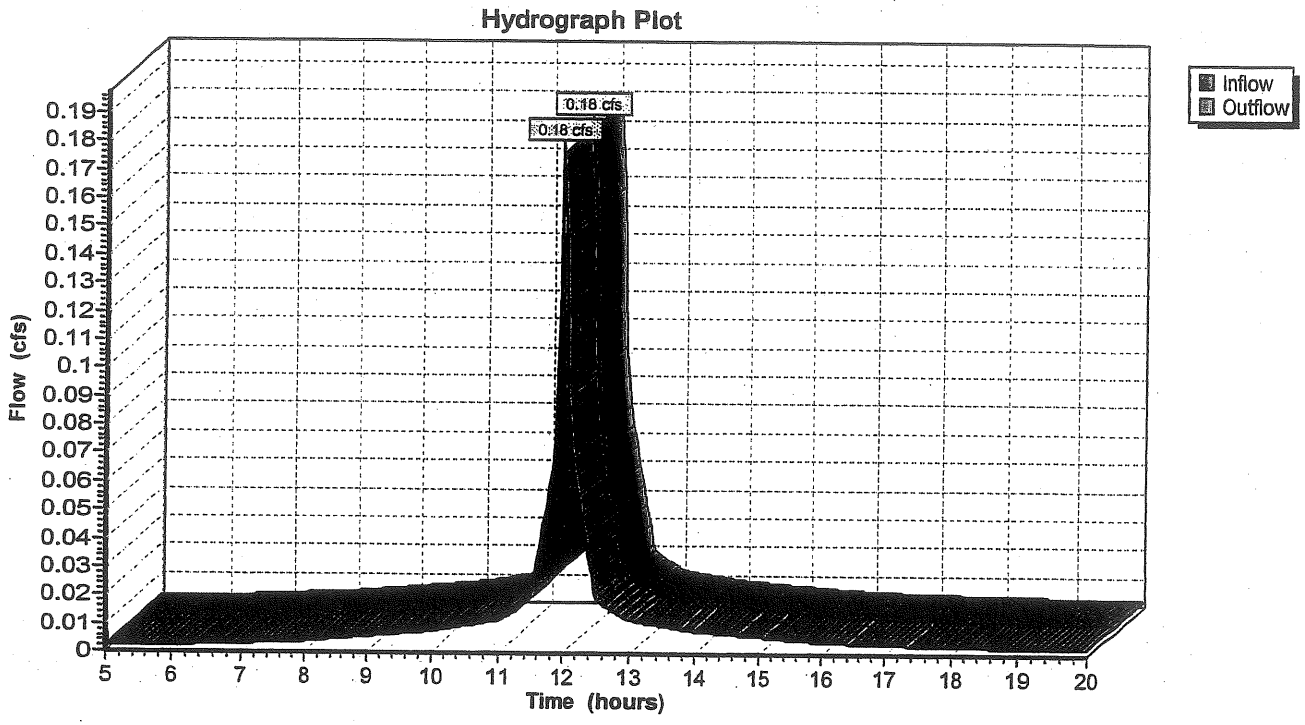


Reach SP-3: (new node)

Inflow = 0.18 cfs @ 12.01 hrs, Volume= 0.012 af
Outflow = 0.18 cfs @ 12.01 hrs, Volume= 0.012 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-3: (new node)

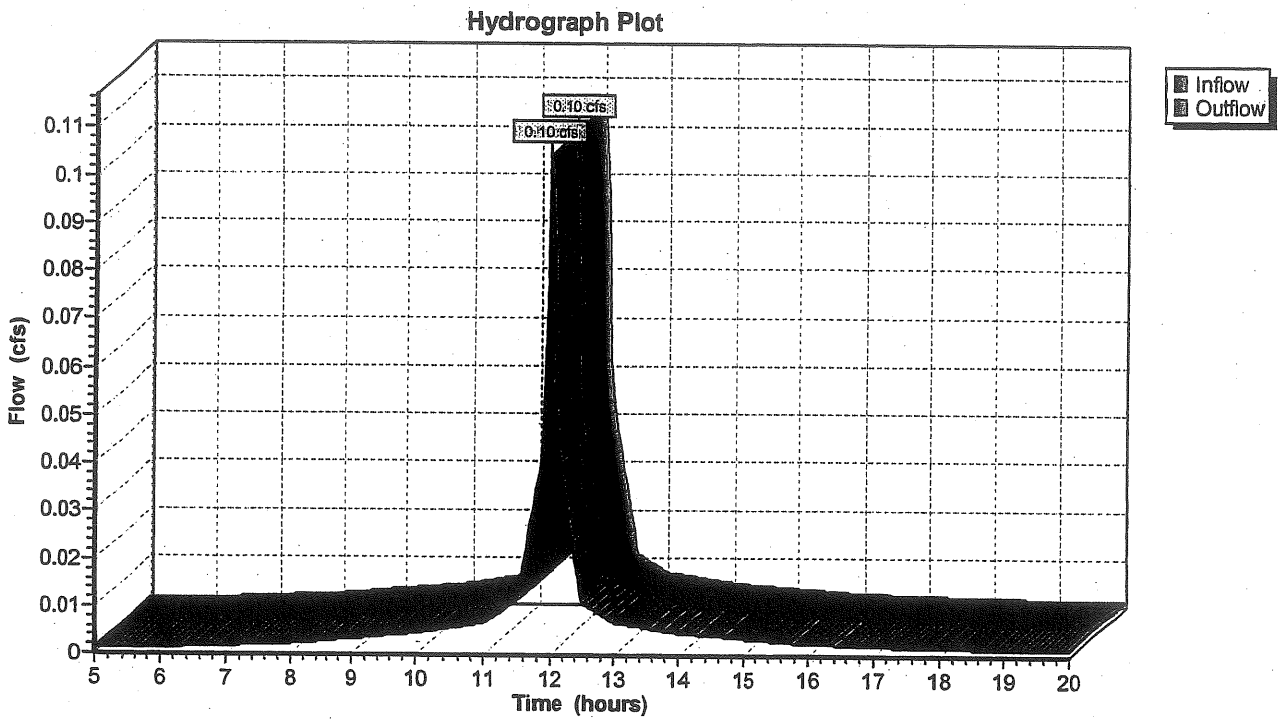


Reach SP-4: (new node)

Inflow = 0.10 cfs @ 12.01 hrs, Volume= 0.007 af
Outflow = 0.10 cfs @ 12.01 hrs, Volume= 0.007 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-4: (new node)



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Type III 24-hr Rainfall=5.50"
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment WS-1: (new node)
Tc=1.9 min CN=98 Area=9,361 sf Runoff= 1.26 cfs 0.087 af

Subcatchment WS-2: (new node)
Tc=1.8 min CN=98 Area=4,292 sf Runoff= 0.58 cfs 0.040 af

Subcatchment WS-3: (new node)
Tc=0.7 min CN=98 Area=1,477 sf Runoff= 0.21 cfs 0.014 af

Subcatchment WS-4: (new node)
Tc=0.5 min CN=98 Area=870 sf Runoff= 0.12 cfs 0.008 af

Reach SP-1: (new node)
Inflow= 1.26 cfs 0.087 af
Outflow= 1.26 cfs 0.087 af

Reach SP-2: (new node)
Inflow= 0.58 cfs 0.040 af
Outflow= 0.58 cfs 0.040 af

Reach SP-3: (new node)
Inflow= 0.21 cfs 0.014 af
Outflow= 0.21 cfs 0.014 af

Reach SP-4: (new node)
Inflow= 0.12 cfs 0.008 af
Outflow= 0.12 cfs 0.008 af

Runoff Area = 0.367 ac Volume = 0.149 af Average Depth = 4.87"

Subcatchment WS-1: (new node)

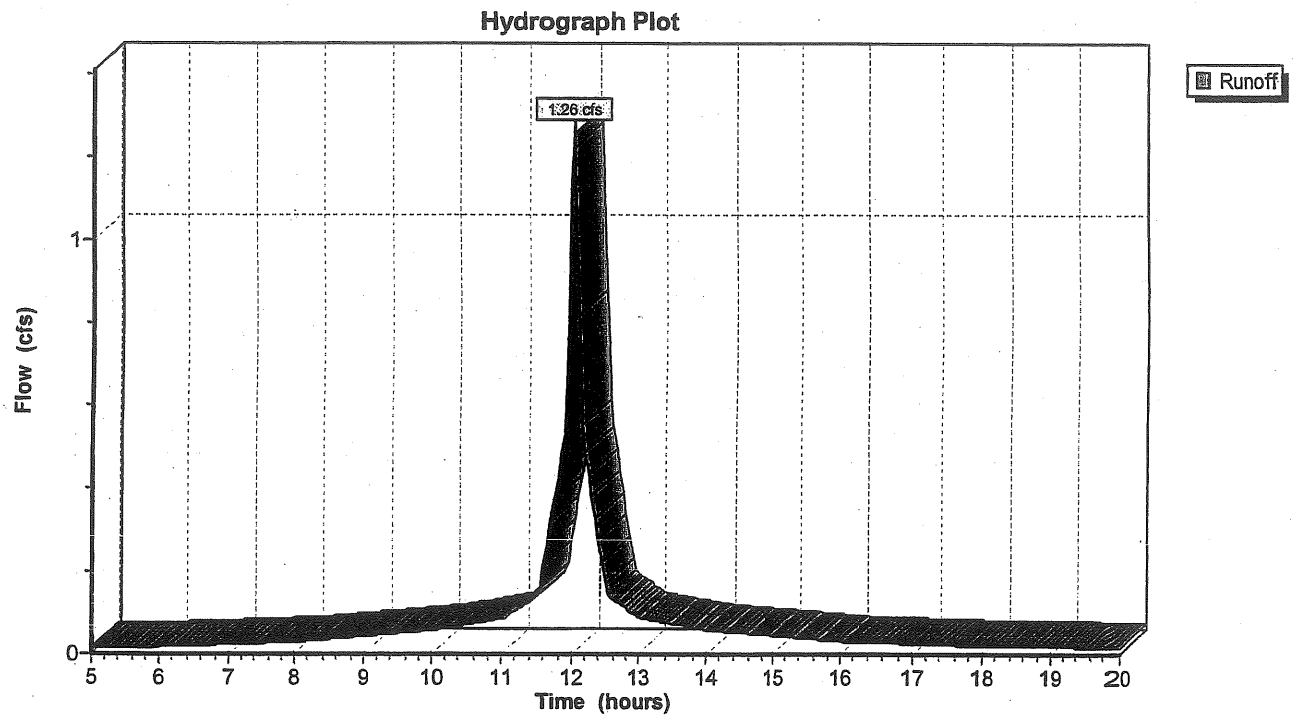
Runoff = 1.26 cfs @ 12.03 hrs, Volume= 0.087 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
9,361	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	115	0.0120	1.1		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.2	20	0.0050	1.4		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.9	135	Total			

Subcatchment WS-1: (new node)



Subcatchment WS-2: (new node)

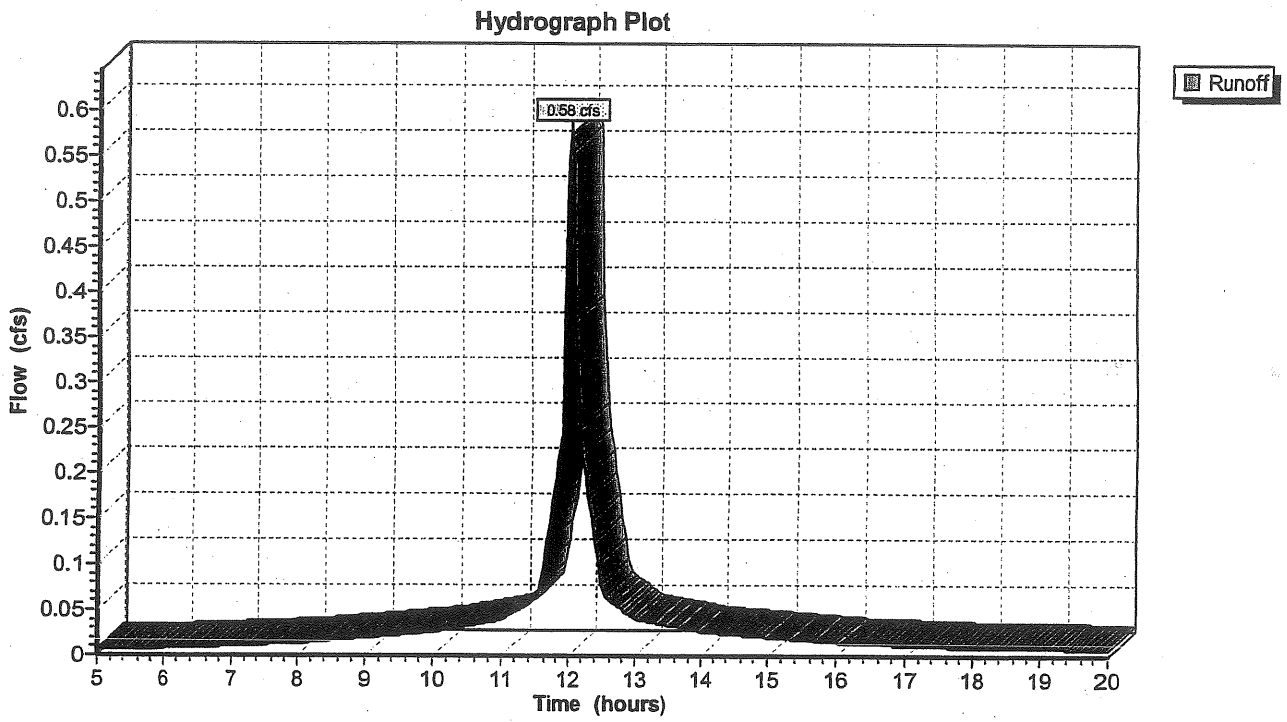
Runoff = 0.58 cfs @ 12.03 hrs, Volume= 0.040 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
4,292	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	109	0.0090	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-2: (new node)



Subcatchment WS-3: (new node)

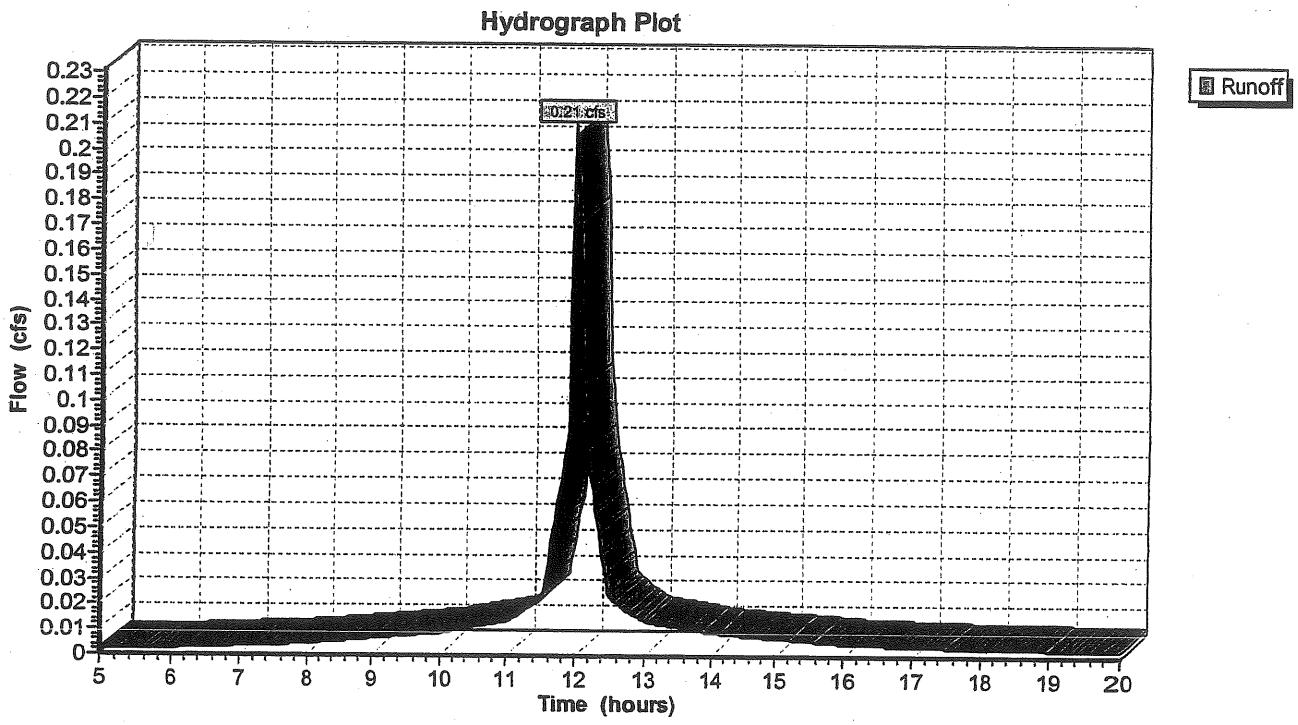
Runoff = 0.21 cfs @ 12.01 hrs, Volume= 0.014 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
1,477	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	40	0.0150	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-3: (new node)



Subcatchment WS-4: (new node)

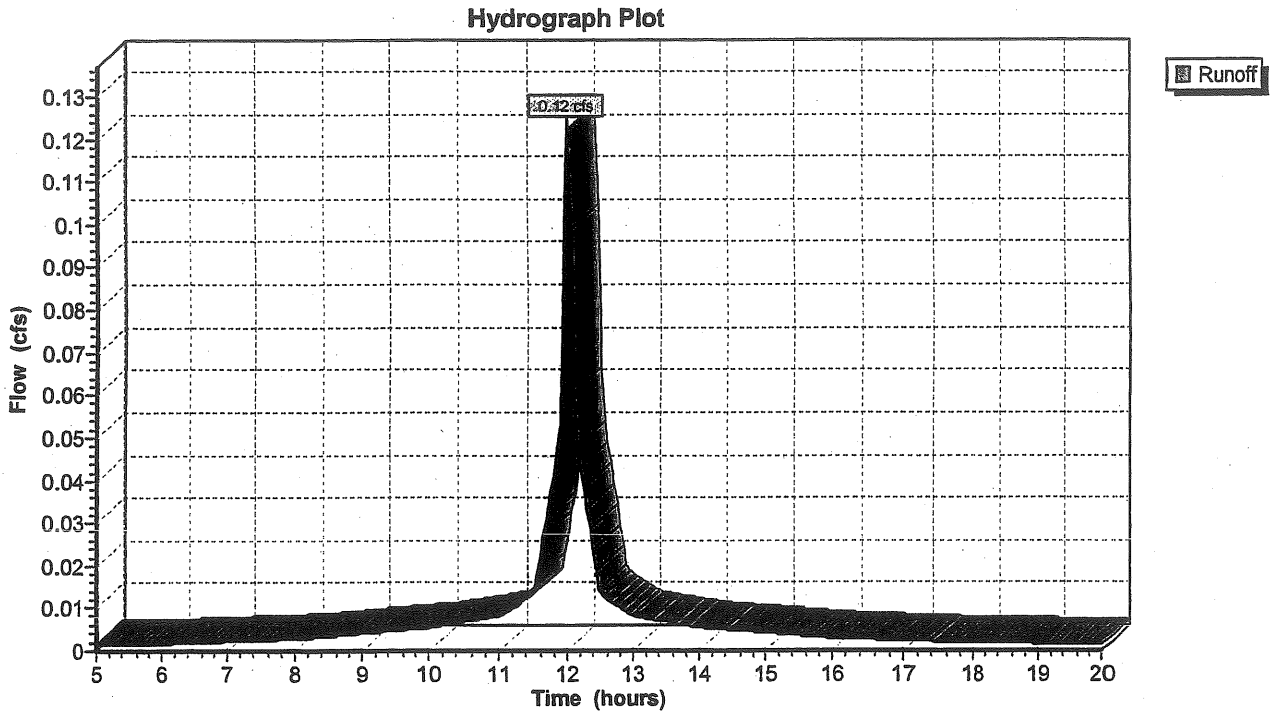
Runoff = 0.12 cfs @ 12.01 hrs, Volume= 0.008 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
870	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.4	27	0.0200	1.0		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.1	25	0.0520	4.6		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	52	Total			

Subcatchment WS-4: (new node)

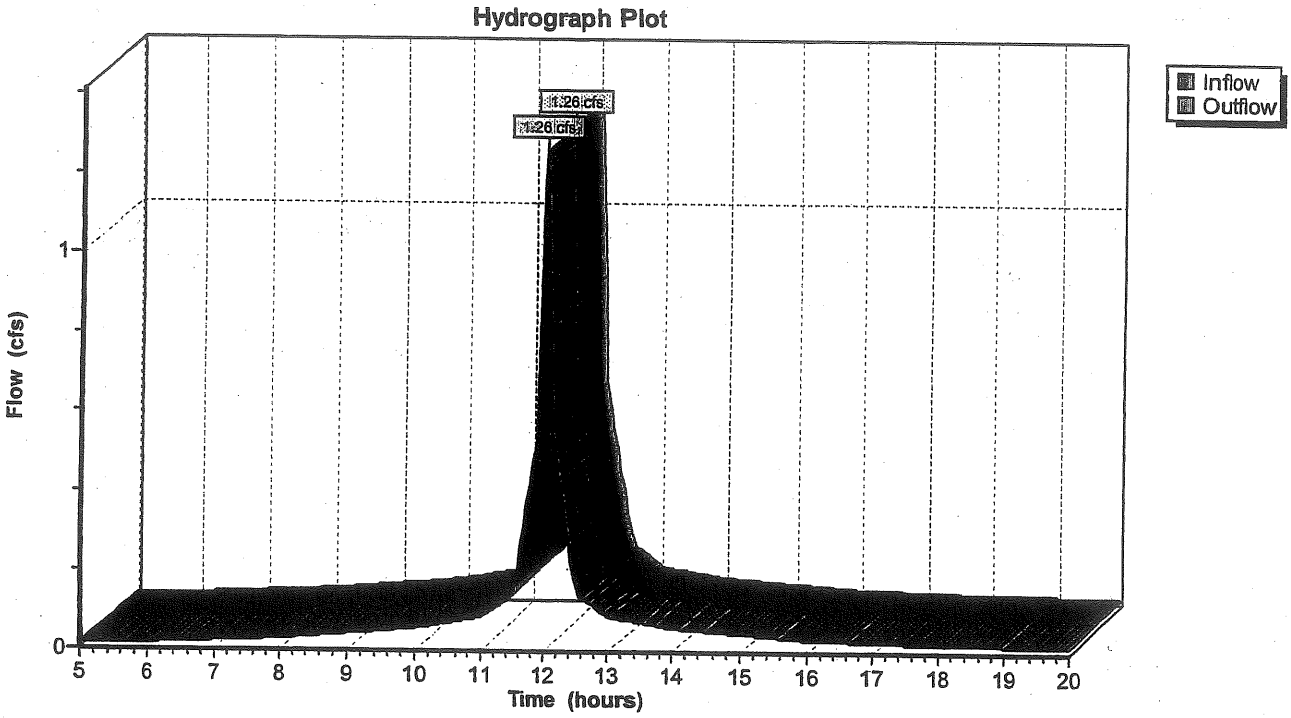


Reach SP-1: (new node)

Inflow = 1.26 cfs @ 12.03 hrs, Volume= 0.087 af
Outflow = 1.26 cfs @ 12.03 hrs, Volume= 0.087 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-1: (new node)

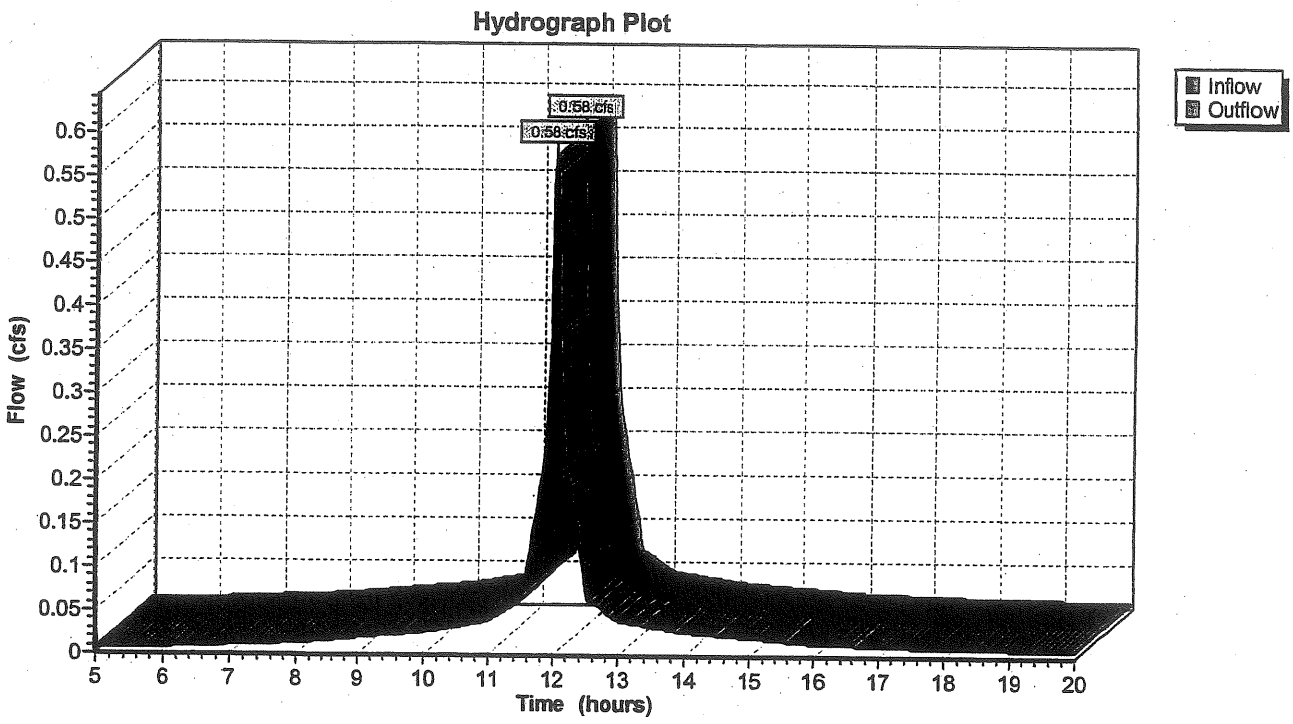


Reach SP-2: (new node)

Inflow = 0.58 cfs @ 12.03 hrs, Volume= 0.040 af
Outflow = 0.58 cfs @ 12.03 hrs, Volume= 0.040 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-2: (new node)

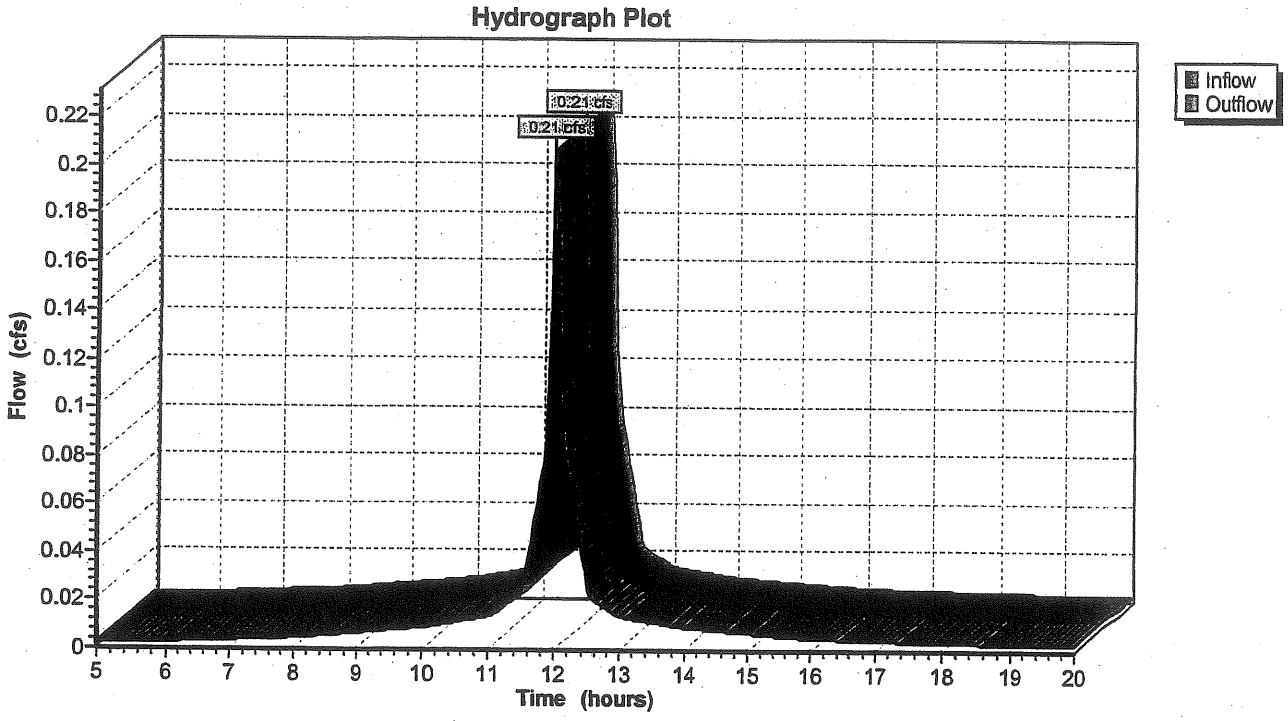


Reach SP-3: (new node)

Inflow = 0.21 cfs @ 12.01 hrs, Volume= 0.014 af
Outflow = 0.21 cfs @ 12.01 hrs, Volume= 0.014 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-3: (new node)

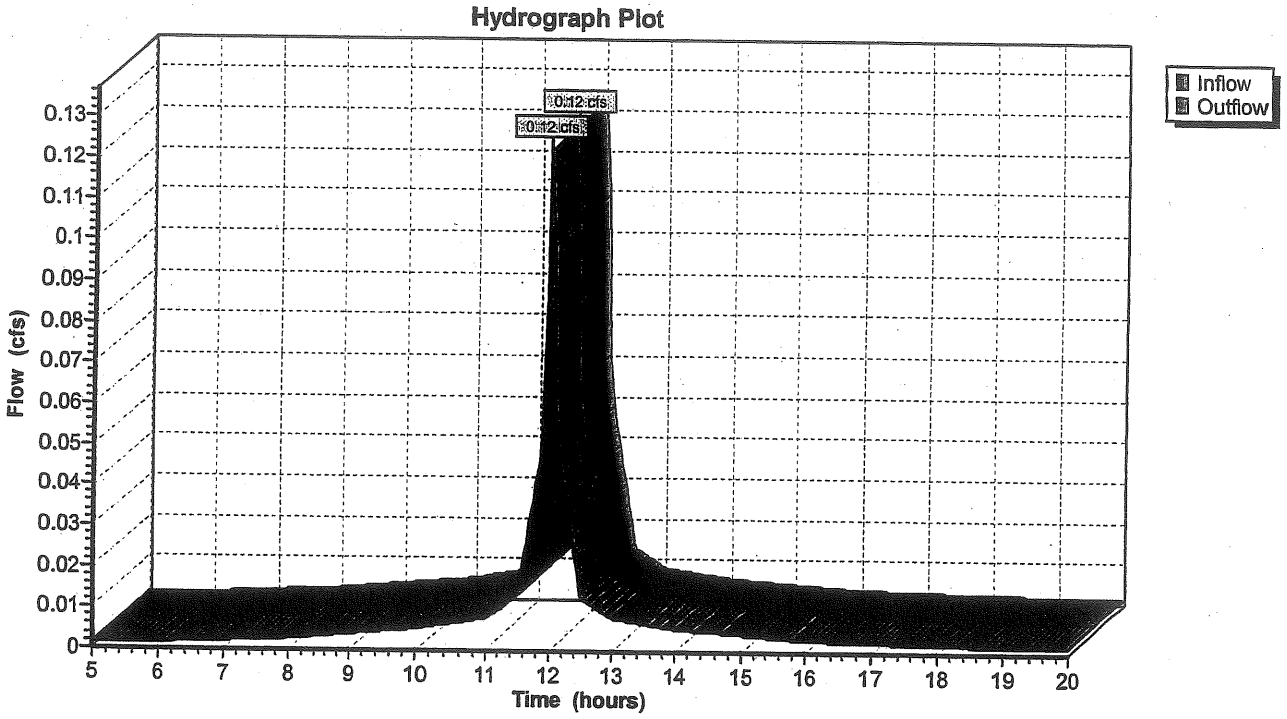


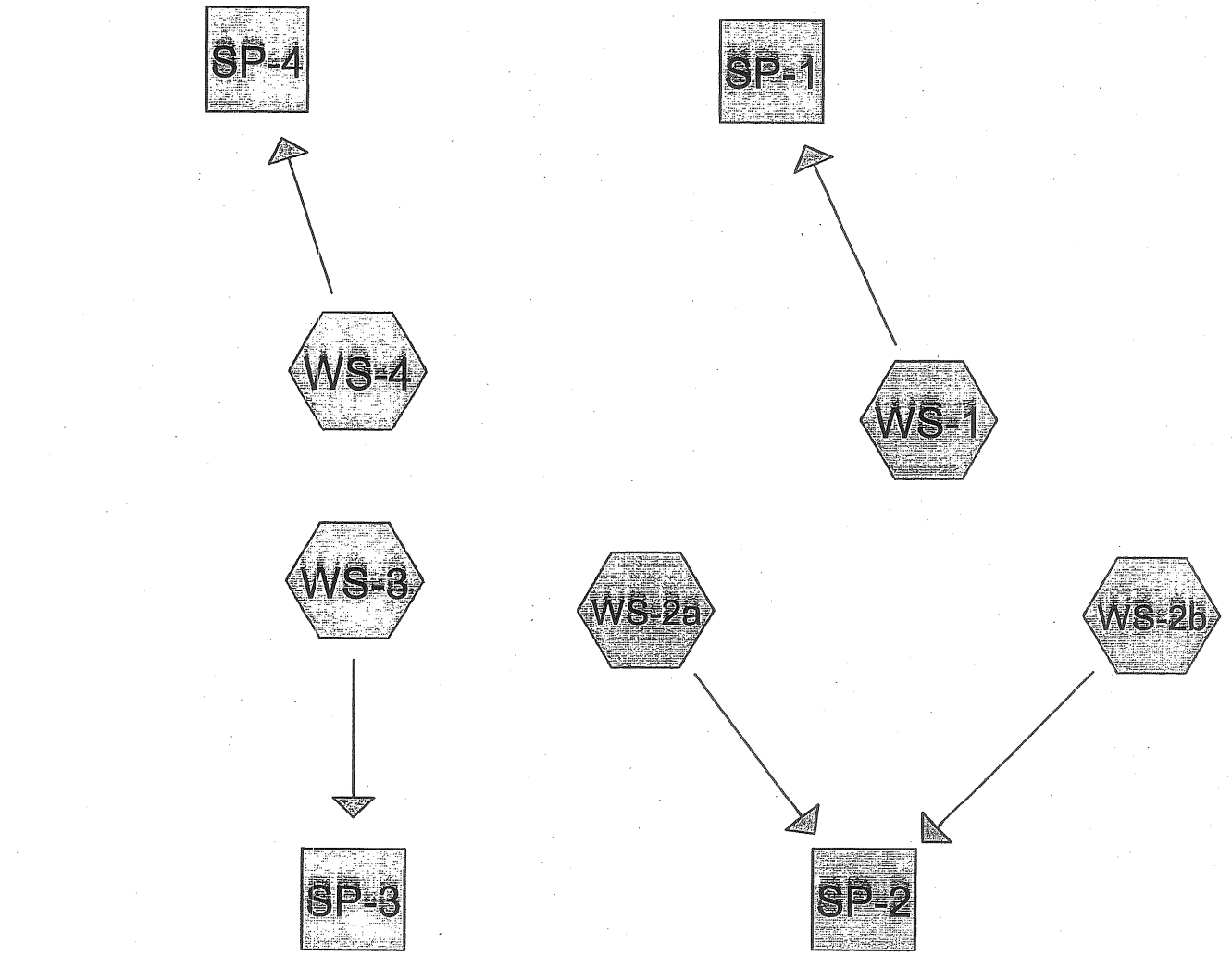
Reach SP-4: (new node)

Inflow = 0.12 cfs @ 12.01 hrs, Volume= 0.008 af
Outflow = 0.12 cfs @ 12.01 hrs, Volume= 0.008 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-4: (new node)





Subcat Reach Pond Link

Drainage Diagram for 01302 POST
Prepared by SEBAGO TECHNICS, INC. 7/18/2003
HydroCAD® 6.00 s/n 000643 © 1986-2001 Applied Microcomputer Systems

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Type III 24-hr Rainfall=3.00"
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment WS-1: (new node)
Tc=1.6 min CN=93 Area=10,370 sf Runoff= 0.66 cfs 0.042 af

Subcatchment WS-2a: (new node)
Tc=1.6 min CN=85 Area=1,798 sf Runoff= 0.08 cfs 0.005 af

Subcatchment WS-2b: (new node)
Tc=2.4 min CN=98 Area=909 sf Runoff= 0.07 cfs 0.005 af

Subcatchment WS-3: (new node)
Tc=1.2 min CN=92 Area=1,902 sf Runoff= 0.12 cfs 0.007 af

Subcatchment WS-4: (new node)
Tc=1.1 min CN=88 Area=1,014 sf Runoff= 0.05 cfs 0.003 af

Reach SP-1: (new node)
Inflow= 0.66 cfs 0.042 af
Outflow= 0.66 cfs 0.042 af

Reach SP-2: (new node)
Inflow= 0.15 cfs 0.010 af
Outflow= 0.15 cfs 0.010 af

Reach SP-3: (new node)
Inflow= 0.12 cfs 0.007 af
Outflow= 0.12 cfs 0.007 af

Reach SP-4: (new node)
Inflow= 0.05 cfs 0.003 af
Outflow= 0.05 cfs 0.003 af

Runoff Area = 0.367 ac Volume = 0.063 af Average Depth = 2.05"

Subcatchment WS-1: (new node)

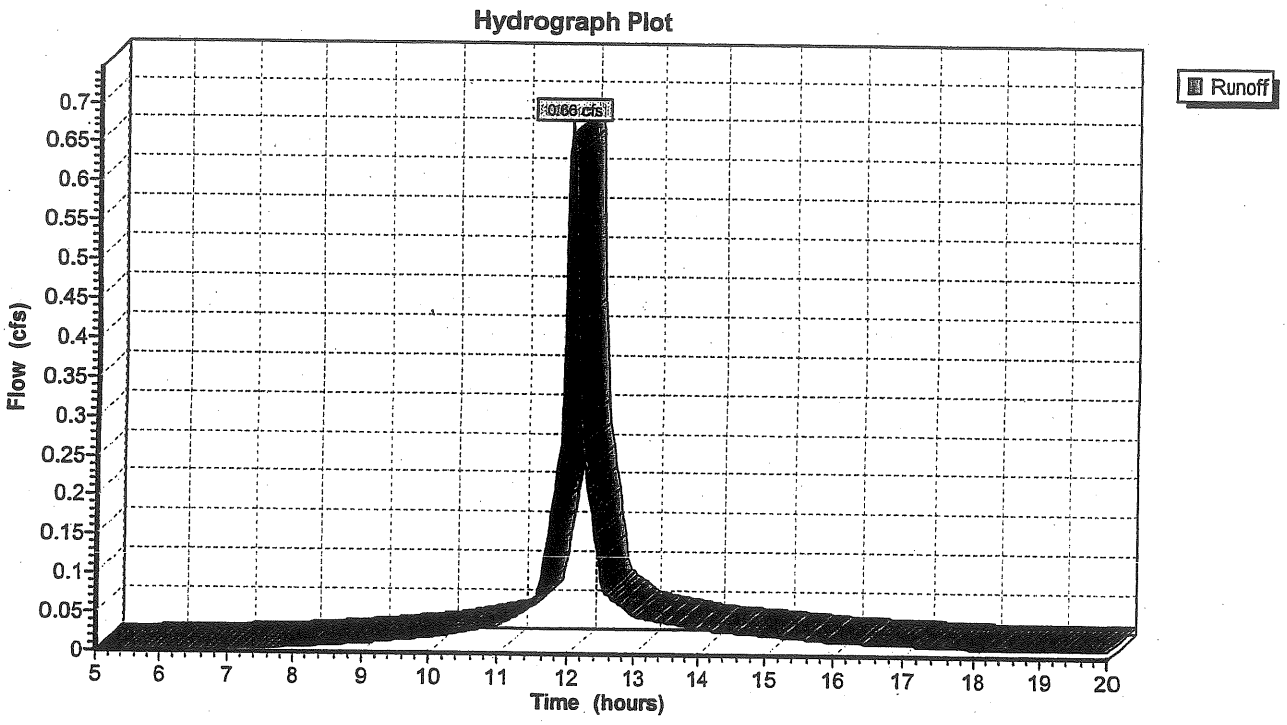
Runoff = 0.66 cfs @ 12.03 hrs, Volume= 0.042 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
8,835	98	Paved parking & roofs
1,535	61	>75% Grass cover, Good, HSG B
10,370	93	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.6	110	0.0140	1.2		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-1: (new node)



Subcatchment WS-2a: (new node)

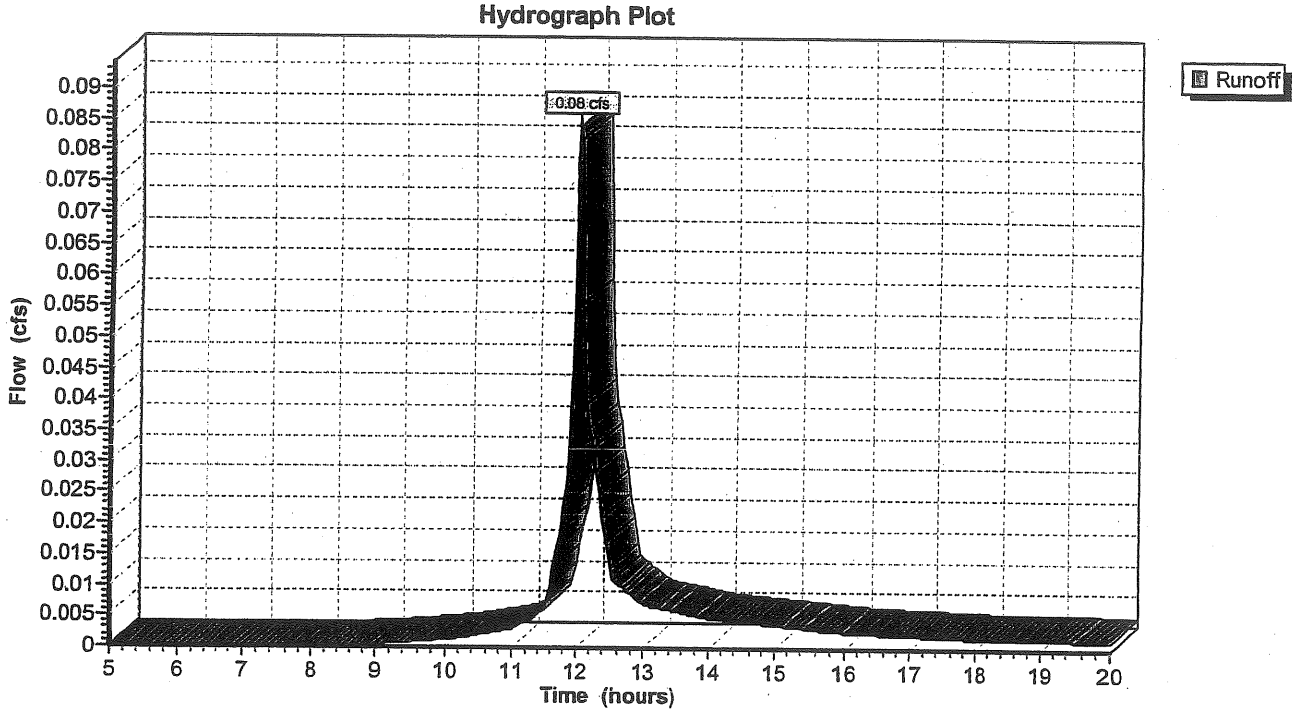
Runoff = 0.08 cfs @ 12.03 hrs, Volume= 0.005 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
1,154	98	Paved parking & roofs
644	61	>75% Grass cover, Good, HSG B
1,798	85	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	55	0.0075	0.8		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.5	55	0.0075	1.8		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.6	110	Total			

Subcatchment WS-2a: (new node)



Subcatchment WS-2b: (new node)

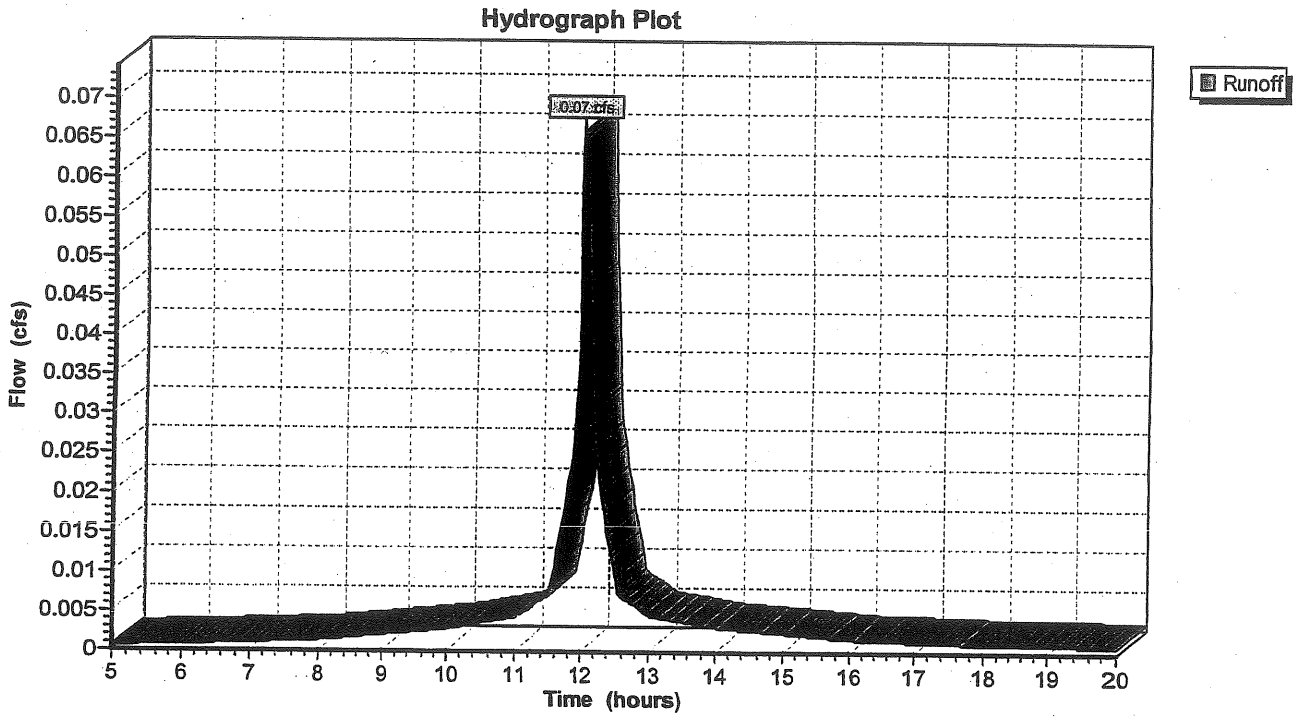
Runoff = 0.07 cfs @ 12.04 hrs, Volume= 0.005 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
909	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.1	60	0.0020	0.5		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.3	18	0.0020	0.9		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
2.4	78	Total			

Subcatchment WS-2b: (new node)



Subcatchment WS-3: (new node)

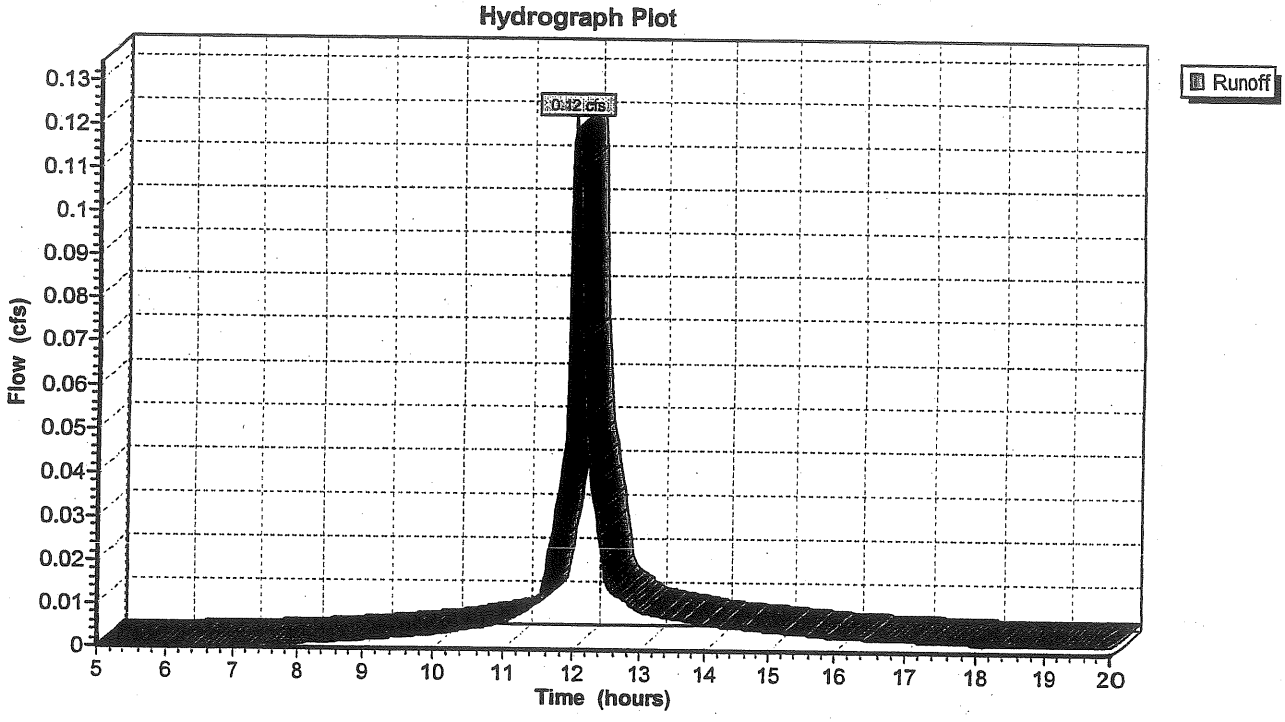
Runoff = 0.12 cfs @ 12.02 hrs, Volume= 0.007 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
1,587	98	Paved parking & roofs
315	61	>75% Grass cover, Good, HSG B
1,902	92	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	47	0.0050	0.7		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-3: (new node)



Subcatchment WS-4: (new node)

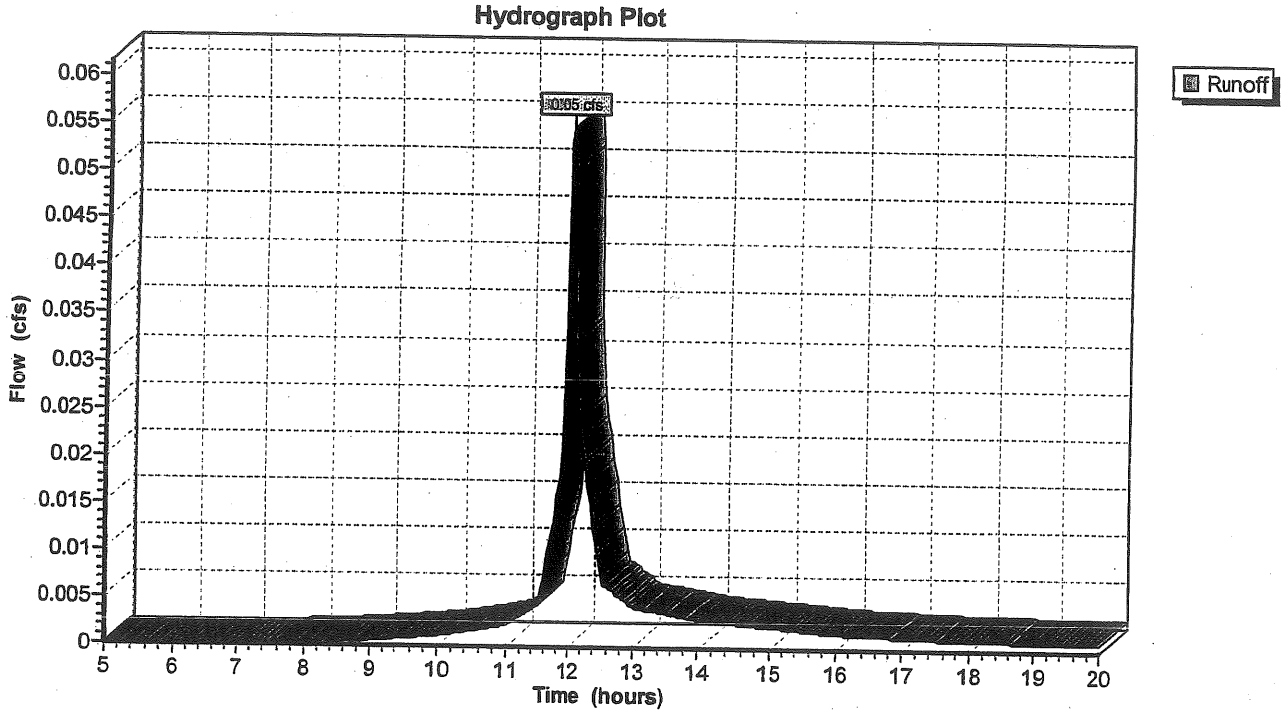
Runoff = 0.05 cfs @ 12.02 hrs, Volume= 0.003 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=3.00"

Area (sf)	CN	Description
731	98	Paved parking & roofs
283	61	>75% Grass cover, Good, HSG B
1,014	88	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.8	30	0.0050	0.6		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.2	15	0.0800	1.6		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.1	18	0.0330	3.7		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.1	63	Total			

Subcatchment WS-4: (new node)

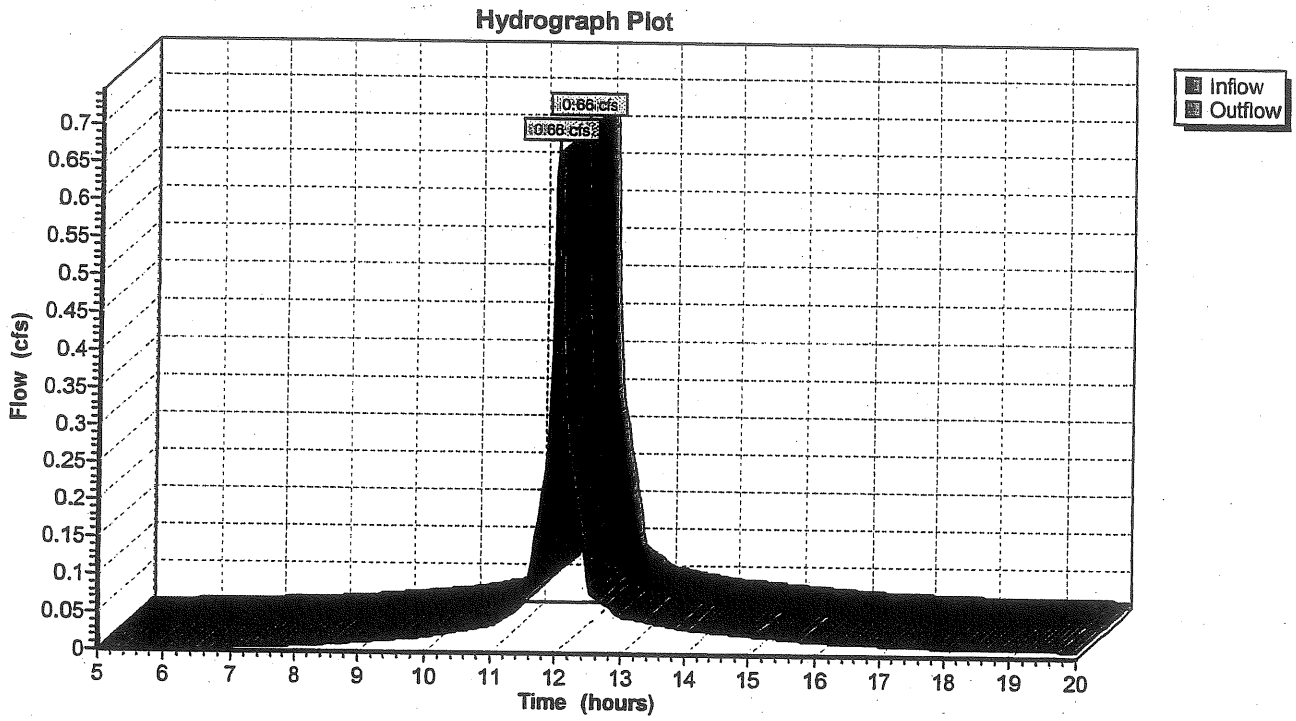


Reach SP-1: (new node)

Inflow = 0.66 cfs @ 12.03 hrs, Volume= 0.042 af
Outflow = 0.66 cfs @ 12.03 hrs, Volume= 0.042 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-1: (new node)

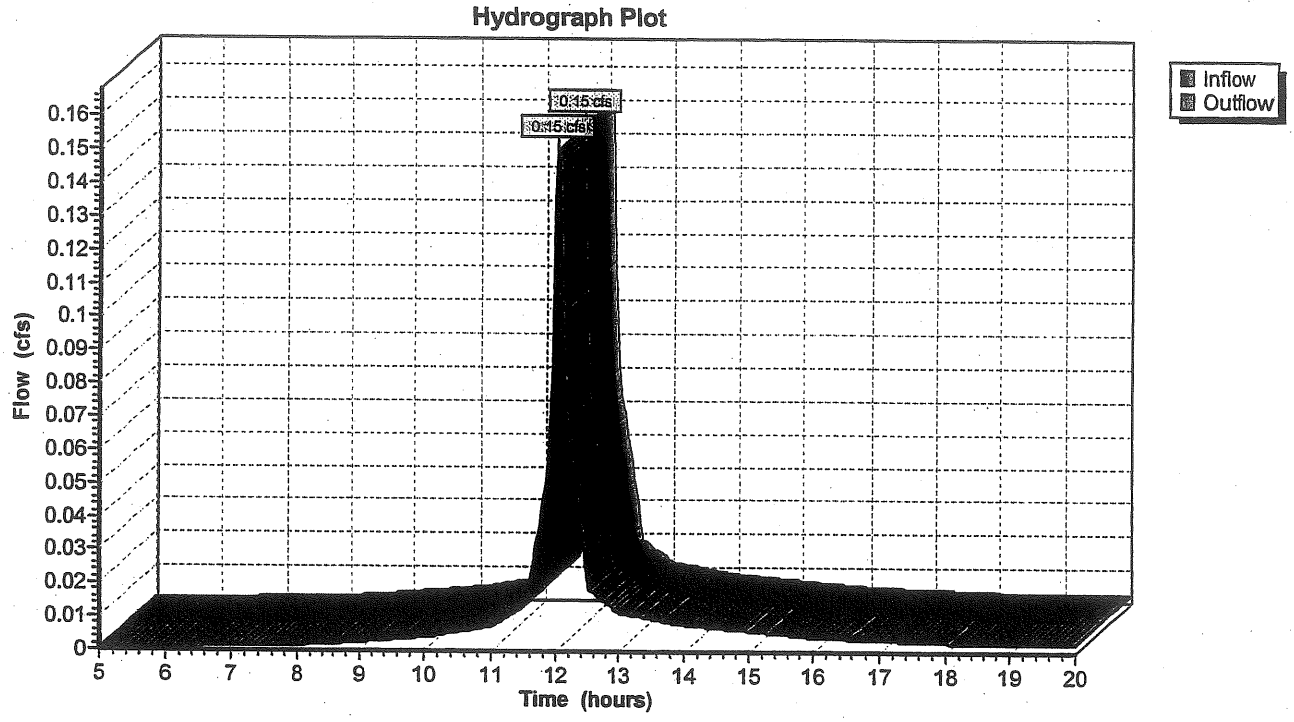


Reach SP-2: (new node)

Inflow = 0.15 cfs @ 12.03 hrs, Volume= 0.010 af
Outflow = 0.15 cfs @ 12.03 hrs, Volume= 0.010 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-2: (new node)

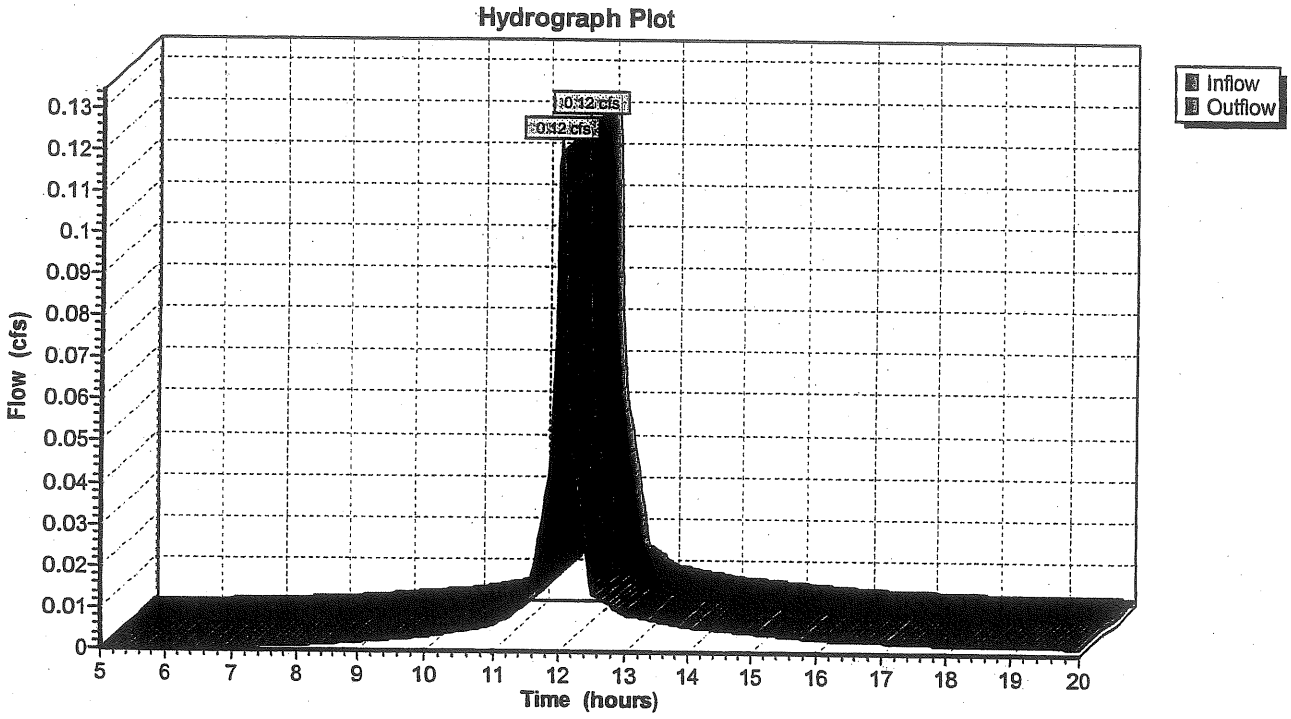


Reach SP-3: (new node)

Inflow = 0.12 cfs @ 12.02 hrs, Volume= 0.007 af
Outflow = 0.12 cfs @ 12.02 hrs, Volume= 0.007 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-3: (new node)

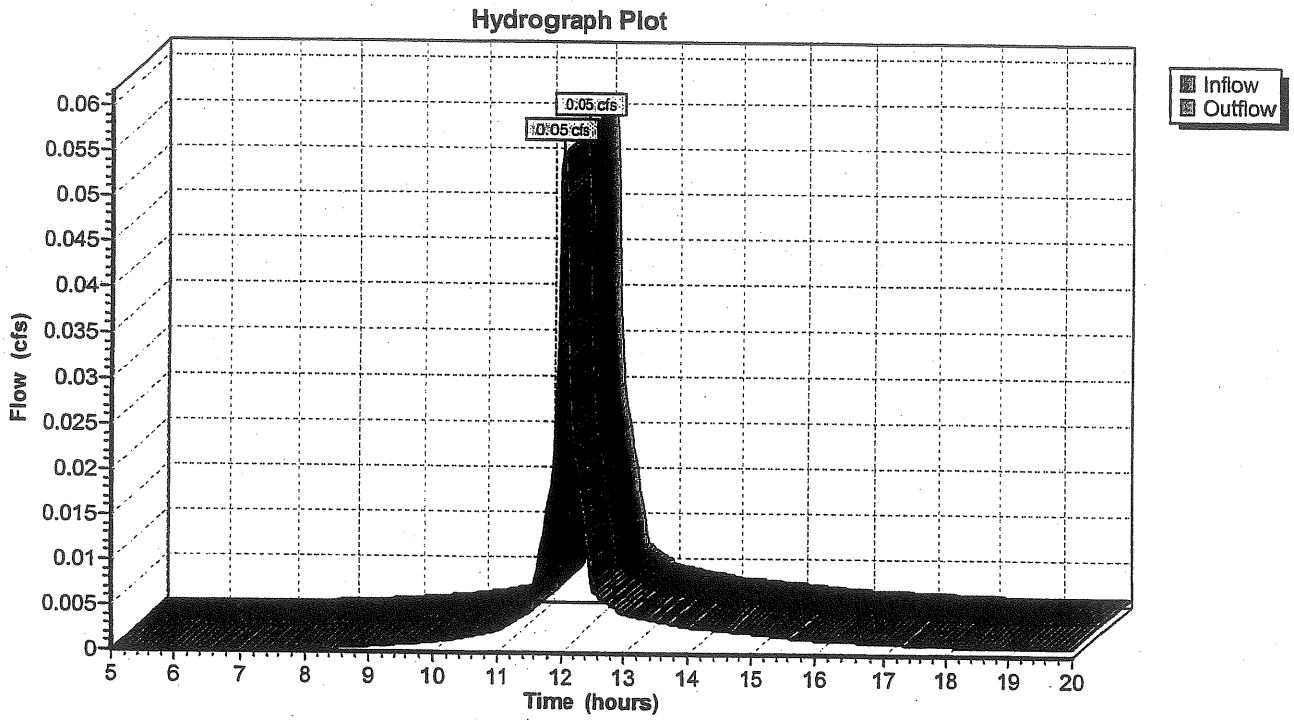


Reach SP-4: (new node)

Inflow = 0.05 cfs @ 12.02 hrs, Volume= 0.003 af
Outflow = 0.05 cfs @ 12.02 hrs, Volume= 0.003 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-4: (new node)



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Type III 24-hr Rainfall=4.70"
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment WS-1: (new node)
Tc=1.6 min CN=93 Area=10,370 sf Runoff= 1.12 cfs 0.073 af

Subcatchment WS-2a: (new node)
Tc=1.6 min CN=85 Area=1,798 sf Runoff= 0.16 cfs 0.010 af

Subcatchment WS-2b: (new node)
Tc=2.4 min CN=98 Area=909 sf Runoff= 0.10 cfs 0.007 af

Subcatchment WS-3: (new node)
Tc=1.2 min CN=92 Area=1,902 sf Runoff= 0.20 cfs 0.013 af

Subcatchment WS-4: (new node)
Tc=1.1 min CN=88 Area=1,014 sf Runoff= 0.10 cfs 0.006 af

Reach SP-1: (new node)
Inflow= 1.12 cfs 0.073 af
Outflow= 1.12 cfs 0.073 af

Reach SP-2: (new node)
Inflow= 0.27 cfs 0.017 af
Outflow= 0.27 cfs 0.017 af

Reach SP-3: (new node)
Inflow= 0.20 cfs 0.013 af
Outflow= 0.20 cfs 0.013 af

Reach SP-4: (new node)
Inflow= 0.10 cfs 0.006 af
Outflow= 0.10 cfs 0.006 af

Runoff Area = 0.367 ac Volume = 0.110 af Average Depth = 3.59"

Subcatchment WS-1: (new node)

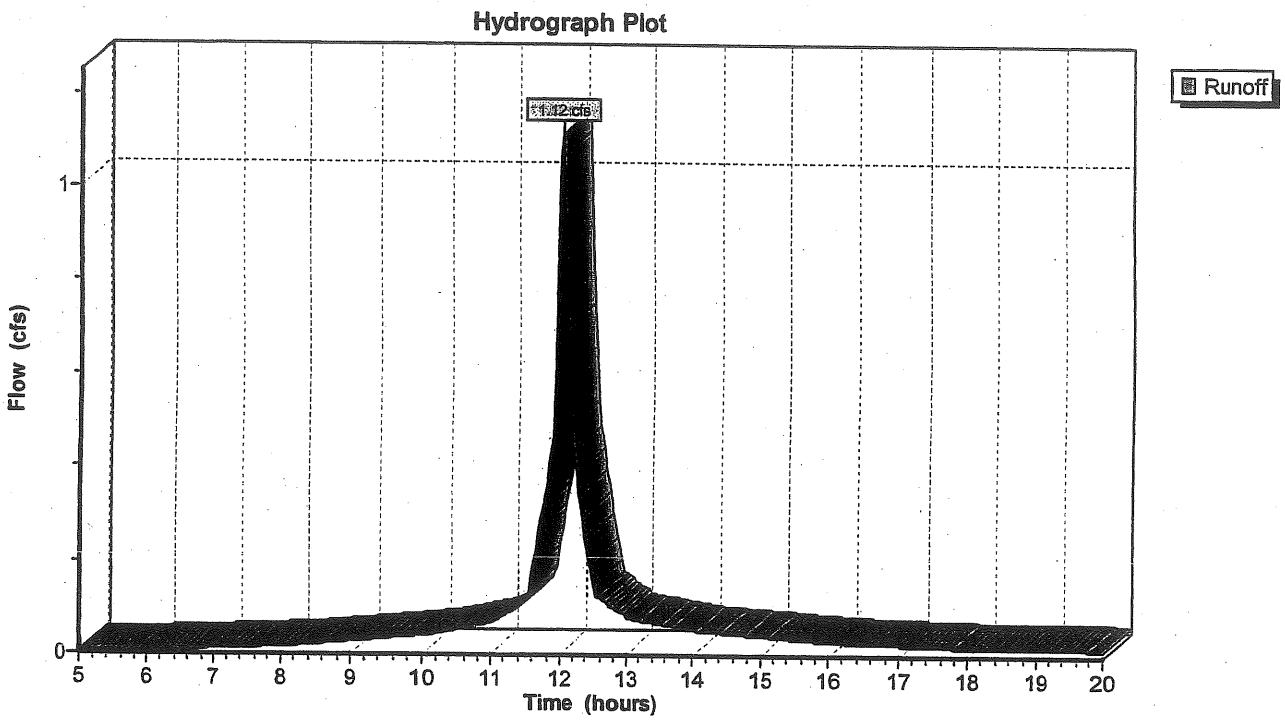
Runoff = 1.12 cfs @ 12.03 hrs, Volume= 0.073 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
8,835	98	Paved parking & roofs
1,535	61	>75% Grass cover, Good, HSG B
10,370	93	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.6	110	0.0140	1.2		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-1: (new node)



Subcatchment WS-2a: (new node)

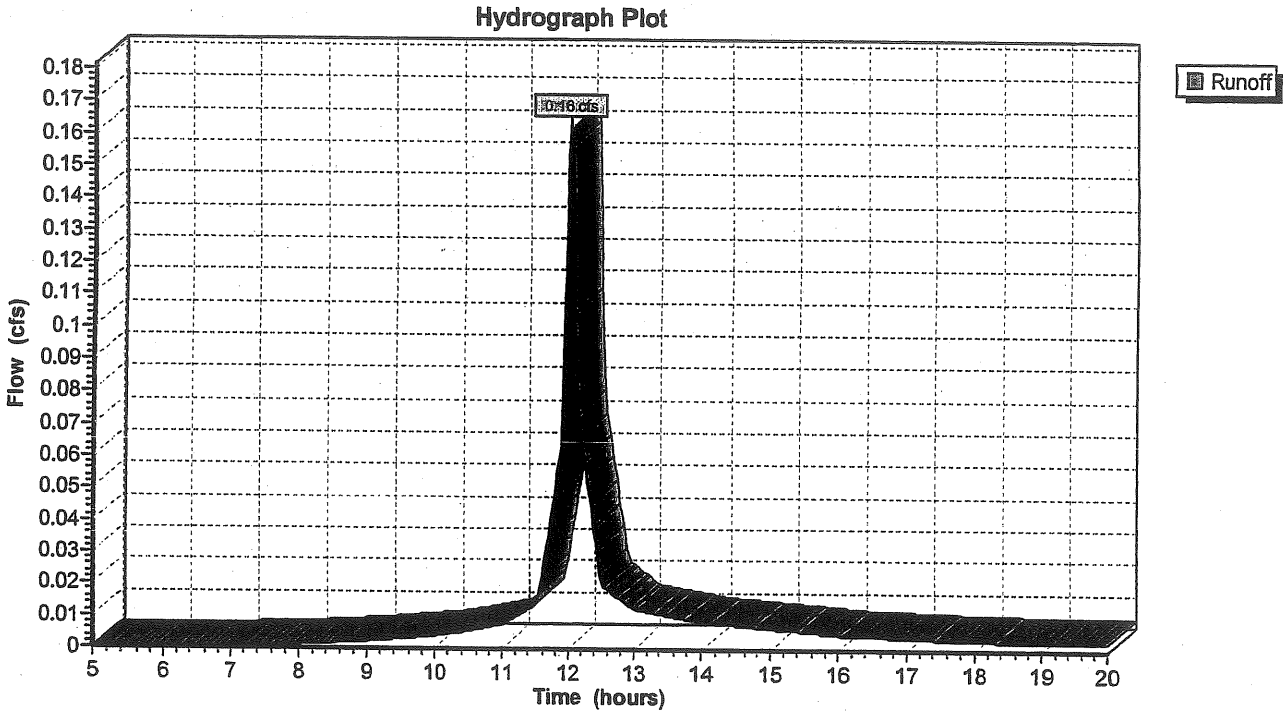
Runoff = 0.16 cfs @ 12.03 hrs, Volume= 0.010 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
1,154	98	Paved parking & roofs
644	61	>75% Grass cover, Good, HSG B
1,798	85	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	55	0.0075	0.8		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.5	55	0.0075	1.8		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.6	110	Total			

Subcatchment WS-2a: (new node)



Subcatchment WS-2b: (new node)

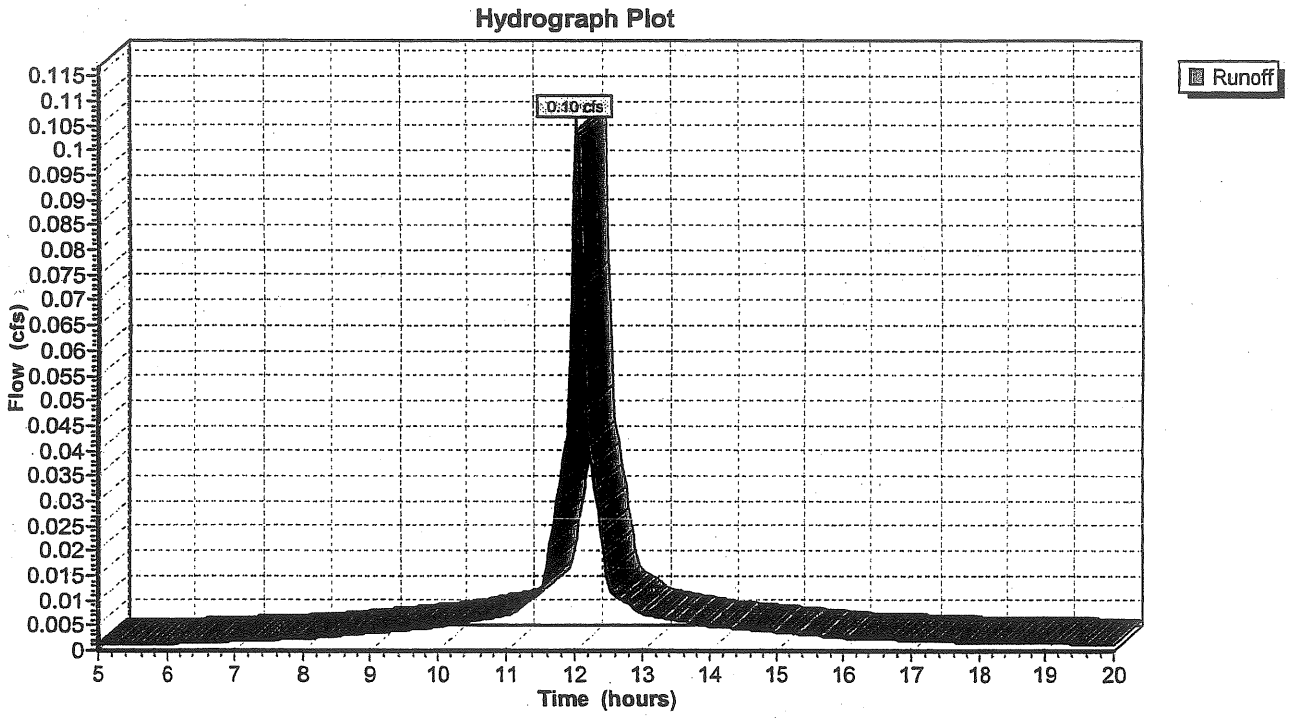
Runoff = 0.10 cfs @ 12.04 hrs, Volume= 0.007 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
909	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.1	60	0.0020	0.5		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.3	18	0.0020	0.9		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
2.4	78	Total			

Subcatchment WS-2b: (new node)



Subcatchment WS-3: (new node)

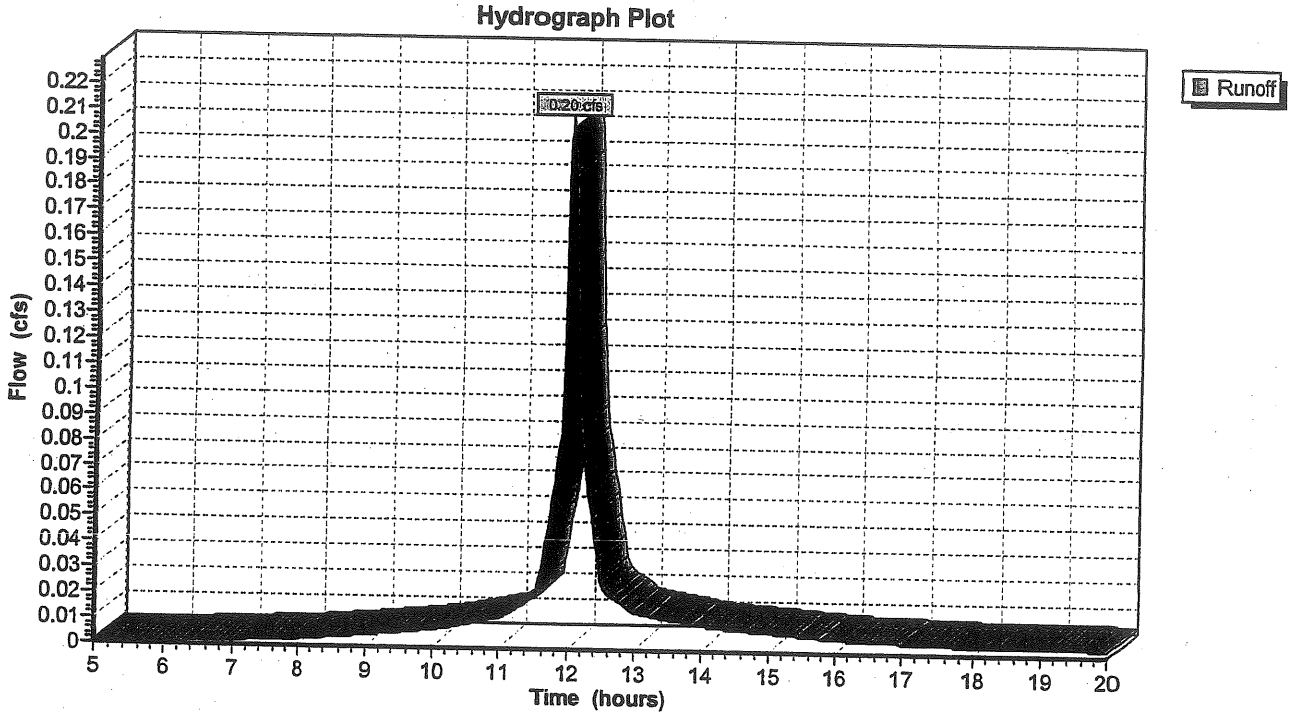
Runoff = 0.20 cfs @ 12.02 hrs, Volume= 0.013 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
1,587	98	Paved parking & roofs
315	61	>75% Grass cover, Good, HSG B
1,902	92	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	47	0.0050	0.7		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-3: (new node)



Subcatchment WS-4: (new node)

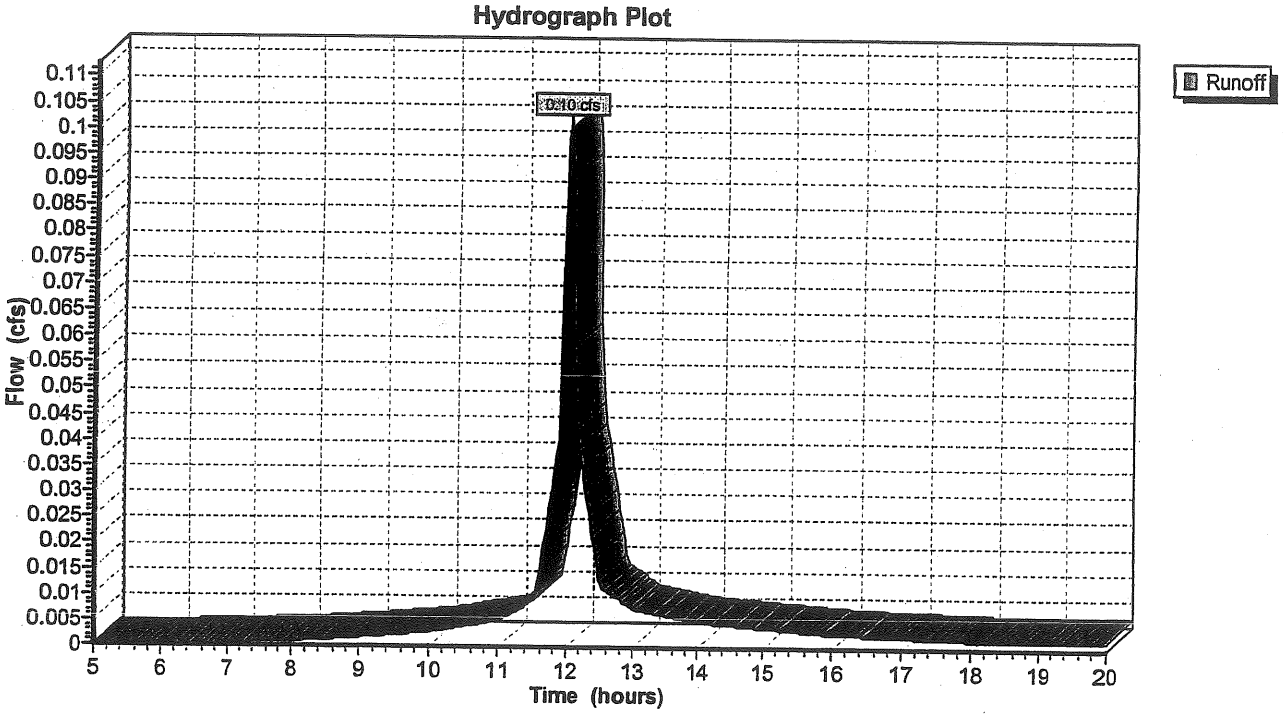
Runoff = 0.10 cfs @ 12.02 hrs, Volume= 0.006 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=4.70"

Area (sf)	CN	Description
731	98	Paved parking & roofs
283	61	>75% Grass cover, Good, HSG B
1,014	88	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.8	30	0.0050	0.6		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.2	15	0.0800	1.6		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.1	18	0.0330	3.7		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.1	63	Total			

Subcatchment WS-4: (new node)

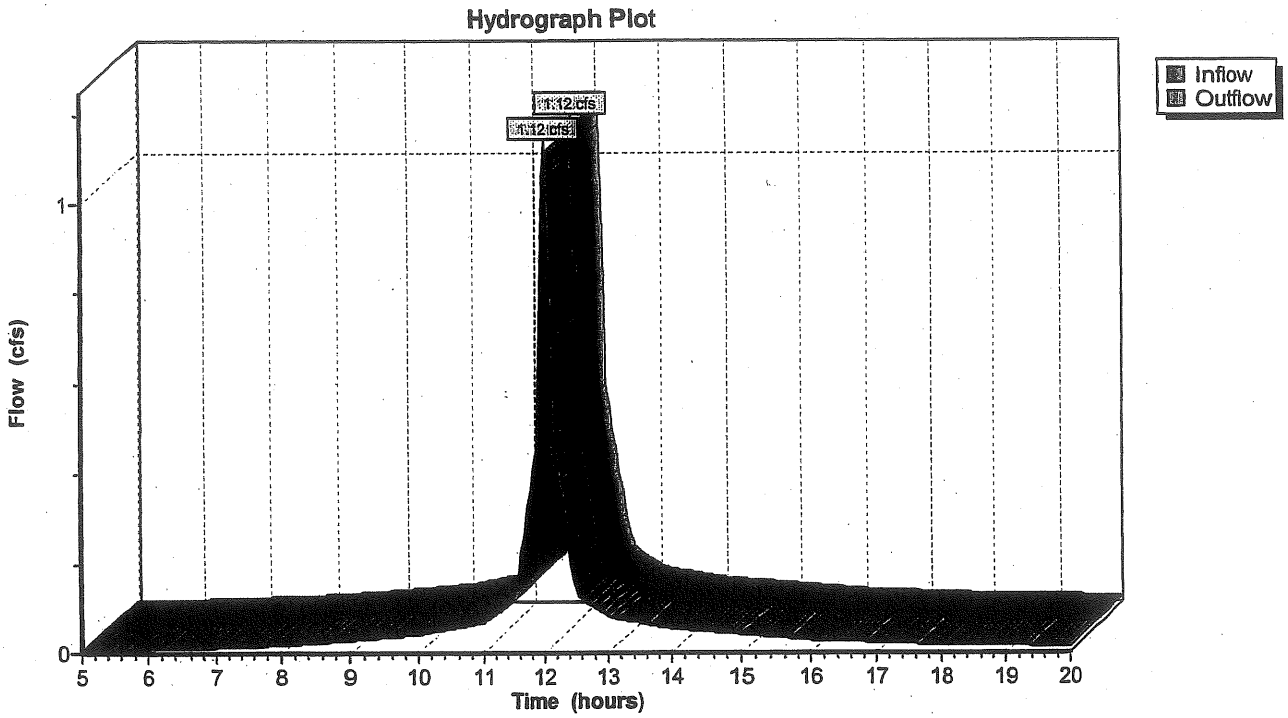


Reach SP-1: (new node)

Inflow = 1.12 cfs @ 12.03 hrs, Volume= 0.073 af
Outflow = 1.12 cfs @ 12.03 hrs, Volume= 0.073 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-1: (new node)

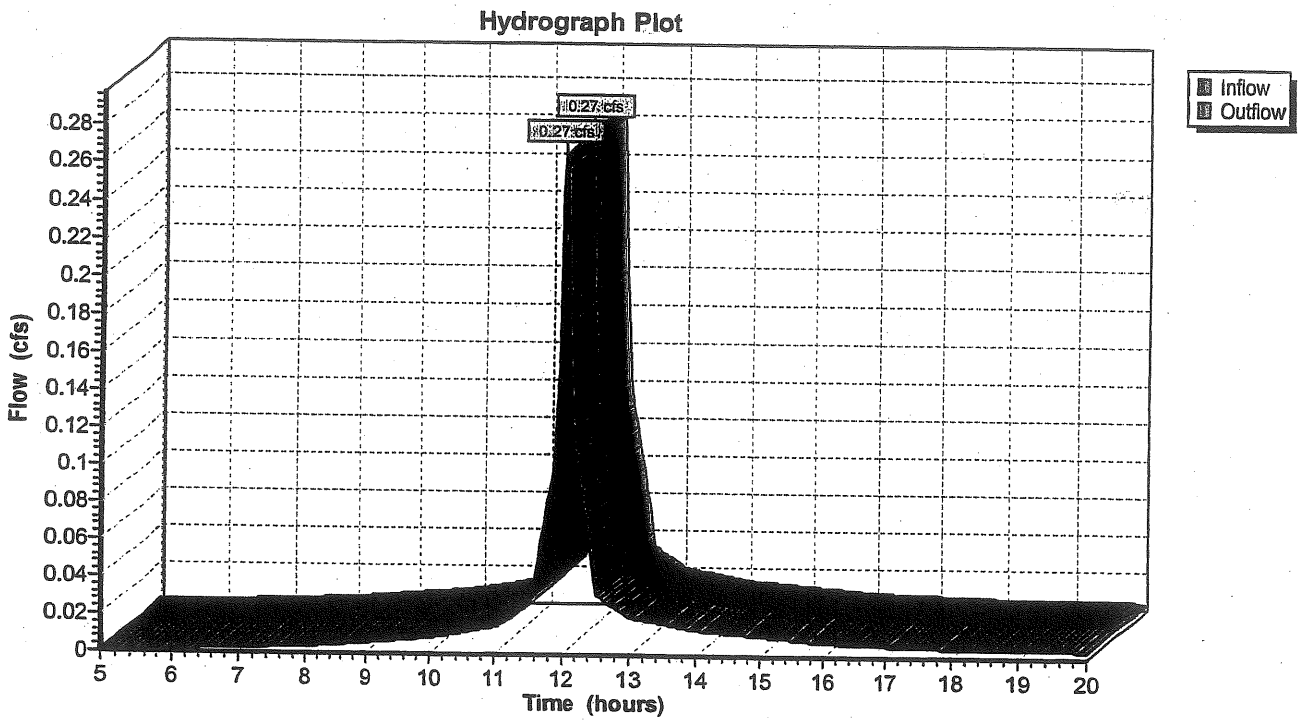


Reach SP-2: (new node)

Inflow	=	0.27 cfs @	12.03 hrs, Volume=	0.017 af
Outflow	=	0.27 cfs @	12.03 hrs, Volume=	0.017 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-2: (new node)

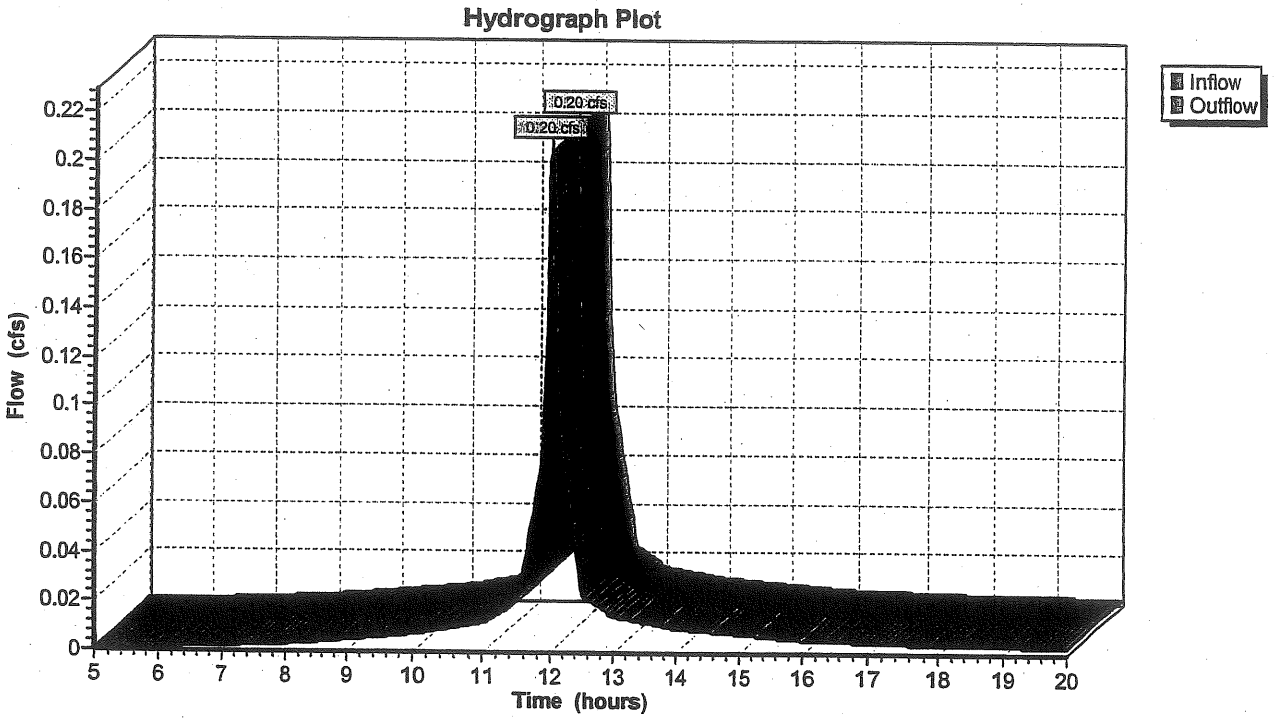


Reach SP-3: (new node)

Inflow = 0.20 cfs @ 12.02 hrs, Volume= 0.013 af
Outflow = 0.20 cfs @ 12.02 hrs, Volume= 0.013 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-3: (new node)

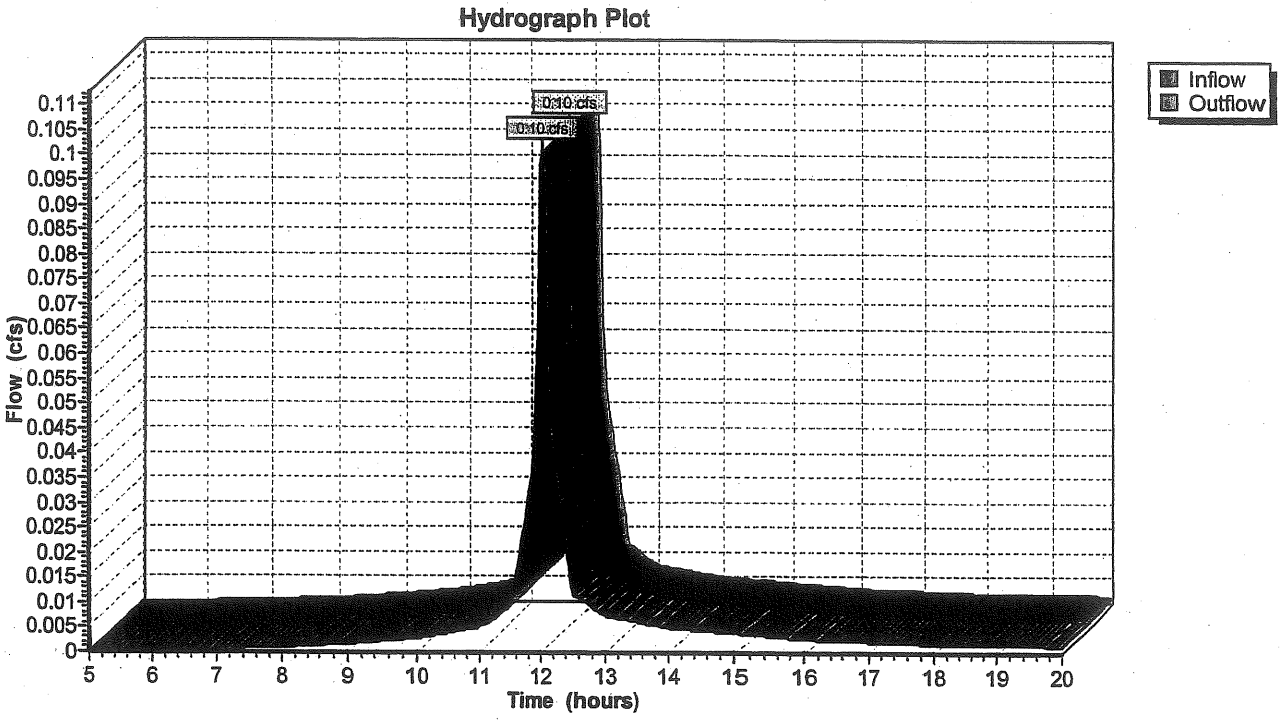


Reach SP-4: (new node)

Inflow = 0.10 cfs @ 12.02 hrs, Volume= 0.006 af
Outflow = 0.10 cfs @ 12.02 hrs, Volume= 0.006 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-4: (new node)



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Type III 24-hr Rainfall=5.50"
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment WS-1: (new node)
Tc=1.6 min CN=93 Area=10,370 sf Runoff= 1.33 cfs 0.088 af

Subcatchment WS-2a: (new node)
Tc=1.6 min CN=85 Area=1,798 sf Runoff= 0.20 cfs 0.012 af

Subcatchment WS-2b: (new node)
Tc=2.4 min CN=98 Area=909 sf Runoff= 0.12 cfs 0.008 af

Subcatchment WS-3: (new node)
Tc=1.2 min CN=92 Area=1,902 sf Runoff= 0.24 cfs 0.016 af

Subcatchment WS-4: (new node)
Tc=1.1 min CN=88 Area=1,014 sf Runoff= 0.12 cfs 0.008 af

Reach SP-1: (new node)
Inflow= 1.33 cfs 0.088 af
Outflow= 1.33 cfs 0.088 af

Reach SP-2: (new node)
Inflow= 0.32 cfs 0.021 af
Outflow= 0.32 cfs 0.021 af

Reach SP-3: (new node)
Inflow= 0.24 cfs 0.016 af
Outflow= 0.24 cfs 0.016 af

Reach SP-4: (new node)
Inflow= 0.12 cfs 0.008 af
Outflow= 0.12 cfs 0.008 af

Runoff Area = 0.367 ac Volume = 0.132 af Average Depth = 4.32"

Subcatchment WS-1: (new node)

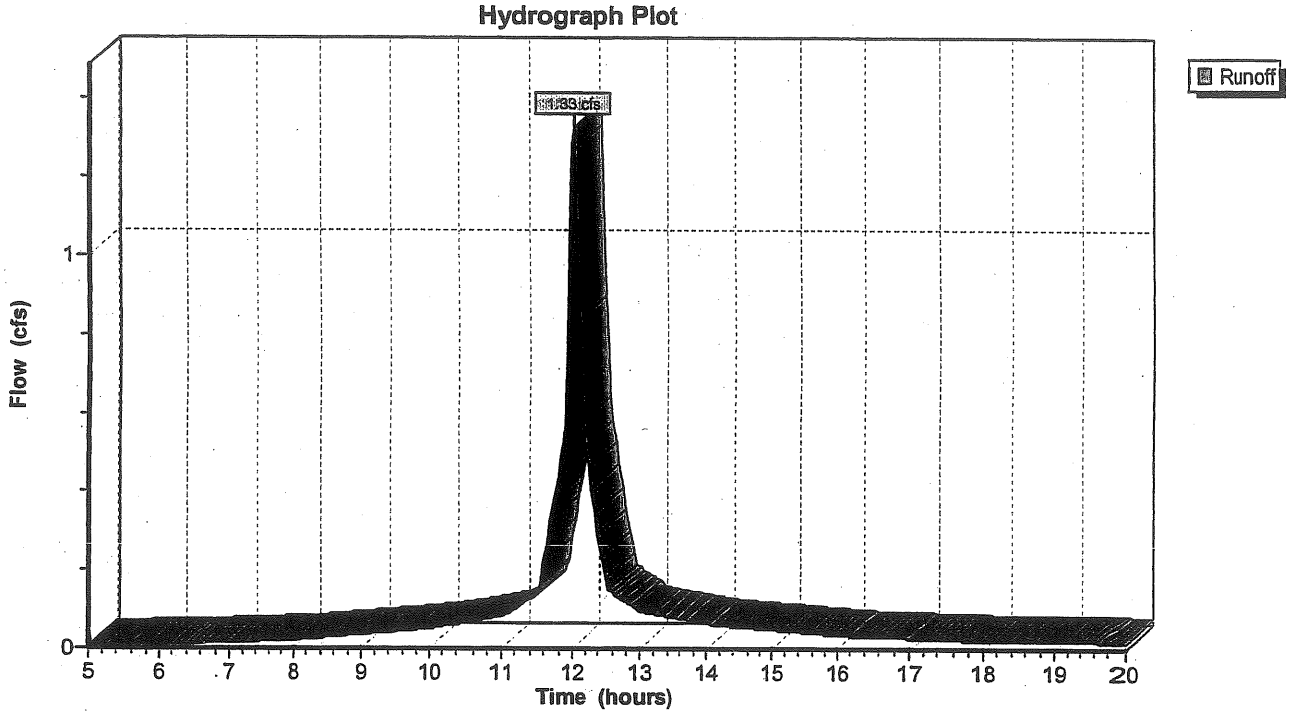
Runoff = 1.33 cfs @ 12.02 hrs, Volume= 0.088 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
8,835	98	Paved parking & roofs
1,535	61	>75% Grass cover, Good, HSG B
10,370	93	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.6	110	0.0140	1.2		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-1: (new node)



Subcatchment WS-2a: (new node)

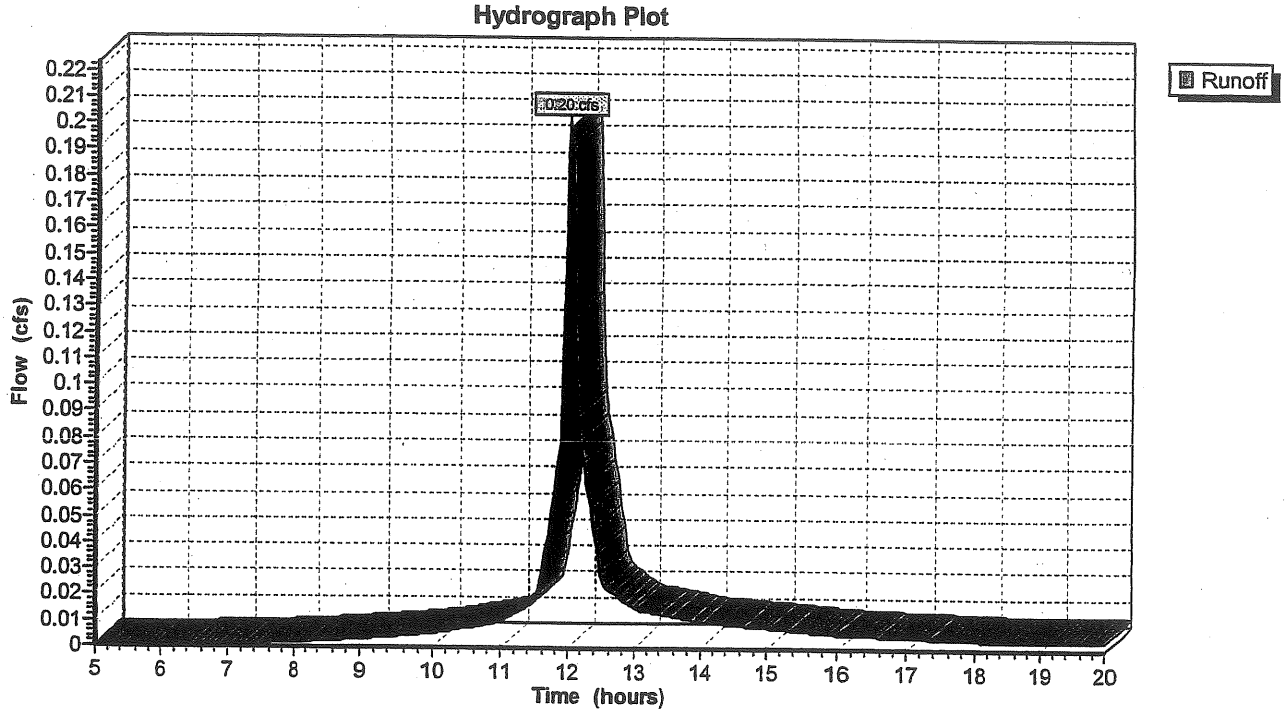
Runoff = 0.20 cfs @ 12.03 hrs, Volume= 0.012 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
1,154	98	Paved parking & roofs
644	61	>75% Grass cover, Good, HSG B
1,798	85	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	55	0.0075	0.8		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.5	55	0.0075	1.8		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.6	110	Total			

Subcatchment WS-2a: (new node)



Subcatchment WS-2b: (new node)

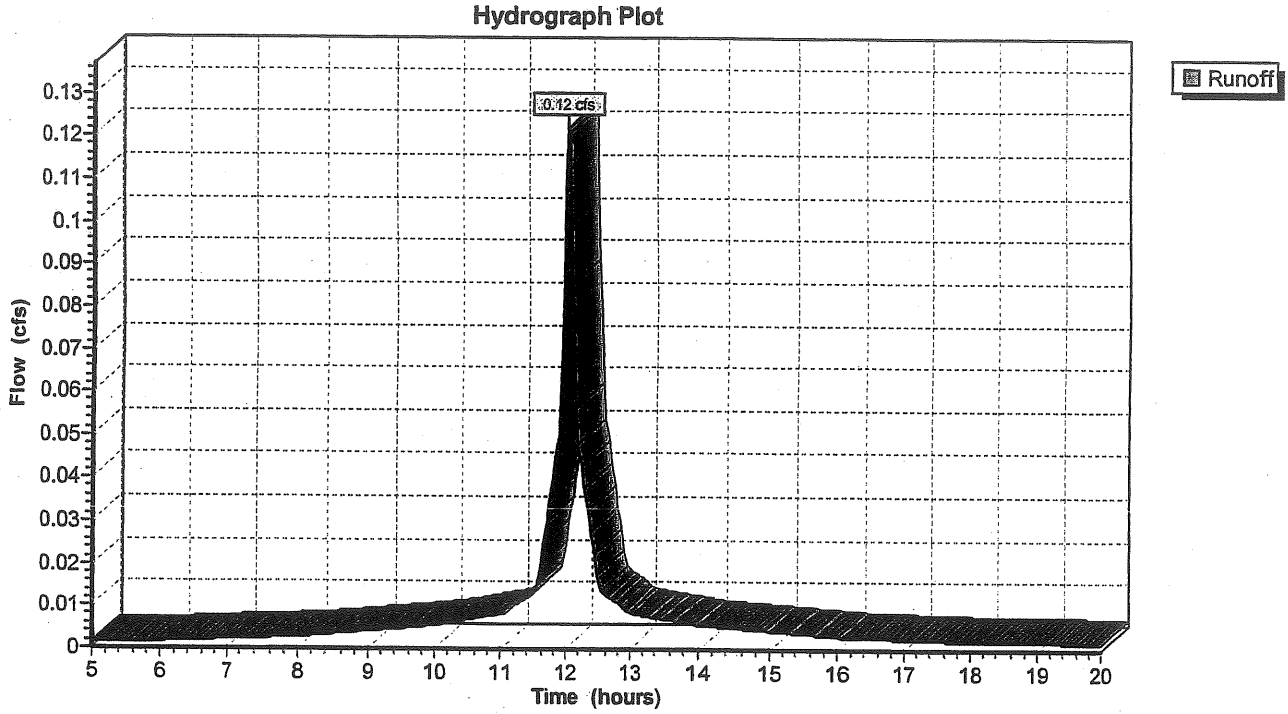
Runoff = 0.12 cfs @ 12.04 hrs, Volume= 0.008 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
909	98	Paved parking & roofs

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.1	60	0.0020	0.5		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.3	18	0.0020	0.9		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
2.4	78	Total			

Subcatchment WS-2b: (new node)



Subcatchment WS-3: (new node)

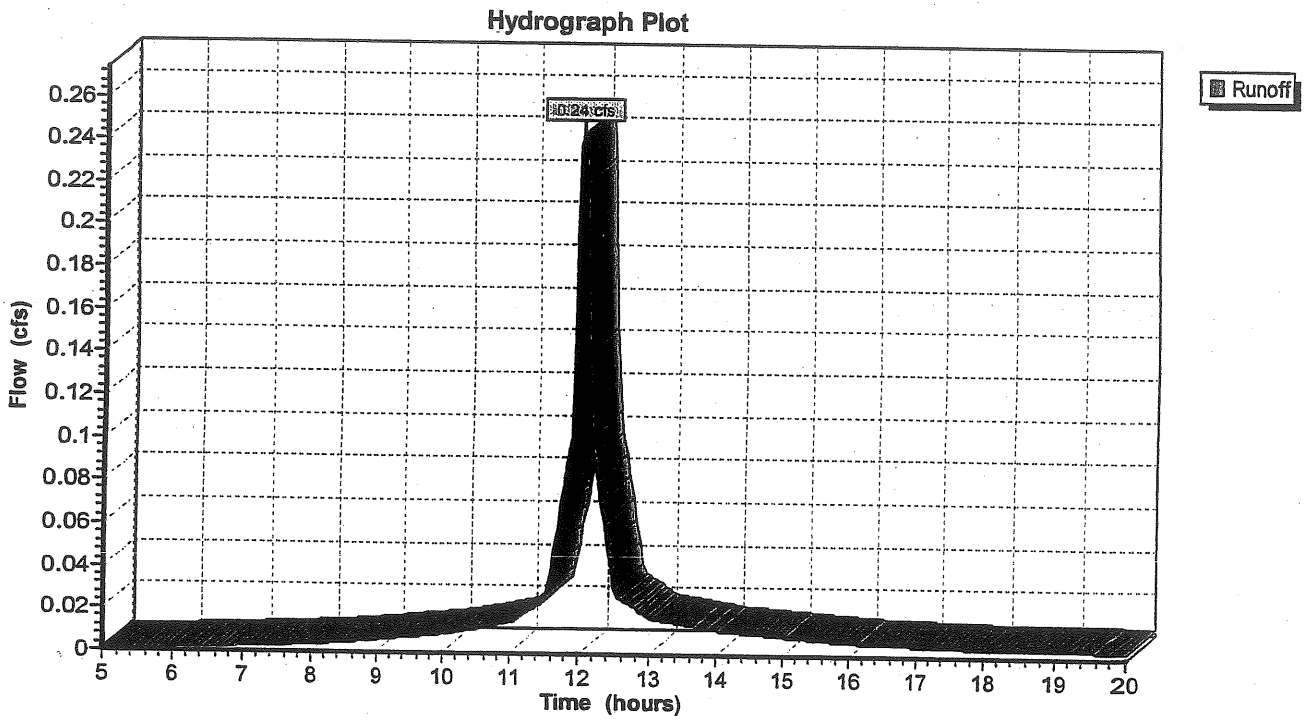
Runoff = 0.24 cfs @ 12.02 hrs, Volume= 0.016 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
1,587	98	Paved parking & roofs
315	61	>75% Grass cover, Good, HSG B
1,902	92	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	47	0.0050	0.7		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"

Subcatchment WS-3: (new node)



Subcatchment WS-4: (new node)

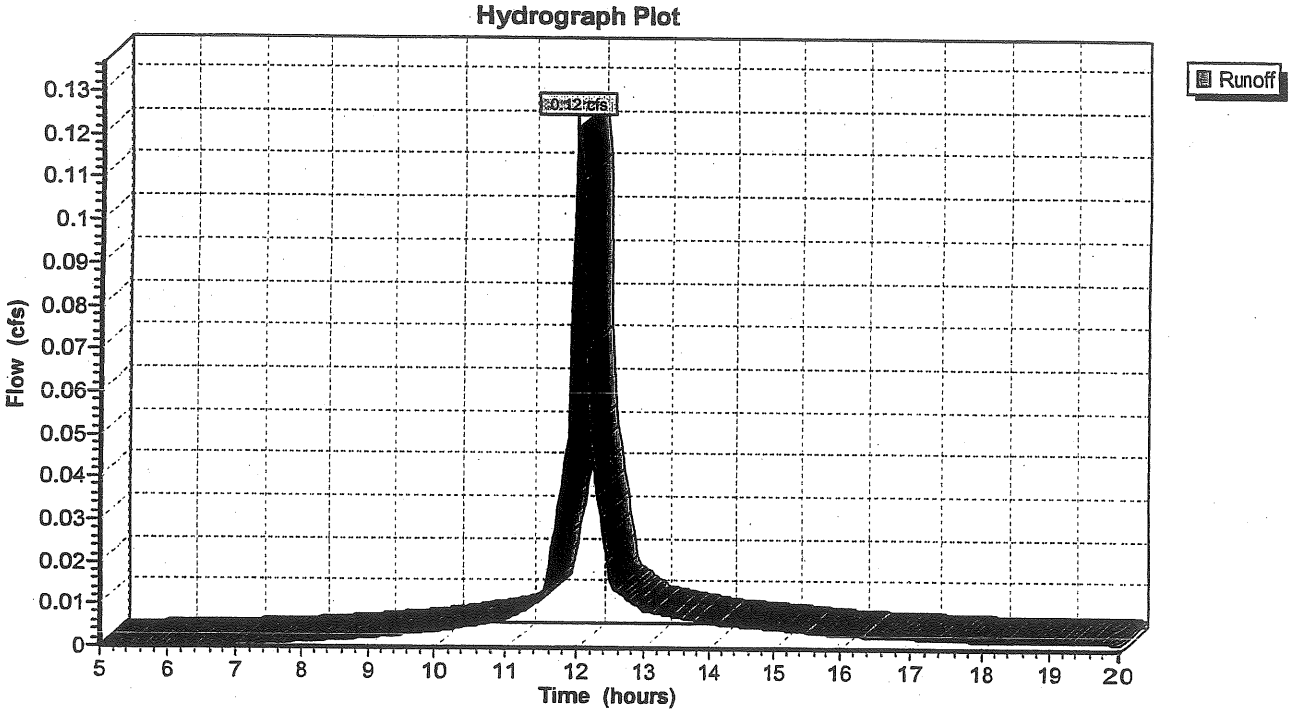
Runoff = 0.12 cfs @ 12.02 hrs, Volume= 0.008 af

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr Rainfall=5.50"

Area (sf)	CN	Description
731	98	Paved parking & roofs
283	61	>75% Grass cover, Good, HSG B
1,014	88	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.8	30	0.0050	0.6		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.2	15	0.0800	1.6		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.1	18	0.0330	3.7		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
1.1	63	Total			

Subcatchment WS-4: (new node)

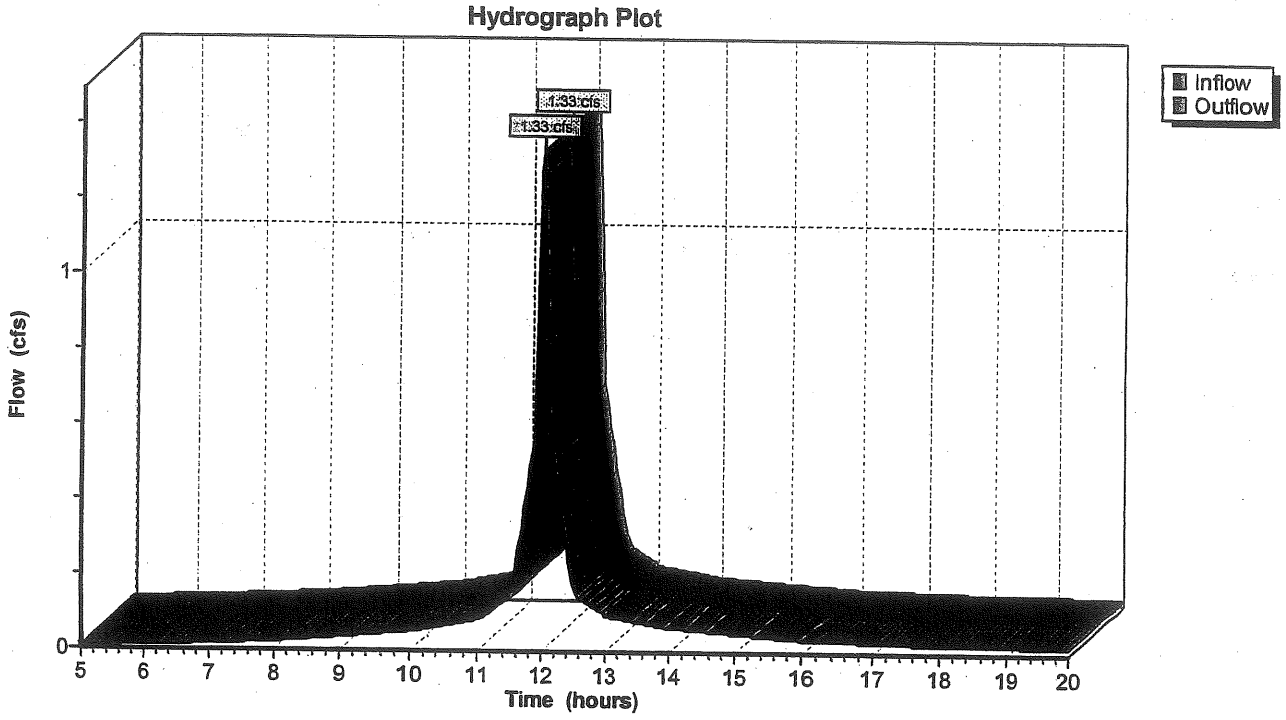


Reach SP-1: (new node)

Inflow	=	1.33 cfs @	12.02 hrs, Volume=	0.088 af
Outflow	=	1.33 cfs @	12.02 hrs, Volume=	0.088 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-1: (new node)

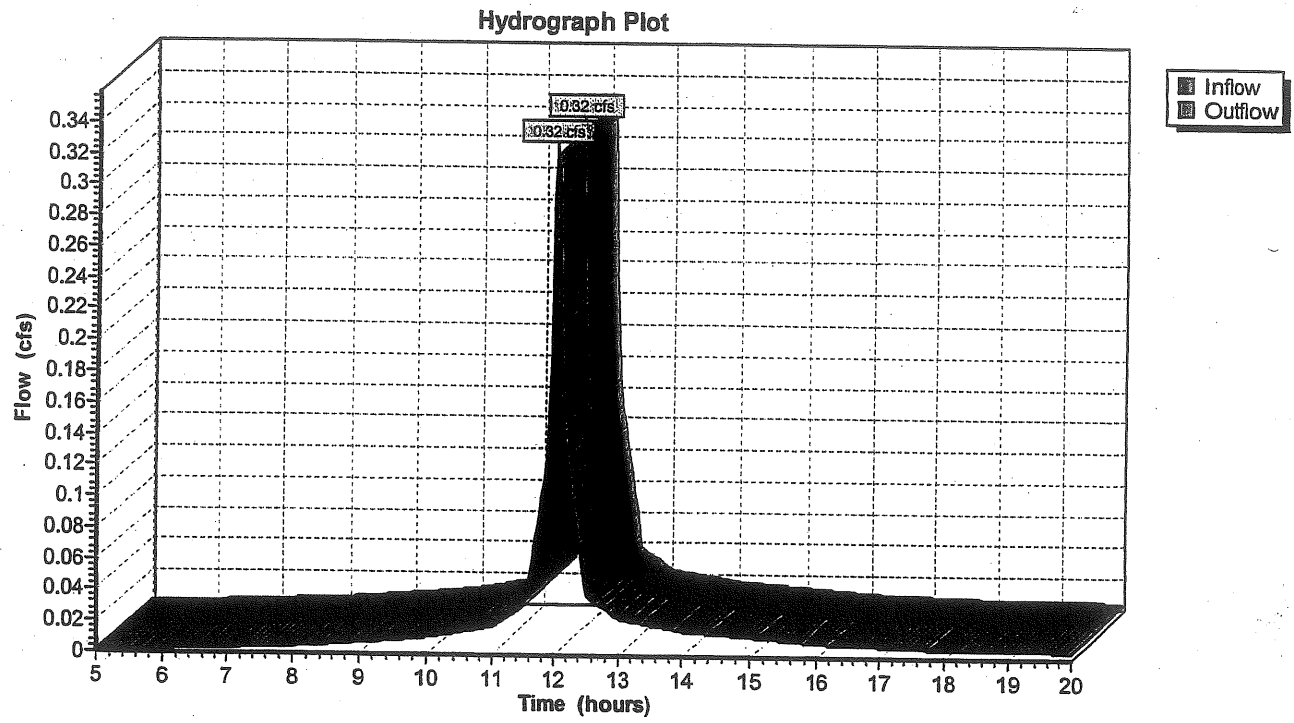


Reach SP-2: (new node)

Inflow	=	0.32 cfs @	12.03 hrs, Volume=	0.021 af
Outflow	=	0.32 cfs @	12.03 hrs, Volume=	0.021 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-2: (new node)

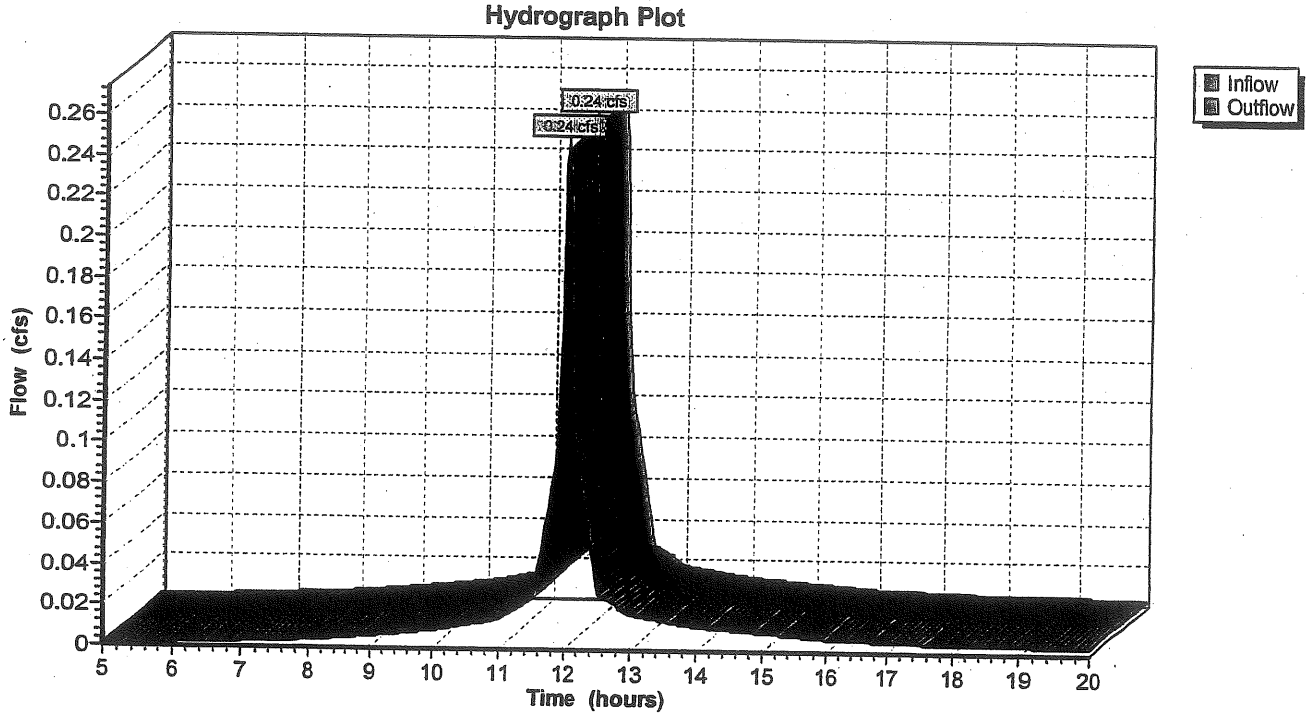


Reach SP-3: (new node)

Inflow	=	0.24 cfs @ 12.02 hrs, Volume=	0.016 af
Outflow	=	0.24 cfs @ 12.02 hrs, Volume=	0.016 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-3: (new node)



Reach SP-4: (new node)

Inflow = 0.12 cfs @ 12.02 hrs, Volume= 0.008 af
Outflow = 0.12 cfs @ 12.02 hrs, Volume= 0.008 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach SP-4: (new node)

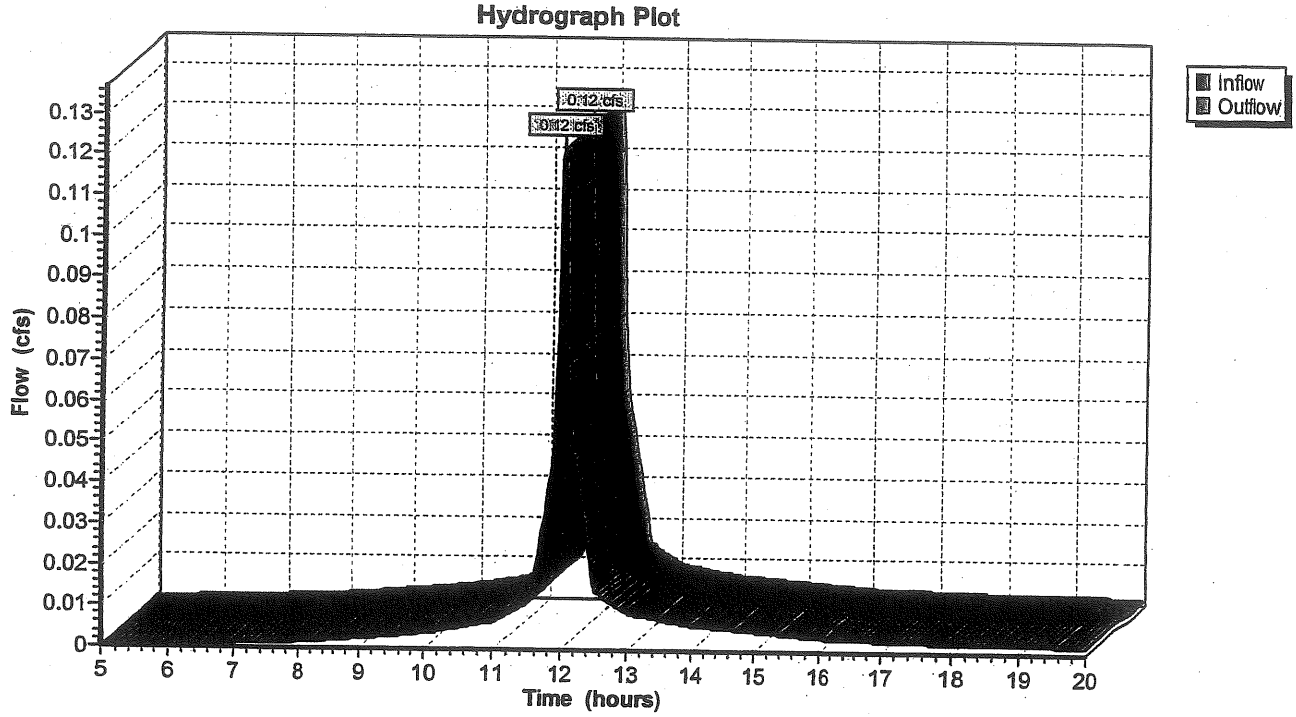


Exhibit 7

Construction Plan (see Sheet 3 of 3)

Exhibit 8

Regulatory Approvals

Exhibit 8

REGULATORY APPROVALS

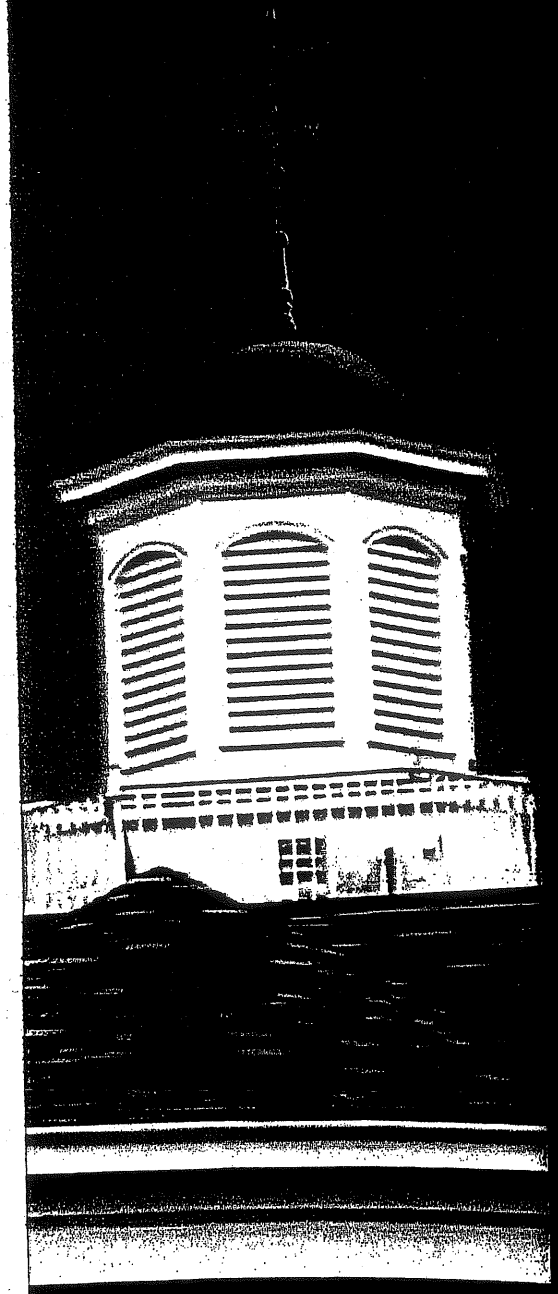
To the best of our knowledge, this development will not require any approvals from state or federal agencies.

Exhibit 9

Financial & Technical Capacity

MARCH 31, 2005

ANNUAL REPORT



Gorham

Making your financial world
a little more comfortable.

FROM THE PRESIDENT

As we close the fiscal year, and I close my 37-year career, it is a time for pause and reflection.

My tenure as President and CEO of Gorham Savings Bank roughly coincides with the Bank's Five-Year Strategic Plan, developed nearly four years ago. The four goals were:

- Develop Strategic **Partnerships**
- Foster **Constant Innovation**
- Focus on **The Customer**
- Become the **Premier Community Bank in Southern Maine**

In my view, we have accomplished all of our strategic plans and goals one year ahead of schedule. This is perhaps best exemplified by the various strategic **Partnerships** we have forged, including our acquisition of Turner Barker Insurance*. Doug Allen, President, and Brad Kirkpatrick, EVP, have been instrumental in the successful integration of this company into the Gorham Savings Bank family.

Constant Innovation, a strong tradition at our Bank, is best reflected by the recent development of our alternative delivery strategies, namely our Call Center, Off-Site Cash Machine, Internet Banking and Drive-Thru ATMs at all of our locations. It also includes a significant revamping of our core mortgage loans as well as the development of Business Banking and Consumer Loans.

This Bank was founded on excellent customer service. One of the hallmarks of this administration has been to extend good customer service principles to all of our wonderful employees and empower them to provide a broad array of financial products and services to **The Customer**.

Our market research has supported the expansion of our products and services as well as our branch delivery system. The completion of our new Windham Branch as well as the renovation of our Main Office in Gorham is testament to this fact. Currently, we are extending our franchise to South Portland and Portland to complete our promise to become the **Premier Community Bank in Southern Maine**.

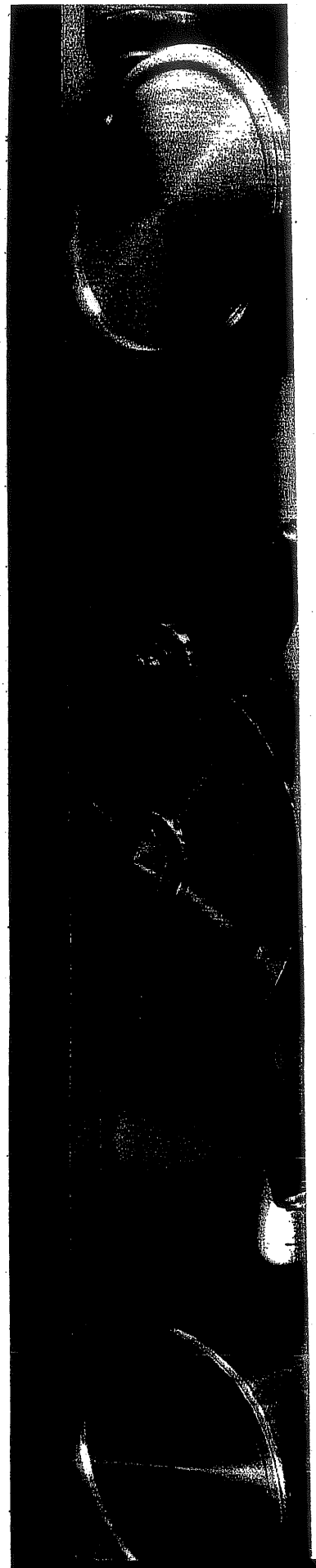
Finally, as we grew the Bank to six branches (more on the way) and over $500 Million in assets, while maintaining extraordinarily high asset quality and diversifying revenues in the process, we launched another new strategic planning initiative regarding the company's brand image. The new brand – open, warm and people oriented – captures the essence of the people (employees as well as customers) who have helped us grow and transition into a comprehensive financial services provider. Truly, we are an institution helping our customers to manage, build and protect what they value most.

Sincerely,

Mike Yandell

Mike Yandell

* Insurance offered through Turner Barker, a Gorham Savings Bank subsidiary. Not FDIC insured. Not a deposit obligation of, nor guaranteed by the Bank.



Gorham Savings Bank and Subsidiary

CONSOLIDATED STATEMENTS OF CONDITION (UNAUDITED)

	March 31, 2003	March 31, 2002
ASSETS		
Cash and due from banks	$ 10,023,485	$ 7,112,708
Federal funds sold	2,275,000	8,950,000
Investment securities	105,448,364	110,888,364
Loans		
Mortgage loans	236,574,750	242,534,646
Commercial loans	79,034,693	56,745,075
Consumer loans	54,000,394	33,257,597
Total loans	369,609,837	332,537,318
Less allowance for loan losses	(2,073,019)	(1,600,669)
Net loans	367,536,818	330,936,649
Premises and equipment, net	13,345,356	10,098,549
Accrued interest receivable	2,408,727	2,633,348
Other assets	3,847,628	3,940,380
	$ 504,885,378	$ 474,559,998
LIABILITIES AND NET WORTH		
Deposit accounts		
Regular savings	$ 52,517,533	$ 44,135,743
Money market deposits	66,797,908	63,408,660
Certificates of deposit	147,437,116	157,117,338
NOW accounts	23,364,704	19,144,164
Demand deposits	27,932,535	21,054,399
Total deposits	318,049,796	304,860,304
Other borrowed funds	6,599,942	2,335,307
Borrowings from the Federal Home Loan Bank of Boston	124,110,773	114,112,225
Accrued expenses and other liabilities	2,849,983	2,879,591
Total liabilities	451,610,494	424,187,427
Net worth	53,274,884	50,372,571
	$ 504,885,378	$ 474,559,998

Gorham Savings Bank and Subsidiary

CONSOLIDATED STATEMENTS OF INCOME (UNAUDITED)

	March 31, 2003	March 31, 2002
Interest and dividend income		
Interest and fees on loans	$ 23,978,155	$ 22,476,648
Interest and dividends on investment securities	5,881,747	7,671,262
Interest on federal funds sold and money market	96,198	104,652
Total interest and dividends	29,956,100	30,252,562
Interest expense		
Deposits	7,430,952	10,706,772
Other borrowed funds	6,569,468	5,897,539
Total interest expense	14,000,420	16,604,311
Net interest income	15,955,680	13,648,251
Provision for loan losses	500,000	250,000
Net interest income after provision for loan losses	15,455,680	13,398,251
Non-interest income	3,885,710	2,345,347
Non-interest expense	14,591,572	12,333,511
Income before income taxes, security gains(losses), and loss on early extinguishment of debt	4,749,818	3,410,087
Income taxes	1,508,572	1,021,426
Net income before security gains(losses) and loss on early extinguishment of debt	3,241,246	2,388,661
Net gains(losses) on securities sales	1,616	(13,185)
Loss on early extinguishment of debt, net of tax	(527,369)	–
Net income	$ 2,715,493	$ 2,375,476

ASSET QUALITY INFORMATION

ALLOWANCE FOR LOAN LOSSES

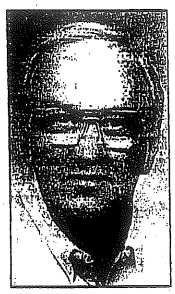
	March 31, 2003	March 31, 2002
Balance at beginning of year	$1,600,669	$1,342,326
Provision charged to operating expense	500,000	250,000
Loans charged off	(28,064)	(1,657)
Recoveries	414	10,000
Balance at end of year	$2,073,019	$1,600,669

NON-ACCRUING LOANS

	March 31, 2003	March 31, 2002
Real estate loans	$1,112,107	$968,334
Installment loans	134,528	86,191
Credit cards and related plans	8,947	4,218
Commercial and all other loans	179,886	356,321
Total non-accruing loans	$1,435,468	$1,415,064

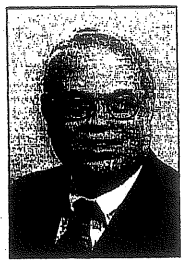
This statement has not been reviewed or confirmed for accuracy or relevance by the Federal Deposit Insurance Corporation.

Transitions in Leadership



Bob Dunton

Bob Dunton - Chairman, Mentor, Friend
It was with great sadness that we marked the passing of Bob Dunton this past November. Bob had served as a Bank Director for over 15 years and, for his last three years, as Chairman. His outstanding leadership, coupled with his steadfast commitment to the community, served the Bank well as we made the challenging transition into the full-service financial institution we are today.



Board Chairman Dan Willett

Dan Willett took the helm as Chairman in December and continues the excellent stewardship in evidence over the past years. Dan, a Planned Giving Officer at the University of Maine Foundation, began as a Bank Corporator over a decade ago, and joined the Board in 1995. Since that time he's been actively involved in the Bank's growth and expansion, and his guidance will be crucial as we look ahead to the future. The Bank also welcomed a new member to the Board, Dennis King.

The year 2003 will bring another major change for Gorham Savings Bank: the retirement of Bank President Mike Yandell. Mike began his banking career in 1966 with Irving Trust Company, a Wall Street bank in New York City. The final nine years of his banking career he has devoted to Gorham Savings Bank – the last six as President. During Mike's tenure, the Board initiated a five-year strategic plan for growth that today is coming to fruition. As Mike passes the baton to Christopher Emmons, the Bank is well positioned for continued success as the **premier community bank in southern Maine.**

Taking an Active Role

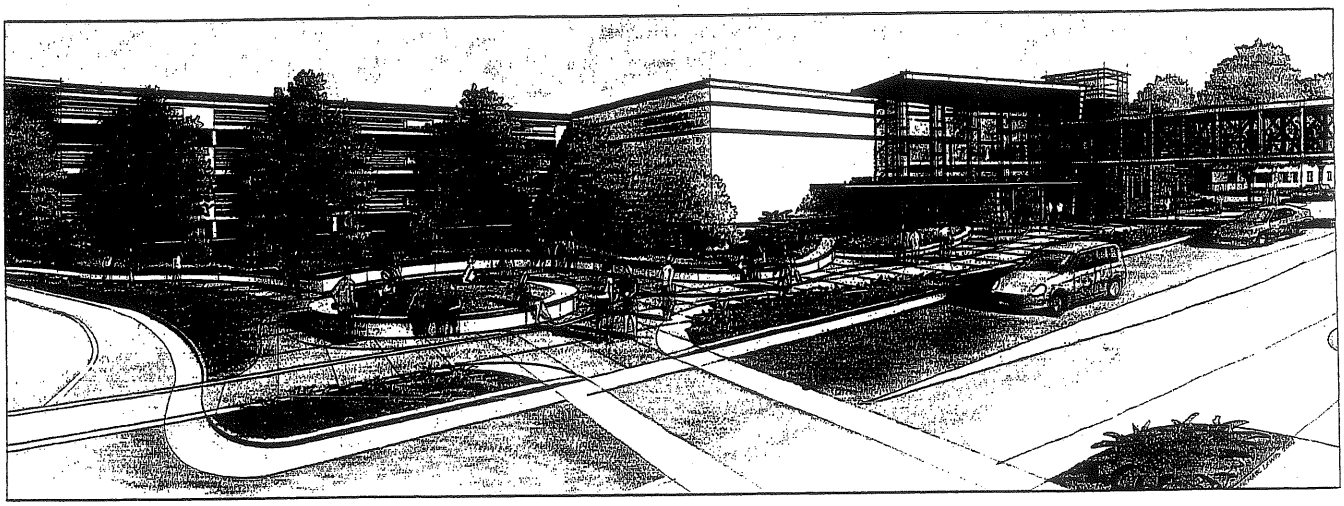
Gorham Savings Bank's mission includes giving back generously to the communities we serve, and this year was no exception. When severe winter weather created an urgent need at area food banks and shelters, we joined in the relief effort, with contributions to facilities in Westbrook, Windham, Gorham, Portland and Auburn. This was in addition to a major contribution the Bank made in honor of our late chairman, Bob Dunton, to support the expansion of Good Shepherd Food Bank.

The Bank supported many local efforts this year, including the One Maine Community fundraising initiative on behalf of Millinocket and East Millinocket; Habitat for Humanity, for whom we service loans; the Windham Land Trust; and the Presumpscot Commons affordable housing development in Westbrook.

Measuring our Success

The Bank conducts ongoing research to measure its visibility in the marketplace and assess advertising effectiveness. Among the notable results of our 2003 survey:

- We had a higher 1-year increase in "top-of-mind awareness" (+9.7 percentage points) than all other area banks.
- Our total market share increased by 9.4 percentage points over 2002, the highest increase in market share among eight major area banks.
- Compared with other banks in the market, we had the highest percentage of advertising recall.



Gorham Savings Bank is proud to support the creation of the Joel and Linda Abromson Community Education Center on USM's Portland campus. The new Center, with classrooms, offices and a 500-seat lecture hall, is designed to meet the lifelong learning needs of community members, from age 18 to 80.

Officers, Directors and Corporators

Officers

Charles M. Yandell President and Chief Executive Officer
Daniel P. Hunter Chief Financial Officer & Treasurer
Michelle Nappi SVP & Head of Retail Banking
Gregory R. Palmer SVP, Clerk & Head of Residential Lending
Sterling G. Williams SVP & Head of Business Banking
Lori A. Champion Corporate Counsel & Compliance Officer
Kathleen A. Verrill VP & Retail Branch Administrator
M. Cheryl Brandt Regional VP & Business Development Officer
Cynthia E. Convery Regional VP & Business Development Officer
Laura M. Bicherl VP & Finance & Accounting Manager
Kelly McKeil Blomquist VP & Business Development Officer
Kimberly K. Doering VP & Internal Auditor
Matthew W. Early VP & Commercial Loan Officer
Kevin M. Heatley VP & Information Systems Manager
David T. Moulton VP & Commercial Loan Officer
Robert A. Nadeau VP & Commercial Loan Officer
Kelly M. O'Donnell VP & Operations Officer
Irene M. Oldfield VP & Mortgage Loan Officer
Renée L. C. Pottle VP & Consumer Loan Manager
Kevin B. Smith VP & Business Development Officer
Julie Landry Viola VP & Commercial Loan Officer
William A. Baker AVP & Collections Manager
P. Amy Carr AVP & Mortgage Loan Officer
Gloria A. Fredette AVP & Loan Servicing Manager
Alden L. Joy AVP & General Services Manager
Kim M. Kenney AVP & Marketing Analyst
John R. Kiel, Jr. AVP & Business Development Officer
Susan E. Laliberte AVP & Mortgage Loan Underwriter
Lisa C. Ouellette AVP & Human Resources Manager
Heather B. Pinet AVP & Loan Processing Manager
Richard E. Spies AVP & Alternative Delivery Channel Manager
William C. Tracy AVP & Commercial Loan Officer
Rebecca L. Winslow AVP & Business Development Officer
Melissa L. Blake Assistant Branch Manager
Katherine E. Damon Assistant Branch Manager
Nancie L. Higgins Assistant Branch Manager
Teresa T. Morris Assistant Branch Manager
Susan R. Nealey Assistant Branch Manager
Lisa M. Thomas Assistant Branch Manager
Thomas E. Lavoie Mortgage Loan Originator
Troy R. Levesque Training Officer
Elsa B. McGary Mortgage Loan Officer
Robin B. Mercier Consumer Loan Officer
Crystal L. Mort Mortgage Loan Officer
Sean A. Reardon Mortgage Loan Underwriter

Directors

Daniel G. Willett, Chairman
D. Brenda Caldwell
F. Paul Frinsko
Dennis P. King
Anne M. Larrivee
John D. Phinney
Ralph B. Willis

Corporators

Timothy P. Agnew
†* John B. Alden
* Elmer H. Alley
* Richard T. Barden
John S. Beever
Judith M. Berry
Kate Borduas
* Margaret L. Boyden
Richard A. Boyman
Ronald C. Brooks
* Burtis Brown, Jr.
D. Brenda Caldwell
Richard W. Clark
David H. Cook
Philip A. Cook, Jr.
* Richard A. Costello
Andrew D. Couch
* Carroll T. Cutting
Geraldine A. Day
Carol T. Delisle
Connie R. DiBiase
Harvey C. Donald
Robert H. Dorr
Diane M. Doyle
Susan J. Duchaine
Jill C. Duson
†* Allison C. Edwards
Donald Esty, Jr.
Gail C. Foust
F. Paul Frinsko
Deborah L. Gallant
* John J. Godfrey
* Natalie L. Hague
George V. Hall
Martha T. Harris
Ann P. Hibbard
Barry J. Hobbins
Janice A. Jongerden
Joseph M. Kerwin
Dennis P. King
Carol Abbott Kontos
Mary F. Kroth-Brunet
Anne M. Larrivee
Pamela G. Leach
Gary S. Lorfano
Burleigh H. Loveitt
Judith MacLean Lucarelli
Donald G. Marean
Irene M. Oldfield
* Charlotte F. Page
Gregory R. Palmer
Richard L. Pattenaude
* Evelyn F. Pendexter
* Mary V. Pennell
John D. Phinney
Michael J. Phinney
Sheila Phinney-Levine
†* Waino T. Ray
* Bernard P. Rines
William W. Rust
Linda F. Sanborn
Timothy W. Seavey
* Dorothy B. Shaw
Walter P. Stinson
Ann T. Swardlick
†* Nancy B. Taber
Catherine C. Taxiarchis
Sally L. Temm
John D. Tewhey
Mary E. Turgeon
David E. Warren
Daniel G. Willett
Ralph B. Willis
* Herbert H. Woodbrey
Charles M. Yandell

† Honorary Directors
* Honorary Corporators

Gorham SAVINGS BANK
www.gorhamsavingsbank.com

Member FDIC

Exhibit 10

Title, Right, or Interest

Doc#: 5272 Bk:18708 Pg: 72

MEMORANDUM OF OPTION

Notice is hereby given of a certain Option Agreement to lease real estate (the Option) of even date herewith by and between Ross Y. Furman, Jr. and Gorham Savings Bank on the following terms and conditions and relating to the following described real estate:

A. Property Description:

Street: Marginal Way, Hanover Street and Preble Street
Town: Portland
County: Cumberland
State: Maine
Record Owner: Ross Y. Furman, Jr.
Deed reference: Book 12796, Page 77 and Book 13028, Page 30
Cumberland County Registry of Deeds.

B. Date of Option: Effective as of January 10, 2003

C. Expiration Date: May 10, 2003

D. Option Renewal Periods: two (2) ninety-day renewal periods

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals this 10th day of January, 2003.

WITNESS:
Kathleen L Griffith
Name:

OWNER
Ross Y. Furman, Jr.

Name:

GORHAM SAVINGS BANK
By: Charles M Yandell
Charles M. Yandell
Its President & CEO

STATE OF MAINE
County of Cumberland, ss. January 10, 2003

Personally appeared the above-named Ross Y. Furman, Jr. and acknowledged the foregoing instrument to be his free act and deed.

Before me,
Kathleen L Griffith
Name:
Title:

SEAL

KATHLEEN L. GRIFFITH
Notary Public, Maine
My Commission Expires November 26, 2006

Received
Recorded Register of Deeds
Jan 14,2003 02:36:21P
Cumberland County
John B. O Brien

Exhibit 11

Unusual Natural Areas, Wildlife & Fisheries Habitats, or Archaeological Sites

Exhibit 11

UNUSUAL NATURAL AREAS, WILDLIFE & FISHERIES HABITATS, AND ARCHAEOLOGICAL SITES

Requests for determinations regarding the above have been sent to the Department of Inland Fisheries & Wildlife and the Maine Historic Preservation Commission. Upon receipt, these determinations will be forwarded to the City.

Sebago Technics
Engineering Expertise You Can Build On

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

August 29, 2003
01302

Mr. Earle G. Shettleworth
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, ME 04333

Maine Historic Preservation Commission Review
Gorham Savings Bank – 71 Marginal Way, Portland, Maine

Dear Earle:

Gorham Savings Bank is proposing to construct a branch facility at the above location. In order to fulfill the requirements of the City of Portland, I am requesting a formal determination as to the presence of any historic or archaeological sites in the immediate vicinity. To assist in your review, I have attached a USGS location map, and encircled the project locus. Please feel free to call me at 856-0277 if you have any questions or require anything further to complete this task. Thank you.

Sincerely,

SEBAGO TECHNICS, INC.

Brian G. Yergatian, P.E.
Project Engineer

BGY:bgy/dlf
Enc.

cc: Charles M. Yandell, Assistant to the President – Gorham Savings Bank

Sebago Technics
Engineering Expertise You Can Build On

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

August 29, 2003
01302

Mr. Warren Eldridge
Maine Department of Inland Fisheries & Wildlife
358 Shaker Road
Gray, Maine 04039

Inland Fisheries & Wildlife Review
Gorham Savings Bank – 71 Marginal Way, Portland, Maine

Dear Warren:

Gorham Savings Bank is proposing to construct a branch facility at the above location. In order to fulfill the requirements of the City of Portland, I am requesting a formal determination as to the presence of any essential wildlife or fisheries habitats in the immediate vicinity. To assist in your review, I have attached a USGS location map, and encircled the project locus. Please feel free to call me at 856-0277 if you have any questions or require anything further to complete this task. Thank you.

Sincerely,

SEBAGO TECHNICS, INC.

Brian G. Yergatian, P.E.
Project Engineer

BGY:bgy/dlf
Enc.

cc: Charles M. Yandell, Assistant to the President – Gorham Savings Bank

Exhibit 12

CADD.DXF Files

Exhibit 12

CADD.DXF FILES

Upon approval of the Site Plan, these files will be furnished to the City.

Exhibit 13

Recyclable Materials

Exhibit 13

RECYCLABLE MATERIALS

As mentioned in the response letter, shredded paper will be bagged and removed during the cleaning process. These materials are typically delivered to a recycling facility. It is not anticipated that any other materials will be recycled by Gorham Savings Bank.

LEGAL ADVERTISEMENT

Request for Proposals
The Juvenile Justice Advisory Group is soliciting proposals for delinquency prevention projects from nonprofit organizations and/or units of local government. A complete RFP and application kit may be obtained by calling Melanie Boynton at 287-4371, by fax at 287-4518, by email **Melanie J. Boynton@maine.gov**, or from the website at www.mainejjag.org. Proposals are due at the Division of Purchases, Burton M. Cross Building 4th floor, 9 State House Station, Augusta, ME 04333 on November 3, 2003 no later than 2PM when they will be opened. Questions about this RFP must be directed in writing to Deborah Rafnell, DOC, 111 State House Station, Augusta, ME 04333, email deborah.rafnell@maine.gov, fax 207-287-4518. The Department will respond in writing to all substantive questions received. The deadline for written questions is October 17, 2003.
1395063

LEGAL ADVERTISEMENT

TE OF NEED
eliminary Analysis
the Record

d an application under the Certificate of Need Act, as g project:

: 1) The construction of a be located on Ferry Road in is a replacement facility for in Biddeford, Maine and ocated in Sanford, Maine.

nditure: $10,532,975

Certificate of Need (22 equires that a notice of the is must be published in a ulation in Kennebec County eral circulation serving the is to be located and on the essible site on the internet.

: Certificate of Need (22 equires that a notice of the ublished in a newspaper in nebec County and a news- ation serving the area in located and on the depart- site on the internet. The days after this notice is

y examine the preliminary ontacting Catherine Cobb, urce Development, Bureau es, Department of Human Drive, State House Station (TEL: (207) 287-9200, TTY:) 287-9229).
1396395

LEGAL ADVERTISEMENT

N 00031
lors - Short Form
ement)

es plainly marked
TOS ABATEMENT

tional & Facilities Planning

M., October 23, 2003, at will be opened and read

ndatory Pre-Bid meeting all, University of Maine, er 8, 2003 at 10:00 a.m.. d from firms represented only time the building will pies of Plans and Specifi- meeting. Reviewing Plans meeting is advised.

led by a satisfactory Bid ecks will not be accept- s the right to waive all posals or to accept

LEGAL ADVERTISEMENT

TOWN OF SCARBOROUGH
Notice of Public Hearing
The Scarborough Town Council will conduct a public hearing on Wednesday, October 15, 2003 at 7:30 p.m. at the Municipal Building. The purpose of the public hearing will be to receive comments, both oral and written on the renewal request of John DiSanto d/b/a Anjon's Italian Restaurant for a full time liquor license.
1394484

LEGAL ADVERTISEMENT

NOTICE OF INTENT TO FILE
Please take notice that Gorham Savings Bank, whose mailing address is 10 Wentworth Drive, Gorham, ME 04038-1146, and whose phone number is (207) 839-3342, is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704-A on or about October 1, 2003.
The application is for a proposed bank with drive-through ATM on Marginal Way in Portland, Maine. The proposed project consists of construction of a 2,782 square-foot bank, complete with drive-through ATM aisle, and associated parking/entrance/egress. The facility is expected to generate 137 vehicle-trips in the weekday peak hour.
A request for a public hearing must be received by the Department, in writing, no later than 20 days after the application is found by the Department to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.
The application will be filed for public inspection at the Department of Transportation Division 6 office in Scarborough during normal working hours. A copy of the application may also be seen at the municipal offices in the City of Portland, Maine.
Written public comments may be sent to the Department of Transportation, Traffic Engineering Division, 16 State House Station, Augusta, Maine 04333.
1396333

LEGAL ADVERTISEMENT

Town of Windham
PUBLIC HEARING NOTICE
Notice is hereby given that the Windham Town Council will hold a public hearing on Tuesday, October 14, 2003 at 7:00 pm immediately following the Town Manager's report to receive comment on proposed amendments to Appendixes A, B, and C of the Town's General Assistance Ordinance.
Linda Morrell
Town Clerk, CCM
1395737

LEGAL ADVERTISEMENT

PUBLIC HEARING NOTICE
TOWN OF CUMBERLAND
The Cumberland Town Council will hold a public hearing at the Town Hall Council Chambers, 290 Tuttle Road, to consider a renewal of a Bottle Club license and Special Amusement Permit for the Chebeague Island Community Center/Hall, Chebeague Island, at 7:00 p.m., Monday, October 6, 2003.
Nadeen Daniels
Town Clerk
1396486

LEGAL ADVERTISEMENT

NOTICE
Please take notice that James Putnam, 17 Berta Lane, Avon, CT 06001 is filing for a permit with the Maine Department of Environmental Protection to make alterations under the Natural Resources Protection Act (Title 38 MRSA Section 480-A through 480-T).
Tearing down the current building and putting up a 3 story building on the same footprint at the following address: 16 Weymouth Ave., Ocean Park
The application will be filed for public inspection at the Department's office in Augusta and at the municipal offices on 9/25/03.
Written comments and/or a request for a public hearing from an interested person must be sent to the Department of Environmental Protection, 17 State House Station, Augusta, Maine 04333-0017, within 14 days of filing the application to receive consideration. A public hearing may or may not be held at the discretion of the Commissioner or Board of Environmental Protection.
1394965

LEGAL ADVERTISEMENT

NOTICE
The Board of Appeals of the Town of Long Island will hold a public hearing on Saturday, October 11, 2003 at 4:15 p.m. in the Town Hall to hear a request for a variance on the property located on Harrington Lane, Town of Long Island and owned by Gail Houhlihan of Beach Haven, New Jersey.
1396913

LEGAL ADVERTISEMENT

Town of Sabattus
Seeking Sealed Bids For
Town Hall Building
Located at 20 Main Street, Sabattus
Appraised Value: $100,000.
3 Floors, Garage,
Full Foundation and
Paved Parking Lot
All sealed bids must be in the Town Office By October 21, 2003 by 4:00 P.M. Sealed bids will Be opened at the Selectmen's Meeting that evening.
The Board of Selectmen reserves the right to accept or reject any or all bids
1393294

LEGAL ADVERTISEMENT

HISTORIC PRESERVATION COMMITTEE
CITY OF PORTLAND
On Wednesday, October 8, 2003, the Portland Historic Preservation Committee will meet at 5:00 in Room 209 of Portland City Hall to review the following item:
I. WORKSHOP
i. Preliminary Review of Proposed Eastern Promenade Master Plan; City of Portland, Applicant.
Contact the Department of Planning and Urban Development, Planning Division, at 874-8726, for further information or for a copy of the draft master plan.
1396380

LEGAL ADVERTISEMENT

The Portland Chapter of the American Red Cross will hold its annual meeting on **Thursday, October 16, 2003 from 4:00-6:00 p.m.** at the Eastland Park Hotel, 157 High Street, Portland, ME 04101. The Board will elect new officers and vote on the recommendations of the nominating committee for new board members. All members of the Portland Chapter are welcome to attend. If interested in attending, to receive a copy of the annual report, or for additional information contact Kathy Doyle, Portland Chapter at 207-874-1192.
1396374

LEGAL ADVERTISEMENT

Notice of Public Meeting
The Maine Turnpike Authority, 430 Riverside Street, Portland, ME 04103, (207) 871-7771 will hold a public meeting on its draft 10-year plan on Tuesday, October 7, 2003 at 6:30 p.m. at Verrillo's Conference Center on Riverside Street in Portland. The Plan includes an inventory of all the facilities owned by the Maine Turnpike Authority and lists where there are areas that need improvement. Drafts of the plan will be available at the meeting, by calling the Authority's offices or at public libraries along the turnpike corridor after October 9th. Public comment will be taken until November 7, 2003.
1395726

LEGAL ADVERTISEMENT

NOTICE OF PUBLIC SALE
Notice is hereby given that in accordance with the Judgment of Foreclosure and Sale entered June 25, 2003 in the action entitled **Washington Mutual Bank, F.A. v. Glenn Powell et al.**, by the Maine District Court, District Nine, Division of Bridgton, Docket No. RE-03-28, wherein the Court adjudged the foreclosure of a mortgage granted by Glenn Powell, Maurice Powell and Pauline Powell to Down East Mortgage Corporation dated October 28, 1996 and recorded in the Cumberland County

LEGAL ADVERTISEMENT LEGAL ADVERTISEMENT

Notice to Contractors - Short Form

Sealed Proposals in envelopes plainly marked **"Hydraulic Elevator Cylinder Upgrade"**, University of Southern Maine at Portland, Maine" addressed to:

Board of Trustees, University of Maine System
c/o Mr. Raymond Bland,
Assistant Director, Elevator Contract Administrator
Facilities Management, University of Southern Maine
PO Box 9300
96 Falmouth Street
Portland, ME 04104-9300

Will be received until **10:00 AM, October 20, 2003,** at which time and place they will be opened and read aloud.

Proposals must be accompanied by a satisfactory Bid Bond for 5% of the Proposal (checks will not be accepted). The University System reserves the right to waive all formalities and reject any and all proposals or to accept any proposal.

The successful bidder will be required to furnish a 100% Performance Bond and 100% Payment Bond to cover the execution of the contract which shall be in conformity with the form of Bonds contained in Sections 00610 and 00620 of the Specifications and for the contract amount.

The Project name is Hydraulic Elevator Cylinder Upgrade; Portland, Maine. The work requires the furnishing of materials, equipment, tools, and labor to install hydraulic elevator safety brakes and/or replace hydraulic cylinders on nine (9) elevators at the University of Southern Maine. Seven (7) of the elevators are on the Gorham campus and two (2) of the elevators are on the Portland campus.

Project documents may be obtained by bidders from:
Facilities Management
University of Southern Maine
25 Bedford Street
Portland, Maine 04104

Maine Market Classifieds

featuring merchandise, goods and services

Announcements

Adoptions
Anniversary Ads
Child Care Services
Found
Funeral Arrangements
General Notices
Happy Ads
Health & Fitness
Lost
Rides & Car Pools

General Notices

Alcoholics Anonymous
Hotline 774-4335/ 774-3034
(Signers for hearing impaired)

PLEASE CHECK YOUR AD

These newspapers make every effort to avoid errors in advertisements. Each ad is carefully checked and proofread, but we handle thousands of ads and mistakes can slip through. We ask, therefore, that you check your ad and if you find an error, report it to the Classified Department immediately by calling 791-6100 before 4 p.m.
We regret that we will not be responsible for more than one incorrect insertion and only for that portion of the ad that may have been rendered valueless by such error.

Lost

LOST CELLULAR PHONE PORTLAND HEAD LIGHT 9-27, CALL 207-353-4777

LOST MALE ORANGE TIGER CAT. (Teddy) w/small black marking on one ear. No. Deering/Virginia St. area 207-318-5902.

LOST/MISSING - My name is Bernie, I am a 9 yr old declawed cat. I am all white, long haired, I have NEVER been outside. Someone let me out at 6 am on 9/21. I live at 486 Woodford St., Apt #2, Rosemont area. Tattoo number 945441. Call with info, Andrea, 773-1391.

MISSING 9/19 - 2 female Golden Retrievers. Ash Swamp Rd., Scarboro. **Reward! 883-3904**

REWARD
Female Sealpoint Himilayan cat, approx. 7lbs. Black & tan, blue eyes, very friendly, lost 9/17. Capisic St. near Capisic Pond. 772-4919

REWARD for missing MR. CAT, a fat, fluffy, friendly, black neutered male cat from Ferry Village in So. Portland.
799-6486 or 409-6486.

Financial

Business Opportunities
Financial Consultants
Insurance
Investors Wanted
Money To Lend
Mortgages
Publications

Business Opportunity

Pets

DOGHOUSE
1037 Forest Ave., Portland. 797-3456 (Est. 1947)
$75 OFF ANY PUPPY w/ this ad. Expires 10/7.
Maine's Largest Selection
Bostons, Bassets, Beagles, Corgis, Cockers, Jacks, Pugs, Scotties, Shih Tzus, Labs, Vizlas, Westies, more.

50% OFF
All Tank Combos
1/2 Price Fish Sale
Every Sat. & Sun.

FREE TO GOOD HOME - declawed, spayed B & W, f- loving cat. 899-2205

FREE TO GOOD HOME, blk. lab mix, house trained, 450-8960

FREE TO GOOD HOME - 5 rescued Guinea Pigs, cages avail. 603-781-8876

JACK RUSSELL TERRIER PUP, male, mostly white tri-color, $400, 490-9163

MINI LONG HAIRED DACHSHUNDS! - Will be ready in time for the holidays. 207-282-3146

PETLAND
Over 30 Breeds
In Stock All The Time!
Bichon Frise, Boston Terrier, Poodle, Cocker Spaniel, Scottie, Jack Russell, Labs, Boxer, Pug, to name a few.
Fish, Reptiles, Birds.
Small Animals. Supplies, Aquariums, Cages, Bulk Foods. Grooming
Petland, Topsham Fair Mall
207-373-1245

Merchandise

Antiques & Collectibles
Appliances
Articles for Sale- Misc.
Auctions
Baby Items
Building Materials
Camera Equipment
Clothing
Coal, Oil & Wood
Computers & Access.
Craft Fairs
Crafts for Sale
Farm Machinery
Firearms
Flea Markets
Food Products
Furniture/ Household
Garage Sales
Home Entertainment
Jewelry
Loam, Sand & Gravel
Machinery and Tools
Medical Equipment
Musical Equipment
Office/Business Equip.
Plants, Mulch & Fert.
Personal Services
Professional Services
Publications
Restaurant Equipment
Sports/Exercise Equip.
Swap
Telephone Equip./Sys.
Tickets & Travel
Wanted to Buy

Antiques & Collectibles

ENGLISH WROUGHTIRON DRIVEWAY GATES - $500/ pair, Marbletop table $250, ship's wheel $300, 646-1544

WINE: Heitz, Fonseca, Taylor Lafite, Latour, Haut-Brion, LynchBages, Beau-

City of Portland
Department of Planning and Development
Planning Division
389 Congress Street, 4th Floor
Portland ME 04101
(207)874-8721 or (207)874-8719
Fax: (207)756-8258

FAX

LEG, ALEX –

To: TOM ERRICO 871-5825
BRIAN YERGATIAN 856-2206

Company: GORHAM SAVINGS BANK. THIS WILL BE DISCUSSED AT WEDNESDAY STAFF REVIEW MEETING

Fax #: SEE ATTACHMENT.

Date: OCT 21, 2003

RK

From: RICK KNOWLAND

You should receive 2 page(s) including this cover sheet.

Comments:

TOM + BRIAN – THIS JUST ARRIVED FROM MDOT CONCERNING GORHAM SAVINGS BANK. PLEASE REVIEW THE LETTER AND LETS DISCUSS THIS FURTHER.

BRIAN CAN YOU FAX THIS TO JACK MURPHY?

THANKS
RK

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

October 19, 2003

Richard Knowland
Senior Planner
389 Congress St.
Portland, ME 04101

RE: Traffic Movement Permit for Gorham Savings Bank

Dear Mr. Knowland:

Thank you for the update on the proposed bank facility on Marginal Way being proposed by Gorham Savings Bank. I appreciate being kept informed and regret that neither Randy Dunton or myself were able to attend the scoping meeting.

I am left with one question. How does the queue on Marginal Way caused by the traffic signal at Preble Street effect the queue on Hanover Street? The analysis that Jack Murphy performed showed queue impacts on Hanover Street as if it were a stand alone intersection. Since the removal of the island on Marginal Way, left turns are allowed into and out of Hanover Street. How are Marginal Way left turners into Hanover Street and Hanover Street left turning traffic onto Marginal Way impacted by the traffic queued at the traffic signal at the intersection of Preble Street/Marginal Way? Signals with long cycle lengths can cause significant queues that could impact intersections in close proximity. Also the Level of Service at the Hanover Street/Marginal Way intersection is not shown. Poor level of service at roadway intersections have been shown to be factors in creating High Crash Locations.

These are my concerns. Should you have any questions feel free to contact me at 624-3632.

Sincerely,

Stephen Landry, P.E.

Stephen Landry, P.E.
Assistant State Traffic Engineer

cc Lee Urban, Director of Planning and Development
Randy Dunton, Scarborough Division Traffic Engineer

Department of Planning & Development
Lee D. Urban, Director

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

CITY OF PORTLAND

AN IMPORTANT NOTICE FROM THE CITY OF PORTLAND PLANNING DIVISION

NOTICE OF INTENT TO FILE

Please take notice that Gorham Savings Bank, whose address is 10 Wentworth Drive, Gorham, ME. 04038-1146, and whose phone number is (207) 839-3342, is intending to file a Traffic Movement Permit with the City of Portland, Maine, acting as a registered municipality for the Maine Department of Transportation, pursuant to the provisions of 23 M.R.S.A. Section 704-A on or about October 1, 2003. The City of Portland, under delegated review authority, will review the Traffic Movement Permit application for this project.

A Scoping Meeting for this application has been scheduled on Tuesday, October 14, 2003, at 1:00 p.m., at Portland City Hall, 389 Congress Street, Planning Division Office, 4th floor. The purpose of the scoping meeting is to discuss the scope of potential traffic impacts to be studied and the type of proceeding warranted.

The application is for a proposed bank with a drive-through ATM in the vicinity of 71 Marginal Way in Portland, Maine. The proposed project consists of construction of a 2,782 square feet bank, complete with a drive-through ATM aisle, and associated parking/entrance/egress. The facility is expected to generate 137 vehicles-trips in the week-day peak hour.

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

The application will be filed for public inspection at the City of Portland, Planning Division, 389 Congress Street, Portland, Maine during normal business hours. A copy of the application may also be seen at the Maine Department of Transportation Division 6 office in Scarborough during normal working hours.

Written public comments may be sent to the City of Portland, Planning Division, Attn: Alexander Jaegerman, 389 Congress Street, Portland, Maine 04101. Further information on the application can be obtained by calling 874-8725.

389 Congress Street • Portland, Maine 04101 • (207) 874-8721 • FAX 756-8258 • TTY 874-8936

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SEBAGO TECHNICS, INC.
One Chabot Street
P.O. Box 1339
WESTBROOK, ME 04098-1339

Phone (207) 856-0277 FAX (207) 856-2206

LETTER OF TRANSMIT

4978

DATE	JOB NO.
10-8-03	01302

ATTENTION: RICK KNOWLAND

RE: GORHAM SAVINGS BANK
MARGINAL WAY

TO CITY OF PORTLAND
389 CONGRESS STREET
PORTLAND, ME 04101

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☒ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
9	10-8-03	6	RESPONSE LETTER
9	10-8-03	4	REVISED PLAN SET

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

RICK, I WILL FORWARD TRAFFIC INFO TO TOM ERRICO UPON RECEIPT. PLEASE FEEL FREE TO CALL ME IF YOU NEED ANYTHING FURTHER. THANKS,

BRIAN

COPY TO MICHELLE NAPPI - GSB

SIGNED: B. A. U.

If enclosures are not as noted, kindly notify us at once.

UNIVERSE COLLECTION™ UCM SR ANG (H)

DATE TYPE

UCM SR ANG FIXTURE / / / / /

OPTICS 1 | BALLAST 2 | COLOR 3 | HOOD 4 | OPTIONS 5 | ARM 6 | POLE 7 (SEE POLE ARM SECTION)

PAGE 1 OF 2

1 OPTICS

- ☐ **H2** Type 2 horizontal reflector, sag glass lens
- ☒ **H3** Type 3 horizontal reflector, sag glass lens
- ☐ **H4** Type 4 horizontal reflector, sag glass lens
- ☒ **H5** Type 5 horizontal reflector, sag glass lens

2 BALLASTS

- ☐ **50 MH** metal halide 120/277 volt
- ☐ **70 MH** metal halide 120/208/240/277 volt
- ☐ **70 MHT6** 70 watt metal halide multitap ballast, 120/277 volt. Uses a G12 base, clear T-6 ceramic MH lamp.
- ☐ **100 MH** metal halide 120/208/240/277 volt
- ☐ **150 MH** metal halide 120/208/240/277 volt
- ☐ **150 MHT6** 150 watt metal halide multitap ballast, 120/208/240/277 volt. Uses a G12 base, clear T-6 ceramic MH lamp.
- ☒ **175 MH** metal halide 120/208/240/277 volt
- ☐ **50 HPS** high pressure sodium 120/277 volt
- ☐ **70 HPS** high pressure sodium 120/208/240/277
- ☐ **100 HPS** high pressure sodium 120/208/240/277
- ☐ **150 HPS** high pressure sodium 120/208/240/277

Use clear, E-17 lamps, medium base lamps (not included).

All ballasts are factory wired for 277 volts.

3 COLOR

- ☐ **WHT** white powder coat finish
- ☐ **BLK** black powder coat finish
- ☐ **DGN** dark green powder coat finish
- ☐ **DBZ** dark bronze powder coat finish
- ☐ **GALV** galvanized powder coat finish
- ☐ **VGR** verde green powder coat finish
- ☐ **CRT** corten powder coat finish
- ☐ **MAL** matte aluminum powder coat finish
- ☐ **LGY** light grey powder coat finish
- ☐ **ATG** antique green powder coat finish
- ☐ **RAL #** _____
- ☐ **CUSTOM:** _____
- ☐ **OTHER:** _____

4 HOOD FINISH - OPTIONAL

- ☐ **COP** copper shade
- ☐ **STS** stainless steel shade

The natural copper and stainless steel hoods are unfinished to develop a patina over time. All hoods for the OAL and GR3/GR5 have the underside of the hood finished in high reflectance white.

5 OPTIONS

- ☐ **FTG** Flat glass lens instead of standard sag glass on reflector models.
- ☐ **FLD** LDL - lightly diffused finish on flat glass lens for reflector models.
- ☐ **HSS** House side shield for reflector models.
- ☐ **QRS** Quartz restrike controller and socket for a T-4 mini-cand halogen lamp, maximum 150 watt, reflector models only.
- ☐ **QL** Socket for a T-4 mini-cand halogen lamp Must be field wired to a separate 120 volt circuit. Max. 150 watt, reflector models only.
- ☐ **347** 120/240/347 volt ballast for HID lamps.
- ☐ **PMS** Pendant mount with 48"/1220mm stem and canopy with swivel. The stem and canopy are painted same as fixture.
- ☐ **RCK** Rock Guard-Reflector units only.
- ☐ **EB70** Electronic ballast for 70 watt metal halide lamps. Specify 120 or 277 volt.
- ☐ **EB150** Electronic ballast for 150 watt metal halide lamps. Specify 120 or 277 volt.
- ☐ **SLC** Solid cover blocks any light emission.

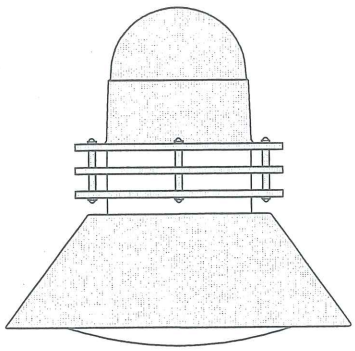
JOB NAME:

SOLD TO PO #

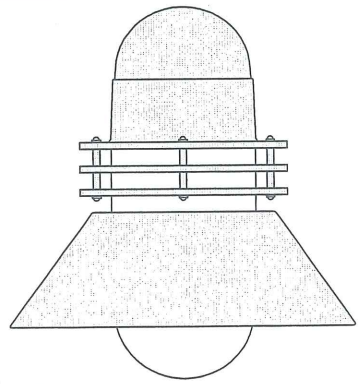
/

Approvals

ARCHITECTURAL AREA LIGHTING
14249 Artesia Blvd / La Mirada, CA 90638
714 994.2700 / fax 714 994.0522 / www.aal.net



HORIZONTAL REFLECTOR MODELS
DIMENSIONS: 18.5"/470MM X 20"/510MM DIA.
IP=65 EPA=1.14 WEIGHT=34LBS.



OAL MODELS
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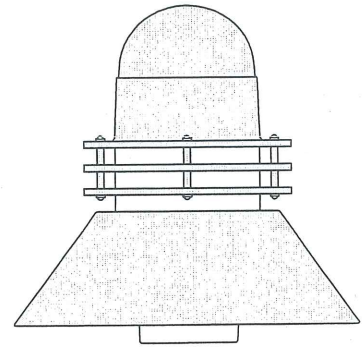


GR3 - GR5 MODELS
DIMENSIONS: 18.5"/470MM X 20"/510MM DIA.
IP=65 EPA=1.34 WEIGHT=30LBS.

HOUSING

The fixture ballast housing shall be one piece die cast aluminum. The luminous elements shall be cast aluminum with an internal lens. The lens shall be lightly diffused acrylic, sealed to the housing and shade with molded silicone gaskets. The hoods shall be heavy gage spun aluminum with hemmed edges for added rigidity.

All internal and external hardware shall be stainless steel.

Reflector models shall consist of a die cast aluminum door frame and ring assembly. The hood ring assembly shall be fully sealed with a molded silicone gasket. The door frame shall be hinged to the ring and opened with two captive fasteners for relamping. The tempered sag glass lens is held in the door frame with a molded silicone gasket.

Opal acrylic lens - OAL - shall consist of a molded opal acrylic lens and an aluminum frame. Three captive fasteners shall be loosened to turn and remove the lens for relamping.

Glass refractor - GR3/5. A borosilicate glass refractor lens with a type 3 or type 5 distribution shall be attached to an aluminum frame. Three captive fasteners shall be loosened to turn and remove the lens for relamping.

OPTICAL ASSEMBLY

The reflector module shall be composed of faceted, semi specular anodized aluminum panels rigidly attached in an aluminum tray. The reflector shall be easily removed by loosening four screws and lifting it out the tray. The reflector tray shall be rotatable on 90° centers for orienting the light distribution. The reflectors shall meet ANSI-IES standards for full cutoff reflector systems.

ELECTRICAL

The ballast shall be mounted on a prewired tray with a quick disconnect plug and removed by loosening two captive screws. HID ballasts are high power factor, rated for -30°F starting. Sockets are medium base, pulse rated porcelain. Ballasts are multi-tap, wired at the factory for 277 volts.

INSTALLATION & MOUNTING

The fixture shall be attached to the arm assembly with three stainless steel bolts. The connection shall be sealed with a silicone compression gasket.

The post top - PM - version shall slip over a 4'/100mm pole or tenon, and be secured with six stainless steel set screws.

FINISH

Fixture finish consists of a five stage pretreatment regimen with a polymer primer sealer, oven dry off and top coated with a thermoset super TGIC polyester powder coat finish. The finish shall meet the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance.

CERTIFICATION

The fixture shall be listed with ETL and U.L.for outdoor, wet location use, UL1598 and Canadian CSA Std C22.2 NO.250. IP=65

WARRANTY

Fixture shall be warranted for three years. Ballast components carry the ballast manufacturer's limited warranty.

ARCHITECTURAL AREA LIGHTING
14249 Artesia Blvd / La Mirada, CA 90638
714 994.2700 / fax 714 994.0522 / www.aal.net

Sebago Technics
Engineering Expertise You Can Build On

Facsimile Cover Sheet

Project No. 01302
To: RICK KNOWLAND
Company: CITY OF PORTLAND
Phone:
Fax: 756-8258

From: BRIAN YERGATIAN

Date: 9-22-03
Pages including this cover page: 2

Comments:

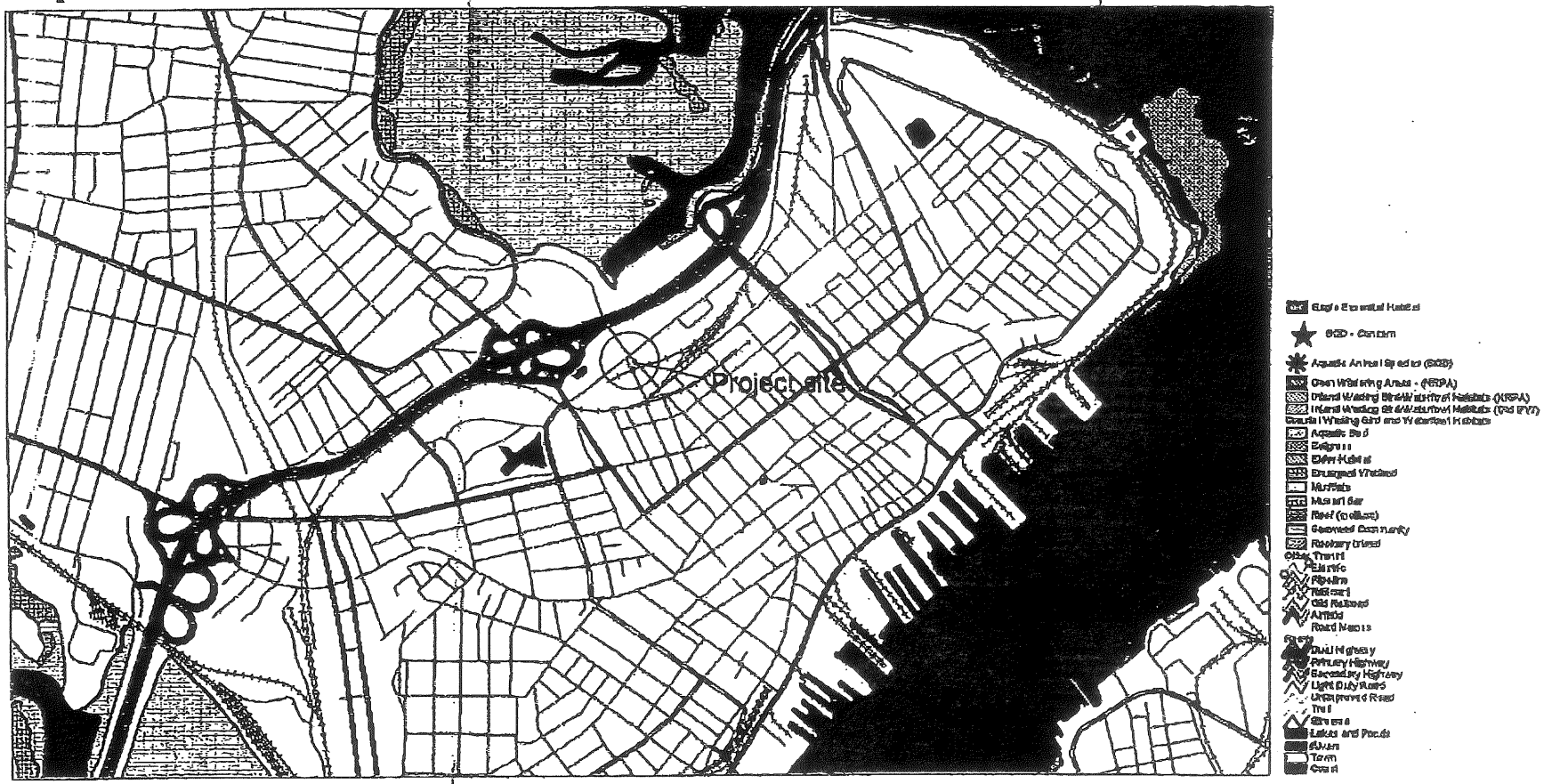
Reply Requested: _____ Yes ___✓___ No

Original to go out in mail: _____ Yes ___✓___ No

If you have any problems receiving this FAX, please contact Julie at:
(207) 856-0277
(207) 856-2206 FAX Number

Maine Dept.Inland Fisheries & Wildlife Report, 71 Marginal Way, Portland September 2003

Request for Information: Brian Yergatian,P.E. ,Sebago Technics



Maine Department of Inland Fisheries & Wildlife

Region A
Phone: (207) 657-2345
Fax: (207) 657-2980
RR1, 358 Shaker Road
Gray, ME 04039

Biologist Notes

There are no known essential or significant wildlife habitats of record on or adjacent to the subject property in Portland. NDF

UNIVERSE COLLECTION™ UCM SR ANG (H)

DATE TYPE

UCM SR ANG / / / /

FIXTURE OPTICS 1 BALLAST 2 COLOR 3 HOOD 4

PAGE 1 OF 2 • • • • • • • • • • / / /

OPTIONS 5

ARM 6 SEE POLE ARM SECTION POLE 7

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SOLD TO PO # _____ / _____

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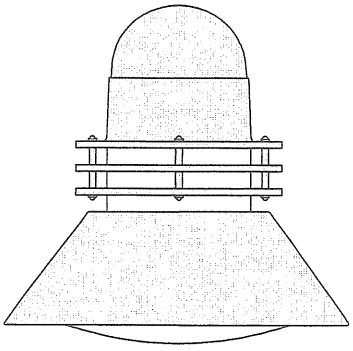
714 994.2700 / fax 714 994.0522 / www.aal.net



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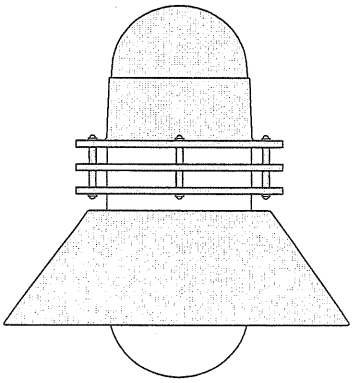

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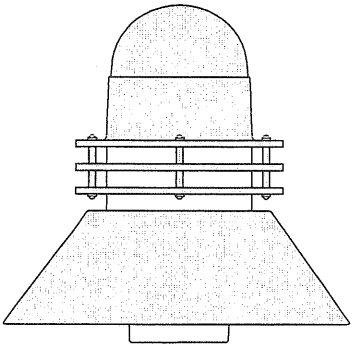

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The ballast shall be mounted on a prewired tray with a quick disconnect plug and removed by loosening two captive screws. HID ballasts are high power factor, rated for -30°F starting. Sockets are medium base, pulse rated porcelain. Ballasts are multi-tap, wired at the factory for 277 volts.

INSTALLATION & MOUNTING

The fixture shall be attached to the arm assembly with three stainless steel bolts. The connection shall be sealed with a silicone compression gasket.

The post top - PM - version shall slip over a 4'/100mm pole or tenon, and be secured with six stainless steel set screws.

FINISH

Fixture finish consists of a five stage pretreatment regimen with a polymer primer sealer, oven dry off and top coated with a thermoset super TGIC polyester powder coat finish. The finish shall meet the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance.

CERTIFICATION

The fixture shall be listed with ETL and U.L.for outdoor, wet location use, UL1598 and Canadian CSA Std. C22.2 NO.250. IP=65

WARRANTY

Fixture shall be warranted for three years. Ballast components carry the ballast manufacturer's limited warranty.

ARCHITECTURAL AREA LIGHTING
14249 Artesia Blvd / La Mirada, CA 90638
714 994.2700 / fax 714 994.0522 / www.aal.net

SEBAGO TECHNICS, INC.
One Chabot Street
P.O. Box 1339
WESTBROOK, ME 04098-1339

Phone (207) 856-0277 FAX (207) 856-2206

LETTER OF TRANSMITTAL

3415

DATE	JOB NO.
9-17-03	01302

ATTENTION RICK KNOWLAND

RE: 34-K-003 #2003-0148
GORHAM SAVINGS BANK
71 MARGINAL WAY

TO CITY OF PORTLAND
389 CONGRESS STREET
PORTLAND, ME 04101

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☒ SEE BELOW

COPIES	DATE	NO.	DESCRIPTION
9	9-17-03		RESPONSE LETTER (W/ EXHIBITS)
9	9-16-03	4	DESIGN DRAWINGS (SEBAGO TECHNICS, INC.)
9	4-7-03		TRAFFIC ANALYSIS (JOHN L. MURPHY, P.E.)
9	—	2	CATALOG CUT SHEETS: LIGHTING
1	JUNE 03	BOOK	ARCHITECTURAL DRAWINGS (WILLEY BROTHERS)
9	7-29-03	4	SIGNAGE PLANS (BAILEY SIGN, INC.)

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☒ For review and comment ☐ _____
☐ FOR BIDS DUE _____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

RICK, I WILL FORWARD THE REMAINING 8 COPIES OF THE ARCHITECTURAL DRAWINGS UPON RECEIPT. THANK YOU FOR YOUR CONSIDERATION.

BRIAN

COPY TO CHARLES M. YANDELL

SIGNED: B. Boyd

If enclosures are not as noted, kindly notify us at once.

Gorham
SAVINGS BANK
Making your financial world
a little more comfortable.

July 22, 2003

Ms. Nancy J. St.Clair, P.E.
Sr. Project Manager
Sebago Technics, Inc.
One Chabot Street
P.O. Box 1339
Westbrook, Maine 04098-1339

RE: Gorham Savings Bank
Marginal Way Branch, Portland, Maine
Agent Authorization

Dear Ms. St.Clair:

Gorham Savings Bank hereby authorizes Sebago Technics, Inc. to act as its agent with regard to the design and permit application process for our proposed project on Marginal Way in Portland. Sebago Technics' staff is authorized to submit application materials and response letters, and to act as technical representative on our behalf.

If you have any additional questions, or require any additional information, please contact this office.

Sincerely,

Charles M. Yandell
Assistant to the President

CMY:sea

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

ANGUS S. KING, JR.
GOVERNOR

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

September 16, 2003

Brian G. Yergatian, P.E.
Project Engineer
Sebago Technics
1 Chabot Street, P.O. Box 1339
Westbrook, ME 04098-1339

Project: MHPC #2150-03 - Gorham Savings Bank; 71 Marginal Way; #01302
Location: Portland, ME

Dear Mr. Yergatian:

In response to your recent request, I have reviewed the information received September 3, 2003 to initiate consultation on the above referenced project. This project was reviewed pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the location and scope of work, I have concluded that this project will have no effect upon historic resources [architectural or archaeological].

Please contact Mike Johnson of my staff if we can be of further assistance in this matter.

Sincerely,

Earle G. Shettleworth, Jr.
State Historic Preservation Officer

EGS/mj

Sebago Technics
Engineering Expertise You Can Build On

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

September 17, 2003
01302

Richard Knowland, Senior Planner
City of Portland
389 Congress Street
Portland, ME 04101

Response to Comments: Gorham Savings Bank, 71 Marginal Way, 34-K-003, #2003-0148

Dear Rick:

On behalf of Gorham Savings Bank, Sebago Technics, Inc. is pleased to present the following responses relative to engineering and planning comments regarding the proposed Marginal Way branch location. The responses have been prepared in like format as they were received.

Review Comments from City of Portland

1. A traffic study needs to be submitted for this project. Contact Larry Ash, City Traffic Engineer, on the specific details needed to be covered in the traffic report.

   A traffic analysis was previously completed by John L. Murphy, P.E. for this project and a copy has been provided with this submission. Should there be any additional traffic related comments as a result of the submittal of this study, we would be happy to coordinate directly with Mr. Ash.

2. Engineering related comments from Steve Bushey of DeLuca Hoffman. See attachment.

   Please find the responses to Steve Bushey's comments following the responses to the City's comments.

3. Submit building elevations of all four (4) sides of the building including exterior building materials. A picture or drawing of the ATM should also be submitted.

   A complete set of architectural drawings and renderings have been prepared by Willey Brothers, dated June 2003. All drawings are contained in an 11"x17" spiral booklet, which has been provided with this submission. In addition, color renderings of proposed signage have also been included with the submission, as provided by Bailey Sign, Inc.

4. Exterior lighting. Location of lighting fixtures, type of lighting fixture (include catalog cut), mounting height and photometric plan superimposed on a site plan should be submitted.

As shown on the Landscape Plan, exterior lighting is proposed for the development. Details of the fixtures, a photometric plan, and catalog cut sheets have been included with this submittal.

5. Sidewalk needs to be extended along the entire property street frontage of Marginal Way, Preble Street and Hanover Street. We will indicate the type and width of the sidewalk.

As previously submitted, new sidewalks were specified along the Marginal Way and Hanover Street frontage due to the proposed realignment of the intersection. A sidewalk currently exists along Preble Street. The intent was to provide a slight realignment of the sidewalks in the vicinity of the Marginal Way and Preble Street intersection.

6. Indicate on the plan all utilities coming into the site. Power should be underground.

All utilities are now shown on the Site Plan. As requested, electrical, cable, and telephone services are now shown as underground.

7. Submit the stamped boundary survey.

A sealed Site Plan has been included with this submission.

8. Submit site plan statements of sec. 14-525(C).

The written statements of Section 14-525 are contained in the attached Exhibits 1 through 13.

9. Sewer capacity letter is needed from Public Works as well as a service letter from Portland Water District.

I have attached a copy of the letters to both the Portland Public Works Department and the Portland Water District requesting determinations on the availability of these utilities.

10. Is there an exterior dumpster proposed? If so, where and how will it be screened?

No dumpster is proposed for this site. Gorham Savings Bank anticipates minimal generation of solid waste. Historically, this is true of all its facilities. All paper wastes are shredded, bagged, and removed as part of the routine office cleaning process.

11. What about the utility support pole in front of the building? Will this be modified? It appears to be in the way of the project.

The utility support pole in front of the building will likely be relocated such that it does not interfere with pedestrian traffic between Marginal Way and the facility's main entrance. Sebago Technics will coordinate the design of the utilities with Central Maine Power (CMP). A copy of the Site Plan is being forwarded to CMP concurrently with this submittal. Input from the utility will be forwarded to the City upon receipt, and the plans modified accordingly.

12. Include the attached site plan notes on the site plan.

The referenced notes have been added to the Site Plan.

13. Pedestrian circulation needs to be improved. A walkway should be installed across the large landscaped area that is adjacent to the 5 parking spaces. Otherwise pedestrians do not have a safe walkway to get from their car to the bank entrance. Also a striped pedestrian crossing should run from the above referenced walkway to the Hanover Street sidewalk.

In accordance with the City's request, pedestrian circulation has been re-evaluated for this project. A new sidewalk has been proposed adjacent to the row of five parking stalls. At the western end of sidewalk, a striped pedestrian crosswalk has been provided in order to facilitate pedestrian traffic onto the proposed sidewalk along the Hanover Street sideline.

14. Check the turning radius of the entrance to the drive-through driveway. Will it work for vehicles coming from Preble and Hanover?

The aforementioned turning radii have been designed for a minimum turning radius of 24 feet on the standard MDOT Passenger Vehicle (P) template.

15. How many people will be employed at this office and what will be the construction value of this project?

This facility will employ an estimated six full-time and two part-time employees. The construction value of this project has been estimated at $750,000.

16. Landscaping comments...Five (5) street trees should be planted along Preble St. Four (4) street trees along Hanover St. Trees should be Armstrong Red Maple, Chicago Regal Ash or Gingko. Given the fact that these trees will primarily be within the right-of-way, the trees should have a knock-out area of approximately three (3) feet by six (6) feet for planting. The amount of understory material within the right-of-way may not be sustainable due to the impact of snow plowing operations.

The Landscape Plan has been revised to accommodate the requested number of street trees, and also changed to Chicago Regal Ash. These revisions were coordinated with Jeff Tarling, the City Arborist.

17. In an earlier concept plan for this site there was some type of wall that was proposed along the street edge. What happened to that idea? That was a great way to "extend" the building wall along the street line and add more mass to the project.

As part of the conceptual phase of the project, a false wall was contemplated to increase the perceived mass of the building as viewed from Preble Street. As the architectural plans were detailed out, as shown in the materials included with this submittal, it was determined that the features incorporated into the formal building design would preclude the need for this false wall.

Review Comments from Steve Bushey

1. The circulation pattern is not clear, however it appears that the Hanover Street D/W is a full movement intersection and the Preble St. D/W is only right in/right out. The plan should better identify this intended circulation pattern with signage and pavement striping as necessary. I'm sure Larry Ash will review this circulation pattern and comment as appropriate.

Traffic flow arrows and street signs have been added to the Site Plan in order to clarify the intended circulation through the site.

2. The pedestrian access from the parking lot to the building appears to be less than desirable. It appears that pedestrian are routed around the drive-thru lanes however it seems that bank visitors must walk around to the side or to the front of the building to gain access. This issue goes to the positioning of the building on the site and is this the best alternative.

As indicated in response 13 above (relating to your memo), pedestrian circulation has been improved at the site. Positioning the building at the front of the parcel also makes the most sense from an aesthetic standpoint and is consistent with our understanding of the municipal vision for this area. Siting the building in this location also aids in maximizing the distance from the intersection to the proposed driveways. Were the building to be located elsewhere on the parcel, it would be likely that the visual focus on the site would be the drive-through window, rather than the architectural facade of the building. In addition, as the enclosed architectural elevations demonstrate, there is pedestrian access to the bank from the Preble Street side.

3. The plan does not address any drainage from Hanover Street entering onto the site and crossing the parking area to drain towards the catch basin in Preble St. Existing spot grading along the street gutters of Hanover and Preble would serve to help review these drainage conditions. It is unclear how the gutter line drainage along Hanover Street will function if the new curb line is installed.

Existing spot grades have been added to Sheet 1 of 3 (Site Plan). For all practical purposes, the area in question is flat.

4. The plan is unclear as to the placement of handicap ramps and sidewalk grading along Marginal Way and Preble Street.

   A plan note has been added to the Site Plan, thereby instructing the contractor to provide positive drainage away from the building and match to existing grades along the existing gutter line of Marginal Way and Preble Street. This will avoid further confusion and hopefully clarify the intent of the grading scheme in this area.

5. Utility connections for water and sewer were not shown on the site plan.

   The Site Plan has been revised to show proposed locations of the water and sewer services. Letters have been sent to both utility companies requesting both a determination of available capacity and also a preference as to location of service lines.

6. The plan shows an overhead power and telephone connection to the wires in Marginal Way. I trust a pole will not be installed in the street. Will a new pole be set in front of the site and will utilities go underground to the building?

   Underground utility connections are proposed for the facility. Prior to the applicant's posting of a performance bond, Sebago Technics will coordinate the design of the electrical service with CMP. Input from CMP will be forwarded to the City upon receipt, and the plans modified accordingly.

7. Has adequate stacking for vehicles in the drive-thru lanes been provided? This seems to be a chronic problem at many bank branches in the area, particularly when there is an ATM aisle also. Where will the ATM be located on the site?

   The Site Plan has been revised to show the queuing of vehicles in the drive-through. The ATM is located on the exterior wall of the bank towards the front of the concrete pad at the teller window (see Floor Plan).

8. The hay bales around the catch basin should be replaced with a silt sack filter bag during construction to allow traffic to travel over it.

   The Site Plan has been modified accordingly and a detail of the Silt Sack has been provided on the Detail sheet.

9. Tony Lombardo and Larry Ash should comment regarding the acceptability of the 26' width on Hanover Street for the City's public works vehicles that regularly travel that street. Will this be wide enough?

   The proposed curb limits on Hanover Street have been designed at a 26-foot minimum width, and the intersection has been designed to accommodate vehicles with up to a 42-foot turning radius, which includes light-duty service vans and trucks. The design was intended to allow Public Works vehicles to continue to be able to use this street.

10. I recommend a sidewalk be installed in front of the row of 5 spaces to allow customers to walk on a sidewalk rather than through the parking lot.

See response 13 (to your review memo) above.

11. Will any lighting be provided?

See response 4 (to your review memo) above.

12. The grading plan suggests the southwest corner of the lot will be at elevation 10.8, which would then place the top of curb above elevation 11.0, yet the adjacent grades on the Unique Properties, Inc. site are at elevation 11.0. Will this create a drainage problem on this property?

No. Existing spot grades have been added to the Site Plan in accordance with comment 4 above. Without seeing the spot elevations, it would appear that stormwater runoff would enter the subject site. However, as the spot elevations indicate, there is a break that sheds water to both the Preble and Hanover Street right-of-ways, respectively.

13. Public Works should comment about the need to remove and/or reset existing curbing on Preble Street.

Sebago Technics is willing to discuss any additional comments from the Portland Public Works Department at the time that they are received.

14. The grading at the drive-thru lanes should be reviewed. Typically, buildings are constructed with at least 6" of grade drop from the finish floor grade to exterior grades except at the entrances. If curbing is installed here it appears that the top of curb will be higher than the finish floor elevation. Is this the intent of the designer?

We concur that typical building construction integrates a 6-inch drop from finish floor. However, Gorham Savings Bank has very specific grade requirements that were taken into account for this design. The grading at the drive-through lane is based on detailed review with the bank architect and their equipment supplier. The spot elevations at the drive-through have been specifically set to accommodate access to the ATM and teller drawer, per the manufacturer's recommendations.

15. Where will snow be stored or will it be plowed out into the street?

Snow will likely be stored in the landscaped island between the ATM and the parking lot. During larger storm events, the snow may be removed from the site by the bank's plowing/maintenance contractor.

16. What type of sidewalk materials are proposed? Is this an area requiring brick sidewalk?

Bituminous sidewalks are proposed for this area.

17. The vertical granite curb detail does not meet the City's Technical Standard for installation.

The detail has been revised according to the City of Portland Technical Standards.

We trust that the submittal of this response to the review memorandums from both the City and Steve Bushey will adequately address the staff comments. However, should you have further questions or concerns, please call me at (207) 856-0277. We look forward to hearing from you once the staff has given this item further consideration. Thank you for your assistance.

Sincerely,

SEBAGO TECHNICS, INC.

Brian G. Yergatian, P.E.
Project Engineer

BGY/NJS:bgy/jc
Enc.

cc: Charles M. Yandell
Michelle Nappi
Bob Hughes/Steve Harvey - Willey Brothers

September 14, 2004
01302

Rick Knowland, Senior Planner
City of Portland
389 Congress Street, 3rd Floor
Portland, ME 04101

Gorham Savings Bank - Site Plan Revisions
Marginal Way and Hanover Street, Portland, Maine

Dear Rick:

At the request of the planning staff, we submit this letter and seven copies of the revised Site Plan for the Gorham Savings Bank, Marginal Way Branch, along with a check for $250.00 for the plan revisions. As you have been informed, due to ATM drive-thru access concerns raised during construction layout, the plans have been revised to address the turn maneuvering area at the approach of the drive-thru. Several other minor revisions occurred as a result of this revision, and other minor revisions were conducted separately. The revisions are as follows:

1. The vertical granite curb adjacent to the Hanover Street sidewalk will be installed within the City right-of-way. This process is concurrently being reviewed with Corporate Counsel and staff for the issuance of a revocable license to install said curb within City property. The radius adjacent to the curb and where it ties into the vertical curb adjacent to the building will be constructed of sloped granite curb. This will be on the private property of the project and not within the right-of-way.

2. The island for the canopy support has been shifted ten inches away from the building, shortened, and narrowed slightly. The canopy itself remains exactly the same with no revisions to the structural appearance.

3. The internal landscape island has been shortened to accommodate the slight widening of the ATM/access lane. Also, the slope around the island within the drive-thru aisle will also be of sloped granite curbing.

4. Due to concerns of the bank with regard to selection of hardy plants and shrubs, some modifications have been made to provide durable salt tolerant plantings and that all the areas provide a denser screening. Attached is the revised landscaping plan for your review.

5. The air-handling unit has been positioned to the eastern side of the building in a setback corner from Preble Street. The previous location would be in the way of the new approach to the access aisle (adjacent to the gas meter).

6. For clarity, some new pavement markings, striping, and informational signs have been shown to assist with traffic and pedestrian flow on the site.

The contractor wishes to commence excavation activities on the property immediately for these revisions for the project work associated with the ATM lanes and canopy. As soon as the licensure agreements are completed and executed with the City Manager, they would like to proceed with the curbing installation.

Please feel free to contact our office if any further proof of contractual arrangement or a detailed description of scope of work are necessary.

Sincerely,

SEBAGO TECHNICS, INC.

James R. Seymour, P.E.
Project Manager

JRS:jrs/jc
Enc.

cc: Michelle Nappi, Gorham Savings Bank
Frank St. Pierre, Gawron-Turgeon Architects
John Brockington, Allied Cook Construction Corp.

Sebago Technics
Engineering Expertise You Can Build On

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

October 8, 2003
01302

Richard Knowland, Senior Planner
City of Portland
389 Congress Street
Portland, ME 04101

Response to Comments: Gorham Savings Bank
71 Marginal Way, 34-K-003, #2003-0148

Dear Rick:

On behalf of Gorham Savings Bank, we are pleased to offer the following, which has been prepared in response to comments generated through the City's formal plan review process. The responses are intended to mirror the format in which they were received.

Comments from the Planning Department

1. As I indicated to Walt Stinson on Monday, the submitted traffic report indicates that a traffic movement permit is required. Please submit an application ASAP.

   A Traffic Movement Permit has been submitted to the City.

2. Please confirm that the specific exterior light fixture you are proposing is a "full cut off" fixture.

   The specified outdoor lighting fixture is a "full cut off" fixture.

3. The internal site walkway that connects into Hanover Street on Sheet 2 of 4 shows landscaping in its path. I assume that is a drafting oversight. Please revise and indicate surface material.

   The noted oversight has been corrected. The proposed trees have been shifted slightly such that they are no longer in the pedestrian walkway. The area is to be loamed and seeded.

4. Extend sidewalk and curb along entire street frontage of Hanover Street. The curb line should line up with the new curb line for the Hollywood Video site plan you are working on. The sidewalk on Preble Street should also be extended along the entire street frontage.

   The sidewalks and curb along Hanover Street and Preble Street have been extended the entire length of the property's frontage.

5. The sidewalk along Hanover Street and Preble Street should be 10 feet wide and constructed of concrete. The sidewalk along Marginal Way should also be a minimum 10 feet wide but should be fully extended to the Marginal Way curb since we don't need an esplanade at that location.

   The sidewalks along Hanover Street and Preble Street have been widened to 10 feet and specified as concrete. The sidewalk in front of the bank (along Marginal Way) has been widened to a minimum of 10 feet (see Site Plan).

6. Tree cut-outs along the sidewalk should be shown on the plan. In the area of the cut-outs the sidewalk would be 8 feet wide. The planting space 10 feet wide. Obviously the understory bushes shown on the plan will need to be shifted so they are not within the footprint of the sidewalk. You may want to relocate some of the material within the large oval area between the parking lot and the building.

   Tree cut-outs have been added to Sheet 2 (Landscape Plan).

7. One suggestion and this is only a suggestion and not a requirement. You may want to consider using brick rather than concrete for the sidewalk at the "bull nose" portion of the site adjacent to Marginal Way. This could really emphasize the bank's presence along Marginal Way.

   The suggestion was considered; however, Gorham Savings Bank would like to go with concrete sidewalks.

8. We are awaiting the submission of revised building elevations based on our discussions at our September 25th meeting. We would like to review the revised building elevations ASAP.

   The revised building plans will be forwarded to the City immediately upon receipt.

Comments from the Public Works Department

1. The narrowing of Hanover Street at the intersection with Marginal Way, to a width of 26 feet may produce problems for the current large amount of truck turning movements which occur in this location. The applicant's engineer must provide a plan that confirms the ability of trucks to enter and exit Hanover Street at this intersection.

   A turning radius of 42 feet has been provided at this intersection. This will accommodate the truck turning movements.

2. The proposed installation of underground utility services and curbing will require excavation within the adjacent paved roadways. As such, the plans must specify the anticipated excavation limits and resulting pavement repairs, in conformance with the City's Street Opening Ordinance.

The plans have been revised to show the limits of excavation with the paved roadways and also the resulting pavement repairs.

3. The plans need to specify a detail for the proposed sanitary sewer service connection in Preble Street.

A detail has been added to Sheet 4.

4. The anticipated disturbance to sidewalk adjacent to Preble Street must be specified on the plans.

The anticipated disturbance to Preble Street has been specified on the plans.

5. Any existing granite curb removed from the site will remain the property of the City and must be delivered to the City's Outer Congress Street material stockyard. A note, stating this requirement must appear on the plans.

The note has been added to the Site Plan.

6. The applicant is advised to contact Carol Merritt at Public Works, regarding the fees and permits associated with this development proposal.

Sebago Technics will contact Carol Merritt to discuss the required fees and permits associated with this project.

Comments from Steve Bushey, P.E.

* I am still concerned about the drainage along the Hanover Street side. Insufficient spot grades are shown to show where the street and entrance runoff will go. Over 150' of new curb line will be installed along Hanover Street, yet no catch basin inlets are shown on Hanover Street. There appears to be a low spot in front of the Uniques properties D/W on Hanover Street. The response of "the area is flat" does not address how any runoff from the impervious surface will be collected and conveyed away from the area.

To mitigate the existing drainage problems on Hanover Street, Gorham Savings Bank will install a catch basin at the low spot and run it in a southeasterly direction along Hanover Street a distance of approximately 150 feet to an existing catch basin.

* The responses suggested that additional signage was added to the plan. I did not see any signs identifying such things as the Right turn out only movement on the Preble St. D/W. (This should be signed since the arrow should not be relied upon during winter conditions). The circulation pattern for the Drive thru should also be signed.

  Two additional signs have been added to the plans. A sign indicating "Right Turn Only" will be placed at the egress onto Preble Street, and another sign indicating "Do Not Enter" will be placed at the end of the drive-through lane for traffic entering the site via Preble Street.

* It is unclear if the sidewalk is to extend across the drive thru lanes to the sidewalks on Hanover and Preble Street. The symbol for the cross walk striping is shown, however the actual sidewalk paving is not clear.

  The pedestrian crosswalks will be striped, as shown, and will connect to the sidewalks on both Hanover Street and Preble Street.

* The engineer should confirm what measures are required to provide an additional grate to the catch basin in Preble Street. Public Works should review to determine if a new 5' or 6' diameter structure with double capacity grate is warranted.

  The anticipated increase in stormwater runoff entering this catch basin is insignificant. As such, I cannot see that a new structure is warranted at this location. This area of Portland is subject to tidal influence. The addition of a new and larger structure will not mitigate this existing condition. However, should Public Works deem this necessary, we will comply.

* The spot grades in the ATM aisle do not match with the contours with the landscape area adjacent to it. The top of curb will be greater than 11.0' yet there is a 11.0' contour within the landscape area. This should be reviewed.

  The grading in this area has been revised.

* Staff should consider and be willing to accept that the queuing lengths are extremely short and that the queues are likely to extend back into the Hanover Street D/W opening and even perhaps onto Hanover Street. Perhaps the bank can provide an estimate of their expectations regarding the D/W use and potential for queuing lengths.

  The traffic engineer for this project, Jack Murphy, P.E., is currently working on a queuing analysis based on input from bank administration. This will be forwarded to the City immediately upon receipt.

* The Traffic Study shows a reasonably high number of PM and Saturday trips. What will the bank hours be? Most banks have lobby hours that extend to 4:00 pm and the drive-thru goes until 5:00 pm. Based on the amount of projected peak hour trips it appears that the 4:00-5:00 pm period could be all drive-thru/ATM trips with say, up to 68 trips waiting to cycle through one lane of combined ATM/Drive-thru access. Does this seem reasonable?

The bank's hours of operation will be as follows:

Drive-through	
Monday – Wednesday	***7:00 am – 4:00 pm***
Thursday & Friday	***7:00 am – 5:00 pm***
Saturday	***8:00 am – 12:00 pm***
Lobby	
Monday – Friday	***9:00 am – 4:00 pm***
Saturday	***8:00 am – 12:00 pm***

Comments from Thomas A. Errico, P.E.

1. It is unclear what is proposed for on-site regulatory signage. I would suggest that stop signs e provided at the driveways on Preble Street and Hanover Street and for vehicles exiting the rive-through. Additionally, a no left-turn signal should be installed on the island on Preble Street facing traffic exiting the site.

   Additional signage has been added on site. Please see the response to Steve Bushey's second comment.

2. According to the plans, the traffic signal controller cabinet is partially located outside the public right-of-way. Should an easement be considered?

   It does appear that the traffic signal controller cabinet is partially located outside the right-of-way. As such, an easement will be executed, which will grant access to CMP.

3. While it is important to provide large turning radii at intersections for large vehicles, it is also important to balance its impact on the pedestrian environment. Because the intersection of Marginal Way and Preble Street experience heavy pedestrian activity, I would suggest that the radii on the corners in front of the proposed project be reviewed and reduced in size, if possible. Obviously, this should be modified only if adequate truck turning can be accommodated.

   We have re-evaluated the turning radii, but still feel that those provided are necessary to ensure the safety of vehicles making the relevant turning movements. In particular, the 42-foot radius provided for the intersection of Hanover Street and Marginal Way is necessary to ensure that Public Works and other large vehicles can safely execute a right-hand turn onto Marginal Way without drifting into the left lane of traffic.

4. Crosswalks should be painted on the driveway openings.

   The site plan has been revised accordingly.

5. The Marginal Way eastbound left-turn movement is projected to operate at level of service "E" following build-out of the project. Level of service "D" or better conditions should be provided.

   Jack Murphy, P.E., traffic engineer for the project, is presently working on signal optimization for this intersection. His response will be forwarded to the City upon receipt.

6. As we discussed previously, a project scoping meeting should be scheduled as part of the City's MDOT Delegated Review Authority.

   A Scoping Meeting has been scheduled for October 14, 2003 at 1:00 pm. The meeting will be held on the 4th floor of City Hall.

I trust that these responses have satisfactorily addressed the concerns raised by Public Works, Planning, Steve Bushey, and Tom Errico. However, if the City has further concerns, please contact me at your earliest possible convenience.

Sincerely,

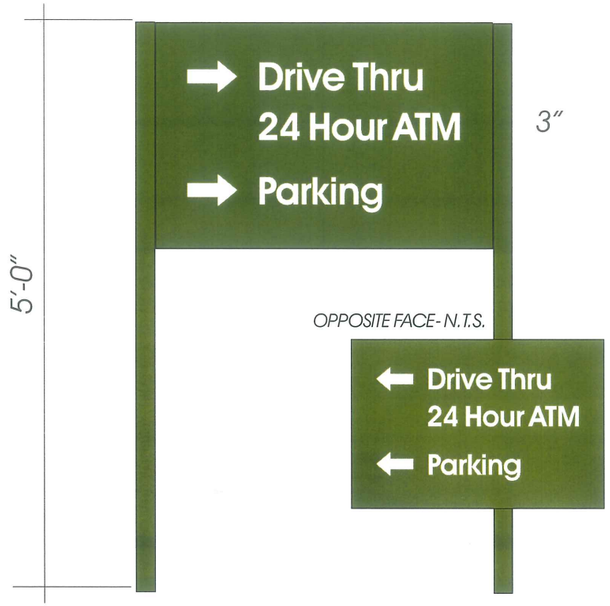
SEBAGO TECHNICS, INC.

Brian G. Yergatian, P.E.
Project Engineer

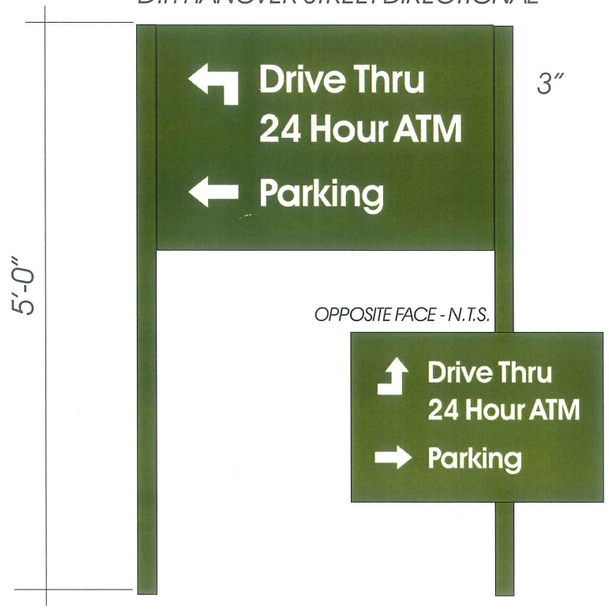
BGY/bgy:jc
Enc.

cc: Michelle Nappi – Gorham Savings Bank

D.F. PREBLE STREET DIRECTIONAL



D.F. HANOVER STREET DIRECTIONAL



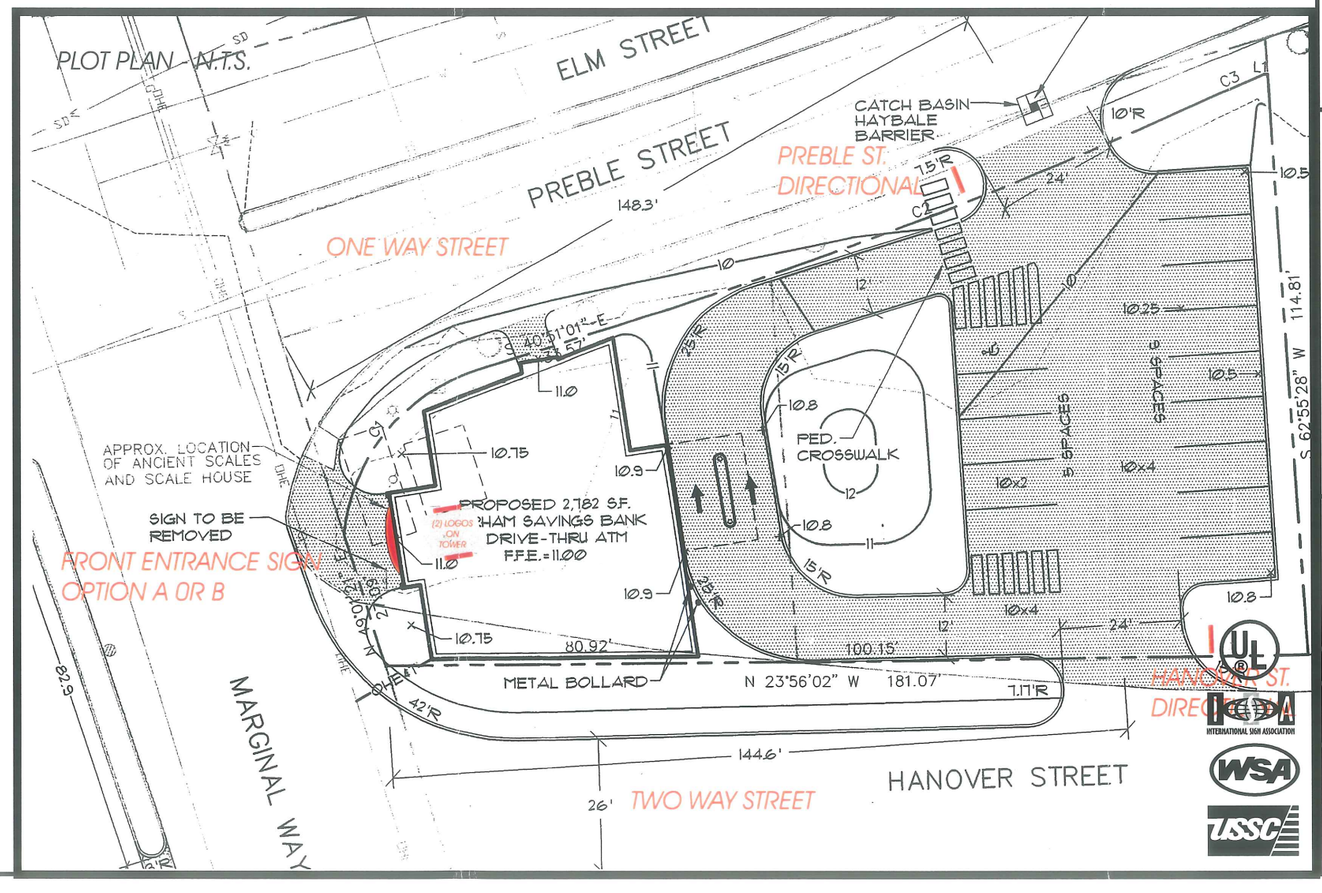
PREBLE STREET DIRECTIONAL: (1) D.F. 2'-0" X 3'-0" x 2" POST & PANEL SIGN

2" SQ. POST & PANELS: GSB CUSTOM GREEN
COPY: GERBER REFLECTIVE WHITE VINYL

HANOVER STREET DIRECTIONAL (1) D.F. 2'-0" X 3'-0" x 2" POST & PANEL SIGN

2" SQ. POST & PANELS: GSB CUSTOM GREEN
COPY: GERBER REFLECTIVE WHITE VINYL

PLOT PLAN - N.T.S.



NOTES:

APPROVED MANUFACTURING DATE

VOLTAGE:

REVISIONS:

Bailey sign Incorporated
www.baileysign.com
9 Thomas Drive
Col. Westbrook Executive Park
Westbrook, ME 04092
207-774-2843 / 1-800-539-SIGN
Fax: 774-1193
E-Mail: newsign@baileysign.com

PLEASE NOTE:

THIS IS A PROGRESS PRINT - FIELD MEASUREMENTS MAY OR MAY NOT NEED TO BE VERIFIED.

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IF AN ELECTRIC SIGN, THEN INSTALLATION MUST BE ACCOMPLISHED IN TOTAL COMPLIANCE WITH THE NATIONAL ELECTRIC CODE, THE REQUIREMENTS OF UNDERWRITERS LABORATORY, CANADIAN STANDARDS ASSOCIATION, AND APPLICABLE LOCAL CODES.

ALL ELECTRICAL SIGNS REQUIRE ROUTINE MAINTENANCE.

CLIENT

ACCEPTANCE SIGNATURE DATE

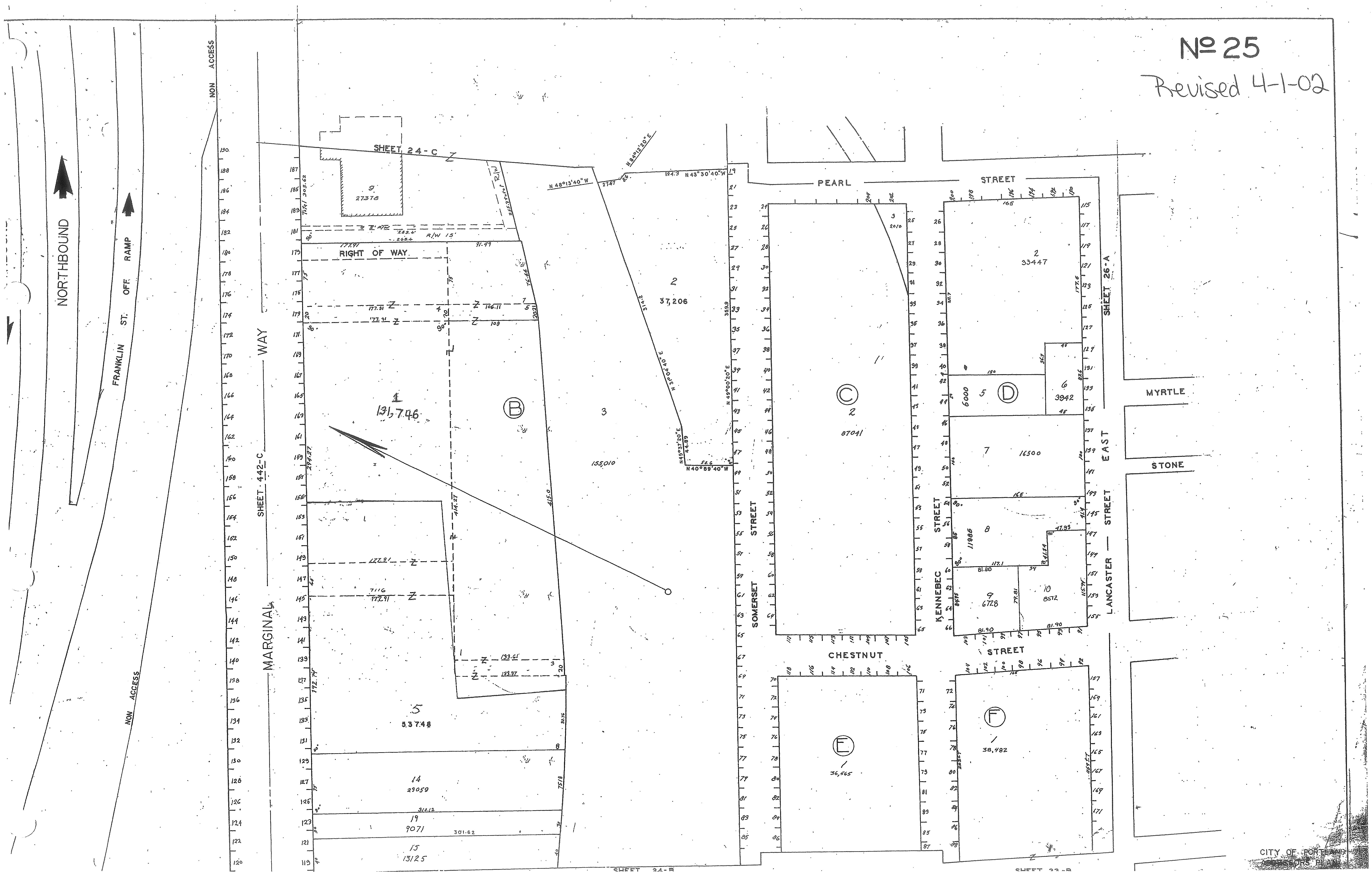
CUSTOMER:
GORHAM SAVINGS BANK
LOCATION:
MARGINAL WAY
PORTLAND, MAINE

SALESPERSON: R.B. DRAWN BY: L.W.M.

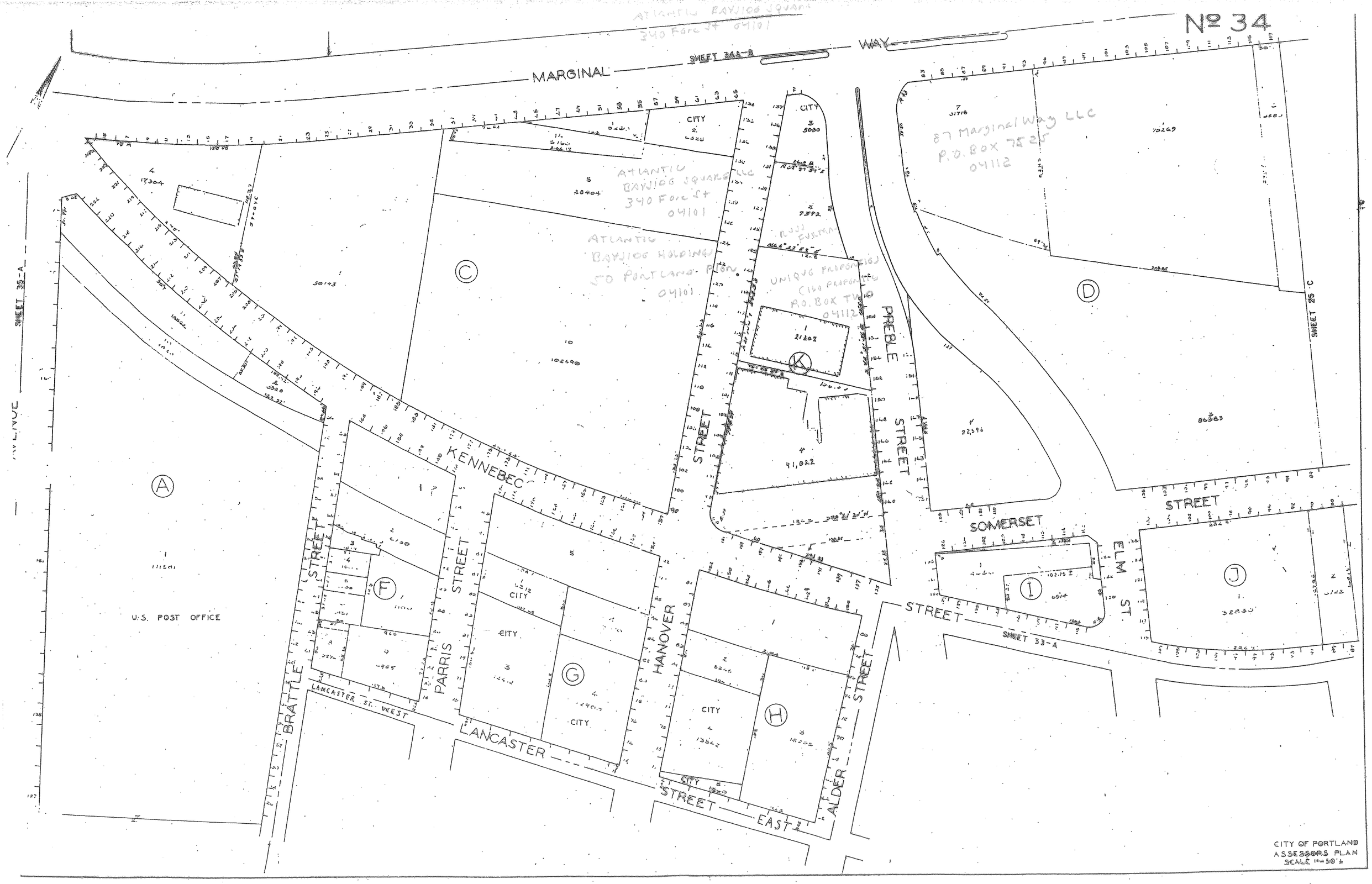
P.S. # D-392 W.O. #

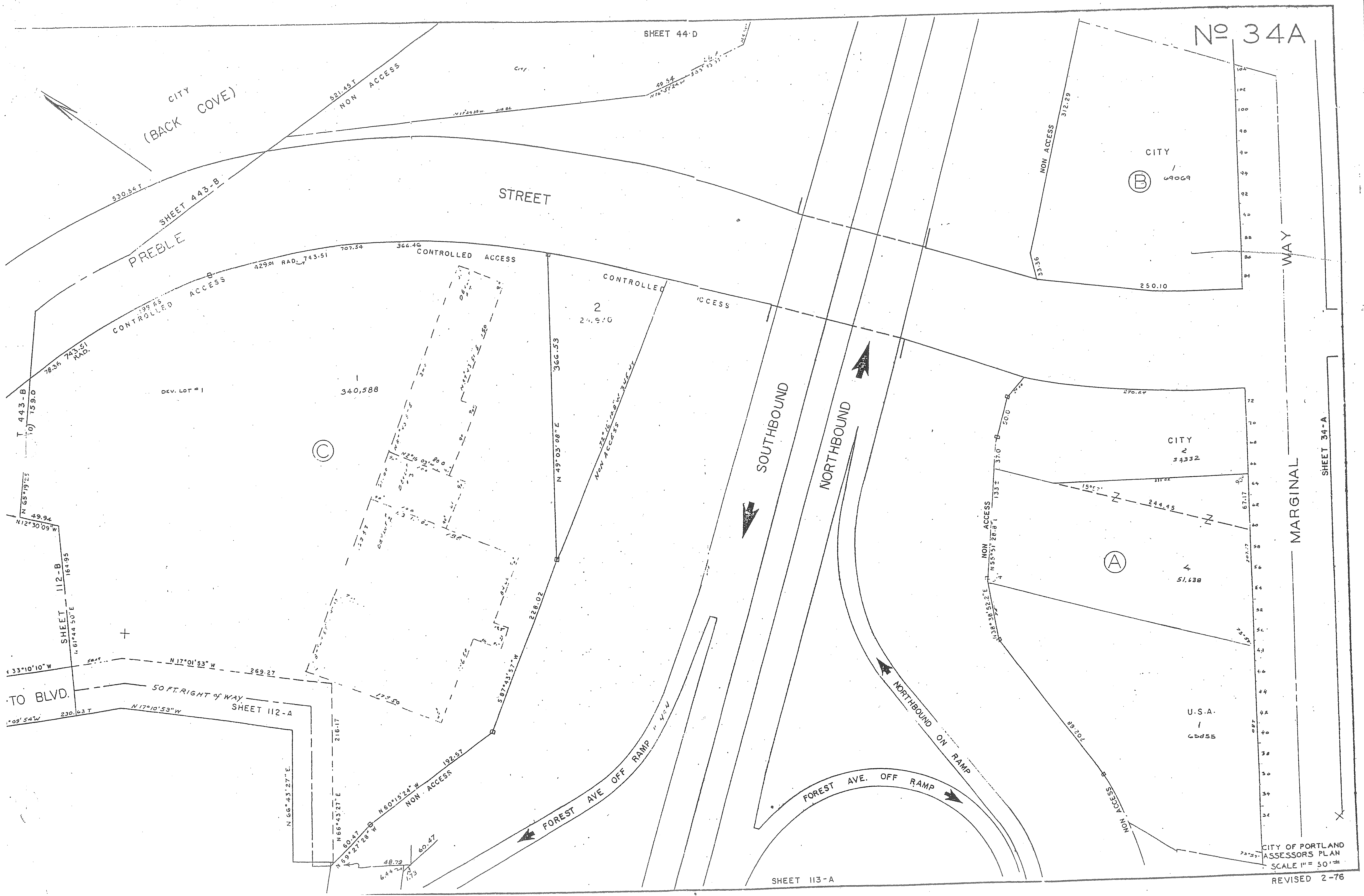
SCALE 1/8"=1' DATE 7/29/03

DRAWING NO: 05120 D
SHEET ___ / ___



№ 25
Revised 4-1-02
NORTHBOUND
FRANKLIN ST. OFF RAMP
NON ACCESS
NON ACCESS
MARGINAL WAY
SHEET 442-C
SHEET 24-C
SHEET 26-A
PEARL STREET
SOMERSET STREET
CHESTNUT STREET
KENNEBEC STREET
EAST STREET
LANCASTER STREET
MYRTLE
STONE
RIGHT OF WAY
R/W 15'
N 48°13'40" W
N 43°30'40" W
N 84°12'20" E
N 31°06'40" E
N 49°00'20" E
N 45°37'20" E
N 40°59'40" W
B
C
D
E
F
9
27378
1
131,746
2
37,206
3
155,010
5
53748
14
29059
19
9071
15
13125
2
87041
2
33447
5
6000
6
3942
7
16500
8
11886
9
6728
10
8512
1
36,565
1
38,482
CITY OF PORTLAND
ASSESSORS PLAN


№ 34
MARGINAL WAY
SHEET 34A-B
SHEET 35-A
SHEET 25-C
SHEET 33-A
KENNEBEC STREET
PREBLE STREET
SOMERSET STREET
ELM ST.
BRATTLE STREET
PARRIS STREET
HANOVER STREET
ALDER STREET
LANCASTER ST. WEST
LANCASTER STREET EAST
U.S. POST OFFICE
ATLANTIC BAYJOG SQUARE LLC
340 Fore St 04101
87 Marginal Way LLC
P.O. Box 7525
04112
ATLANTIC BAYJOG HOLDINGS
340 PORTLAND PIER
04101
UNIQUE PROPERTIES
CIGO PROPERTIES
P.O. BOX TWO
04112
CITY OF PORTLAND
ASSESSORS PLAN
SCALE 1"=50'±



Nº 34A
SHEET 44-D
CITY (BACK COVE)
NON ACCESS
SHEET 443-B
PREBLE
STREET
CONTROLLED ACCESS
2
366.53
N 49°03'08" E
NON ACCESS
1
340,588
DEV. LOT #1
C
SOUTHBOUND
NORTHBOUND
CITY
69069
B
250.10
CITY
33332
A
4
51,638
U.S.A.
1
65855
NON ACCESS
MARGINAL
WAY
SHEET 34-A
SHEET 112-B
N 17°01'53" W
269.27
TO BLVD.
50 FT. RIGHT of WAY
SHEET 112-A
N 17°10'53" W
N 60°15'24" W
NON ACCESS
192.57
228.02
S 87°43'57" W
FOREST AVE OFF RAMP
NORTHBOUND ON RAMP
FOREST AVE. OFF RAMP
SHEET 113-A
CITY OF PORTLAND
ASSESSORS PLAN
SCALE 1" = 50'±
REVISED 2-76