City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: CONTINUED PUBLIC HEARING SITE PLAN and FINAL SUBDIVISION REVIEW: Danville Corner Road (PID 122-004 and 122-005) – Application by Terradyn Consultants, LLC on behalf of Timothy Millett for a housing development with 68 single family homes and 3 multi-family buildings with 8 apartments each. The property is located in the General Business (GB) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

Date: April 7, 2026

PROPOSAL OVERVIEW
Terradyn Consultants, LLC, on behalf of Timothy Millett, has submitted an application for a housing development consisting of 68 single-family homes and three multi-family buildings with eight units each (24 units total) located on Danville Corner Road (PID 122-004 and 122-005). The single-family homes will be located on Lot 2 and will be part of the South Grove Residences Condominium, while the multi-family buildings will be located on Lot 3. Access to the site will be via private roads off Danville Corner Road. This item is continued from the March 10, 2026 meeting. The application received preliminary plan approval at the December 9, 2025 meeting. For additional information, staff suggest the Board review previous submissions from the November 10, 2025, December 9, 2025 and March 10, 2026 meetings.



The application was last brought to the Planning Board for the March 10, 2026 meeting as a final plan submission. The Board voted to continue the final plan review for the applicant to provide an updated condominium declaration, a revised open space calculation with the stormwater pond removed, a snow removal plan and information on the traffic movement plan to include the slope and width of Danville Corner Road.

Since the last submission, the applicant has responded to the comments regarding the traffic analysis, revised the open space calculation to not include the stormwater pond, provided an updated plan showing fire truck and emergency vehicle turning lane locations, provided snow storage locations on the site plan and provided a revised condominium declaration.

Additionally, the applicant has made the following changes to the site plan:

- Delish Drive has been shifted 25 feet north to allow extra space for grading and eliminate the need for retaining walls.
- The 5,000 square foot warehouse building that was previously located on Lot 3 has been removed. This area will be used for snow storage during winter months. An additional 5 parking spaces have been added at the end of Lot 3 for access to the trail system.

SITE PLAN REVIEW AND SUBDIVISION STANDARDS

The division of land resulting in three or more dwelling units within a five-year period constitutes a subdivision under 30-A M.R.S.A. § 4401. Therefore, this project is subject to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.
The following findings of fact relevant to the project are summarized below:

- Access: Access to the development will come from the proposed private dead-end looped located off Danville Corner Road. The private roads have been designed to meet City standards. The road grade profiles and cross section were provided in the October, 2025 submission. FIG 1 of the updated application submission dated April 3, 2026 shows location of emergency access and fire truck vehicle turning lanes, demonstrating adequate turning lane access.
- Parking: The application submitted on October 30, 2025 states that the development will include 2 parking spaces per single family unit and 1.5 spaces per apartment unit. The multifamily developments will include a total of 33 parking spaces with 3 handicap spaces. Parking and loading spaces are arranged adequately and will not back into a public street or create safety hazards. A snow storage area will be located in Lot 3 at the previous location of the warehouse building.
- Utilities: The project will be served by public water and sewer. Easements, as shown on Subdivision Plan C-1.0, must be granted to the Auburn Water & Sewer District prior to activation of the mains.
- Traffic: The 93-unit development is anticipated to generate 813 weekday trips, including 58 AM peak-hour and 77 PM peak-hour trips. Weekend volumes are estimated at 664 trips on Saturday and 678 on Sunday, with 73 AM and 66 PM peak-hour trips. The applicant retained VHB to conduct a Traffic Impact Analysis to analyze existing and proposed traffic conditions, road safety, site distance and high crash locations. Based on the traffic study, the proposed development will have minimal impact on existing traffic conditions. At the Planning Board meeting March 10, 2026, the Board requested that the applicant confirm if the traffic study considered the slope and width of Danville Corner Road. In the updated cover memo dated April 3, 2026, the applicant states that that VHB counted the Old Danville Road and Danville Corner Road in person and the analysis accounted for the lane widths on Danville Corner Road, but not the slope. The traffic impact analysis meets the standards of the ordinance outlined in Sec. 46-235.
- Stormwater Management: The applicant has prepared a stormwater management report in compliance with City requirements and DEP SLODA Chapter 500. The proposed

development is anticipated to contribute roughly 4.5 acres of impervious area for the new looped road and driveway entrances. Existing on-site drainage flows east of the property eventually towards the Little Androscoggin River. Stormwater runoff will be conveyed to a large constructed gravel wetland on the eastern side of the property, which has been sized appropriately. The stormwater calculations in the report from October, 2025 demonstrate that runoff leaving the site will not increase from pre-development levels.

- Open Space: Single-family residential subdivisions are required to meet the standards for open space under Section 60-1367. According to the ordinance, a developer is required to provide 1 acre of open space for the first ten lots or units and 5,000 square feet for each additional unit. The applicant is short on the required acreage for open space and met with the Parks and Recreation Advisory Board on January 23, 2026 and February 26, 2026 to present their open space plan and to pay the fee in lieu. At the March 10 meeting, the Board requested that the applicant omit the stormwater pond from the open space calculation. The applicant has removed the stormwater pond from the open space and the development now contains 3.7 acres of contiguous useable open space. The total in lieu fee has increased to $17,562, which will go towards proposed trails and benches within the condominium.
- Lighting: Lighting poles are proposed to be dispersed along the private roads and are shown on the plan. The new homes will include wall mounted decorative lighting types as shown in the building rendering photo from the October, 2025 submission. The proposed exterior lighting will not create a safety hazard or nuisance on adjacent properties.
- Solid Waste Disposal: Solid waste disposal will be the responsibility of each individual homeowner and will be disposed of properly.
- Protection of Environmental Features and Natural Resources: The proposed development is not anticipated to adversely impact natural resources, scenic areas or historic sites.
- Noise, Vibration, Odors and Air Pollution: In accordance with Sec. 60-1037, noise levels in the General Business zone shall not exceed 60 dba measured at the property line. The proposed development is not anticipated to exceed noise standards or create a nuisance to surrounding properties. The proposed development is not anticipated to generate vibration, odors or air pollution.

DEPARTMENT REVIEW

There are no department needs at this time.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1277 and 60-1359:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:

(1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;

(2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;
(3)Adequacy of the methods of disposal for wastes; and
(4)Protection of environment features on the site and in adjacent areas.

Subdivision – Section 60-1359
When reviewing any subdivision for approval, the planning board shall consider the following criteria, and before granting either approval or denial, shall determine that the proposed subdivision:
(1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:

a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;
b. The slope of the land and its effect on effluents;
c. The availability of streams for disposal of effluents; and
d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);

(2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;
(3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;
(4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;
(5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;
(6) Will provide for adequate sewage waste disposal;
(7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
(8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
(9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
(10) Is funded by a subdivider has adequate financial and technical capacity to meet the standards of this section;
(11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
(12) Has provisions for on-site landscaping that are adequate to screen neighboring properties from unsightly features of the development;
(13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;
(14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;
(15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

STAFF RECOMMENDATIONS

Staff recommend that the Board vote on the final application. If the Board votes to approve the final plan, staff are recommending the following conditions of approval:

- The Final Subdivision Plan must be recorded at the Androscoggin County Registry of Deeds prior to issuance of building permits.
- Water and sewer easements must be granted to the Auburn Water & Sewer District prior to activation of the mains.

If the Planning Board votes to deny the final plan, the Board will need to reference a written denial finding in Sec. 60-1304.

Suggested Motion:
I make a motion to [**approve/deny]** the application proposal from Terradyn Consultants, LLC on behalf of Timothy Millett for the proposed housing development consisting of 69 single-family homes, three multi-family buildings with eight units each, and an accessory 5,000 sq. ft. warehouse on Danville Corner Road (PID 122-004 and 122-005) pursuant to Chapter 60 Article XVI, Division 2 – Site Plan and Division 4- Subdivision.

207.926.5111
info@terradynconsultants.com
www.terradynconsultants.com

April 3, 2026 24-164

Sam Peikes
Planning Coordinator
City of Auburn
60 Court Street
Auburn, ME 04210

Subject: Danville Corner Housing Development
Final Plan Application

Sam,

On behalf of Timothy Millett, Terradyn Consultants LLC, is pleased to submit the attached additional information to support the Final Subdivision Plan application for the Danville Corner Housing Project. In addition to addressing the comments brought forward by the Board at the march 10th Planning Board Meeting, the Applicant is proposing some minor changes to the site layout:

- Delish Drive has been shifted 25 feet to the north, this is to allow for extra space for grading along the southern property line and eliminate any retaining walls previously proposed. With this shift additional room was created between the parking areas and the southern property line, as such the applicant is proposing to place dumpsters at the end of the parking lots for the residents of the multifamily buildings, this would remove the storage of trash within the buildings.
- The 5,000- sf warehouse building located on lot 3 has been removed, this area will be utilized for snow storage during the winter months. Additionally in the area or the previous warehouse driveway 5 parking spaces have been added for access to the trail system.

In addition, changes listed above responses to questions brought forward during the March 10th Planning Board meeting and our responses ***(in italics)*** are provided below:

1. Provide finalized HOA/Condominium Documents:

   Response: Please see the attached documents, the condominium will be called South Grove Residences.

2. Revised open space calculations removing the Gravel Wetland:

***Response:** The open space area has been updated and reflected on Sheet C-1.0. The Gravel Wetland area has been removed from the proposed open space calculations for to 60-1367. This change reduces the proposed open space from 4.46 acres to 3.70 acres, which results in a proposed increase to the in-lieu fee of $3,279.40 (0.76acre x $4,315.00/acre) to a total of $17,562.05.*

The Superhumus trail has an estimated cost of $3 per square foot. The proposed trails total approximately 5,250 square feet, for an estimated installation cost of $15,750 (excluding any tree clearing). The previously proposed in-lieu fee was $14,239.70. The increased in-lieu fee is proposed to be utilized to fund the remainder of the trail materials estimated at $1,510.30 and to purchase some of the proposed benches. The estimated cost for the benches is $500 each, for a total bench cost of $3,500.00. The estimated total cost for the installation of the superhumus trail material and procurement of the benches is $19,250.00, which does not include any necessary tree clearing or installation of the benches.

Note 9 has been added on Sheet C-1.0 which describes the intent of the open space which will be recorded on the final plans. The note states the following:

Common Element Notes:

- **Area 1: is designated to satisfy the requirements of section 60-1367 of the City of Auburns Ordinance. Area 1 is 3.70 acres of 7.77 acres required. An in lieu fee will be paid for the remaining 4.07 acres at a rate of $4,315 per acre for a total of $17,562.05. The in lieu fee is to be utilized for the construction of trails and benches within the remaining common elements of Lot 2 shown with Area 2.**
- **Area 2: is 2.71 acres in size the area is the remainder of the common elements excluding roadway infrastructure and sidewalks.**

Parks & Recreation has been informed of the proposed changes and has indicated that they will be providing an updated letter.

3. Traffic analysis:
   a. Was VHB physically onsite counting cars?

   Response: VHB counted Old Danville Road & Danville Corner Road intersection in person. Approved design hourly traffic counts for the Washington & Danville Corner Road intersection were completed as part of the approved signal plans and used for the analysis.

   b. Does the analysis take into account the slope and width of Danville Corner Road approaching the intersection with Washington Street.

   Response: The analysis takes into account the lane widths on Danville Corner Road. Synchro Capacity analysis used for modeling does not take slope into account.

4. Snow Storage:

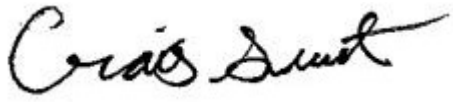
   Response: Snow storage area has been added in the location of the previously proposed warehouse. Additional provisions within the condominium documents regarding snow removal as well.

5. Turning Figures:

   Response: Turning Figures for the City of Auburn Fire truck are attached to this letter.

We trust that the above responses and attached materials address the comments. Please contact me directly with any additional questions or concerns.

Sincerely,
TERRADYN CONSULTANTS, LLC



Craig Sweet, P.E.

Attachments:

Attachment 1 – Turning Figures
Attachment 2 – Condominium Documents
Attachment 3 – Plan Set

ATTACHMENT #1

Turning Figures



E-ONE Fire Auburn	28.580ft
Overall Length	8.167ft
Overall Width	9.175ft
Overall Body Height	0.666ft
Min Body Ground Clearance	6.880ft
Track Width	5.00s
Lock-to-lock time	35.000ft
Curb to Curb Turning Radius	

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 INCH = 40 FT.

DATE: 03-31-2026

NO.	DATE	REVISIONS
4	03-31-2026	REVISED OPEN SPACE AND DELISH DRIVE ALIGNMENT
3	02-25-2026	FINAL DEVELOPMENT REVIEW SUBMISSION
2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW
1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION

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TERRADYN CONSULTANTS, LLC
Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT:
DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE:
FIRE TRUCK TURNING FIGURE

CLIENT:
TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE:	10-10-2025
SCALE:	1" = 40'
JOB NO:	24-164
SHEET:	FIG 1

C:\OD\Terradyn Consultants\Project Folders - Documents\2024 Jobs\24-164 Millett Danville Corner Auburn Map 122 Lot 4\CAD\Permitting\24-164 Turning Figure.dwg

ATTACHMENT #2

Condominium Documents

PUBLIC OFFERING STATEMENT

Name of Condominium:	SOUTH GROVE RESIDENCES, a condominium
Address of Condominium:	Danville Corner Road, Auburn Maine
Name of Declarant:	DANVILLE CORNER ROAD, LLC
Address of Declarant:	155 Center St. Unit 6, Auburn, ME 04210

UNLESS A PURCHASER HAS RECEIVED A COPY OF THIS PUBLIC OFFERING STATEMENT PRIOR TO THE EXECUTION OF A CONTRACT FOR SALE OF A CONDOMINIUM UNIT, A PURCHASER MAY CANCEL ANY CONTRACT FOR PURCHASE OF THE UNIT FROM DECLARANT PRIOR TO THE CONVEYANCE OF THE UNIT.

IF THE PURCHASER ACCEPTS THE CONVEYANCE OF THE UNIT BEFORE RECEIVING THIS STATEMENT OR IF SUBSEQUENT TO THE EXECUTION OF A CONTRACT, THE PURCHASER RECEIVES AND REVIEWS THIS PUBLIC OFFERING STATEMENT AND EXPRESSLY AND IN WRITING WAIVES THE RIGHT TO CANCEL, THE PURCHASER MAY NOT CANCEL THE CONTRACT.

Effective date of this Public Offering Statement: _____, 2026

Attorney for the Declarant:

Hopkinson &Abbondanza

Richard J. Abbondanza, Esq.
6 City Center, Suite 400, Portland ME 04101
Telephone: 207-772-5845

PUBLIC OFFERING STATEMENT

Name of Condominium:	SOUTH GROVE RESIDENCES, a condominium
Address of Condominium:	Danville Corner Road, Auburn Maine
Name of Declarant:	DANVILLE CORNER ROAD, LLC
Address of Declarant:	155 Center St. Unit 6, Auburn, ME 04210

This Public Offering Statement is prepared for and furnished to Purchaser of Condominium Units at **SOUTH GROVE RESIDENCES, a condominium** (the "Condominium"). The purpose of this Statement is to disclose material facts pertaining to the Condominium.

Unless a Purchaser has received and reviewed this Public Offering Statement prior to the time he executes a purchase contract, he may, before conveyance of a Unit, cancel any contract for purchase of a Unit by giving written notice to the Declarant. However, a Purchaser may not cancel a contract if the Purchaser accepts conveyance of a Unit or if, subsequent to the execution of a contract, he receives and reviews this Public Offering Statement and expressly and in writing waives this right to cancel.

Effective date of this Public Offering Statement: _____, 2026.

PUBLIC OFFERING STATEMENT

SOUTH GROVE RESIDENCES
Danville Corner, Auburn, Maine

ARTICLE I.
DESCRIPTION OF THE CONDOMINIUM

Section 1.01. **Overview of the Site.** This public offering statement is provided by **DANVILLE CORNER ROAD, LLC,** a Maine limited liability company, doing business in Maine at 155 Center St. Unit 6, Auburn, ME 04210 (the "Declarant") to purchasers of Units in **SOUTH GROVE RESIDENCES, a condominium** (the "Condominium") located at Danville Corner Road, Auburn, Maine. This public offering statement is intended to provide a general overview and summary of the terms of the Condominium. The various exhibits to this Public Offering Statement contain the full text and detail of the controlling legal documents, and purchasers are strongly encouraged to review all exhibits in order to obtain a full understanding of the structure of the Condominium.

The Condominium building is being constructed on the parcel of Condominium land known as **Danville Corner Parcel,** which contains approximately 15.202 acres of land.

Construction of the access road and infrastructure is currently underway. Construction of the buildings will commence once the access road is passable. The Condominium may consist of a total of 68 Units, which are located in wood-frame "townhouse" style buildings. Some units may include decks or garages. The Declarant may construct a total of up to 68 buildings containing a total of 68 Units. One of the first Units may be used as a model Unit for inspection by buyers.

The Condominium site is zoned Residential "General Business" by the City of Auburn, which permits residential developments. The proposed location of the Units and improvements are shown in the Condominium plat (survey). Land uses in the vicinity include residential subdivisions, single family residences, and apartments. The Condominium is located on Danville Corner Road. The Condominium will be connected to the public water and sewer. The Condominium will be served by natural gas, with separate meters for each unit. Since the Condominium is at a lower elevation than the street, a Sewer Lift Station will be installed to assure that wastewater will flow to the public sewer.

Section 1.02 General. The Declaration of Condominium is the central legal document which creates the Condominium, and a copy of the Declaration is attached as Exhibit A to this Public Offering Statement, and it will become effective when recorded in the Cumberland County Registry of Deeds. The Declaration establishes the boundaries of the Condominium as a whole,

the boundaries and Allocated Interests of each Unit, the special property rights within the Condominium such as Limited Common Elements and easements, and the restrictions on the Units. Generally amendments to the Declaration may be made by a vote of sixty-seven (67) percent of the Unit owners however, one hundred (100) percent approval is required to change the Unit boundaries or permitted uses. Certain amendments require the approval of the Declarant or lenders holding or insuring mortgages on the Condominium Units.

The Units in the Condominium are restricted to residential use except that Declarant has the right to construct future buildings and may use unsold Units as models or sales offices. Other temporary, reasonable non-residential uses may be permitted by the Board of Directors.

Household pets are allowed with the consent of the Board of Directors. Unit Owners are responsible for the behavior of their pets or their guest's pets and are liable for any property damage, personal injury or disturbance that such animals may cause. The Association shall have the right to assess the Unit Owner for reimbursement of related expenses and to lien the owner's property in the event of non-payment. All pets must be licensed and inoculated as required by law, and owners must comply with City of Auburn ordinances regulating pets. The Condominium reserves the right to notify the Animal Control Officer if a pet owner fails to do so. No pet is allowed outside of its Unit except on a leash and under the control of a responsible person. Owners are responsible for the daily removal of pet wastes from lawn or driveway common elements. Damage to common elements lawns inflicted by excessive animal use or by a concentration of animal urine and other wastes may be repaired by the Association. The Association shall have the right to assess the Unit Owner for reimbursement of repair expense and to lien the owner's property in the event of non-payment. No animal shall be permitted to make noises as to disturb neighbor's rest or peaceful enjoyment of their Unit or the common elements. Unless otherwise authorized by the Board of Directors, no animal may be tied or leashed outside the Unit at any time, exterior pet runs of any type are not allowed at the Condominium. The Association shall have the power, if necessary, to further regulate the keeping of pets and animals including, without limitation, the express power to regulate the size and species, to establish additional behavior requirements, and to expel any offending animals from the Condominium.

Only passenger vehicles and trucks under 6,000 pounds gross vehicle weight are allowed to be kept on the Condominium. Generally parking of motor vehicles is permitted only within the parking space(s) allocated to a given Unit and other areas permitted by the Board of Directors.

No inoperable vehicles, boats, recreational vehicles, snowmobiles, all-terrain vehicles or other vehicles or recreational equipment or similar items may be kept or parked on the property except within a fully enclosed garage forming a part of the Unit. No motorized vehicles shall be used on the property, except within the parking areas and on the roads as shown on the Condominium Plat.

Trash and garbage may be kept only in sanitary containers and properly stored. No Unit may be used so as to create a nuisance or an unreasonable interference with the peaceful possession and occupation or proper use of any other Unit or the Common Elements.

Unit owners are required to comply with and conform to all applicable laws and regulations of the State of Maine, and all ordinances, rules and regulations of the City of Auburn and the terms of the Planning Board approval for the Condominium.

The City of Auburn has no responsibility whatsoever to provide services in connection with Condominium administration, operation, maintenance and repair, including, but not limited to, services involving snow plowing, trash collection and the lighting of Common Areas.

Each Unit owner must maintain their Unit, both inside and out, including, but not limited to exterior maintenance of roof, siding, foundation, and chimney, and interior maintenance of appliances, plumbing, and electrical fixtures that run within a unit.

A Unit owner may change the outside appearance of the Unit, including changing the color of the Unit, adding any awnings or canopies or constructing any improvements, etc, with the approval of the Board of Director. Unit owners may be permitted to add flowers and annuals in the limited common area around the exterior of the unit with the approval of the Board of Director, provided these are properly maintained. The Declarant and its agents have the right to post signs and advertisements on the Condominium property for purposes of selling the Units.

Section 1.03. Development Rights. The total number of Units which may be built is 68. Until all Units have been sold, the Declarant has reserved the exclusive right to create and relocate public utility easements on the property servicing the Condominium, to connect into those public utility lines, to use the Condominium for the repair and construction of Units, and to operate a sales, leasing, and management office. In addition, until all Units have been sold, the Declarant has reserved the exclusive right to grant easements as shown on the Plat for ingress and egress, for the construction, maintenance, connection into, use, repair and replacement of roads, side walks, utility lines, conduits, wires, pipes, pumps, and other utility apparatus and for directional and sales signage, which easements if granted may be for the benefit of the City of Auburn and/or the owner of any other land abutting the condominium property, provided that that the benefited land shall contribute to the expenses of maintenance and repair of road and utility facilities in common use in proportion to the number of completed dwelling Units entitled to the use thereof.

The affairs of the Condominium shall be governed by a Board of Directors consisting initially of three (3) to nine (9) persons. The members of the initial Board of Directors shall be appointed, removed, and replaced from time to time be Declarant without the necessity of retaining resignations. The Declarant appointed members of the Board of Directors shall be replaced with Unit Owners, other than the Declarant.

The transition from Declarant appointed members of the Board of Directors to Unit Owners, other than Declarant, shall occur as follows:

> The owners other than the Declarant shall elect a Board of Directors of three (3) to nine (9) owners, all of whom shall be Unit Owners other than the Declarant, up to Two (2) of whom shall be elected for a term of one (1) year, up to two (2) of whom shall be elected for a term of two (2) years, and up to two (2) of whom

shall be elected for a term of three (3) years. Thereafter, the members of the Board of Directors shall be elected by the Unit Owners as the terms of the members expire for terms of three (3) years each in accordance with the provisions of Section 3.02 hereof.

The transition from Declarant-appointed members of the Board of Directors to Unit Owners, other than Declarant, shall occur no later than the earlier of either sixty (60) days after Units having seventy-five percent (75%) of the voting rights are conveyed to Owners other than the Declarant, or seven (7) years following the conveyance of the first Unit to an Owner other than the Declarant.

The Owners, other than the Declarant, shall elect a Board of three (3) to nine (9) Unit Owners, all of whom shall be Owners other than the Declarant, up to Two (2) of whom shall be elected for a term of one (1) year, up to Two (2) of whom shall be elected for a term of two (2) years, and up to Two (2) of whom shall be elected for a term of three (3) years. Thereafter, as the terms of the members expire, the Board members shall be elected by the Unit Owners for periods of three (3) years each in accordance with the provisions of these Bylaws

Section 1.04. Unit Boundaries. Generally, the Units in the Condominium include the entire building including the exterior and interior structures of the buildings including but not limited to all roofing, siding, foundation, windows, doors, decks, appliances, plumbing fixtures, water heater, heating systems and other interior and exterior improvements servicing the Unit. Limited common elements, including the driveway and lawn surrounding the unit as designated in the Plat and Plans are maintained by the Unit Owner.

ARTICLE II.
OTHER DOCUMENTS

Section 2.01. Bylaws; Rules and Regulations. The Bylaws contain rules for self-government or the Condominium by **SOUTH GROVE RESIDENCES CONDOMINIUM OWNERS ASSOCIATION,** a nonprofit corporation. The Bylaws provide for the creation of a Board of Directors which directs the affairs of the Condominium, administers policies outlined in the Bylaws, sets the budget and generally oversees the upkeep and the administration of the Condominium. The Bylaws cover such other matters as the composition of the Board of Directors, officers of the Association and the method of their election, the requirements for meetings, voting, the manner in which the Condominium budget must be prepared, the determination and handling of assessments, the filing of assessment liens, the nature of insurance coverage. If a dispute arises between the Declarant and a Unit owner or the Association arising out of or relating to the Declaration, the Bylaws, or a deed to the Unit, the Declaration provides that such dispute must be submitted to arbitration.

The Bylaws provide that the Board of Directors has the power, on behalf of the Association, to establish rules and regulations governing the use of the Condominium. The initial Rules and Regulations established as of the date of this Public Offering Statement are attached as Exhibit B to this Declaration.

In the event a Unit owner fails to pay the common charges including the regular monthly assessment or any special assessments or service charges, the Association has a lien on the Unit secure payment of the charge.

Section 2.02. Title Matters. The list of liens, defects and encumbrances and matters of title which may affect the right, title or interest of the Declarant and the Condominium as of the date of the Public Offering Statement are set forth below. Unit owners may purchase a title insurance policy at their expense to protect and insure title to their Units. In addition, the Condominium is subject to certain easements created by the Declaration and/or the Maine Condominium Act as set forth below.

(a) Easement for Encroachments. By virtue of this easement, Unit owners and the Unit owners Association are protected in any event the Unit or Common Elements encroach on another Unit or the Common Elements.

(b) Easement to Facilitate Construction and Sales. The Declarant, its agents and employees, may use any unsold Unit of the Condominium as models and sales offices or place advertising signs within the Condominium and cross the Condominium property for the purpose of maintaining and repairing Units and Common Elements and constructing future Condominium Units. The Declarant may further erect, and re-locate temporary sales or customer service offices on the property from time to time. Further, the Declarant and its agents, contractors and prospective purchasers may cross the property and may use parking spaces.

(b) Easements for Access. Each Unit Owner and the Declarant has a right to cross the Common Elements for access to his or her Unit subject to rules, regulations and restrictions adopted by the Association.

(c) Access and Utilities. The Bylaws permit the Association to grant easements for public utilities servicing the Condominium through the Common Elements. Further, the Declarant may grant easements as shown on the Plat for the benefit of other land and may connect with existing utilities for construction purposes on the property, provided that it pays for the cost of services used.

(d) Other Matters. The property is subject to those matters and notes shown or referenced on the Plat, and to the terms of the permit issued by the Maine Department of Environmental Protection dated _____, and recorded in said Registry of Deeds in Book _____, Page _____.

(e) Mortgages. The property is presently subject to a mortgage documents to _____ dated _____, and recorded in the Cumberland County

Registry of Deeds in Book _____, Pages _____give to secure the acquisition of the land and the construction of road, utilities and infrastructure. The Declarant anticipates that collateral assignments of the rights to construct and create Units and security interests in buildings will be granted to _____. Units will be released from these encumbrances as they are sold.

(f) Rights and easements from Joseph B. Bureau and Emeline Bureau to Socony-Vacuum Oil Company, Incorporated dated November 19, 1947, and recorded in the Androscoggin County Registry of Deeds in Book 612, Page 26 as affected by an assignment to Magnolia Pipeline Company by instrument dated November 30, 1950, and recorded in said registry in Book 822, Page 308.

(g) Boundary Line Created in a deed from Glenn H. Hilmer to Daniel J. St. Hillaire dated April 25, 1985, and recorded in the Andorscoggin County Registry of Deeds in Book 1810, Page 223.

Section 2.03. Restraints on Alienation and Leasing. The Maine Condominium Act prohibits the Declarant from offering any interest in a Condominium Unit until the Declarant has prepared and delivered to the purchaser the current Public Offering Statement. The Declarant knows of no other restraints which would preclude the free transferability of legal title to the Units pursuant to the terms of a purchase and sale agreement in the form attached hereto as Exhibit C. The Condominium instruments do not grant the Declarant, the Association, lenders, or any other person, a right of first refusal to purchase a Unit from a Unit owner.

The Bylaws provide that a Unit may not be leased or rented except on terms consistent with the provisions of the Declaration and Bylaws of the Condominium and for a period of no less than thirty (30) days. A Unit must be leased as a Unit in its entirety and no lease of a portion of a Unit, such as a single bedroom, is permitted. The Board of Directors has the power to terminate leases or to evict a tenant in the event of a breach of the terms of the lease or the Condominium instruments in the event they are not complied with. All leases must be in writing and on a form requiring the tenant to comply with the Condominium documents, providing that the failure to so comply will constitute a default under the lease, and setting forth the Board of Director's termination rights described in this paragraph. Each Unit owner must notify the Board of Directors of all tenants and provide it with a copy of the lease.

Section 2.04. Contracts or Lease Subject to Cancellation. The Declarant intends to cause the Association to enter into a management agreement with the Declarant (the "Management Company"). This agreement places in the Management Company general responsibility, among other things, for collecting charges due the association by Unit Owners, for carrying out necessary maintenance and repair of the portion of the property for which the Association is responsible under the Declaration, and for the payment of certain bills of the Condominium. For rendering these services, the Management Company will be entitled to a fee set forth in the Proposed Budget attached hereto as Exhibit D. The Management Agreement runs from year to year subject to earlier termination on account of specified defaults. Because the Management Company is also the Declarant, the agreement will be subject to termination by the Association pursuant to §1603-105 of the Maine Condominium Act.

ARTICLE III.
OPERATION OF THE CONDOMINIUM

Section 3.01. The Unit Owners Association.

(a) Self-Governing of the Condominium**.** The Condominium premises is governed by **SOUTH GROVE RESIDENCES CONDOMINIUM OWNERS ASSOCIATION**, a Maine nonprofit corporation. All of the Unit owners collectively constitute the members of the Association as an incident of ownership of a Unit. Each Unit owner is automatically a member of the Association and remains a member until ownership of the Unit ceases. The Unit owners elect a Board of Directors of the Association after the period of Declarant control expires. Until then, the Declarant appoints Board of Directors members and officers.

At the date of this Public Offering Statement there are no unsatisfied judgments or, to the best of Declarant's knowledge and belief, no pending suits against the Association.

(b) Delegation of the Powers and Responsibilities of the Unit Owners Association. The Bylaws provide that the powers and responsibilities of the Unit Owners Association are delegated to the Condominium's Board of Directors, some of which in turn may be delegated to a managing agent. Basically, the Board of Directors has the powers and responsibilities in administering the Condominium to, among other things:

i. Adopt and amend rules and regulations;

ii. Elect officers of the Association;

iii. Adopt and amend budgets for revenues, expenditures and reserves and collect assessments for common expenses and service charges from Unit owners;

iv. Hire and terminate managing agents and other employees, agents and independent contractors;

v. Institute, defend or intervene in litigation or administrative proceedings in its own name on behalf of itself or two (2) or more Unit owners on matters affecting the Condominium;

vi. Make contracts and incur liabilities;

vii. Regulate the use, maintenance, repair, replacement and modification of Common Elements, except as set forth in the Declaration;

viii. Cause additional improvements to be made as a part of the Common Elements, except as set forth in the Declaration;

ix. Acquire, hold, encumber and convey in its own name any right, title or interest to real or personal property, provided that Common Elements may be conveyed or subjected to a security interest only pursuant to Section 1603-112 of the Act;

x. Grant easements, leases, licenses and concessions through or over the Common Elements;

xi. Impose charges for late payment of assessments and, after notice and an opportunity to be heard, levy reasonable fines for violations of the Declaration, Bylaws and Rules and Regulations of the Association;

xii. Impose reasonable charges for the preparation and recordation of amendments to the Declaration or statements of unpaid assessments;

xiii. Provide for the indemnification of its offices and Board of Directors and maintain liability insurance for them; and

xiv. Operate, maintain and repair the Common Elements and the Limited Common Elements.

(c) Allocation of Voting Power. Each Unit is allocated one (1) vote in the Unit owners Association. A Unit owner is entitled to cast the vote allocated to his or her Unit.

(d) Transfer of Declarant Control. The Declaration authorizes the Declarant to appoint and remove members of the Board of Directors and all officers of the Association until the earlier of seven (7) years from the conveyance of the first Unit or sixty (60) days from the date on which seventy-five (75) percent of all Units have been conveyed, including Units which may be created in the future. At that time the Unit owners shall elect a Board of Directors. The Declarant at its option can relinquish this authority at any earlier time by recording a notice in the Cumberland Registry of Deeds.

Section 3.02. Management of the Condominium. The Bylaws provide that the Board of Directors may employ professional managing agent for the Condominium at a level of compensation fixed by the Board of Directors. The Declarant intends to cause the Association to enter into a management agreement with the Management Company. At the expiration of the period of Declarant Control the decision as to whether to retain the full services of this managing Agreement will be made by the Association of Unit owners. A management fee is provided for in the proposed budget.

The Bylaws contain provisions for reserves for capital expenditures. The Bylaws require the establishment of a reasonable reserve fund for capital improvements, replacements and major repairs. The Bylaws also provide that if for any reason such reserve fund is inadequate to defray the cost of a required capital improvement, replacement or major repair, the Board of Directors may levy further assessments against the Unit owners in proportion to the Allocated Interests of their respective Units.

Unit owners will be personally liable for all lawful assessments levied against their Condominium Unit which become due while they are the Unit owner. In addition the common expenses and service charges assessed against the Unit owner automatically constitute a lien on the Unit, which lien, if unsatisfied, may be enforced by foreclosure or other legal remedies.

The Declaration requires the purchaser to pay at closing an initial capital contribution in an amount equal to two (2) months common charges (in addition to any regular Condominium fee). The initial capital contribution will be allocated to the Condominium's working capital and is nonrefundable.

The Allocated Interest in the Common Element of the Condominium is set forth in the Declaration; the amount of the estimated monthly assessment (Condominium fee) for Condominium expenses is set forth on the attached budget. The Condominium fee is based on the Allocated Interest of the Unit. There are no current or expected fees or charges, other than such assessments, to be paid by the Unit owners for the use and maintenance of the Common Elements and other facilities related to the Condominium.

ARTICLE IV.
BUDGET

A projected annual budget for the initial portion of the Condominium's operation is attached to this Public Offering Statement. The budget was prepared by the Declarant based on the best estimates available to it in_____, 2026. Because the Condominium is new there is no history of operating expense and therefore it is impossible to estimate with assurance the amount of future costs. The Association presently has no significant assets or liabilities. A replacement reserve is included in the Budget as described therein in the projected monthly assessment for each Unit. Declarant provides no special services nor incurs any special expenses on behalf of the Unit owners that are anticipated to become common expenses, except that to the extent that portions of the Condominium premises will be under construction during the sale period, the Declarant will be responsible for Units, buildings drives and lawn areas under construction until these Units and the areas around the Units are legally added to the Condominium.

Declarant may bill owners for their proportionate share of taxes assessed against the Condominium. Real estate taxes will be billed directly to Unit owners by the City of Auburn once the Unit has been in existence on April 1st of a given year, per Maine statute. Until then the Declarant will bill each unit Owner for their pro-rata real estate taxes.

ARTICLE V.
UNIT PURCHASE

The obligations of the parties in connection with the purchase of a Unit are stated in detail in the sample purchase agreement. Each purchaser must also sign an agreement to limit the time in

which to bring warranty claims to two (2) years. Prices for Units are established by the Declarant and may be subject to change at any time at the Declarant's sole discretion prior to the execution of a purchase agreement. Different purchasers may pay different prices for similar Units in the sole discretion of the Declarant.

Unless a purchaser has received and reviewed a copy of this Public Offering Statement prior to the execution of a contract for sale, a purchaser, before conveyance, may cancel any contract for purchase of a Unit from the Declarant, but if a purchaser accepts the conveyance of a Unit, he may not cancel the contract.

At the closing on the purchase of the Unit, the purchaser will be required to pay, in addition to the purchase price of the Unit, those settlement costs identified in the purchase agreement, the prorated share of the current month's charges, and a sum equal to two (2) months projected common charges as a capital contribution to the Association in order to provide working capital to the Association. The purchaser will sign the Limited Warranty Certificate at closing. It is not anticipated that the purchaser will be required to sign any other contracts or leases at the settlement.

Each prospective Unit purchaser must arrange for their own financing and no financing has been offered or arranged by the Declarant. No representation is hereby made regarding the availability of such financing for any purchaser, and each purchaser must qualify independently for the same. Purchaser's deposits will be placed in a non-interest bearing escrow account under the control of _____, located at _____ _____, Maine. Deposits will be returned to prospective purchasers who cancel their purchase contract in accordance with §1604-107 of the Maine Condominium Act; generally, such deposits will be treated in accordance with the terms of the purchase contract.

ARTICLE VI.
INSURANCE

Each Unit Owner will obtain insurance to protect their unit. The Board of Directors will obtain insurance to protect the Unit owners Association and, to a certain limited extent, the common areas, and the unit owners to a limited degree. In general, the types and amounts of insurance to be obtained by the Association are described as follows:

(a) Each Unit Owner will obtain and maintain insurance for their unit which will include fire and property damage insurance. The coverage will be "all risk" and in an amount equal to the full replacement cost of the building as well as personal property belonging to a Unit owner and any special improvements to a Unit made by or at the request of the Unit owner. Each Unit Owner is responsible for payment of the insurance deductible or any other associated costs for damage to his or her Unit, unless otherwise determined by the Board of Directors in its discretion from time to time.
(b) The Unit owners Association will obtain insurance covering liability arising from ownership or use of the Common Elements. This coverage will not insure Unit owners against liability arising from an accident or injury occurring within a Unit (or any porches

or decks, or other limited common elements of a Unit) or liability arising from the act or negligence of a Unit owner.

(c) The Board of Directors will also maintain appropriate insurance required by mortgage lenders.

The Unit owner should be aware, however, that the Bylaws require special provisions in the policies providing additional insurance. Each Unit owner should provide their insurance agent with a copy of the insurance requirements as contained in the Bylaws.

ARTICLE VII.
FINANCIAL ARRANGEMENTS FOR IMPROVEMENTS

The Declarant has obtained a construction loan from _____ to finance construction of the street, utility, and infrastructure improvements. _____ has issued a letter of credit to the City of Auburn to assure that the Declarant will construct such improvements in accordance with the City's requirements.

_____ has agreed to provide financing for the construction of individual buildings to be built by the Declarant.

ARTICLE VIII.
WARRANTIES

Certain warranties are given to all Unit owners as described below, subject to certain exclusions and modifications made by the Declarant. The purchase and sale agreement requires that all buyers sign a Limited Warranty Certificate agreeing that any warranty claims be made and enforced within two (2) years after the purchase.

With respect to the Condominium Units being sold and the Common Elements, the Maine Condominium Act provides as follows:

Section 8.01. Express Warranties of Quality. Express warranties made by any seller to a purchaser of a Unit, if relied upon by the purchaser, are only created as follows:

(a) Any written affirmation of fact or promise which relates to the Unit, its use, or rights appurtenant thereto, area improvement to the Condominiums that would directly benefit the Unit, or the right to use or have the benefit of facilities not located in the Condominium, creates an express warranty that the Unit and related rights and uses will conform to the affirmation or promise;

(b) Any model or description of the quantity or extent of the real estate comprising the Condominium, including plans and specifications of or for improvements, creates an

express warranty that the Condominium will substantially conform to the model or description;

(c) Any written description of the quantity or extent of the real estate comprising the Condominium, including plats or surveys, creates an express warranty that the Condominium will conform to the description, subject to customary tolerances; and

(d) A provision that a buyer may put a Unit only to a specified use is an express warranty that the specific use is lawful.

Neither formal words, such as "warranty" or "guarantee" nor a specific intention to make a warranty, are necessary to create an express warrants' of quality, but a statement purporting to be merely an opinion or commendation of the real estate or its value does not create a warranty.

Any conveyance of a Unit transfers to the purchaser all express warranties of quality made by previous sellers.

Section 8.02. Implied Warranties of Quality. A Declarant warrants that a Unit will be in at least as good condition at the earlier of the time of the conveyance or delivery of possession as it was at the time of contracting, reasonable wear and tear excepted.

A Declarant impliedly warrants that a Unit and the Common Elements in the Condominium are suitable for the ordinary uses of real estate of its type and that any improvements made or contracted for by it, or made by any person before the creation of the Condominium**,** will be:

(a) Free from defective materials; and

(b) Constructed in accordance with applicable laws, according to sound engineering and construction standards and in a workman-like manner. Construction complying with the City of Auburn Building Code shall be deemed to satisfy such sound engineering or construction standards.

In addition, a Declarant warrants to a purchaser of a residential Unit it that may be used for residential use and that any coexisting use, continuation of which is contemplated by the parties, does not violate applicable law at the earlier of the time of conveyance or delivery of possession.

Warranties imposed by this section may be excluded or modified.

Any conveyance of a Unit transfers to the purchaser all of the Declarant's implied warranties of quality.

Section 8.03. Exclusion of Modification of Implied Warranties of Quality. Except as limited by Section 8.02 with respect to a Unit that may be used for residential use, implied warranties of quality:

(a) May be excluded or modified by agreement of the parties; and

(b) Are excluded by expression of disclaimer, such as "as is", "with all faults", or other language which in common understanding calls the buyer's attention to the exclusion of warranties.

With respect to a purchaser of a Unit that may be occupied for residential use, no general disclaimer of implied warranties of quality is effective, but a Declarant may disclaim liability in an instrument signed by the purchaser, for a specified defect or specified failure to comply with applicable law, if the defect or failure entered into and became a part of the basis of the bargain.

The Declarant has limited such warranty to a year period. The Declarant is liable only for the cost of repair or replacement or to compensate for the decline in the Unit's market value. The Declarant disclaims liability for special or consequential damages. On or before settlement of the purchase of a Unit, implied warranties of quality will be limited as set forth in the Limited Warranty Certificate issued by the Declarant, a photocopy of which certificate is attached as Exhibit E to this Public Offering Statement.

Section 8.04. Statute of Limitations for Warranties. A judicial proceeding for breach of any warranty obligation must be commenced within six (6) years after the cause of action accrues, but the parties may agree to reduce the period of limitation to not less than two (2) years. With respect to a Unit that may be occupied for residential use, an agreement to reduce the period of limitation must be evidenced by a separate instrument executed by the purchaser.

A cause of action for breach of warranty of quality, regardless of the purchaser's lack of knowledge of the breach, accrues:

(a) As to a Unit, at the time the purchaser to whom the warranty is first made enters into possession if a possessory interest was conveyed or at the time of acceptance of the instrument of conveyance if a non-possessory interest was conveyed; and

(b) As to each common element, at the time the/common element is completed or, if later: (i) As to a common element which may be added to the Condominium or portion thereof, at the time the first Unit therein is conveyed to a bona fide purchaser; or (ii) As to a common element within any other portion of the Condominium, at the time the first Unit in the Condominium is conveyed to a bona fide purchaser.

If a warranty of quality explicitly extends to future performance or duration of any improvement or component of this Condominium, the cause of action accrues at the time the breach is discovered or at the end of the period for which the warranty explicitly extends, whichever is earlier.

IN WITNESS WHEREOF Timothy Millett, Manager of Danville Corner Road, LLC has caused this instrument to be executed by _____, thereunto duly authorized this _____day of _____, 20__.

DANVILLE CORNER ROAD, LLC

_____ _____

Witness By: Timothy Millett
Its: Manager

STATE OF MAINE _____ ___, 20__
_____, ss.

Then personally appeared the above-named Timothy Millett and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Danville Corner Road, LLC.

Before me,

_____
Notary Public/Attorney at Law
Printed Name:
My Commission Expires:

EXHIBIT A

TO THE PUBLIC OFFERING STATEMENT

DECLARATION OF CONDOMINIUM

SOUTH GROVE RESIDENCES
DECLARATION OF CONDOMINIUM

ARTICLE 1
Submission, Defined Terms, Notice, Use

Section 1.1. Submission of Property. Declarant, DANVILLE CORNER ROAD, LLC, a Maine Limited Liability Company, doing business in Maine at 155 Center Street, Unit 6, Auburn, ME 04210 (hereinafter called "Declarant"), owner, in fee simple, of the land described in Exhibit A attached hereto, located in the Town of Auburn, County of Androscoggin, and State of Maine ("Land"), hereby submits the Land, together with all improvements, easements, rights, and appurtenances thereunto belonging (collectively "Property"), and subject to the matters referred to in Exhibit A, and the Bylaws of the South Grove Residences Condominium Owners Association, (hereafter called the "Association") to the provisions of Chapter 31 of Title 33 of the Maine Revised Statutes Annotated, known as the Maine Condominium Act, as amended from time to time, (hereinafter called "Condominium Act") and hereby creates with respect to the Property a condominium to be known as South Grove Residences, a condominium (hereinafter called "Condominium"). The Property is shown on the Plat entitled "Danville Corner Parcel" dated September 16, 2024, which Plat was recorded in the Androscoggin County Registry of Deeds in Plan Number _____, on _____ ___, 202__, and Condominium Plans were recorded in Plans _____ and _____ on _____, 202__, said Plat and Plans, as amended from time to time, being herein referred to respectively as "Plats and Plans". This Declaration together with all attachments hereto, all as amended from time to time, and the Plats and Plans are together collectively referred to herein as the "Declaration". The maximum number of units Declarant may create is sixty-eight (68), of which Units 1 through 68 as shown on the Condominium Plans are hereby created by this Declaration.

Section 1.2. Defined Terms. The terms used in this Declaration (and its attachments including the Plats and Plans) shall have the meanings specified in the Condominium Act except as otherwise defined herein.

Section 1.3. Name and Address of Condominium. The name of the condominium is the South Grove Residences, a condominium ("Condominium"). The address of the Condominium is Danville Corner Road, Auburn, ME 04210. The name of the Owners' Association is the South Grove Residences Condominium Owners Association. All parts of the Condominium are located in the Town of Auburn, Androscoggin County, Maine.

Section 1.4. Notice to Unit Owners and Others. All notices hereunder shall be sent registered or certified mail to the Board of Directors, care of the managing agent, or if there be no managing agent, to the office of the Board of Directors or to such other address as the Board of Directors

may hereafter designate from time to time by notice in writing to all Unit Owners and to all mortgagees of units. All notices to any Unit Owner shall be sent by registered or certified mail to the unit address or to such other address as may have been designated by the respective Unit Owners from time to time, in writing, to the Board of Directors. All notices to mortgagees of units shall be sent by registered or certified mail to their respective addresses, as designated by such mortgagees from time to time, in writing, to the Board of Directors. All notices shall be deemed to have been given when mailed, except notices of change of address which shall be deemed to have been given when received.

Section 1.5. Uses and Restrictions. References herein to the Board of Directors shall mean the Board of Directors of the South Grove Residences Condominium Owners Association. In order to provide for congenial occupancy of the Property and for the protection of the values of the units, the use of the Property shall be restricted to and shall be in accordance with the following provisions:

(a) The units shall be used for residential purposes only.

(b) The Common Elements shall be used only for the furnishing of the services and facilities for which they are reasonably suited and which are incident to the use and occupancy of the units.

(c) No nuisances shall be allowed on the Property nor shall any use or practice be allowed which is a source of annoyance to residents of the Property or which interferes with the peaceful possession or proper use of the Property by its residents.

(d) No immoral, improper, offensive, or unlawful use shall be made of the Property or any part thereof, and all valid laws, zoning ordinances, and regulations of all governmental bodies having jurisdiction thereof shall be observed. Provisions of laws, orders, rules, regulations, or requirements of any governmental agency having jurisdiction thereof, relating to any portion of the Property, shall be complied with, by and at the sole expense of the Unit Owners or the Board of Directors, whichever shall have the obligation to maintain or repair such portion of the Property.

(e) No Unit can be subdivided to permit "time sharing" or other devices to create interval ownership, nor may a unit be partially rented.

(f) The Board of Directors of the Condominium Association may prescribe a form of lease of Units or specific provisions to be included in such lease. In such event, Unit Owners must use such lease or specific provisions.

(g) No Unit Owner shall make any structural addition without written approval by the Board of Directors.

(h) A Unit Owner shall not place or cause to be placed in the Common Elements, other than any areas designated as storage areas, any furniture, packages, or objects of any kind. The public areas shall be used for no purpose other than for normal transit through them without

the prior written consent of the Board of Directors, which consent may be revoked without cause.

(i) Rules and regulations concerning the use of the Units and the Common Elements and facilities may be promulgated and amended by the Board of Directors with the approval of a seventy five (75) percent majority in interest of the Unit Owners. Copies of such rules and regulations shall be furnished by the Board of Directors to each Unit Owner prior to the time when the same shall become effective.

(j) No Unit Owner shall execute any deed, mortgage, or other instrument conveying or mortgaging title to his unit without including therein all interest by the Declaration made appurtenant to the unit, it being the intention thereof to prevent any severance of such combined ownership. Any such deed, mortgage, or other instrument purporting to affect one or more of such interests, without including all such interest, shall be deemed and taken to include the interest or interests so omitted, even though the latter shall not be expressly mentioned or described therein No part of any such appurtenant interests of any unit may be sold, transferred, or otherwise disposed of, except as part of a sale, transfer, or other disposition of the unit to which such interest are appurtenant, or as part of a sale, appurtenant interest of all the units.

(k) No Unit Owner shall convey his Unit unless and until he shall have paid in full to the Board of Directors all unpaid common charges theretofore assessed by the Board of Directors against his Unit and until he shall have satisfied all unpaid liens against such Unit, except permitted mortgages and mortgages made by Declarant.

Section 1.6. Interpretation. In the event of any conflict or discrepancy between the Plats and Plans and other portions of this Declaration, such other portions shall govern.

ARTICLE 2
Improvements on the Land/Unit Boundaries

Section 2.1. Location and Dimension of Improvements. The location and dimension of all present improvements and improvements to be made on the land are depicted on the Plats and Plans.

Section 2.2 Units, Votes, Interests in Common Elements and Shares of Common Element Expenses.

The Declarant hereby creates a total of sixty-eight (68) units on the land which units are created hereby. The location of the units created by this Declaration within the building and their dimensions are shown on the Plats attached as Exhibit B hereto. Attached as Exhibit C hereto is a list of all Units, their identifying numbers, and the Common Element and Common Element expense interests and votes in the Association appurtenant to each Unit. Each Unit has one vote. Each Unit's fraction or percentage of the ownership interest in Common Elements and, except as may otherwise be provided in Section 3.4 herein, in Common Element expenses is determined by the proportion that estimated square footage of that Unit bears to the estimated square footage of all Units.

Section 2.3. Unit Boundaries. The boundaries of each Unit are as follows:

(a) Upper and Lower (horizontal) Boundaries. The upper and lower boundaries of each unit are the following boundaries extended to an intersection with the vertical (perimeter) boundaries:

1. Upper Boundary: The upper surface of the roof, chimney, or any other structure attached to or included as part of the roof.

(2) Lower Boundary: The horizontal plane of the bottom surface of the foundation floor.

(b) Vertical (perimeter) Boundaries: The vertical boundaries of the unit are generally the vertical planes at the exterior surface of the of the outside of the building, including the outer surface of any siding, chimney or other structure permanently affixed to the house including windows and doors.

(c) Subject to the provisions of subsection 2.3. (g) hereof, all spaces, partitions and other fixtures and improvements within the boundaries of a unit are a part of that unit.

(d) The driveways as shown on the Plats and Plans are Limited Common Elements allocated to the units as shown on the Plat.

(e) Any municipal water and sewer lines, including any subsurface piping, valves or drains is a Limited Common Element allocated to the unit or units they serve.

(f) Any parking spaces, trails or open spaces as designated on the Plats and Plans are Common Elements.

(g) Except as specified in this Article, all spaces and improvements within a unit's boundaries are a part of that unit. No Unit Owner shall permit or suffer any impairment of the sound deadening material between units. No subdivision of a unit into two (2) or more units is permitted. An easement for access to the unit through the Common Elements in common with other Unit Owners is appurtenant to each unit.

ARTICLE 3
COMMON ELEMENTS

Section 3.1. Common and Limited Common Elements. The locations of the Common Elements to which each unit has direct access are shown on the Plat and Plans as Limited Common Element. See Section 2.3. for a description of additional Common Elements and of some Common Elements which are Limited Common Elements.

Section 3.2. Completion and Alteration of Common Elements by the Declarant. Until completion of all of the units, the Declarant reserves the right to complete and reasonably alter the Common Elements, including without limitation any equipment, fixtures, and appurtenances, when in the Declarant's judgment, it is necessary or desirable to do so.

Section 3.3. Additions, Alterations or Improvements by Unit Owners. No Unit Owner shall make any structural addition, alteration, or improvement in or to any building without prior written consent thereto of the Board of Directors.

Section 3.4. Special Maintenance and Special Expense Assessment. The owners of any unit to which a fixture or other item of property is allocated to that unit as a Limited Common Element under Section 2.3.(d) above and the owners of any unit or units with a fireplace chimney or chimney flue which serves only that unit shall be responsible for the good upkeep, maintenance and repair of such fixture, item of property, fireplace chimney or chimney flue, and if the owner fails to meet such responsibility the Association may arrange for the same and shall assess the expense to such Unit Owner. The expense of maintenance and repair of Common Elements necessitated by the negligence, misuse, or neglect of a Unit Owner shall be charged by the Association to such Unit Owner.

ARTICLE 4
EASEMENTS AND LICENSES

Section 4.1. Easement for Utilities. The Declarant reserves an easement to connect with and make use of utility lines, wires, pipes and conduits located on the Property (but not on units owned by others) for construction purposes on the Property, provided that Declarant shall be responsible for the cost of service so used. Declarant shall have the right, prior to the final termination of the Declarant Control Period, to grant and reserve easements and rights of way through, under, over, and across, the property, (but not through units owned by others) for the installation, maintenance, repair, removal and replacement and inspection of the lines and appurtenances for public or private water, sewer, drainage, gas, electricity, telecommunications , cable television, and other utilities serving any unit.

Section 4.2. Easement for Access. For as long as Declarant has or accepts any repair, replacement, or other warranty obligation with respect to any Common Elements or units, the Declarant reserves in favor of itself, any managing agent and/or any other person authorized by either of them, a right of access to and through any Common Element or unit for repair, replacement or satisfaction of any such warranty obligation; provided that the Declarant or said managing agent shall be responsible for any damage caused as a result thereof. In case of emergency, any such required entry shall be immediate whether or not the Unit Owner is present at the time. Common Elements shall not be used in such a manner as to block the right of access of any unit Owner to his unit, common areas, and public ways, and each Unit Owner, in addition to his undivided interest therein, shall enjoy an easement through the common areas for the purpose of access to his unit.

Section 4.3. Creation and Recording of Certain Licenses and Other Easements. The recording data on any recorded easement and licenses appurtenant to or included in the condominium or to which any portion of the condominium is or may become subject by virtue of a reservation in the Declaration is set forth in Exhibit A.

Section 4.4. Association's Rights. The Association shall have a reasonable right of entry into and upon any unit to make emergency repairs and to do other work reasonably necessary for the proper maintenance or operation of the Condominium. The Association shall have the right to grant permits, licenses and easements over the Common Elements for utilities, ways, and other purposes reasonably necessary or useful for the proper maintenance or operation of the Condominium.

Section 4.5. Right of Access. A right of access shall exist to each unit for the manager and/or the managing agent and/or any other person authorized by the Board of Directors, for the purpose of making inspections or for the purpose of correcting any condition originating in the unit or elsewhere and threatening another unit or a Common Element, or for the purpose of performing installations, alterations, or repairs to the mechanical or electrical services, other Common Elements or units, provided that requests for entry are made in advance and that any such entry is at a time reasonably convenient to the Unit Owner. In case of an emergency, such right of entry shall be immediate, whether the Unit Owner is present at the time or not.

Section 4.6. Easement for Encroachment by Unit Owners. Each Unit Owner shall have the right

to encroach from the Unit Owner's unit into the common areas adjacent to that unit for the purpose of driving nails, screws, and other fasteners into studs, walls, ceilings, and floors, provided that the Unit Owner shall be responsible for any damage caused or resulting to common or limited Common Elements thereby, and shall promptly cause any such damage to be repaired.

ARTICLE 5
SPECIAL DECLARANT RIGHTS

Declarant reserves the following special Declarant rights for ten (10) years from the date of recording of this Declaration, except as may be otherwise stated below:

Section 5.1. Completion. The Declarant reserves the right to complete the improvements indicated on the Plats and Plans, which include a maximum of sixty-eight (68) units.

Section 5.2. Offices and Signs. Declarant reserves the right to maintain one sales or management office or model in not more, or greater in size, than one unit, which may be located or relocated as determined by Declarant. Declarant may maintain signs on Common Elements advertising the units or model units.

Section 5.3. Easement Through Common Elements. Declarant reserves the right to use the Common Elements for ingress and egress and construction activities and for the storage of improvements within the Condominium and for discharging its obligations or exercising special Declarant rights, whether arising under the Condominium Act or reserved in this Declaration.

Section 5.4. Removal of Officers and Board Members. Declarant reserves such rights as are set forth in Article 6 below.

Section 5.5. Obligation of Declarant to Pay Common Charges. Declarant is not required to pay common charges on unit owned by Declarant as long as it is providing direct services, such as snow removal, lawn care, and landscape maintenance.

ARTICLE 6
BOARD OF DIRECTORS
AND DECLARANT CONTROL PERIOD

Section 6.1. Board of Directors. Subject to the provisions of the Condominium Act, this Declaration or the Bylaws, the Board of Directors shall have the power to act on behalf of the Association. The initial Board of Directors shall consist of 3 persons to be appointed and who may be removed and replaced by Declarant.

Section 6.2. Declarant Control Period. Subject to earlier termination as set forth below, Declarant shall control the Association ("Declarant Control Period"), and during this period Declarant or persons designated by him may appoint, remove and replace members of the Board; provided, however that:

No later than:

(a) Sixty (60) days after units having seventy-five percent (75%) of the voting rights are conveyed to owners other than Declarant, the owners shall elect a minimum of three (3) to a maximum of nine (9) unit owners, which shall replace the three (3) to nine (9) members of the Executive Board appointed by the Declarant; or

(b) Seven (7) years following the conveyance of the first unit to an owner other than Declarant, the owners shall elect an Board of Directors of three (3) owners, all of whom shall be unit owners:
At the time of transfer of control, one (1) of the Directors shall be elected for a term of one (1) year, one shall be elected for a term of two (2) years, and one (1) shall be elected for a term of three (3) years. Thereafter, the members of the Board of Directors shall be elected by the unit owners as the terms of the members expire for terms of three (3) years each in accordance with the provisions of the Bylaws.

Declarant shall establish a working capital fund equal to at least two months' estimated common charges for each unit. Any amounts paid into this fund shall not be considered as advance payments of regular assessments. Each unit's share of this working capital fund shall be collected at the time the sale of the unit closed and then shall be transferred to the Association for deposit to a segregated fund. Within 60 days after closing has been held for the first unit, the Declarant shall pay each unsold unit's share of the working capital fund to the Association. The Declarant shall then be reimbursed for this payment from the funds collected at closing when the unsold units are sold.

The Bylaws of the Association may further regulate the Board of Directors of the Association, which Bylaws are attached hereto as Exhibit D.

ARTICLE 7
AMENDMENT TO DECLARATION REQUIRED CONSENT

Except as otherwise provided in the Condominium Act the Declaration may be amended only by vote or agreement of the owners of units to which at least seventy-five (75) percent of the votes in the Association are allocated. No amendment shall be made to the Declaration during the Declarant Control Period without the prior written consent of the Declarant. In addition, no material amendment of the Declaration shall be made without the approval of "eligible mortgage holders", as defined by Section 1602-119 of the Condominium Act, holding mortgages on units having at least fifty-one (51) percent of the voting power of owners of units which are subject to eligible mortgages, and by all mortgagees of Declarant of one or more units. An amendment shall not be considered material if it is for the purpose of correcting technical errors, or for clarification only. An eligible mortgage holder who receives a written request to approve amendments which are not material and who does not deliver or mail to the requesting party a negative response within (thirty) days of receipt shall be deemed to have approved such request. Amendments which are material include any change in voting rights, types of assessments, assessment liens, or subordination of any such liens, in reserves or provisions for maintenance, repair, or replacement of Common Elements, changes in insurance or fidelity bond provisions, provisions concerning expansion or contraction of the Condominium, annexation, addition or withdrawal of property to or from the Condominium, in provisions for responsibility for maintenance and repairs, in the boundaries of any unit, reallocation of interests in general or limited Common Elements or rights in their use, changes in provisions relating to the leasing of units, conversion of the units into Common Elements, or conversion of Common Elements into units, imposition of any restrictions on a Unit Owner's right to sell or transfer his unit, any decision by the Association to establish self-management after professional management has been previously required by an eligible mortgage holder, a decision to terminate the legal status of the Condominium after substantial destruction or condemnation occurs, or to restore or repair the Condominium in a manner other than as specified in the Declaration and Bylaws after such condemnation or destruction, or any provisions for the express benefit of mortgage holders, insurers, or guarantors.

ARTICLE 8
RIGHT TO LEASE UNITS

The Declarant shall own, in fee simple, each condominium unit to which legal title is not conveyed or otherwise transferred to another person. The Declarant retains the rights to occupy and enter into leases with any persons for the occupancy for any legally permissible use not proscribed herein of any of the units owned by the Declarant, and to maintain reasonable signs for such purposes during the Declarant Control Period. No Unit can be subdivided to permit "time sharing" or other devices to create interval ownership. The Board of Directors of the Condominium Association may prescribe a form of lease of Units or specific provisions to be included in such lease. In such event, Unit Owners must use such lease or specific provisions.

ARTICLE 9
MORTGAGEES

Section 9.01. Mortgagee Rights. In addition to the rights of secured lenders set forth in Section 1602-119 of the Condominium Act, in Article Seven of this Declaration, and elsewhere herein, "eligible mortgage holders" shall have the following rights:

(a) Notice of Unpaid Common Expenses. The Board of Directors, whenever so requested in writing by such a mortgagee of a unit, shall promptly report any then unpaid common expenses due from, or any other default by, the owner of the mortgaged unit.

(b) Notice of Default. The Board of Directors, when giving notice to a Unit Owner of a default in paying common expenses or other default, shall send a copy of such notice to such holder of a mortgage covering such unit.

(c) Examination of Books. Each such mortgagee shall be permitted to examine the books of account of the Association at reasonable times on weekdays. Any mortgage holder shall be allowed to have an audited financial statement prepared at its own expense concerning the Association.

(d) Rights Relating to Termination. Notwithstanding any other provisions herein contained, the Condominium herein created may not be terminated without the written consent of at least sixty-seven (67) percent of the eligible mortgage holders, unless said termination arises by virtue of the destruction or condemnation of substantially all of the Property.

(e) Rights Relating to Notice. Upon sending to the Board of Directors a request therefore, specifying its name and address and the unit number or address of the unit upon which it holds a mortgage, a mortgage holder, guarantor or insurer shall be entitled to timely notice of (1) any condemnation or casualty loss that affects either a material portion of the Condominium or the unit upon which it holds a mortgage; (2) any sixty (60) day delinquency in the payment of assessments or charges owed by the owner of any unit on which it holds a mortgage; (3) a lapse, cancellation or material modification of any insurance policy or fidelity bond maintained by the Owners' Association and (4) any proposed action which requires the consent of a specified percentage of eligible mortgage holders.

ARTICLE 10
OPERATION OF THE CONDOMINIUM, INSURANCE, TERMINATION

Section 10.1 Operation of the Condominium

The Board of Directors shall from time to time, and at least annually, prepare a budget for the Condominium, determine the amount of the common charges payable by the Unit Owners to meet the common expenses of the Condominium, and allocate and assess such common charges among the Unit Owners according to their respective percentages of undivided ownership as established by the Declaration, as amended from time to time. The common expenses shall include, among other things, (a) the costs of repairs and maintenance of the Common Elements and limited Common Elements that aren't specific to an individual unit and (b) the cost of all insurance premiums on all policies of insurance required to be or which have been obtained by the Board of Directors pursuant to the provisions of this Article and the fees and disbursements of the insurance trustee, if any. The common expenses shall also include such amounts as the Board of Directors may deem proper for the operation and maintenance of the Property, including, without limitation, an amount for working capital for the Condominium, for a general operating reserve, for a reserve fund for replacement and to make up any deficit in the common expenses for any prior year.

The common expenses may also include such amounts as may be required for the purchase or lease by the Board of Directors or its designee, corporation or otherwise, on behalf of all Unit Owners, of any unit which is to be sold at a foreclosure or other judicial or any other sale. The Board of Directors shall advise all Unit Owners, promptly, in writing, of the amount of common charges payable by each of them, respectively, as determined by the Board of Directors, as aforesaid, and shall furnish copies of each budget on which such common charges are based to all Unit Owners and to their mortgagees.

Until the Association makes a common expense assessment, the Declarant shall pay all the common expenses.

Common expenses shall be assessed, and payable with respect to all units on the date that the first unit is sold.

All Unit Owners shall be obligated to pay the common charges assessed by the Board of Directors pursuant to the provisions of this Article at such time or times as the Board of Directors shall determine.

No Unit Owner shall be liable for the payment of any part of the common charges assessed against his unit subsequent to a sale, transfer, or other conveyance by him of such unit, together with the appurtenant interests. A purchaser of a unit shall be liable for the payment of common charges assessed against such unit prior to the acquisition by him of such unit only if that Unit Owner agrees to assume the responsibility for said assessments. A mortgagee or other purchaser of a unit at a foreclosure sale of such unit shall not be liable for and such unit shall not be subject to a lien for the payment of common charges assessed prior to the foreclosure sale. All unit assessments shall be the personal responsibility of the Unit Owner to whom they are assessed.

The Board of Directors shall assess common charges against the Unit Owners from time to time and at least annually and shall take prompt action to collect any common charge due from any Unit Owner which charge(s) remains unpaid for more than thirty (30) days from the due date for payment thereof. All regular assessments of common expenses shall be payable monthly.

In the event of default by any Unit Owner in paying to the Board of Directors the common charges as determined by the Board of Directors, such defaulting Unit Owner shall be obligated to pay interest at the rate established by the Board of Directors but not exceeding eighteen (18) percent per annum on such common charges from the due date thereof, together with all expenses, including attorneys' fees, incurred by the Board of Directors in any proceeding brought to collect such unpaid common charges. The Board of Directors shall have the right and duty to attempt to recover such common charges, together with interest thereon and the expenses of the proceeding, including attorneys' fees, in any action to recover the same brought against any such defaulting Unit Owner, or by foreclosure of the lien on such unit granted by the provisions of the Condominium Act. No such lien shall be prior to the lien of any mortgage on any one or more units.

In any action brought by the Board of Directors to foreclose a lien on a unit because of unpaid common charges, the Unit Owner shall be required to pay a reasonable rental for the use of his unit and the Plaintiff in such foreclosure action shall (subject to the prior right of any mortgagee on any one or more units) be entitled to the appointment of a receiver to collect the same. The Board of Directors, acting on behalf of all Unit Owners shall have the right to purchase such unit at the foreclosure sale and to acquire, hold, lease, mortgage, vote the votes appurtenant thereto, convey or otherwise deal with the same. A suit to recover a money judgment for unpaid common charges ("Assessments") shall be maintainable without foreclosing or waiving the lien securing same. The Board of Directors shall within ten (10) days provide any Unit Owner making written request, a recordable statement setting forth the amount of unpaid assessments currently levied against the unit.

The violation of any rule or regulation adopted by the Board of Directors, or the breach of any Bylaw or any provision of the Declaration shall give the Board of Directors and any Unit Owner or owners the right, in addition to any other rights set forth in the Bylaws, to enjoin, abate, or remedy by appropriate legal proceedings, either at law or in equity, the continuance of any such breach which action shall be at the cost, including attorneys' fees, of such Unit Owner.

In addition, if the Board of Directors has adopted and published rules and regulations governing the use of the Common Elements and the personal conduct of any person in use of said Common Elements who violates those rules and regulations, the Board of Directors shall have the right, in addition to any other rights set forth in the Bylaws:

(a) To suspend use of the Common Elements by any such person for violation of such rules and regulations for a period not to exceed thirty (30) days for any single violation.

(b) To levy summary charges against a Unit Owner for such violation, in addition to any damages, provided that no summary charges may be levied for more than $50.00 for any one violation, but each day a violation continues after notice, it shall be considered a

separate violation. Collection of charges for damages or summary charges may be enforced against the Unit Owner involved as if the charge were a common charge owed by the particular Unit Owner.

Section 10.2 Maintenance and Repairs

(a) All maintenance of and repairs to any unit, structural, or non-structural, ordinary or extraordinary shall be made by the owner of such unit. Failure of a Unit Owner to adhere to the terms hereof may result in a lien upon his unit pursuant to Section 1603-116 of the Condominium Act as well as legal action.

(b) All maintenance, repair and replacement to the Limited Common Elements serving a single unit shall be made by the owner of each unit.

(c) All maintenance, repairs, and replacements to the Common Elements and facilities (unless necessitated by the negligence, misuse, or neglect of a Unit Owner, in which case such expense shall be charged to such Unit Owner) shall be made by the Board of Directors and be charged to all the Unit Owners as common expenses, except as provided in Section 3.4 hereof.

(d) Maintenance of Septic and Subsurface Wastewater Disposal System. The Declarant during construction, and then the Owners' Association after control is transferred to it, will be responsible for the maintenance of all proposed septic waste disposal structures, i.e. pump stations, piping, disposal areas, septic tanks, treatment tanks and other associated elements.

(e) Maintenance of Common Facilities. Construction phase maintenance will be the responsibility of the Declarant. After conveyance, new infrastructure associated with the project will be maintained on an ongoing basis by the Condominium Association.

(f) Stormwater Management. Responsibilities for inspection and maintenance of the stormwater management system will be borne by the Declarant from commencement of construction until transfer of control to the Condominium Association, at which point the Association will assume responsibility. A narrative of the responsibilities follows:

Maintenance Plan for common facilities of property

1. Maintenance of facilities by owner
   - (i) Site owner or operator – Danville Corner Road, LLC
   - (ii) Contact person responsible for maintenance: Timothy Millett
   - (iii) Transfer mechanism: Conveyance of 75% of units.
   - (iv) List of facilities to be maintained
     Underdrain grass filter
     Culverts
     Catch basins
     Road
     Stormwater buffers

Restricted buffers
Riprap aprons

(v) List of inspection and maintenance tasks for each facility
Inspection of drainage ways for blockage, siltation, or erosion
Inspection of stormwater drains for sediment accumulation
Inspection of Dryswales for sediment accumulation or erosion

(vi) Identification of any deed covenants, easements, or restrictions
Maintenance will be the responsibility of the Condominium Association
Membership in a Condominium Association will be required
Municipal entities shall have right of access to inspect facilities

(vii) Sample maintenance log: Attached

2. General Inspection and maintenance requirements

(i) Drainage ways –
Quarterly Inspection Required. Inspect natural drainage ways for erosion, and for blockages; corrective action to be performed within four weeks of report.

(ii) Ditches, culverts –
Quarterly Inspection Required. Repairs/Corrective action to be performed within two weeks of report

(iii) Roadways
Quarterly Inspection Required. Repairs/Corrective action to be performed within two weeks of report

(iv) Dryswales/stormwater detention facilities
a. Embankment inspection and maintenance to ensure vegetative cover
b. Outlet inspection and clean-out of sediment accumulation
c. Underdrained bottom area inspection to ensure Stormwater infiltration to drain
d. Sediment removal and disposal
e. Quarterly Inspection Required. Repairs/Corrective action to be performed within two weeks of report.

Section 10.3 Insurance

To the extent reasonably available, the Condominium Association and the Unit Owners shall obtain and maintain insurance coverage as set forth herein. All insurance affecting the Condominium shall be governed by and in accordance with the provisions of this Article and Section 1603-113 of the Condominium Act; provided, however, that in the event of any inconsistency between this Declaration and any minimum insurance requirements of the Federal National Mortgage Association ("FNMA"), the Board may obtain such additional coverage as the Board reasonably determines is necessary to satisfy then-current FNMA requirements to the extent consistent with the insurance allocation set forth in this Section. The Units within the Condominium are intended for single-family residential

use. Each Unit Owner shall be solely responsible for obtaining and maintaining, at the Unit Owner's sole cost and expense, insurance covering such Unit and the entire building and improvements comprising such Unit in the same manner that an owner of a detached single-family residence would ordinarily insure a home owned in fee.

(a) Scope of Unit Owner Coverage. Each Unit Owner's required insurance shall include, as applicable:

- casualty and property insurance for the Unit and the entire residential structure and other improvements located within or forming part of the Unit;
- liability insurance arising from the ownership, use, occupancy, maintenance, or condition of the Unit;
- insurance covering betterments, additions, alterations, fixtures, and appurtenant improvements serving or forming part of the Unit
- Special Endorsements. The following endorsements are required, if applicable:

  i Agreed Amount and Inflation Guard Endorsement, when it can be obtained.

  ii Construction code endorsements, if there is a construction code provision that requires changes to undamaged portions of the buildings even when only part of the condominium is destroyed by an insured hazard. Typical endorsements include Demolition Cost Endorsement, Contingent Liability from Operation of Building Laws Endorsement, and Increased Cost of Construction Endorsement.

- such other insurance as the Board may reasonably require, to the extent consistent with this Declaration and applicable law.

(b) Limited Common Elements Benefiting Only One Unit. Each Unit Owner shall also be solely responsible, at the Unit Owner's sole cost and expense, for insuring, repairing, maintaining, and replacing any Limited Common Elements that are designated for the exclusive use of, or that solely benefit, that Unit. Without limitation, this responsibility shall include the driveway serving the Unit and the strip or area of land adjoining or surrounding the Unit, to the extent such area is identified on the recorded Plat and Plans.

To the extent any such driveway, land area, or other Limited Common Element serves only one Unit, it shall be treated for insurance-responsibility purposes as part of that Unit Owners individual property responsibility, even if classified in the condominium documents as a Limited Common Element rather than part of the Unit.

(c) Association Insurance for Common Elements. The Association shall obtain and maintain, with premiums being paid as a common expense, insurance for the Common Elements.

All proceeds payable as a result of casualty losses sustained which are covered by insurance purchased by the Board of Directors hereinabove set forth shall be paid to it. The Board of Directors shall act as the insurance trustees. In the event that the Board of Directors have not posted surety bonds for the faithful performance of their duties as such managers or if such bonds do not exceed the funds which will come into its hands, and there is a damage to part or all of the Condominium property resulting in a loss, the Board of Directors shall obtain and post a bond for the faithful performance of its duties as insurance trustee in an amount equal to 100 percent of the insurance proceeds payable before it shall be entitled to receive the proceeds of the insurance payable as a result of such loss. The sole duty of the insurance trustee shall be to receive such proceeds as are paid and to hold the same in trust for the purposes elsewhere stated herein, and for the benefit of the Unit Owners and their respective mortgagees.

The Common Elements shall be covered by:

(a) Casualty or physical damage insurance in an amount equal to not less than 100 percent of the full replacement value of the Common Elements as determined annually by the Board of Directors with the assistance of the insurance company affording such coverage, containing provisions designed to protect against inflationary increases in value. Such coverage shall afford protection against the following:

(i) Loss or damage by fire, lightning, vandalism and malicious mischief, boiler coverages and other hazards covered by the standard extended coverage endorsement.

(ii) Such other risks as from time to time customarily shall be covered with respect to buildings similar in construction, location and use as the Condominium buildings, including but not limited to, vandalism, malicious mischief, windstorm and water damage, collapse, boiler and machinery explosion or damage, and such other insurance as the Board of Directors may determine.

The policies providing such coverage shall be primary and shall provide that, notwithstanding any provisions thereof which give the carrier the right to elect to restore damage in lieu of making a cash settlement, such option shall not be exercisable without the approval of the Board of Directors or where in conflict with the terms of this Declaration and the Bylaws, and shall further provide that the coverage thereof shall not be terminated for non-payment of premiums without twenty (20) days' notice to all of the insured including each Unit mortgagee.

(b) Public liability insurance in such amounts, but not less than $1,000,000.00 Bodily Injury and Property Damage for a single occurrence, and in such forms as shall be required by the Board of Directors, including but not limiting the same to water damage, legal liability (including liability resulting from employment contracts to which the Association is a party), hired automobile, non-owned automobile and off-premises employee coverage. Such liability insurance policy shall include severability of interest in its terms or shall contain a specific endorsement to preclude the insurer's denial of a Unit Owner's claim because of negligent acts of the Association or of another Unit Owner.

(c) Workmen's Compensation insurance to meet the requirements of law.

(d) Fidelity insurance covering those employees of the Board of Directors and those agents and employees hired by the Board of Directors who handle Condominium funds, for an amount at least equal to the sum of three month's assessments on all of the Units, plus the Association's reserve funds. Any such coverage shall name the Association as an obligee.

(e) All policies of insurance shall provide that such policies may not be cancelled or substantially modified without at least thirty (30) days prior written notice to all of the insured, including all mortgagees of the Units, and certificates of such insurance and all renewals thereof, together with proof of payment of premiums, shall be delivered to all Unit Owners and their mortgagees at least thirty (30) days prior to the expiration of the then current policies.

Each Unit Owner shall be deemed to have delegated to the Board of Directors his right to adjust with the insurance companies all losses under policies purchased by the Board of Directors.

(d) No Duty of Association to Insure Units or Unit-Specific Limited Common Elements

The Association shall have no obligation to obtain or maintain insurance for:

I. any Unit;

II. any residential building or structure that is part of a Unit;

III. personal property within a Unit;

IV. betterments, improvements, fixtures, or alterations within or appurtenant to a Unit; or

V. any Limited Common Element assigned exclusively to or solely benefiting a particular Unit, including the driveway and any strip or area of land surrounding the Unit as shown on the applicable recorded plans.

Each Unit Owner acknowledges that the Unit Owner, and not the Association, bears the risk of loss for the foregoing property and interests, except to the extent otherwise required by non-waivable applicable law

(e) Evidence of Insurance. Upon request of the Board, each Unit Owner shall provide reasonable evidence of the insurance required under this Declaration, including certificates of insurance or other proof of coverage. Failure of the Association to request or obtain such proof shall not relieve any Unit Owner of the obligations imposed by this Declaration.

(f) Conflict; Controlling Provision. This Section is intended to allocate insurance responsibilities so that each Unit Owner insures the Unit Owner's own single-family Unit and any Limited Common Elements solely benefiting that Unit, and the Association insures only the Common Elements for which it is responsible. If any other provision of this Declaration, the Bylaws, or the Rules and Regulations is inconsistent with this Section, this Section shall control to the fullest extent permitted by applicable law.

(g) Distribution of Proceeds. In no event shall any distribution of proceeds be made by the Board of Directors directly to a Unit Owner where there is a mortgagee endorsement on the certificate of insurance. In such event any remittance shall be to the Unit Owner and his mortgagee jointly. This is a covenant for the benefit of any mortgagee of a Unit and may be enforced by him.

Section 10.4 Repair or Reconstruction After Fire or Other Casualty

(a) Subject to the prior rights of mortgagees of Declarant or Unit Owner under the terms of mortgages held by them on one or more units and subject to the provisions of this Declaration, in the event of substantially total destruction of the Property as a result of fire or other casualty and, thereafter, Unit Owners owning an aggregate of eighty (80%) percent of the total common interest in the Condominium promptly vote not to proceed with repair or restoration, the Property remaining shall be deemed to be owned in common by the Unit Owners, as provided in the Condominium Act.

(b) Subject to the prior rights of mortgagees of Declarant or Unit Owner under the terms of mortgages held by them on one or more units and subject to the provisions of the Declaration, in the event of less than substantially total destruction of the Property as a result of fire or other casualty, or, if the vote against proceeding with repair or restoration, as provided herein, is not sufficient, then in either event the Board of Directors shall arrange for the prompt repair and restoration of the units (including any damaged units, and any kitchen or bathroom fixtures initially installed therein by Declarant or Unit Owner, but not including any wall, ceiling or floor decorations or coverings or other furniture, furnishings, fixtures or equipment installed in the units), as well as any other buildings, and the Board of Directors or the insurance trustee, as the case may be, shall disburse the proceeds of all

insurance policies to the contractors engaged in such repair and restoration in appropriate progress payments. Any cost of such repair and restoration in excess of the insurance proceeds shall constitute a common expense and the Board of Directors may assess the Unit Owners for such deficit as part of the common charges.

(c) Repair or restoration must be either substantially in accordance with the architectural and engineering plans and specifications for the original buildings, and shall also include such improvements and fixtures as may have been installed by any particular Unit Owner and as to which payment for such repair or reconstruction is forthcoming, or according to plans and specifications approved by the Board of Directors, by a majority in interest of the Unit Owners and by holders of first mortgages encumbering fifty-one (51%) percent of the undivided interest in the Common Elements subject to mortgages, and if the damaged property contains any units, by all of the owners of the units therein, and by all mortgagees of Declarant or Unit Owner on one or more units; which approvals shall not be withheld unreasonably.

Section 10.5 Condemnation

Subject to the rights of eligible mortgage holders, in the event of condemnation of any portion of the Common Elements, not affecting the improvements to the Condominium, the proceeds of any condemnation award shall be distributed pro-rata among the Unit Owners in accordance with their respective undivided interests in said elements. In the event of condemnation of improvements, any award relating to Common Elements, including limited Common Elements shall be divided among the Unit Owners whose units are served by said Common Elements on a pro-rata basis. Any termination of the condominium by virtue of a condemnation shall be governed by the provisions on termination contained herein. The Board of Directors is appointed duly authorized attorney in fact to act for the Unit Owners in any condemnation proceedings, negotiations, settlements or agreements.

Section 10.6 Termination

Subject to the consent of at least 67% of the eligible mortgage holders, the Condominium may be terminated by vote of eighty (80%) percent affirmative vote of all Unit Owners, except for termination for casualty loss. Upon termination, all Unit Owners shall hold the Common Elements as equal tenants in common.

ARTICLE 11
MISCELLANEOUS

In the event of any inconsistency between or among the Condominium Act, this Declaration, the Articles of Incorporation, the Bylaws or rules or regulations of the Association, the Condominium Act shall control; provided that a provision in this Declaration which is permissible under the Condominium Act shall not be considered to be inconsistent with the Condominium Act.

Any dispute or disagreement between Unit Owners other than Declarant with respect to the interpretation or application of this Declaration or the Articles of Incorporation, the Bylaws or rules and regulations of the Association shall be determined by the Board of Directors, which determination shall be final and binding on all parties.

If any term, covenant, provision, phrase or other element of this Declaration, the Articles of Incorporation, the Bylaws, any deed to a unit, or the rules and regulations is held to be invalid or unenforceable for any reason whatsoever, such particular unenforceability shall not affect, alter, modify, or impair in any manner any other term, covenant or provision, phrase or other element of such documents.

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

All claims, disputes and other matters in question between the Declarant, on the one hand, and the Association or any Unit Owners on the other hand, arising out of or relating to, this Declaration, the Bylaws or rules and regulations of the Association, or the deed to any unit or the breach thereof, except for claims which have been waived by the acceptance of a deed, shall be decided by arbitration in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association then obtaining unless the disputants mutually agree otherwise. This agreement to arbitrate shall be specifically enforceable. The award rendered by the arbitrators shall be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof. Notice of the demand for arbitration shall be filed in writing with the other parties. The demand for arbitration shall be made within a reasonable time after the claim, dispute or other matter in question has arisen, and in no event shall it be made after the date when institution of

legal proceedings based on such claim, dispute or other matter in question would be barred by the applicable statute of limitation or other principles of law or equity.

IN WITNESS WHEREOF, DANVILLE CORNER ROAD, LLC, has caused this Declaration to be executed by TIMOTHY MILLETT, thereunto duly authorized, this _____ day of _____ 2026.

WITNESS

Danville Corner Road, LLC

_____

_____
By: Timothy Millett
Its: Manager

STATE OF MAINE
ANDROSCOGGIN, ss.

_____ ___, 2026

Then personally appeared the above-named TIMOTHY MILLETT and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said DANVILLE CORNER ROAD, LLC.

Before me,

_____
Notary Public/Attorney at Law
Printed Name: _____

EXHIBIT C

BYLAWS OF THE SOUTH GROVE RESIDENCES CONDOMINIUM OWNERS ASSOCIATION

ARTICLE I
Plan of Unit Ownership

Section 1.01. Unit Ownership. The land located at Danville Corner Road, Auburn, ME 04210 and known as South Grove Residences in the City of Auburn, County of Androscoggin and State of Maine, together with all improvements existing thereon, as described on Exhibit A to the Declaration has been submitted to the provisions of the Maine Condominium Act by Declaration recorded in the Office of the Androscoggin County Registry of Deeds and shall be known as the "South Grove Residences, a condominium" (hereinafter called the Condominium).

Section 1.02. Applicability of Bylaws. The provisions of these Bylaws are applicable to the Property of the Condominium and to the use and occupancy thereof. The term "Property" as used herein shall include the land, the buildings and all other improvements thereon (including the units, and the Common Elements), owned in fee simple absolute, and all easements, rights and appurtenances belonging thereto, and all other property, personal or mixed, intended for use in connection therewith, all of which are intended to be submitted to the provisions of the Maine Condominium Act.

Section 1.03. Application. All present and future Unit Owners, mortgagees, lessees and occupants of the units and their employees and any other persons who may use the facilities of the Condominium in any manner are subject to these Bylaws, the Declaration and to the rules and regulations established by the Board of Directors of the Condominium (the "Board of Directors") as hereinafter set forth. The acceptance of a deed or conveyance or the entering into of a lease or the act of occupancy of a unit by any of the foregoing persons, other than a mortgagee of Declarant, shall constitute agreement that these Bylaws, the rules and regulations and the provisions of the Declaration, as they may be amended from time to time, are accepted, ratified and will be complied

with and the acceptance of a deed or conveyance by a mortgagee of Declarant shall constitute agreement that the estate of any such mortgagee in and to any such unit shall be subject to these Bylaws, the rules and regulations and the provisions of the Declaration as they may be amended from time to time. Unless otherwise specifically stated herein, the term "Unit Owner" shall mean Declarant in instances where Declarant has not conveyed by deed a unit and purchasers of units in instances where Declarant has conveyed by deed a unit.

Section 1.04. Office. The principal office of the Condominium Board of Directors and the Board of Directors shall be located at _____, or at such place as the Board of Directors may designate from time to time.

ARTICLE II
Board of Directors

Section 2.01. Initial Board of Directors. Subject to Section 2.02 below, the affairs of the Condominium shall be governed by a Board of Directors consisting initially of three (3) to nine (9) persons. The members of the initial Board of Directors shall be appointed, removed, and replaced from time to time by Declarant without the necessity of retaining resignations. The Declarant appointed members of the Board of Directors shall be replaced with Unit Owners, other than the Declarant, in accordance with the provisions of Section 2.02.

Section 2.02. Permanent Board. The owners other than the Declarant shall elect a Board of Directors of three (3) to nine (9) owners, all of whom shall be Unit Owners other than the Declarant, up to Two (2) of whom shall be elected for a term of one (1) year, up to two (2) of whom shall be elected for a term of two (2) years, and up to two (2) of whom shall be elected for a term of three (3) years. Thereafter, the members of the Board of Directors shall be elected by the Unit Owners as the terms of the members expire for terms of three (3) years each in accordance with the provisions of Section 3.02 hereof.

The transition from Declarant-appointed members of the Board of Directors to Unit Owners, other than Declarant, shall occur no later than the earlier of either sixty (60) days after Units having seventy-five percent (75%) of the voting rights are conveyed to Owners other than the Declarant, or seven (7) years following the conveyance of the first Unit to an Owner other than the Declarant.

The Owners, other than the Declarant, shall elect a Board of three (3) to nine (9) Unit Owners, all of whom shall be Owners other than the Declarant, up to Two (2) of whom shall be elected for a term of one (1) year, up to Two (2) of whom shall be elected for a term of two (2) years, and up

to Two (2) of whom shall be elected for a term of three (3) years. Thereafter, as the terms of the members expire, the Board members shall be elected by the Unit Owners for periods of three (3) years each in accordance with the provisions of these Bylaws

Section 2.03. Powers and Duties. The Board of Directors shall have the powers and duties necessary for the administration of the affairs of the Condominium Board of Directors and shall do all such acts and things except as by law or by the Declaration or by these Bylaws may not be delegated to the Board of Directors by the Unit Owners. Such powers and duties of the Board of Directors shall include, but shall not be limited to, the following:

(a) Operation, care, upkeep and maintenance of the Common Elements.

(b) Determination of the common expenses required for the affairs of the Condominium, including, without limitation, the operation and maintenance of the Property.

(c) Collection of the common charges from the Unit Owners.

(d) Employment and dismissal of the personnel necessary for the maintenance, operation, repair and replacement of the Common Elements and facilities.

(e) Adoption and amendment of rules and regulations covering the details of the operation and use of the Property.

(f) Opening of bank accounts on behalf of the Condominium Board of Directors and designating the signatories required therefor.

(g) Purchasing or leasing or otherwise acquiring in the name of the Association, or its designee, corporate or otherwise, on behalf of all Unit Owners, units offered for sale or lease surrendered by their owners to the Association.

(h) Purchasing of units at foreclosures or other judicial sales in the name of the Association, or its designee, corporate or otherwise, on behalf of all Unit Owners.

(i) Selling, leasing, mortgaging, voting the votes appurtenant to (other than for the election of members of the Board of Directors), or otherwise dealing with units acquired by, and subleasing units leased by the Association or its designee, corporate or otherwise, on behalf of all Unit Owners.

(j) Organizing corporations to act as designees of the Board of Directors in acquiring title to or leasing of units on behalf of all Unit Owners.

(k) Obtaining of insurance for the Property pursuant to the provisions of Article 9 of the Declaration.

(l) Making of repairs, additions and improvements to or alterations of the Property and repairs to and restoration of the Property in accordance with the other provisions of these Bylaws, after damage or destruction by fire or other casualty, or as a result of condemnation of eminent domain proceedings.

Section 2.04. Managing Agent and Manager. The Board of Directors may employ for the Condominium a managing agent or a manager at a compensation established by the Board of Directors to perform such duties and services as the Board of Directors shall authorize, including, but not limited to the duties listed in subdivisions (a), (b), (c), (d), (k), and (1) of Section 2.03. The Board of Directors may delegate to the manager or managing agent all of the powers granted to the Board of Directors by these Bylaws other than the powers set forth in subdivisions (e), (f), (g), (h), (i), and (j) of Section 2.03. Any contract entered into by the Board of Director for management services or any other services to be provided by the Declarant of the Condominium shall not exceed three years in length, and may be terminated at any time by either party, without cause, and without liability for a termination charge, fee or penalty.

Section 2.05. Removal of Members of the Board of Directors. On or after the date seven (7) years from the date of the conveyance of the first unit to an owner other than the Declarant, or upon the sale by the Declarant of seventy-five percent (75%) of the units, whichever shall first occur, and thereafter, at any regular or special meeting of Unit Owners, any one or more of the members of the Board of Directors may be removed with or without cause by a majority of the Unit Owners and a successor may then and there or thereafter be elected to fill the vacancy thus created. Any member of the Board of Directors whose removal has been proposed by the Unit Owners shall be given an opportunity to be heard at the meeting.

Section 2.06. Vacancies. Subject to Section 2.02, vacancies in the Board of Directors caused by any reason other than the removal of a member thereof by a vote of the Unit Owners shall be filled by vote of a majority of the remaining Board members at a special meeting of the Board of Directors held for that purpose promptly after the occurrence of any such vacancy, even though the members of the Board of Directors present at such meeting may constitute less than a quorum, and each person so elected shall be a member of the Board of Directors for the remainder of the term of the member so replaced and until a successor shall be elected at the next annual meeting of the Unit Owners.

Section 2.07. Organizational Meeting. The first meeting of the members of the Board of Directors following the annual meeting of the Unit Owners shall be held within ten (10) days thereafter at such time and place as shall be fixed by the Unit Owners at the meeting at which such Board of Directors shall have been elected, and no notice shall be necessary to the newly elected members of the Board of Directors in order legally to constitute such meeting, providing a majority of the whole Board of Directors shall be present thereat.

Section 2.08. Regular Meetings. Regular meetings of the Board of Directors may be held at such time and place as shall be determined from time to time by a majority of the members of the Board of Directors, but at least one (1) such meeting shall be held during each fiscal year. Notice of regular meetings of the Board of Directors shall be given to each member of the Board of Directors, by mail, telephone or telegraph, at least three (3) business days prior to the day named for such meeting.

Section 2.09. Special Meetings. Special meetings of the Board of Directors may be called by the President on three (3) business days' notice to each member of the Board of Directors, given by mail, telephone or telegraph, which notice shall state the time, place and purpose of the meeting. Special meetings of the Board of Directors shall be called by the President or Secretary in like manner and on like notice on the written request of at least two (2) members of the Board of Directors.

Section 2.10. Waiver of Notice. Any member of the Board of Directors may at any time waive notice of any meeting of the Board of Directors in writing, and such waiver shall be deemed equivalent to the giving of such notice. Attendance by a member of the Board of Directors at any meeting of the Board shall constitute a waiver of notice by him of the time, place and purpose thereof. If all the members of the Board of Directors are present at any meeting of the Board, no notice shall be required and any business may be transacted at such meeting.

Section 2.11. Quorum of Board of Directors. At all meetings of the Board of Directors, a majority of the members thereof shall constitute a quorum for the transaction of business, and the votes of a majority of the members of the Board of Directors present at a meeting at which a quorum is present shall constitute the decision of the Board of Directors. If at any meeting of the Board of Directors there shall be less than a quorum present, a majority of those present may adjourn the meeting from time to time. At any such adjourned meeting at which a quorum is present any business which might have been transacted at the meeting originally called may be transacted without further notice.

Section 2.12. Informal Action by Board of Directors. Any action required to be taken at a meeting of the Board of Directors or any other action which may be taken at a meeting of the Board of Directors, may be taken without a meeting if a consent in writing setting forth the action so taken shall be signed by all of the members of the Board of Directors entitled to vote with respect to the subject matter thereof.

Section 2.13. Fidelity Bonds. The Board of Directors must obtain adequate fidelity bonds for all officers and employees of the Condominium Board of Directors handling or responsible for Condominium Board of Directors funds. The premiums on such bonds shall constitute a common expense.

Section 2.14. Compensation. No member of the Board of Directors shall receive any compensation from the Condominium Board of Directors for acting as such.

Section 2.15. Liability of the Board of Directors. The members of the Board of Directors shall not be liable to the Unit Owners for any mistake of judgment, negligence, or otherwise, except for their own individual willful misconduct or bad faith. The Unit Owners shall indemnify and hold harmless each of the members of the Board of Directors against all contractual liability to others arising out of contracts made by the Board of Directors on behalf of the Condominium Board of Directors unless any such contract shall have been made in bad faith or contrary to the provisions of the Declaration or of these Bylaws. It is intended that the members of the Board of Directors shall have no personal liability with respect to any contract made by them on behalf of the Condominium Board of Directors. It is also intended that the liability of any Unit Owner arising out of any contract made by the Board of Directors or out of the aforesaid indemnity in favor of the members of the Board of Directors shall be limited to such proportion of the total liability thereunder as his interest in the Common Elements and facilities bears to the interests of all the Unit Owners in the Common Elements and facilities. Every agreement made by the Board of Directors or by the managing agent or by the manager on behalf of the Condominium Board of Directors shall provide that the members of the Board of Directors, or the managing agent or the manager, as the case may be, are acting only as agents for the Unit Owners and shall have no personal liability thereunder (except as Unit Owners), and that each Unit Owner's liability thereunder shall be limited to such proportion of the total liability thereunder as his interest in the Common Elements bears to the interests of all Unit Owners in the Common Elements provided however the failure to so provide will not invalidate such agreement.

Section 2.16. Fiscal Year. The Board of Directors shall establish a fiscal year.

Section 2.17. Committee. The Board of Directors may establish such standing or other committees with such powers and duties as its deems advisable.

ARTICLE III
Unit Owners

Section 3.01. Title to Units. Title to units may be taken in the name of an individual or in the name of two or more individuals, as tenants in common or as joint tenants, or in the name of a corporation,

limited liability company, or partnership, or in the name of a fiduciary, or other entity recognized under Maine law as an entity that may hold title to real estate.

Section 3.02. Place of Meetings. Meetings of the Unit Owners shall be held at the principal office of the Association or at such other suitable place convenient to the Unit Owners as may be designated by the Board of Directors; provided that incumbent members may be elected to a renewal term.

Section 3.03. Place of Meetings. Meetings of the Unit Owners shall be held at the principal office of the Condominium or at such other suitable place convenient to the Unit Owners as may be designated by the Board of Directors.

Section 3.04. Special Meetings. It shall be the duty of the President to call a special meeting of the Unit Owners if so directed by resolution of the Board of Directors established after the first meeting at which Unit Owners may vote, upon a petition signed and presented to the Secretary by not less than twenty-five percent (25%) in common interest of Unit Owners. The notice of any special meeting shall state the time and place of such meeting and the purpose thereof. No business shall be transacted at a special meeting except as stated in the notice.

Section 3.05. Notice of Meetings. It shall be the duty of the Secretary to mail a notice of each annual or special meeting of the Unit Owners at least ten (10) but not more than twenty (20) days prior to such meetings, stating the purpose thereof as well as the time and place where it is to be held, to each Unit Owner of record, at the unit address or at such other address as such Unit Owner shall have designated by notice in writing to the Secretary. The mailing of a notice of meeting in the manner provided in this Section shall be considered service of notice.

Section 3.06. Adjournment of Meetings. If any meeting of Unit Owners cannot be held because a quorum has not attended, a majority in common interest of the Unit Owners who are present at such meeting, either in person or by proxy, may adjourn the meeting to a time not less than forty-eight (48) hours from the time the original meeting was called.

Section 3.07. Waiver of Notice. Any Unit Owner may at any time waive notice of any meetings of the Unit Owners in writing, and such waiver shall be deemed equivalent to the giving of such notice.

Section 3.08. Eligibility. Any person who acquires title to a unit shall be a member of the Condominium Unit Owners Association. There shall be one membership for each unit owned within the Condominium. Such membership shall be automatically transferred upon the conveyance of any unit. Until the first meeting at which Unit Owners may vote, the Condominium Board of Directors shall act without vote of the Unit Owners. Thereafter, each Unit Owner shall be entitled to vote.

Section 3.09. Voting. Voting shall be on a one vote per each unit owned basis and the votes to which each Unit Owner is entitled is equal to the number of units owned. A majority of the total votes cast at a meeting at which a quorum is present shall be binding upon all Unit Owners for all purposes except when a higher percentage is required by these Bylaws, the Declaration or by law.

Section 3.10. Votes in the Event of Multiple Ownership of a Unit. If only one (1) of the multiple owners of the unit is present at a meeting of the Board of Directors, such owner shall be entitled to cast the vote allocated to that unit. If more than one (1) of the multiple owners are present, the vote allocated to that unit may be cast only in accordance with the agreement of a majority of interest of the multiple owners and failing such majority agreement, not at all. There is deemed to be a majority agreement when any one of the multiple owners casts the vote allocated to that unit without protest being made promptly to the person presiding over the meeting by any other of the owners of that unit.

Section 3.11. Order of Business. The order of business at all meetings of the Unit Owners shall be as follows, to the extent required:

(a) Roll Call.
(b) Proof of notice of meeting or waiver of notice.
(c) Reading of minutes of preceding meeting.
(d) Reports of officers.
(e) Report of Board of Directors.
(f) Report of committees.
(g) Election of members of the Board of Directors.
(h) Unfinished business.
(i) New business.
(j) Adjournment.

Section 3.12 Parliamentary Procedure. At all meetings of the Unit Owners, Robert's Rules of Order, as then amended, shall be followed, except in the event of conflict, these Bylaws or the Articles of Incorporation shall prevail.

Section 3.13 Adjournment. Any meeting of the Association may be adjourned from time to time to such place and time as may be determined by majority vote of the Unit Owners present, whether a quorum be present or not, without further notice of the time and place of adjournment beyond that given at the meeting. At any adjourned meeting at which a quorum is present, any business may be transacted which might have been transacted by a quorum at the meeting as originally called.

3.14 Proxies. Votes may be cast in person or by proxy. Proxies must be filed with the Secretary at or before the time of each meeting. A Unit Owner may designate any person, who need not be an

owner, to act as proxy. The designation of any such proxy shall be made in writing, signed by the Unit Owner, and shall be revocable at any time by written notice to the Secretary by the Unit Owner designating the proxy. If a unit is owned by more than one (1) person, each owner of the unit may vote or register protest at the casting of the unit vote by the other owners of the unit through a duly executed proxy.

3.15 Informal Action of Unit Owners. Any action required to be taken at a meeting of the Unit Owners or any action which may be taken at a meeting of the Unit Owners, may be taken without a meeting if consent in writing, setting forth the action so taken, shall be signed by all the Unit Owners entitled to vote with respect to the subject matter thereof.

3.16. Quorum of Unit Owners. The presence at any meeting of the Association in person or by proxy of unit owners whose aggregate interest in the common elements constitutes more than fifty (50) percent of the total interest in the common elements shall constitute a quorum. At any meeting at which a quorum is present, the affirmative vote of a majority of those present shall decide any question presented to the meeting unless a greater percentage vote is required by law, by the Declaration or by these Bylaws. In the election of Directors, those receiving the greatest number of votes, though less than a majority, shall be elected.

ARTICLE IV
The Officers

Section 4.01 Officers and Qualifications. The principal officers of the Condominium shall be the President, Secretary, and the Treasurer, all of whom shall be elected by the Board of Directors. The Board of Directors may appoint a Vice President, an Assistant Treasurer, and Assistant Secretary and such other officers as in its judgment may be necessary. The officers may be members of the Board of Directors.

Section 4.02. Election of Officers. The officers of the Condominium shall be elected annually by the Board of Directors at the organization meeting of each new Board of Directors and shall hold office at the pleasure of the Board of Directors.

Section 4.03. Removal of Officers. Upon the affirmative vote of a majority of the members of the Board of Directors, any officer may be removed, either with or without cause, and a successor may be elected at any regular meeting of the Board of Directors or at any special meeting of the Board of Directors called for that purpose.

Section 4.04. President. The President shall be the chief executive officer of the Board of Directors. He shall preside at all meetings of the Unit Owners and of the Board of Directors. He shall have all of the general powers and duties which are incident to the office of President of a nonprofit corporation organized under the laws of the State of Maine, including, but not limited to, the power to appoint committees from among the Unit Owners from time to time as he may in his discretion decide is appropriate to assist in the conduct of the affairs of the Condominium.

Section 4.05. Vice President. The Vice President, if one is appointed, shall take the place of the President and perform his duties whenever the President shall be absent or unable to act. If neither the President nor the Vice President is able to act, the Board of Directors shall appoint some other member of the Board of Directors to act in the place of the President on an interim basis. The Vice President shall also perform such other duties as shall from time to time be imposed upon him by the Board of Directors or by the President.

Section 4.06. Secretary. The Secretary shall attend and keep the minutes of all meetings of the Unit Owners and of the Board of Directors; he shall have charge of such books and papers as the Board of Directors may direct; and he shall, in general, perform all the duties incident to the office of Secretary of a nonprofit corporation organized under the laws of the State of Maine. The Secretary shall be responsible for certifying the adoption of any amendment to the Declaration and Bylaws, and for filing any amendment to the Declaration in the Androscoggin County Registry of Deeds.

Section 4.07. Treasurer. The Treasurer shall have the responsibility for Condominium funds and securities and shall be responsible for keeping full and accurate financial records and books of accounts showing all receipts and disbursements and for the preparation of all required financial data. He shall be responsible for the deposit of all monies and other valuable effects in the name of the Condominium, or the managing agent, in such depositories as may from time to time be designated by the Board of Directors, and he shall, in general, perform all the duties incident to the office of Treasurer of a nonprofit corporation organized under the laws of the State of Maine.

Section 4.08. Agreements, Contracts, Deeds, checks, etc. All agreements, contracts, deeds, leases, checks, and other instruments of the Condominium shall be executed by any two officers of the Condominium Board of Directors or by such other person or persons as may be designated by the Board of Directors.

Section 4.09. Compensation of Officers. No officer shall receive any compensation from the Condominium for acting as such.

ARTICLE V
Operation of the Condominium

Section 5.01. Responsibility of the Board of Directors. The Board of Directors shall be responsible for the operation of the Condominium in accordance with the provisions of the Declaration of these Bylaws.

Section 5.02. Additions, Alterations or Improvements by Board of Directors. Whenever in the judgment of the Board of Directors, the Common Elements and facilities shall require additions, alterations or improvements, costing in excess of $1,000.00, and the making of such additions, alterations, or improvements shall have been approved by a majority vote of the Unit Owners, and by all mortgagees of Declarant of one or more units, which approval shall not be withheld unreasonably, the Board of Directors shall proceed with such additions, alterations, or improvements and shall assess all Unit Owners for the cost thereof as a common charge. Any additions, alterations, or improvements costing $1,000.00 or less may be made by the Board of Directors without approval of the Unit Owners or any mortgagees of units and the costs thereof shall constitute part of the common expenses.

Section 5.03. Additions, Alterations, or Improvements by Unit Owners. No Unit Owners shall make any structural addition, alteration, or improvement in or to any building nor shall be paint or otherwise decorate or change the appearance of any portion of the exterior of any building without the prior written consent thereto of the Board of Directors. The Board of Directors shall answer any request by a Unit Owner for such approval within thirty (30) days after such request and failure to so answer within the stipulated time shall constitute a consent by the Board of Directors to the proposed addition, alteration or improvement. Any application to the city or municipality or to any department or to any other governmental authority for a permit to make an addition, alterations, or improvements in or to any unit shall be executed by the Board of Directors only, but the Board and its members shall not by doing so incur any liability to any contractor, subcontractor or materialman on account of such addition, alterations, or improvements, or to any person having any claim for injury to person or damage to property arising therefrom. The provisions of this Section 5.03 shall not apply to units owned by Declarant until such units shall have been initially conveyed by Declarant.

Section 5.04. Utility Charges. As to any utility charges, except water and sewer, which are supplied to each unit, each Unit Owner shall be required to pay the bills for said utility charges allocable to his unit. The utility services supplied to the Common Elements and facilities shall be separately billed, and the Board of Directors shall pay all said bills as a common expense.

Section 5.05. Maintenance and Repair.

(a) Every owner must perform promptly all maintenance and repair work on the unit, which if omitted would affect the condominium in its entirety or in a part belonging to other owners or detract from the value or appearance of the condominium, including the unit or units in question, and shall be expressly responsible for any damages or liabilities resulting from his failure to do so. If any owner fails to perform such maintenance or repair after reasonable notice from the Association, the Association through its officers or manager shall have the right to enter the unit and perform such maintenance or repair in the name of the owners and shall be entitled to reimbursement from the owner for any expenditures incurred.

(b) All the repairs of internal installations of the unit such as toilets and other internal plumbing fixtures, lights, wiring, telephones, sanitary installations, doors, windows, lamps, and all other accessories belonging to the unit area shall be maintained at the owner's expense, other than the furnishing of water, sewer disposal, and power, through the common water systems, septic system and electric lines.

(c) An owner shall reimburse the Association for any expenditures incurred in repairing or replacing any common elements damaged through his negligence, misuse or neglect.

(d) All other maintenance and repair of the common elements shall be performed at the direction of the manager or the Board of Directors, and shall be a common expense. Vouchers for the payment of maintenance and repair costs shall be approved by the manager or Board of Directors before payment.

Section 5.06. Improvements. The Board of Directors may make improvements to the common elements and assess the cost thereof to all unit owners as a common expense. In addition, if an improvement is requested by one or more unit owners and is in the opinion of the Board, exclusively or substantially exclusively for the benefit of those who requested it, the cost shall be assessed against such owner or owners in such proportion as the Board shall determine as fair and equitable. Nothing contained herein shall prevent the unit owners affected by such improvement from agreeing, in writing, either before or after the assessment is made, to be assessed in different proportions. The Declarant may, at its expense, make such improvements to the common elements as it deems advisable as long as it is an owner, directly or indirectly, of at least one unit or has rights to construct additional buildings within units.

Section 5.07. Use of Units. All units shall be utilized in accordance with the provisions of the Bylaws, Declaration, and any Rules and Regulations. Every unit owner shall pay to the Association promptly on demand all costs and expenses including reasonable attorneys' fees incurred by or on behalf of the Association for collecting any delinquent assessments or fees against such unit, foreclosing its lien therefor, collecting any penalties imposed hereunder, or enforcing any provisions of the Declaration or these Bylaws against such owner or any occupant of such unit. Upon any violation of the Declaration, Bylaws, or Rules and Regulation, the offending party and the owner (including any owner, tenant, lessee', licensee, guest or invitee of the owner of any unit in which the violation is occurring or has occurred) shall be given ten (10) days written notice by the Board by delivery in hand or by mail of the violation committed and the necessary corrective action that is required, and, if such violation continues beyond the ten (10) day period, the offending party and the owner shall each pay a penalty in the amount of ten (10%) percent of the then monthly assessment of the unit per day to the Association until the violation is corrected. The delivery in hand or mailing of the notice shall constitute the commencement of the ten (10) day period. Any person against whom a penalty is asserted under the preceding paragraph of this section shall be entitled to a hearing before the Board of Directors upon such reasonable notice and in accordance with such reasonable procedures as the Board of Directors may determine, but a request for such a hearing shall not interrupt or stay the time for correcting the violation or the continued penalty assessment.

Section 5.08. Rules and Regulations. In order to assure the peaceful and orderly use and enjoyment of the units and common elements of the condominium, the Association may from time to time adopt, modify, and revoke in whole or in part by a vote of the members present in person or represented by proxy whose aggregate interest in the common elements constitutes seventy-five percent (75%) at any meeting duly called for the purpose, such reasonable rules and regulations, to be called Rules and Regulations, governing the conduct of persons on said project as it may deem necessary, including, but not limited to, methods or procedures for enforcing compliance with the Declaration and Bylaws. Such Rules and Regulations upon adoption, and every amendment, modification, and revocation thereof, shall be delivered promptly to each owner and shall be binding upon all members of the Association and occupants of the property.

ARTICLE VI
Fiscal Management

Section 6.01. Accounting. Books and accounts of the Association shall be kept under the direction of the Treasurer and in accordance with customary accounting principles and practices. Within ninety (90) days after the close of each fiscal year, the Association shall furnish its members with a statement of the income and disbursements for such prior fiscal year and a balance sheet as of the close of that year.

Section 6.02. Assessments.

(a) Budget. With respect to each fiscal year, the Board shall estimate the amount required by the Association to meet its expense for such year, including but not limited to the following items:

(i) Management and administration expenses;

(ii) The estimated cost of repairs, maintenance and replacement of common elements;

(iii) The cost of such insurance and utilities as may be furnished by the Association;

(iv) The amount of such reserves as may be reasonably established by the Board, including general operating reserves, reserves for contingencies, and reserves for maintenance and replacements; and

(v) Such other expenses of the Association as may be approved by the Board of Directors including operating deficiencies, if any, for prior periods. Prior to the sale of the first unit, or within one hundred fifty (150) days thereof, the Declarant shall adopt a budget and make a common expense assessment. This budget shall remain in effect until changed by the adoption of the different budget in accordance with if the procedures hereafter set forth.

(b) Budget Approval. Within thirty (30) days of the commencement of each fiscal year, the Board shall cause an estimated annual budget to be prepared based on its estimations of annual expenses, and copies of such budget shall be furnished to each member. The Board shall call a meeting of the members not less than fourteen (14) nor more than thirty (30) days after such budget is furnished to the members for the purpose of considering ratification of such budget. Unless at that meeting sixty (60%) percent or more of the unit owners vote to reject the budget, the budget shall be deemed ratified, whether or not a quorum is present at the meeting. In the event the budget is rejected, the budget last ratified by the members shall be continued until such time as the unit owners ratify a subsequent budget proposed by the Board. If the aforesaid budget ratification meeting is not held, ratification shall be voted at the annual meeting.

(c) Budget Assessments. On or before the first day of each month the fiscal year covered by such estimated annual budget, each member shall pay his respective one-twelfth (1/12) of his of his proportionate share of the amount designated in the estimated annual budget as membership assessments. Alternatively, the Board of Directors may, in its discretion, change the assessment payment from monthly to semi-annual, quarterly or annual. Each member's proportionate share of members assessments shall be an amount equal to the total membership assessment multiplied by his respective percentage interest in the common elements provided however, that with respect to certain common elements, the operation, maintenance and replacement costs and reserves may be allocated among the members according to the respective use and benefit of the particular facility to each unit rather than according to the percentage interest of each unit. Until the annual budget for a fiscal year is sent to each member by the Board, the member shall continue to pay that amount which had been established on the basis of the previous estimated annual budget.

(d) Lien for Assessments. If any member shall fail or refuse to make payment of his proportionate share of the common expenses or any other amount payable to the Association when due, the amount thereof shall bear interest at a rate per annum, not exceeding eighteen (18) percent, established from time to time by the Board of Directors and, together with such interest, shall constitute a lien on the unit of such member. The Association and the Board shall have the authority to exercise and enforce any and all rights and remedies provided in the Condominium Act, the Declaration or these Bylaws, or otherwise available at law or in equity for the collection of all unpaid amounts including the right to accelerate payment on the full assessment for the year and, if available, all possessory remedies under the Forcible Entry and Detainer Laws of Maine.

Section 6.03. Revised and Emergency Assessments. If at any time prior to or during the course of any fiscal year the Board shall deem the amount of the membership assessments to be inadequate by reason of a revision in its estimate of either expenses or other income, the Board shall prepare and cause to be delivered to the members a revised estimated annual budget for the balance of such fiscal year and shall call a meeting of the members to ratify such budget in the same manner as for an annual budget. After ratification, assessments shall be determined and paid on the basis of such revision. The Board may, upon finding that an emergency exists which requires immediate assessment of the members, make an emergency assessment for each unit, which shall be due and payable when communicated to the members.

Section 6.04. Declarant. With respect to any units owned by the Declarant, the Declarant shall pay an assessment determined in the same manner as the assessment is determined for all other unit owners.

Section 6.05. Foreclosure of Lien. In any action to foreclose the lien against any owner of a unit, the Association may represent itself through its Manager or Board of Directors in like manner as any mortgagee of real property. The Manager or Board of Directors acting on behalf of the unit owners shall have the power to bid and acquire such unit at a foreclosure sale. The delinquent owner shall be required to pay the Association a reasonable rent for such unit until the sale or foreclosure, together with all costs and reasonable attorney's fees. Suit to recover a money judgment for unpaid common expenses shall be maintainable with all costs and reasonable attorney's fees without foreclosing or waiving the lien securing the same.

Section 6.06. Title. Every unit owner shall promptly cause to be duly recorded in the Androscoggin County Registry of Deeds the deed, lease, assignment, or other conveyance to him of his unit or other evidence of his title thereto and file such evidence of his title with the Board of Directors through the manager, and the Secretary shall maintain such information in the records of ownership of the Association.

Section 6.07. Mortgages. Any mortgagee of a unit may file a copy of its mortgage with the Board of Directors through the manager, and the Secretary shall maintain such information in the records of ownership of the Association. After the filing of the mortgage, and upon the request of the mortgagee, the Board of Directors through its manager shall be required to notify the mortgagee of any matters for which notice to eligible mortgage holders is required under the Maine Condominium Act.

Section 6.08. Insurance. The Board of Directors shall obtain and maintain insurance as required by the Condominium Declaration.

Section 6.09. Reconstruction or Repair of Casualty Damage. Except as hereinafter provided, damage to or destruction of the common buildings and units shall be promptly repaired and reconstructed by the Board of Directors, using the proceeds of insurance, if any, on the building for that purpose, and any deficiency for a common building shall constitute common expenses, unless;

(b) The condominium is terminated;

(c) Repair or replacement would be illegal under any state or local health or safety statute or ordinance; or

(d) Seventy-five percent (75%) of the unit owners, including every owner of a unit or assigned limited common element which will not be rebuilt, vote not to rebuild.

If the entire condominium is not repaired or replaced:

(b) The insurance proceeds attributable to the damaged common elements shall be used to restore the damaged area to a condition compatible with the remainder of the condominium;

(c) The insurance proceeds attributable to units and limited common elements which are not rebuilt shall be distributed to the owners of those units and the owners of the units to which those limited common elements were allocated or to their respective lien holders as their interests may appear; and

(d) The remainder of the proceeds shall be distributed to all the unit owners or lien holders as their interests may appear in proportion to the common element interests of all the unit owners.

If the unit owners vote not to rebuild any unit, that unit's allocated interests are automatically reallocated upon the vote as if the unit had been condemned and the Association promptly shall prepare, execute and record an amendment to the declaration reflecting the reallocations. Notwithstanding the provisions of this section, §1602-118 of the Maine Condominium Act governs the distribution of the insurance proceeds if the condominium is terminated.

(a) Immediately after a casualty causing damage to property for which the Board of Directors has the responsibility of maintenance and repair, the Board of Directors shall obtain reliable and detailed estimates of cost to place the damaged property in condition as good as that before the casualty. Such costs may include professional fees and premiums for such bonds as the Board of Directors desire.

(b) The proceeds of insurance collected on account of casualty, and the sums received by the Board of Directors from collections of assessments against unit owners on account of such casualty, shall constitute a construction fund which shall be disbursed in payment of the cost of reconstruction and repair.

(c) Encroachments upon or in favor of units which may be created as a result of such reconstruction or repair shall not constitute a claim or basis of a proceeding or action by a unit owner upon whose property such

encroachment exists. Such encroachments shall be allowed to continue in existence for so long as the building stands.

(d) In the event that there is any surplus of monies in the construction fund after the reconstruction or repair of the casualty damage has been fully completed and all costs paid, such sums may be retained by the Board of Directors as a reserve or may be used in the maintenance and operation of the Condominium property, or, in the discretion of the Board of Directors, it may be distributed to the unit owners and their mortgagees who are the beneficial owners of the fund. The action of the Board of Directors in proceeding to repair or reconstruct damage shall not constitute a waiver of any rights against a member for committing willful or malicious damage.

ARTICLE VII
Liability of Officers

Section 7.01. Exculpation. No director or officer of the Association shall be liable for acts or defaults of any other office or members or for any loss sustained by the Association or any member thereof, unless the same has resulted from his own willful misconduct or gross negligence.

Section 7.02. Indemnification. Every director, officer, and member of the Association shall be indemnified by the Association against all reasonable costs, expenses, and liabilities (including counsel fees) actually and necessarily incurred by or imposed upon him in connection with any claim, action, suit, proceeding, investigation, or inquiry of whatever nature in which he may be involved as a party or otherwise by reason of his having been an officer or member of the Association whether or not he continues to be such director, officer or member of the Association at the time of the incurring or imposition of such costs, expenses, or liabilities, except in relation to matters as to which he shall be finally adjudged in such action, suit, proceeding, investigation or inquiry to be liable for willful misconduct or gross negligence toward the Association in the performance of his duties, or in the absence of such final adjudication, any determination of such liability by the opinion of legal counsel selected by the Association. The foregoing right of indemnification shall in addition to and not in limitation of all rights to which such persons may be entitled as a matter of law or under the Declaration and shall inure to the benefit of the legal representative of such person.

ARTICLE VIII
Fiscal Year

Section 8.01. Fiscal Year. The fiscal year of the Association shall be such as may from time to time be established by the Board of Directors, but shall be calendar year unless otherwise established.

ARTICLE IX
Miscellaneous

Section 9.01. Notices. Except as otherwise specifically provided in these Bylaws, all notices hereunder shall be sent registered or certified mail to the Board of Directors, care of the managing agent, or if there be no managing agent, to the office of the Board of Directors or to such other address as the Board of Directors may hereafter designate from time to time by notice in writing to all Unit Owners and to all mortgagees of units. Except as otherwise specifically provided in these Bylaws, all notices to any Unit Owner shall be sent by registered or certified mail to the unit address or to such other address as may have been designated by them from time to time, in writing, to the Board of Directors. All notices shall be deemed to have been given when mailed, except notices of change of address which shall be deemed to have been given when received.

Section 9.02. Invalidity. The invalidity of any part of these Bylaws shall not impair or affect in any manner the validity, enforceability or effect of the balance of these Bylaws.

Section 9.03. Captions. The captions herein are inserted only as a matter of convenience and for reference, and in no way define, limit, or describe the scope of these Bylaws, or the intent of any provision thereof.

Section 9.04. Gender. The use of masculine gender in these Bylaws shall be deemed to include the feminine gender and the use of the singular shall be deemed to include the plural, whenever the context so requires.

Section 9.05. Waiver. No restriction, condition, obligation, or provision contained in these Bylaws shall be deemed to have been abrogated or waived by reason of any failure to enforce the same, irrespective of the number of violations or breaches thereof which may occur without enforcement.

ARTICLE X
Bylaws

Section 10.01. Amendment. These Bylaws may be amended at any duly called meeting of Unit Owners, provided: (1) that the notice of the meeting shall contain a full statement of the proposed

amendment; (2) that the amendment shall be approved by Unit Owners holding eighty (80%) percent interest in the aggregate of the individual ownership and (3) that the amendment be approved in writing by the holders of first mortgages encumbering fifty-one (51%) percent of the undivided interest in the Common Elements subject to mortgages and by all mortgagees of Declarant on one or more units. If an amendment to these Bylaws is merely a correction of a technical error or the clarification of a statement, any first mortgage holder provided notice of such amendments shall be deemed to have approved same should said mortgage holder fail to respond within 30 days after having received notice of such amendment. No amendment will affect or impair the validity or priority of Unit Owners and holders of a mortgage encumbering a unit or units nor the validity or priority of any other proper liens, nor any rights or remedies of any mortgagee of Declarant under the terms of any mortgage on any one or more units. No amendment made to these Bylaws shall be contrary to Chapter 6 of Title 13-B of the Maine Revised Statutes.

Section 10.02. Conflict. In the event of any conflict between these Bylaws and the provisions of the Declaration or the Maine Condominium Act, the latter shall govern and apply.

ARTICLE XI
Association Records

Section 11.01. Copies. Upon request, the Association shall make available to all unit owners, lenders and eligible mortgage holders current copies of the Declaration, Bylaws, Rules and Regulations, Association books, records and financial statements. Copies shall be provided for reasonable copying fees not to exceed twenty-five cents ($0.25) per page or the actual costs of photocopying, whichever amount is greater.

EXHIBIT B

TO THE PUBLIC OFFERING STATEMENT

RULES AND REGULATIONS

RULES AND REGULATIONS

SOUTH GROVE RESIDNCES CONDOMINIUM
UNIT OWNERS ASSOCIATION

Danville Corner Road, Auburn, Maine

SOUTH GROVE RESIDENCES (the "Condominium") is a private condominium located at Danville Corner Road, Auburn, Maine, consisting of Sixty-eight (68) condominium Units. The Condominium takes pride in being a quiet, safe and enjoyable place to live, where maintenance of facilities and grounds is a high priority and where the concept of condominium ownership works well.

By virtue of the original Condominium Declaration and organizational Bylaws, the Condominium is a self-managing association with authority for governance vested in an elected Board of Directors. All owners are subject to common rules, regulations and standards of behavior. They are responsible for sharing in the policy, fiscal, and managerial decisions that are necessary to insure that the Condominium remains a desirable community in which to live.

As with any community, rules and regulations are necessary to insure the peaceful and orderly use and enjoyment of the buildings and Common Elements. The Rules and Regulations are the Condominium's means to that end and focus on the permissible uses of the Condominium property. They are both general and specific and are based on condominium law, and on preferences established by the original developers and the subsequent owners of the Condominium.

In order to appreciate these rules, a Condominium owner must first:

- *Understand* and *support* condominium living for what it is and for what it is not. Owning a condominium and living in a condominium community offers an advantageous lifestyle. However, you must share a great deal (property and decisions) with others. Condominiums are not the same as apartments where you have a landlord to respond to all of your needs. It is also not like owning a single-family home with your own backyard where you are the sole decision-maker about maintenance and the use of your property.

- *Recognize that in a condominium community,* beyond the limits of one's interior space, one's personal preferences cannot be allowed to take precedence over the interests and needs of the group of owners at large.

- *Recognize,* that as a condominium owner, you have an obligation to participate in the activities of the community. This means caring about the Common Elements, volunteering for workdays, working on special committees, serving on the Board, and meeting your financial obligations.

- *Recognize,* that no Condominium owner is exempt from the rules and regulations of the Condominium community.

As provided in the Bylaws and in order to assure the safe and peaceful use of the Condominium's facilities, the following Rules and Regulations have been adopted by the Board of Directors. To the extent that these Rules and Regulations do not make reference to a particular circumstance or action, it should be assumed by all that such circumstances and actions are not permitted anywhere at the Condominium without the specific approval of the Board of Directors.

The Association shall be responsible for the payment of all Common Expenses and the Unit Owners shall be individually responsible for the payment of all Unit Expenses for the Unit owned by each respective Unit Owner as such expenses are herein defined. The definitions of Common Expenses and Unit Expenses below are for administrative purposes only and shall not be meant to alter or change the legal definition of the Units, Common Areas or Limited Common Areas as set forth in the Declaration.

1. **Common Expenses.** The Association shall be responsible for the payment of all common expenses which shall include, without limitation, any expenses for the maintenance, repair, renovation, alteration, improvement or replacement of the following:

    a. **Grounds**. The land, lawns, trees, any vegetated areas, Unit walkways, signage, any common facilities or storage buildings or areas, and other Common Elements. This shall include all road maintenance, i.e. plowing, sweeping and street repair and shall include maintenance to the public parking areas.

    b. **Systems & Utilities**. Sanitary sewer to each Unit, electric distribution to each Unit meter, telephone line to each Unit, cable television line to each Unit, water distribution to each Unit master valve, storm and groundwater drainage system, water and sewer lines running through and/or under foundation and masonry slabs.

    c. **Other**. All other parts of the property necessary or convenient to its existence, maintenance and safety or normally in common use,

except as otherwise expressly provided, including curbside trash pickup.

2. **Unit Expenses**. Common expenses shall not include Unit Expenses. Each Unit Owner shall be individually responsible for the payment of all Unit Expenses for the Unit owned by each respective Unit Owner, which shall include, without limitation, any expenses in connection with the maintenance, repair, renovation, alteration, improvement or replacement of the following:

   a. **Systems & Utilities**. Pipes, lines, cables and wires serving one individual Unit including all valves, junction boxes and any other related components; i.e. water lines inside of the Unit master valve located in both interior and exterior walls and in floors, sewer lines inside of Unit outlet located in both interior walls and exterior walls and in floors, electrical wiring inside of electric meter, located in both interior and exterior walls and ceilings and in floors, master electric circuit breaker, interior television cable including incoming service terminal, interior telephone lines including incoming service terminal, internal water shutoff valves, smoke detectors, security alarms, Unit dryer venting systems including piping and vents, kitchen exhaust fans, and bathroom exhaust fans.

   b. **Interior Structure & Fixtures**. Sheetrock on all *interior* walls, framing, and insulation, interior first floor sub-floor sheathing, interior upper floor sub floor sheathing, stair-framing for all stair Units, interior moldings and trim. interior doors, stair trim, wall and ceiling coverings (paint, wallpaper, furring, gypsum board and other finishing surfaces), floor coverings (carpeting and other finished flooring material including padding and additional sub-flooring), stair coverings, kitchen cabinets, built-in cabinets or fixtures, bathroom fixtures (tub, shower Unit, sink, vanity and toilets) and light fixtures.

   c. **Exterior Structure & Fixtures**. Roofing (all roof framing and covering), chimneys and flues, exterior walls (framing, insulation, sheathing and clapboard siding), including Unit party walls, studs, joists, any load bearing portions of the buildings, shutters, attics (framing, floor and insulation), foundation walls, any masonry floor slabs, exterior foundation drains, interior foundation drains, privacy fencing, shrubbery, front and rear steps and railings, and dormers (roofing and walls, but excluding new dormer construction), Exterior Unit doors (front, kitchen and patio doors), storm/screen doors,

window and door glass, window, door and skylight frames, screens, thresholds and sills, decks (all components), building mounted light fixtures, sun room doors and windows, dormer windows and individual mailboxes,

d. **Damage.** The Unit Owner is liable for all damages to the Common Elements of the building and to personal property of other Unit Owners caused by failure to properly maintain the above systems, utilities, structures and fixtures which are the Unit Owner's responsibility.

3. Right To Peaceful Enjoyment By All Unit Owners

No Unit Owner shall undertake or permit activities or noise inside a building or in the Limited Common Elements or Common Elements of the Condominium that interferes with the rights, comfort, security and convenience of other Unit Owners. This includes actions and noise by the Unit Owner, by the family of Unit Owners, visitors and tenants.

4. Guests

a. While visiting the Condominium, guests of Unit Owners shall abide by all aspects of these Rules and Regulations.

b. Unit Owners are responsible for making their guests aware of these Rules and Regulations and assuring their compliance.

5. Board Approval and Notification

a. Except as otherwise allowed by the Declaration for minor alterations or renovations, all Unit Owners are required to obtain written approval by the Board of Directors before undertaking any project involving additions (temporary or permanent), and alterations to their Unit's interior structural walls, the Limited Common Elements attached to their Unit, and the structure of which their Unit is a part. The Board shall grant approvals based on a review of a *written, detailed* proposal submitted by the Unit Owner and, possibly, inspection of the property and/or additional discussion with the Unit Owner. Owners will be notified of the Board's decision within ten

days after the scheduled Board meeting following submission of the written proposal and all required information.

b. All Unit Owners are required to notify the Board of Directors, in advance, of significant maintenance/replacement, upgrading projects being undertaken inside their Unit and not involving structural change, doors, windows, skylights, etc. Such work includes but is not limited to: adding a security system, finishing a basement, if any, finishing an upstairs area into a bedroom, changes in flooring, replacement of bathroom/kitchen fixtures and cabinetry. Aspects of the project may require compliance with Board specifications.

c. Unit Owners who take such actions without Board approval may be required, at their expense, to remove all unapproved changes and restore the building, Common Elements or Limited Common Elements etc. to its original condition.

6. **Alterations and Improvements**

Alterations and improvements require advance written board approval and/or compliance with Board approved specifications, subject to the terms of the Declaration, including but not limited to:

a. Any alteration or improvement to a Unit, to the Limited Common Elements or the Common Elements which involves a change in structural integrity.

b. Replacement of existing exterior doors, windows, sliding patio doors, skylights, light fixtures. These products must be approved for use at the Condominium.

c. Installation of a new roof skylight.

d. Installation of a dormer or modification to an existing dormer.

e. Installation of a door or window in a place where one does not currently exist.

g. Any modification or improvement to a deck. All deck modifications must comply with the Condominium's deck specifications, if any.

h. The installation of a temporary or semi-permanent screen room or awning on any part of a deck. Such additions are allowed but must be approved for use at the Condominium.

i. Any modifications to foundations or chimneys.

j. Any installation or modification of exterior mounted equipment, ducts, louvers, vents, etc.

k. Removal or replacement of any plant or tree located in the Common Elements.

1. Addition, removal or enlargement of any garden space within the Common Elements.

m. Telephone wire or cable television wire installations that require disruption of paved or lawn surfaces, drilling of new holes in buildings or running of cables/wires on exterior of buildings.

n. Where necessary, the Board shall grant its approval based on a review of a *written, detailed* proposal submitted by the Unit Owner and, possibly, inspection of the property and/or additional discussion with the Unit Owner. Owners will be notified of the Board's decision within ten days after the scheduled Board meeting following submission of the written proposal and all required information.

o. Unit Owners who take actions without required Board approval or use products not approved for use at the Condominium will be required, at their expense, to remove all unapproved changes or additions and restore the building, Common Elements or Limited Common Elements etc. to its original condition.

7. **Additions to Structures**

a. The existing footprint (the foundation perimeter) of building(s) at the Condominium cannot be enlarged, reduced or changed in any manner.

b. No Unit Owner is allowed to build an additional structure of any kind, regardless of whether it is independent of or connected to a residential Unit, garage or deck.

8. **Outside Contractors**

a. All contractors and tradesmen employed or engaged by a Unit Owner to perform work on, in or around condominium structures are required to provide proof of adequate liability insurance and Worker's Compensation Insurance as required by Maine State Law. Insurance certificates shall be provided to the Unit Owner and, upon request, to the Board prior to commencement of work. Insurance certificates provided by contractors shall specifically name the Unit Owner and the South Grove Residences Condominium Owners Association as additional insured.

b. Any electrical, plumbing, and heating work done in a Unit must be performed by experienced, reputable tradesmen licensed and certified to perform such work in the State of Maine.

c. The Association may require any outside contractor engaged by a Unit Owner to execute and deliver to the Association a mechanics lien waiver in connection with any work performed by such contractor hereunder.

9. **Household Pets**

a. Household pets are allowed with the consent of the Board of Directors. Unit Owners are responsible for the behavior of their pets or their guest's pets and are liable for any property damage, personal injury or disturbance that such animals may cause. The Association shall have the right to assess the Unit Owner for reimbursement of related expenses and to lien the owner's property in the event of non-payment.

b. All pets must be licensed and inoculated as required by law, and owners must comply with City of Auburn ordinances regulating pets. The Condominium reserves the right to notify the Animal Control Officer if a pet owner fails to do so.

c. No pet is allowed outside of its Unit except on a leash and under the control of a responsible person.

d. Each Owner is responsible for the immediate removal of pet wastes from all Common areas

e. Damage to Common Elements lawns inflicted by excessive animal use or by a concentration of animal urine and other wastes may be repaired by the Association. The Association shall have the right to assess the Unit Owner for reimbursement of repair expense and to lien the owner's property in the event of non-payment.

f. No animal shall be permitted to make noises as to disturb neighbor's rest or peaceful enjoyment of their Unit or the Common Elements.

g. Unless otherwise authorized by the Board of Directors, no animal may be tied or leashed outside the Unit at any time, exterior pet runs of any type are not allowed at the Condominium.

h. The Association shall have the power, if necessary, to further regulate the keeping of pets and animals including, without limitation, the express power to regulate the size and species, to establish additional behavior requirements, and to expel any offending animals from the Condominium.

10. **Children**

a. There are no Common Elements at the Condominium designated exclusively as a play area for the use of children but reasonable play activities by children are welcome, preferably on lawns in the rear of their building.

b. Permanently installed exterior play equipment is not allowed at the Condominium.

c. Temporary, moveable exterior play equipment (swing sets, slides, playhouses, pools, etc.) is permitted but must be stored inside when not in use.

d. Toys, bicycles, wagons, etc. are to be stored inside when not in use.

e. The activities of children shall be under the control of a responsible person at all times.

f. No play activity at a noise level which prevents other residents from the quiet and peaceful enjoyment of their home is permitted.

11. **Stormy Weather**

a. The Board and the snow removal contractor make every effort to insure that snow is cleared from paved areas and walks as quickly as possible. Despite these efforts, there will be times that these areas may be temporarily impassable.

b. All Unit Owners/tenants should be alert to pending weather conditions and to take all necessary precautions to deal with the possibility of power outages, flooding, extreme cold, icing conditions, and heavy precipitation (rain, snow and/or sleet) which could cause damage to personal and common property.

c. In the event of high winds, all personal property shall be secured or placed indoors. This is the responsibility of the Unit Owner/tenant.

d. Installation of a generator or other auxiliary emergency heating/power devices requires the prior approval of the Board. Installation must be done by a contractor who is licensed under Maine law. The contractor must provide proof of adequate insurance.

e. During winter months, the Unit Owner is responsible for closing any interior shut-off valves for all outside faucets, clearing snow away from monitor heater air intake/exhaust fittings (usually on the front next to the door), clearing snow away from dryer vents if close to the ground, clearing snow away from sliding glass doors and basement bulkhead doors, **and ensuring that sufficient heat is on during winter months to prevent pipe freezing and damage to your Unit or others.** The Unit Owner is liable for building damages, damage to personal property, and damage to heating equipment caused by the failure to do the above.

f. Unit Owners who are away for extended periods of time, particularly in winter, either on vacation, work related travel or because of seasonal use of their condominium, are responsible for arranging with a neighbor, friend or contractor to have their Unit checked periodically to insure that all systems are operable and no storm or cold weather damage has occurred. It is essential that the Board be notified of who has this responsibility and who has access to the Unit.

12. **Household Trash**

a. Garbage and household trash shall be kept in closed containers inside the owner's Unit or in such other area designated by the Board. Containers should be placed at the foot of the driveway on the day(s) designated for collection. Empty trash containers should be returned to such storage areas as soon as possible.

b. Owners/tenants are responsible for ensuring that accumulated trash does not create a nuisance in regards to odor, cleanliness, bug infestation, or neatness.

c. Private trash removal services are only for the removal of routine household trash. Larger items are the responsibility of the owner/tenant and should be disposed of in accordance with City of Auburn ordinances and practices and pursuant to such owner's/tenant's private agreement with appropriate trash removal companies.

13. **Video Antennas and Satellite Dishes**

a. Video antennas and satellite dishes are not to be installed on any Common Elements, including but not limited to roofs and exterior walls unless approved by the Board.

b. Video antennas and satellite dishes can be installed in the Limited Common Elements if you have exclusive use and safety is not compromised by the installation. "Exclusive use" means an area of the property that only you, and the persons you permit, may enter and use to the exclusion of other residents (i.e. decks). The video antenna and satellite dish must be installed wholly within the exclusive use area.

c. A video antenna and satellite dish that extends beyond the area of exclusive use is considered to be in the Unit and installation is not permitted without the prior approval of the Board of Directors.

d. Only satellite dishes that are less than Forty (40) inches in diameter are permitted to be installed at the Condominium.

e. Installation of video antennas and satellite dishes shall be in compliance with local and state law.

14. **Air Conditioners**

a. Unit Owners may install window-mounted air-conditioners, provided that no owner may install more than one such air conditioner.

b. It is preferred that window air conditioners be installed in a rear or side window, not in the front of the building.

c. If the operation of an air conditioner disturbs any neighbors, the Board retains the authority to require its removal.

d. The air conditioner may remain in place from April through November and must be removed during the winter months.

e. The Unit Owner shall be responsible for any damages to the building occurring from the installation, removal, or operation of the air conditioner.

15. **General Hazards and Liability of Unit Owners**

a. Nothing shall be done, kept in any Unit or in any part of the Common Elements or Limited Common Elements which will cause an increase in the insurance premium for the property without the prior written consent of the Board of Directors. No Unit Owner shall permit anything to be done, kept in the Unit or in the Limited Common Elements or Common Elements which will result in the cancellation of insurance on the property, any part thereof or that is in violation of any law, regulation, or administrative ruling.

b. Unit Owners shall be liable for the expense of maintenance, repair or replacement of any damage to the Common Elements or Limited Common Elements or to another Unit caused by such Unit Owner's act, neglect, or carelessness or that of their guests, contractors, agents, lessees, or pets. Such liability shall include any increase in insurance premiums or assessments occasioned by any act, neglect, carelessness or the misuse of a Unit.

16. **Hazardous Materials**

a. It is strongly recommended that Unit Owners, tenants or guests not possess or store hazardous household, gardening, and commercial substances anywhere at the Condominium. In such cases, however, Unit Owners are responsible for appropriate and lawful storage, safekeeping and disposal.

b. Unit Owners are encouraged to dispose of all hazardous cleaning materials, paints, fertilizers and vegetation killers when their usefulness ends.

c. Hazardous materials (including those listed above) must be disposed of by legal means at a legal disposal site and, if necessary, by trained personnel.

d. Spills of fuel oil, kerosene, other hazardous or polluting substances inside a Unit, or on any common or Limited Common Elements (paved or otherwise) shall be reported immediately to the Board of Directors.

e. All removal, remediation and restoration costs associated with a hazardous material spill caused by a Unit Owner, tenant, guest, employee, hired contractor or other representative shall be the responsibility of the Unit Owner.

17. **Heating Equipment and Chimneys**

a. Unit Owners are responsible for ensuring that individual Unit monitor or similar kerosene heaters, and other heating devices are in the proper condition to provide sufficient heat through the winter months.

b. Unit Owners who regularly burn wood or coal in stoves, etc. shall have their chimneys inspected and cleaned annually. Work shall be performed by an experienced chimney sweep. Proof that this work has been done shall be provided to the Board of Directors, upon request.

c. Unit Owners with individual Unit monitor or similar kerosene heaters should be aware that if snow blocks the air intake/exhaust fitting (usually located at front of Unit) or this fitting is damaged, the

heater will cease to operate. The Unit Owner is responsible for keeping snow away from this fitting and ensuring that it is not damaged.

18. **Woods and Lawns**

a. All lawns and vegetated areas at the Condominium are Common Elements and under the control of the Association.

b. No temporary, semi-permanent or permanent structures (tents, play equipment, screen rooms, etc.) are allowed on any Common Elements.

c. Lawn maintenance by anyone other than the Association's landscapers is prohibited, unless otherwise approved by the Board of Directors.

19. Fireplaces

All fireplaces are ornamental, non-working fireplaces. No Unit Owner shall use, attempt to use or attempt to convert any ornamental fireplace as a working fireplace.

20. **Ornamental Landscaping**

a. Any garden beds in the front of the building and any shrubs contained in them are Common Elements and under control of the Association.

b. Existing plants cannot be removed or replaced or new ones added without permission of the Association.

c. Owners may plant perennials and annuals in the section of the bed between the front door and the driveway provided they maintain their plants and the presence of the plants does not impede the work of the Association's landscapers.

d. Window boxes and planters of any type shall not be placed in the front or side of any building.

e. The Association is not responsible for replacing any personal plantings removed by the seller of a Unit from the ornamental planting area in front of or on the side of each Unit. These items are to be considered part of the personal property of a Unit (nonpermanent items) and are subject to Buyer/Seller negotiations and the terms of the purchase and sale contract.

21. Personal Gardens

a. Flower boxes, pots, and other plant containers are limited to decks or deck railing.

b. The lawns shall not be dug up for a garden without the prior authorization of the Board of Directors. Approval shall be based on a plan and description of plantings submitted in writing.

c. A garden bed may only be cultivated in the Limited Common Areas with prior authorization of the Board.

d. Approved personal gardens are the sole responsibility of the Unit Owner and/or tenant. The Unit Owner shall assume all expense for plantings and continued maintenance.

e. If any Unit is sold where a personal garden has been established by an owner or tenant, it will be the Unit *seller's* responsibility to restore the bed to its original grassy area or to leave funds in escrow at closing for the Association to restore the area. The only exception to this would be if the Unit *purchaser* notifies the Association in writing that he/she would continue to maintain the garden bed.

f. The Association is not responsible for replacing any personal plantings removed by the Seller of a Unit from their personal garden area. These items are to be considered part of the personal property of a Unit (non-permanent items) and are subject to Buyer /Seller negotiations and the terms of the purchase and sale contract.

22. Exterior Decorations

Tasteful holiday decorations are allowed on the exterior of Units, and must be of a size and style compatible to the Condominium's building decor. Simple white lights can be strung on bushes in front of the building. No

lighted decorations can be attached to the building. No freestanding decorations are allowed. Lighted candles or similar seasonal items may be displayed in windows. All wreaths and decorations must be removed at the end of the holiday season.

23. Clothes Hanging Devices

No outside clotheslines of any type shall be allowed.

24. Decks and Porches

a. Unit Owners are responsible for any maintenance and upkeep of decks and porches ("decks") The land on which decks sit is a Limited Common Elements of the Association.

c. Repairs or modification to a deck (including enlargement) advance approval of specific plans by Board of Directors, the City of Auburn Code Enforcement Office.

d. Unit Owners/tenants are responsible for regularly clearing their decks of snow to prevent damage to the deck and to the adjoining building structure.

e. Decks shall not be considered additional storage space for the Unit Owner's personal property.

f. Decks and the personal property used in the enjoyment of the deck shall be kept in a neat and orderly condition at all times.

g. Hot tubs or any similar devices are not allowed unless approved by the Board of Directors, the City of Auburn Code Enforcement Office.

25. Mailboxes

Mailboxes are the property of the Association.

26. **Signs**

a. "For Sale" or "For Rent" signs or any other real estate marketing devices placed by the Unit Owner or their agent(s) are not allowed in the Condominium without the approval of the Board of Directors, except for signage as specified in 26(b).

b. Realtors may place up to two temporary "Open House" signs on the Common Elements on the day of the scheduled Open House and these signs must be removed immediately after the close of the Open House.

c. No business, political or personal signs of any type are allowed on the grounds, attached to any part of a building, or in any window at the Condominium.

27. **Yard Sales**

No Unit Owner shall hold a yard sale or outside sale of any kind without the approval of the Board of Directors.

28. **Solicitation**

There shall be no solicitation by any person anywhere for any cause, charity, or any purpose whatsoever without the knowledge and permission of the Board of Directors.

29. **Information and Emergency Contact**

a. Information related to any changes in occupancy (rental or seasonal) or Unit Ownership, changes in mortgage holders, changes in insurance policies or agents, and significant interior alterations shall be reported promptly to the Board. Such information shall also be furnished when specifically requested by the Board.

b. All Unit Owners shall provide to the Board, upon request or on an annual basis, the name, address and phone numbers of all persons who have emergency access to the Unit.

c. Unit Owners who are away for extended periods of time, either on vacation or because of seasonal use of their condominium Unit, are responsible for arranging with a neighbor, friend or contractor to have their Unit checked periodically to insure that all systems are operable and no damage has occurred. It is essential that the Board be notified as to the person(s) who have this responsibility and who has access to the Unit.

30. **Insurance**

a. Each Unit Owner will obtain and maintain insurance for their Unit which will include fire and property damage insurance. The coverage will be "all risk" and in an amount equal to the full replacement cost of the building as well as personal property belonging to a Unit owner and any special improvements to a Unit made by or at the request of the Unit owner. Each Unit Owner is responsible for payment of the insurance deductible or any other associated costs for damage to his or her Unit, unless otherwise determined by the Board of Directors in its discretion from time to time.

b. Many insurance companies doing business in Maine offer specific policies for condominium owners and renters. Unit Owners and renters should consult with their insurance agent to design a policy to meet their needs.

c. A typical condominium policy may include coverage for:

- Building Property: items of real property which pertain directly to your Unit and may include alterations and permanent installations.

- Personal Property: items owned by the insured and structures not permanently attached to the Unit.

- Personal liability: covers claims brought against the insured for damages because of bodily injury or property damage.

d. The South Grove Residences Condominium Unit Owners Association maintains a master policy to cover losses sustained in the Common Elements. If you suffer a loss that you believe should be claimed against the Association policy, you should do so through

a Unit Owner of the Board of Directors. The insurer providing coverage at the time of the claim will make any determination of coverage under the policy.

31. Access to Units For Repair and Emergency

a. The Association has the irrevocable right, to be exercised by the Board of Directors, to enter a Unit from time to time during reasonable hours as may be necessary for the inspection, maintenance or replacement of any of the Common Elements or Limited Common Elements, facilities or systems therein or accessible therefrom.

b. The Association has the irrevocable right, to be exercised by the Board of Directors, whenever deemed necessary and regardless of whether the owner is present or not, to enter a Unit for the emergency inspection and repair therein necessary to prevent damage to the Common Elements, facilities and systems or to another Unit or Units.

c. In order to facilitate entry in the case of an emergency or absence, the Unit Owner, if required by the Board, shall provide a working key to the dwelling to a neighbor or to a Board Unit Owner.

32. Short-Term or Long-Term Rental of Condominium Units

a. Unit Owners who wish to rent their property must use a standard lease form, approved by the Board of Directors, specifying all the terms of the lease and must require tenants' to show proof of contents insurance.

b. Unit Owners must not suspend their own condominium/home owner's insurance policy during the period of rental.

c. Unit Owners who rent their property to another for any period of time must obtain a written acknowledgment from the tenant that they have been given a copy of the Condominium's Rules and Regulations and that they will abide by them during the period of their residence. A copy of this statement must be given to the Board of Directors prior to occupancy.

d. Regardless of the terms of rental, the timely payment of Unit monthly fees and special assessments during the rental period remains the responsibility of the Unit Owner. In the event of non-payment, regardless of who should be making payments, the Unit Owner is ultimately responsible and will be assessed late charges and is subject to liens and other collection expense.

33. **Procedures**

a. Emergencies (i.e. structural, plumbing, hazardous spills, life safety matters) should be communicated to a Board Unit Owner immediately.

b. Work requests, suggestions or complaints to the Board should be submitted in writing. Requests for hearings on any issue shall be submitted in the same manner.

c. Any personal or phone contact with a Board Unit Owner shall only be made during reasonable hours of the day.

d. A group of Unit Owners seeking to make a joint work request, suggestion or complaint should designate a spokesperson for communications with the Board.

34. **Smoking Policy**

The Association maintains a smoke and tobacco-free environment. Smoking or other use of tobacco products (including, but not limited to, pipes, cigars, snuff, or chewing tobacco) is not permitted in any part of the Common Areas. No smoking of any kind shall be permitted within or without a Unit so as to cause a nuisance to other unit owners in the Condominium.

36. **Violations of Rules and Policies Including Financial Obligations**

a. When a violation of a Rule or Regulation occurs or when a financial obligation is not met in accordance with policy, a written warning shall be delivered to the Unit Owner stating the complaint, the appropriate rule and the penalty or assessment of expense, if applicable.

b. In cases of repeated complaints and/or lack of payment following the warning letter, a fine or additional penalty may be imposed.

c. Any Unit Owner has the right to appeal a Board decision in writing to the Board of Directors and to request a hearing before the Board.

d. All Unit Owners must understand that assessments and penalties related to noncompliance with rules and regulations, expenses for which an owner is liable, and unpaid financial obligations will likely become a lien against the violating Owner's Unit if not satisfied in a reasonable period of time.

The Board of Directors welcomes constructive input and involvement from any Unit Owner. In bringing issues to the Board, Unit Owners are reminded that the Condominium is a community and its elected Board is made up of neighbors who are serving as volunteers and whose objective is the Condominium's best interest. Differences of opinion are inevitable in any community. Resolution of conflict begins with mutual respect and understanding and ends with effective decision-making.

The Board of Directors of the Condominium promulgated the preceding Rules and Regulations for the safety, well-being and convenience of all Unit Owners. The Board has the responsibility, under the Declaration, for the efficient administration of Condominium affairs and it is, indeed, their duty and authority to interpret and enforce the Condominium Declaration, Bylaws and Rules and Regulations.

These Rules and Regulations were unanimously approved by the Board of Directors at a special meeting on _____, 2026.

EXHIBIT C

TO THE PUBLIC OFFERING STATEMENT

PURCHASE AND SALE AGREEMENT

NON-BINDING RESERVATION AGREEMENT

Name of Purchaser: _____

Address of Purchaser: _____

Property Address: _____

Purchase Price: $_____

Reservation Deposit: $_____

TERMS AND CONDITIONS

1. Purchaser has been advised that SOUTH GROVE RESIDENCES, a condominium, is a preliminarily approved project with conditions and that _____ , of DANVILLE CORNER ROAD, LLC (hereinafter referred to as "Declarant") has applied to the State of Maine Department of Environmental Protection and the City of Auburn for necessary governmental final approvals. As of the date of this Non-Binding Reservation Agreement, Declarant has not received said final approvals.

2. As confirmation of Purchaser's interest in purchasing the above designated home site, the Purchaser has given a Reservation Deposit to the Declarant. In consideration thereof, Declarant hereby agrees not to offer the reserved site for sale to any other party until fourteen (14) days from the date Declarant delivers, in person or by certified mail, to Purchaser a proposed Purchase and Sale Agreement.

3. The Reservation Deposit shall be placed in a non-interest bearing escrow account, to be held and accounted for by Hopkinson & Abbondanza, P.A., and delivered in accordance with the terms of this Agreement.

4. The Purchaser agrees that on or before the 14th day after receipt of the proposed Purchase and Sale Agreement, he will either:

a. Enter into a written Purchase and Sales Agreement, in the form submitted by

Declarant pursuant to Paragraph 2 herein, for the purchase of the Reserved Site, in which event the Reservation Deposit shall be applied towards the full purchase price of the Reserved Site. The Deposit shall be transferred to such new escrow account as may be designated by the terms of the Purchase and Sales Agreement; or

b. Notify Declarant, in writing, delivered to the address specified in Paragraph 1 herein, that Purchaser does not wish to purchase the Reserved Site, in which event the Reservation Deposit shall be returned to Purchaser and all obligations of the parties to each other shall thereupon terminate.

Failure of the Purchaser to enter into a written Purchase and Sale Agreement or to notify the Declarant aforesaid shall entitle the Declarant to retain the Reservation Deposit to cover his expenses.

5. This document is neither a purchase agreement, contract of sale, nor an offer by Declarant to sell the Reserved Site to Purchaser. No representations are made by this document. Declarant may, at his sole discretion, terminate this Agreement at any time by returning to Purchaser the Reservation Deposit or this Agreement shall terminate upon expiration of the fourteen (14) day period provided above. In either event, Purchaser shall have no claim against Declarant arising out of this Reservation Agreement. Except as otherwise provided herein, this Reservation Agreement shall expire one hundred eighty (180) days from the date hereof.

This Agreement is neither transferrable nor assignable by either Purchaser or Declarant.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as a sealed instrument this ____ day of _____ 20__.

WITNESS

_____

DANVILLE CORNER ROAD, LLC

_____
By: Timothy Millett
Its: Manager

PURCHASER

_____

_____

The undersigned Escrow Agent acknowledges receipt of the Reservation Deposit under this

Agreement and agrees to hold said deposit in accordance with the terms of this Agreement.

HOPKINSON & ABBONDANZA, P.A.

_____ _____

Documents referred to in Paragraph 2, were delivered on _____.

ACKNOWLEDGED BY:

WITNESS **DANVILLE CORNER ROAD, LLC**

_____ _____
By: Timothy Millett
Its: Manager

PURCHASER

_____ _____

A copy of this Agreement is to be received by all parties, and by signature, receipt of a copy is hereby acknowledged.

mas00179

EXHIBIT D

TO THE PUBLIC OFFERING STATEMENT

BUDGET

SOUTH GROVE RESIDENCES CONDOMINIUM
BUDGET

Operating Expenses	Yearly
Insurance	$
Heat/Hot Water Oil: Gas:	$
Common Electricity	$
Water and Sewer	$
Common Cleaning	$
Yard/Snow	$
Building Inspections	$
Miscellaneous Supplies	$
Legal Fees	$
Accounting Fees	$350.00
Reserves (SEE ITEMIZATION BELOW)	$
Phone	$
Fire Monitoring	$
TOTAL ANNUAL BUDGET	**$**

ANNUAL BUDGET $_____ DIVIDED BY 68 UNITS DIVIDED BY 12 MONTHS EQUALS MONTHLY DUES OF $_____

Reserves	Yearly
Roof @8,000/20 years	$
Brick @ $7,500/25 years	$
Exterior Paint @ $1,500/7 years	$
Common Area Painting @ $3,000/10 years	$
Miscellaneous	$
Boiler @ $3,500/20 years	
TOTAL RESERVES	

EXHIBIT E

TO THE PUBLIC OFFERING STATEMENT

LIMITED WARRANTY CERTIFICATE

LIMITED WARRANTY

Issued To and Accepted By:

_____

(Unit Owner)

Re: Unit Number ___, South Grove Residences, a condominium, _____, Auburn, Maine, 04210.

Declarant, Danville Corner Road, LLC, a Maine corporation, with a mailing address of Maine at 155 Center Street, Unit 6, Auburn, ME 04210, sold to you a home designated as Unit No. _____, in the South Grove Residences, a condominium, located in the City of Auburn, Maine. Your Unit has been constructed in accordance with the local building code of the City of Auburn, Maine. In any new construction certain items may require adjustment. This Limited Warranty Certificate describes Declarant's obligations to make such adjustments and outlines the methods for you to follow to obtain such adjustments.

Declarant and Unit Owner agree that any dispute involving this contract, that the parties can not resolve independently, shall be submitted to an arbitrator for binding arbitration. The arbitrator may assess costs and reasonable attorney fees.

I COVERAGE AND DURATION

A. Non-Consumer Products

1. Declarant will correct any structural defect, which shall be those defects in components constituting any Unit which reduces the stability or safety of the Unit below accepted standards or which restricts the normal intended use of all or part of the structure and which requires repair, renovation, restoration or replacement, brought to Declarant's attention in writing within two years from the date hereof.

2. Declarant will correct any structural defect in the plumbing system, except operating fittings, which causes the system not to be in proper working order and which is caused by defective workmanship and materials, brought to Declarant's attention in writing within two years from the date hereof.

3. Declarant warrants that the Unit is, at the time of closing, fit for habitation, and that the Unit was, at the time of construction, constructed in a workmanlike manner.

B. Consumer Products

1. Declarant gives no warranty on appliances or other equipment sold with the Unit except as may be required by the statutory warranty.

2. Declarant's sole obligation with respect to items not warranted by Declarant shall be to deliver to the Unit Owner at the time of closing any manufacturers' warranties covering such appliances and equipment in the Unit except insofar as the same may be Common elements. Declarant is not responsible for performance under manufacturers' warranties in any way.

C. Examples

1. The following are examples of non-consumer products: ducts, doors, windows, wiring, water closet, bathtub, lavatory, etc.

2. The following appliances and other equipment sold with the Unit are examples of consumer products: smoke detector, fire extinguisher, exhaust fan, thermostat, individual heating and air conditioning system, doorbell, garbage disposal, washer/dryer, refrigerator/freezer, range/oven and dishwasher.

II DECLARANT'S RESPONSIBILITY

In the event of any defect in any item or component thereof covered by Declarant's warranty, Declarant, at its option, will repair or replace the affected item or component at no cost to the Unit Owner. Replacement items or components will be substantially comparable to those replaced (although identical colors and other features may not necessarily be available). Declarant will correct the defect in such manner as to restore the component to the condition which would have existed had the defect not been present.

III EXCLUSIONS

A. Declarant's warranty does not include cracks, popping nails or other effects of normal settlement, or expansion, contraction, shrinkage or warping of materials that may occur in walls, floors, ceilings, doors or any of the components of the Unit, or drainage. seepage or other water problems, as long as such defect will not prevent the normal intended use of all or part of the Unit.

B. Declarant's warranty does not include defects or smudges in painted surfaces, chipping and/or cracking of marble, formica, fiberglass or tiles, defective or broken glass, or similar defects readily visible to the human eye, which are not noted for correction at the time of inspection by the initial purchaser before settlement.

C. Declarant's warranty does not cover normal maintenance items or conditions resulting from wear and tear and/or misuse or negligence. Declarant's warranty does not apply where use or maintenance was contrary to the condominium instruments or rules and regulations of the Condominium or where any defect results from damage by the Unit Owner or by negligence or unreasonable use (including failure to provide reasonable and necessary maintenance).

D. Furniture, wall coverings, furnishings or the like as shown in or about any model unit are for display purposes only and are not considered a part of the Unit. Further, the location of wall switches, thermostats, chases, plumbing and electrical outlets and similar items may vary from unit to unit and may not be as shown in any model unit. Any floor plans, sketches or sales drawings shown to Purchasers other than those which are a part of the plans or the Public Offering Statement are for display purposes only and may not be exactly duplicated. The Unit is being sold unfurnished and will contain only the appliances and equipment set forth in the Purchase and Sale Agreement between Declarant and Purchasers.

E. DECLARANT SPECIFICALLY DISCLAIMS ANY LIABILITY FOR INCIDENTAL OR CONSEQUENTIAL (SECONDARY) DAMAGE TO ANY PERSON, THE UNIT, OTHER COMPONENTS OR ANY OTHER REAL OR PERSONAL PROPERTY, RESULTING FROM A DEFECT.

IV LIMITATION OF IMPLIED WARRANTIES

ON CONSUMER PRODUCTS FINALLY DETERMINED BY A COURT TO BE WITHIN THE STATUTORY WARRANTY DESCRIBED ABOVE, ALL IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE PERIOD OF THIS WRITTEN WARRANTY. This includes, without limitation, the implied warranties of merchantability and fitness created by Title 11 M.R.S.A. Sections 2-314 and 2-315 and the implied warranty of suitability created by Section 1604-113(b) of the Maine Condominium Act.

V WARRANTY PROCEDURES

A. The following procedures have been established to permit maximum efficiency in administering work under warranty. Each Unit Owner had the opportunity to inspect his Unit prior to closing. At that time a list of items needing correction in accordance with Declarant's warranty usually is prepared. Certain additional items may arise from time to time, as is normal in a new building. If any additional items arise, the procedure to be followed for correcting these items is as follows:

1. Ninety days after occupancy, if the Unit Owner has discovered defects that are covered by the Limited Warranty Certificate, in order to obtain performance of any of the Declarant's warranty obligations, a written statement of all warranty claims should be sent to:

2. Upon receipt of the written statement, Declarant's representative will meet the Unit Owner, inspect the Unit and prepare a list of all warranted defects, which list shall be known as the "Warranty Inspection Form", to be signed by both the Unit Owner and Declarant's representative.

3. Any latent defects that may be discovered subsequent to the completion of the "Warranty Inspection Form", during the period covered by the Limited Warranty Certificate, will be handled individually upon written notice from the Unit Owner to Declarant sent to the address set forth in Paragraph 1 above.

B. If the Unit Owner and Declarant's representative fail to agree upon the defects to be noted on the Warranty Inspection Form or the workmanlike correction of such defects, Declarant will, within five days after the date of the Unit Owner's request therefor, submit the disagreement to the Project Architect for decision, and such decision shall be final and binding on Declarant and the Unit Owner. The Project Architect will render his decision based on the plans and specifications for the Unit, the Declaration and the Purchase and Sale Agreement. The charge by the

Project Architect for this service will be paid one-half by Declarant and one-half by the Unit Owner prior to resolution.

C. This Limited Warranty Certificate may be assigned by a Unit Owner to a subsequent owner of the Unit effective on the date that the subsequent owner notifies Declarant in writing of such assignment; this Limited Warranty Certificate is not otherwise transferable.

VI INTERPRETATION

Nothing contained herein shall be deemed to be in derogation of the warranty required by Section 1604-113(b) of the Maine Condominium Act, as amended, as of the date. No action taken to correct defects shall extend this warranty. This Limited Warranty Certificate shall be governed by the laws of the State of Maine.

Dated: _____, 2026

DANVILLE CORNER ROAD, LLC

_____
By: Timothy Millett
Its: Manager

_____
Unit Owner

_____
Unit Owner

ATTACHMENT #3

Plan Set

DANVILLE CORNER HOUSING DEVELOPMENT

DANVILLE CORNER ROAD, AUBURN, MAINE

APPLICANT / OWNER
TIMOTHY MILLET
154 BAILEY HILL ROAD
POLAND MAINE 04274

PROJECT PARCEL SITE
CITY OF AUBURN TAX ASSESSOR'S MAP & LOT NUMBERS

MAP	LOT
122	4 & 5

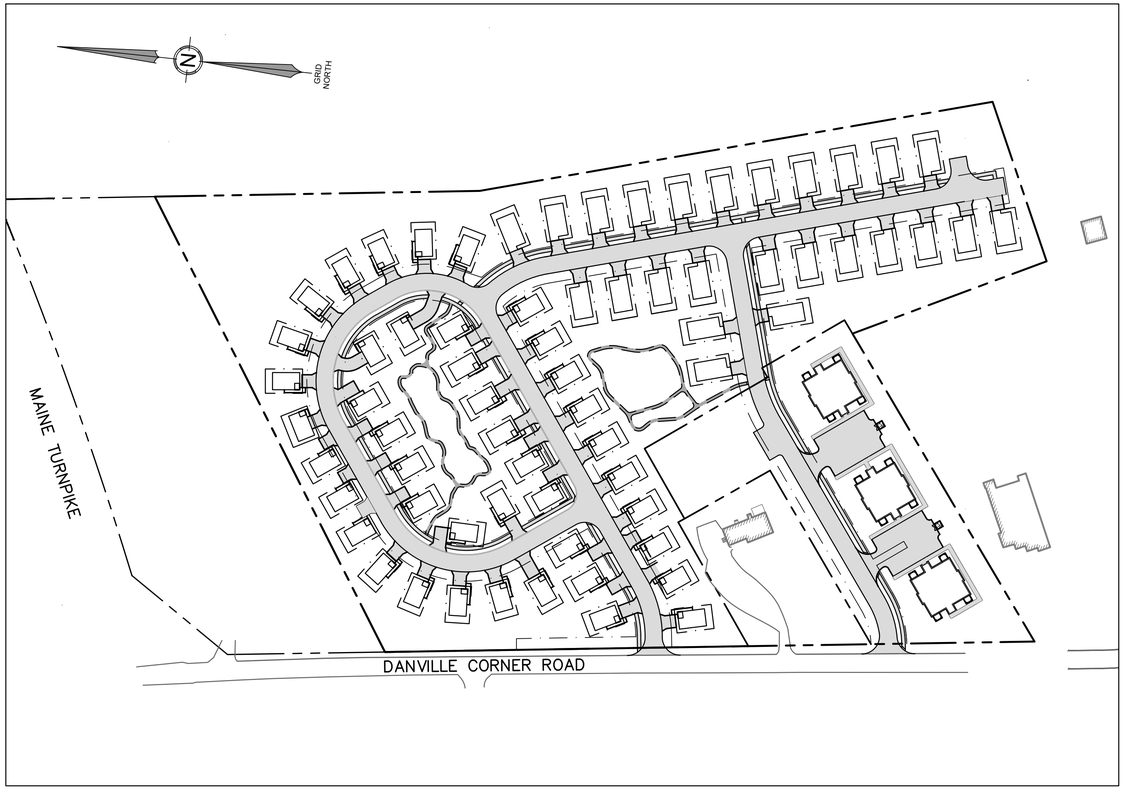
PREPARED BY

CIVIL ENGINEER:
TERRADYN CONSULTANTS, LLC
41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, MAINE 04260
(207) 926-5111

SURVEYOR:
TERRADYN CONSULTANTS, LLC
41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, MAINE 04260
(207) 926-5111

SHEET INDEX

SHT. NO.	SHEET NAME
C-0.0	COVER SHEET / LOCATION MAP
C-1.0	SUBDIVISION PLAN
C-1.1	SITE PLAN
C-1.2	SITE PLAN
C-2.0	GRADING & DRAINAGE PLAN
C-2.1	GRADING & DRAINAGE PLAN
C-2.2	GRADING & DRAINAGE PLAN
C-2.3	GRADING & DRAINAGE PLAN
C-2.4	GRAVEL WETLAND DRAINAGE PLAN
C-3.0	UTILITY PLAN
C-3.1	UTILITY PLAN
C-3.2	UTILITY PLAN
C-3.3	UTILITY PLAN
C-4.0	PROFILE: SOUTH GROVE CIRCLE
C-4.1	PROFILE: SOUTH GROVE CIRCLE
C-4.2	PROFILE: GREYSON LANE
C-4.3	PROFILE: DELISH DRIVE
C-5.0	EROSION & SEDIMENT CONTROL DETAILS
C-5.1	SITE DETAILS
C-5.2	SITE DETAILS



LOCATION MAP
SCALE: 1" = 100'

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	LOCUS PROPERTY LINE	
	PROPERTY LINE	
	INTERIOR PROPERTY LINE	
	DEED LINE	
	TIE LINE	
	BUFFER LINE	
	SETBACK LINE	
	EASEMENT LINE	
	CENTER LINE	
	FLOOD ZONE	
	FLOODWAY	
	SURVEY CONTROL POINT	
	SOIL BOUNDARY	
	ZONE LINE	
	MONUMENT	
	IRON PIPE	
	DRILLHOLE	
	STREET / SITE SIGN	
	BUILDING	
	BUILDING OVERHANG	
	BITUMINOUS PAVEMENT	
	CURBING	
	GRAVEL	
	CONCRETE PAVEMENT	
	CHAIN LINK FENCE	
X	BARB WIRE FENCE	X
	STOCKADE FENCE	
	STONE WALL	
	METAL GUARD RAIL	
	WOOD GUARD RAIL	
	RAILROAD TRACKS	
	EDGE OF WATER	
	TREE LINE	
	STREAM	
	WETLAND AREA	
	UPLAND AREA	
	ROCK OUTCROP	
TP-A	TEST PIT	TP-A
MW-8	MONITORING WELL	MW-8
B-9	BORING	B-9
W	WELL	W
124	MINOR CONTOUR LINE	124
130	MAJOR CONTOUR LINE	130
+ 30.20	SPOT GRADE	30.20
SD	STORM DRAIN	SD
UD	UNDER DRAIN	UD
	CATCH BASIN	
D	DRAINAGE MANHOLE	
S	SANITARY SEWER	S
FM	FORCE MAIN	FM
S	SANITARY MANHOLE	
W	WATER LINE	W
	WATER VALVE	
	HYDRANT	
	CURB STOP	
W	WATER MANHOLE	W
OHU	OVERHEAD UTILITY	OHU
	OVERHEAD ELECTRIC	OHE
	OVERHEAD TELEPHONE	OHT
UGU	UNDERGROUND UTILITY	UGU
UGE	UNDERGROUND ELECT.	UGE
UGT	UNDERGROUND TEL.	UGT
T	TRANSFORMER	T
	LIGHT POLE	
	UTILITY POLE	
	GUY WIRE	
EM	ELECTRIC METER	
H	HVAC UNIT	
E	ELECTRICAL MANHOLE	
T	TELEPHONE MANHOLE	
G	GAS LINE	G
GM	GAS METER	
	GAS VALVE	
G	GAS MANHOLE	
	SILT FENCE	SF
	FILTER BARRIER	FB
	MULCH BERM	MB
	SILT BARRIER	SB
	RIPRAP	
	TURF REINFORCEMENT BLANKET	
	FORESTED BUFFER	

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

NO.	DATE	REVISIONS
4	03-31-2026	REVISED OPEN SPACE AND DELISH DRIVE ALIGNMENT
3	02-25-2026	FINAL DEVELOPMENT REVIEW SUBMISSION
2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW
1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION

ADDRESS: 41 CAMPUS DRIVE, SUITE 301 NEW GLOUCESTER, ME 04260
PHONE: (207) 926-5111
WEB SITE: www.terradynconsultants.com
TERRADYN CONSULTANTS, LLC
Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE
SHEET TITLE: COVER SHEET / LOCATION MAP
CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 100'
JOB NO: 24-164
SHEET: C-0.0

C:\OD\Terradyn Consultants\Project Folders - Documents\2024 Jobs\24-164 Millett Danville Corner Auburn Map 122 Lot 4\CAD\Permitting\24-164 C.dwg

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	LOCUS PROPERTY LINE	
	PROPERTY LINE	
	INTERIOR PROPERTY LINE	
	SETBACK LINE	
	EASEMENT LINE	
⊡	MONUMENT	
◎	IRON PIPE	○
	BUILDING	
	BITUMINOUS PAVEMENT	
	CURBING	
	STONE WALL	
	WETLAND AREA	
	CATCH BASIN	
Ⓢ	SANITARY MANHOLE	
	HYDRANT	
⊗	CURB STOP	
Ⓣ	TRANSFORMER	
	COMMON ELEMENT (SEE NOTE 9)	AREA 1
		AREA 2

GENERAL NOTES

1. THE RECORD OWNER OF THE SUBJECT PARCEL IS DANVILLE CORNER ROAD, LLC INCORPORATED BY DEED DATED SEPTEMBER 13, 2024 AND RECORDED IN BOOK 11668, PAGE 132. AND DELISH, LLC INCORPORATED BY DEED DATED OCTOBER 17, 2025.
2. THE SUBJECT PARCEL IS SHOWN ON THE CITY OF AUBURN TAX MAP 122 AS LOT 4 LOT 5 AND IS IN THE GENERAL BUSINESS DISTRICT.
3. THE CITY'S GENERAL BUSINESS DISTRICT SPACE AND BULK STANDARDS REFER TO TO THE MULTIFAMILY SUBURBAN DISTRICT'S STANDARDS FOR RESIDENTIAL USES. SPACE AND BULK STANDARDS FOR THE MULTIFAMILY SUBURBAN DISTRICT AS OF THE DATE OF THIS PLAN ARE AS FOLLOWS:

   MIN. LOT SIZE: 10,000 SQ FT
   MIN. WIDTH: 100 FT
   MIN. FRONT SETBACK: 25 FT
   MIN. DEPTH: 100 FT
   MIN. SIDE SETBACK: 25 FT
   MIN. REAR SETBACK: 35 FT
   MAX. BUILDING HEIGHT: 2 ½ STORIES OR 35 FT

4. TOTAL AREA OF THE SUBJECT PARCEL IS 15.202 ACRES.
5. BOUNDARY INFORMATION SHOWN HEREON IS BASED ON AN ON-THE-GROUND SURVEY PERFORMED BY TERRADYN CONSULTANTS, LLC IN AUGUST OF 2024 AND AUGUST 2025. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON PUBLICLY AVAILABLE MAINE GIS DATA COLLECTED IN 2020 BY THE STATE OF MAINE AND DISTRIBUTED BY THE USGS AS CLASSIFIED . LAZ POINT CLOUD.
6. PLAN REFERENCES:
   A. "BOUNDARY SURVEY OF DIAMOND PROPERTIES, INC. LOT" PREPARED BY TECHNICAL SERVICES, INC., DATED DECEMBER 19, 2005 AND BEING PREVIOUSLY UNRECORDED.
   B. B. "PLAN OF PROPERTY OF ADVANTAGE BUSINESS SERVICES, INC., BEECH HILL ROAD, AUBURN, MAINE" DATED JANUARY 13, 1988 AND FOUND ON THE AUBURN GIS AS PLAN #338
7. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON ARE NAVD88, BASED ON DUAL-FREQUENCY GPS OBSERVATIONS.
8. THE SUBJECT PARCEL IS LOCATED WITHIN ZONE X, AREAS OF MINIMAL FLOOD HAZARD, AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF AUBURN, ANDROSCOGGIN COUNTY, COMMUNITY-PANEL NUMBER 23001C0317E, HAVING AN EFFECTIVE DATE OF JULY 8, 2013.
9. COMMON ELEMENT NOTES:

   AREA 1: IS DESIGNATED TO SATISFY THE REQUIREMENTS OF SECTION 60-1367 OF THE CITY OF AUBURN ORDINANCE. AREA 1 IS 3.70 ACRES OF 7.77 ACRES REQUIRED. AN IN LIEU FEE WILL BE PAID FOR THE REMAINING 4.07 ACRES AT A RATE OF $4,315 PER ACRE FOR A TOTAL OF $17,562.05. THE IN LIEU FEE IS TO BE UTILIZED FOR THE CONSTRUCTION OF TRAILS AND BENCHES WITHIN THE REMAINING COMMON ELEMENTS OF LOT 2 SHOWN WITHIN AREA 2.

   AREA 2: IS 2.71 ACRES IN SIZE THIS AREA IS THE REMAINDER OF THE COMMON ELEMENT EXCLUDING ROADWAY INFRASTRUCTURE AND SIDEWALKS.
10. SINGLE FAMILY LOTS WITHIN LOT 2 FEATURE A MINIMUM OF 2,000 SF OF LIMITED COMMON ELEMENTS INCLUDING LAWN AREA, DRIVEWAYS, AND WALKWAYS WITHIN LOT 2 ARE LIMITED COMMON ELEMENTS OF THAT INDIVIDUAL UNIT.
11. THE SUBDIVISION PLAN CONSISTS OF A 3-LOT SUBDIVISION. LOTS 1 AND 3 ARE TO BE RETAINED BY THE OWNER. LOT 2 WILL BE A 68-UNIT CONDOMINIUM DEVELOPMENT NAMED "SOUTH GROVE RESIDENCE."

GRID NORTH

N / F
DANIEL J. ST. HILAIRE
603 OLD DANVILLE ROAD
MAP 122 LOT 009
BK. 9315, PG. 260

N / F
BRIAN BILODEAU
72 DANVILLE CORNER ROAD
MAP #122 LOT 004-001
BK. 9077, PG. 111

N / F
LISA M. DORRINGTON
625 OLD DANVILLE CORNER ROAD
MAP 122 LOT 008
BK. 10215, PG. 183

N / F
THE SPURWINK SCHOOL
220 DANVILLE CORNER ROAD
MAP 122 LOT 006
BK. 3264, PG. 213

3/4" REBAR FOUND 12" ABOVE GRADE LEANING
3/4" REBAR FOUND 18" ABOVE GRADE LEANING
5/8" REBAR FOUND 2" ABOVE GRADE LOOSE AND LEANING
CAPPED 5/8" REBAR FOUND 18" ABOVE GRADE "RLS 1273"
5/8" REBAR FOUND 6" ABOVE GRADE

N7°00'45"W 454.06'
N15°51'21"W 713.52'
N15°50'45"W 13.91'
S15°50'45"E 652.72'
N15°50'45"W 366.12'
S 15°50'45" E 650.37'
S15°50'45"E 236.60'
S 74°09'15" W 50.00'
N81°25'57"E 235.35'
S 74°09'15" W 199.07'
S20°25'59"E 289.58'
S 53°24'31" W 21.83'
S 36°09'43" E 133.22'
N 54°01'11" E 15.24'
S36°02'15"E 198.48'
N32°24'34"E 500.03'
N 35°24'34" W 9.92'
N35°24'34"W 137.26'
S53°58'17"W 290.28'
S 57°30'17" W 296.28'
S55°58'17"W 234.98'
S55°58'17"W 43.98'
N54°30'17"E 190.00'
S6°55'28"E 907.90'
N6°55'28"W 166.84'
S 36°29'00" E 34.85'
S 54°28'51" W 271.42'
S54°28'51"W 146.62'
S54°28'51"W 146.62'
S 54°28'51" W 426.73'
N54°28'51"E 271.42'
S35°31'09"E 134.86'
S35°31'09"E 109.96'
N 35°39'02" W 134.86'
N35°30'39"W 109.65'
N54°28'51"E 167.11'
N54°28'51"E 146.62'
S 35°31'09" W 713.15'
S 36°29'00" E 34.85'

LIMITED COMMON ELEMENT, TYP.
35' REAR SETBACK, TYP.
25' SIDE SETBACK, TYP.
UTILITY EASEMENT, TYP.
BENCH, TYP.
WALKING TRAIL, TYP.
25' FRONT SETBACK, TYP.
UTILITY EASEMENT, TYP.
LOT 2 519,896 S.F. 11.94 Ac.
LOT 3 108,514 S.F. 2.45 Ac.
LOT 1 35,653 S.F. 0.82 Ac.
MULTI-UNIT BUILDING 3
MULTI-UNIT BUILDING 2
MULTI-UNIT BUILDING 1
GREYSON LANE
SOUTH GROVE CIRCLE
DELISH DRIVE
DANVILLE CORNER ROAD

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 84°07'52" W	15.75'
L2	N 83°04'32" E	1.82'
L3	N 83°04'32" E	17.57'
L4	S 35°29'00" E	34.85'
L5	N 35°29'00" W	34.85'
L6	S 11°54'03" W	33.42'
L7	S 74°09'15" W	50.00'
L8	S 36°09'43" E	49.59'
L9	S 53°50'17" W	10.00'
L10	S 36°09'43" E	49.59'

EASEMENT CURVE TABLE

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	62.38'	125.00'	N 68°46'41" E	61.74'
C2	87.34'	175.00'	N 68°46'41" E	86.43'
C3	157.08'	100.00'	S 9°28'51" W	141.42'
C4	235.62'	150.00'	S 9°28'51" W	212.13'
C5	157.08'	100.00'	N 80°31'09" W	141.42'
C6	235.62'	150.00'	N 80°31'09" W	212.13'
C7	117.81'	75.00'	N 9°28'51" E	106.07'
C8	109.93'	125.00'	N 10°19'29" W	106.42'
C9	73.49'	125.00'	N 32°41'18" W	72.44'
C10	96.71'	175.00'	N 31°40'38" W	95.48'
C11	62.05'	175.00'	S 63°59'46" W	61.73'
C12	79.78'	225.00'	S 63°59'46" W	79.36'
C13	75.59'	150.00'	N 68°16'25" E	74.79'
C14	50.07'	100.00'	N 68°10'55" E	49.55'

CENTERLINE CURVE TABLE

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C15	74.86'	150.00'	N 68°46'41" E	74.09'
C18	196.35'	125.00'	S 9°28'51" W	176.78'
C19	87.90'	150.00'	N 32°38'03" W	86.65'
C20	70.92'	200.00'	S 63°59'46" W	70.55'
C21	65.72'	125.00'	N 68°53'57" E	64.96'

CENTERLINE TABLE

LINE	DIRECTION	DISTANCE
L11	S 83°04'32" W	40.47'
L12	S 49°25'21" E	22.82'
L13	N 83°57'38" E	24.44'

APPROVAL: CITY OF AUBURN PLANNING BOARD

DATE

CHAIRPERSON

STATE OF MAINE

ANDROSCOGGIN COUNTY REGISTRY OF DEEDS

RECEIVED _____, 20___
AT ___h ____m ____M. AND RECORDED IN PLAN BOOK _____ PAGE _____ .

ATTEST _____ REGISTER

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 INCH = 40 FT.

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

NO.	DATE	REVISIONS
4	03-31-2026	REVISED OPEN SPACE AND DELISH DRIVE ALIGNMENT
3	02-25-2026	FINAL DEVELOPMENT REVIEW SUBMISSION
2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW
1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION

ADDRESS: 41 CAMPUS DRIVE, SUITE 301 NEW GLOUCESTER, ME 04260
PHONE: (207) 926-5111
WEB SITE: www.terradynconsultants.com

TERRADYN CONSULTANTS, LLC
Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: CONDOMINIUM AND SUBDIVISION PLAN

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 40'
JOB NO: 24-164
SHEET: C-1.0

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GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 INCH = 30 FT.

Plant Species List

Key	Botanical Name	Common Name	Size	Remarks
QBB	Quercus bicolor 'Bonnie and Mike'	Beacon Oak	2.5"-3" cal	B&B
NLV	Viburnum lentago	Nanny Berry Viburnum	3'-4'	6' o.c.

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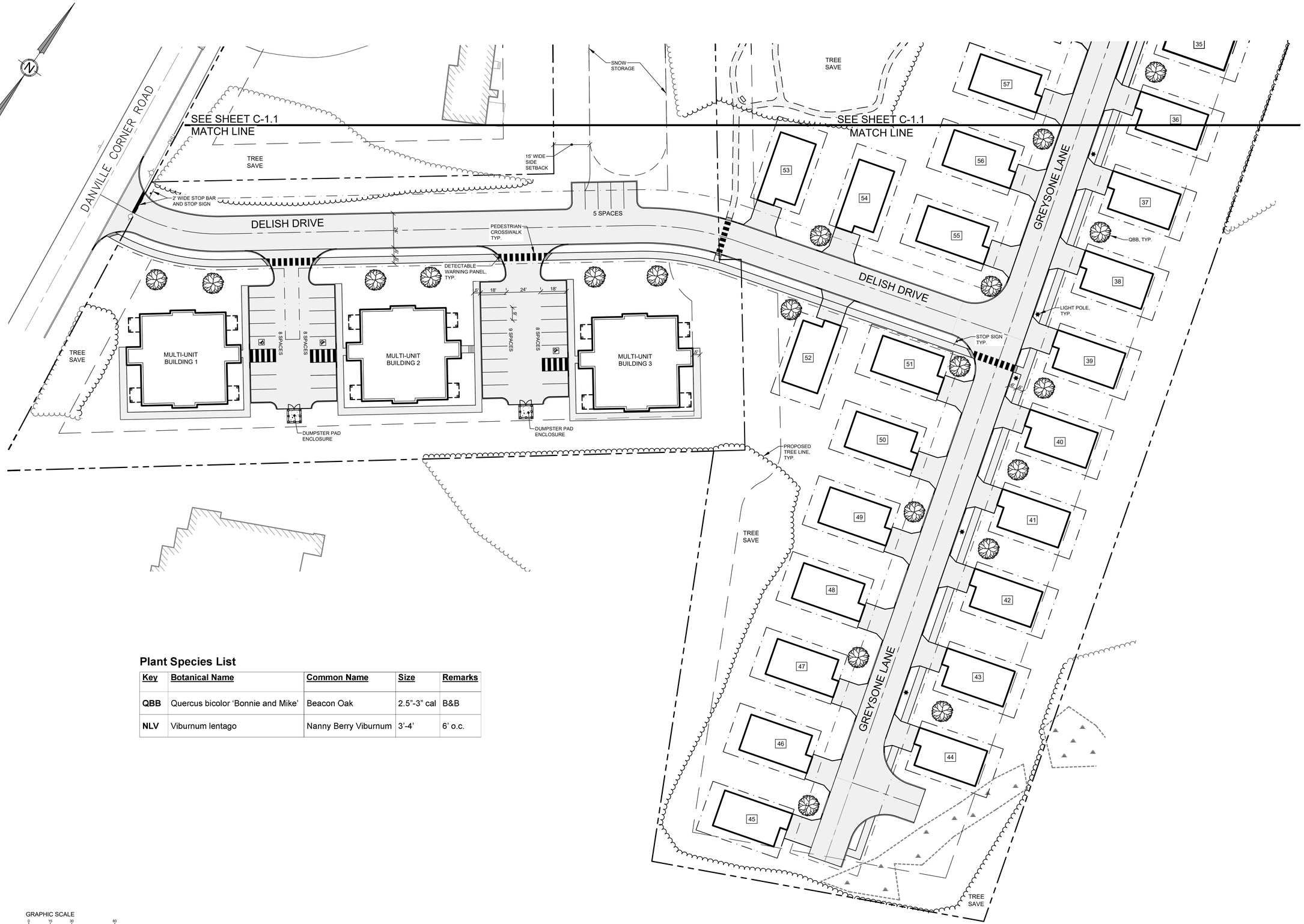
PROJECT:
DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE:
SITE PLAN

CLIENT:
TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 30'
JOB NO: 24-164
SHEET: C-1.1

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Plant Species List

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(IN FEET)
1 INCH = 30 FT.

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DANVILLE CORNER ROAD, AUBURN, MAINE
SHEET TITLE: SITE PLAN
CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 30'
JOB NO: 24-164
SHEET: C-1.2

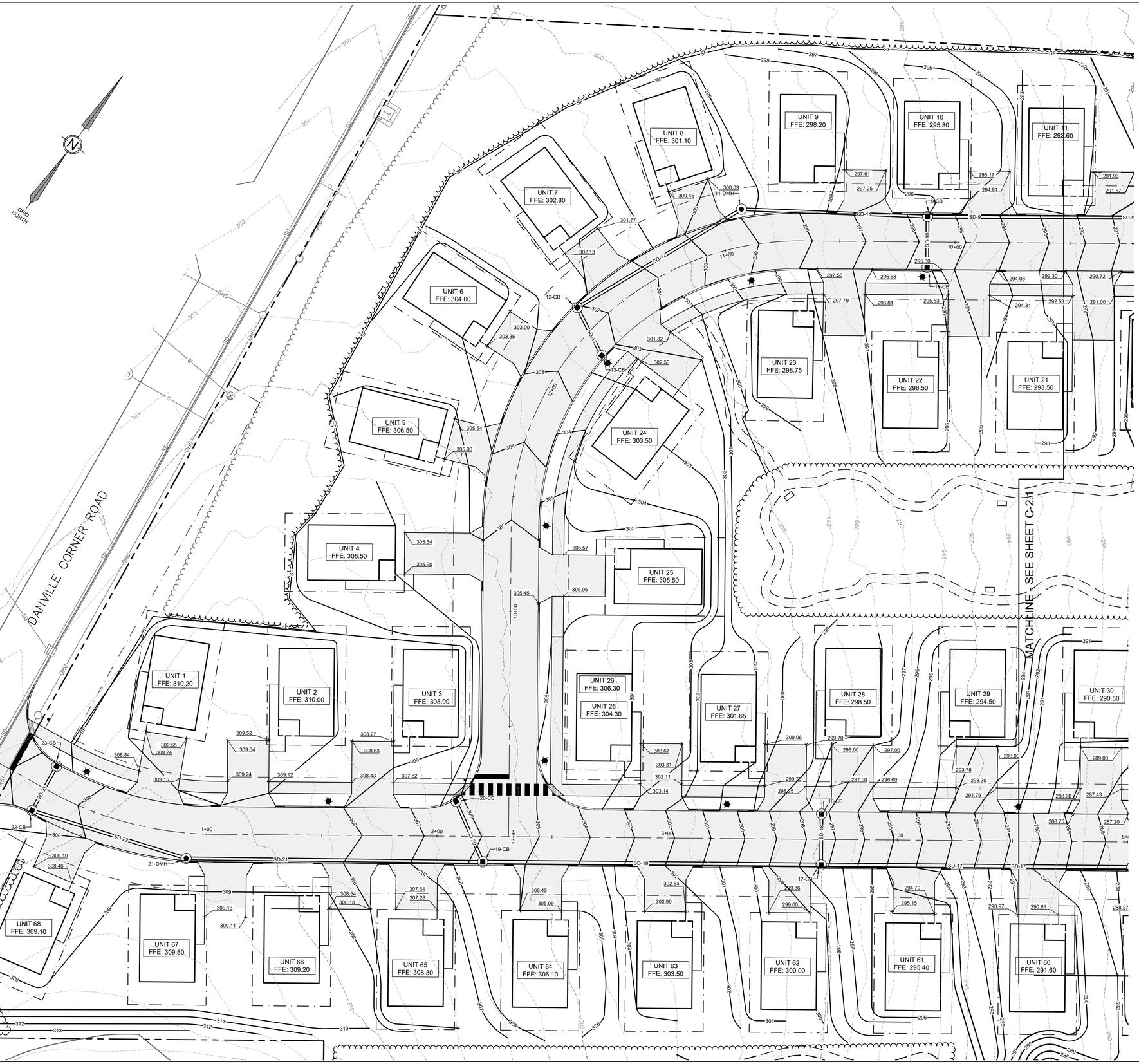
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STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
9-CB	295.52	291.40 (SD-11) 291.40 (SD-10)	291.30 (SD-9)	48"
10-CB	295.52		291.60 (SD-10)	48"
11-DMH	299.75	295.50 (SD-12)	295.40 (SD-11)	48"
12-CB	301.93	298.30 (SD-13)	298.20 (SD-12)	48"
13-CB	302.17		298.50 (SD-13)	48"
17-CB	297.17	293.05 (SD-19) 293.30 (SD-18)	293.00 (SD-17)	48"
18-CB	297.17		293.50 (SD-18)	48"
19-CB	305.66	301.75 (SD-21) 301.75 (SD-20)	301.50 (SD-19)	48"
20-CB	305.90		302.30 (SD-20)	48"
21-DMH	308.72	302.80 (SD-22)	302.70 (SD-21)	48"
22-CB	307.19	303.30 (SD-23)	303.20 (SD-22)	48"
23-CB	307.19		303.50 (SD-23)	48"

STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-9	12"	126'	5.53%
SD-11	12"	77'	5.20%
SD-12	12"	79'	3.41%
SD-13	12"	19'	1.03%
SD-17	15"	131'	7.78%
SD-18	12"	18'	1.11%
SD-19	15"	143'	5.91%
SD-20	12"	25'	2.23%
SD-21	12"	125'	0.76%
SD-22	12"	66'	0.60%
SD-23	12"	18'	1.11%



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PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: GRADING & DRAINAGE

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO: 24-164
SHEET: C-2.0

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GRID NORTH

STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
2-DMH	282.20	276.00 (SD-14) 276.00 (SD-3)	274.00 (SD-2)	72"
3-CB	281.24	277.40 (SD-4) 277.15 (SD-5)	276.40 (SD-3)	72"
4-CB	281.24		277.60 (SD-4)	48"
5-DMH	282.75	278.15 (SD-6)	277.90 (SD-5)	48"
6-CB	284.54	280.85 (SD-7) 280.85 (SD-8)	280.75 (SD-6)	48"
7-CB	285.33		281.50 (SD-7)	48"
8-DMH	288.75	284.35 (SD-9)	284.25 (SD-8)	48"
14-DMH	284.14	279.60 (SD-15) 278.30 (SD-24)	278.10 (SD-14)	72"
15-CB	286.95	282.80 (SD-17) 283.10 (SD-16)	282.70 (SD-15)	48"
16-CB	286.95		283.30 (SD-16)	48"

STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-3	24"	41'	0.98%
SD-4	12"	17'	1.18%
SD-5	15"	69'	1.09%
SD-6	12"	81'	3.21%
SD-7	12"	23'	2.80%
SD-8	12"	60'	5.67%
SD-9	12"	126'	5.53%
SD-14	24"	121'	1.74%
SD-15	18"	55'	5.62%
SD-16	12"	18'	1.11%
SD-17	15"	131'	7.78%

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

UNIT 11 FFE: 292.60
UNIT 12 FFE: 290.50
UNIT 13 FFE: 287.40
UNIT 14 FFE: 285.20 BFE: 275.20
UNIT 15 FFE: 283.70 BFE: 273.70
UNIT 16 FFE: 282.70 BFE: 272.70
UNIT 17 FFE: 282.30 BFE: 272.30
UNIT 18 FFE: 286.50
UNIT 19 FFE: 286.50
UNIT 20 FFE: 289.50
UNIT 21 FFE: 293.50
UNIT 29 FFE: 294.50
UNIT 30 FFE: 290.50
UNIT 31 FFE: 286.50
UNIT 32 FFE: 282.90 BFE: 272.90
UNIT 33 FFE: 283.90
UNIT 34 FFE: 284.25
UNIT 59 FFE: 288.90
UNIT 60 FFE: 291.60

GRAVEL WETLAND SEE SHEET C-2.4

24" SD INV OUT=265.50

MATCHLINE - SEE SHEET C-2.0

MATCHLINE - SEE SHEET C-2.2

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

NO.	DATE	REVISIONS
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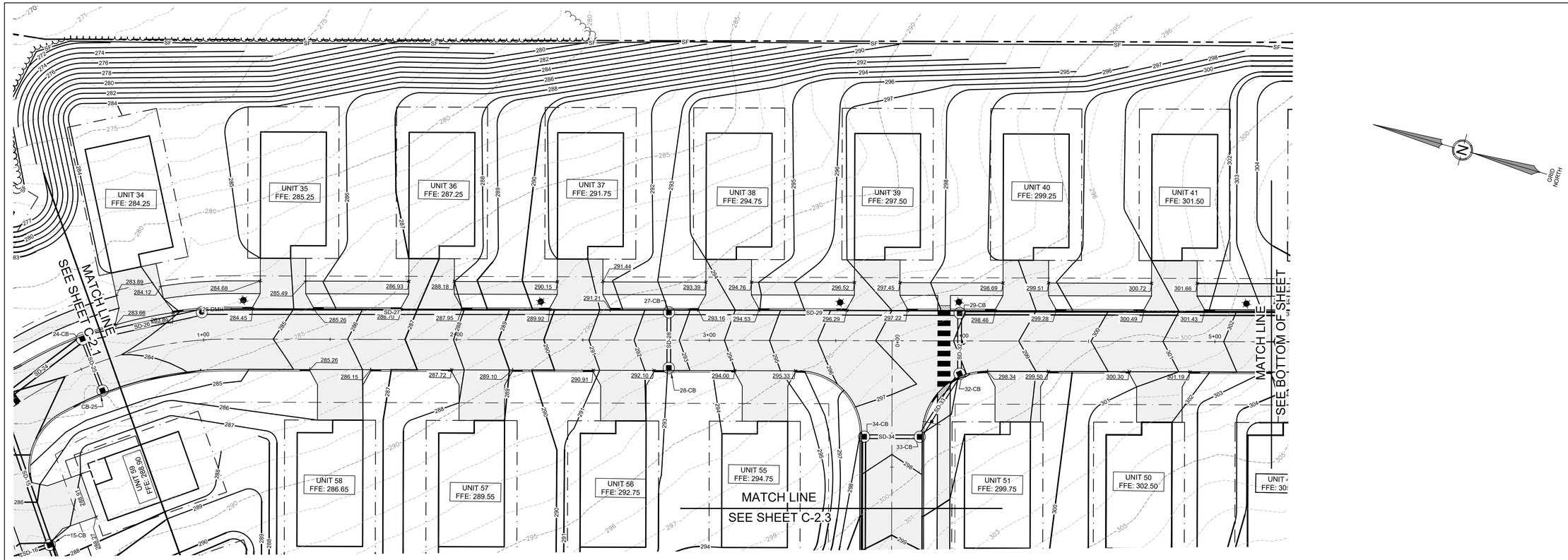
PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: GRADING & DRAINAGE

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO: 24-164
SHEET: C-2.1

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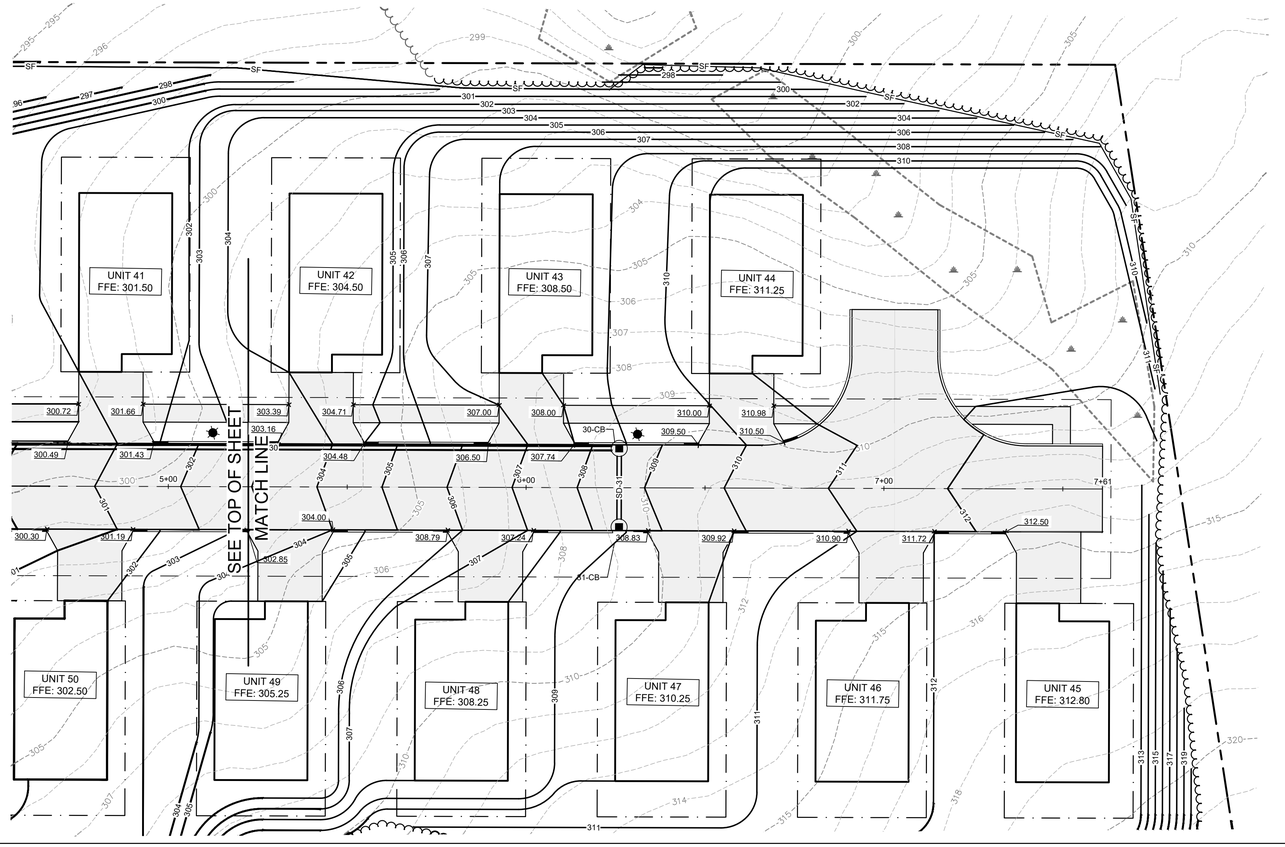


STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-24	24"	35'	0.86%
SD-26	24"	43'	0.69%
SD-27	18"	181'	4.76%
SD-29	18"	111'	3.87%
SD-30	12"	223'	5.11%
SD-31	12"	18'	1.11%
SD-33	15"	26'	0.78%
SD-34	15"	18'	1.11%
SD-35	12"	108'	5.27%

STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
26-DMH	284.15	279.50 (SD-27)	279.00 (SD-26)	48"
27-CB	292.45	288.20 (SD-29) 288.60 (SD-28)	288.10 (SD-27)	48"
28-CB	292.45		288.80 (SD-28)	48"
29-CB	297.86	293.00 (SD-30) 292.60 (SD-32)	292.50 (SD-29)	48"
30-CB	308.32	304.50 (SD-31)	304.40 (SD-30)	48"
31-CB	308.32		304.70 (SD-31)	48"
32-CB	298.00	292.90 (SD-33)	292.80 (SD-32)	48"
33-CB	297.57	293.20 (SD-34)	293.10 (SD-33)	48"
34-CB	297.47	293.50 (SD-35)	293.40 (SD-34)	48"



GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 INCH = 30 FT.

STATE OF MAINE
CRAIG M. SWEET
No. 15060
REGISTERED PROFESSIONAL ENGINEER

DATE: 03-31-2026

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WEB SITE: www.terradynconsultants.com
TERRADYN CONSULTANTS, LLC
Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: GRADING & DRAINAGE

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO: 24-164
SHEET: C-2.2

C:\DDT\terradyn Consultants\Project Folders - Documents\2024 Jobs\24-164 Millett Danville Corner Auburn Map 122 Lot 4\CAD\Permitting\24-164 GU.dwg

STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
33-CB	297.57	293.20 (SD-34)	293.10 (SD-33)	48"
34-CB	297.47	293.50 (SD-35)	293.40 (SD-34)	48"
35-DMH	302.93	299.30 (SD-36)	299.20 (SD-35)	48"
36-CB	308.15	304.30 (SD-38) 304.30 (SD-37)	304.20 (SD-36)	48"
37-CB	308.15		304.50 (SD-37)	48"
38-CB	318.19	309.15 (SD-40) 314.30 (SD-39)	309.05 (SD-38)	48"
39-CB	318.19		314.50 (SD-39)	48"
40-DMH	317.51	310.15 (SD-41)	310.05 (SD-40)	48"
41-CB	314.45	310.60 (SD-42)	310.50 (SD-41)	48"
42-CB	314.50		310.90 (SD-42)	48"

STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-35	12"	108'	5.27%
SD-36	12"	73'	6.67%
SD-37	12"	18'	1.11%
SD-38	12"	156'	3.04%
SD-39	12"	18'	1.11%
SD-40	12"	168'	0.54%
SD-41	12"	60'	0.58%
SD-42	12"	29'	1.05%

MULTI UNIT 1
FFE: 321.25

MULTI UNIT 2
FFE: 321.25

MULTI UNIT 3
FFE: 317.75

UNIT 47
FFE: 310.25

UNIT 48
FFE: 308.25

UNIT 49
FFE: 305.25

UNIT 50
FFE: 302.50

UNIT 51
FFE: 299.75

UNIT 52
FFE: 302.75

UNIT 53
FFE: 306.25

UNIT 54
FFE: 303.25

UNIT 55
FFE: 294.75

UNIT 56
FFE: 292.75

UNIT 68
FFE: 309.10

MATCH LINE
SEE SHEET C-3.3

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER
STATE OF MAINE

DATE: 03-31-2026

NO.	DATE	REVISIONS
4	03-31-2026	REVISED OPEN SPACE AND DELISH DRIVE ALIGNMENT
3	02-25-2026	FINAL DEVELOPMENT REVIEW SUBMISSION
2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW
1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION

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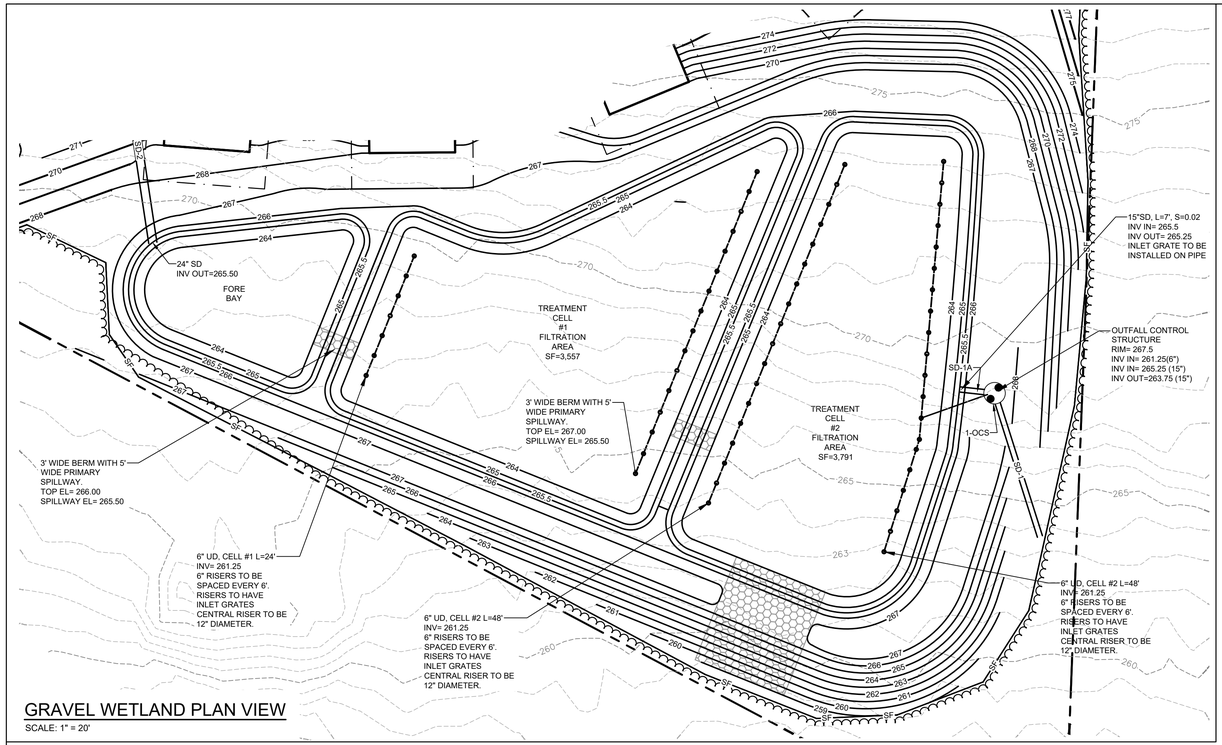
PROJECT:
DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE:
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GRAVEL WETLAND PLAN VIEW

SCALE: 1" = 20'

GRAVEL WETLAND INSTALLATION NOTES:

1. THE MINIMUM SPACING BETWEEN THE SUBSURFACE PERFORATED DISTRIBUTION LINE AND THE SUBSURFACE PERFORATED COLLECTION DRAIN AT EITHER END OF THE GRAVEL IN EACH TREATMENT CELL IS 15 FT.

2. THERE SHOULD BE A MINIMUM HORIZONTAL TRAVEL DISTANCE OF 15 FT WITHIN THE GRAVEL LAYER IN EACH CELL.

3. VERTICAL PERFORATED OR SLOTTED RISER PIPES DELIVER WATER FROM THE SURFACE DOWN TO THE SUBSURFACE, PERFORATED OR SLOTTED DISTRIBUTION LINES. THESE RISERS SHALL HAVE A MAXIMUM SPACING OF 10 FEET.

4. SLOTTED VERTICAL RISERS SHALL HAVE A MINIMUM DIAMETER OF 12" FOR THE CENTRAL RISER AND 6" FOR END RISERS. THE VERTICAL RISERS SHALL NOT BE CAPPED, BUT RATHER COVERED WITH AN INLET GRATE.

5. VERTICAL CLEANOUTS CONNECTED TO THE DISTRIBUTION AND COLLECTION SUBDRAINS, AT EACH END, SHALL BE PERFORATED OR SLOTTED ONLY WITHIN THE GRAVEL LAYER, AND SOLID WITHIN THE WETLAND SOIL AND STORAGE AREA ABOVE.

6. TREATMENT CELL FLOOR TO BE GRADED FLAT.

7. BERMS AND WEIRS SEPARATING THE FOREBAY AND TREATMENT CELLS SHOULD BE CONSTRUCTED WITH CLAY, OR NON-CONDUCTIVE SOILS, AND/OR A FINE GEOTEXTILE, OR SOME COMBINATION THEREOF, TO AVOID WATER SEEPAGE AND SOIL PIPING THROUGH THESE EARTHEN DIVIDERS.

8. THE SYSTEM SHOULD BE PLANTED TO ACHIEVE A RIGOROUS ROOT MAT WITH GRASSES, FORBS, AND SHRUBS WITH OBLIGATE AND FACULTATIVE WETLAND SPECIES.

9. THE SUBAREA DRAINING TO A CREATED WETLAND MUST BE COMPLETELY STABLE BEFORE RUNOFF IS DIRECTED TO THE BASIN TO PREVENT SEDIMENTATION OF THE DRAINAGE LAYER; OR ALL RUNOFF SHOULD BE RE-DIRECTED UNTIL CONSTRUCTION IS FINALIZED, THE VEGETATION WITHIN THE STRUCTURE IS EQUALLY IMPORTANT AND MUST BE WELL ESTABLISHED BEFORE IT CAN ACCEPT ANY RUNOFF.

10. GRAVEL WETLAND STORMWATER AREA TO BE SEEDED WITH "NEW ENGLAND WETMIX" AS DISTRIBUTED BY NEW ENGLAND WETLAND PLANTS, INC., 820 WEST STREET, AMHERST, MA 01002, PHONE 413-548-8000, EMAIL INFO@NEWP.COM, OR APPROVED EQUIVALENT. APPLY AT A RATE OF 1 LB/2,500 SF.

11. THE SEEDS WILL NOT GERMINATE UNDER INUNDATED CONDITIONS. IF PLANTED DURING THE FALL MONTHS THE SEED MIX WILL GERMINATE THE FOLLOWING SPRING. DURING THE FIRST SEASON OF GROWTH SEVERAL SPECIES WILL PRODUCE SEEDS WHILE OTHER SPECIES WILL PRODUCE SEEDS AFTER THE SECOND GROWING SEASON. NOT ALL SPECIES WILL GROW IN ALL WETLAND SITUATIONS. THIS MIX IS COMPRISED OF THE WETLAND SPECIES MOST LIKELY TO GROW IN CREATED/RESTORED WETLANDS AND SHOULD PRODUCE MORE THAN 75% GROUND COVER IN TWO FULL GROWING SEASONS.

12. THE WETLAND SEEDS IN THIS MIX CAN BE SOWN BY HAND, WITH A HAND-HELD SPREADER, OR HYDRO-SEEDED ON LARGE OR HARD TO REACH SITES. LIGHTLY RAKE TO ENSURE GOOD SEED-TO-SOIL CONTACT. SEEDING CAN TAKE PLACE ON FROZEN SOIL, AS THE FREEZING AND THAWING WEATHER OF LATE FALL AND LATE WINTER WILL WORK THE SEED INTO THE SOIL. IF SPRING CONDITIONS ARE DRIER THAN USUAL, WATERING MAY BE REQUIRED. IF SOWING DURING THE SUMMER MONTHS, SUPPLEMENTAL WATERING WILL LIKELY BE REQUIRED UNTIL GERMINATION. A LIGHT MULCH OF CLEAN, WEED FREE STRAW IS RECOMMENDED.

13. THE POND CONSTRUCTION SHOULD BE ONLY CONSTRUCTED UNDER THE SUPERVISION OF THE DESIGN ENGINEER.

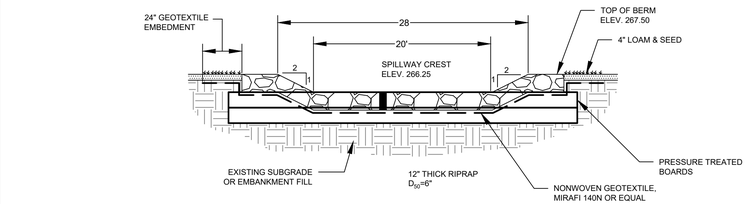
POND CONSTRUCTION NOTES:
1. CONTRACTOR SHALL REMOVE ALL TOPSOIL AND ORGANIC MATERIAL FROM EMBANKMENT AND POND CONSTRUCTION AREA.
2. SCARIFY SUBGRADE TO ESTABLISH INTERFACE FOR ALL FILLS.
3. CONSTRUCTION MATERIAL SHALL MEET M.D.O.T. SPEC 703.18
4. COMPACT IN 12" LIFTS TO 92% OF MAXIMUM DRY DENSITY.
5. INSTALL RIPRAP AND EROSION CONTROL MESH WHERE SPECIFIED.
6. LOAM, SEED & STABILIZE IN ACCORDANCE WITH SEDIMENTATION AND EROSION CONTROL PLAN & NOTES.

CONSTRUCTION INSPECTION NOTES:
INSPECTION BY A PROFESSIONAL ENGINEER WILL CONSIST OF WEEKLY VISITS TO THE SITE TO INSPECT THE INSTALLATION OF EACH POND'S EMBANKMENT CONSTRUCTION, STORMWATER INLET, UNDERDRAIN, FILTER MATERIAL MAKEUP AND PLACEMENT, OUTLET CONTROL STRUCTURE, CLAY LINER (IF APPLICABLE), AND EMERGENCY SPILLWAY CONSTRUCTION FROM INITIAL GROUND DISTURBANCE TO FINAL STABILIZATION OF THE POND. AN INSPECTION OF THE UNDERDRAINED GRAVEL OUTLET SHALL ALSO BE PERFORMED ONE YEAR AFTER THE FINAL STABILIZATION OF THE POND.

ORGANIC WETLAND SOIL MIXTURE:
THE WETLAND SOIL SHOULD HAVE A LOW HYDRAULIC CONDUCTIVITY (0.1-0.01 FT/DAY). THIS SOIL CAN BE MANUFACTURED USING COMPOST, SAND AND FINE SOILS, INTO A BLEND WITH MORE THATN 15% ORGANIC MATTER. IT SHOULD CONTAIN MORE THAN 15% SILT (PASSING THE #200 SIEVE); BUT WITH A CLAY SIZE PORTION THAT IS LESS THAN 15%. DO NOT USE GEOTEXTILES BETWEEN THE HORIZONTAL LAYERS OF THIS SYSTEM AS THEY WILL CLOG DUE TO FINES AND MAY RESTRICT ROOT GROWTH.

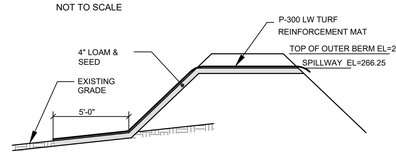
WETLAND SOIL GRADATION	
SIEVE SIZE	% PASSING BY WEIGHT
1/2 IN	100
NO. 10	75-90
NO. 100	40-50
NO. 200	25-50

EMBANKMENT CONSTRUCTION:
1. CONSTRUCTION OF COMMON BORROW MATERIAL MEETING M.D.O.T. SPECIFICATION 703.
2. PLACE BORROW MATERIAL IN 12" LIFTS COMPACTED TO 95% OF MAXIMUM DRY DENSITY.
3. INSTALL RIPRAP AND EROSION CONTROL MESH WHERE SPECIFIED ON PLANS
4. LOAM, SEED, AND STABILIZE IN ACCORDANCE WITH SEDIMENTATION AND EROSION CONTROL PLAN.



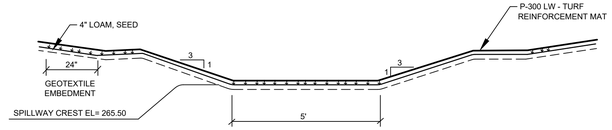
EMERGENCY SPILLWAY CROSS SECTION

NOT TO SCALE



SPILLWAY EMBANKMENT SECTION

NOT TO SCALE



INTERNAL BERM SPILLWAY CROSS-SECTIONS

NOT TO SCALE

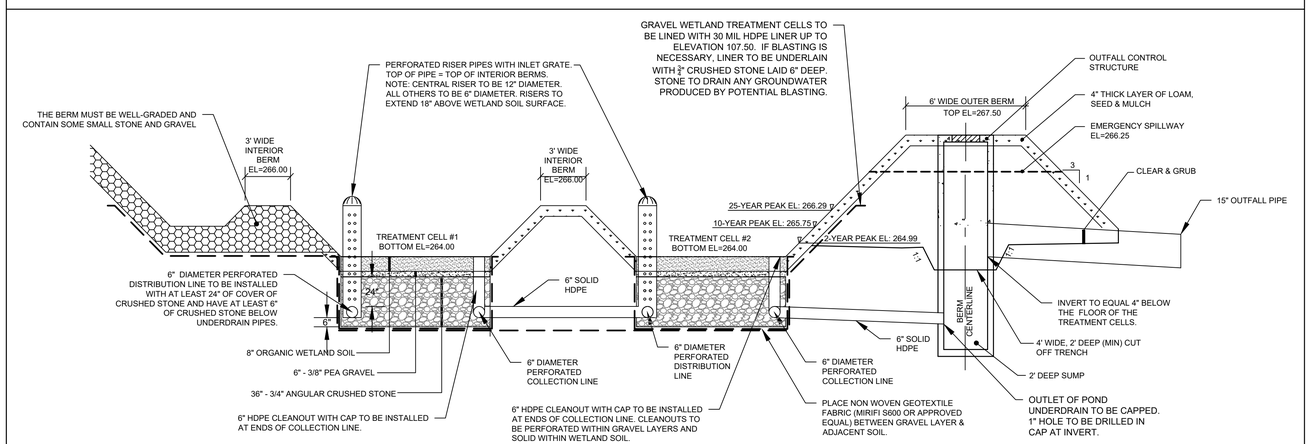
POST CONSTRUCTION REQUIREMENTS:

RESPONSIBLE PARTY:
TIMOTHY MILLET
154 BAILY HILL ROAD
POLAND, MAINE 04274

1. INSPECT **GRAVEL WETLANDS** SEMIANNUALLY. THE PLANT BIOMASS SHOULD BE HARVESTED ANNUALLY, AND ACCUMULATED SEDIMENT REMOVED AT INTERVALS OF 5-10 YEARS. THESE ACTIVITIES MAY DISRUPT THE WETLANDS SYSTEM AND MAY REQUIRE SOME VEGETATION RE-ESTABLISHMENT. THE RISER PIPES MAY CLOG AND WILL REQUIRE ANNUAL CLEAN-OUT (IT SHOULD BE DONE IN THE WINTER TIME WHEN ONE CAN WALK ON THE WETLAND).

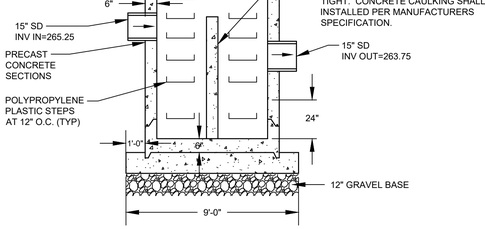
   a. FIRST YEAR POST-CONSTRUCTION: INSPECTION FREQUENCY SHOULD OCCUR AFTER EVERY MAJOR STORM IN THE FIRST YEAR FOLLOWING CONSTRUCTION.
   i. INSPECT THAT THE SYSTEM DRAINS WITHIN 24-48 HOURS.
   ii. THE PLANTS MAY NEED WATERING IF NECESSARY DURING THE FIRST GROWING SEASON. REVEGETATE IF THE VEGETATION IS POORLY ESTABLISHING.
   iii. IDENTIFY AREAS OF EROSION AND MAKE TIMELY REPAIRS.
   iv. CHECK ALL INLETS, OUTLETS AND SUBDRAINS FOR PROPER FUNCTIONING. RISERS MAY NEED TO BE CLEANED.
   b. POST-CONSTRUCTION: INSPECTION FREQUENCY SHOULD OCCUR AT LEAST EVERY 6 MONTHS AND AFTER EVERY MAJOR STORM. ACTIVITIES ARE EXPECTED TO INCLUDE:
   i. CHECK THE BASIN FOR A DENSE ROOT MAT ESTABLISHMENT OF WETLAND VEGETATION.
   ii. CHECK AND CLEAN THE RISERS IF THERE IS EVIDENCE OF STANDING WATER, DISCOLORED WATER OR ACCUMULATED SEDIMENTS IN THE CELLS.
   iii. CHECK AND CLEAN THE FOREBAY FOR SEDIMENTS, TRASH AND DEBRIS. WHEN SEDIMENTS HAVE ACCUMULATED TO A DEPTH OF 12 INCHES, STANDING WATER IS PERSISTENT OR WETLAND VEGETATION BECOME ESTABLISHED, THE FOREBAY WILL NEED TO BE EXCAVATED AND REFORMED.
   iv. VERIFY THAT THE CELLS DRAIN WITHIN 24-48 HOURS. SEDIMENT WILL NEED TO BE REMOVED WHEN AN ACCUMULATION OF 4 INCHES IS EVIDENT OVER THE WETLAND SURFACE.
   v. CHECK AND CLEAN ALL OUTLETS AND OVERFLOW SPILLWAY IF BLOCKED OR THERE IS EVIDENCE OF STRUCTURAL DAMAGE OR EROSION.
   vi. REMOVE DECAYING VEGETATION, LITTER AND DEBRIS.
   vii. CHECK FOR FOREIGN SPECIES. PARTICULAR CARE MUST BE USED TO AVOID THE UNINTENDED INTRODUCTION OF INVASIVE SPECIES SUCH AS PURPLE LOOSESTRIFE (LYTHRUM SALICARIA) AND COMMON REED (PHRAGMITES AUSTRALIS). IT IS RECOMMENDED THAT A QUALIFIED WETLAND BIOLOGIST BE CONSULTED WHEN THESE ARE FOUND IN THE AREA OF THE GRAVEL WETLAND.

RECERTIFICATION REQUIREMENT:
WITHIN THREE MONTHS OF THE EXPIRATION OF EACH FIVE-YEAR INTERVAL FROM THE DATE OF ISSUANCE OF THE PERMIT, THE PERMITTEE SHALL CERTIFY THE FOLLOWING TO THE DEPARTMENT.
(a) ALL AREAS OF THE PROJECT SITE HAVE BEEN INSPECTED FOR AREAS OF EROSION, AND APPROPRIATE STEPS HAVE BEEN TAKEN TO PERMANENTLY STABILIZE THESE AREAS.
(b) ALL ASPECTS OF THE STORMWATER CONTROL SYSTEM ARE OPERATING AS APPROVED, HAVE BEEN INSPECTED FOR DAMAGE, WEAR, AND MALFUNCTION, AND APPROPRIATE STEPS HAVE BEEN TAKEN TO REPAIR OR REPLACE THE SYSTEM, OR PORTIONS OF THE SYSTEM, AS NECESSARY.
(c) THE STORMWATER MAINTENANCE PLAN FOR THE SITE IS BEING IMPLEMENTED AS APPROVED BY THE DEPARTMENT, AND THE MAINTENANCE LOG IS BEING MAINTAINED.
(d) ALL PROPRIETARY SYSTEMS HAVE BEEN MAINTAINED ACCODING TO THE MANUFACTURERS RECOMMENDATIONS. WHERE REQUIRED BY THE DEPARTMENT, THE PERMITTEE SHALL EXECUTE A 5-YEAR MAINTENANCE CONTRACT WITH A QUALIFIED PROFESSIONAL FOR THE COMING 5-YEAR INTERVAL. THE MAINTENANCE CONTRACT MUST INCLUDE PROVISIONS FOR ROUTINE INSPECTIONS, CLEANING AND GENERAL MAINTENANCE.
(e) THE DEPARTMENT MAY WAIVE SOME OR ALL OF THESE RECERTIFICATION REQUIREMENTS ON A CASE-BY-CASE BASIS FOR PERMITTEES SUBJECT TO THE DEPARTMENT'S MULTI-SECTOR GENERAL PERMIT ("MSGP") AND/OR MAINE POLLUTANT DISCHARGE ELIMINATION SYSTEM ("MEPDES") PROGRAMS WHERE IT IS DEMONSTRATED THAT THESE PROGRAMS ARE PROVIDING STORMWATER CONTROL THAT IS AT LEAST AS EFFECTIVE AS REQUIRED PURSUANT TO THIS CHAPTER.

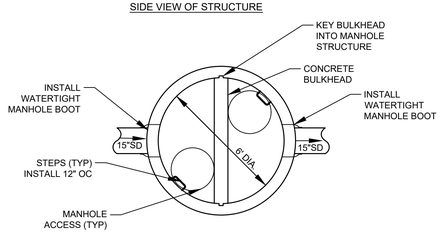


CROSS SECTION VIEW - GRAVEL WETLAND

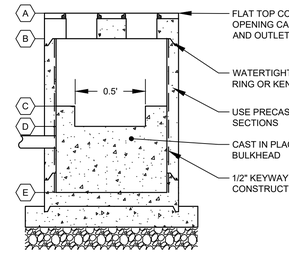
NOT TO SCALE



SIDE VIEW OF STRUCTURE



TOP VIEW OF STRUCTURE



SIDE VIEW & WEIR WALL

NOTES:
1. SUBMIT SHOP DRAWINGS FOR OWNER/ ENGINEER APPROVAL.
2. STRUCTURE SHALL BE DESIGNED FOR H-20 LOADING.
3. CASTINGS SHALL PROVIDE FOR A 24" CLEAR OPENING.

SCHEDULE A
OUTLET CONTROL STRUCTURE

	ITEM DESCRIPTION	DIMENSION / ELEVATION
A.	TOP OF STRUCTURE	267.50
B.	UNDERSIDE OF SLAB	267.00
C.	TOP OF CONCRETE BULKHEAD	267.00
D.	BOTTOM OF WEIR SLOT	266.25
E.	BOTTOM OF STRUCTURE	261.75

OUTLET CONTROL STRUCTURE (OCS)

NOT TO SCALE

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

NO.	DATE	REVISIONS
4	03-31-2026	REVISED OPEN SPACE AND DELISH DRIVE ALIGNMENT
3	02-25-2026	FINAL DEVELOPMENT REVIEW SUBMISSION
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1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION

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CWI Engineering | Land Surveying | Geomatics
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PERMIT DRAWING
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PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: GRAVEL WETLAND GRADING PLAN

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE:	10-10-2025
SCALE:	1" = 20'
JOB NO:	24-164
SHEET:	C-2.4

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SANITARY SEWER STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
SMH-4	300.75	292.85 (SS-5)	292.75 (SS-4)	48"
SMH-5	303.75	295.85 (SS-6)	295.75 (SS-5)	48"
SMH-6	305.45		297.50 (SS-6)	48"
SMH-10	299.79	291.90 (SS-11)	291.80 (SS-10)	48"
SMH-11	308.75		300.75 (SS-11)	48"

SANITARY SEWER PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SS-4	8"	274'	5.07%
SS-5	8"	84'	3.47%
SS-6	8"	90'	1.83%
SS-10	8"	192'	7.39%
SS-11	8"	278'	3.19%

GRID NORTH

DANVILLE CORNER ROAD

CONNECT TO EXISTING WATER STUB

CONNECT EXISTING SEWER STUB TO SMH-20

SMH-20

SMH-4

SMH-5

SMH-6

SMH-10

SMH-11

SS-4

SS-5

SS-6

SS-10

SS-11

UNIT 1 FFE: 310.20

UNIT 2 FFE: 310.00

UNIT 3 FFE: 308.90

UNIT 4 FFE: 306.50

UNIT 5 FFE: 306.50

UNIT 6 FFE: 304.00

UNIT 7 FFE: 302.80

UNIT 8 FFE: 301.10

UNIT 9 FFE: 298.20

UNIT 10 FFE: 295.80

UNIT 11 FFE: 292.60

UNIT 21 FFE: 293.50

UNIT 22 FFE: 296.50

UNIT 23 FFE: 298.75

UNIT 24 FFE: 303.50

UNIT 25 FFE: 305.50

UNIT 26 FFE: 306.30

UNIT 26 FFE: 304.30

UNIT 27 FFE: 301.65

UNIT 28 FFE: 298.50

UNIT 29 FFE: 294.50

UNIT 30 FFE: 290.50

UNIT 60 FFE: 291.60

UNIT 61 FFE: 295.40

UNIT 62 FFE: 300.00

UNIT 63 FFE: 303.50

UNIT 64 FFE: 306.10

UNIT 65 FFE: 308.30

UNIT 66 FFE: 309.20

UNIT 67 FFE: 309.80

UNIT 68 FFE: 309.10

ISOLATION VALVE, TYP.

8" GATE VALVE & TEE

MATCHLINE - SEE SHEET C-3.1

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 INCH = 20 FT.

STATE OF MAINE
CRAIG M. SWEET
No. 15060
REGISTERED PROFESSIONAL ENGINEER

DATE: 03-31-2026

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PROJECT:
DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE:
UTILITY PLAN

CLIENT:
TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO: 24-164
SHEET: C-3.0

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GRID NORTH

SANITARY SEWER STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
SMH-1	281.52	273.50 (SS-7) 273.50 (SS-2)	273.40 (SS-1)	48"
SMH-2	282.50	274.60 (SS-3)	274.50 (SS-2)	48"
SMH-3	286.75	278.85 (SS-4)	278.75 (SS-3)	48"
SMH-7	282.75	274.85 (SS-8)	274.75 (SS-7)	48"
SMH-9	285.48	277.60 (SS-10)	277.50 (SS-9)	48"

SANITARY SEWER PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SS-2	8"	94'	1.06%
SS-3	8"	114'	3.65%
SS-4	8"	274'	5.07%
SS-7	8"	60'	2.07%
SS-9	8"	42'	2.37%
SS-10	8"	192'	7.39%

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

UNIT 11 FFE: 292.60
UNIT 12 FFE: 290.50
UNIT 13 FFE: 287.40
UNIT 14 FFE: 285.20 BFE: 275.20
UNIT 15 FFE: 283.70 BFE: 273.70
UNIT 16 FFE: 282.70 BFE: 272.70
UNIT 17 FFE: 282.30 BFE: 272.30
UNIT 18 FFE: 286.50
UNIT 19 FFE: 286.50
UNIT 20 FFE: 289.50
UNIT 21 FFE: 293.50
UNIT 29 FFE: 294.50
UNIT 30 FFE: 290.50
UNIT 31 FFE: 286.50
UNIT 32 FFE: 282.90 BFE: 272.90
UNIT 33 FFE: 283.90
UNIT 34 FFE: 284.25
UNIT 59 FFE: 288.90
UNIT 60 FFE: 291.60

SMH-1
SMH-2
SMH-3
SMH-7
SMH-8
SMH-9
PUMP STATION
VALVE PIT
8" GATE VALVE & TEE
9+00
8+00
7+00
6+00
5+00
4+00
UGE
8"W
6"W
4"FM
4"S
2"W
SS-1
SS-2
SS-3
SS-4
SS-7
SS-8
SS-9
SS-10

MATCHLINE - SEE SHEET C-3.0

MATCHLINE - SEE SHEET C-3.2

GRAVEL WETLAND SEE SHEET C-2.4

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

NO.	DATE	REVISIONS
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1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION

ADDRESS: 41 CAMPUS DRIVE, SUITE 301 NEW GLOUCESTER, ME 04260
PHONE: (207) 926-5111
WEB SITE: www.terradynconsultants.com
TERRADYN CONSULTANTS, LLC
Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: UTILITY PLAN

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO: 24-164
SHEET: C-3.1

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SANITARY SEWER STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
SMH-17	302.61	294.70 (SS-18)	294.60 (SS-17)	48"
SMH-18	308.77	300.90 (SS-19)	300.80 (SS-18)	48"
SMH-19	319.35		311.40 (SS-19)	48"

SANITARY SEWER PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SS-17	8"	146'	3.83%
SS-18	8"	85'	7.18%
SS-19	8"	271'	3.88%

MULTI UNIT 1
FFE: 321.25

MULTI UNIT 2
FFE: 321.25

MULTI UNIT 3
FFE: 317.75

UNIT 52
FFE: 302.75

UNIT 54
FFE: 303.25

UNIT 53
FFE: 306.25

UNIT 68
FFE: 309.10

BLOW-OFF VALVE

SMH-17

SMH-18

SMH-19

SS-17

SS-18

SS-19

UGE

OHU

8"W

GRID NORTH

MATCH LINE
SEE SHEET C-3.3

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

STATE OF MAINE
CRAIG M. SWEET
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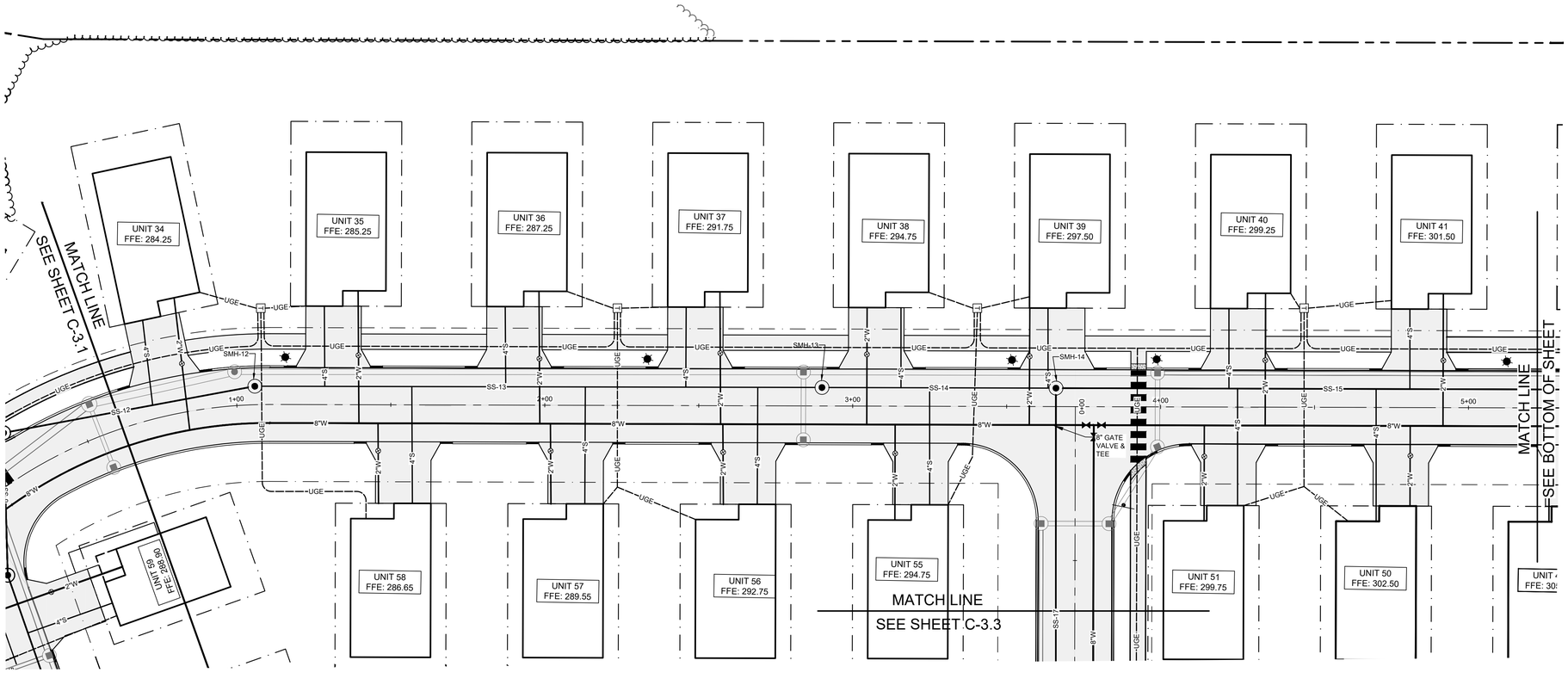
PROJECT:
DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

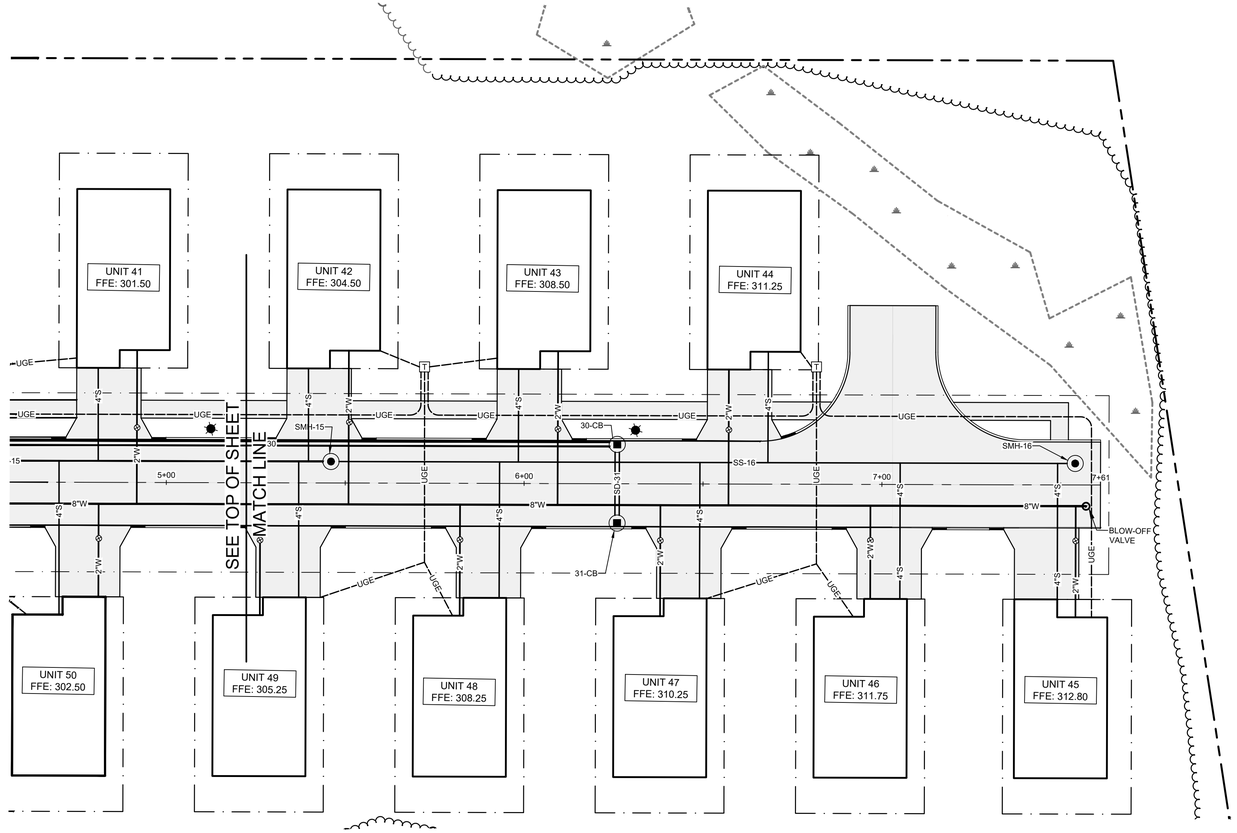
SHEET TITLE:
UTILITY PLAN

CLIENT:
TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO: 24-164
SHEET: C-3.3

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SANITARY SEWER STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
SMH-8	284.42	276.50 (SS-12) 276.50 (SS-9)	276.40 (SS-8)	48"
SMH-12	284.36	277.10 (SS-13)	277.00 (SS-12)	48"
SMH-13	292.99	285.10 (SS-14)	285.00 (SS-13)	48"
SMH-14	296.89	289.00 (SS-15) 289.00 (SS-17)	288.90 (SS-14)	48"
SMH-15	304.13	296.20 (SS-16)	296.10 (SS-15)	48"
SMH-16	312.07		305.00 (SS-16)	48"

SANITARY SEWER PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SS-12	8"	79'	0.63%
SS-13	8"	180'	4.38%
SS-14	8"	72'	5.28%
SS-15	8"	176'	4.03%
SS-16	8"	204'	4.31%
SS-17	8"	146'	3.83%

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

GRID NORTH

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

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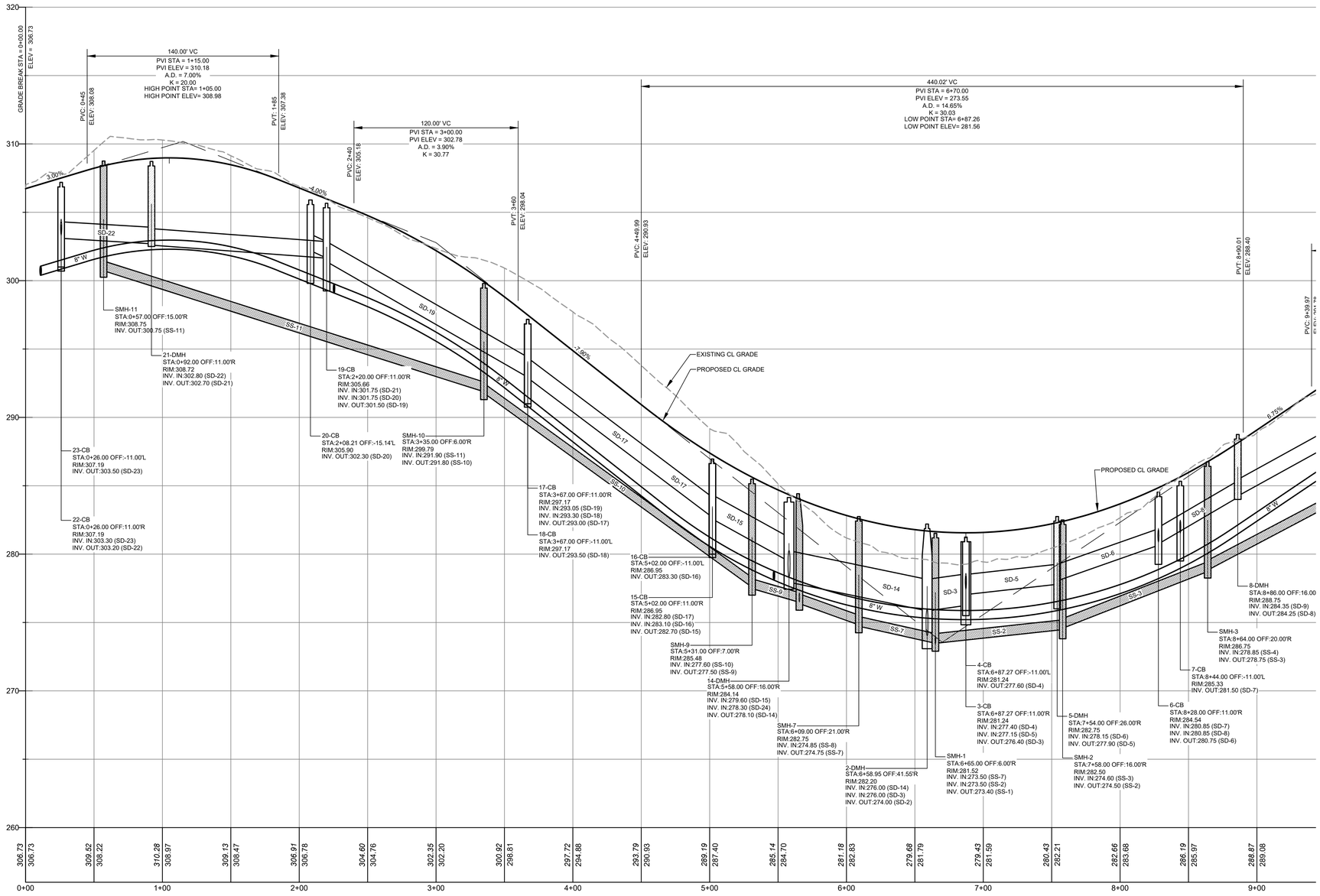
PROJECT:
DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE:
UTILITY PLAN

CLIENT:
TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO: 24-164
SHEET: C-3.2

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PROFILE: SOUTH GROVE CIRCLE
(STA. 0+00 TO STA. 9+00)

SCALE: 1" = 40' HORIZ.
1" = 4' VERT.

STATE OF MAINE
CRAIG M. SWEET
No. 15060
REGISTERED PROFESSIONAL ENGINEER
LICENSED

DATE: 03-31-2026

NO.	DATE	REVISIONS
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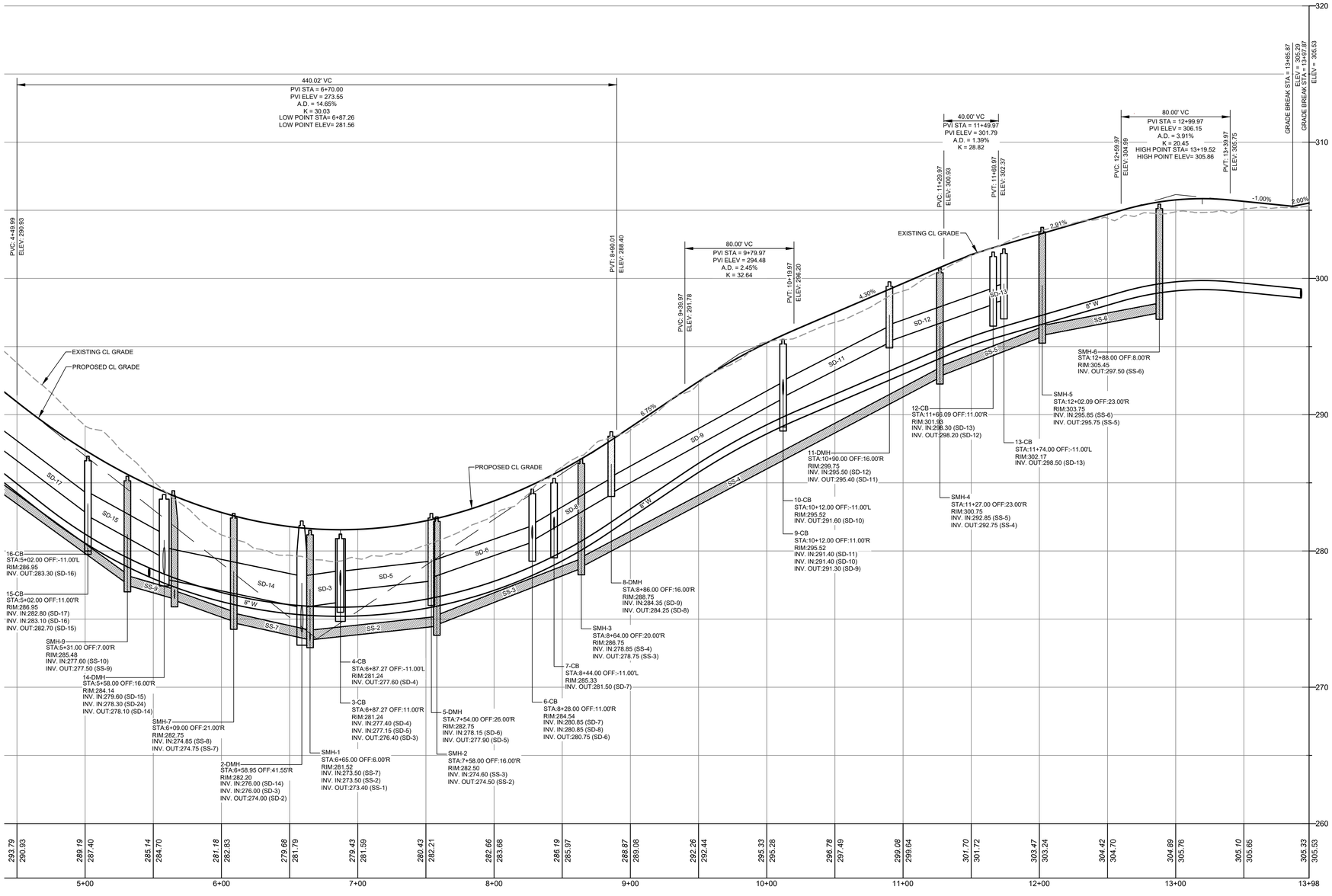
PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: PROFILE: SOUTH GROVE CIRCLE

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE:	10-10-2025
SCALE:	1" = 40'
JOB NO:	24-164
SHEET:	C-4.0

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PROFILE: SOUTH GROVE CIRCLE
(STA. 4+50 TO STA. 13+98)
SCALE: 1" = 40' HORIZ.
1" = 4' VERT.

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

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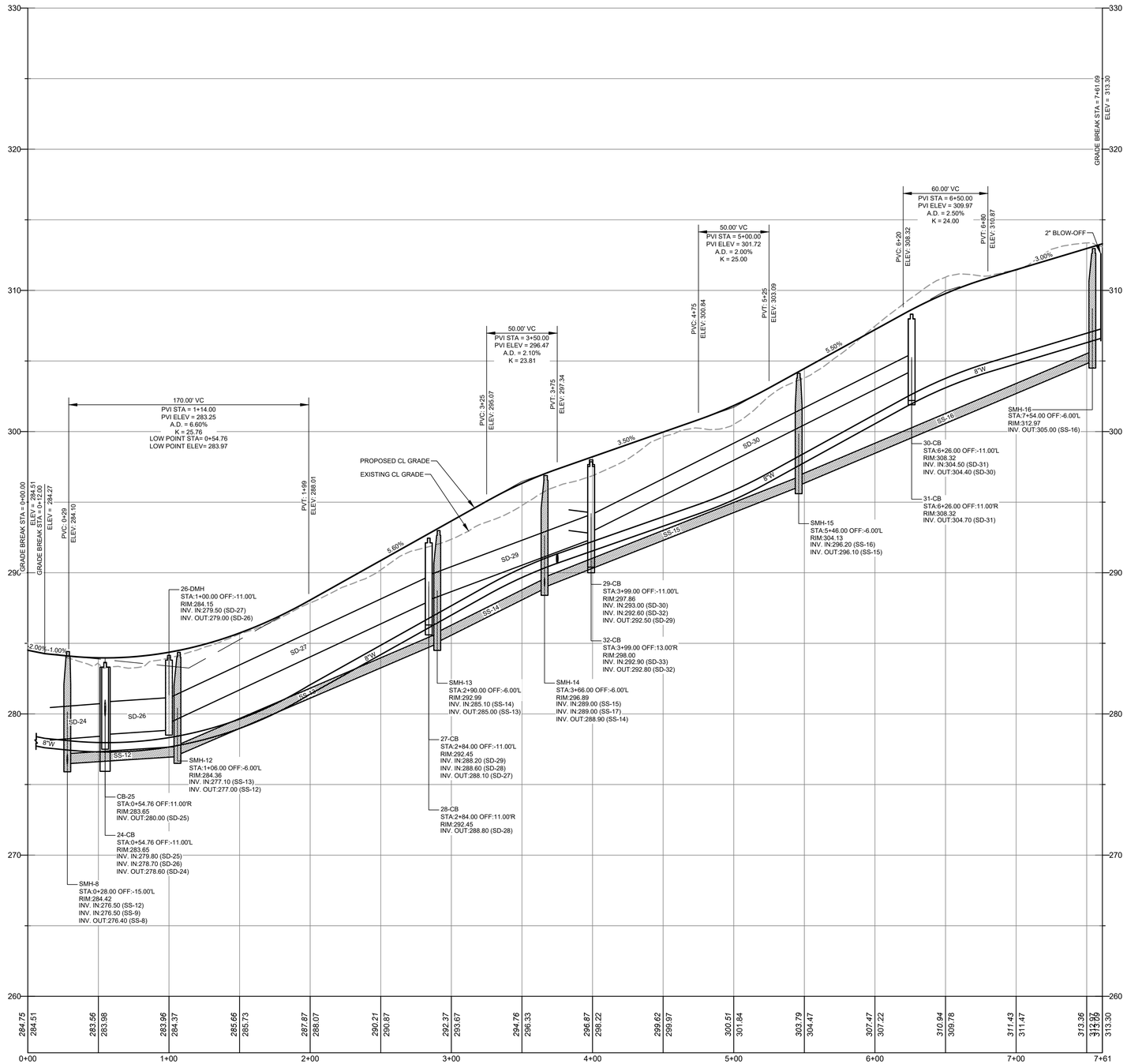
PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: PROFILE: SOUTH GROVE CIRCLE

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 40'
JOB NO: 24-164
SHEET: C-4.1

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PROFILE: GREYSON LANE
(STA. 0+00 TO STA. 7+64)

SCALE: 1" = 40' HORIZ.
1" = 4' VERT.

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

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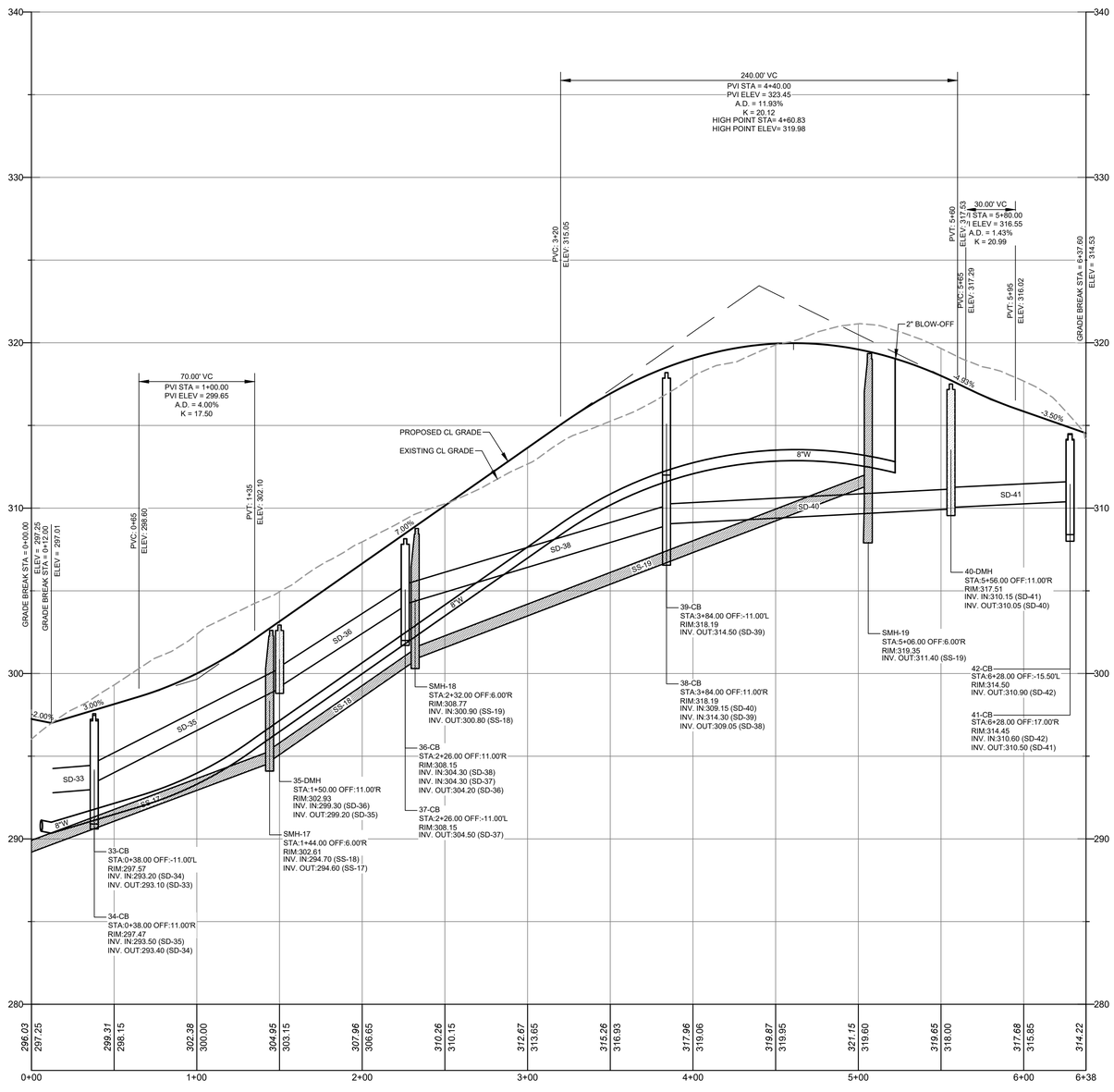
PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: PROFILE: GREYSON LANE

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE:	10-10-2025
SCALE:	1" = 40'
JOB NO:	24-164
SHEET:	C-4.2

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PROFILE: DELISH DRIVE
(STA. 0+00 TO STA. 6+62)

SCALE: 1" = 40' HORIZ.
1" = 4' VERT.

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

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PROJECT:
DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE:
PROFILE: DELISH DRIVE

CLIENT:
TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: 1" = 40'
JOB NO: 24-164
SHEET: C-4.3

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EROSION AND SEDIMENT CONTROL PLAN

Pre-Construction Phase
A person who conducts, or causes to be conducted, an activity that involves filling, displacing or exposing soil or other earthen materials shall take measures to prevent unreasonable erosion of soil or sediment beyond the project site or into a protected natural resource as defined in 38 mrsa § 480-b. Erosion control measures must be in place before the activity begins. Measures must remain in place and functional until the site is permanently stabilized. Adequate and timely temporary and permanent stabilization measures must be taken. The site must be maintained to prevent unreasonable erosion and sedimentation. Minimize disturbed areas and protect natural downgradient buffer areas to the extent practicable.

BMP Construction Phase
A. Sediment barriers. Prior to the beginning of any construction, properly install sediment barriers at the edge of any downgradient disturbed area and adjacent to any drainage channels within the proposed disturbed area. Maintain the sediment barriers until the disturbed area is permanently stabilized.

B. Construction entrance: Prior to any clearing or grubbing, a construction entrance shall be constructed at the intersection with the proposed access drive and the existing roadway to avoid tracking of mud, dust and debris from the site.

C. Riprap: Since riprap is used where erosion potential is high, construction must be sequenced so that the riprap is put in place with the minimum delay. Disturbance of areas where riprap is to be placed should be undertaken only when final preparation and placement of the riprap can follow immediately behind the initial disturbance. Where riprap is used for outlet protection, the riprap should be placed before or in conjunction with the construction of the pipe or channel so that it is in place when the pipe or channel begins to operate. Maintain temporary riprap, such as temporary check dams until the disturbed area is permanently stabilized.

D. Temporary stabilization. Stabilize with temporary seeding, mulch, or other non-erodable cover any exposed soils that will remain unworked for more than 14 days except, stabilize areas within 100 feet of a wetland or waterbody within 7 days or prior to a predicted storm event, whichever comes first. If hay or straw mulch is used, the application rate must be 2 bales (70-90 pounds) per 1000 sf or 1.5 to 2 tons (90-100 bales) per acre to cover 75 to 90% of the ground surface. Hay mulch must be kept moist or anchored to prevent wind blowing. An erosion control blanket or mat shall be used at the base of grassed waterways, steep slopes (15% or greater) and on any disturbed soil within 100 feet of lakes, streams and wetlands. Grading shall be planned so as to minimize the length of time between initial soil exposure and final grading. On large projects this should be accomplished by phasing the operation and completing the first phase up to final grading and seeding before starting the second phase, and so on.

E. Vegetated waterway. Upon final grading, the disturbed areas shall be immediately seeded to permanent vegetation and mulched and will not be used as outlets until a dense, vigorous vegetative cover has been obtained. Once soil is exposed for waterway construction, it should be immediately shaped, graded and stabilized. Vegetated waterways need to be stabilized early during the growing season (prior to September 15). If final seeding of waterways is delayed past September 15, emergency provisions such as sod or riprap may be required to stabilize the channel. Waterways should be fully stabilized prior to directing runoff to them.

Permanent stabilization defined
A. Seeded areas. For seeded areas, permanent stabilization means an 90% cover of the disturbed area with mature, healthy plants with no evidence of washing or rilling of the topsoil.

B. Sodded areas. For sodded areas, permanent stabilization means the complete binding of the sod roots into the underlying soil with no slumping of the sod or die-off.

C. Permanent mulch. For mulched areas, permanent mulching means total coverage of the exposed area with an approved mulch material. Erosion control mix may be used as mulch for permanent stabilization according to the approved application rates and limitations.

D. Riprap. For areas stabilized with riprap, permanent stabilization means that slopes stabilized with riprap have an appropriate backing of a well-graded gravel or approved geotextile to prevent soil movement from behind the riprap. Stone must be sized appropriately. It is recommended that angular stone be used.

E. Agricultural use. For construction projects on land used for agricultural purposes (e.G., pipelines across crop land), permanent stabilization may be accomplished by returning the disturbed land to agricultural use.

F. Paved areas. For paved areas, permanent stabilization means the placement of the compacted gravel subbase is completed.

G. Ditches, channels, and swales. For open channels, permanent stabilization means the channel is stabilized with mature vegetation at least three inches in height, with well-graded riprap, or with another non-erosive lining capable of withstanding the anticipated flow velocities and flow depths without reliance on check dams to slow flow. There must be no evidence of slumping of the lining, undercutting of the banks, or down-cutting of the channel.

General Construction Phase
The following erosion control measures shall be followed by the contractor throughout construction of this project:

A. All topsoil shall be collected, stockpiled, seeded with rye at 3 pounds/1,000 sf and mulched, and reused as required. Silt fencing shall be placed down gradient from the stockpiled loam. Stockpile to be located by designation of the owner and inspecting engineer.

B. The inspecting engineer at his/her discretion, may require additional erosion control measures and/or supplemental vegetative provisions to maintain stability of earthworks and finish graded areas. The contractor shall be responsible for providing and installing any supplemental measures as directed by the inspecting engineer. Failure to comply with the engineer's directions will result in discontinuation of construction activities.

C. Erosion control mesh shall be applied in accordance with the plans over all finish seeded areas as specified on the design plans.

D. All graded or disturbed areas including slopes shall be protected during clearing and construction in accordance with the approved erosion and sediment control plan until they are adequately stabilized.

E. All erosion, and sediment control practices and measures shall be constructed, applied and maintained in accordance with the approved erosion and sediment control plan.

F. Areas to be filled shall be cleared, grubbed and stripped of topsoil to remove trees, vegetation, roots or other objectionable materials.

G. Areas shall be scarified to a minimum depth of 3 inches prior to placement of topsoil.

H. All fills shall be compacted as required to reduce erosion, slippage, settlement, subsidence or other related problems. Fill intended to support buildings, structures and conduits, etc., shall be compacted in accordance with local requirements or codes.

I. All fills shall be placed and compacted in layers not to exceed 8 inches in thickness.

J. Except for approved landfills or non-structural fills, fill material shall be free of brush, rubbish, rocks, logs, stumps, building debris and other objectionable materials that would interfere with or prevent construction of satisfactory lifts.

K. Frozen material or soft, mucky or highly compressible materials shall not be incorporated into fill slopes or structural fills.

L. Fill shall not be placed on a frozen foundation.

M. Seeps or springs encountered during construction shall be handled appropriately.

N. All graded areas shall be permanently stabilized immediately following finished grading.

O. Remove any temporary control measures, such as silt fence, within 30 days after permanent stabilization is attained. Remove any accumulated sediments and stabilize.

Permanent vegetation
Permanent vegetative cover should be established on disturbed areas where permanent, long lived vegetative cover is needed to stabilize the soil, to reduce damages from sediment and runoff, and to enhance the environment.

Seedbed preparation
A. Grade as feasible to permit the use of conventional equipment for seedbed preparation, seeding, mulch application and anchoring, and maintenance.

B. Apply limestone and fertilizer according to soil tests such as those offered by the university of Maine soil testing laboratory. Soil sample mailers are available from the local cooperative extension service office. If soil testing is not feasible on small or variable sites, or where timing is critical, fertilizer may be applied at the rate of 800 pounds per acre or 18.4 pounds per 1,000 square feet using 10-20-20 (n-p2o5-k2o) or equivalent. Apply ground limestone (equivalent to 50% calcium plus magnesium oxide) at
a rate of 3 tons per acre (138 lb. Per 1,000 sq. Ft).

C. Work lime and fertilizer into the soil as nearly as practical to a depth of 4 inches with a disc, spring tooth harrow or other suitable equipment. The final harrowing operation should be on the general contour. Continue tillage until a reasonably uniform, fine seedbed is prepared. All but clay or silty soils and coarse sands should be rolled to firm the seedbed wherever feasible.D. Remove from the surface all stones 2 inches or larger in any dimension. Remove all other debris, such as wire, cable, tree roots, concrete, clods, lumps or other unsuitable material.

E. Inspect seedbed just before seeding. If traffic has left the soil compacted; the area must be tilled and firmed as above.

F. Permanent seeding should be made 45 days prior to the first killing frost or as a dormant seeding with mulch after the first killing frost and before snowfall. When crown vetch is seeded in later summer, at least 35% of the seed should be hard seed (unscarified). If seeding cannot be done within the seeding dates, mulch according to the temporary mulching bmp and overwinter stabilization and construction to protect the site and delay seeding until the next recommended seeding period.

G. Following seed bed preparation, swale areas, fill areas and back slopes shall be seeded at a rate of 3 lbs./1,000 s.F. With a mixture of 35% creeping red h. Fescue, 6% red top, 24% kentucky bluegrass, 10% perennial ryegrass, 20% annual ryegrass and 5% white dutch clover.

I. Areas which have been temporarily or permanently seeded shall be mulched immediately following seeding.

J. Areas which cannot be seeded within the growing season shall be mulched for over-winter protection and the area should be seeded at the beginning of the growing season.

Winter construction phase
If an area is not stabilized with temporary or permanent measures by November 15, then the site must be protected with additional stabilization measures.

A. Permanent stabilization consists of at least 90% vegetation, pavement/gravel base or riprap.

B. Do not expose slopes or leave slopes exposed over the winter or for any other extended time of work suspension unless fully protected with mulch.

C. Apply hay mulch at twice the standard rate (150 lbs. Per 1,000 sf). The mulch must be thick enough such that the ground surface will not be visible and must be anchored.

D. Use mulch and mulch netting or an erosion control mulch blanket or all slopes greater than 8 % or other areas exposed to direct wind.

E. Install an erosion control blanket in all drainageways (bottom and sides) with a slope greater than 3 %.

F. See the vegetation measures for more information on seeding dates and types.

G. Winter excavation and earthwork shall be completed so that no more than 1 acre of the site is without stabilization at any one time.

H. An area within 100 feet of a protected natural resource must be protected with a double row of sediment barrier.

I. Temporary mulch must be applied within 7 days of soil exposure or prior to any storm event, but after every workday in areas within 100 feet from a protected natural resource.

J. Areas that have been brought to final grade must be permanently mulched that same day.

K. If snowfall is greater than 1 inch (fresh or cumulative), the snow shall be removed from the areas due to be seeded and mulched.

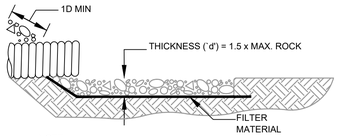
L. Loam shall be free of frozen clumps before it is applied.

M. All vegetated ditch lines that have not been stabilized by November 1, or will be worked during the winter construction period, must be stabilized with an appropriate stone lining backed by an appropriate gravel bed or geotextile unless specifically released from this standard by the department.

Maintenance and inspection phase
A. Minimum erosion control measures will need to be implemented and the applicant will be responsible to maintain all components of the erosion control plan until the site is fully stabilized. However, based on site and weather conditions during construction, additional erosion control measures may need to be implemented. All areas of instability and erosion must be repaired immediately during construction and need to be maintained until the site is fully stabilized or vegetation is established. A construction log must be maintained for the erosion and sedimentation control inspections and maintenance

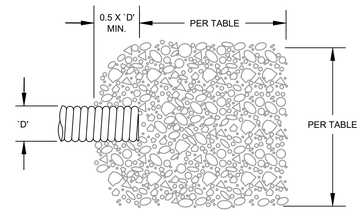
B. A log (report) must be kept summarizing the scope of the inspection, name(s) and qualifications of the personnel making the inspection, the date(s) of the inspection, and major observations relating to operation of erosion and sedimentation controls and pollution prevention measures. Major observations must include: bmps that need to be maintained; location(s) of bmps that failed to operate as designed or proved inadequate for a particular location; and location(s) where additional bmps are needed that did not exist at the time of inspection. Follow-up to correct deficiencies or enhance controls must also be indicated in the log and dated, including what action was taken and when.

Dewatering
A dewatering plan is needed to address excavation de-watering following heavy rainfall events or where the excavation may intercept the groundwater table during construction. The collected water needs treatment and a discharge point that will not cause downgradient erosion and offsite sedimentation or within a resource. Please follow the details of such a plan.



NOTE:
1. GEOTEXTILE FILTER FABRIC BENEATH STONE BASED ON UNDISTURBED SOILS, OR 6" OF 4" MINUS BAN RUN GRAVEL FREE OF FINES, CLAYS, SILTS.
2. GEOTEXTILE TO BE MIRAFI 600X OR APPROVED EQUAL.

SECTION

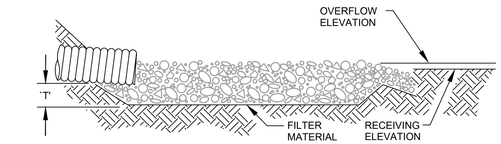


PLAN

PIPE INLET PROTECTION SIZING TABLE (MINIMUM)		
SIZE	RIPRAP SIZING (D50)	WIDTH AT THE NARROW END OF THE PIPE
12"	5"	3-4'
18"	8"	4-6'
24"	10"	6-8'
30"	12"	8-10'
36"	14"	10-12'

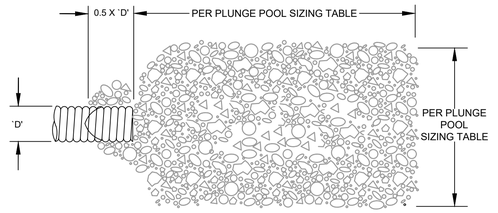
NOTES:
1. IN DEFINED CHANNELS, APRON SHALL EXTEND FULL WIDTH OF BOTTOM AND ONE FOOT ABOVE MAX. HEADWATER OR UP TO BANK FULL, WHICHEVER IS LESS.

PIPE INLET PROTECTION
NOT TO SCALE



THICKNESS (`T') = 1.5 x MAX. ROCK DIAMETER

SECTION

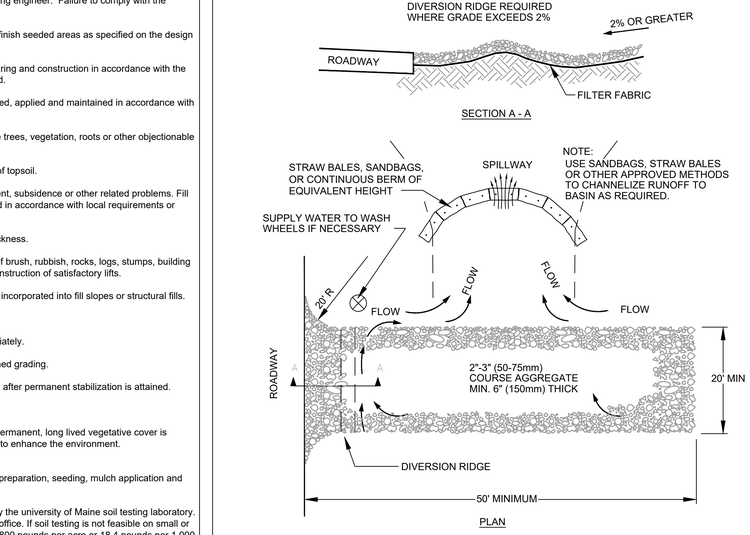


PLAN

PLUNGE POOL SIZING (MINIMUM)				
SIZE	RIPRAP SIZING (D50)	WIDTH AT THE NARROW END OF THE PIPE	LENGTH FOR SLOW FLOWS (NO PRESSURE HEAD)	LENGTH FOR HIGH FLOWS (WITH PRESSURE HEAD)
12"	5"	3-4'	4-6'	8-10'
18"	8"	4-6'	6-8'	12-18'
24"	10"	6-8'	8-10'	18-22'
30"	12"	8-10'	12-14'	22-28'
36"	14"	10-12'	14-16'	28-32'

NOTES:
1. THE DIAMETER OF THE LARGEST STONE SIZE IN THE MIX SHOULD BE ABOUT 1.5 TIMES THE D50 AND THE SMALLEST ONE ABOUT ONE HALF THE SIZE. THE THICKNESS OF RIPRAP SHOULD NEVER BE LESS THAN 2 TIMES THE ROCK D50.
2. APRON SHALL BE SET AT A ZERO GRADE AND ALIGNED STRAIGHT.
3. FILTER MATERIAL SHALL BE FILTER FABRIC (MIRAFI 600X OR APPROVED EQUAL) OR 6" (150mm) THICK MINIMUM GRADED GRAVEL LAYER.

PIPE OUTLET PROTECTION
NOT TO SCALE

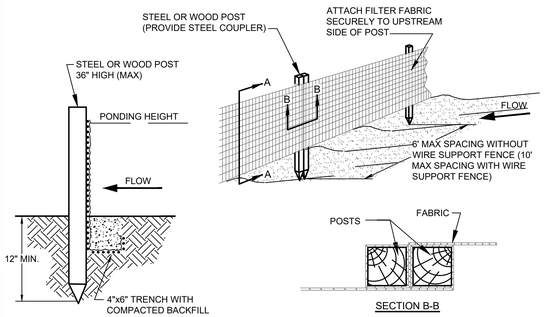


SECTION A - A

PLAN

NOTES:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

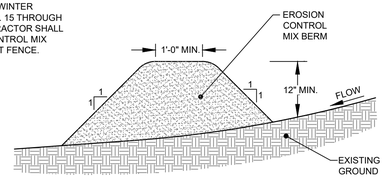
STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



SECTION A-A

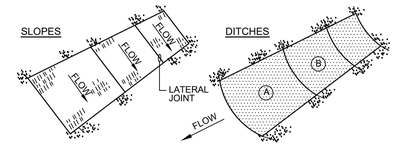
SILT FENCE
NOT TO SCALE

NOTE:
DURING PERIODS OF WINTER CONSTRUCTION (NOV. 15 THROUGH APRIL 15), THE CONTRACTOR SHALL INSTALL EROSION CONTROL MIX BERMS IN LIEU OF SILT FENCE.



EROSION CONTROL MIX:
EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES & MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:
- THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80% - 100% DRY WEIGHT BASIS
- PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70%, MAXIMUM OF 85% PASSING A 0.75" SCREEN
- THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED
- LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
- SOLUBLE SALTS CONTENT SHALL BE < 4.0 mmhos/cm.
- ph SHALL FALL BETWEEN 5.0 - 8.0.

EROSION CONTROL MIX BERM
NOT TO SCALE



NOTES:
1. BURY THE TOP END OF THE MESH MATERIAL IN A 6" TRENCH AND BACKFILL AND TAMP TRENCHING SECURE END WITH STAPLES AT 6" SPACING, 4" DOWN FROM EXPOSED END.
2. FLOW DIRECTION JOINTS TO HAVE UPPER END OF LOWER STRIP BURIED WITH UPPER LAYERS OVERLAPPED 4" AND STAPLED. OVERLAP B OVER A.
3. LATERAL JOINTS TO HAVE 4" OVERLAP OF STRIPS. STAPLE 18" ON CENTER.
4. STAPLE OUTSIDE LATERAL EDGE 2' ON CENTER.
5. WIRE STAPLES TO BE MIN. OF #11 WIRE, 6" LONG & 1-1/2" WIDE.
6. USE NORTH AMERICAN GREEN DS 150 (OR APPROVED EQUAL) ON SLOPES BETWEEN 4:1-2:1. USE NORTH AMERICAN GREEN VMAX SC250 PERMANENT TURF REINFORCEMENT MAT (OR APPROVED EQUAL) ON SLOPES 2:1 AND STEEPER..

EROSION CONTROL BLANKET
NOT TO SCALE

STATE OF MAINE
CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER

DATE: 03-31-2026

NO.	DATE	REVISIONS
4	03-31-2026	REVISED OPEN SPACE AND DELISH DRIVE ALIGNMENT
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PHONE: (207) 926-5111
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CWI Engineering | Land Surveying | Geomatics
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PERMIT DRAWING
NOT FOR CONSTRUCTION

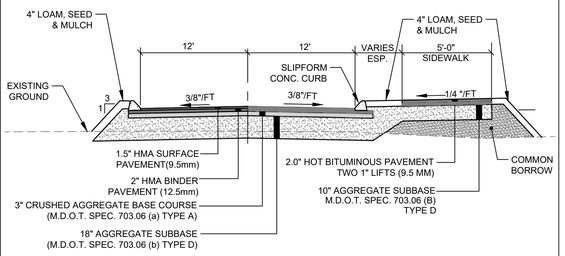
PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: EROSION & SEDIMENT CONTROL DETAILS

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

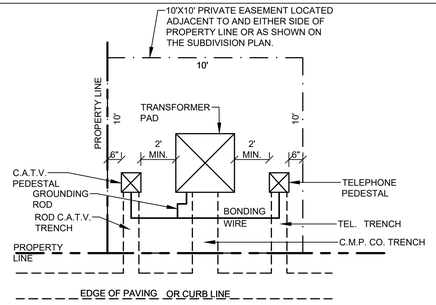
DATE: 10-10-2025
SCALE: NOT TO SCALE
JOB NO: 24-164
SHEET: C-5.0

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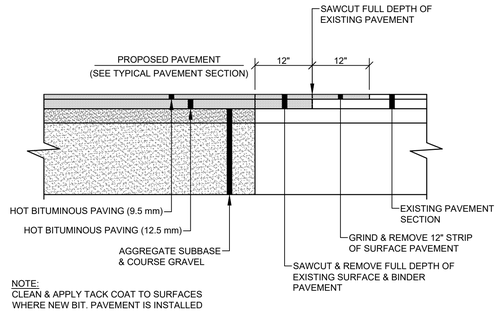
NOTES:
1. ALL CONSTRUCTION MATERIALS AND METHODS SHALL ADHERE TO ARTICLE 11 OF THE CITY OF SACO SUBDIVISION ORDINANCE AND MAINEDOT STANDARD SPECIFICATIONS.

TYPICAL ROAD SECTION
NOT TO SCALE



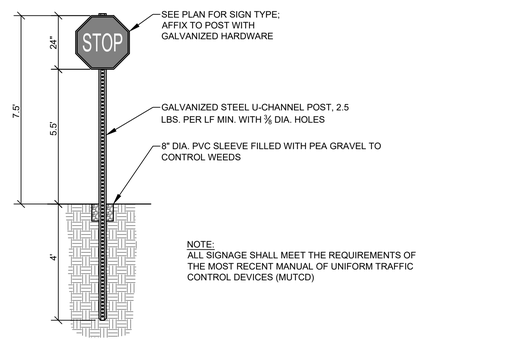
NOTES:
TRANSFORMER PAD AND COVER TO BE FIBERGLASS MEETING CENTRAL MAINE POWER SPECIFICATIONS.

TRANSFORMER DETAIL
NOT TO SCALE



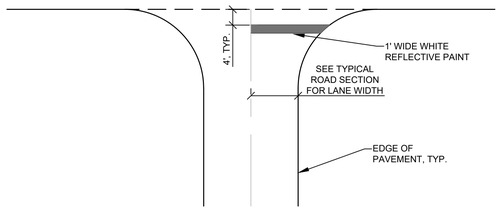
NOTE:
CLEAN & APPLY TACK COAT TO SURFACES WHERE NEW BIT. PAVEMENT IS INSTALLED

TYPICAL PAVEMENT JOINT
NOT TO SCALE

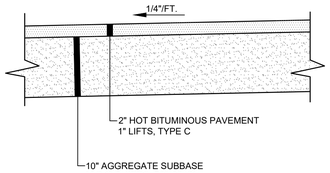


NOTE:
ALL SIGNAGE SHALL MEET THE REQUIREMENTS OF THE MOST RECENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

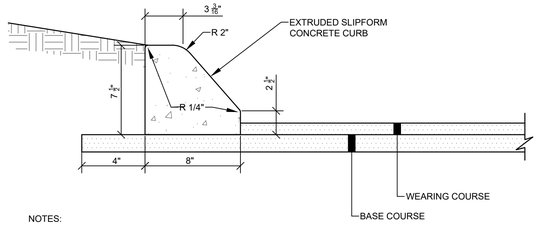
STREET SIGN
NOT TO SCALE



STOP BAR DETAIL
NOT TO SCALE

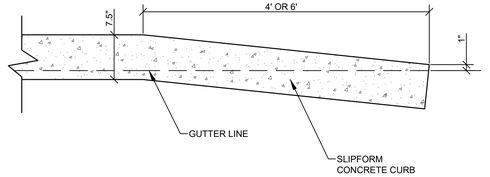


BITUMINOUS SIDEWALK
NOT TO SCALE

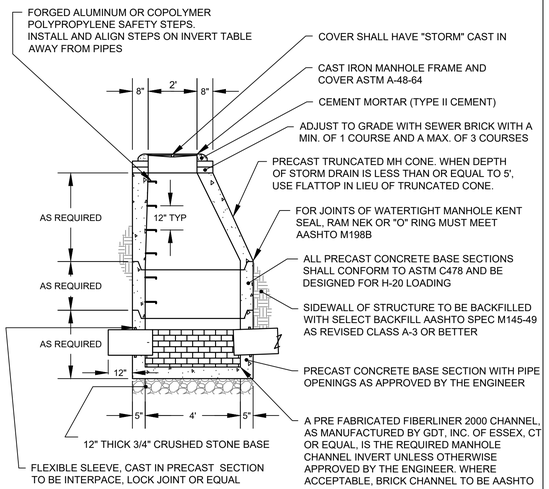


NOTES:
1. APPLY EPOXY BETWEEN BINDER PAVEMENT AND CURB
2. 1" TO 2" SLUMP
3. 5% TO 7% AIR ENTRAINMENT
4. 4,000 PSI CONCRETE WITH FIBER REINFORCEMENT

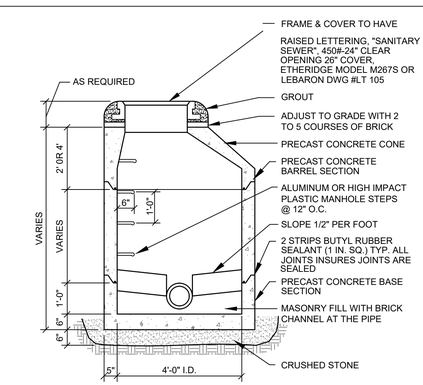
SLOPED SLIPFORM CONCRETE CURB DETAIL
NOT TO SCALE



SLIPFORM CURB TIPDOWN DETAIL
NOT TO SCALE

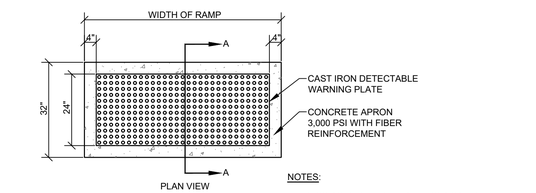


4' DIAMETER PRECAST STORM DRAIN MANHOLE
NOT TO SCALE



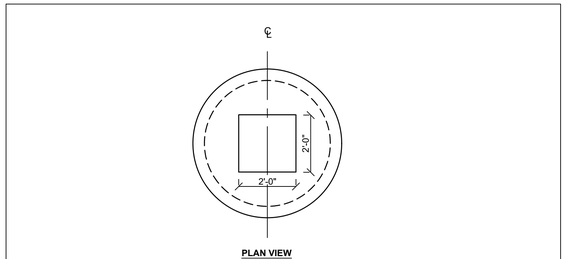
NOTE: PIPE CONNECTIONS SHALL BE WATERTIGHT FLEXIBLE BOOT CONNECTORS PROVIDES LEAKPROOF CONNECTION

PRECAST SEWER MANHOLE
NOT TO SCALE



NOTES:
1. DETECTABLE WARNING PLATES TO BE DURALAST® AS MANUFACTURED BY EJ.
2. PLATES SHALL HAVE A NATURAL FINISH
3. PLATE SHALL BE ORIENTED SO THAT THE DOMES ARE PARALLEL AND PERPENDICULAR TO THE PRIMARY DIRECTION OF TRAVEL
4. RADIAL PLATES SHALL BE USED ON RADIAL RAMPS

DETECTABLE WARNING PLATE DETAIL
NOT TO SCALE

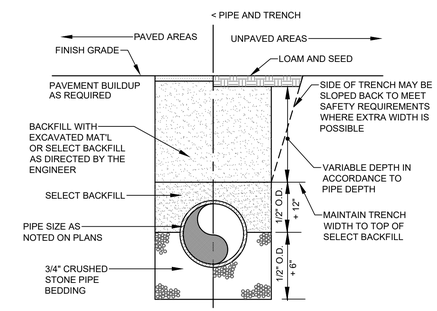


DESIGN NOTES:
1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.12 IN SQ./LF..

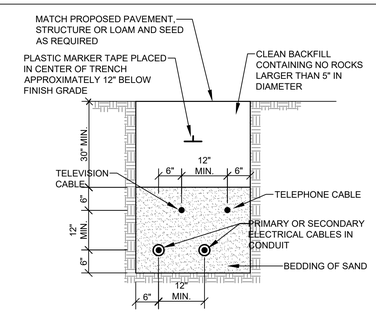
SECTION VIEW

NOTE:
CASCADE GRATES SHALL BE INSTALLED ON GRADIENT OF GUTTER IF PROFILE GRADE EXCEEDS 5% GRATES SHALL BE DEPRESSED 2" BELOW NORMAL GUTTER GRADE UNLESS THIS DEPRESSION INTERFERES WITH TRAFFIC. PARALLEL BAR GRATES SHALL BE INSTALLED ON A LEVEL GRADIENT.

TYPICAL CATCH BASIN
NOT TO SCALE



TYPICAL TRENCH SECTION
NOT TO SCALE



CABLES TO BE ENCASED IN SCHEDULE 40 PVC CONDUIT WHEN RUN BENEATH PAVED AREAS.

TYPICAL UNDERGROUND CABLE INSTALLATION
NOT TO SCALE

CRAIG M. SWEET
No. 15060
LICENSED PROFESSIONAL ENGINEER
STATE OF MAINE

DATE: 03-31-2026

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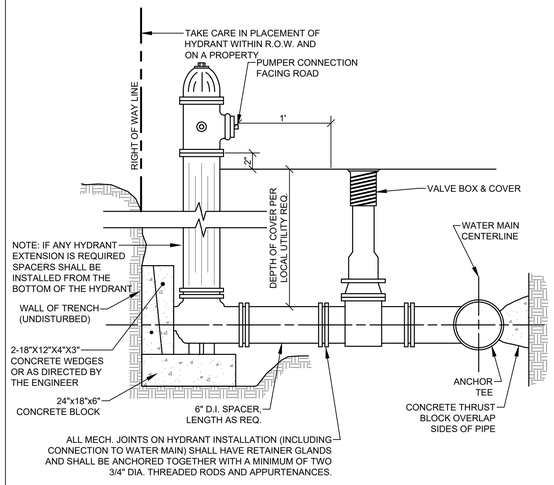
PROJECT: DANVILLE CORNER HOUSING DEVELOPMENT
DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: SITE DETAILS

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE:	10-10-2025
SCALE:	NOT TO SCALE
JOB NO:	24-164
SHEET:	C-5.1

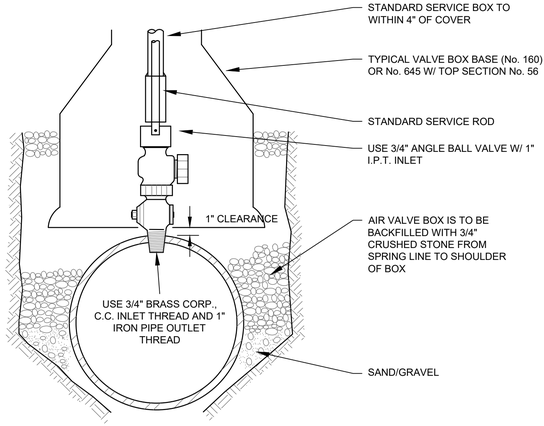
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NOTES:
1. ALL MATERIALS SHALL CONFORM TO THE KENNEBUNK, KENNEBUNKPORT & WELLS WATER DISTRICT REQUIREMENTS
2. HYDRANT SHALL BE OPEN RIGHT
3. ALL FITTINGS SHALL BE WRAPPED IN POLYETHYLENE

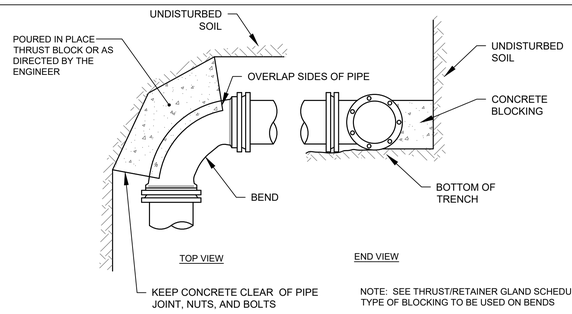
TYP. HYDRANT INSTALLATION

NOT TO SCALE



TYPICAL AIR VALVE (1)

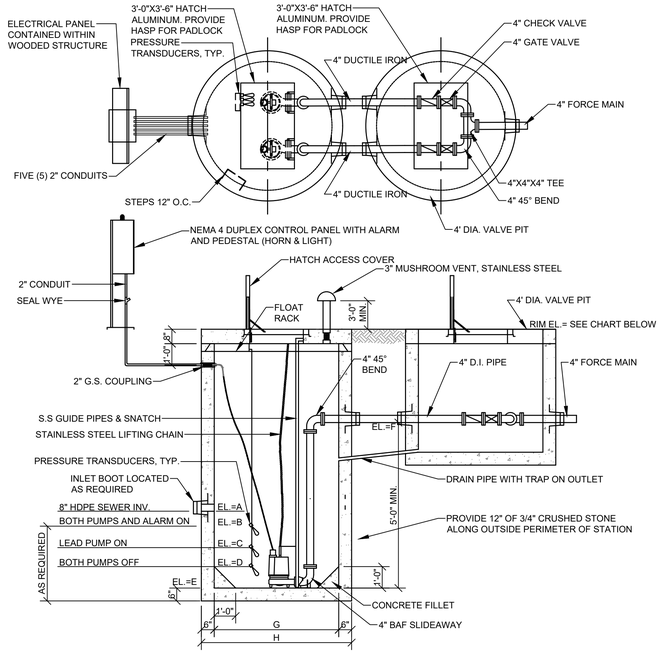
NOT TO SCALE



NOTE: SEE THRUST/RETAINER GLAND SCHEDULE FOR TYPE OF BLOCKING TO BE USED ON BENDS

STANDARD BEND BLOCKING

NOT TO SCALE



NOTES:
1. CONCRETE: 5,000 PSI AFTER 28 DAYS.
2. REINFORCING: WALLS & FLOOR 4X4/4X4 W.W.M. SLAB TOP #5 @ 8" O.C.
3. SEE "BASIS OF DESIGN" NOTES FOR MORE DETAILS

LIFT STATIONS

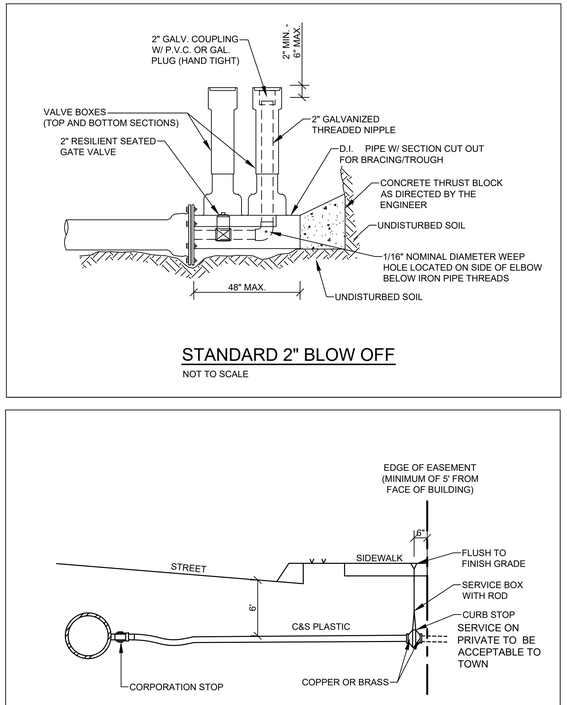
NOT TO SCALE

LIFT STATION SCHEDULE

LIFT STATION	MEASUREMENT (ft.)								
	RIM	A	B	C	D	E	F	G	H
I	128.10	281.00	280.70	279.14	278.36	275.36	283.00	6'	7'

SEWER LIFT STATION DETAIL

NOT TO SCALE

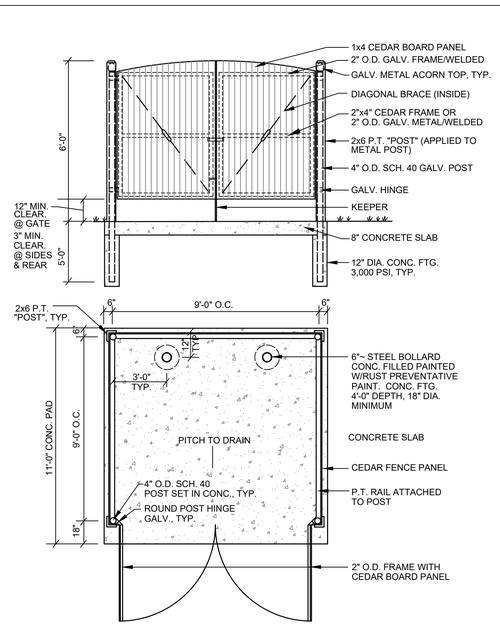


STANDARD 2" BLOW OFF

NOT TO SCALE

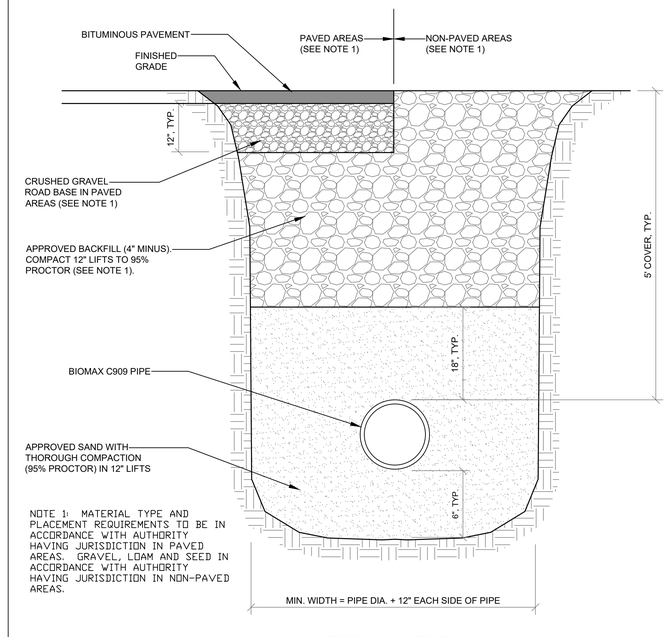
TYPICAL WATER SERVICE CONNECTION

NOT TO SCALE



TYPICAL DUMPSTER ENCLOSURE

NOT TO SCALE



WATER MAIN TRENCH

NOT TO SCALE

CRAIG M. SWEET No. 15060 LICENSED PROFESSIONAL ENGINEER
STATE OF MAINE

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DANVILLE CORNER ROAD, AUBURN, MAINE

SHEET TITLE: SITE DETAILS

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

DATE: 10-10-2025
SCALE: NOT TO SCALE
JOB NO: 24-164
SHEET: C-5.2

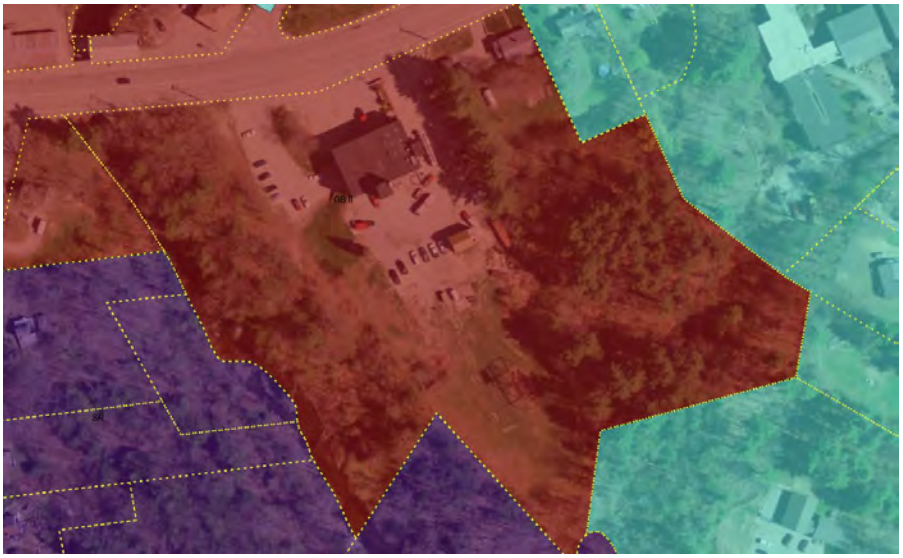
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City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: PUBLIC HEARING SITE PLAN/SPECIAL EXCEPTION STAFF MEMO: 550 Minot Ave (PID 209-035) - Application by Woodard & Curran on behalf of the City of Auburn to construct a new 39,000 square foot public safety facility. The property is located in the General Business II (GB II) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception

Date: April 7, 2026

PROPOSAL OVERVIEW
Woodard & Curran, on behalf of the City of Auburn, has submitted an application for a new 44,000 square foot public safety facility located at 550 Minot Ave (PID 209-035) located in the General Business II (GB II) district. The new public safety facility will include an upgraded central fire station with six drive-through apparatus bays, a police asset building, fire training facility and burn structure. The existing fire station building will be demolished. The proposed development will disturb approximately 4.8 acres and result in 4 acres of impervious area. The applicant has applied for a Site Location of Development (SLODA) permit and a Traffic Movement Permit (TMP). The application will be discussed at the April 14 Planning Board meeting and will be reviewed under Chapter 60 Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception.



WAIVER/VARIANCE REQUESTS
The applicant is requesting the following waivers from Chapter 60:

- Sec. 60-526 Building Height

Request: The 16.5 by 16.5 foot fire training tower exceeds the 45 foot maximum building height for the General Business II (GB II) zoning district. The applicant states in the application packet that the tower height is dictated by the Fire Department's operational requirements to properly drain full length fire hoses. The existing fire tower at the Central Station also exceeds height requirements.

Recommendation: This request is considered a variance rather than a waiver because it pertains to dimensional standards and requirements. According to Sec. 60-1312, the Planning Board is permitted to review and act on variance requests for developments subject to site plan review. Because the building height standard is exceeded only on a portion of the new facility and the height allowance was recommended by the Fire Department for safety needs, staff recommend that this is a valid request for the Board to consider and act on.

- Sec. 60-800 Driveway Spacing

Request: According to Sec. 60-800, driveway entrances need to be spaced a certain distance apart based on speed limit. The speed limit on this section of roadway is 50 mph, which means driveways need to be spaced at least 275 feet apart. The current driveways are spaced approximately 200 feet apart. The development contains two access driveways to support both Police and Fire operations. The driveways are used for emergency response and locations are constrained by Taylor Brook and the property boundary.

Recommendation: The purpose of this standard is to reduce the number of curb cuts on higher speed roads and to facilitate access management. Because the driveway entrances are existing and will be used for emergency purposes, staff recommend that this is a valid request for the Board to consider and act on.

SITE PLAN/SPECIAL EXCEPTION REVIEW STANDARDS

The following findings of fact relevant to the project are summarized below:

- Access: Access to the development will come from the existing driveway entrances off Minot Ave. No changes to the existing access layout are proposed. The applicant is requesting a waiver from Sec. 60-800, curb and driveway distances. Information about the request is noted above.
- Parking: The development will include the addition of 112 parking spaces including 5 ADA accessible spaces. Parking areas are located at the rear of the building with some parking located to the front of the building. The applicant should confirm if the parking areas will be utilized by both visitors and city staff. The parking areas are designed safely and adequately for vehicles not to back out onto the public street. The applicant should confirm the locations of snow storage areas on the site plan.
- Utilities: The project will be served by public water and sewer. Utility locations are shown on sheet C-202. Staff recommend that as a condition of approval, easement documentation from the Sewer and Water District be provided prior to activation.
- Traffic: The proposed development is anticipated to generate a total of 158 AM and 140 PM net new peak hour trips. The number of peak hour passenger equivalent trips was determined by the calculation for government office buildings from the ITE Trip Generation Manual 11th edition. The applicant has submitted a Traffic Movement Permit

in compliance with MaineDOT requirements. The applicant should confirm if MaineDOT has approved the Traffic Movement Permit.

- Stormwater Management: The proposed development is anticipated to disturb approximately 4.7 acres of area and contribute approximately 4 acres of impervious area. The applicant has submitted a stormwater plan in compliance with MaineDEP Chapter 500 Basic, General and Flooding requirements under the SLODA permit and city standards. Stormwater runoff will be treated by two subsurface sand filters and a roof dripline filter. The proposed stormwater runoff system has been designed to maintain current runoff conditions.
- Exterior Lighting: The proposed building and parking area will include security and safety lighting. The applicant has provided a photometric plan, lighting cut sheets and light details in the application. Building lights will be fully cutoff and wall mounted and the parking area will include light poles. All lighting will be arranged to not reflect onto abutting properties or create a nuisance to motorists. The applicant should confirm if the apparatus bays will include wall mounted lighting as the site plan currently does not show any lighting in this location.
- Solid Waste Disposal: All solid waste and recycling generated from the proposed development will be transported and disposed of according to applicable laws and regulations. The development includes a fully screened on-site dumpster pad next to the Police Asset Building. Any waste generated from construction will be the responsibility of the contractor to handle, manage and dispose of properly.
- Protection of Environmental Features and Natural Resources: The proposed development is not anticipated to adversely impact natural resources, scenic areas or historic sites.
- Noise, Vibration, Odors and Air Pollution: The proposed development is not anticipated to exceed noise standards or generate vibration, odors or air pollution.

DEPARTMENT REVIEW

Staff contacted department heads for comment on the proposed development. Department staff have no additional needs at this time.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1277 and 60-1336:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:

(1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;

(2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;

(3)Adequacy of the methods of disposal for wastes; and

(4)Protection of environment features on the site and in adjacent areas.

Special Exception – Sec 60-1336
As conditions prerequisite to the granting of any special exceptions, the board shall require evidence of the following:

(1) That the special exception sought fulfills the specific requirements, if any, set forth in the zoning ordinance relative to such exception.
(2) That the special exception sought will neither create nor aggravate a traffic hazard, a fire hazard or any other safety hazard.
(3) That the special exception sought will not block or hamper the master development plan pattern of highway circulation or of planned major public or semipublic land acquisition.
(4) That the exception sought will not alter the essential characteristics of the neighborhood and will not tend to depreciate the value of property adjoining and neighboring the property under application.
(5) That reasonable provisions have been made for adequate land space, lot width, lot area, stormwater management in accordance with section 60-1301(14), green space, driveway layout, road access, off-street parking, landscaping, building separation, sewage disposal, water supply, fire safety, and where applicable, a plan or contract for perpetual maintenance of all the common green space and clustered off-street parking areas to ensure all such areas will be maintained in a satisfactory manner.
(6) That the standards imposed are, in all cases, at least as stringent as those elsewhere imposed by the city building code and by the provisions of this chapter.
(7) That essential city services which will be required for the project are presently available or can be made available without disrupting the city's master development plan.

STAFF RECOMMENDATION:
Staff have reviewed the application and corresponded with the applicant. Department staff have no additional needs at this time regarding the application. Staff suggest the Board review the application materials and applicable findings and determine if the application is ready for a vote.

If the Board votes on the application, staff suggest the following condition of approval:

- Final sewer and water easements are in place prior to activation.

Additionally, staff suggest the Board vote on the applicant's waiver requests. Waivers are exceptions to the standard and may be granted as a result of undue hardship to the application.

SUGGESTED MOTION WAIVER REQUESTS:
I make a motion to **[approve/deny]** the applicant's waiver request from Sec. 60-526 Building Height

I make a motion to **[approve/deny]** the applicant's waiver request from Sec. 60-800 Driveway Spacing

SUGGESTED MOTION PRELIMINARY PLAN:
I make a motion to **[approve/deny]** the application for the Auburn Public Safety Facility located at 550 Minot Ave (PID 209-035) in the General Business (GB II) district pursuant to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception

Auburn Public Safety Facility

Development Review Application

550 Minot Avenue
Auburn, Maine

12 Mountfort Street
Portland, ME 04101
800.426.4262

woodardcurran.com

0233981.23
City of Auburn
March 2026

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Figure 4-1: Airport Area of Influence Overview - City of Auburn GIS
Figure 4-2: Shoreland Zone Overview - City of Auburn GIS
Figure 4-3: Maine Urban Impaired Streams Watersheds Overview - Maine DEP GIS
Figure 4-4: Lake Auburn Watershed Overview - City of Auburn GIS
Figure 4-5: Taylor Pond Watershed Overview - City of Auburn GIS

ATTACHMENTS

Attachment 1: Agent Authorization
Attachment 2: USGS Site Location Map
Attachment 3: Application Fee Waiver Confirmation
Attachment 4: Evidence of Right, Title & Interest
Attachment 5: GIS Parcel Map and Abutter List
Attachment 6: Permit Drawings
Attachment 7: FEMA Firmette
Attachment 8: Stormwater Management Report
Attachment 9: Traffic Movement Permit Application
Attachment 10: Photometrics Plan and Fixture Cut-Sheets
Attachment 11: Proof of Financial Capacity
Attachment 12: Wetland Delineation & Restoration Plan
Attachment 13: Significant Sand and Gravel Aquifer Map
Attachment 14: Agency Review Responses

1. DEVELOPMENT REVIEW APPLICATION AND CHECKLIST

City of Auburn, Maine
Office of Planning & Permitting
Eric J. Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Application

PROJECT NAME: Auburn Public Safety Facility

PROPOSED DEVELOPMENT ADDRESS: 550 Minot Avenue, Auburn, Maine

PARCEL ID #: Map 209, Lot 035

REVIEW TYPE:
Site Plan X | Site Plan Amendment □
Subdivision □ | Subdivision Amendment □

PROJECT DESCRIPTION:
This project involves the construction of a new public safety facility that will serve as an upgraded central fire station with six drive-through apparatus bays and headquarters for the police department. A police asset building, fire training facility, and burn structure are also proposed as part of the facility.

CONTACT INFORMATION:

Applicant
Name: City of Auburn
Address: 60 Court Street
City / State Auburn, Maine
Zip Code 04210
Work #: 207-333-6601
Cell #:
Fax #:
Home #:
Email:

Property Owner
Name: City of Auburn
Address: 60 Court Street
City / State Auburn, Maine
Zip Code 04210
Work #: 207-333-6601
Cell #:
Fax #:
Home #:
Email:

Project Representative
Name: Megan McDevitt (Woodard & Curran)
Address: 12 Mountfort Street (5th & 6th floors)
City / State Portland, Maine
Zip Code 04101
Work #: 207-558-3785
Cell #:
Fax #:
Home #:
Email:

Other professional representatives for the project (surveyors, engineers, etc.),
Name:
Address:
City / Sta
Zip Code
Work #:
Cell #:
Fax #:
Home #:
Email:

ARCHITECT:
PORT CITY ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101

MEP:
Allied Engineering
A Salas O'Brien Company
160 VERANDA STREET
PORTLAND, ME 04103

GEOTECHNICAL ENGINEER:
S.W. COLE ENGINEERING, INC.
286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PROJECT DATA

The following information is required where applicable, in order complete the application

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	67,100	sq. ft.
Proposed Total Paved Area (Includes gravel, concrete pads, sidewalks, & patios)	133,850	sq. ft.
Proposed Total Impervious Area	173,300	sq. ft.
Proposed Impervious Net Change	106,200	sq. ft.
Impervious surface ratio existing	18.3	% of lot area
Impervious surface ratio proposed	47.3	% of lot area

BUILDING AREA/LOT COVERAGE

Existing Building Footprint	9,480	sq. ft.
Proposed Building Footprint	39,450	sq. ft.
Proposed Building Footprint Net change	29,970	sq. ft.
Existing Total Building Floor Area	23,480	sq. ft.
Proposed Total Building Floor Area	63,900	sq. ft.
Proposed Building Floor Area Net Change	40,420	sq. ft
New Building	yes	(yes or no)
Building Area/Lot coverage existing	2.6	% of lot area
Building Area/Lot coverage proposed	10.8	% of lot area

ZONING

Existing	General Business II
Proposed, if applicable	General Business II

LAND USE

Existing	Municipal, civic or public service buildings and other utility facilities
Proposed	Municipal, civic or public service buildings and other utility facilities

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	N/A
Proposed Number of Residential Units	N/A
Subdivision, Proposed Number of Lots	N/A

PARKING SPACES

Existing Number of Parking Spaces	Approx. 30
Proposed Number of Parking Spaces	112
Number of Handicapped Parking Spaces	5
Proposed Total Parking Spaces	117

ESTIMATED COST OF PROJECT: $40,000,000

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	67,100	sq. ft.
Proposed Disturbed Area	208,650	sq. ft.
Proposed Impervious Area	173,300	sq. ft.

1. ***If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.***
2. ***If the proposed impervious area is greater than one acre including any impervious area crated since 11/16/05, then the applicant shall apply for a MDEP Stormwater Management Permit, Chapter 500, with the City.***
3. ***If total impervious area (including structures, pavement, etc) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres then the application shall be made to MDEP unless determined otherwise.***
4. ***If the development is a subdivision of more than 20 acres but less than 100 acres then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres then the application shall be made to MDEP unless determined otherwise.***

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing (Since July 1, 1997) 13 AM / 8 PM passenger car equivalents (PCE)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) 171 AM / 148 PM passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

See Attachment 9 for a copy of the Traffic Movement Permit Application.

Zoning Summary

1. Property is located in the General Business II zoning district.
2. Parcel Area: 8.4 acres / 366,000 square feet(sf).

Regulations	Required/Allowed	Provided
Min Lot Area	10,000 SF	366,000 SF
Street Frontage	--	620 ft
Min Front Yard	25 ft	59 ft
Min Rear Yard	35 ft	36 ft
Min Side Yard	25 ft	40 ft
Max. Building Height	45 ft	48 ft (fire training tower; remainder of buildings under 32.5 ft)
Use Designation	Municipal, civic or public service buildings and other utility facilities	
Parking Requirement	1 space/ per 75,000 square feet of floor area	
Total Parking:	2 spaces	117 spaces
Overlay zoning districts (if any):	Shoreland Overlay (Taylor Brook)	
Urban impaired stream watershed?	YES (NO) If yes, watershed name	

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submissions shall include fifteen (15) complete packets containing the following materials:

1. 5 Full size plans and 10 smaller (no larger than 11" x 17") plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed by the property owner or designated representative. (NOTE: All applications will be reviewed by staff and any incomplete application will not be accepted until all deficiencies are corrected.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

Refer to the application checklist for a detailed list of submittal requirements.

To view the City of Auburn Zoning Ordinance, go to:
www.auburnmaine.gov under City Departments / Planning, Permitting & Code / Subdivisions / Land Use /Zoning Ordinance

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, I certify that the City'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.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:	**Date:**
	3/09/2026

City of Auburn, Maine
Office of Planning & Permitting
Eric J. Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Checklist

The following information is required where applicable to be submitted for an application to be complete

PROJECT NAME: Auburn Public Safety Facility
PROPOSED DEVELOPMENT ADDRESS: 550 Minot Avenue, Auburn, Maine
PARCEL #: Map 209, Lot 035

Required Information		*Check when Submitted*		*Applicable Ordinance*
Site Plan		*Applicant*	*Staff*	
	Owner's Names/Address	✓		
	Names of Development	✓		
	Professionally Prepared Plan	✓		
	Tax Map or Street/Parcel Number	✓		
	Zoning of Property	✓		
	Distance to Property Lines	✓		
	Boundaries of Abutting land	✓		
	Show Setbacks, Yards and Buffers	✓		
	Airport Area of Influence	✓		
	Parking Space Calcs	✓		
	Drive Openings/Locations	✓		
	Subdivision Restrictions	N/A		
	Proposed Use	✓		
	PB/BOA/Other Restrictions	N/A		
	Fire Department Review	✓		
	Open Space/Lot Coverage	✓		

Required Information		*Check when Submitted*		*Applicable Ordinance*
Landscape Plan		*Applicant*	*Staff*	
	Greenspace Requirements	N/A		
	Setbacks to Parking	✓		
	Buffer Requirements	✓		
	Street Tree Requirements	N/A		
	Screened Dumpsters	✓		
	Additional Design Guidelines	N/A		
	Planting Schedule	✓		
Stormwater & Erosion Control Plan		*Applicant*	*Staff*	
	Compliance w/ chapter 500	✓		
	Show Existing Surface Drainage	✓		
	Direction of Flow	✓		
	Location of Catch Basins, etc.	✓		
	Drainage Calculations	✓		
	Erosion Control Measures	✓		
	Maine Construction General Permit	✓		
	Bonding and Inspection Fees	✓		
	Post-Construction Stormwater Plan	✓		
	Inspection/monitoring requirements	✓		
Lighting Plan		*Applicant*	*Staff*	
	Full cut-off fixtures	✓		
	Meets Parking Lot Requirements	✓		
Traffic Information		*Applicant*	*Staff*	
	Access Management	✓		
	Signage	✓		
	PCE - Trips in Peak Hour	✓		

Required Information		*Check when Submitted*		*Applicable Ordinance*
	Vehicular Movements	✓		
	Safety Concerns	N/A		
	Pedestrian Circulation	✓		
	Police Traffic	✓		
	Engineering Traffic	✓		
Utility Plan		*Applicant*	*Staff*	
	Water	✓		
	Adequacy of Water Supply	✓		
	Water main extension agreement	N/A		
	Sewer	✓		
	Available city capacity	In Progress		
	Electric	✓		
	Natural Gas	✓		
	Cable/Phone	✓		
Natural Resources		*Applicant*	*Staff*	
	Shoreland Zone	N/A		
	Flood Plain	✓		
	Wetlands or Streams	✓		
	Urban Impaired Stream	N/A		
	Phosphorus Check	N/A		
	Aquifer/Groundwater Protection	✓		
	Applicable State Permits	✓		
	Lake Auburn Watershed	N/A		
	Taylor Pond Watershed	N/A		
Right, Title or Interest		*Applicant*	*Staff*	
	Verify	✓		
	Document Existing Easements, Covenants, etc.	✓		

Required Information		*Check when Submitted*		*Applicable Ordinance*
Technical & Financial Capacity		***Applicant***	***Staff***	
	Cost Est./Financial Capacity	✔		
	Performance Guarantee	N/A		
State Subdivision Law		***Applicant***	***Staff***	
	Verify/Check	N/A		
	Covenants/Deed Restrictions	N/A		
	Offers of Conveyance to City	N/A		
	Association Documents	N/A		
	Location of Proposed Streets & Sidewalks	N/A		
	Proposed Lot Lines, etc.	N/A		
	Data to Determine Lots, etc.	N/A		
	Subdivision Lots/Blocks	N/A		
	Specified Dedication of Land	N/A		
Additional Subdivision Standards		***Applicant***	***Staff***	
	Mobile Home Parks	N/A		
	PUD	N/A		
A JPEG or PDF of the proposed site plan		***Applicant***	***Staff***	
		✔		
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving				

2. PROJECT SUMMARY

On behalf of the City of Auburn (Applicant), Woodard & Curran is pleased to submit this Development Review Application for the construction of the Public Safety Facility (the Project), a combined fire station and police headquarters located at 550 Minot Street in Auburn, Maine (the Site). An Agent Authorization letter is provided in **Attachment 1**.

2.1 Project Purpose and Need

The Auburn Police Department currently operates out of Auburn City Hall, located at 60 Court Street, a temporary relocation that has lasted over 12 years. This relocation was initially intended as a cost-saving measure to address the extensive repairs and upgrades required at the Department's original facility. However, this temporary solution is ultimately unsuitable for long-term law enforcement operations, where operations are confined to spaces not designed for law enforcement activities. The Auburn Police Department is spread across multiple floors within Auburn City Hall, further complicated by the presence of unrelated City staff on an intermediary floor, which impairs departmental communication and teamwork. Additionally, Auburn City Hall lacks a Sally Port, booking area, holding area, and detainee processing facilities. In the absence of these facilities, the transportation of detainees to external facilities outside the City results in inefficient use of time and resources and entails additional safety risks. The evidence room and vehicle impound areas are insufficient to meet current needs and are not secure against environmental risks. Recent storm-related flooding compromised the integrity of stored evidence and operational vehicles. Additionally, there is no space to accommodate training rooms, locker rooms, shower areas, or secured storage at City Hall. This lack of infrastructure negatively impacts staff readiness, morale, and operational effectiveness.

The Central Fire Station, located at 550 Minot Ave, also exhibits significant operational challenges that limit its functionality as a modern fire station based on current configuration. The facility was not designed to accommodate the scale and complexity of current fire operations. Maintenance requirements and spatial inadequacies have compounded over time. The drive-through apparatus bays are too small to house modern firefighting vehicles and equipment and there are inadequate spaces for training, locker rooms, or showers.

The continued reliance on outdated and inadequate facilities poses significant risks to the efficiency and effectiveness of public safety operations in Auburn. The City's public safety departments are experiencing growth in operational demands that outpace the capacity of existing facilities. The dispersion of essential functions and inadequate infrastructure contribute to inefficiencies, higher costs, and compromised service delivery. The flooding of evidence and impound areas highlights the vulnerability of current facilities to environmental events, jeopardizing operations and public safety. Addressing these deficiencies is critical to ensuring the City of Auburn can provide high-quality public safety services that meet current and future demands while optimizing operational efficiency and resource allocation.

The Project aims to address these longstanding operational challenges faced by both the City's Fire and Police Departments and provide a modern, efficient facility of sufficient size to meet current and future public safety needs.

2.2 Project Location

A space needs analysis, conducted by Simons Architects in 2017, confirmed that a new, purpose-built public safety facility is required to improve the current operational constraints and continue to provide emergency

services. In parallel, a City-wide site evaluation was conducted by Woodard & Curran to identify a feasible site to locate a new facility. After consideration of potential alternatives, including a review of all sizable City-owned and commercially available property, it was determined the location of the Central Fire Station would be the most effective location for a new facility to address these deficiencies. The primary goals were to maximize resources by co-locating the police headquarters and fire headquarters, ensure capacity to accommodate training facilities for Auburn public safety staff, and provide regional resources for other communities. The approximately 8.4-acre Site is located in the Minot Avenue General Business II zoning district.

The Site is bounded by Minot Avenue to the north, Taylor Brook to the west, wetlands and an unnamed tributary perennial stream to Taylor Brook (hereon referred to as the stream) to the south and southeast, and residential development to the northeast. An aerial of the project site is provided as **Figure 2-1**. A USGS site location map is provided in **Attachment 2**.



FIGURE 2-1: SITE LOCATION

The Site is the current location of Engine 3 or central fire station, a 3-story brick building built in 1972. The site includes a 1-story house from a recent adjacent parcel addition. In addition to these buildings, the Site is improved by a two-story cement fire training structure, diesel pump station, paved parking lots and driveways, and lawn. Approximately 3.7 acres of the 8.4-acre Site are developed. The remaining 4.7 acres are primarily forested, including approximately 1.1 acres of forested wetlands. No stormwater treatment systems exist on the Site.

2.3 Project Description

The project aims to consolidate and enhance the city's emergency services infrastructure to better serve the community's evolving public safety needs. The Project will include demolition of the existing fire station building, and construction of a new public safety building (~32,500 SF first floor footprint; ~55,500 SF total

building footage). The new building will include six drive-through apparatus bays. The proposed project includes three accessory structures: a police asset building (~4,200 SF footprint), a fire training building (~1,200 SF footprint), and a burn structure (~1,300 SF footprint). The facility design will integrate multiple critical functions, providing a centralized, modernized hub for the city's Fire Department, Police Department, and Emergency Operations Center (EOC) with additional support spaces. The proposed facility has been designed to include:

- Enhanced Police Department Spaces:
  - Sally Port, booking and detainee processing areas.
  - Evidence and weapons storage.
- Modernized Fire Department Features:
  - Larger drive-thru apparatus bays to accommodate current and future needs.
  - Crew quarters and privacy upgrades to support a diverse staff.
  - Health and safety upgrades including decontamination facilities.
- Shared Building Facilities (resulting in approximately 9,500 square foot savings):
  - Efficient, centralized public entry, lobby, and reception areas.
  - Core Function spaces (conference rooms, training rooms, and fitness center).
  - Shared support spaces and systems (mechanical, electrical, sprinkler, etc.).
  - Emergency Operations Center to coordinate response during critical incidents.
- Standalone Support Structures:
  - Modern Burn Structure for practical training.
  - New Fire Training Facility with classroom training space.
  - New Police Training Facility including practical training space and three apparatus bays for rolling asset storage.

The Project also includes significant site improvements including driveways, parking for public, staff, fleet, and emergency vehicles, retaining walls, fencing, guardrail, site lighting, grading, landscaping, associated utilities for sewer, electrical, gas, fuel, and water services, and a subsurface stormwater treatment system designed to meet Maine DEP Chapter 500 Standards. To accommodate site grading and minimize impacts to adjacent natural resources, retaining walls up to fifteen feet in height are required along the eastern, western and southern sides of the site.

The Project also includes removal of a deteriorated existing 48" diameter CMP culvert that crosses through the Site and replacement with a 13-foot-wide precast box culvert as well as realignment and restoration of approximately 280 linear feet of stream to improve stream functionality and hydraulic capacity.

2.4 Application Fees

The City of Auburn Planning & Permitting Fee Schedule (January 2022 revision) indicates a Site Plan Review fee of $700 for major projects. The City has determined that the Project is exempt from the Site Plan Review fee, as shown in **Attachment 3**.

3. EVIDENCE OF RIGHT, TITLE & INTEREST

3.1 Right, Title & Interest

The Project will occur on a portion of the parcel of land identified by the City as Map 209, Lot 035. This parcel is owned by the City of Auburn. A copy of the deeds, Book 1002, Page 617-618, and Book 10887, Page 281-282 are included in **Attachment 4**.

A GIS Parcel Map and list of properties abutting and within 1,000 feet of the Public Safety Facility is provided in **Attachment 5**. The site's zoning and abutting properties are shown in **Figure 3-1** below.

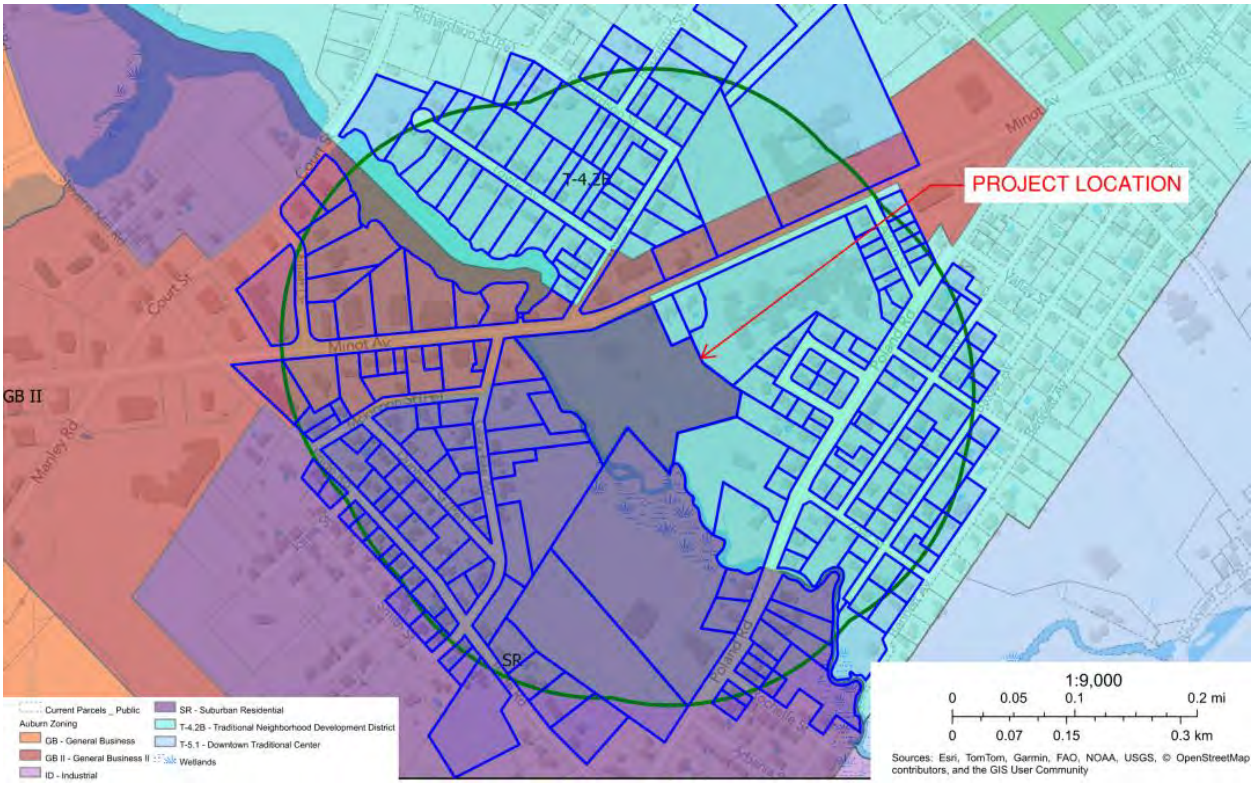


FIGURE 3-1: SITE ZONING AND ABUTTERS- CITY OF AUBURN GIS

3.2 Easements & Other Burdens

There is an existing sewer easement on the property. A portion of the sewer main within this easement will be relocated to accommodate the proposed building; the easement will be revised accordingly in coordination with Auburn Water and Sewerage Districts.

4. SITE PLAN REVIEW ORDINANCE

4.1 Applicability

Per the City of Auburn Code of Ordinances, Chapter 60, Article IV, Division 13, Section 60-525, the Project is assessed under the permitted zoning use of *municipal, civic or public service buildings and other utility facilities*, within the Minot Avenue General Business II (Minot Ave GB(II)) District. A pre-application meeting was held on February 11, 2026.

4.2 Dimensional Regulations

Section 60-526 of the Ordinance outlines dimensional regulations for the Minot Avenue GB(II) District. These regulations are provided below in italics, followed by a description of the materials provided.

1. *Minimum lot width and depth*

   The parcel exceeds the minimum dimensional requirements as shown on the Development Review Application Form in **Section 1**.

2. *Density*

   The proposed development will not result in greater than 60% lot coverage, as shown on the Development Review Application Form in **Section 1**.

3. *Yard Requirements*

   The proposed development has a front structure setback of approximately 60 feet, rear setback of 36 feet, and side setbacks of 40 feet, all of which meet or exceed ordinance requirements for this District.

4. *Height*

   The Public Safety building is two stories. The majority of the building will be less than 32.5 feet in height, as shown on the building elevations provided with the permit drawings in **Attachment 6**. The fire training tower, situated on the southwestern corner of the apparatus bays will be 56 feet in height as measured from the street frontage center grade, exceeding the 45-foot maximum height requirement. The proposed height of the Tower is due to the length of fire hoses, which are hung to dry. The Applicant respectfully requests a waiver for the fire training tower height.

   The existing fire training tower at the Central Station currently exceeds the 45-foot height limit by 14 feet. In comparison, the proposed tower represents a small reduction in nonconformity and an overall improvement relative to existing conditions.

   The accessory buildings are two stories or less and do not exceed the maximum height requirement.

5. *Off-Street Parking*

   Refer to **Section 4.3** of this Report.

4.3 Submission Requirements

Section 60-1301. (1)-(24) of the Ordinance lists submission requirements for Site Review Applications as listed below in italics, followed by a description of the materials provided.

6. *General information including the following:*

   a. Name and address of the owner and developer

   Owner & Applicant:
   City of Auburn, Maine
   60 Court Street
   Auburn, ME 04210
   (207)-333-6601 Ext. 2156
   Attn: Dan Goyette, Director of Engineering

   Applicant Agent:
   Woodard & Curran, Inc.
   12 Mountfort Street
   Portland, ME 04101
   (207) 558-3785
   Attn: Megan McDevitt, PE, Project Manager

7. *Name of development, scale, and meridian arrow, with specific definition of representation, date of plan and legend.*

   Civil Drawings with this information are included in **Attachment 6**, along with Landscape Drawings, Architectural Floor Plans, Building Elevations, and Renderings.

8. *Names and addresses of all owners of record of all adjacent property as appear on assessor's records.*

   A List of Abutters and properties within 1,000 feet of the project area is provided in **Attachment 5**.

9. *Zoning boundaries and 100-year floodplain boundaries including surrounding areas to a distance of 300 feet from the perimeter of the property.*

   A copy of the City of Auburn GIS Map showing the zoning for site and surrounding areas is included in **Attachment 5**. A section of the project in the southwest corner of the Site is within the 100-year floodplain. The FEMA Firmette showing the site and surrounding areas is provided as **Attachment 7**. The 100-year floodplain boundary is also shown in the Drawings in **Attachment 6**.

10. *Easements; rights-of-way, existing, planned or proposed; or other reservations adjacent to or intersecting the property.*

    The Minot Avenue (Route 121) public way right-of-way is located adjacent to the Site. An existing cross-country sewer easement is present along the western portion of the parcel. The existing 10-inch PVC gravity sewer main is located within the footprint of the proposed building. A portion of the sewer main will be relocated around the building; the design of the relocated main and associated easement is being coordinated with Auburn Water and Sewerage Districts.

11. *Topographic map of the site, containing the following:*

    a) *Existing contours, where the slope of existing ground surface is generally two percent or more, the topographic map shall show contours at intervals of five feet of elevation (or lesser intervals as the planning board or engineering department may prescribe). Where the slope of the existing ground surface is generally less than two percent, contour intervals of one foot shall be shown. These contours shall not be copied from the city topographic maps and shall be determined from an on-site survey certified by a registered land surveyor.*

    b) *Proposed contours shall be shown at intervals to be determined by the city engineer.*

    Existing topography based on a survey conducted by SGC Engineering Inc. is shown on **Sheet C-001**. Proposed contours are shown on **Sheet C-301** and **C-302**. See **Attachment 6**.

12. *The location of watercourses, wetlands, marshes, surface water, rock outcroppings, wooded areas, single trees with a diameter of ten inches measured three feet from the base of the trunk*.

    An Existing Conditions & Site Preparation Plan showing the referenced items is included as **Attachment 6, Sheet C-001** and **C-002**.

13. *Location of buildings existing on the tract to be developed and on adjacent tracts within a distance of 100 feet from the property line, indicating whether existing buildings on the tract are to be retained, modified or removed.*

    A Site Preparation showing the demolition scope for the project is included in **Attachment 6, Sheet C-002 and C-003**.

14. *The location of water mains, sewer mains, wells, fire hydrants, culverts, drains, pipe sizes, grades and direction of flow. existing within 200 feet of the subject property.*

    An Existing Conditions Plan for the project is included in **Attachment 6, Sheet C-001** and **C-002**.

15. *Existing soil conditions and soil suitability test results.*

    A Soils Map and Geotechnical Report prepared by SW Cole Engineering are appended to the Stormwater Management Report, included as **Attachment 8**.

16. *Locations of proposed buildings and uses thereof.*

    A Site Layout Plan for the project is included in **Attachment 6, Sheet C-101** and **C-102**. Architectural drawings have also been included in **Attachment 6**.

17. *Proposed traffic circulation system:*

    a. *Including streets, parking lots, driveways and other access and egress facilities, curb lines, sidewalk lines and existing streets.*

    A Site Layout Plan showing this information is included in **Attachment 6, Sheet C-101** and **C-102.**

b. *Including the projected traffic flow patterns into and upon the site for both vehicles and pedestrians and an estimate of the projected number of motor vehicle trips to and from the site for an average day and for peak hours.*

Traffic associated with the proposed Public Safety Facility will enter and exit the Site via three driveways on Minot Avenue: a two-way driveway across from Towle Street, an emergency-vehicle driveway serving the apparatus bay, and a two-way driveway on the eastern side of the parcel. Vehicle trip distribution follows existing patterns along Minot Avenue, with the majority of trips approaching from both the east and west, and smaller volumes from nearby streets such as Manley Road, Stevens Mill Road, Pride Road, Towle Street, and Fairview Avenue. Pedestrian access is supported by existing sidewalks along Minot Avenue and the surrounding network.

A Traffic Movement Permit Application prepared by Barton & Loguidice, has been submitted to MaineDOT for review and a copy is provided as **Attachment 9**.

18. *The location of existing and proposed public utility lines: indicating whether proposed lines will be placed underground.*

A Site Utility Plan for the project is included in **Attachment 6, Sheet C-201** and **C-202.**

19. *Site developments requiring stormwater permits pursuant to 38 M.R.S.A. § 420-D shall include the required plan and to the extent permitted under 38 M.R.S.A. § 489-A, be reviewed under the procedures of article XVI of this chapter; and they shall meet and comply with 38 M.R.S.A. § 484(4-A) and those Rules promulgated by the Maine Department of Environmental Protection pursuant to the Site Law and section 420-D, specifically Rules 500, 501 and 502, as last amended August 12, 2015. If a project proposes infiltration and the standards in Rule 500, appendix D are not met, then a waste discharge license may be required from the Maine Department of Environmental Protection. An infiltration system serving a development regulated under the Site Location of Development Act may be required to meet standards in addition to those in appendix D.*

The project is required to manage stormwater on the Site in accordance with applicable Maine Department of Environmental Protection (DEP) and City of Auburn regulations. The project will disturb approximately 4.8 acres and result in approximately 4.0 acres of impervious area, inclusive of a net increase of approximately 2.4 acres of impervious area. Therefore, the project requires compliance with the Basic Standards (erosion and sedimentation control), the general standard (stormwater quality treatment) and the flooding standard (stormwater quantity) of DEP Chapter 500 stormwater regulations.

The project is not located within the direct watersheds of Lake Auburn or Taylor Pond; therefore, compliance with the City's phosphorous control standard is not required. The proposed stormwater conveyance system is sized to convey the 25-year storm, and the proposed site has been designed to mitigate peak discharge flow rates for the 25-year storm event to remain in compliance with City of Auburn Code of Ordinances Sec. 46-210(a)(3).

Proposed stormwater management systems are shown on the Site Grading & Drainage Plan, **Attachment 6, Sheet C-301 and C-302**. Additional information is included in the Stormwater Management Report as **Attachment 8.**

20. *The location and design of proposed off-street parking and loading areas. indicating number and size of stalls.*

    A Site Layout Plan showing this information is included in **Attachment 6, Sheet C-101** and **C-102**. The project provides 122 total parking spaces, including five ADA accessible spaces (one van accessible) in compliance with ADA Standards for Accessible Design, Section 208.2. Parking stalls are 9 feet wide and 18 feet long.

21. *Proposed location and direction of and time of use of outdoor lighting.*

    The facility will operate 24 hours a day and requires exterior lighting for safety and visibility during nighttime hours. As shown in **Attachment 10**, outdoor lighting will be provided by pole-mounted fixtures placed around the parking areas adjacent to the building. Lights will be directed downward to illuminate parking spaces, drive aisles, and pedestrian paths while minimizing light spill onto neighboring properties. Lighting will remain on during all nighttime hours to support continuous facility operations.

22. *Existing and proposed planting, fences and walls.*

    a. *Including all landscaping and screening; indicating existing trees to be retained and areas to be left undisturbed.*

       A Landscaping Plan for the project is included in **Attachment 6**, **Sheet L-100 – L-201**.

    b. *Including design features intended to integrate the proposed new development into the existing landscape to enhance aesthetic assets and to screen objectionable features from neighbors.*

       A Landscaping Plan for the project is included in **Attachment 6**, **Sheet L-100 – L-201**.

23. *The location, size, design, and manner of illumination of signs.*

    Not applicable; no illuminated signs are proposed.

24. *The disposal location of sewage, trash, solid waste, oil waste, hazardous waste or radioactive waste showing disposal facilities, receptacles, or areas*.

    Sewage from the proposed building will tie into the existing Auburn Water and Sewerage Districts sewer main, as shown on the Site Utility Plan, **Attachment 6, Sheet C-201** and **C-202**. An oil/water separator is proposed for the floor drains within the apparatus bay (exterior) and sallyport (interior).

    Adequate provisions for recycling and solid waste disposal have been made. All solid waste materials and recyclables generated by the proposed development will be transported and disposed of or recycled in accordance with applicable laws and regulations. Solid waste will be managed in full accordance with all applicable laws and regulations. An on-site dumpster pad

adjacent to the Police Asset Building has been included in the design to allow for storage and removal of on-site solid waste.

The proposed development will generate construction waste and demolition debris (CDD). The Contractor will be responsible for properly disposing of the CDD. The Contractor will be responsible for handling, managing, and disposing of all waste generated by construction in accordance with the Maine Solid Waste Management Regulations and all other applicable local, state, and federal regulations.

Excess soil that may be generated during construction will be disposed of in accordance with Maine Department of Environmental Protection (DEP) solid waste regulations, with the most likely receiving facility being a Maine DEP licensed landfill. This project is not anticipated to generate significant excess soil.

The existing underground fuel tank will be removed and disposed of in accordance with all applicable laws and regulations. The Contractor will be responsible for legal disposal of any oil waste during construction. Woodard & Curran does not anticipate any other hazardous or radioactive wastes from the construction of this project.

25. *Perimeter boundaries of the site giving complete descriptive lot data by bearings, distances, and radii of curves including the name and seal of the registered land surveyor who prepared the plan.*

    Perimeter boundaries are included in **Attachment 6, Sheet C-001**. Existing conditions are provided by a field survey prepared by SGC Engineering, LLC. dated January 28th of 2022.

26. *Description and plan of capacity and location of means of sewage disposal together with approval of sewer district engineer or evidence of soil suitability for such disposal (test pit locations shall be shown on the plans) similarly approved by the city engineer department.*

    No on-site sanitary sewage disposal is proposed. A cross-country sewer main will be relocated to accommodate the proposed building. The private sanitary sewer service will flow via gravity east to west from the Public Safety and Police Asset buildings. Wastewater from the Fire Training Facility will be pumped via force main to a manhole southwest of the apparatus bay. All flows from the proposed public safety and training facilities will converge and discharge into the relocated gravity sewer main at a manhole along the western edge of the driveway. The proposed development will include kitchens and garages; grease traps and oil/water separators will be provided as shown in the drawings.

    The Applicant is coordinating with Auburn Water and Sewerage Districts on the sewer main relocation, service connections and capacity to serve and will provide sewer capacity to serve documentation upon receipt.

27. *A statement of the amount of area of land involved in the site including:*

    a. *The percentage of the site proposed to be covered by buildings.*

       The proposed building lot coverage is approximately 11%.

    b. *The total number of dwelling units proposed per acre.*

No dwelling units are proposed as part of the Project.

c. *The area proposed to be devoted to open space.*

Not applicable.

d. *The area proposed to be paved for parking, driveways, loading space and sidewalks.*

Approximately 113,850 square feet of impervious area is proposed, including parking, drive aisles, sidewalks, dumpster pad, equipment pads, memorial plaza, and gravel surfaces.

e. *The total number of parking spaces required by the zoning chapter for the uses proposed.*

The proposed Public Safety Facility will include 104 parking spaces, including two accessible parking spaces, in a secure area south of the Public Safety Building for employee and fleet vehicle parking. An additional 18 public parking spaces, including three accessible parking spaces, are proposed by Minot Avenue north of the Public Safety Building and outside of the secured area for public and visitor parking.

f. *The number of employees expected per shift and the total floor area of proposed commercial or industrial uses.*

The facility will operate on a 24-hour schedule. Approximately 15 administrative staff between both departments will work on site during normal business hours. In addition, seven Fire Department personnel and up to 15 Police Department patrol officers will be on site during each shift, resulting in approximately 22 shift-based staff in the building around the clock.

The building is also designed to accommodate full-department training activities, which may involve more than 60 personnel from either department at one time. No commercial or industrial uses are proposed as part of this project.

28. *Description and plan of a phase development concept detailing the areas and sequence of phasing.*

The project will be constructed in multiple phases to ensure orderly development, environmental compliance, and continued access to surrounding properties. Construction is anticipated to begin in January 2026 with tree clearing, installation of erosion controls, grubbing, and initial grading, followed by the placement of the burn structure and the installation of the box culvert.

Erosion and sedimentation control measures will be implemented as detailed in the Stormwater Management Report provided in **Attachment 8**. Subsequent phases will include installation of utilities, the stormwater management systems, and the access roads, followed by demolition of the existing fire station building. Construction of the new fire station facility and associated public safety structures will proceed after demolition, along with remaining site improvements, landscaping, and final surface treatments. In-water work associated with the culvert replacement will occur within the Army Corps of Engineers (ACE) designated time of year window for non-tidal waters from July 15, 2026 to September 30, 2026. Temporary construction access, traffic management controls, and site restoration will be coordinated throughout the project to minimize impacts on adjacent land uses. Temporary fills and construction mats will be removed when no longer necessary, and disturbed

areas, including wetland locations, will be stabilized and revegetated in accordance with the restoration plans included in this permit application.

29. *A statement by the developer assuring that they have the financial capabilities to fully carry out the project and to comply with the conditions imposed by the planning board.*

    Woodard & Curran understands that the City of Auburn has financial capacity to manage the Project as indicated in a letter from the City of Auburn Finance Director included in **Attachment 11**.

4.4 Development Review Checklist Requirements

The Development Review Checklist, provided in **Section 1**, lists the application submission requirements. Requirements not previously addressed in this Application are addressed below, with Development Review Checklist Requirements in italics.

1) Site Plan

a) Zoning of Property

The Site is in the Minot Avenue General Business II (Minot Ave GB(II)) District. Taylor Brook is classified as a stream, which requires a 75-foot buffer under Auburn's Shoreland Overlay District. The project complies with Sec. 60-992 regarding structure and activity setbacks from protected resources. The proposed development maintains this buffer for all principal and accessory structures. A small portion of the 75-foot buffer will be disturbed to construct the retaining wall, but will be re-vegetated after construction. Work within the buffer is limited to selective tree clearing, grading, and erosion control. No structures, parking areas, or retaining walls are proposed within the 75-foot buffer.

b) Driveway Openings/Locations

The speed limit on Minot Avenue is 35 miles per hour at the project Site; therefore, 125 foot spacing is required at driveways per Section 60-800. The distance between the eastern driveway and the apparatus driveway is approximately 175 feet. The apparatus driveway curb cut is approximately 140 feet to allow emergency vehicles from all six apparatus bays unobstructed exit from the site. The distance between the apparatus driveway and the western driveway is approximately 15 feet. The Applicant respectfully requests a waiver for the separation distance between the apparatus driveway and western driveway as the apparatus driveway will be utilized mainly for emergency exits from the site.

c) Airport Area of Influence.

Not Applicable. The project site is approximately 3 miles from Lewiston-Auburn airport and is outside of the Airport Area of Influence as shown in **Figure 4-1** below:



FIGURE 4-1: AIRPORT AREA OF INFLUENCE OVERVIEW - CITY OF AUBURN GIS

d) Fire Department Review

The City of Auburn Fire and Police Departments have been and will continue to be engaged throughout the design process.

2) Landscape Plan

a) Greenspace Requirements

Not applicable.

b) Setbacks to Parking

All permanent parking areas are separated from adjacent property lines by drive aisles as shown on **Attachment 6, Sheet C-101** and **C-102**.

c) Buffer Requirements

Natural vegetated buffers are provided around the majority of the proposed development. An access driveway is required along the eastern boundary for the separated public / visitor parking area and site access. Minimum yard setbacks to buildings are provided.

d) Street Tree Requirements

Not Applicable.

e) Screened Dumpsters

Proposed dumpsters will be enclosed in a fenced area with privacy screen to minimize visibility from the street and abutting properties**.**

f) Additional Design Guidelines

Not Applicable.

g) Planting Schedule

The Landscape Planting Plan is provided in **Attachment 6, Sheet L-200**.

3) Stormwater & Erosion Control Plan

Chapter 500 compliance is demonstrated in the Stormwater Management Report provided as **Attachment 8.** Existing contours, proposed contours, and drainage infrastructure are shown on **Sheets C-301** and **C-302** of **Attachment 6**. Drainage calculations are included in the Stormwater Management Report as **Attachment 8.**

Erosion Control Measures are included in the Site Preparation Plan in **Attachment 6, Sheet C-002 and C-003**. The contract documents will require the Contractor to obtain all applicable construction permits, including the MCGP, and discharge stormwater from construction activities in accordance with the MCGP. Additional information regarding the erosion and sedimentation control plan is provided in Section 4.2.1.4 of the SLOD portion of this report.

Based on discussions with the City, a bonding and inspection fee will be dependent on the construction cost and will require ongoing coordination with the City for implementation prior to construction. The Applicant has requested this requirement be waived from the Application but will continue to coordinate a bonding and inspection fee for the contractor prior to construction.

The Post-Construction Stormwater Plan and inspection and monitoring requirements for proposed stormwater system are included in the Stormwater Management Report in **Attachment 8.**

4) Lighting Plan

Exterior lights are arranged and shielded to illuminate proposed parking and driveways while minimizing light trespass at property boundaries. Light fixtures will be full cut-off. A photometrics plan and fixture cut sheets are provided in **Attachment 10**.

5) Traffic Information

Refer to the Traffic Movement Permit Application prepared by Barton & Loguidice as **Attachment 9**. Given its use, the proposed facility will be secure and operated 24/7. Proposed traffic and ADA signage is shown on the Site Layout Plan, **Attachment 6, Sheet C-101 and C-102**. The proposed site includes a separate public parking area for visitors. Accessible routes have been designed from accessible parking spaces and public sidewalk to building entrances.

The proposed site has been designed to accommodate turning movements for the City's fire apparatus and emergency vehicles. The City of Auburn Police Department has been and will continue to be engaged throughout the design of this project.

5) Utility Plan

The Applicant is coordinating with Unitil to determine natural gas service requirements and connection details. The Applicant is coordinating with Central Maine Power and telecommunications utility providers. Site electrical and telecommunications services are shown on the drawings included in **Attachment 6**.

6) Natural Resources

a) Shoreland Zone

The project site is outside of the Shoreland Zone as shown in **Figure 4-2** below and the 75-foot City of Auburn shoreland setback.

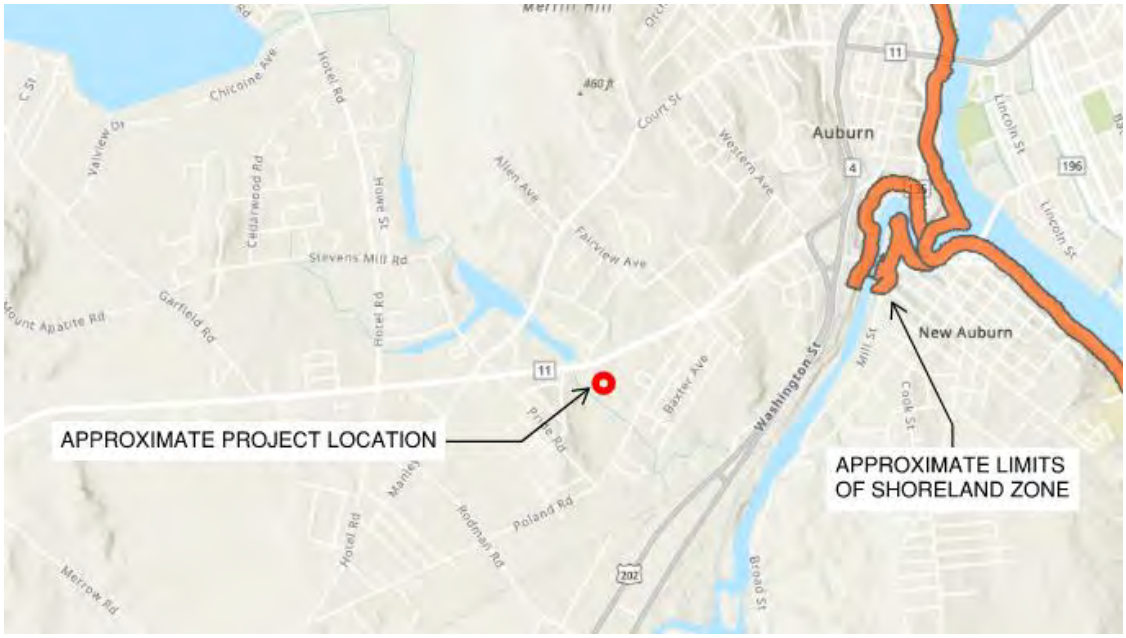


FIGURE 4-2: SHORELAND ZONE OVERVIEW - CITY OF AUBURN GIS

b) Floodplain

The southern corner of the project site is within FEMA Special Flood Hazard Area Zone AE with a Base Flood Elevation of 212, as shown in **Attachment 7**. The site is designed to minimize work in the existing floodplain using retaining walls. Work within the existing floodplain is required to construct a portion of the retaining wall, box culvert, and paved driveway around the Burn Structure. Site grades will be raised so proposed structures are located a minimum of two feet above flood elevations. The existing and future flood plains are shown on the civil drawings in **Attachment 6**. The majority of the Site is outside of the

0.2% annual chance floodplain (i.e. the 500-year storm). No work will occur within the regulatory floodway.

c) Wetlands or Streams

FB Environmental Associates (FB Environmental) conducted a wetland delineation on November 3, 2021 to evaluate the presence of federal jurisdictional areas within the project area. Applicable wetland features were identified and flagged in accordance with the 1987 US Army Corps of Engineers Wetland Delineation Manual. These federal jurisdiction areas include three wetland complexes and a perennial tributary stream to Taylor Brook on the Site. FB Environmental performed additional investigation of the unnamed tributary to Taylor Brook on March 25, 2025 and August 15, 2025. During these subsequent investigations, FB Environmental obtained stream measurements and conducted a functions and values assessment. Documentation summarizing FB Environmental Associates' findings with a wetland delineation map is included in **Attachment 12**.

d) Urban Impaired Stream

Not Applicable. Based on the Maine Urban Impaired Stream Watersheds GIS, the project site is not located within an Impaired Stream Watershed as shown below in **Figure 4-3**.

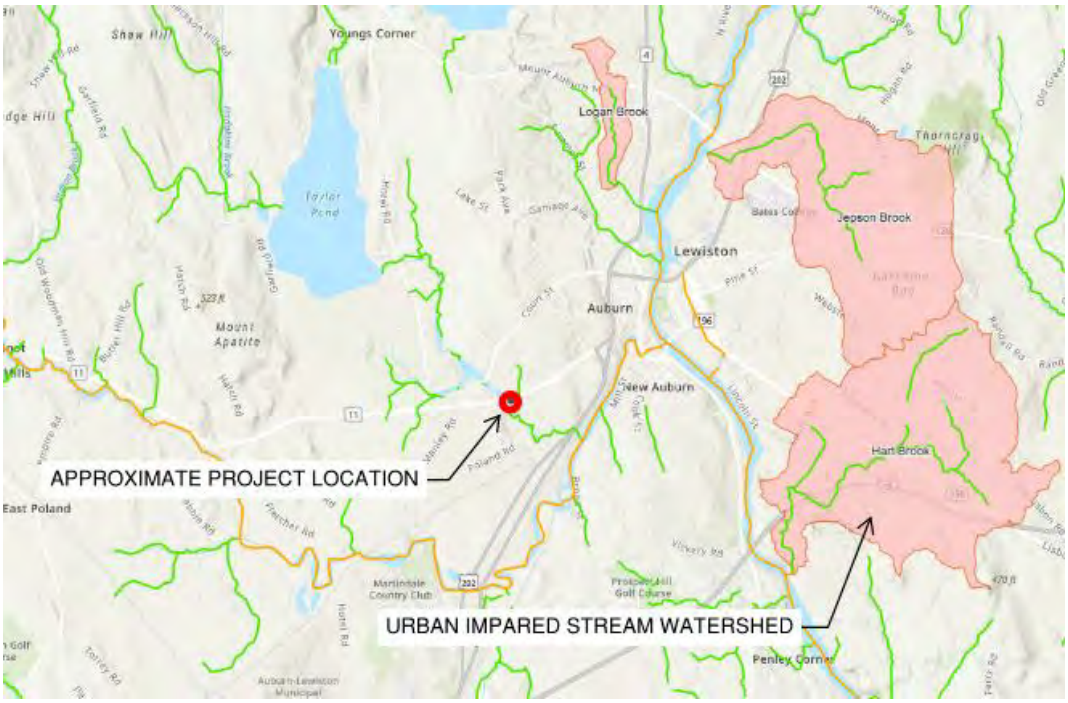


FIGURE 4-3: MAINE URBAN IMPAIRED STREAMS WATERSHEDS OVERVIEW - MAINE DEP GIS

e) Phosphorus

Not Applicable. The project is not located within the direct watersheds of Lake Auburn or Taylor Pond; therefore, the City's phosphorous control standard is not required.

f) Aquifer/ Groundwater Protection

The project site is outside of any Significant Sand and Gravel Aquifers as defined by Maine Geological Survey Open-File No. 99-22, included as **Attachment 13.**

g) Applicable State Permits

A Maine DEP Tier 3/Individual NRPA permit has been submitted and is under review. A Site Location of Development permit is included in **Section 5** of this report. A MCGP will be submitted to Maine DEP for the Project prior to construction. An Army Corps of Engineers (ACE) Pre-Construction Notification has been submitted and is under review. Copies of permit approvals can be provided upon request.

h) Lake Auburn Watershed

Not Applicable. The project site is outside the Lake Auburn Watershed as shown in **Figure 4-4** below**.**



FIGURE 4-4: LAKE AUBURN WATERSHED OVERVIEW - CITY OF AUBURN GIS

i) Taylor Pond Watershed

Not Applicable. The project site is outside of the Taylor Pond Watershed as shown in **Figure 4-5** below.



FIGURE 4-5: TAYLOR POND WATERSHED OVERVIEW - CITY OF AUBURN GIS

6) Right, Title, or Interest

See **Section 2** of this narrative.

7) Technical & Financial Capacity

Evidence of financial capacity is provided in **Attachment 11**. Evidence of technical ability is provided in Section 4.5.

8) State Subdivision Law & Additional Subdivision Standards

Not Applicable.

4.5 Waiver Requests

The Applicant respectfully requests the following waivers:

- Section 60-526 Building Height: A 16.5-foot by 16.5-foot fire training tower exceeds the 45-foot maximum building height requirement by 11 feet. The tower height is dictated by the Fire Department's operational requirements, specifically the need to hang and properly drain full-length fire hoses. Because this functional height is essential for safe and effective fire service operations, the tower cannot be reduced to meet the height limit. A waiver is therefore requested.

  It is important to note that the existing fire training tower at the Central Station currently exceeds the 45-foot height limit by 14 feet. In comparison, the proposed tower represents a small reduction in nonconformity and an overall improvement relative to existing conditions.

- Section 60-800 Driveway Spacing: Two access driveways are required to support both the Police and Fire operations. A full pull-through apparatus bay configuration is necessary to allow

emergency vehicles from all six bays to exit the site without obstruction. The placement of these driveways is constrained by the property boundary to the east and Taylor Brook to the west, limiting the ability to increase separation.

Because the apparatus driveway will be mainly used during emergency responses, and because the primary public access driveways on the site exceed the minimum spacing requirement, strict compliance with the driveway separation standard is not feasible. A waiver is therefore requested.

5. SITE LOCATION OF DEVELOPMENT

5.1 Applicability

Per the Maine DEP Site Location of Development (SLOD) Law, projects that exceed established development thresholds must provide application materials and technical documentation demonstrating compliance with applicable permitting standards. As the Project will result in the creation of more than three acres of total impervious area, a SLOD Permit is required. The City of Auburn maintains Delegated Review Authority from the Maine DEP for Site Location of Development and Stormwater Management Law permit applications. The following sections present the information required for the City's review of the Project.

5.2 Development Description

Refer to **Section 2** of this Report.

5.3 Title, Right, or Interest

Refer to **Section 3** of this Report.

5.4 Financial Capacity

A copy of a letter verifying the Applicant's financial capacity to undertake the project is provided as **Attachment 11**.

5.5 Technical Ability

Woodard & Curran, a Portland-based firm, has provided engineering services to the public and private sector for over 40 years, including permitting, civil/site engineering, stormwater, and construction management services. Woodard & Curran has completed projects for colleges, universities, and healthcare institutions that build strong, sustainable infrastructure and environmental programs serving both their business needs and the communities that make them so vibrant. With extensive experience in design and permitting for site development projects, Woodard & Curran has completed many projects within the City of Auburn including the Auburn Police Activity League (PAL) Center. Copies of resumes and information on other members of the project team can be provided upon request

Port City Architecture, a Portland-based firm, has extensive public-safety design capability, with a portfolio of more than 35 police, fire, and combined public-safety facilities completed in the past decade. Working in partnership with Allied Engineering, they provide a fully Maine-based team with senior-level architects and engineers who have extensive, hands-on experience and a long history of collaborating on complex municipal projects. This continuity ensures a coordinated, technically proficient approach from initial design through construction. Resumes and additional team qualifications can be provided upon request.

5.6 Noise

As a combined fire and police station, this location will have intermittent emergency response noises and sirens associated with its daily operations. The sound of sirens is not a new disturbance at this location as the existing site is an active fire station.

HVAC and primary mechanical equipment will be located and screened to mitigate noise impacts. Noise associated with the proposed development will not exceed regulated levels and is not anticipated to negatively impact surrounding development in its urban setting.

There will also be noise impacts as a result of construction activities. Construction activities will be limited to the hours permitted by the City. For those noise events that are above the regular background level, advance notifications will be provided using email and webpage communication mechanisms.

5.7 Visual Quality & Scenic Character

As further described in **Section 4** of this Report, the architecture and landscaping have been designed to be consistent with the scenic character of the surrounding area. It is not anticipated that the proposed development will result in negative visual impacts.

5.8 Wildlife & Fisheries

Adjacent to the proposed project are natural resource areas including Taylor Brook and an unnamed tributary referred to as "Stream 1." Wetland areas (Wetland A, Wetland B and Wetland C) are present in the southwestern, southern and southeastern portions of site respectively. A wetland delineation investigation, including a functions & values assessment, was conducted by scientists at FB Environmental in March of 2025. A Wetland and Stream Restoration Plan was prepared by FB Environmental in August of 2025 to support the Army Corps of Engineers Pre-Construction Notification. Copies of these reports are provided in **Attachment 12.**

The Official Species List, provided in **Attachment 14** identifies the tricolored bat (proposed endangered species), Atlantic salmon (endangered species) and monarch butterfly (proposed threatened species) are in the project vicinity; however, no critical habitat areas are within the project area.

Based on US Fish & Wildlife information, the tricolored bat typically lives in caves, mines or culverts during the winter months, and in trees during the spring, summer, and fall. A Bat Assessment Survey was conducted by FB Environmental on August 15, 2025. No bats or evidence of bats were observed. In accordance with the Northern Long-eared Bat and Tricolored Bat Range-Wide Determination Key (Bat D-Key), the Bat Assessment Survey was submitted to Maine Ecological Services Field Office (ESFO) for consultation on August 26, 2025. The Bat D-Key has been finalized and approved by ESFO. Tree clearing will be conducted in accordance with time-of-year restrictions defined in the Army Corps of Engineers permit. The Bat Survey and D-Key are provided in **Attachment 14**.

Maine Department of Inland Fisheries and Wildlife (MDIFW) confirmed there are no mapped Essential Habitats, no Significant Vernal Pools, and no anticipated significant impacts to protected bat species or inland fisheries for the proposed project, provided recommended construction practices and stream-crossing timing are followed. As part of the Army Corps of Engineers permitting process, MDIFW provided feedback to increase riparian buffers along the relocated stream (see **Attachment 14**); the drawings provided in **Attachment 6** have incorporated the increased buffer width. It is not anticipated that the proposed development will have a negative impact on the tricolored bat, Atlantic salmon, or monarch butterfly.

5.9 Historic Sites

The existing Central Fire Station building was constructed in 1972 by Architect Deane M Woodward. Maine Historic Preservation Commission (MHPC) was contacted as part of the Army Corps of Engineers permit application and determined the Auburn Central Fire Station is eligible for listing in the National Register of Historic Places; this determination is provided in **Attachment 14**. Section 106 consultation and development of a Memorandum of Agreement with MHPC is in progress.

5.10 Unusual Natural Areas

A letter was submitted to the Maine Natural Areas Program (MNAP) requesting a review of the Site for rare or exemplary botanical features. MNAP responded on August 1, 2025, confirming that the Site is currently developed and that no known rare botanical features are documented within the project area. The MNAP response letter is provided in **Attachment 14**.

5.11 Buffers

We anticipate a small portion of the 75-foot setback from Taylor Brook will be disturbed to install the proposed retaining wall. This area will be revegetated after construction. No permanent structures or impervious surfaces are proposed within this stream setback. As discussed with Army Corps of Engineers and MDIFW, a 25-foot riparian buffer is proposed along the unnamed tributary to Taylor Brook. Army Corps of Engineers is in process of drafting the permit approval; a copy of the approval letter can be provided upon request.

5.12 Soils

Soils information is provided in the Stormwater Management Report provided in **Attachment 8**. Environmental assessments of the Site have been conducted and excess soils will be disposed of in accordance with local, state, and federal regulations.

5.13 Stormwater Management

The proposed stormwater management system has been designed to adequately capture, convey, and treat stormwater runoff, as demonstrated in the Stormwater Management Report provided in **Attachment 8**.

5.14 Urban Impaired Stream

The proposed development is not located within the watershed of an Urban Impaired Stream; the Urban Impaired Stream Standard does not apply.

5.15 Basic Standard

The Web Soil Survey and Soil Erosion and Sediment Control Plan and compliance with the Basic Standard is described in the Stormwater Management provided as **Attachment 8**.

5.16 Groundwater

The proposed development is not located within a Significant Sand and Gravel Aquifer. The proposed development will not infiltrate or extract groundwater; therefore, significant impacts to groundwater are not anticipated.

5.17 Water Supply

The proposed development will be provided with both fire protection water service and domestic water service via a private water system that will connect to the public water main on Minot Avenue. Woodard & Curran is working directly with the Auburn Water and Sewerage Districts to determine the appropriate design for this work and coordinate Ability to Serve; a copy of the District's determination of ability to serve will be provided upon receipt.

5.18 Wastewater Disposal

Refer to **Section 4.3.21** of this Report.

5.19 Solid Waste

Refer to **Section 4.3.19** of this Report.

5.20 Flooding

A portion of the Site is delineated as Special Flood Hazard Areas according to FEMA's Flood Insurance Rate Map (FIRMette), provided as **Attachment 7**. An application for a Flood Hazard Development Permit will be submitted to the City of Auburn. The proposed development will not cause or increase flooding or cause an unreasonable flood hazard to any adjacent structures. The flood zones are located along the southwestern portion of the proposed development, as shown on the permit drawings and FEMA FIRMette.

5.21 Blasting

S.W. Cole Engineering, Inc., the geotechnical engineer for the project, has confirmed that based on investigations completed to date, no blasting is anticipated for this project.

5.22 Air Emissions

No significant air emissions are anticipated for the project.

5.23 Odors

The proposed development will not involve any processes that emit significant odors; this Section is not applicable.

5.24 Water Vapor

The proposed development will not use water for any processes that would emit water vapor; this Section is not applicable.

5.25 Sunlight

The proposed development will not block access to sunlight for any structures utilizing solar energy; this Section is not applicable.

5.26 Notices

The City of Auburn has Delegated Review Authority for this application; as such, it is our understanding that the City will conduct the public notice requirements as part of the Development Review Application notification process.

ATTACHMENT 1: AGENT AUTHORIZATION

City of Auburn, Maine
Engineering Department
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Megan McDevitt, PE
Woodard & Curran
12 Mountfort Street Floor 5
Portland, ME 04101

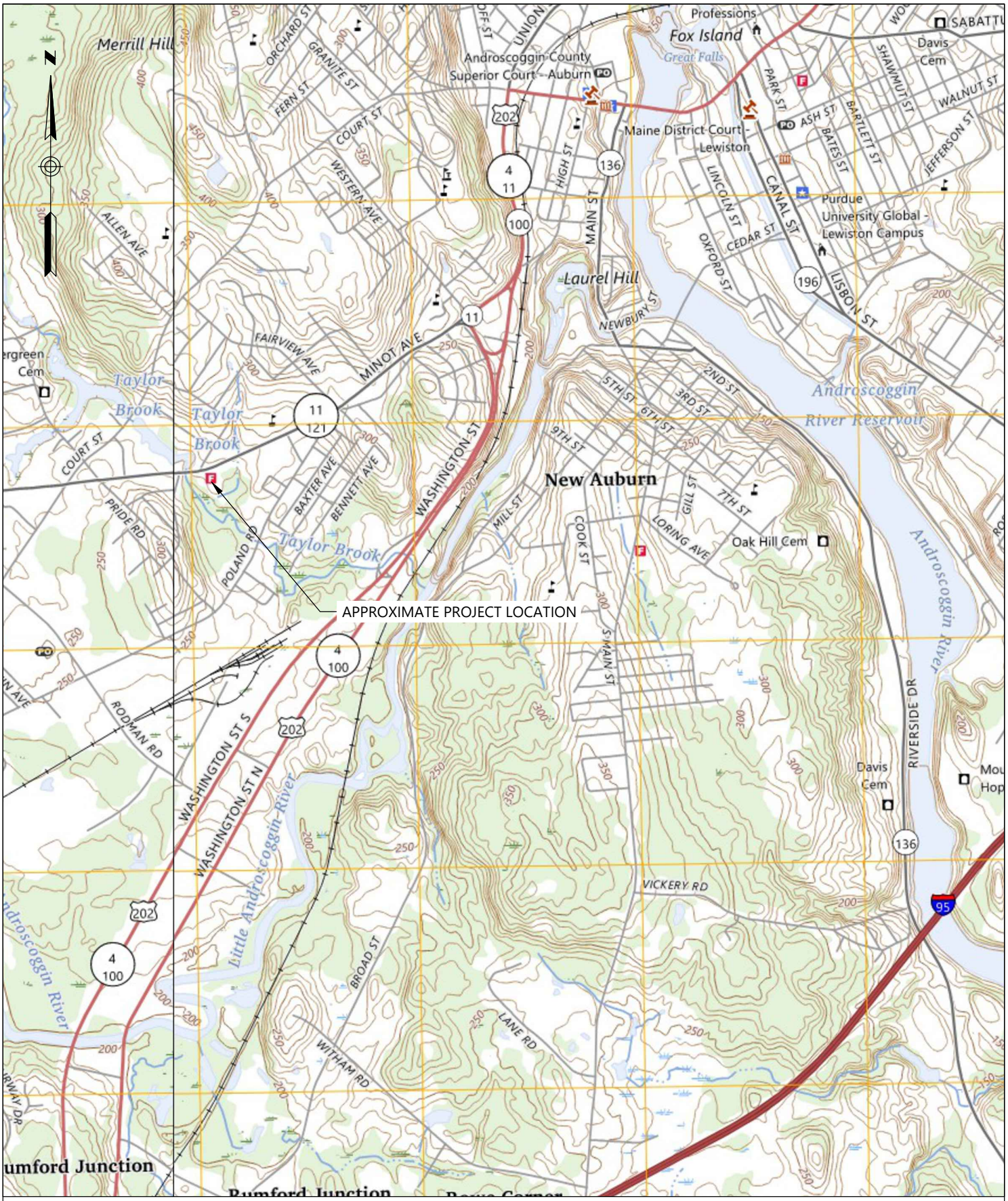
Dear Megan,

The City of Auburn, Maine is preparing plans for a new Public Safety Facility to begin construction in 2026. On behalf of the City of Auburn, I am authorizing Woodard & Curran, Inc. to assist in the preparation of permit applications for this project. Woodard & Curran is authorized as our agent to represent the City of Auburn in addressing questions on the plans and applications for these projects.

Sincerely,

Dan Goyette, PE
Director of Engineering and Capital Projects
City of Auburn, Maine

ATTACHMENT 2: USGS SITE LOCATION MAP



NOTE:

1. BASEMAP: UNITED STATES GEOLOGICAL SERVICES, DATED 1/1/2024, ACCESSED 4/14/2025

Woodard & Curran	Client Info: AUBURN PUBLIC SAFETY FACILITY UPGRADES CITY OF AUBURN, MAINE	Job No: 233981.23 Date: APRIL 2025 Scale: 1"=2000' Des by: DML Drn by: DML Chk by: HKS	Drawing Title **SITE LOCATION MAP**	Drawing Number **FIGURE 1**

\\woodardcurran.net\shared\projects\0233981.23 auburn me public safety fac\wip\2025.04.14 mdifw er review request\site location map\site location map

ATTACHMENT 3: APPLICATION FEE WAIVER CONFIRMATION

From: Eric Cousens <ECousens@auburnmaine.gov>
Sent: Tuesday, January 13, 2026 12:52 PM
To: Dan Goyette <dgoyette@auburnmaine.gov>
Cc: Samantha Peikes <speikes@auburnmaine.gov>
Subject: Re: [External]Auburn Public Safety Facility - Design & Permitting update

- Do we need to have a Pre-Application meeting with anyone at the City before we formally submit the application? The meeting can be virtual or in person but we should have a meeting to review what will be submitted. If the timing works out, we can do that at a plan review group meeting or schedule a separate meeting if needed.
- We know DEP gave the City delegated Authority to review the Site Location of Development permit application. Should this be a completely standalone, separate application from the City's Site Plan application, or can they be combined? It can be a single application meeting City Ordinance. Our Site Plan/Special Exception ordinance is approved as a substitute for Site Law Application.
    - How many printed copies of the applications and drawings are required. How may full-size verse half-size drawings are needed?
      Three sets of the application with Full size plans of all plan sheets. 9 sets of the application and overall site plan in full size and supporting plans can be 11x17.
- Can we get email from Planning confirming application fees will be waived? Attached is the email from the Engine 2 application.
  The application fees for review are waived for this project. We do still need to pay for advertising of the public hearing. You can pay the $200.00 standard fee or process the actual bill for advertising when we receive it.

ATTACHMENT 4: EVIDENCE OF RIGHT, TITLE & INTEREST

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JANE P. NORRIS of Auburn, County of Androscoggin and State of Maine, JOHN S. PARSONS of said Auburn, County and State aforesaid, GEORGIA F. EUSTIS of Providence, County of Providence, State of Rhode Island, and FLORENCE P. HANSEN of Springvale, County of York and State of Maine for consideration paid, grant to the CITY OF AUBURN a municipal corporation organized under the laws of the State of Maine

with warranty covenants

Certain lots or parcels of land with the buildings thereon situated in said Auburn on the southerly side of Minot Avenue bounded and described as follows, to wit:

Parcel 1: Beginning at an iron pin on the southerly side of Minot Avenue; thence in a southwesterly direction two hundred ninety-five (295) feet, more or less, to Taylor Brook; thence in a northwesterly direction up and diagonally across Taylor Brook and partly along the line of land now or formerly of Gertrude Page one hundred eighty (180) feet, more or less, to the northeasterly corner of said Page and the line of Minot Avenue; thence easterly along the southerly line of Minot Avenue two hundred twenty-five (225) feet, more or less, to the point of beginning. Being parcels 2 and 3 in a deed from Charles H. Stevens to Henry Lewis et al dated December 21, 1868 and recorded in the Androscoggin County Registry of Deeds, Book 57, Page 104.

Parcel 2: Beginning at the northeasterly corner of parcel 1 above on the southerly line of Minot Avenue at a stone now situated or formerly situated in the ground; thence at right angles with this road as it was located in 1887 southerly to the corner of land formerly of Woodbury Pride; thence northwesterly by said Pride's land to the southeasterly line of parcel 1 above; thence northeasterly by parcel 1 above to Minot Avenue; thence by said road easterly to the point of beginning. The next to the last course above being erroneously omitted in all prior deeds beginning with the deed from, Marshall Percival to John Chadbourne dated July 7, 1887 and recorded in said Registry in Book 125, Page 441.

Parcel 3: Beginning at a stone found on the southerly (erroneously called easterly in prior deeds) side of Minot Avenue, so-called; thence at right angles with said Minot Avenue southerly to Taylor Brook; thence up the brook to the above-described parcel 2; thence by the line of said lot to Minot Avenue; thence by said Minot Avenue easterly to the point of beginning.

Parcel 4: Bounded on the east by land conveyed by Willard Small to Moses Crafts being deed dated November 11, 1873 and recorded in said Registry, Book 73, Page 197, and being parcel 2 above bounded on the south by land conveyed by Eunice Richardson to Thomas A. Huston bounded on the west by the west shore of Taylor Brook; bounded on the north by land conveyed by Stevens to Willis Parsons Co. being parcel 1 above. Said parcel is subject to the rights of flowage granted to Barker Mill by Mrs. Woodbury Pride.

Excepting and reserving the parcel conveyed by Herman R. Parsons et al to Auburn Sewerage District by deed dated June 24, 1947 and recorded in said Registry, Book 601, Page 200 and the rights taken by the State of Maine by eminent domain dated June 5, 1957 and recorded in said Registry in Book 761, Page 148 which taking was confirmed by deeds recorded in said Registry in Book 765, Page 370, 371 and 372.

George F. Parsons obtained title to the first three parcels above by deed from the trustee under the will of Herman R. Parsons dated May 4, 1967 and recorded in said Registry in Book 973, Page 48. The last parcel

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being the first parcel in a deed from Herbert A. Pride to George Parsons dated November 22, 1918 and recorded in said Registry in Book 313 Page 231 which deed was a portion of the premises conveyed to George F. Parsons by Parsons Brothers, Inc. by their mortgage dated November 10, 1961 and recorded in said Registry, Book 861, Page 46 which was foreclosed by notice recorded in said Registry in Book 984, Page 310.

The grantors are the residuary beneficiaries under the will of George F. Parsons.

1969 Taxes are to be prorated.

Leon M. Norris, husband of Jane P. Norris, Mary E. Parsons, wife of John S. Parsons, Pennell S. Eustis, husband of Georgia F. Eustis, and Walter J. Hansen, husband of Florence P. Hansen join as grantors and release all rights by descent and all other rights.

Witness our hands this 2nd day of May, 1969.

Witnesses:

Henry E. Shurtleff — Jane P. Norris
Jane P. Norris

Richmond L. Voters — Leon M. Norris
Leon M. Norris

Richmond L. Voters — John S. Parsons
John S. Parsons

Richmond L. Voters — Mary E. Parsons
Mary E. Parsons

Jean M. Leary — Georgia F. Eustis
Georgia F. Eustis

Jean M. Leary — Pennell S. Eustis
Pennell S. Eustis

Dexter D. Merrill — Florence P. Hansen
Florence P. Hansen

Dexter D. Merrill — Walter J. Hansen
Walter J. Hansen

STATE OF MAINE, ANDROSCOGGIN, SS: May 2nd 1969.

Personally appeared the above-named Jane P. Norris and acknowledged the foregoing instrument to be her free act and deed.

Before me,

Henry E. Shurtleff
~~Justice of the Peace~~
Notary Public

HENRY E. SHURTLEFF NOTARY PUBLIC MAINE

ANDROSCOGGIN, SS.
RECEIVED MAY 13 1969 10 H 20 M. A.M.
and recorded from the original

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DLN:1002140162320

QUITCLAIM DEED

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Henrietta Leblond, with a mailing address of 526 Minot Avenue Auburn, Maine 04210, for consideration paid, grants to **City of Auburn**, a municipality with a mailing address of 60 Court Street, Auburn, Maine 04210, with **QUITCLAIM COVENANT**, a certain lot or parcel of land situated with the buildings thereon in Auburn, Androscoggin County, Maine, described as follows:

A certain lot or parcel of land with the buildings thereon situated on the southerly line of Minot Avenue in Auburn, bounded and described as follows:

BEGINNING at an iron rod now or formerly existing at the northeasterly corner of land conveyed by Marshall C. Percival to John M. Chadbourn by deed dated July 7, 1887, recorded in the Androscoggin County Registry of Deeds in Book 125, Page 414; thence the line runs in an easterly direction along said line of Minot Avenue one hundred thirty-two and five tenth, (132.5) feet to the northwesterly corner of a parcel of land conveyed by Adolph J. Patrick and Neva S. Patrick to Herbert O. Wiles and Jeannette G. Wiles by deed dated May 27, 19S2, recorded in said Registry of Deeds In Book 669, Page 413; thence the line turns at approximately a right angle and runs in a southerly direction along the westerly line of said land conveyed to Wiles a distance of two hundred (200) feet to the southwesterly corner of said Wiles lot; thence the line turns and runs in an easterly direction parallel with said line of Minot Avenue and along the southerly line of said land conveyed to Wiles ninety-one (91) feet to the westerly line of land conveyed by said Patrick to Paul E. Paradis and Agnes B. Paradis by deed dated October 14, 1950, recorded in said Registry of Deeds in Book 649, Page 84, (which deed corrected the description contained in an earlier deed given by said Patricks to said Paradis by deed dated June 17, 1948, recorded in said Registry, Book 618, Page 64); thence the line turns at approximately a right angle and runs in a southerly direction along the westerly line of said land conveyed to Paradis a distance of one hundred twenty-five (125) feet to the southwesterly corner thereof; thence the line turns and runs in an easterly direction along the southerly line of said Paradis land which is parallel with said line of Minot Avenue a distance of one hundred twenty (120) feet to a point in the westerly line of land conveyed by said Patrick to John Lewis Palman and Ann C. Palman by deed dated December 21, 1955, recorded in said Registry, Book 735, Page 28; thence the line turns and runs in a southerly direction dong the westerly line of said land conveyed to Palman a distance of one hundred twenty-one (121) feet, more or less, to the southerly line of the second parallel of land described in a certain deed given to the.se grantors by Minnie A. Stevens by deed dated November 26, 1947, recorded in said Registry, Book 611, Page 215; thence the line turns and runs in a southwesterly direction along the southeasterly lines of the second and first parcel in said deed from Stevens a total distance of three hundred fifty-eight and sixty-six hundredths (358.66) feet, more or less, to the southwesterly corner of the first parcel contained in said deed from Stevens; thence the line turns and runs in a northerly direction along the westerly line of said first parcel a distance of five hundred fifty (550) feet to the point of beginning.

Excepting the parcel of land conveyed from Richard L. Leblond and Henrietta A.

N O T
A N
O F F I C I A L
C O P Y

Leblond to Clover Manor, Inc. by deed dated January 2, 1990 and recorded in Book 2508, Page 79.

Being a portion of the premises conveyed in a deed from Adolph J. Patrick and Neva S. Patrick to Richard L. Leblond and Henrietta Leblond by warranty deed dated May 10, 1968 recorded in the Androscoggin County Registry of Deeds at Book 987, Page 782. Richard L. Leblond having died on April 24, 2014 leaving Henrietta Leblond as sole surviving joint tenant.

Also, conveying a portion of the parcel of land described in the deed from Adolph J. Patrick and Neva S. Patrick to Richard L. Leblond and Henrietta Leblond dated November 4, 1986 and recorded in Book 996, Page 429.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be executed on this 14th day of September, 2021.

Witness

Henrietta Leblond

STATE OF MAINE
ANDROSCOGGIN, SS. September 14, 2021

Then personally appeared the above-named Henrietta Leblond and acknowledged the foregoing instrument to be her free act and deed.

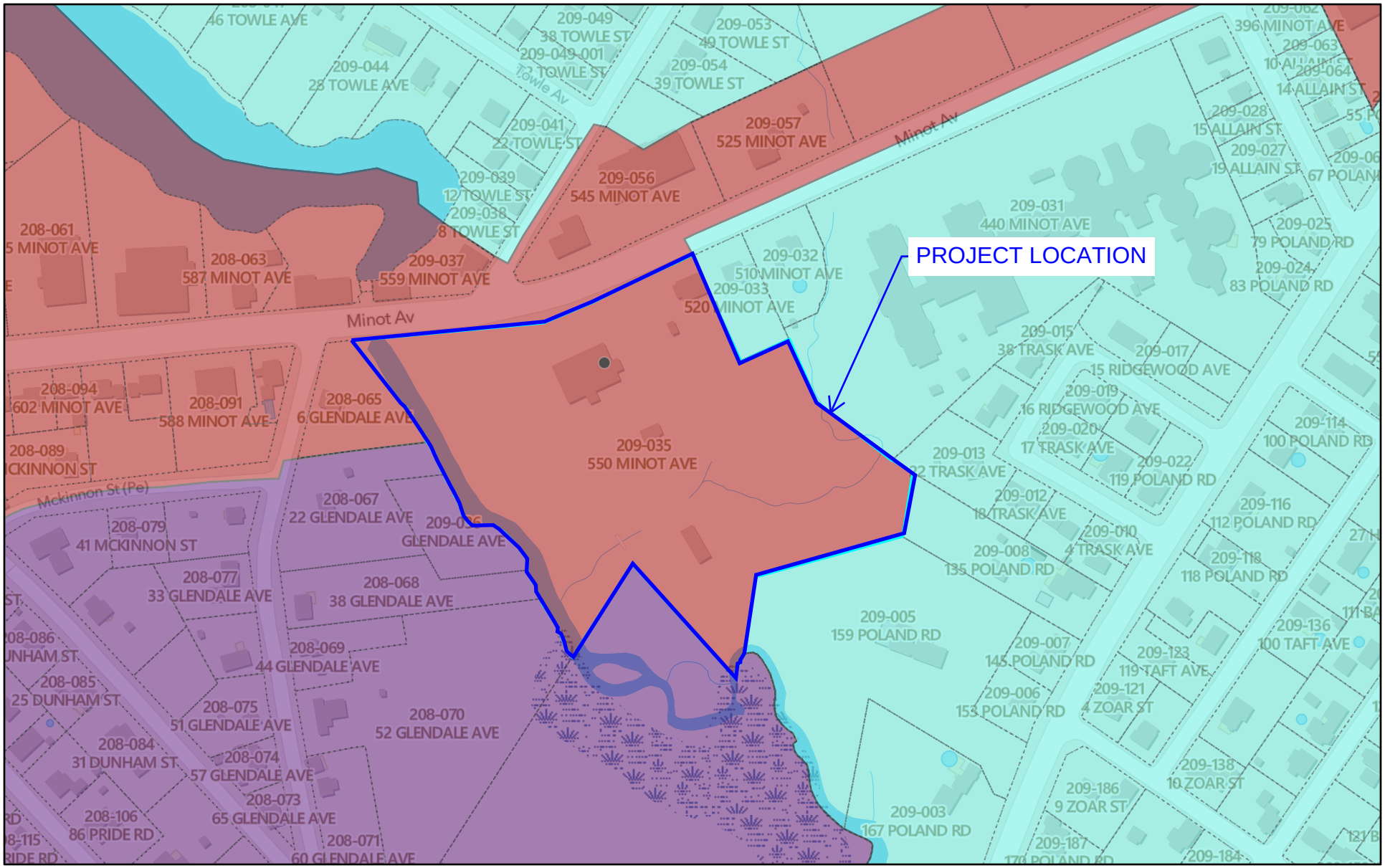
Before me,

~~Notary Public~~ / Attorney at Law
Print Name: Daniel D'Auteuil Jr.
My Commission Expires:

No Transfer Tax Paid
TINA M. CHOUINARD, REGISTER
ANDROSCOGGIN COUNTY MAINE E-RECORDED

ATTACHMENT 5: GIS PARCEL MAP AND ABUTTER LIST

ArcGIS Web Map



8/13/2025, 10:23:36 AM

Current Parcels _ Public

Auburn Zoning

GB II - General Business II

SR - Suburban Residential

T-4.2B - Traditional Neighborhood Development District

Wetlands

1:4,000

0 0.02 0.04 0.09 mi

0 0.04 0.07 0.15 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Web AppBuilder for ArcGIS

Credit should always be given to the data source and/or originator when the data is transferred or printed. | COA | Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA,

Parcel ID	Location Owner1	Owner2	Owner3	Billing Address	Billing Address2	City State Zip
218-055	63 TOWLE AVE WILSON RYAN J		WILSON RYAN J	63 TOWLE AVENUE		AUBURN , ME , 04210
208-067	22 GLENDALE AVE HYNDMAN THOMAS		HYNDMAN THOMAS	1338 POWNAL RD		AUBURN , ME , 04210
209-001	219 POLAND RD GRAVEL ANGELA R	GRAVEL MICHAEL J	GRAVEL ANGELA R	219 POLAND RD		AUBURN , ME , 04210
209-182	170 BAXTER AVE PONTBRIAND TRAVIS W		PONTBRIAND TRAVIS W	170 BAXTER AV		AUBURN , ME , 04210
208-059	7 MILLETT DR CRYSTAL CLEAN HOLDINGS LLC		CRYSTAL CLEAN HOLDINGS LLC	696 BROADWAY		SOUTH PORTLAND , ME , 04106
199-018	222 POLAND RD AMES CHERYL A		AMES CHERYL A	222 POLAND ROAD		AUBURN , ME , 04210
208-138	59 PRIDE RD CLARK III WILLIAM	CLARK SARAH	CLARK III WILLIAM	59 PRIDE ROAD		AUBURN , ME , 04210
208-106	86 PRIDE RD WILLIAMS ZACHARY N	WILLIAMS MICHELLE	WILLIAMS ZACHARY N	86 PRIDE ROAD		AUBURN , ME , 04210
208-082	30 DUNHAM ST BEDARD DAVID	BEDARD LISA	BEDARD DAVID	30 DUNHAM ST		AUBURN , ME , 04210
208-081	10 DUNHAM ST NOWINSKI ALEX C		NOWINSKI ALEX C	10 DUNHAM STREET		AUBURN , ME , 04210
209-122	8 ZOAR ST PIERPONT ERIC		PIERPONT ERIC	8 ZOAR STREET		AUBURN , ME , 04210
209-023	97 POLAND RD MINOT AVENUE REALTY, LLC		MINOT AVENUE REALTY, LLC	353 N. CLARK ST., STE 3300		CHICAGO , IL , 60654
209-144	27 HAZELHURST ST DOUCETTE RAYMOND		DOUCETTE RAYMOND	27 HAZELHURST ST		AUBURN , ME , 04210
208-094	602 MINOT AVE KILBY KENNETH A AND PRISCILLA J	KILBY GARY	KILBY KENNETH A AND PRISCILLA J	131 GARFIELD RD		AUBURN , ME , 04210
209-186	9 ZOAR ST JOHNSON KAREN A	JOHNSON BRUCE C	JOHNSON KAREN A	9 ZOAR ST		AUBURN , ME , 04210
209-137	116 TAFT AVE MINK TIMOTHY R, HEIRS OF		MINK TIMOTHY R, HEIRS OF	C/O ERIC MINK, PR	14 WAMPUM DR	NEW MILFORD , CT , 06776
208-096	608 MINOT AVE TIERNEY FRANCIS		TIERNEY FRANCIS	36 FIFTH ST		AUBURN , ME , 04210
209-045	33 TOWLE AVE RUSO LLC		RUSO LLC	PO BOX 2675		LEWISTON , ME , 04241
208-075	51 GLENDALE AVE GRANT GORDON J		GRANT GORDON J	51 GLENDALE AVENUE		AUBURN , ME , 04210
209-066	22 ALLAIN ST HALACY ELLIOTT D	HALACY KATHLEEN A	HALACY ELLIOTT D	22 ALLAIN STREET		AUBURN , ME , 04210
209-123	119 TAFT AVE MINK TIMOTHY R, HEIRS OF		MINK TIMOTHY R, HEIRS OF	C/O ERIC MINK, PR	14 WAMPUM DR	NEW MILFORD , CT , 06776
209-025	79 POLAND RD NAILOR SCOTT A		NAILOR SCOTT A	79 POLAND RD		AUBURN , ME , 04210
209-146	79 BAXTER AVE HEBERT JAMIE L		HEBERT JAMIE L	79 BAXTER AV		AUBURN , ME , 04210
209-141	133 BAXTER AVE LEAVITT JAMISON G		LEAVITT JAMISON G	93 PINNAVLE DRIVE		AUBURN , ME , 04210
199-016	216 POLAND RD MAHON WILLIAM R	MAHON JOAN E	MAHON WILLIAM R	216 POLAND ROAD		AUBURN , ME , 04210
209-005	159 POLAND RD MURPHYJOHN F HOMES INC		MURPHYJOHN F HOMES INC	800 CENTER ST		AUBURN , ME , 04210
209-160	121 BENNETT AVE BLANCHETTE JOLINE R		BLANCHETTE JOLINE R	121 BENNETT AV		AUBURN , ME , 04210
208-079	41 MCKINNON ST ARSENAULT JIMMY W	ARSENAULT DEBORAH L	ARSENAULT JIMMY W	41 MCKINNON STREET		AUBURN , ME , 04210
209-125	55 TAFT AVE MAINE SOURCE HOMES LLC		MAINE SOURCE HOMES LLC	368 MINOT AVE		AUBURN , ME , 04210
208-095	604 MINOT AVE PHELPS NADINE E		PHELPS NADINE E	604 MINOT AVENUE		AUBURN , ME , 04210
209-039	12 TOWLE ST DE BIASI SUSAN		DE BIASI SUSAN	12 TOWLE ST		AUBURN , ME , 04210
209-015	38 TRASK AVE THERRIEN DONALD E	THERRIEN DARLENE	THERRIEN DONALD E	38 TRASK STREET		AUBURN , ME , 04210
209-054	39 TOWLE ST BUTCHER ARTHUR G	BUTCHER SUE L	BUTCHER ARTHUR G	39 TOWLE ST		AUBURN , ME , 04210
219-189	17 RICHARDSON ST ALFI PROPERTIES LLC		ALFI PROPERTIES LLC	3 ACORN LN		CUMBERLAND , ME , 04021
199-009	174 PRIDE RD PACKARD TAMMY		PACKARD TAMMY	174 PRIDE RD		AUBURN , ME , 04210
208-089	34 MCKINNON ST MINNEHAN JANE E		MINNEHAN JANE E	34 MCKINNON ST		AUBURN , ME , 04210
209-113	8 HAZELHURST ST OWEN JAMES A	THURSTON RICHARD L	OWEN JAMES A	8 HAZELHURST ST		AUBURN , ME , 04210
208-083	85 GLENDALE AVE HEMPFLING JOSHUA	HEMPFLING TYLER	HEMPFLING JOSHUA	85 GLENDALE AVENUE		AUBURN , ME , 04210
209-190	214 POLAND RD BOLDUC JEAN M		BOLDUC JEAN M	214 POLAND RD		AUBURN , ME , 04210
209-121	4 ZOAR ST SHIELDS MELISSA M		SHIELDS MELISSA M	4 ZOAR ST		AUBURN , ME , 04210
208-107	96 PRIDE RD HOLDEN ANDREW C	HOLDEN KAREN B	HOLDEN ANDREW C	96 PRIDE RD		AUBURN , ME , 04210
209-053	49 TOWLE ST KANE MICHAEL A	NASSON MARISSA	KANE MICHAEL A	49 TOWLE STREET		AUBURN , ME , 04210
209-027	19 ALLAIN ST SHEA FRANCE M		SHEA FRANCE M	19 ALLAIN ST		AUBURN , ME , 04210
208-047	46 TOWLE AVE SCOTT KELLY P		SCOTT KELLY P	46 TOWLE AVE		AUBURN , ME , 04210
209-057	525 MINOT AVE MEROOPER LLC		MEROOPER LLC	794 SABATTUS STREET		LEWISTON , ME , 04240
208-073	65 GLENDALE AVE ELLIOT CHANDRA J		ELLIOT CHANDRA J	65 GLENDALE AVE		AUBURN , ME , 04210
209-159	142 BAXTER AVE ALLEN JEANNINE R		ALLEN JEANNINE R	142 BAXTER AVE		AUBURN , ME , 04210
209-029	11 ALLAIN ST NOEL DOROTHY C		NOEL DOROTHY C	11 ALLAIN STREET		AUBURN , ME , 04210
209-058	477 MINOT AVE 477 MINOT LP	C/O C&C REALTY MANAGEMENT	477 MINOT LP	PO BOX 2506		AUGUSTA , ME , 04338-2506
209-035	550 MINOT AVE AUBURN CITY OF		AUBURN CITY OF	60 COURT ST		AUBURN , ME , 04210
219-187	25 HOUGHTON ST PEARSON VANCE B		PEARSON VANCE B	25 HOUGHTON ST		AUBURN , ME , 04210
208-124	68 SMITH ST WINDROSE DEVELOPEMENT LLC		WINDROSE DEVELOPEMENT LLC	P.O. BOX 386		BOOTHBAY HARBOR , ME , 04538
219-010	56 RICHARDSON ST MILEHAM MARY L		MILEHAM MARY L	56 RICHARDSON ST		AUBURN , ME , 04210
208-074	57 GLENDALE AVE FREITAS PAULINE C		FREITAS PAULINE C	57 GLENDALE AVENUE		AUBURN , ME , 04210
209-028	15 ALLAIN ST HEATH DARRYL E	HEATH JOYCE I	HEATH DARRYL E	15 ALLAIN STREET		AUBURN , ME , 04210
199-007	148 PRIDE RD CLOUTIER ROBERT D	CLOUTIER MARY BETH	CLOUTIER ROBERT D	148 PRIDE ROAD		AUBURN , ME , 04210
209-195	567 MINOT AVE TAYLOR BROOK PROPERTIES, LLC		TAYLOR BROOK PROPERTIES, LLC	47 BRICKYARD CIRCLE		AUBURN , ME , 04210
219-015	2 HOUGHTON ST GOODWIN SETH		GOODWIN SETH	901 MAIN STREET		LEWISTON , ME , 04240
209-114	100 POLAND RD CHAMNESS SUSAN		CHAMNESS SUSAN	100 POLAND RD		AUBURN , ME , 04210
209-042	6 TOWLE AVE HEIKKINEN HELEN M		HEIKKINEN HELEN M	6 TOWLE AVENUE		AUBURN , ME , 04210

209-021	9 TRASK AVE PAIGE AMANDA L		PAIGE AMANDA L	9 TRASK AVENUE		AUBURN	, ME	, 04210
209-118	118 POLAND RD			118 POLAND RD		AUBURN	, ME	, 04210
209-117	120 POLAND RD CENTRAL MAINE POWER COMPANY		CENTRAL MAINE POWER COMPANY	C/O AVANGRID MGMT CO - LOCAL TAX	ONE CITY CENTER, 5TH FLOOR	PORTLAND	, ME	, 04101
208-069	44 GLENDALE AVE AMJO LLC		AMJO LLC	1299 WOODMAN HILL RD		MINOT	,	, 04258
209-019	16 RIDGEWOOD AVE HOFFMAN JESSICA	CURLESS RYAN	HOFFMAN JESSICA	16 RIDGEWOOD AVE		AUBURN	, ME	, 04210
209-024	83 POLAND RD HALYARD lll MALCOLM		HALYARD lll MALCOLM	83 POLAND RD		AUBURN	, ME	, 04210
209-065	18 ALLAIN ST DAY DAVID M		DAY DAVID M	18 ALLAIN STREET		AUBURN	, ME	, 04210
199-020	228 POLAND RD GROETZINGER ALYSSA N		GROETZINGER ALYSSA N	228 POLAND ROAD		AUBURN	, ME	, 04210
218-058-0(	64 TOWLE AVE BRENES LUIS BOLANOS	DOUCETTE ANDREA	BRENES LUIS BOLANOS	64 TOWLE AVE		AUBURN	, ME	, 04210
209-007	145 POLAND RD DEHETRE RANDALL P		DEHETRE RANDALL P	145 POLAND RD		AUBURN	, ME	, 04210
208-123	48 SMITH ST CAPONE EDWIN A	CAPONE MARIE H	CAPONE EDWIN A	48 SMITH STREET		AUBURN	, ME	, 04210
209-064	14 ALLAIN ST MICHAUD MARK V	MICHAUD KATHY L	MICHAUD MARK V	14 ALLAIN STREET		AUBURN	, ME	, 04210
209-050	44 TOWLE ST HENRY DILLON R		HENRY DILLON R	44 TOWLE STREET		AUBURN	, ME	, 04210
219-005	20 RICHARDSON ST LAPOINTE WILFRED L		LAPOINTE WILFRED L	20 RICHARDSON STREET		AUBURN	, ME	, 04210
208-102	56 PRIDE RD HARRIS DONNA N	HARRIS HARRY	HARRIS DONNA N	56 PRIDE RD		AUBURN	, ME	, 04210
208-061	615 MINOT AVE FEDERAL LAND BANK ASSOCIATION	OF AUBURN	FEDERAL LAND BANK ASSOCIATION	C/O FARM CREDIT OF MAINE	615 MINOT AV	AUBURN	, ME	, 04210
209-132	60 TAFT AVE MICHAUD JUDY		MICHAUD JUDY	PO BOX 367		GREENE	, ME	, 04236
209-116	112 POLAND RD POTVIN ANDREA L		POTVIN ANDREA L	112 POLAND ROAD		AUBURN	, ME	, 04210
209-155	45 HAZELHURST ST BROUSSEAU GARRY A		BROUSSEAU GARRY A	45 HAZELHURST ST		AUBURN	, ME	, 04210
209-037	559 MINOT AVE TAYLOR BROOK PROPERTIES, LLC		TAYLOR BROOK PROPERTIES, LLC	47 BRICKYARD CIRCLE		AUBURN	, ME	, 04210
218-056-0(	57 TOWLE AVE MORIN JACK A		MORIN JACK A	31 IPSWICH STREET		AUBURN	, ME	, 04210
209-009	131 POLAND RD MARCHESSEAULT ERIN		MARCHESSEAULT ERIN	12 MONKTON ROAD		VERGENNES	, VT	, 05491
208-049	824 COURT ST 824 COURT LLC		824 COURT LLC	30 TAYWOOD RD		AUBURN	, ME	, 04210
208-059-0(	21 MILLETT DR HEALTH FIRST LLC		HEALTH FIRST LLC	21 MILLETT DR		AUBURN	, ME	, 04210
209-031	440 MINOT AVE MINOT AVENUE REALTY LLC		MINOT AVENUE REALTY LLC	C/O ALTUS GROUP	PO BOX 71970	PHOENIX	, AZ	, 85050
208-072	122 PRIDE RD LANDRY MARTIN V	LANDRY SHARON L	LANDRY MARTIN V	122 PRIDE ROAD		AUBURN	, ME	, 04210
208-084	31 DUNHAM ST GATCHELL HERMAN H JR		GATCHELL HERMAN H JR	31 DUNHAM ST		AUBURN	, ME	, 04210
208-101	38 PRIDE RD VEILLEUX AILEEN M		VEILLEUX AILEEN M	38 PRIDE ROAD		AUBURN	, ME	, 04210
209-140	137 BAXTER AVE COOPER KOREY R	KING BRENDA	COOPER KOREY R	137 BAXTER AVENUE		AUBURN	, ME	, 04210
208-085	25 DUNHAM ST LEVASSEUR AMIE		LEVASSEUR AMIE	25 DUNHAM ST		AUBURN	, ME	, 04210
209-052	59 TOWLE ST ROSSIGNOL DAVID O	ROSSIGNOL THERESA A	ROSSIGNOL DAVID O	59 TOWLE ST		AUBURN	, ME	, 04210
208-064	575 MINOT AVE APOSTOLIC LIGHTHOUSE CHURCH THE		APOSTOLIC LIGHTHOUSE CHURCH THE	P.O. BOX 1598		AUBURN	, ME	, 04211-1598
208-060	637 MINOT AVE C & C RENTAL PROPERTIES LLC	DC EDGEMONT LLC	C & C RENTAL PROPERTIES LLC	125 HARDY STREET		PRESQUE ISLE	, ME	, 04769
209-038	8 TOWLE ST LESSARD DEANNA S		LESSARD DEANNA S	8 TOWLE ST		AUBURN	, ME	, 04210
209-115	102 POLAND RD CARVER SHELLY A		CARVER SHELLY A	102 POLAND ROAD		AUBURN	, ME	, 04210
199-015	165 BENNETT AVE PELLETIER GERARD J JR		PELLETIER GERARD J JR	165 BENNETT AVE		AUBURN	, ME	, 04210
209-111	70 POLAND RD DAMON ROBERT G	DAMON ROSALIE M	DAMON ROBERT G	70 POLAND RD		AUBURN	, ME	, 04210
209-143	111 BAXTER AVE CROTEAU LEIGH		CROTEAU LEIGH	111 BAXTER AVE		AUBURN	, ME	, 04210
208-115	79 PRIDE RD BEAN LAUREN M	BEAN AMOS	BEAN LAUREN M	79 PRIDE ROAD		AUBURN	, ME	, 04210
208-086	15 DUNHAM ST MORIN DONALD B	MORIN CHERYL E	MORIN DONALD B	15 DUNHAM STREET		AUBURN	, ME	, 04210
209-047	23 TOWLE AVE STEVENS NICOLE L		STEVENS NICOLE L	10 PARK CIRCLE		BUCKFIELD	, ME	, 04220
209-063	10 ALLAIN ST LEWIS DIANE M		LEWIS DIANE M	1 FORTIN WAY		LEWISTON	, ME	, 04240
208-087	15 MCKINNON ST THIBAULT MATTHEW R		THIBAULT MATTHEW R	15 MCKINNON ST		AUBURN	, ME	, 04210
199-019	226 POLAND RD LAUSIER ELMER A	LAUSIER KIMBERLY	LAUSIER ELMER A	226 POLAND ROAD		AUBURN	, ME	, 04210
209-056	545 MINOT AVE ROOPERS, INC		ROOPERS, INC	794 SABATTUS ST		LEWISTON	, ME	, 04240
209-051	48 TOWLE ST WHALEN GARY D	WHALEN TERRI L	WHALEN GARY D	48 TOWLE STREET		AUBURN	, ME	, 04210-4348
219-007	28 RICHARDSON ST CAMPBELL TINA L		CAMPBELL TINA L	28 RICHARDSON ST		AUBURN	, ME	, 04210
209-126	51 TAFT AVE ZALDUMBIDE BRIAN		ZALDUMBIDE BRIAN	51 TAFT AVE		AUBURN	, ME	, 04210
209-161	117 BENNETT AVE HUBBELL AMANDA S	HUBBELL CHRISTOPHER M	HUBBELL AMANDA S	495 TURNER ST		AUBURN	, ME	, 04210
208-100	34 PRIDE RD FRENCH WILLIAM		FRENCH WILLIAM	34 PRIDE ROAD		AUBURN	, ME	, 04210
208-068	38 GLENDALE AVE CARDALI KYLIE		CARDALI KYLIE	38 GLENDALE AVE		AUBURN	, ME	, 04210
208-104	72 PRIDE RD NICKERSON DEBRA L		NICKERSON DEBRA L	72 PRIDE RD		AUBURN	, ME	, 04210
208-078	23 GLENDALE AVE NELSON STEVEN	NELSON DIANE	NELSON STEVEN	23 GLENDALE AVE		AUBURN	, ME	, 04210
209-124	113 TAFT AVE MUIR NANCY R		MUIR NANCY R	113 TAFT AV		AUBURN	, ME	, 04210
209-183	163 BAXTER AVE HOLDEN CHRISTINE	HAMILTON WILLIAM	HOLDEN CHRISTINE	163 BAXTER AVENUE		AUBURN	, ME	, 04210
209-134	86 TAFT AVE AUDET ROGER P	AUDET JANE L	AUDET ROGER P	86 TAFT AVENUE		AUBURN	, ME	, 04210
209-062	396 MINOT AVE FYFE THEDA E	WEBSTER KIMMEL S	FYFE THEDA E	396 MINOT AVENUE		AUBURN	, ME	, 04210
209-012	18 TRASK AVE LABRIE DORA		LABRIE DORA	18 TRASK AV		AUBURN	, ME	, 04210
209-067	67 POLAND RD CURLEW JESSICA L		CURLEW JESSICA L	67 POLAND ROAD		AUBURN	, ME	, 04210
208-092	592 MINOT AVE HEIRS OF PETER KELLY		HEIRS OF PETER KELLY	ATTN: CHRISTINE KELLY	592 MINOT AVENUE	AUBURN	, ME	, 04210
209-112	80 POLAND RD ST HILAIRE CLAUDETTE L	ST HILAIRE RONALD L	ST HILAIRE CLAUDETTE L	80 POLAND RD		AUBURN	, ME	, 04210

209-059	435 MINOT AVE	AUBURN CITY OF		AUBURN CITY OF	60 COURT ST		AUBURN	, ME	, 04210
209-145	30 HAZELHURST ST	MARCOUX EMILY A	STANLEY MITCHEL	MARCOUX EMILY A	30 HAZELHURST STREET		AUBURN	, ME	, 04210
209-014	26 TRASK AVE	FORTIER BEVERLY J	FORTIER JOLINE M	FORTIER BEVERLY J	26 TRASK AV		AUBURN	, ME	, 04210
219-008	40 RICHARDSON ST	CHAMPAGNE RENE W	CHAMPAGNE JANINE M	CHAMPAGNE RENE W	40 RICHARDSON STREET		AUBURN	, ME	, 04210
208-117	67 PRIDE RD	D & D PROPERTIES LLC		D & D PROPERTIES LLC	PO BOX 7065		LEWISTON	, ME	, 04243
208-097	612 MINOT AVE	TIERNEY FRANCIS J		TIERNEY FRANCIS J	36 FIFTH ST		AUBURN	, ME	, 04211-1294
209-133	70 TAFT AVE	POULIN LORI A		POULIN LORI A	70 TAFT AVENUE		AUBURN	, ME	, 04210
219-016	20 HOUGHTON ST	DUQUETTE ADAM L		DUQUETTE ADAM L	20 HOUGHTON ST		AUBURN	, ME	, 04210
208-098	642 MINOT AVE	TIERNEY DORIS T		TIERNEY DORIS T	36 FIFTH ST		AUBURN	, ME	, 04210
209-030	404 MINOT AVE	KNIGHT TIMOTHY R	KNIGHT MARIA D	KNIGHT TIMOTHY R	404 MINOT AVENUE		AUBURN	,	, 04210
209-049-0(	32 TOWLE ST	ALLEN STEVEN MICHAEL		ALLEN STEVEN MICHAEL	32 TOWLE STREET		AUBURN	, ME	, 04210
208-071	60 GLENDALE AVE	FINNEGAN OWEN P		FINNEGAN OWEN P	57 SANDY BOTTOM ROAD		TURNER	, ME	, 04282
219-190	13 RICHARDSON ST	LOGAN JENIFER J		LOGAN JENIFER J	13 RICHARDSON ST		AUBURN	, ME	, 04210
209-003	167 POLAND RD	WINSLOW AMANDA R		WINSLOW AMANDA R	167 POLAND RD		AUBURN	, ME	, 04210
208-116	73 PRIDE RD	CIPOLLA MARISA		CIPOLLA MARISA	73 PRIDE RD		AUBURN	, ME	, 04210
208-077	33 GLENDALE AVE	FRIEND RICHARD E	FRIEND SYLVIA	FRIEND RICHARD E	33 GLENDALE AVENUE		AUBURN	, ME	, 04210
219-001	43 TOWLE AVE	CHAMPAGNE ROGER M	CHAMPAGNE PATRICIA M	CHAMPAGNE ROGER M	43 TOWLE AVENUE		AUBURN	, ME	, 04210
209-119	130 POLAND RD	GARZA WILLIAM R	GARZA BRIANNA	GARZA WILLIAM R	7 1/2 JEFFERSON STREET, APT 2		LEWISTON	, ME	, 04240
218-058-0(	58 TOWLE AVE	HOWLETT EVAN M		HOWLETT EVAN M	58 TOWLE AVENUE		AUBURN	, ME	, 04210
208-112	97 PRIDE RD	CLARK LESLIE A	CLARK INEZ M	CLARK LESLIE A	97 PRIDE ROAD		AUBURN	, ME	, 04210
219-002	58 TOWLE ST	MACDONALD PETER S	MACDONALD MARY A	MACDONALD PETER S	58 TOWLE ST		AUBURN	, ME	, 04210
199-013	227 POLAND RD	MAINE SCHOOL SOLUTIONS LLC		MAINE SCHOOL SOLUTIONS LLC	ACADEMY		MONMOUTH	, ME	, 04259
208-108	100 PRIDE RD	RICHARDS TIMOTHY P	RICHARDS ANITA C	RICHARDS TIMOTHY P	100 PRIDE RD		AUBURN	, ME	, 04210
209-159-0(	38 ZOAR ST	TURGEON MICHAEL R	TURGEON KELLY	TURGEON MICHAEL R	1011 NORTH RIVER ROAD		AUBURN	, ME	, 04210
209-036	GLENDALE AVE	AUBURN WATER DISTRICT		AUBURN WATER DISTRICT	268 COURT ST		AUBURN	, ME	, 04210
209-008	135 POLAND RD	LEBLANC ELIZABETH J		LEBLANC ELIZABETH J	135 POLAND RD		AUBURN	, ME	, 04210
209-158	136 BAXTER AVE	HARFORD JOSHUA W	HARFORD LINDSAY	HARFORD JOSHUA W	136 BAXTER AVENUE		AUBURN	, ME	, 04210
209-188	172 POLAND RD	PARE JAMES	PARE DEBBIE	PARE JAMES	172 POLAND RD		AUBURN	, ME	, 04210
208-139	55 PRIDE RD	KEEN JACKSON C III		KEEN JACKSON C III	3 SMITH STREET		AUBURN	, ME	, 04210
208-110	113 PRIDE RD	PEER PROPERTY MANAGEMENT LLC		PEER PROPERTY MANAGEMENT LLC	299 FERN ST		TURNER	, ME	, 04282
208-109	110 PRIDE RD	PEACH JOAN M	PEACH WALTER W	PEACH JOAN M	110 PRIDE RD		AUBURN	, ME	, 04210
208-090	584 MINOT AVE	PHELAN JACKSON L	PHELAN BREANNA L	PHELAN JACKSON L	53 NORTH MAIN ST		NORTH MONMOUTH	, ME	, 04265
209-156	114 BAXTER AVE	DUMONT STEVEN R	DUMONT CYNTHIA D	DUMONT STEVEN R	114 BAXTER AVENUE		AUBURN	, ME	, 04210
208-058	27 MILLETT DR	DOUBLE D LLC		DOUBLE D LLC	C/O TAYLOR BROOK DENTAL	27 MILLETT DR	AUBURN	, ME	, 04210
208-113	89 PRIDE RD	TOWNSEND KENNETH E	TOWNSEND CAROLE A	TOWNSEND KENNETH E	3497 EAST DAWSON DR		INVERNESS	, FL	, 34453
209-142	125 BAXTER AVE	NASH JENNIFER		NASH JENNIFER	55 POLAND RD		AUBURN	, ME	, 04210
208-111	105 PRIDE RD	LAWLER DENNIS B	LAWLER ANNE BARBARA	LAWLER DENNIS B	105 PRIDE ROAD		AUBURN	, ME	, 04210
209-002	211 POLAND RD	SCHNORR MING FENG ESPANOLA	ALBERT AUSTIN	SCHNORR MING FENG ESPANOLA	211 POLAND RD		AUBURN	, ME	, 04210
208-063	587 MINOT AVE	MIN LLC		MIN LLC	PO BOX 1357		RAYMOND	, ME	, 04071
219-011	62 RICHARDSON ST	LARUE SUZANNE	LARUE SCOTT	LARUE SUZANNE	62 RICHARDSON ST		AUBURN	, ME	, 04210
209-033	520 MINOT AVE	GALLANT MICHAEL T		GALLANT MICHAEL T	520 MINOT AVENUE		AUBURN	, ME	, 04210
199-017	220 POLAND RD	LAPRELL JOSHUA M	TURCOTTE DAWN K	LAPRELL JOSHUA M	220 POLAND RD		AUBURN	, ME	, 04210
218-056	57 TOWLE AVE	CASS DONALD E		CASS DONALD E	57 TOWLE AVE		AUBURN	, ME	, 04210
219-191	7 RICHARDSON ST	ONEAL AMANDA R	MATKIVICH JOSEPH A	ONEAL AMANDA R	7 RICHARDSON ST		AUBURN	, ME	, 04210
208-065	6 GLENDALE AVE	LAPOINTE RODNEY R		LAPOINTE RODNEY R	6 GLENDALE AVENUE		AUBURN	, ME	, 04210
209-131	52 TAFT AVE	BARCELOU SHAWN		BARCELOU SHAWN	52 TAFT AVE		AUBURN	, ME	, 04210
209-011	12 TRASK AVE	JOHNSON SUSAN M	HALL THOMAS E	JOHNSON SUSAN M	12 TRASK AVENUE		AUBURN	, ME	, 04210
209-018	10 RIDGEWOOD AVE	TETREAULT GARY L	TETREAULT LUCILLE A	TETREAULT GARY L	16 HAZEL ST		AUBURN	, ME	, 04210
219-009	52 RICHARDSON ST	KAMINSKI PATRICIA L		KAMINSKI PATRICIA L	52 RICHARDSON STREET		AUBURN	, ME	, 04210
208-080	4 DUNHAM ST	HART EUNICE L	BURNHAM JESS J	HART EUNICE L	4 DUNHAM ST		AUBURN	, ME	, 04210
209-040	16 TOWLE ST	MACE BRENDA L	MACE MARK W (JT)	MACE BRENDA L	16 TOWLE STREET		AUBURN	, ME	, 04210
219-003	64 TOWLE ST	POLLEY JEFF D		POLLEY JEFF D	446 MECHANIC FALLS RD		OXFORD	, ME	, 04270
218-057	55 TOWLE AVE	BRANDT BETTY L & ALVIN T	SAMSON BELINDA J	BRANDT BETTY L & ALVIN T	55 TOWLE AVENUE		AUBURN	, ME	, 04210
198-058	PRIDE RD	RUDMAN JENNIFER ANN	RUDMAN KEVIN	RUDMAN JENNIFER ANN	995 GORE ROAD		OTISFIELD	, ME	, 04270
209-180-0(	147 BENNETT AVE	TANGUAY SHERRY	TANGUAY NORMAN	TANGUAY SHERRY	147 BENNETT AVE		AUBURN	, ME	, 04210
219-192	3 RICHARDSON ST	GREEN SAMANTHA		GREEN SAMANTHA	3 RICHARDSON ST		AUBURN	, ME	, 04210
199-022	28 ROCHELLE ST	MURPHY JOHN F HOMES INC		MURPHY JOHN F HOMES INC	800 CENTER ST		AUBURN	, ME	, 04210
208-093	598 MINOT AVE	THORTON SMITH JUSTIN ELWOOD		THORTON SMITH JUSTIN ELWOOD	598 MINOT AVENUE		AUBURN	, ME	, 04210
219-006	24 RICHARDSON ST	YATES BRIANNA D		YATES BRIANNA D	24 RICHARDSON STREET		AUBURN	, ME	, 04210
208-105	78 PRIDE RD	HUCKABY EVAN	HUCKABY STEPHANIE	HUCKABY EVAN	78 PRIDE RD		AUBURN	, ME	, 04210
209-013	22 TRASK AVE	CUMMINGS DANIELLE	CUMMINGS NICHOLAS	CUMMINGS DANIELLE	22 TRASK AVENUE		AUBURN	, ME	, 04210

208-099	660 MINOT AVE 660 MINOT AVENUE, LLC		660 MINOT AVENUE, LLC	PO BOX 2004	CONCORD , NH , 03302
208-056	14 MILLETT DR 159 LISBON STREET LLC		159 LISBON STREET LLC	1097 CENTER STREET	AUBURN , ME , 04210
209-187	170 POLAND RD POWELL PAUL J		POWELL PAUL J	170 POLAND RD	AUBURN , ME , 04210
209-032	510 MINOT AVE GOODROW TIMOTHY		GOODROW TIMOTHY	510 MINOT AVENUE	AUBURN , ME , 04210
209-044	28 TOWLE AVE RICHARD BLISS A		RICHARD BLISS A	28 TOWLE AVE	AUBURN , ME , 04210
209-049	38 TOWLE ST AUBE CINDY LEE		AUBE CINDY LEE	38 TOWLE AVE	AUBURN , ME , 04210
208-103	64 PRIDE RD DESROSIERS LISA M		DESROSIERS LISA M	PO BOX 1821	AUBURN , ME , 04211-1821
219-188	21 HOUGHTON ST VALLEE MICHAEL BRUCE	VALLEE JAIME	VALLEE MICHAEL BRUCE	21 HOUGHTON ST	AUBURN , ME , 04210
208-088	14 MCKINNON ST SPAULDING JEFFREY W		SPAULDING JEFFREY W	14 MCKINNON STREET	AUBURN , ME , 04210-3920
208-050	41 MILLETT DR 41 MILLETT DRIVE LLC		41 MILLETT DRIVE LLC	PO BOX 184	MINOT , ME , 04258
209-020	17 TRASK AVE DURGIN MICHAEL	DURGIN CHERYL	DURGIN MICHAEL	17 TRASK AVENUE	AUBURN , ME , 04210
209-041	22 TOWLE ST JOHNSON CHRISTOPHER		JOHNSON CHRISTOPHER	255 OCEAN HOUSE ROAD	CAPE ELIZABETH , ME , 04107
198-059	125 PRIDE RD CHASSE DIANE T		CHASSE DIANE T	125 PRIDE RD	AUBURN , ME , 04210
209-135	98 TAFT AVE AUDET ROGER P		AUDET ROGER P	86 TAFT AVENUE	AUBURN , ME , 04210
218-058-0(	70 TOWLE AVE CALDER TRACY		CALDER TRACY	281 SOUTH ROAD	CHEBEAGUE ISLAND , ME , 04017
208-091	588 MINOT AVE VETERANS FOREIGN WARS	POST 1603	VETERANS FOREIGN WARS	588 MINOT AV	AUBURN , ME , 04210
209-189	212 POLAND RD BARTSHE TONYA M		BARTSHE TONYA M	212 POLAND RD	AUBURN , ME , 04210
208-046	30 TOWLE AVE HOBSON VICTORIA L		HOBSON VICTORIA L	30 TOWLE AVENUE	AUBURN , ME , 04210
199-008	160 PRIDE RD DIXON CHARLENE M		DIXON CHARLENE M	160 PRIDE ROAD	AUBURN , ME , 04210
209-138	10 ZOAR ST MAILHOT CHRISTOPHER M		MAILHOT CHRISTOPHER M	10 ZOAR ST	AUBURN , ME , 04210
209-139	28 ZOAR ST SPERRY GRANT M		SPERRY GRANT M	28 ZOAR STREET APT 2	AUBURN , ME , 04210
208-122	38 SMITH ST PERRON MAURICE L	PERRON SHIRLEY	PERRON MAURICE L	38 SMITH ST	AUBURN , ME , 04210
209-016	19 RIDGEWOOD AVE ALLEN JAMES P		ALLEN JAMES P	PO BOX 1584	AUBURN , ME , 04211-1584
209-184	151 BAXTER AVE HOLDEN CHRISTINE	HAMILTON WILLIAM	HOLDEN CHRISTINE	163 BAXTER AVENUE	AUBURN , ME , 04210
209-043	20 TOWLE AVE JEROME GERALDINE M	JANUS ELIZABETH M	JEROME GERALDINE M	20 TOWLE AVE	AUBURN , ME , 04210
219-185	39 HOUGHTON ST MERCIER JON R		MERCIER JON R	Minot	Auburn , ME , 04210-4331
209-026	27 ALLAIN ST BACHELDER CHRISTOPHER M		BACHELDER CHRISTOPHER M	27 ALLAIN STREET	AUBURN , ME , 04210
208-062	589 MINOT AVE PINE TREE SOCIETY FOR HANDICAPPED AND ADULTS		PINE TREE SOCIETY FOR HANDICAPPED AND ADULTS	589 MINOT AV	AUBURN , ME , 04210
199-021	12 ROCHELLE ST HINKLEY MONIQUE M	HINKLEY BRETT M	HINKLEY MONIQUE M	12 ROCHELLE STREET	AUBURN , ME , 04210
209-110	64 POLAND RD SHAW JONATHAN	LAWLESS MELISSA	SHAW JONATHAN	64 POLAND RD	AUBURN , ME , 04210
208-076	43 GLENDALE AVE DRAKE DANIEL E	DRAKE NIKKITA	DRAKE DANIEL E	43 GLENDALE AVE	AUBURN , ME , 04210
199-030	240 POLAND RD LANE CAROL	LANE ROBERTA	LANE CAROL	240 POLAND RD	AUBURN , ME , 04210
219-014	41 RICHARDSON ST BREAU ROBERT C	BAILEY - BREAU JULIE A	BREAU ROBERT C	41 RICHARDSON STREET	AUBURN , ME , 04210
219-004	16 RICHARDSON ST NEWCOMB ALLYSON F	NEWCOMB DILLON	NEWCOMB ALLYSON F	16 RICHARDSON STREET	AUBURN , ME , 04210
218-059	794 COURT ST OUELLETTE LISA		OUELLETTE LISA	61 NEAL LANE	MONMONTH , ME , 04259
199-029	236 POLAND RD LOPEZ CHELSEA L	LOPEZ CAMERON	LOPEZ CHELSEA L	236 POLAND ROAD	AUBURN , ME , 04210
208-057	33 MILLETT DR SANDERS REAL ESTATE LLC		SANDERS REAL ESTATE LLC	15 6TH STREET	SOUTH PORTLAND , ME , 04106
208-070	52 GLENDALE AVE PELLETIER MICHAEL R	PELLETIER DORIS	PELLETIER MICHAEL R	52 GLENDALE AVE	AUBURN , ME , 04210
209-185	21 ZOAR ST LAKO ELIZABETH S	LORO EDWARD	LAKO ELIZABETH S	86 EUCLID AVE	PORTLAND , ME , 04103
208-114	85 PRIDE RD GAVETT BRANDON W JR	GAVETT BETHANY	GAVETT BRANDON W JR	85 PRIDE ROAD	AUBURN , ME , 04210
209-022	119 POLAND RD RICHARDS TIMOTHY P	RICHARDS ANITA C	RICHARDS TIMOTHY P	100 PRIDE RD	AUBURN , ME , 04210
209-048	13 TOWLE AVE DAMON DEVIN PHILLIP	CHAMBERS-DAMON SHELBY	DAMON DEVIN PHILLIP	13 TOWLE AVENUE	AUBURN , ME , 04210
209-046	27 TOWLE AVE MARTIN SUSIE		MARTIN SUSIE	27 TOWLE AVENUE	AUBURN , ME , 04210
198-076	136 PRIDE RD GAUTIER DONALD C	GAUTIER PATRICIA M	GAUTIER DONALD C	136 PRIDE ROAD	AUBURN , ME , 04210
209-017	15 RIDGEWOOD AVE MINOT AVENUE REALTY, LLC		MINOT AVENUE REALTY, LLC	353 N. CLARK ST. STE 3300	CHICAGO , IL , 60654
209-006	153 POLAND RD MARTINEAU GEORGE L		MARTINEAU GEORGE L	153 POLAND RD	AUBURN , ME , 04210
198-057	137 PRIDE RD THURLOW CLAUDIA K		THURLOW CLAUDIA K	137 PRIDE ROAD	AUBURN , ME , 04210
209-180	155 BENNETT AVE COTE COREY B		COTE COREY B	BENNET	AUBURN , ME , 04210
209-010	4 TRASK AVE COTE DANIEL P	COTE DENISE	COTE DANIEL P	4 TRASK AVENUE	AUBURN , ME , 04210
209-181	162 BAXTER AVE PERKINS-PHINNEY DARCY F		PERKINS-PHINNEY DARCY F	66 MARSTON ST	AUBURN , ME , 04210
208-048	52 TOWLE AVE BRACKETT CHRISTIAN S	BRACKETT TANE M	BRACKETT CHRISTIAN S	52 TOWLE AV	AUBURN , ME , 04210
209-157	120 BAXTER AVE GAGNON MICHAEL P	GAGNON ANNETTE M	GAGNON MICHAEL P	120 BAXTER AV	AUBURN , ME , 04210
199-012	POLAND RD MAINE SCHOOL SOLUTIONS LLC		MAINE SCHOOL SOLUTIONS LLC	ACADEMY	MONMOUTH , ME , 04259
209-136	100 TAFT AVE LUPARDO MICHAEL P	LUPARDO RAIN	LUPARDO MICHAEL P	100 TAFT AVENUE	AUBURN , ME , 04210

ATTACHMENT 6: PERMIT DRAWINGS

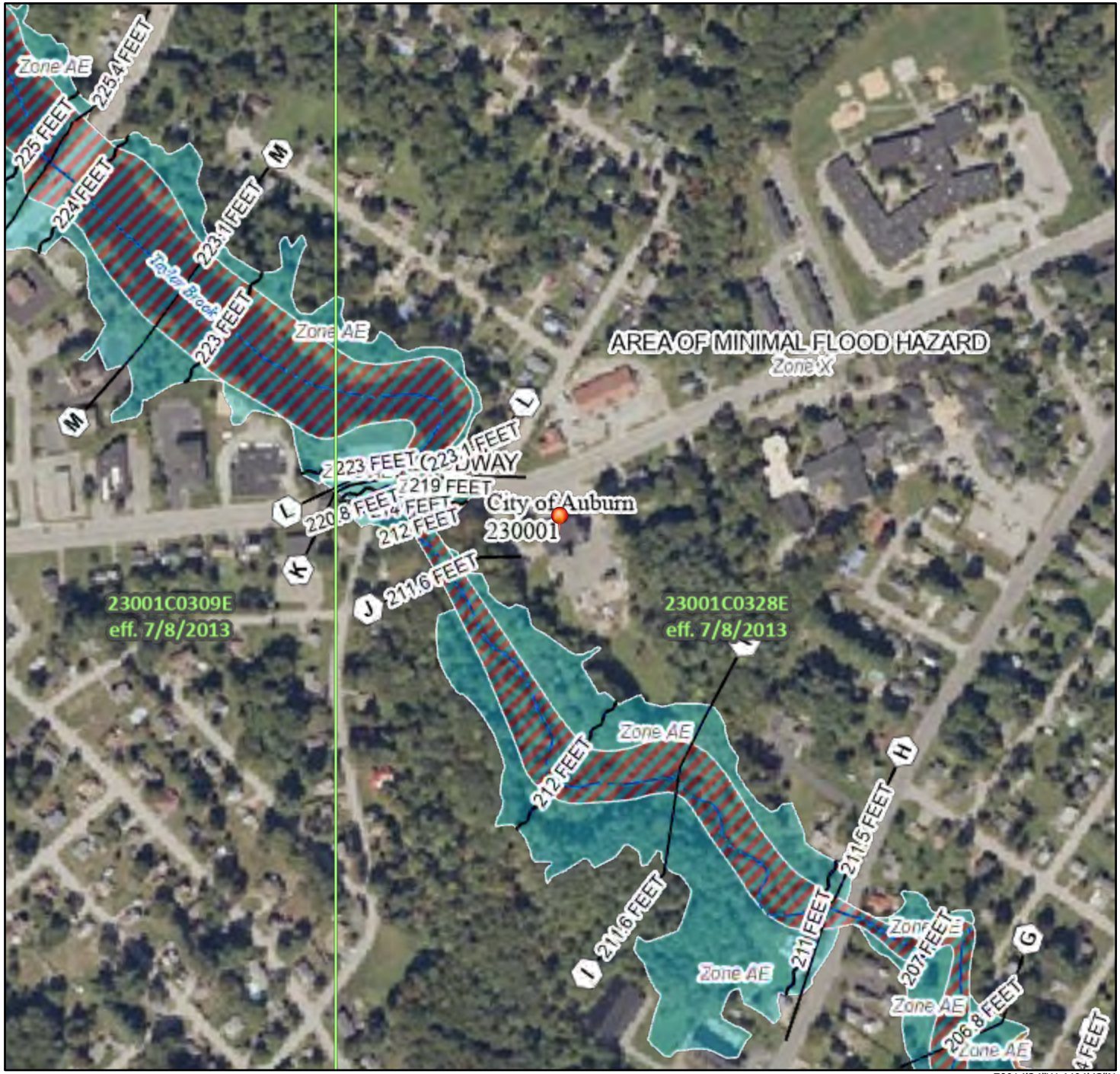
(BOUND SEPARATELY)

ATTACHMENT 7: FEMA FIRMETTE

National Flood Hazard Layer FIRMette

FEMA

70°15'11"W 44°5'9"N



70°14'34"W 44°4'43"N

Feet

0 250 500 1,000 1,500 2,000

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/8/2025 at 4:16 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

ATTACHMENT 8: STORMWATER MANAGEMENT REPORT

City of Auburn, Maine

Stormwater Management Report

Auburn Public Safety Facility



Prepared for:
City of Auburn
60 Court Street
Auburn, Maine 04210

Prepared By:
Woodard & Curran
12 Mountfort Street
Portland, ME 04101

0233981.23
March 2026

woodardcurran.com

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APPENDICES

Appendix A: Figures
Appendix B: Stormwater Calculations
Appendix C: Soils Map & Geotechnical Report
Appendix D: Stormwater Inspection & Maintenance Plan

1. INTRODUCTION & BACKGROUND

On behalf of the City of Auburn (the Applicant), this narrative report is provided for the proposed Auburn Public Safety Facility Project (the Project) located at 550 Minot Avenue in Auburn, Maine (the Site) in support of City Development Review and Maine DEP Site Location of Development (SLOD) Permit Applications. This Stormwater Management Plan (SWMP) describes existing site conditions, the proposed development, compliance with applicable stormwater standards, and inspection and maintenance requirements for the proposed stormwater system.

The Project aims to consolidate and enhance the City's emergency services infrastructure to better serve the community's evolving public safety needs. The Project includes demolition of the existing central fire station building and single-family residence onsite to facilitate the construction of a dual-purpose facility to serve as the central fire station and police headquarters. Site improvements include driveways; parking for public, staff, fleet, and emergency vehicles; retaining walls; fencing; guardrail; site lighting; grading; landscaping; associated utilities for sewer, electrical, gas, fuel, and water services; and the subsurface stormwater management systems describe herein. To accommodate site grading, retaining walls up to 13 feet in height are required along the eastern, western and southern sides of the site.

The Project is required to manage stormwater on Site in accordance with the Maine Department of Environmental Protection (Maine DEP) and City of Auburn regulations. The following report demonstrates how the development of the Site meets the stormwater standards outlined in the City of Auburn Code of Ordinances Sec. 46-209 and Maine DEP's Chapter 500 Stormwater Regulations.

2. EXISTING CONDITIONS

The Site is bounded by Minot Avenue to the north, Taylor Brook to the west, a residential property to the east, and wetlands and an unnamed tributary perennial stream to Taylor Brook (the Stream) to the southeast. Of the 8.4-acre Site, approximately 3.7 acres is previously developed. The Site is comprised of a three-story brick fire station building, a two-story cement fire training structure, a single-family residential building, a diesel pump station, paved parking lots, driveways, and lawn. The remaining 4.7 acres are primarily forested, including approximately 1.1 acres of forested wetlands. No stormwater treatment systems exist on the Site. Aerial imagery of the Site is provided below in Figure 2-1.



FIGURE 2-1: PROJECT LOCATION AERIAL IMAGERY

The existing Site consists of several different land cover conditions including pavement, roof, grass, and wooded area. Topography of the Site generally slopes from north to south with the highest grades at the fire station building at elevation 228 +/-. The lowest grades are by the stream running through the Site at elevation 209+/-. Runoff flows via sheet flow from the existing buildings at the high point in the following general directions: areas north of the buildings drain north towards Minot Avenue, areas west of the fire station building drain southwest towards Taylor Brook, and areas south of the buildings drain south towards the stream. The stream flows along the eastern property boundary before cutting west through the Site. An existing 101-foot-long 48" diameter corrugated metal pipe (CMP) conveys the stream through the development. Once the stream daylights from the culvert, it flows the remaining 200 linear feet into Taylor Brook.

Existing drainage areas and associated Time of Concentration flow paths are shown on the Pre-Development Watershed Figure provided in **Appendix A.**

3. PROPOSED DEVELOPMENT

The new public safety facility will include an approximately 34,000 square foot two-story main building, standalone support structures, and associated site improvements. The facility will provide a centralized, modernized hub for the city's Fire Department, Police Department, and Emergency Operations Center (EOC). The proposed facility has been designed to include:

- Enhanced Police Department Spaces:
  - Sally Port, booking and detainee processing areas.
  - Evidence and weapons storage.
- Modernized Fire Department Features:
  - Larger drive-thru apparatus bays to accommodate current and future needs.
  - Crew quarters and privacy upgrades to support a diverse staff.
  - Health and safety upgrades including decontamination facilities.
- Shared Building Facilities (resulting in approximately 9,500 square foot savings):
  - Efficient, centralized public entry, lobby, and reception areas.
  - Core Function spaces (conference rooms, training rooms, and fitness center).
  - Shared support spaces and systems (mechanical, electrical, sprinkler, etc.).
  - Emergency Operations Center to coordinate response during critical incidents.
- Standalone Support Structures:
  - Police Asset Building, Burn Structure and Fire Training Building

Site improvements include paved driveways and parking areas, retaining walls, fencing, guardrails, site lighting, utilities, and stormwater management systems. Retaining walls are proposed on the western, southern, and eastern sides of the driveways and parking lot areas south of the Public Safety Facility. Site improvements also include realignment and restoration of the Stream and the replacement of a deteriorating 4-foot diameter corrugated metal culvert with a proposed 13-foot-wide, 6-foot-high cast-in-place concrete box culvert.

The proposed drainage conveyance system is comprised of catch basins, drainage manholes, subsurface piping, and subsurface stormwater management systems that provide treatment and detention before discharging to one of four outfalls. Stormwater treatment for the Site is provided by two subsurface sand filters and a roof dripline filter. The post-development drainage patterns consist of the following:

- Runoff from the upper visitor parking lot and staff parking south of the Public Safety Facility is collected and directed to Sand Filter 1, which discharges runoff south through an outfall along the southern retaining wall before entering the unnamed stream that flows southwest through the site.

- Roof drains and catch basins convey runoff from the Public Safety Facility roof and western driveway to Sand Filter 2. Additional runoff from the driveway north of the apparatus bay is split, with approximately half of the runoff entering a catch basin routed to Sand Filter 2, while the remaining half sheet flows northeast toward Minot Avenue. The outfall for Sand Filter 2 is located along the western retaining wall, where treated stormwater flows southwest towards Taylor Brook.

- Runoff from the Police Asset Building roof is treated by a roof dripline filter and discharged south through the southern retaining wall into the unnamed stream.

The proposed stormwater management systems are discussed in further detail in the following sections.

4. STORMWATER STANDARDS

The project will disturb 4.7 acres and result in 4.0 acres of impervious area, inclusive of a net increase of approximately 2.4 acres of impervious area and is therefore subject to the MaineDEP Chapter 500 and City of Auburn regulations, including the Basic, General, and Flooding Standards. The Project is not located within the direct watersheds of Lake Auburn or Taylor Pond; therefore, the City's phosphorous control standard does not apply. This Project does not discharge to an urban impaired stream; therefore, the MaineDEP Chapter 500 Urban Impaired Stream standard does not apply.

4.1 Basic Standard (Soil Erosion & Sediment Control)

A variety of erosion and sediment control measures will be utilized during construction, including but not limited to the following:

- Stabilized construction entrances;
- Up-gradient runoff diversion barriers;
- Downgradient sediment barriers;
- Catch basin inlet protection devices;
- Preservation and maintenance of vegetated areas to the maximum extent possible;
- Temporary stabilization of inactive disturbed areas to be exposed for more than seven days;
- Placement of erosion control blanket for steeply graded slopes (greater than 3:1);
- Placement of angular riprap for steeply graded slopes (greater than 2:1);
- Placement of a turbidity curtain downstream of the in-stream work;
- Controls for fugitive dust, debris, and other materials; and
- Inspection of all measures until the Site is permanently stabilized.

Structural measures will be installed as shown on the design drawings. Details and specifications for these measures are included on the design drawings.

The Project will disturb 4.7 acres; therefore, a Maine Construction General Permit (MCGP) will be required. The Project is less than five acres and does not qualify as a "large construction activity". In accordance with the MCGP, the Operator will submit a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) for Maine DEP review and approval prior to construction. All measures will be implemented in accordance with the "Maine Erosion and Sedimentation Handbook for Construction: Best Management Practices", latest edition. All temporary measures will be installed prior to any earth-disturbing activities and will be removed upon permanent stabilization of the Site. The Contractor will be responsible for implementing and maintaining all erosion and sediment control measures in an effective operating condition during construction. Permanent erosion control measures will include vegetation and pavement. After construction, the Owner will be responsible for inspecting and maintaining the Site as described in Section 5 of this Report.

4.2 General & Redevelopment Standards (Stormwater Quality)

The proposed project is subject to the MaineDEP redevelopment standards for stormwater. A figure showing the area of redevelopment is included in **Appendix A** of this Report. Calculations demonstrating compliance with stormwater quality standards are provided in **Appendix B**.

4.2.1 Maine DEP Redevelopment Standards

Calculations have been prepared in accordance with Section 4.C(2)(d) of the MaineDEP Chapter 500 Stormwater Standards to determine how much treatment is required for the proposed redevelopment project. The project has been evaluated as a "Site" project as it exceeds the threshold requiring a Site Location of Development Permit. Based on the impact analysis calculations provided in **Appendix B** of this Report, the project is required to provide treatment for 70% of the total redevelopment area. Figures showing existing and proposed pollutant ranking areas are provided in **Appendix A**. With the proposed stormwater management system, greater than 70% of the redevelopment area will be captured and treated. Runoff from proposed driveways, parking areas, and building roofs was prioritized for treatment; a figure showing redevelopment and treatment area is provided in **Appendix A**.

4.2.2 Proposed Treatment Systems

Stormwater treatment will be provided via two subsurface sand filters and one roof dripline filter. The proposed stormwater systems have been designed based on Volume III of the DEP Stormwater BMP Manual; calculations demonstrating compliance with the BMP design requirements are provided in **Appendix B** and design details are provided on the drawings.

Detention of the water quality volume is provided above the subsurface sand filters via proprietary ADS Stormtech SC-800 Chamber systems. Diversion structures are provided upgradient of proposed subsurface sand filters to manage runoff beyond the 1-inch water quality storm event. A letter that demonstrates manufacturer review and approval of the design is provided in **Appendix B**. The subsurface sand filters have been designed with a drain-down time of 24-48 hours for the design storm, in accordance with the MaineDEP Stormwater Manual Volume III Chapter 7.3. Treatment volume and filter area calculations are provided in **Appendix B**.

The StormTech SC-800 Isolator Row (IR) serves as the pretreatment component for the subsurface sand filter systems in accordance with MaineDEP's Chapter 500 Stormwater Standards and the BMP Manual (Volume III, Section 7.3). MaineDEP requires that the IR be sized to treat, without overflow, the one-year, 24-hour peak flow from its contributing drainage area. This size is based on flow rate capacity rather than storage volume because the IR is hydraulically integrated with the chamber system through the surrounding stone.

Per a letter from the MaineDEP Director of Land Resources dated July 29, 2016, each chamber in the IR has an approved flow capacity of 0.2 cubic feet per second (cfs) for SC-800 series chambers. The letter is provided in **Appendix B**. The design of the sand filter uses this flow rate to determine the number of chambers needed to handle the water quality flow (WQf) during the water quality event. These capacities ensure that each pretreatment row can convey the required WQf without bypassing flow, meeting MaineDEP's requirement that the IR treat the one-year peak flow before overflow occurs.

For this project:

Sand Filter 1: 19 chambers × 0.2 cfs = 3.80 cfs capacity

Sand Filter 2: 12 chambers × 0.2 cfs = 2.40 cfs capacity

The roof dripline filter collects and treats stormwater from the Police Asset Building roof. In accordance with the MaineDEP Stormwater Manual Volume III Chapter 7.5, the filter is sized to treat one inch of runoff, and

an overflow is provided via a perforated underdrain pipe. The filter has been designed to drain within 24-48 hours.

The proposed design includes multiple best management practices to reduce sediment loading upgradient of the subsurface sand filter systems, including deep-sump catch basins, hydrodynamic separators, and pretreatment isolator rows. The isolator rows are designed to manage the water quality flow rate. The sediment pretreatment devices have been sized in accordance with the Maine DEP BMP Manual. Sizing calculations are provided in **Appendix B**.

4.3 Flooding Standard (Stormwater Quantity)

Stormwater models were prepared for the pre-development and post-development Site conditions. Adequate provisions have been made to collect and control stormwater via the subsurface detention systems and a roof dripline filter, as described in the following sections.

4.3.1.1 Stormwater Modeling Methodology

Stormwater modeling was completed using the HydroCAD 10.20-5g Stormwater Modeling System by HydroCAD Software Solutions, LLC., which uses TR-20 runoff calculation methodology. The HydroCAD output for both the pre- and post-development models are provided in **Appendix B**. A 24-hour duration and Type III rainfall distribution was applied to the rainfall depths for the 2-year, 10-year, and 25-year storm events from Appendix H of the DEPs Chapter 500 Rules.

HydroCAD provides a lookup table for curve number (CN), which is a measure of the retention and runoff properties of various surfaces based on the Hydrological Soil Group (HSG) and land cover type using TR-55 methodology. The Site contains subsurface soils within Hydrologic Soil Group B, C, and D based on Natural Resources Conservation Service (NRCS) Web Soil Survey. The area of each land cover type was delineated utilizing topographical survey information and HydroCAD computed the final CN for each subcatchment based on an area-weighted average. The NRCS soils map and Geotechnical Report prepared by S.W. Cole are provided in **Appendix C**.

The Time of Concentration (Tc) is the time required for runoff to travel from the most hydrologically distant point of a watershed to the point of discharge. The longest hydraulic flow path is partitioned into segments based on flow types, land cover, and slopes. The Tc for each watershed is computed within HydroCAD as the sum of the travel times for each consecutive flow segment along the longest hydraulic flow path. The primary types of flow consist of sheet flow, shallow concentrated flow, and channel flow. Sheet flow typically occurs within the first 100-feet of runoff. A minimum Tc of six minutes was utilized in accordance with TR-55 methodology.

As previously described, runoff from the project area discharges into one of three locations; these three discharge points have been utilized as the Design Points for the stormwater analysis:

- Design Point 1L: Minot Avenue in the northwest corner of the Site.
- Design Point 2L: Unnamed tributary to Taylor Brook through the Site.
- Design Point 3L: Taylor Brook along the southwestern edge of the Site.

The stream discharges to Taylor Brook approximately 200 linear feet downstream of the proposed culvert; therefore, the associated design points have been hydraulically connected. Existing and proposed drainage

patterns, subcatchments, soils, and time of concentration flow paths are shown in the figures provided in **Appendix A**.

4.3.1.2 Pre- and Post-Development Peak Runoff Rate Results

The table below provides a summary of the peak runoff rates for the 24-hour, 2-, 10-, and 25-year Type III storm events:

TABLE 4-1: PRE-DEVELOPMENT AND POST-DEVELOPMENT PEAK RUNOFF RATE (CFS)

Design Point		Peak Runoff Rate (CFS)		
		2-Year Storm	10-Year Storm	25-Year Storm
1L	Pre-Development	1.87	2.8	3.59
	Post-Development	1.17	1.74	2.21
	Net Change	-0.7	-1.06	-1.38
2L	Pre-Development	3.03	6.05	8.83
	Post-Development	2.33	4.01	6.82
	Net Change	-0.7	-2.04	-2.01
3L	Pre-Development	5.19	10.46	15.31
	Post-Development	4.69	7.88	11.75
	Net Change	-0.5	-2.58	-3.56

The proposed stormwater management system has been designed to maintain current runoff conditions to the maximum extent possible. The table above demonstrates an overall reduction in the net peak runoff rates from the Site during the 2-, 10- and 25-year storm events.

The proposed stormwater conveyance system is sized to convey the 25-year storm and the proposed Site has been designed to mitigate peak discharge flow rates for the 25-year storm in compliance with City of Auburn Code of Ordinances Sec. 46-210(a)(3).

5. INSPECTION & MAINTENANCE REQUIREMENTS

General inspection and maintenance of stormwater systems will take place during and after construction. During construction, the Contractor will be responsible for inspecting and maintaining the Site, as described in Section 4.1 of this Report.

During construction, the Contractor will be responsible for conducting inspections in accordance with the provided Stormwater Erosion & Sediment Control Inspection Report Form (or equivalent). Inspections shall be performed at least once a week, as well as before and after storm events. A person with knowledge of stormwater management and erosion and sediment control, including the standards and conditions of the permit approvals, shall conduct the inspections and perform maintenance of the facilities. If maintenance or modifications are necessary, implementation will be completed within seven days, and prior to any rainfall event. After construction, the Owner will be responsible for inspecting and maintaining the Site's stormwater system.

An example Erosion & Sediment Control Inspection Report Form is provided on the following page. Upon completion of construction, the property owner will be responsible for implementing the Inspection and Maintenance Plan for the proposed stormwater management system, which is provided in Appendix D of this Report.

EROSION & SEDIMENT CONTROL
INSPECTION REPORT FORM

Inspectors:

Date: ___ / ___ / _____

_____ of _____ (Project Owner)
_____ of _____ (Contractor)
_____ of _____
_____ of _____

Storm Event? ☐ Yes ☐ No Rainfall Amount _____ Storm Duration _____ hours

Visual Observations of Activity and Site Conditions:

Disturbed Soil Areas:

Storage Of Soils:

Sediment & Erosion Control Measures:

Construction Site Entrance:

Surface Stabilization:

Corrective Action Taken:

Attachments (if any):

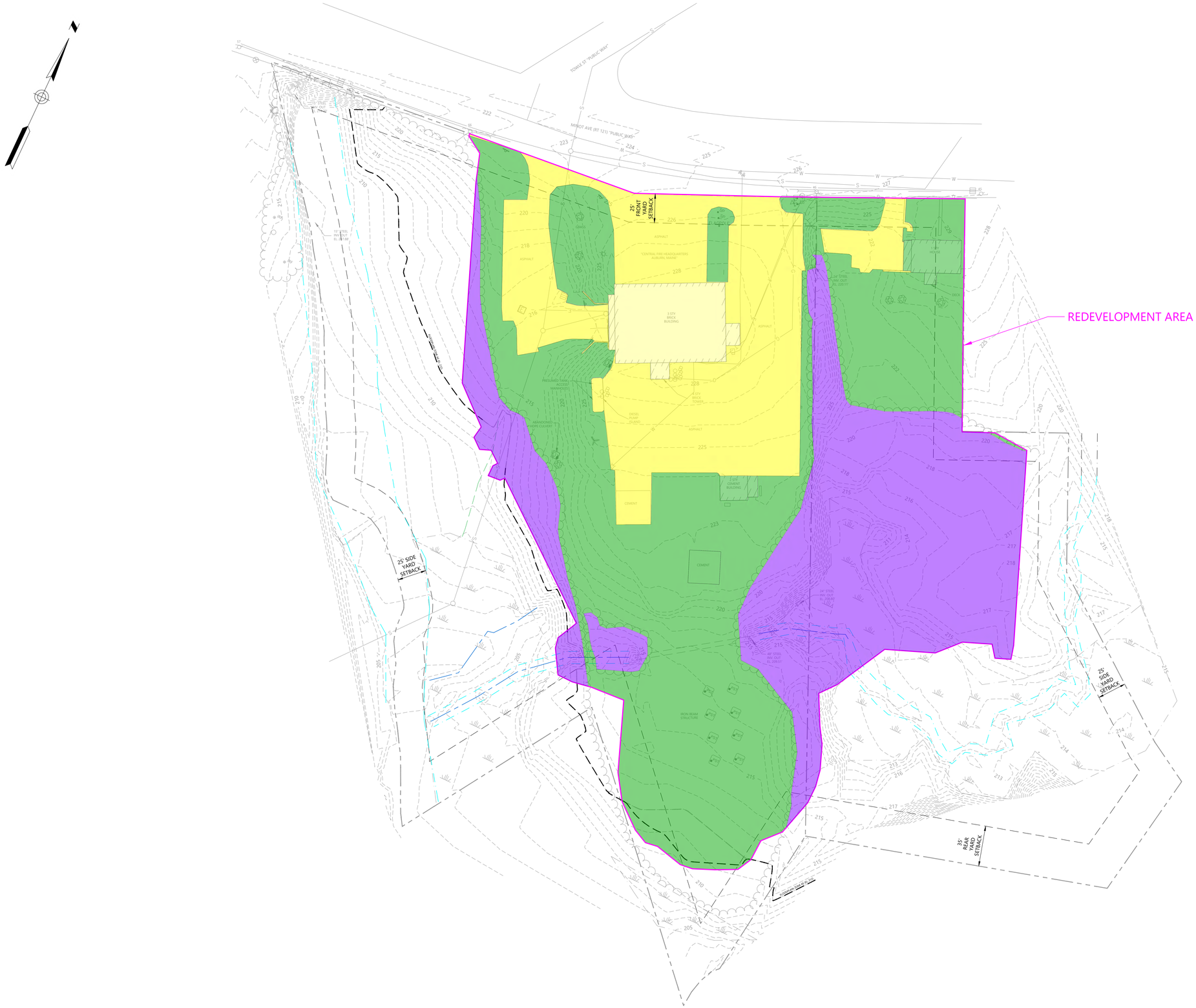
Signature:

_____

Name Title Date

APPENDIX A: FIGURES

24x36



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SURVEYOR:
SGC ENGINEERING LLC
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WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

PERMITTING SET
NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
DATE:	FEBRUARY 2026
SCALE:	1"=40'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	0233981.23-FIGURE PRE D*.dwg

DRAWING TITLE:
FIGURES
PRE-DEVELOPMENT IMPACT AREA FIGURE

DRAWING NO:
SW-1

\\woodardcurran.net\shared\Projects\0233981.23 Auburn ME Public Safety Fac\wip\Drawings\Figures\0233981.23-Figure Pre Dev Impact.dwg, Feb 06, 2026 - 1:26pm HSCHULZ



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GRAY, ME 04039

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CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

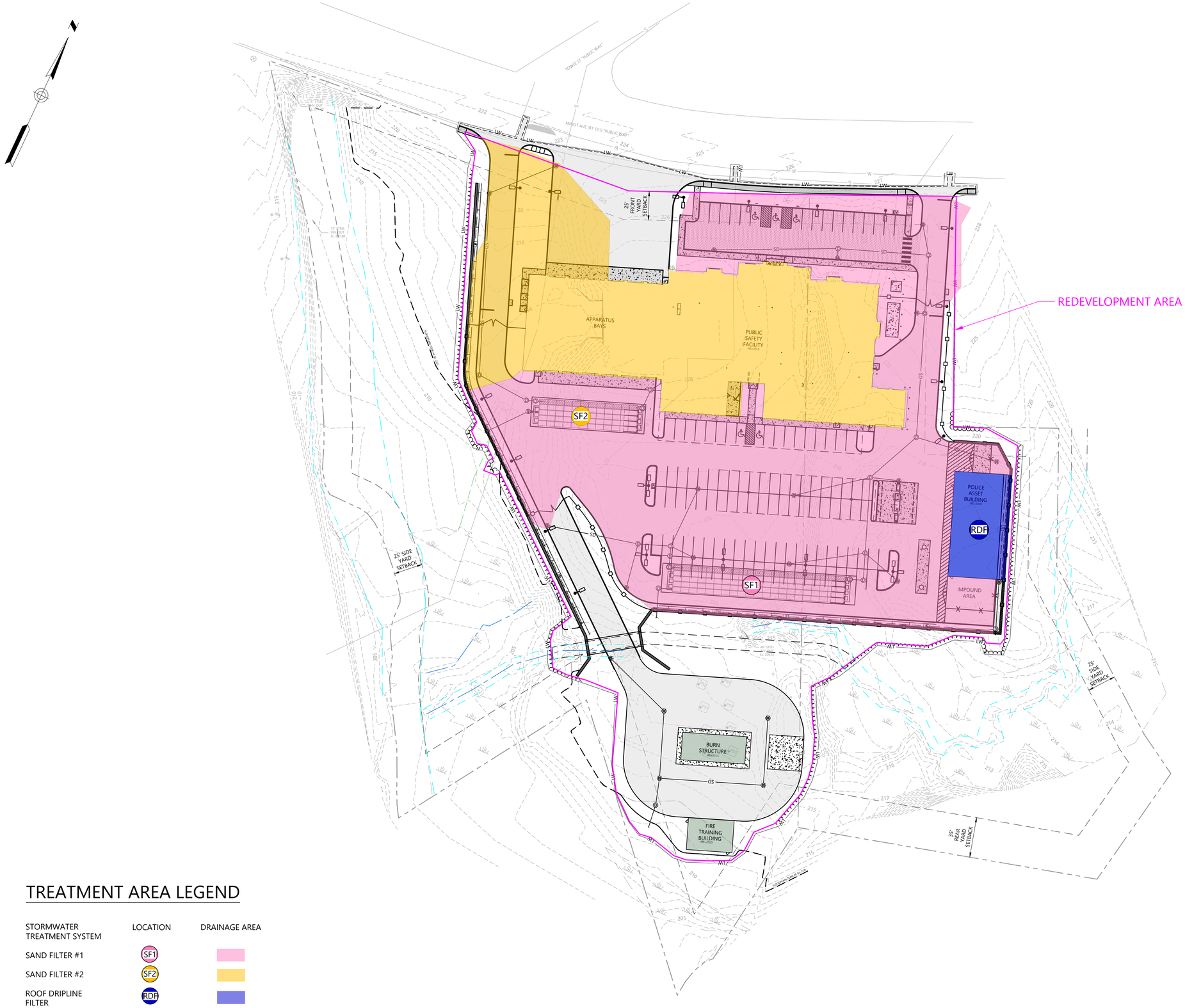
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DATE:	FEBRUARY 2026
SCALE:	1"=40'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
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DRAWING TITLE:
FIGURES
POST-DEVELOPMENT IMPACT AREA FIGURE

DRAWING NO:
SW-2

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TREATMENT AREA LEGEND

STORMWATER TREATMENT SYSTEM	LOCATION	DRAINAGE AREA
SAND FILTER #1	SF1	
SAND FILTER #2	SF2	
ROOF DRIPLINE FILTER	RDF	

40' 0 40' 80'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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65 NEWBURY STREET
PORTLAND, ME 04101

MEP:
Allied Engineering
A Salas O'Brien Company
160 VERANDA STREET
PORTLAND, ME 04103

GEOTECHNICAL ENGINEER:
S.W. COLE ENGINEERING, INC.
286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

PERMITTING SET
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CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

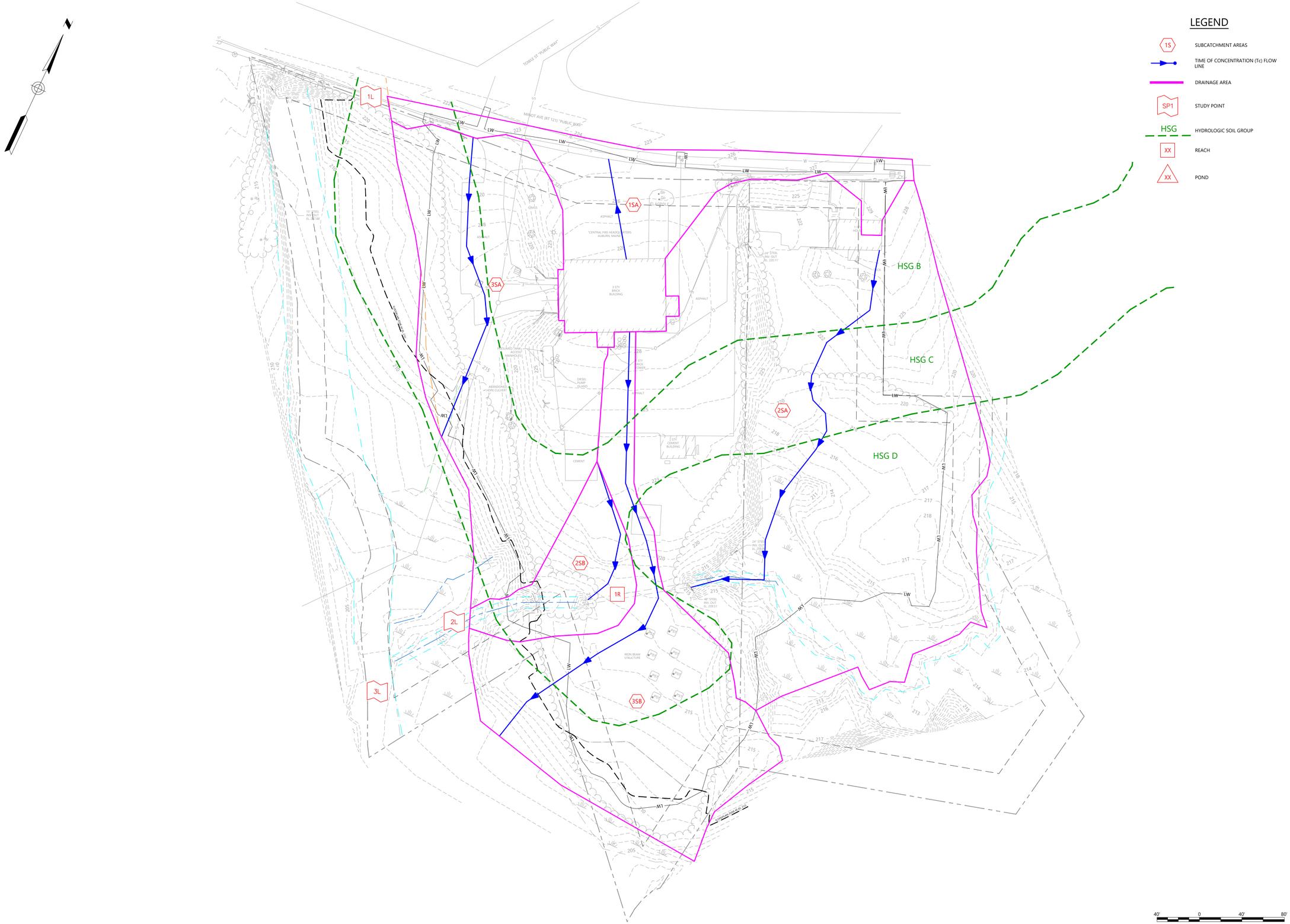
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DATE:	FEBRUARY 2026
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DESIGNED BY:	ANG
DRAWN BY:	BCM
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FIGURES
STORMWATER TREATMENT AREA FIGURE

DRAWING NO:
SW-3

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24x36



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PE SEAL:

50% DESIGN DEVELOPMENT - NOT FOR CONSTRUCTION

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CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
DATE:	AUGUST 2025
SCALE:	1"=40'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	0233981.23-FIGURE PRE D*.dwg

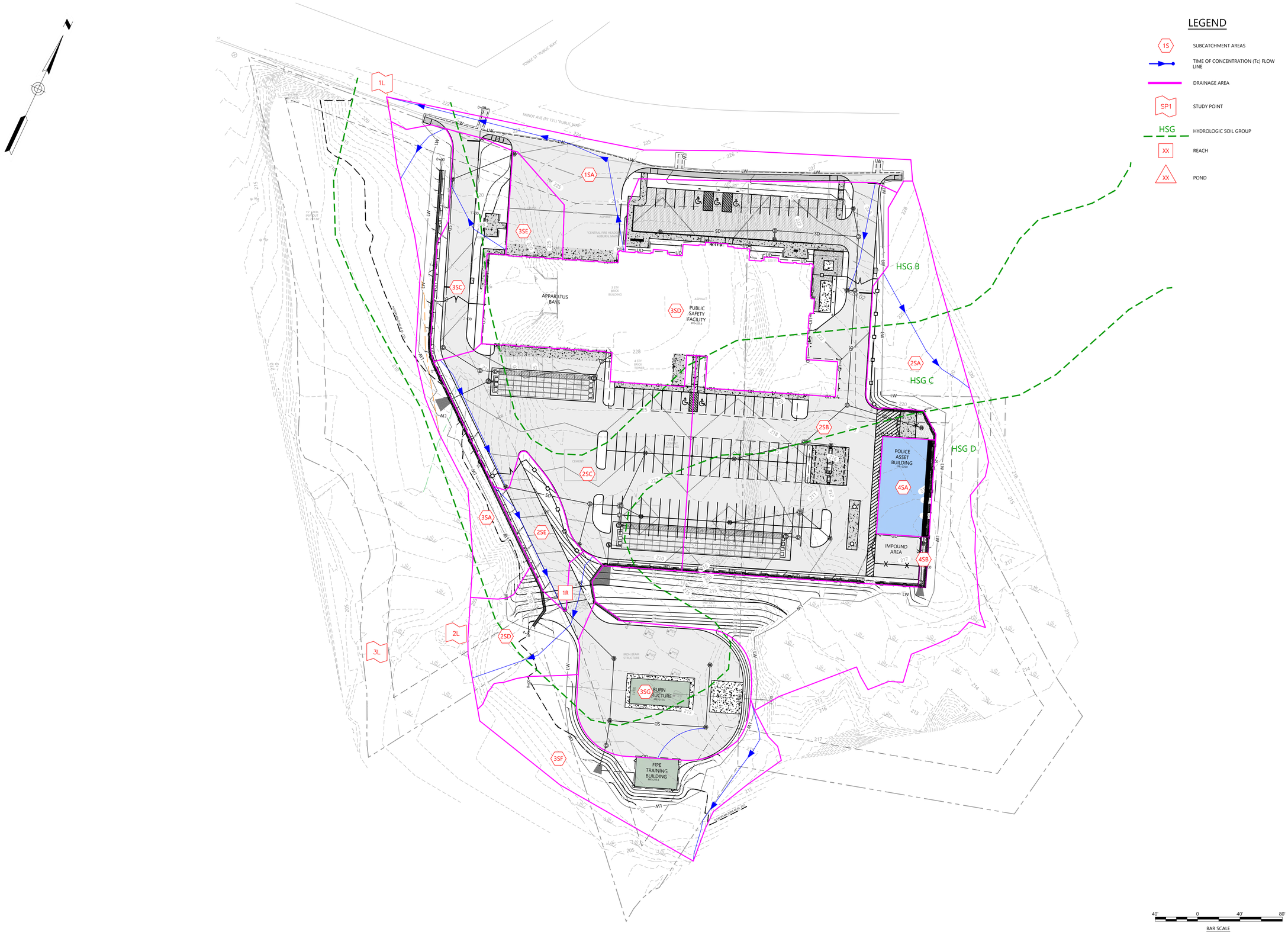
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FIGURES
PRE-DEVELOPMENT
WATERSHED FIGURE

DRAWING NO:

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24x36



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WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

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CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
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CHECKED BY:	MDLM
FILENAME:	0233981.23-FIGURE POST *.dwg

DRAWING TITLE:

FIGURES
POST-DEVELOPMENT
WATERSHED FIGURE

DRAWING NO:

SW-5

APPENDIX B: STORMWATER CALCULATIONS

Woodard & Curran
12 MOUNTFORT STREET
PORTLAND, MAINE 04101

CLIENT: City of Auburn
PROJECT: Auburn Public Safety Facility
CALCS BY: HKS/ANG
DATE: 3/9/2026
PROJECT NO.: 233981.23

Redevelopment Treatment Calculations - Per Section 4.C.2.d of the MaineDEP Chapter 500 Rules

Area of Redevelopment (acres) = 4.66

a. Existing Pollutant Impact

Land Use	Pollutant Ranking		Impact
High Use Roads/Parking Lot	5	0.00	0.00
Other Roads/Medium Use Parking Lot	4	0.00	0.00
Other Parking Lots/Flat Asphalt Roofs/Industrial Roofs	3	1.18	3.54
Other Roofs/Landscaped Area/Paved Walkway	2	2.08	4.17
Non-grass Landscaping/Stormwater	1	0.00	0.00
Forest/Meadow	0	1.39	0.00
		4.66	7.71

b. Proposed Pollutant Impact

Land Use	Pollutant Ranking		Impact
High Use Roads/Parking Lot	5	0.00	0.00
Other Roads/Medium Use Parking Lot	4	1.29	5.14
Other Parking Lots/Flat Asphalt Roofs/Industrial Roofs	3	2.28	6.83
Other Roofs/Landscaped Area/Paved Walkway	2	1.05	2.09
Non-grass Landscaping/Stormwater	1	0.05	0.05
Forest/Meadow	0	0.00	0.00
		4.66	14.11

c. Existing Impact/Total Redevelopment Acres

1.655

d. Proposed Impact/Total Redevelopment Acres

3.029

e. Item D Minus Item C

1.37

Ranked Impact Change Due to Redevelopment	Percentage of Developed Area that Must be Treated
0.0 or less	0% (Stormwater projects)
	50% (Site projects)
≥ 0.0 to ≤ 1.0	60%
> 1.0 to ≤ 2.0	70%
> 2.0 to ≤ 3.0	80%
> 3.0	Same treatment level as for new development

Stormwater Treatment Summary	Area (SF)	Treatment Percentage	Treated Area Required (SF)	Treated Area Provided (SF)
Redeveloped Area	202,925	70.0%	142,048	146,000

WQV Summary	Subsurface Sand Filter 1	Subsurface Sand Filter 2	Roof Dripline Filter
Proposed Treated Area (SF)	92,080	49,330	4,590
Impervious Area Treated (SF)	80,630	44,090	4,590
WQV Required (CF)	7,101	3,849	383
WQV Provided (CF)	8,139	4,837	610

12 MOUNTFORT STREET
PORTLAND, MAINE 04101

CLIENT: City of Auburn
PROJECT: Auburn Public Safety Facility
CALCS BY: HKS/ANG
DATE: 2/27/2026
PROJECT NO.: 233981.23

Sizing Calculations

Water Quality Volume for Subsurface System 1

WQV = (1" * Impervious Area) + (0.4" * Pervious Area)

Impervious Area =	80630	SF
Pervious Area =	11450	SF
WQV Required =	**7101**	CF
WQV Provided =	**8139**	CF

Surface Area = (5%*Impervious Area) + (2%*Pervious Area)

Filter Surface Area Required=	**4261**	SF
Filter Surface Area Provided=	**4281**	SF

Sediment Pre-treatment = (55.6 CF/Acre) * (acres of non-roof impervious)

Non-Roof Impervious Area (total) =	80,630	SF
Total Volume Required =	**103**	CF

Method: Hydrodynamic Separators and Pretreatment Row
Please see manufacturer letter addressing compliance included in this Appendix.

Water Quality Volume for Subsurface System 2

WQV = (1" * Impervious Area) + (0.4" * Pervious Area)

Impervious Area =	44090	SF
Pervious Area =	5240	SF
WQV Required =	**3849**	CF
WQV Provided =	**4837**	CF

Surface Area = (5%*Impervious Area) + (2%*Pervious Area)

Filter Surface Area Required=	**2309**	SF
Filter Surface Area Provided=	**2562**	SF

Sediment Pre-treatment = (55.6 CF/Acre) * (acres of non-roof impervious)

Non-Roof Impervious Area (total) =	9,705	SF
Total Volume Required =	**12**	CF

Method: Hydrodynamic Separators and Pretreatment Row
Please see manufacturer letter addressing compliance included in this Appendix.

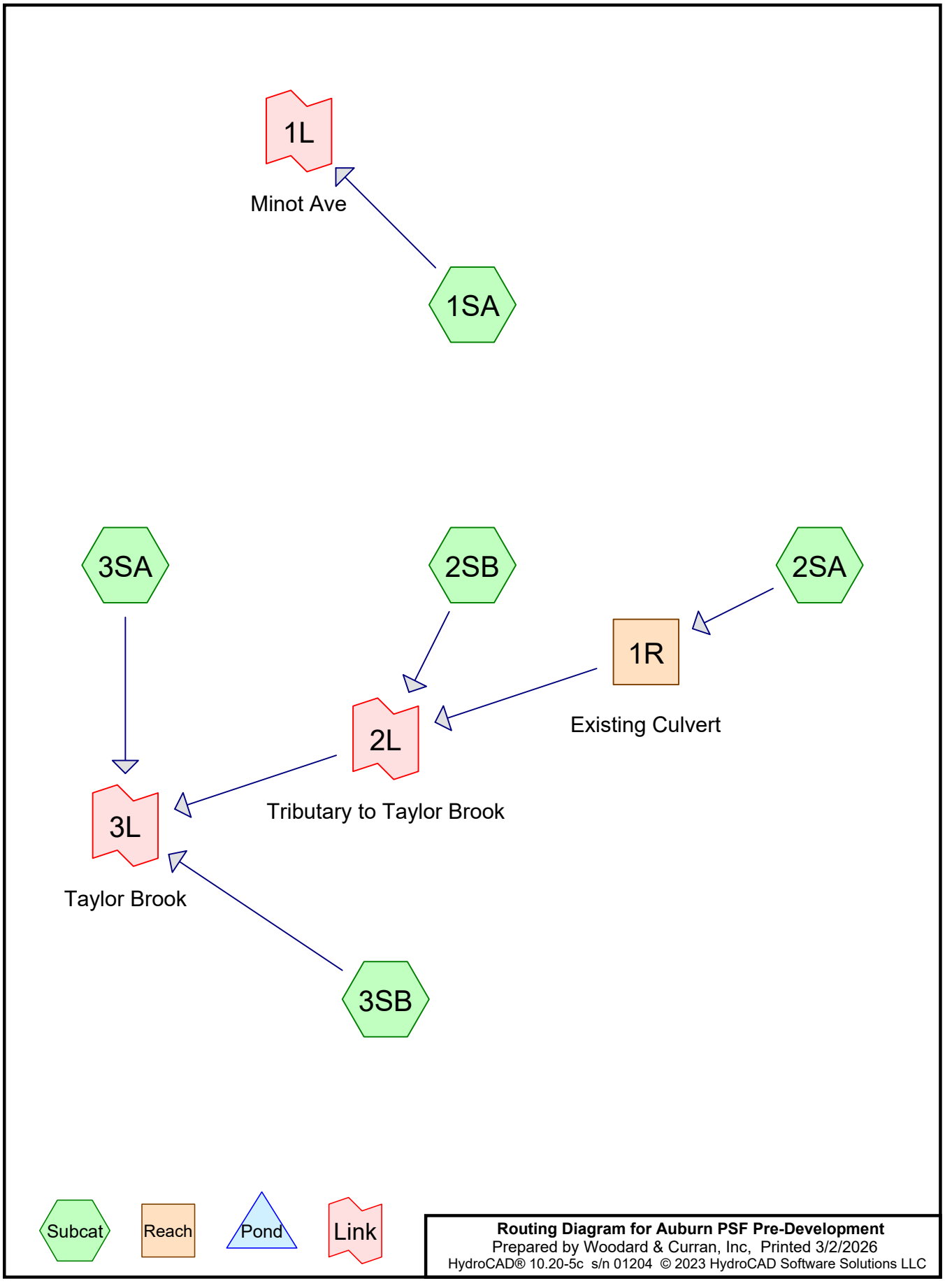
Water Quality Volume for Roof Dripline Filter

WQV = (1" * Impervious Area) + (0.4" * Pervious Area)

Impervious Area =	4590	SF
Pervious Area =	0	SF
WQV Required =	**383**	CF
WQV Provided =	**610**	CF

Surface Area = (5%*Impervious Area) + (2%*Pervious Area)

Filter Surface Area Required=	**230**	SF
Filter Surface Area Provided=	**460**	SF



Routing Diagram for Auburn PSF Pre-Development
Prepared by Woodard & Curran, Inc, Printed 3/2/2026
HydroCAD® 10.20-5c s/n 01204 © 2023 HydroCAD Software Solutions LLC

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2-Year Storm	Type III 24-hr		Default	24.00	1	3.00	2
2	10-Year Storm	Type III 24-hr		Default	24.00	1	4.30	2
3	25-Year Storm	Type III 24-hr		Default	24.00	1	5.40	2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.757	61	>75% Grass cover, Good, HSG B (1SA, 2SA, 3SA, 3SB)
1.191	74	>75% Grass cover, Good, HSG C (1SA, 2SA, 2SB, 3SA, 3SB)
0.487	80	>75% Grass cover, Good, HSG D (2SA, 2SB, 3SB)
1.076	98	Paved parking, HSG B (1SA, 2SA, 3SA, 3SB)
0.245	98	Paved parking, HSG C (1SA, 2SA, 2SB, 3SA, 3SB)
0.018	98	Paved parking, HSG D (2SA, 3SB)
0.202	98	Roof, HSG B (1SA, 2SA)
0.043	55	Woods, Good, HSG B (2SA)
0.726	70	Woods, Good, HSG C (2SA, 2SB, 3SA, 3SB)
1.667	77	Woods, Good, HSG D (2SA, 2SB, 3SA, 3SB)
6.412	**79**	**TOTAL AREA**

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1SA: Runoff Area=31,360 sf 89.97% Impervious Runoff Depth=2.35"
Tc=6.0 min CN=94 Runoff=1.87 cfs 0.141 af

Subcatchment2SA: Runoff Area=129,660 sf 16.37% Impervious Runoff Depth=1.07"
Flow Length=421' Tc=12.7 min CN=77 Runoff=2.86 cfs 0.266 af

Subcatchment2SB: Runoff Area=12,540 sf 0.68% Impervious Runoff Depth=0.86"
Flow Length=147' Tc=9.6 min CN=73 Runoff=0.23 cfs 0.021 af

Subcatchment3SA: Runoff Area=56,545 sf 25.42% Impervious Runoff Depth=1.02"
Flow Length=290' Tc=6.3 min CN=76 Runoff=1.44 cfs 0.110 af

Subcatchment3SB: Runoff Area=49,200 sf 6.50% Impervious Runoff Depth=1.13"
Flow Length=455' Tc=6.0 min CN=78 Runoff=1.43 cfs 0.106 af

Reach 1R: Existing Culvert Avg. Flow Depth=0.63' Max Vel=2.26 fps Inflow=2.86 cfs 0.266 af
48.0" Round Pipe n=0.025 L=100.0' S=0.0051 '/' Capacity=53.34 cfs Outflow=2.83 cfs 0.266 af

Link 1L: Minot Ave Inflow=1.87 cfs 0.141 af
Primary=1.87 cfs 0.141 af

Link 2L: Tributary to Taylor Brook Inflow=3.03 cfs 0.286 af
Primary=3.03 cfs 0.286 af

Link 3L: Taylor Brook Inflow=5.19 cfs 0.502 af
Primary=5.19 cfs 0.502 af

Total Runoff Area = 6.412 ac Runoff Volume = 0.643 af Average Runoff Depth = 1.20"
75.98% Pervious = 4.872 ac 24.02% Impervious = 1.540 ac

Summary for Subcatchment 1SA:

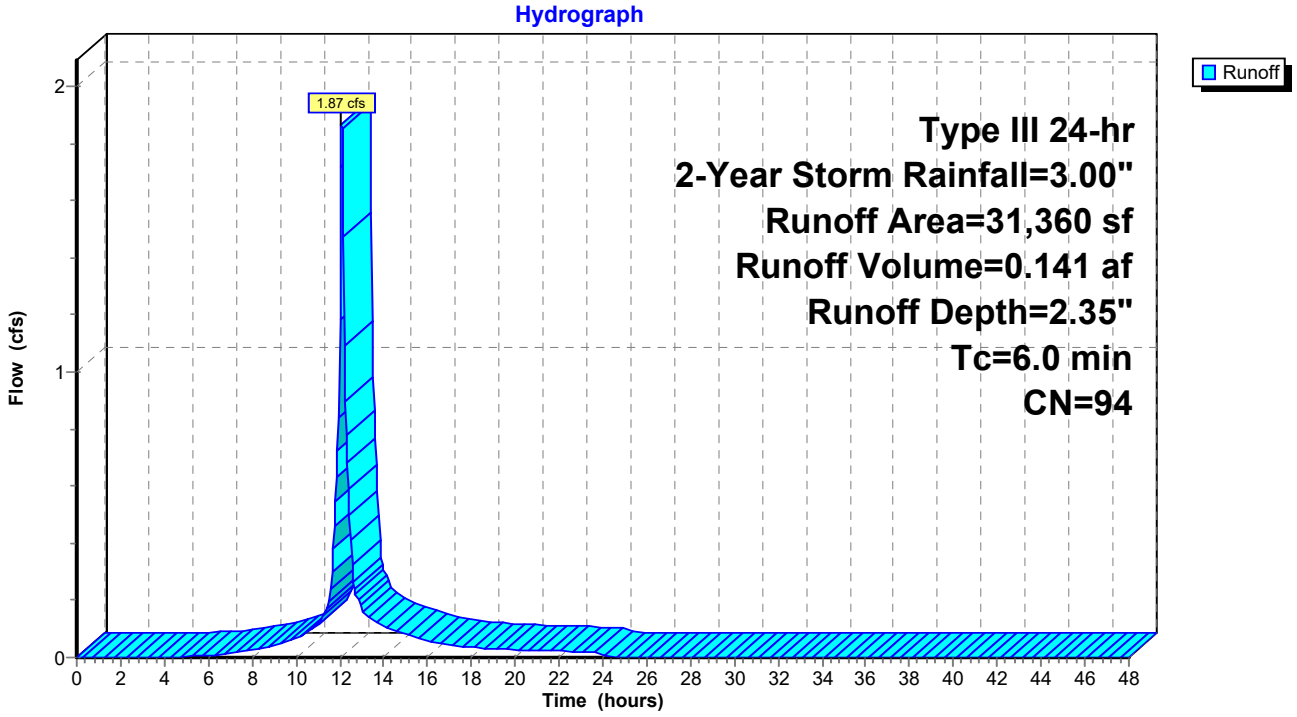
Runoff = 1.87 cfs @ 12.09 hrs, Volume= 0.141 af, Depth= 2.35"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

	Area (sf)	CN	Description
	2,825	61	>75% Grass cover, Good, HSG B
	19,575	98	Paved parking, HSG B
*	7,580	98	Roof, HSG B
	320	74	>75% Grass cover, Good, HSG C
	1,060	98	Paved parking, HSG C
	31,360	94	Weighted Average
	3,145		10.03% Pervious Area
	28,215		89.97% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 1SA:



Summary for Subcatchment 2SA:

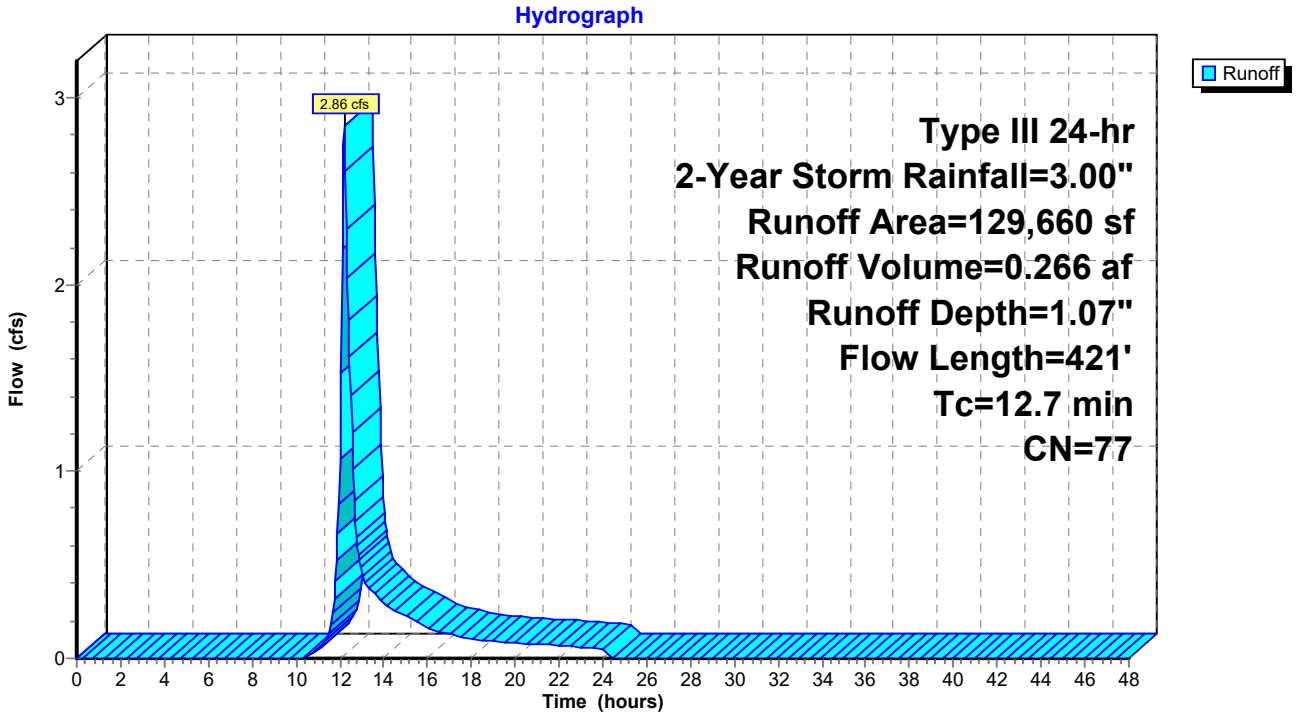
Runoff = 2.86 cfs @ 12.19 hrs, Volume= 0.266 af, Depth= 1.07"
Routed to Reach 1R : Existing Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

	Area (sf)	CN	Description
	18,810	61	>75% Grass cover, Good, HSG B
	1,870	55	Woods, Good, HSG B
	13,565	98	Paved parking, HSG B
*	1,235	98	Roof, HSG B
	13,870	74	>75% Grass cover, Good, HSG C
	10,235	70	Woods, Good, HSG C
	6,090	98	Paved parking, HSG C
	5,130	80	>75% Grass cover, Good, HSG D
	58,525	77	Woods, Good, HSG D
	330	98	Paved parking, HSG D
	129,660	77	Weighted Average
	108,440		83.63% Pervious Area
	21,220		16.37% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.5	41	0.0366	1.34		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.3	111	0.0856	1.46		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
3.3	100	0.0100	0.50		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
0.6	69	0.0150	1.84		**Shallow Concentrated Flow,** Grassed Waterway Kv= 15.0 fps
12.7	421	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB:

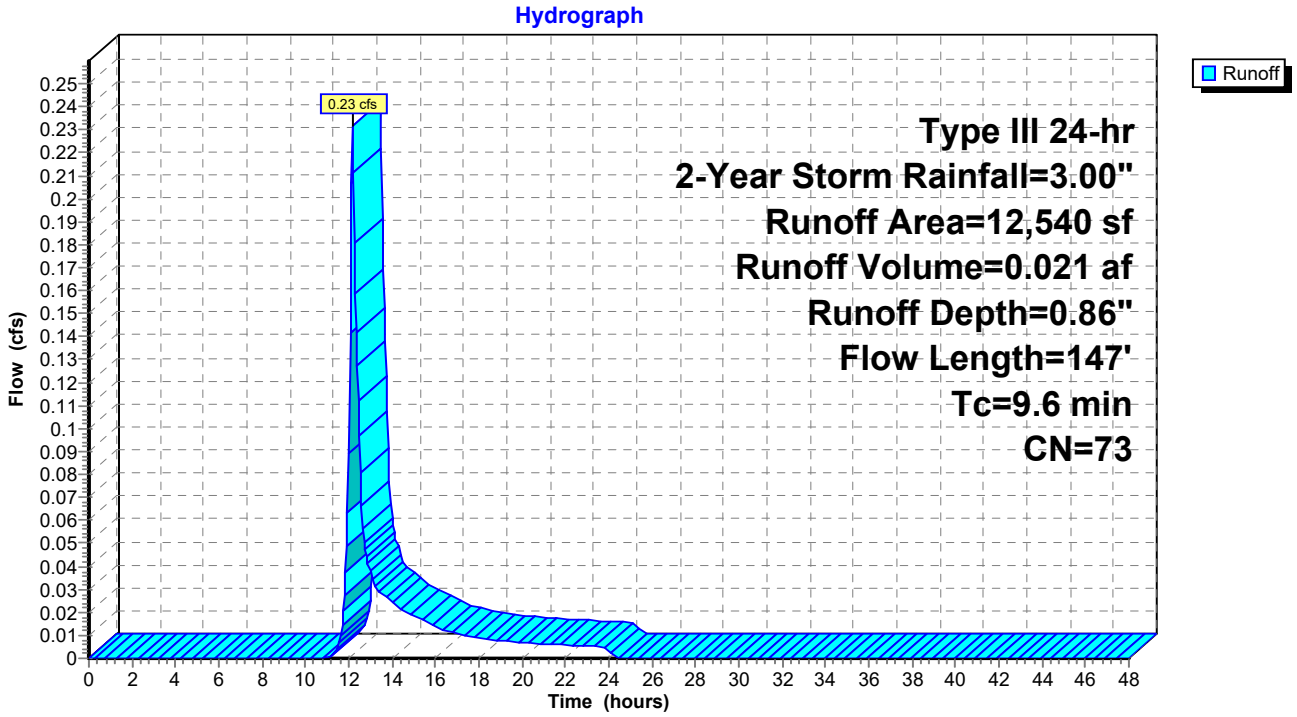
Runoff = 0.23 cfs @ 12.15 hrs, Volume= 0.021 af, Depth= 0.86"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
8,215	74	>75% Grass cover, Good, HSG C
3,460	70	Woods, Good, HSG C
85	98	Paved parking, HSG C
30	80	>75% Grass cover, Good, HSG D
750	77	Woods, Good, HSG D
12,540	73	Weighted Average
12,455		99.32% Pervious Area
85		0.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.3	100	0.0250	0.18		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.0	6	0.3333	4.04		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.3	41	0.1220	2.44		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
9.6	147	Total			

Subcatchment 2SB:



Summary for Subcatchment 3SA:

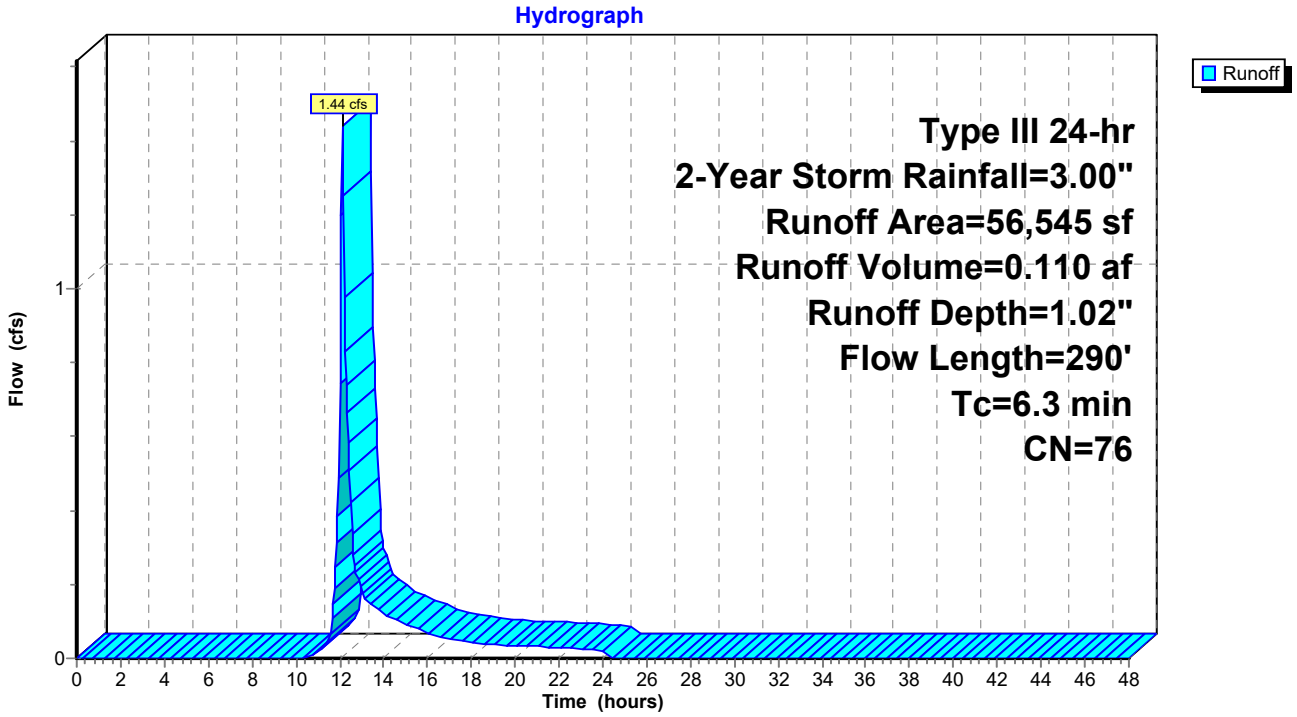
Runoff = 1.44 cfs @ 12.10 hrs, Volume= 0.110 af, Depth= 1.02"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
11,215	61	>75% Grass cover, Good, HSG B
11,075	98	Paved parking, HSG B
13,065	74	>75% Grass cover, Good, HSG C
17,470	70	Woods, Good, HSG C
3,300	98	Paved parking, HSG C
420	77	Woods, Good, HSG D
56,545	76	Weighted Average
42,170		74.58% Pervious Area
14,375		25.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.5	40	0.0450	0.19		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.7	60	0.0300	1.41		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	75	0.0250	3.21		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.8	50	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.9	65	0.0615	1.24		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
6.3	290	Total			

Subcatchment 3SA:



Summary for Subcatchment 3SB:

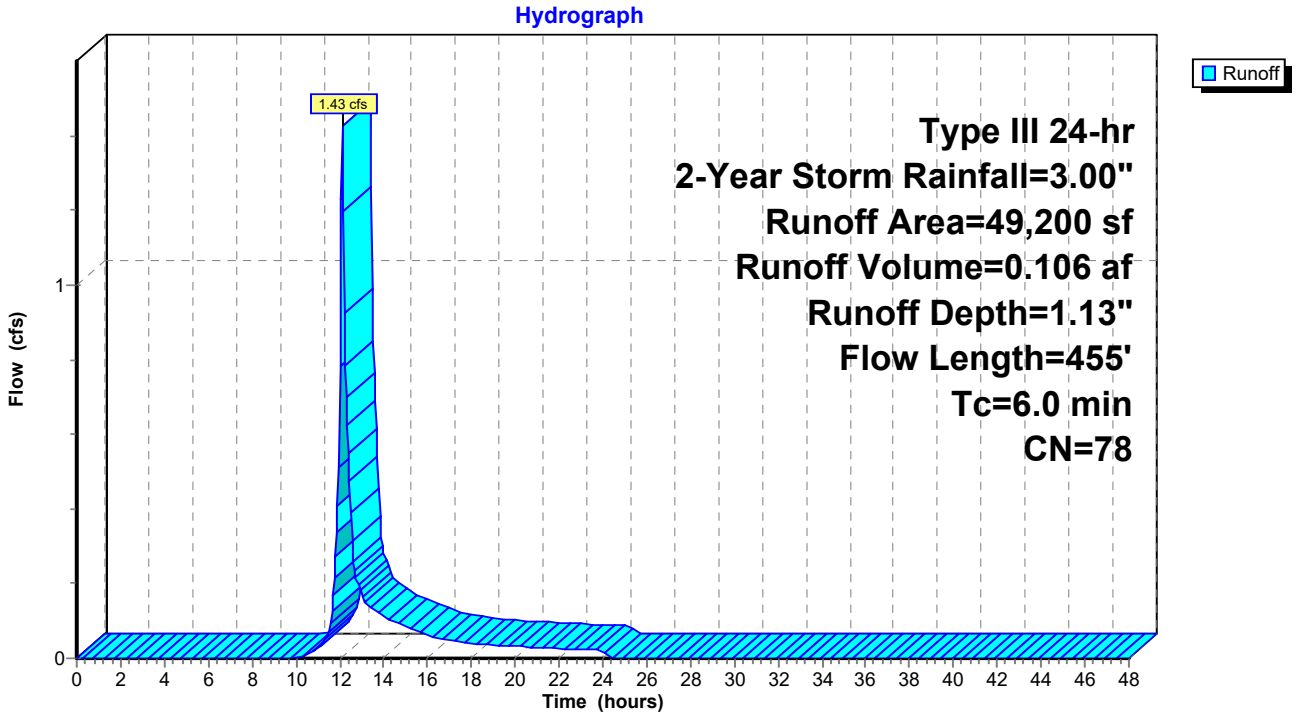
Runoff = 1.43 cfs @ 12.10 hrs, Volume= 0.106 af, Depth= 1.13"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
140	61	>75% Grass cover, Good, HSG B
2,640	98	Paved parking, HSG B
16,430	74	>75% Grass cover, Good, HSG C
450	70	Woods, Good, HSG C
125	98	Paved parking, HSG C
16,040	80	>75% Grass cover, Good, HSG D
12,940	77	Woods, Good, HSG D
435	98	Paved parking, HSG D
49,200	78	Weighted Average
46,000		93.50% Pervious Area
3,200		6.50% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	100	0.0450	1.84		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.1	65	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.2	30	0.0230	3.08		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	60	0.0867	2.06		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.8	135	0.0320	1.25		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.8	65	0.0800	1.41		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
5.3	455	Total, Increased to minimum Tc = 6.0 min			

Subcatchment 3SB:



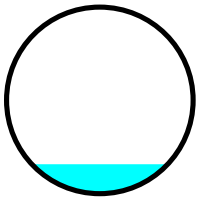
Summary for Reach 1R: Existing Culvert

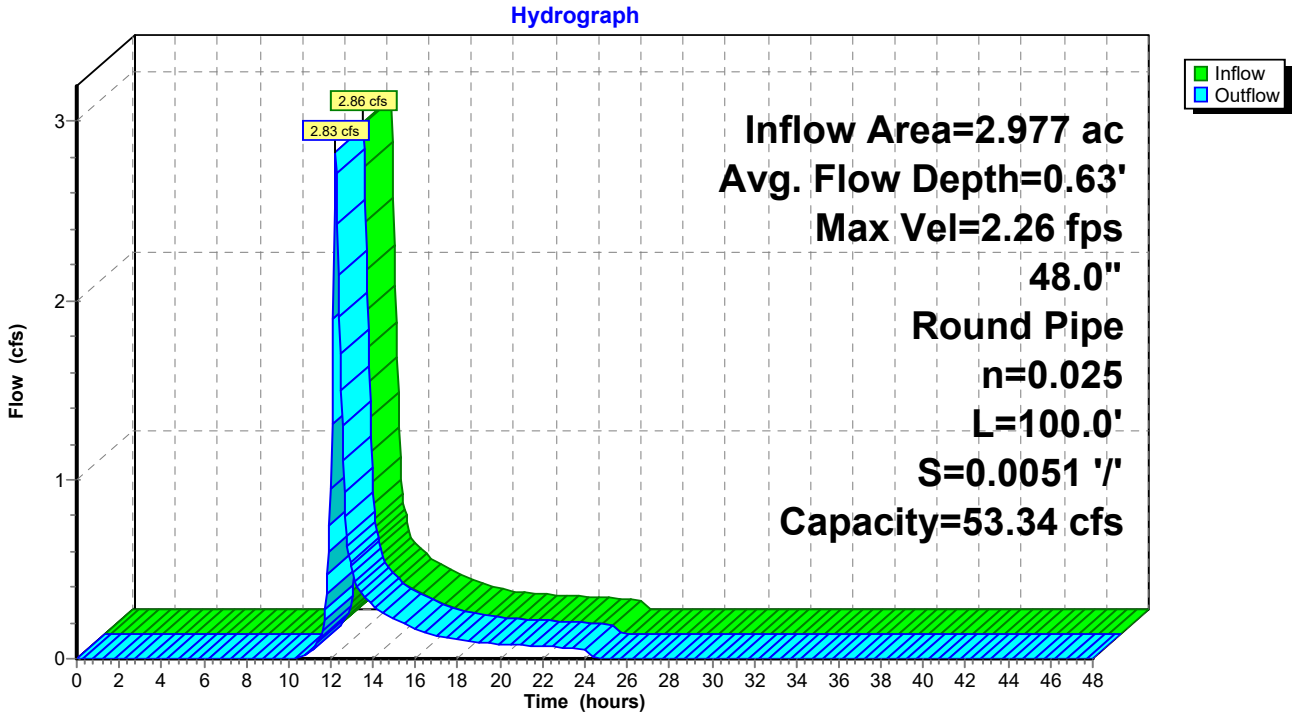
Inflow Area = 2.977 ac, 16.37% Impervious, Inflow Depth = 1.07" for 2-Year Storm event
Inflow = 2.86 cfs @ 12.19 hrs, Volume= 0.266 af
Outflow = 2.83 cfs @ 12.21 hrs, Volume= 0.266 af, Atten= 1%, Lag= 1.3 min
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.26 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 0.90 fps, Avg. Travel Time= 1.9 min

Peak Storage= 127 cf @ 12.20 hrs
Average Depth at Peak Storage= 0.63' , Surface Width= 2.91'
Bank-Full Depth= 4.00' Flow Area= 12.6 sf, Capacity= 53.34 cfs

48.0" Round Pipe
n= 0.025 Corrugated metal
Length= 100.0' Slope= 0.0051 '/'
Inlet Invert= 209.51', Outlet Invert= 209.00'



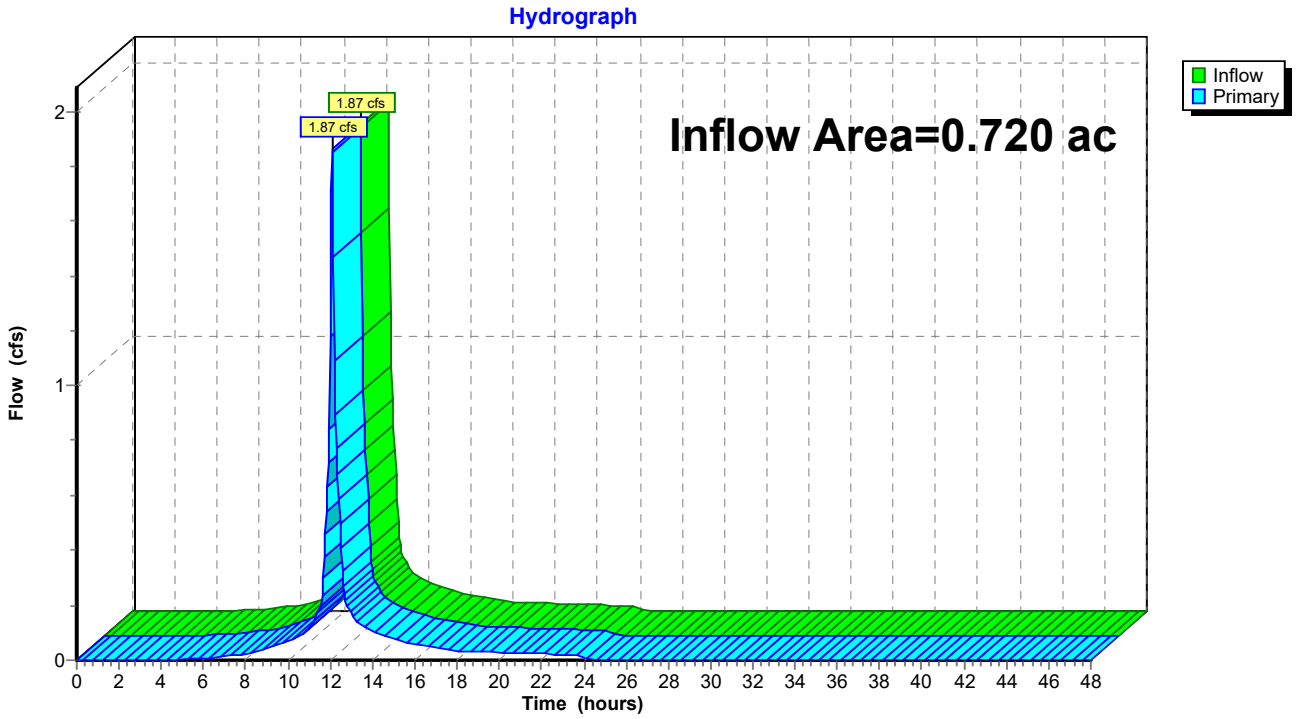


Summary for Link 1L: Minot Ave

Inflow Area = 0.720 ac, 89.97% Impervious, Inflow Depth = 2.35" for 2-Year Storm event
Inflow = 1.87 cfs @ 12.09 hrs, Volume= 0.141 af
Primary = 1.87 cfs @ 12.09 hrs, Volume= 0.141 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 1L: Minot Ave

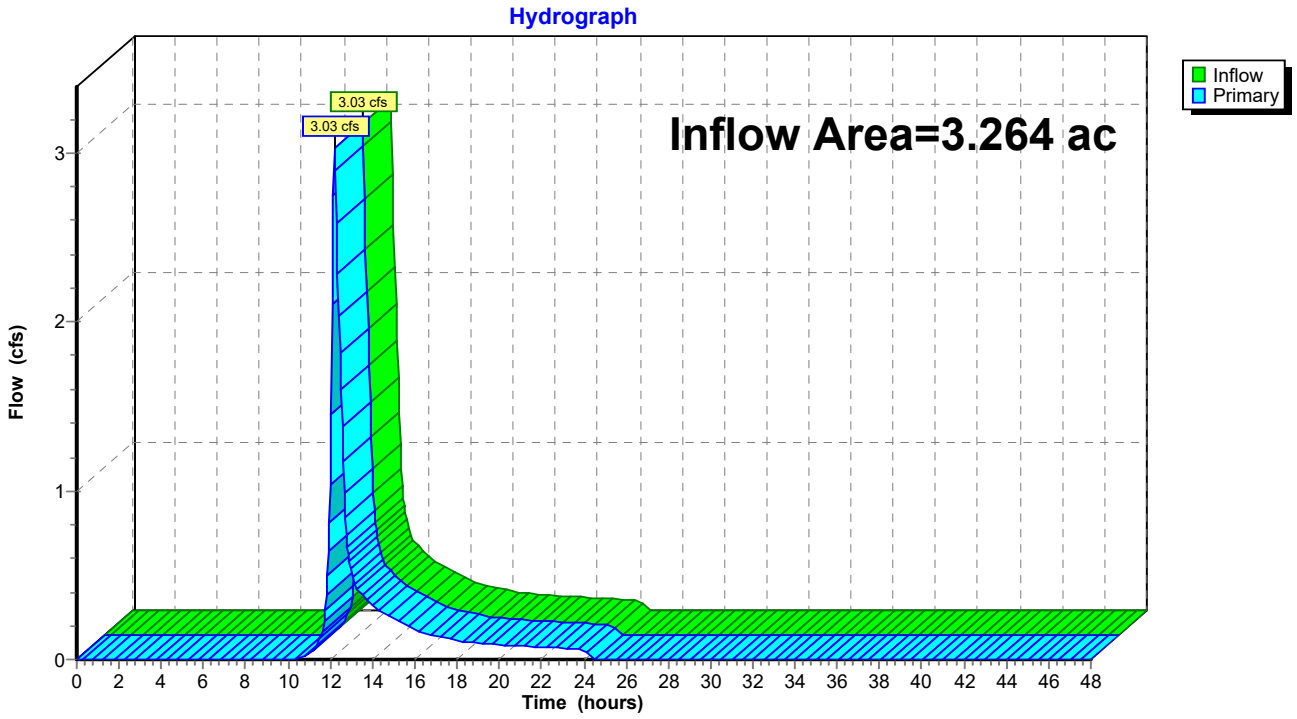


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.264 ac, 14.98% Impervious, Inflow Depth = 1.05" for 2-Year Storm event
Inflow = 3.03 cfs @ 12.21 hrs, Volume= 0.286 af
Primary = 3.03 cfs @ 12.21 hrs, Volume= 0.286 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 2L: Tributary to Taylor Brook

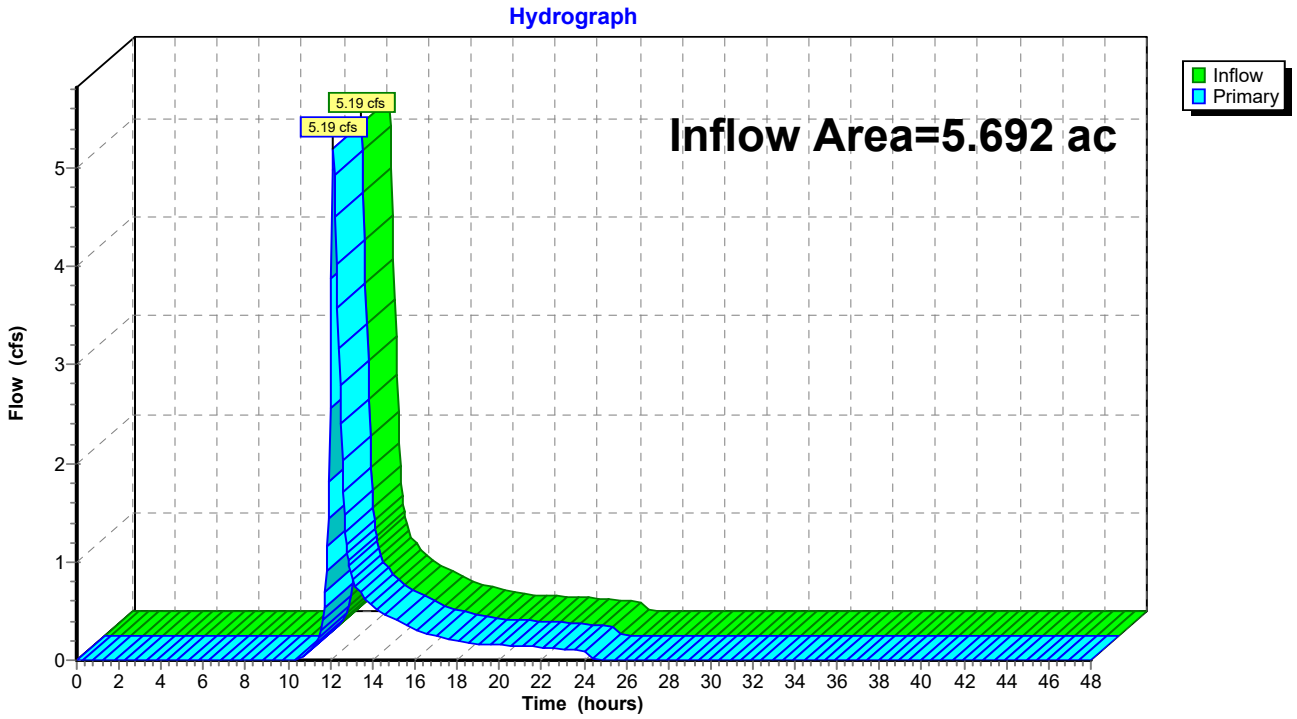


Summary for Link 3L: Taylor Brook

Inflow Area = 5.692 ac, 15.68% Impervious, Inflow Depth = 1.06" for 2-Year Storm event
Inflow = 5.19 cfs @ 12.15 hrs, Volume= 0.502 af
Primary = 5.19 cfs @ 12.15 hrs, Volume= 0.502 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 3L: Taylor Brook



Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1SA: Runoff Area=31,360 sf 89.97% Impervious Runoff Depth=3.62"
Tc=6.0 min CN=94 Runoff=2.80 cfs 0.217 af

Subcatchment2SA: Runoff Area=129,660 sf 16.37% Impervious Runoff Depth=2.05"
Flow Length=421' Tc=12.7 min CN=77 Runoff=5.66 cfs 0.508 af

Subcatchment2SB: Runoff Area=12,540 sf 0.68% Impervious Runoff Depth=1.75"
Flow Length=147' Tc=9.6 min CN=73 Runoff=0.50 cfs 0.042 af

Subcatchment3SA: Runoff Area=56,545 sf 25.42% Impervious Runoff Depth=1.97"
Flow Length=290' Tc=6.3 min CN=76 Runoff=2.90 cfs 0.213 af

Subcatchment3SB: Runoff Area=49,200 sf 6.50% Impervious Runoff Depth=2.13"
Flow Length=455' Tc=6.0 min CN=78 Runoff=2.76 cfs 0.200 af

Reach 1R: Existing Culvert Avg. Flow Depth=0.88' Max Vel=2.76 fps Inflow=5.66 cfs 0.508 af
48.0" Round Pipe n=0.025 L=100.0' S=0.0051 '/' Capacity=53.34 cfs Outflow=5.60 cfs 0.508 af

Link 1L: Minot Ave Inflow=2.80 cfs 0.217 af
Primary=2.80 cfs 0.217 af

Link 2L: Tributary to Taylor Brook Inflow=6.05 cfs 0.550 af
Primary=6.05 cfs 0.550 af

Link 3L: Taylor Brook Inflow=10.46 cfs 0.964 af
Primary=10.46 cfs 0.964 af

Total Runoff Area = 6.412 ac Runoff Volume = 1.181 af Average Runoff Depth = 2.21"
75.98% Pervious = 4.872 ac 24.02% Impervious = 1.540 ac

Summary for Subcatchment 1SA:

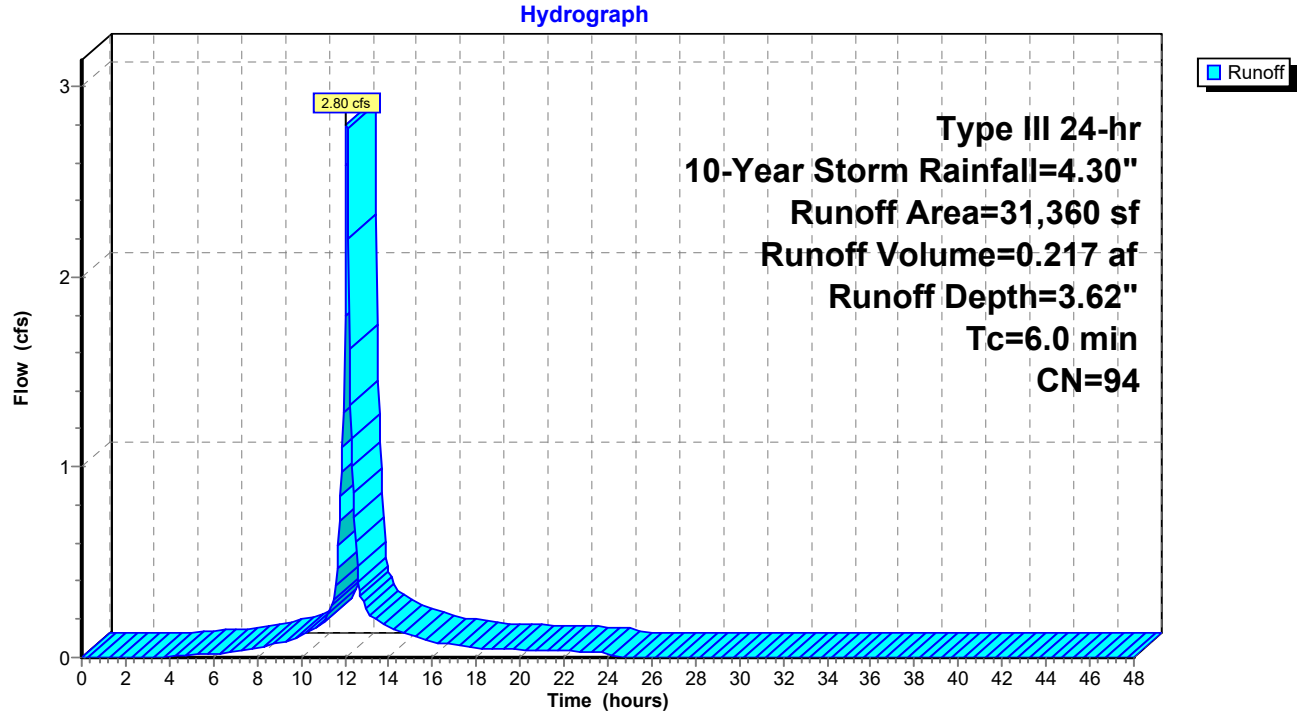
Runoff = 2.80 cfs @ 12.09 hrs, Volume= 0.217 af, Depth= 3.62"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

	Area (sf)	CN	Description
	2,825	61	>75% Grass cover, Good, HSG B
	19,575	98	Paved parking, HSG B
*	7,580	98	Roof, HSG B
	320	74	>75% Grass cover, Good, HSG C
	1,060	98	Paved parking, HSG C
	31,360	94	Weighted Average
	3,145		10.03% Pervious Area
	28,215		89.97% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 1SA:



Summary for Subcatchment 2SA:

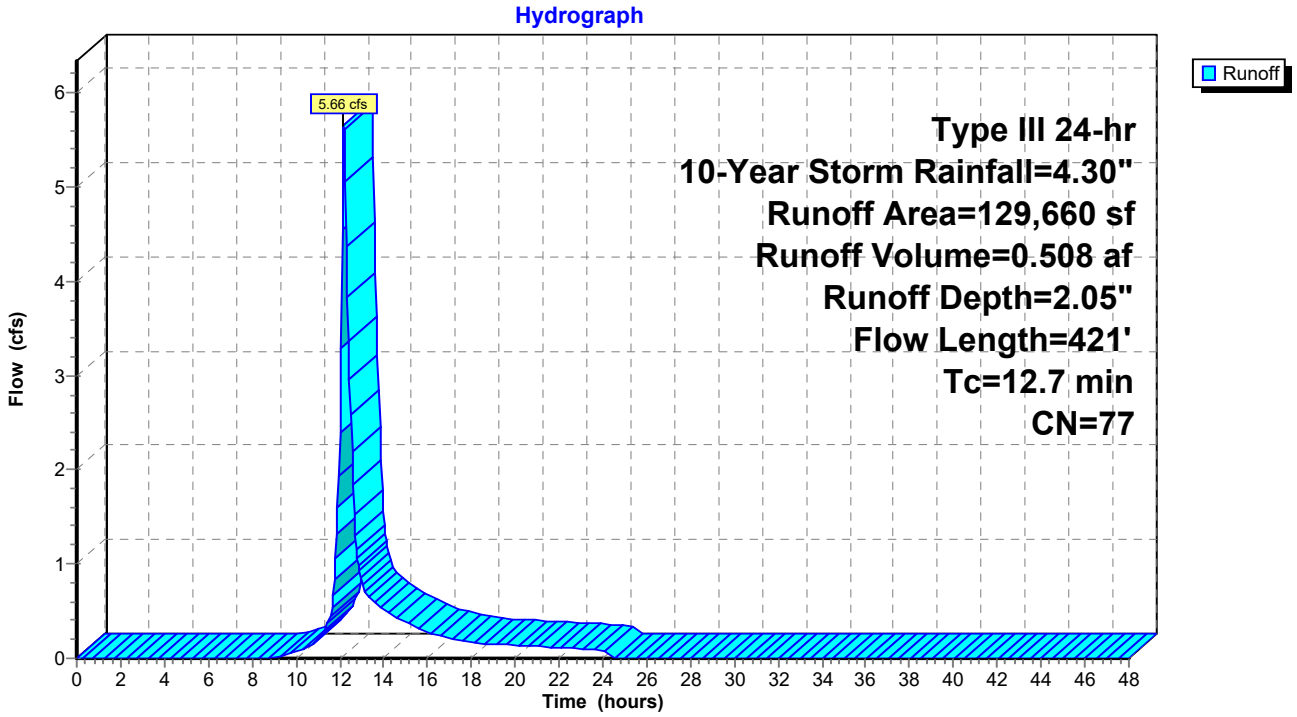
Runoff = 5.66 cfs @ 12.18 hrs, Volume= 0.508 af, Depth= 2.05"
Routed to Reach 1R : Existing Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

	Area (sf)	CN	Description
	18,810	61	>75% Grass cover, Good, HSG B
	1,870	55	Woods, Good, HSG B
	13,565	98	Paved parking, HSG B
*	1,235	98	Roof, HSG B
	13,870	74	>75% Grass cover, Good, HSG C
	10,235	70	Woods, Good, HSG C
	6,090	98	Paved parking, HSG C
	5,130	80	>75% Grass cover, Good, HSG D
	58,525	77	Woods, Good, HSG D
	330	98	Paved parking, HSG D
	129,660	77	Weighted Average
	108,440		83.63% Pervious Area
	21,220		16.37% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.5	41	0.0366	1.34		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.3	111	0.0856	1.46		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
3.3	100	0.0100	0.50		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
0.6	69	0.0150	1.84		**Shallow Concentrated Flow,** Grassed Waterway Kv= 15.0 fps
12.7	421	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB:

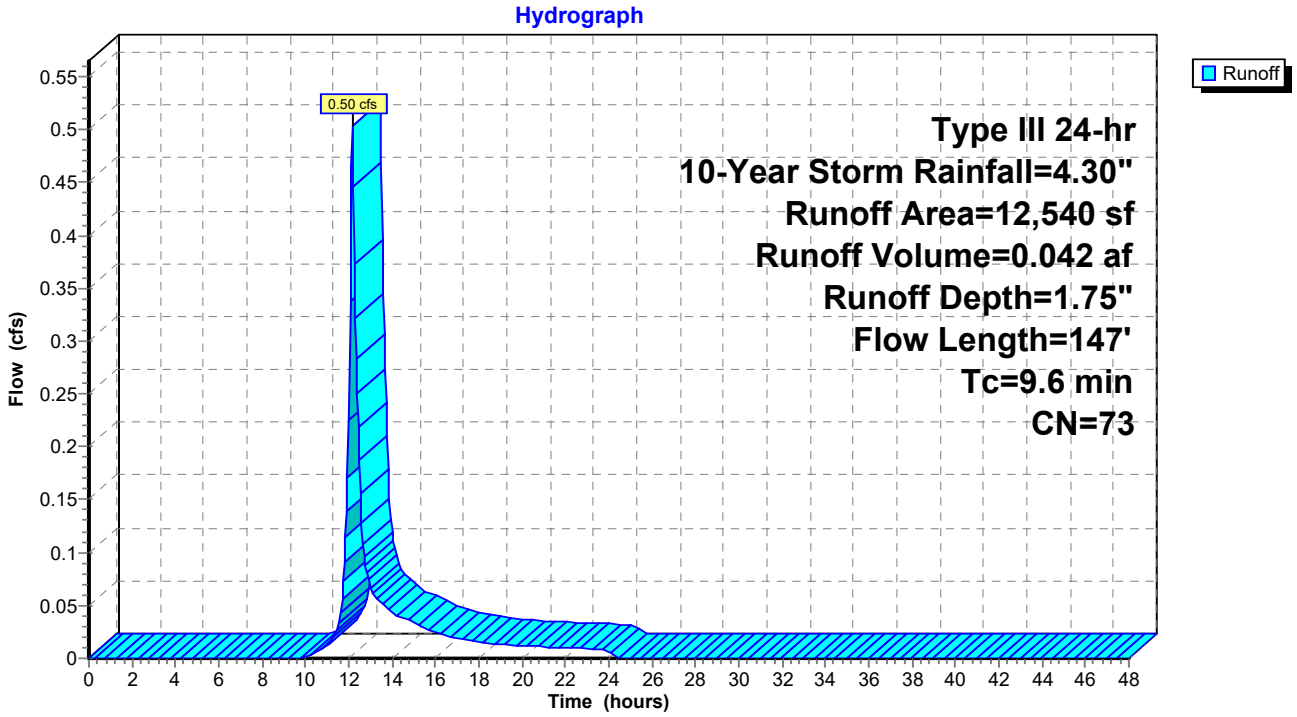
Runoff = 0.50 cfs @ 12.15 hrs, Volume= 0.042 af, Depth= 1.75"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
8,215	74	>75% Grass cover, Good, HSG C
3,460	70	Woods, Good, HSG C
85	98	Paved parking, HSG C
30	80	>75% Grass cover, Good, HSG D
750	77	Woods, Good, HSG D
12,540	73	Weighted Average
12,455		99.32% Pervious Area
85		0.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.3	100	0.0250	0.18		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.0	6	0.3333	4.04		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.3	41	0.1220	2.44		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
9.6	147	Total			

Subcatchment 2SB:



Summary for Subcatchment 3SA:

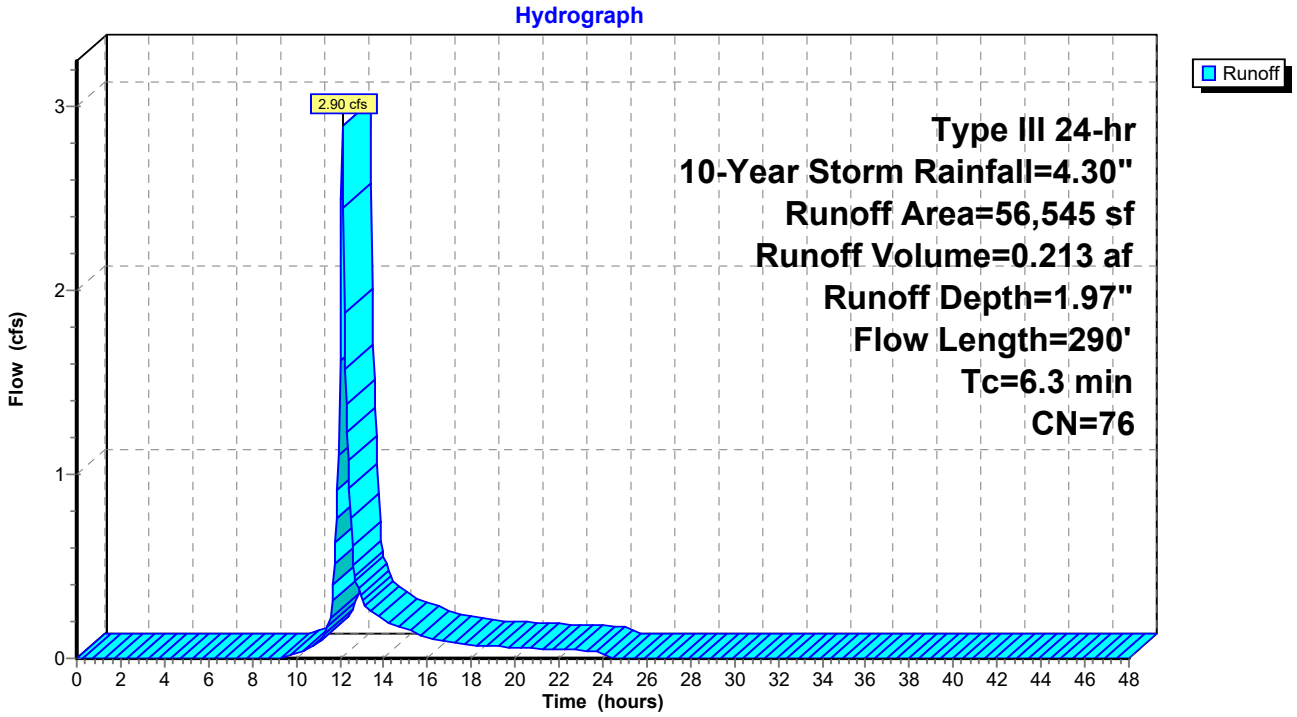
Runoff = 2.90 cfs @ 12.10 hrs, Volume= 0.213 af, Depth= 1.97"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
11,215	61	>75% Grass cover, Good, HSG B
11,075	98	Paved parking, HSG B
13,065	74	>75% Grass cover, Good, HSG C
17,470	70	Woods, Good, HSG C
3,300	98	Paved parking, HSG C
420	77	Woods, Good, HSG D
56,545	76	Weighted Average
42,170		74.58% Pervious Area
14,375		25.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.5	40	0.0450	0.19		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.7	60	0.0300	1.41		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	75	0.0250	3.21		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.8	50	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.9	65	0.0615	1.24		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
6.3	290	Total			

Subcatchment 3SA:



Summary for Subcatchment 3SB:

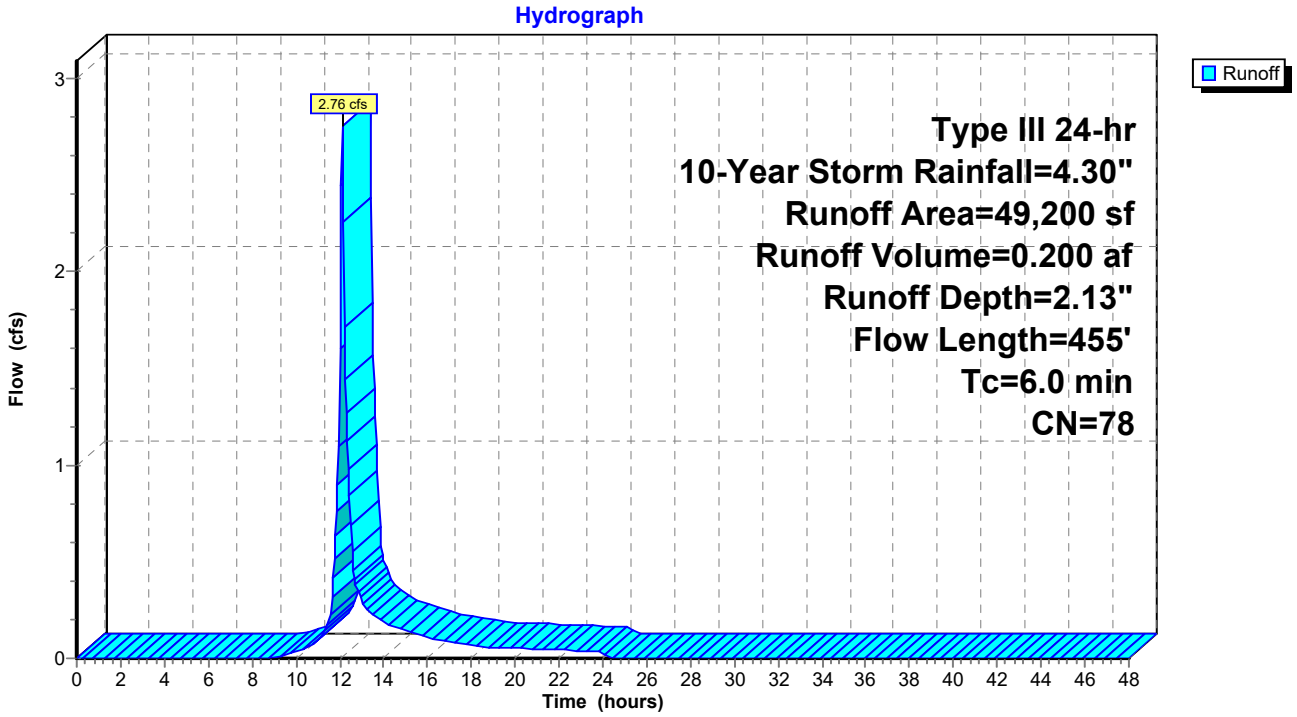
Runoff = 2.76 cfs @ 12.09 hrs, Volume= 0.200 af, Depth= 2.13"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
140	61	>75% Grass cover, Good, HSG B
2,640	98	Paved parking, HSG B
16,430	74	>75% Grass cover, Good, HSG C
450	70	Woods, Good, HSG C
125	98	Paved parking, HSG C
16,040	80	>75% Grass cover, Good, HSG D
12,940	77	Woods, Good, HSG D
435	98	Paved parking, HSG D
49,200	78	Weighted Average
46,000		93.50% Pervious Area
3,200		6.50% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	100	0.0450	1.84		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.1	65	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.2	30	0.0230	3.08		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	60	0.0867	2.06		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.8	135	0.0320	1.25		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.8	65	0.0800	1.41		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
5.3	455	Total, Increased to minimum Tc = 6.0 min			

Subcatchment 3SB:



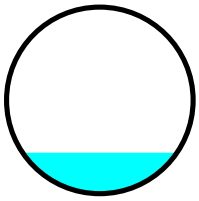
Summary for Reach 1R: Existing Culvert

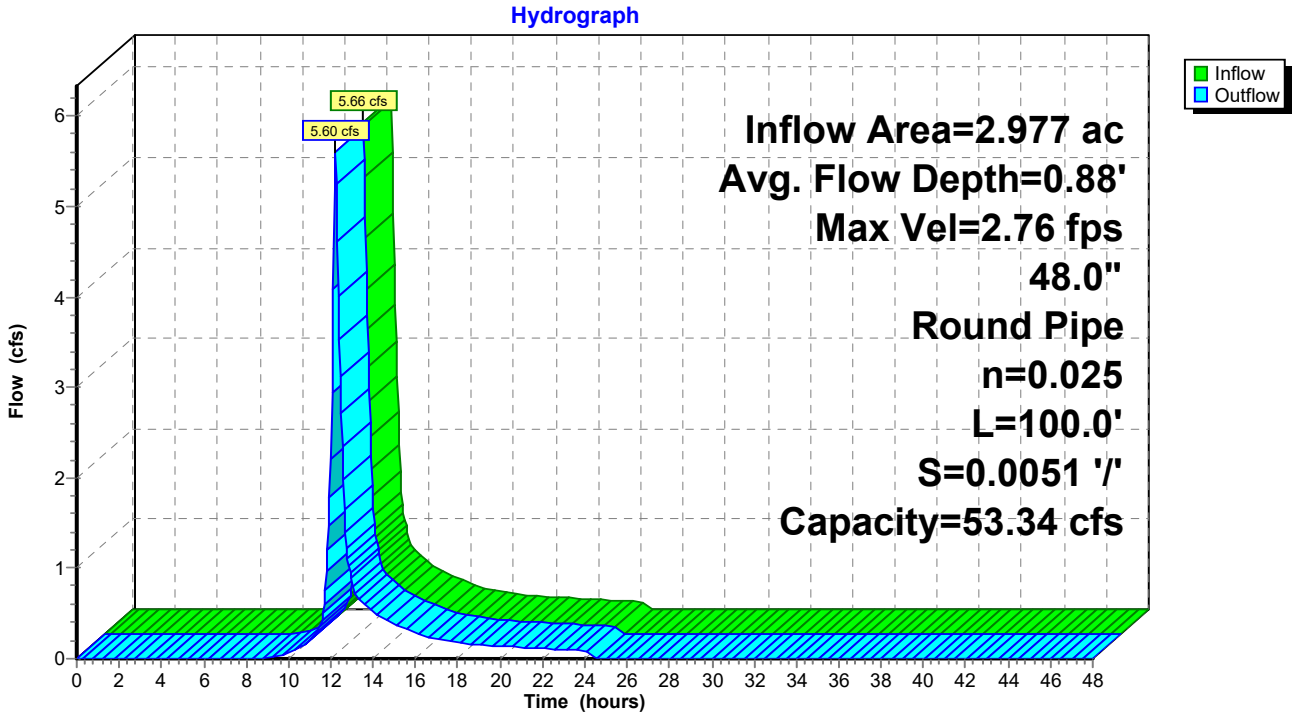
Inflow Area = 2.977 ac, 16.37% Impervious, Inflow Depth = 2.05" for 10-Year Storm event
Inflow = 5.66 cfs @ 12.18 hrs, Volume= 0.508 af
Outflow = 5.60 cfs @ 12.20 hrs, Volume= 0.508 af, Atten= 1%, Lag= 1.2 min
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.76 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.04 fps, Avg. Travel Time= 1.6 min

Peak Storage= 205 cf @ 12.19 hrs
Average Depth at Peak Storage= 0.88' , Surface Width= 3.31'
Bank-Full Depth= 4.00' Flow Area= 12.6 sf, Capacity= 53.34 cfs

48.0" Round Pipe
n= 0.025 Corrugated metal
Length= 100.0' Slope= 0.0051 '/'
Inlet Invert= 209.51', Outlet Invert= 209.00'



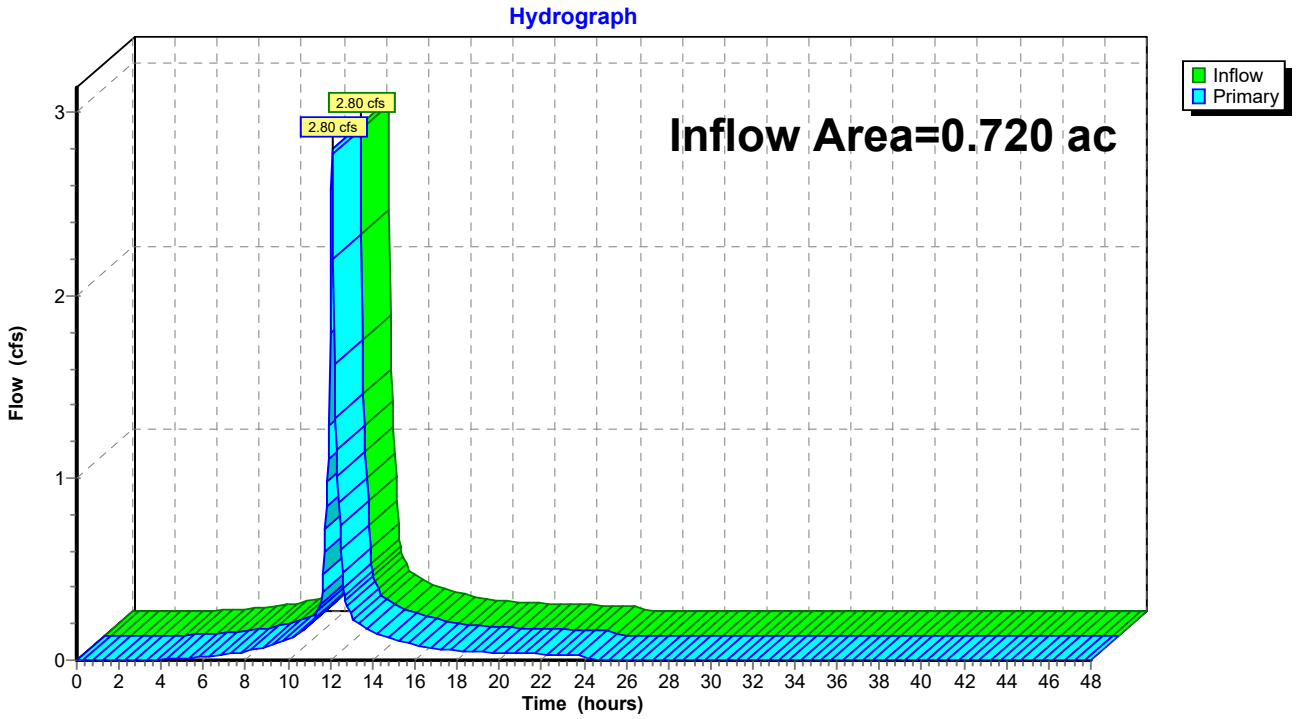


Summary for Link 1L: Minot Ave

Inflow Area = 0.720 ac, 89.97% Impervious, Inflow Depth = 3.62" for 10-Year Storm event
Inflow = 2.80 cfs @ 12.09 hrs, Volume= 0.217 af
Primary = 2.80 cfs @ 12.09 hrs, Volume= 0.217 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 1L: Minot Ave

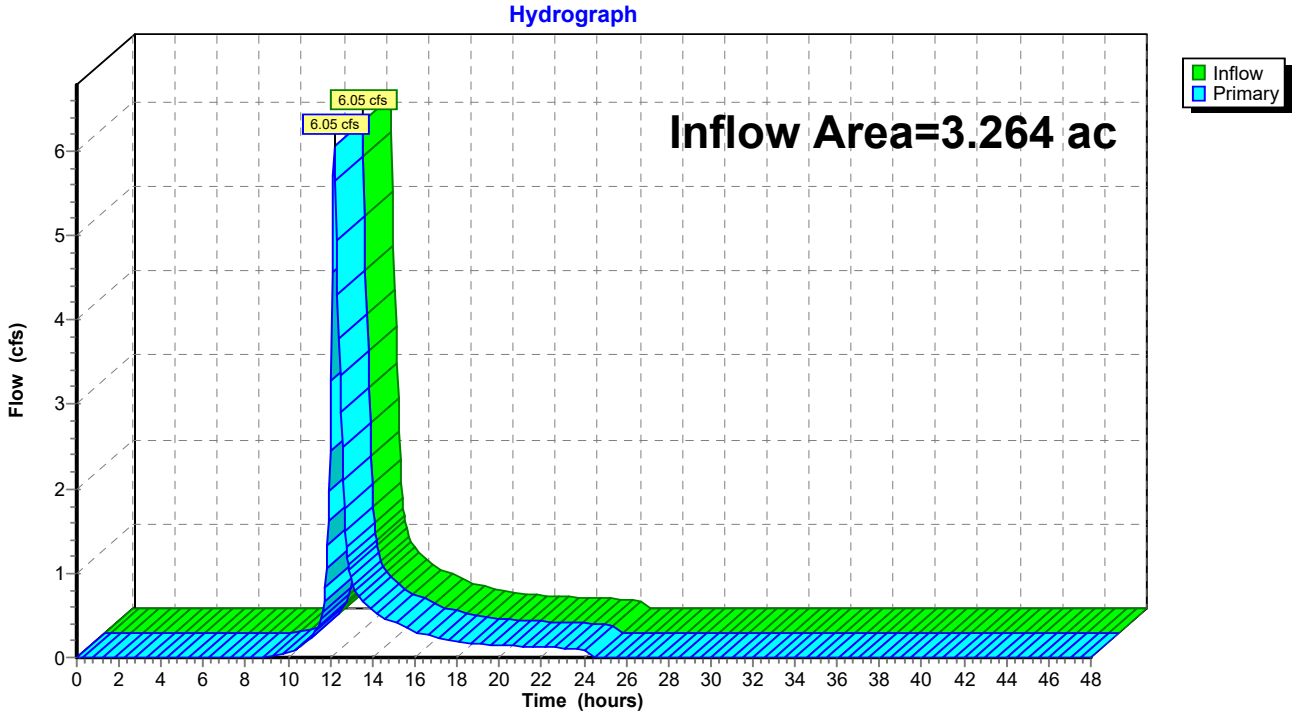


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.264 ac, 14.98% Impervious, Inflow Depth = 2.02" for 10-Year Storm event
Inflow = 6.05 cfs @ 12.20 hrs, Volume= 0.550 af
Primary = 6.05 cfs @ 12.20 hrs, Volume= 0.550 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 2L: Tributary to Taylor Brook

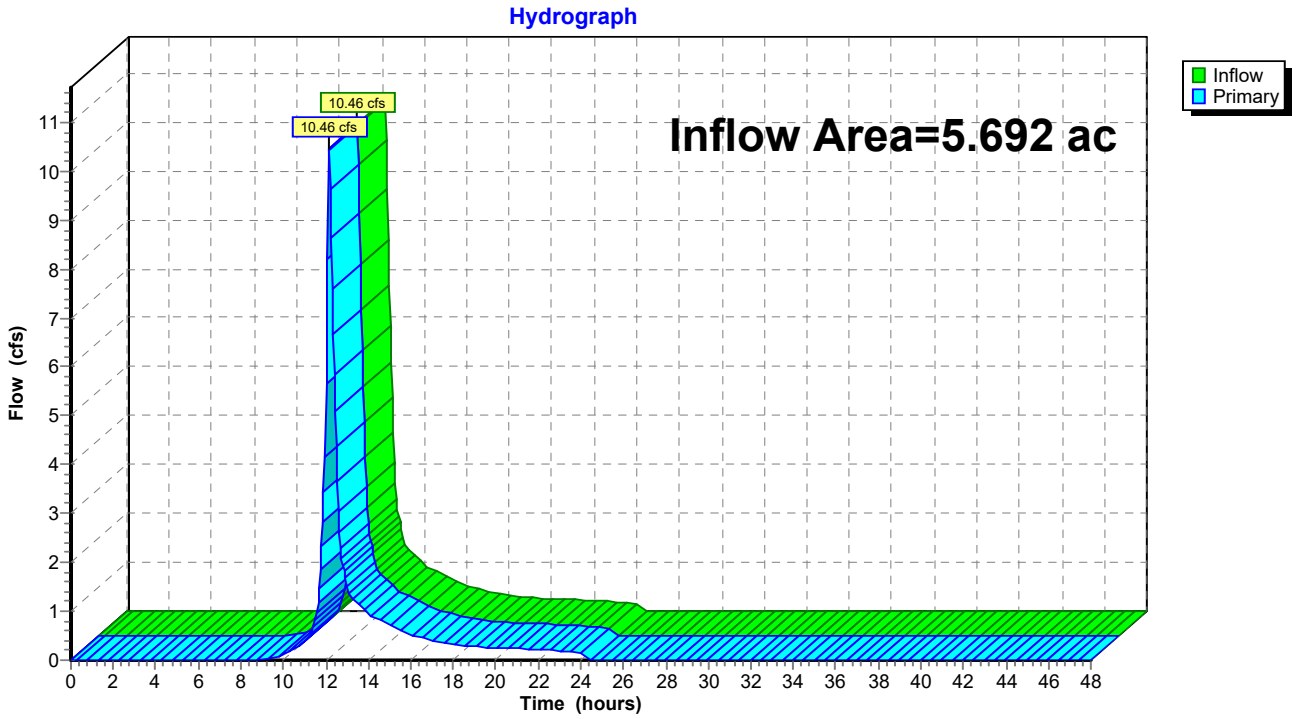


Summary for Link 3L: Taylor Brook

Inflow Area = 5.692 ac, 15.68% Impervious, Inflow Depth = 2.03" for 10-Year Storm event
Inflow = 10.46 cfs @ 12.14 hrs, Volume= 0.964 af
Primary = 10.46 cfs @ 12.14 hrs, Volume= 0.964 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 3L: Taylor Brook



Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1SA: Runoff Area=31,360 sf 89.97% Impervious Runoff Depth=4.70"
Tc=6.0 min CN=94 Runoff=3.59 cfs 0.282 af

Subcatchment2SA: Runoff Area=129,660 sf 16.37% Impervious Runoff Depth=2.96"
Flow Length=421' Tc=12.7 min CN=77 Runoff=8.22 cfs 0.734 af

Subcatchment2SB: Runoff Area=12,540 sf 0.68% Impervious Runoff Depth=2.60"
Flow Length=147' Tc=9.6 min CN=73 Runoff=0.76 cfs 0.062 af

Subcatchment3SA: Runoff Area=56,545 sf 25.42% Impervious Runoff Depth=2.87"
Flow Length=290' Tc=6.3 min CN=76 Runoff=4.25 cfs 0.310 af

Subcatchment3SB: Runoff Area=49,200 sf 6.50% Impervious Runoff Depth=3.05"
Flow Length=455' Tc=6.0 min CN=78 Runoff=3.96 cfs 0.287 af

Reach 1R: Existing Culvert Avg. Flow Depth=1.06' Max Vel=3.07 fps Inflow=8.22 cfs 0.734 af
48.0" Round Pipe n=0.025 L=100.0' S=0.0051 '/' Capacity=53.34 cfs Outflow=8.15 cfs 0.734 af

Link 1L: Minot Ave Inflow=3.59 cfs 0.282 af
Primary=3.59 cfs 0.282 af

Link 2L: Tributary to Taylor Brook Inflow=8.83 cfs 0.797 af
Primary=8.83 cfs 0.797 af

Link 3L: Taylor Brook Inflow=15.31 cfs 1.395 af
Primary=15.31 cfs 1.395 af

Total Runoff Area = 6.412 ac Runoff Volume = 1.677 af Average Runoff Depth = 3.14"
75.98% Pervious = 4.872 ac 24.02% Impervious = 1.540 ac

Summary for Subcatchment 1SA:

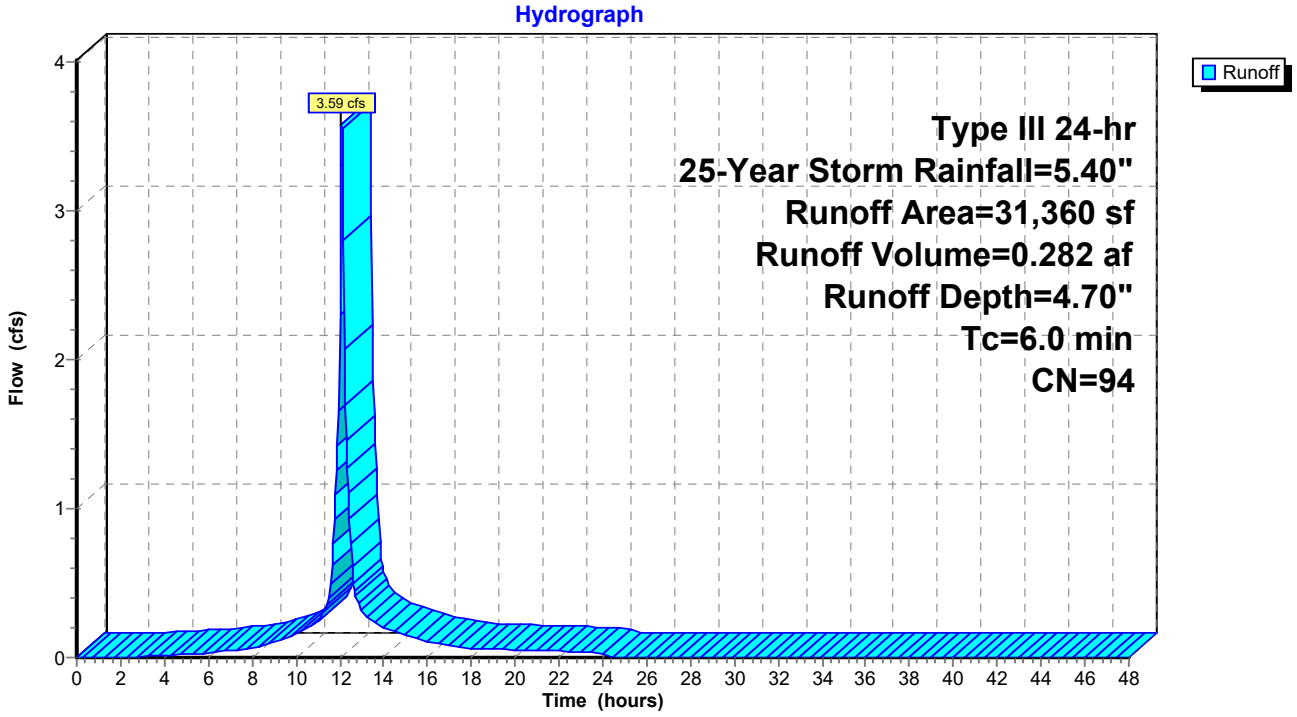
Runoff = 3.59 cfs @ 12.09 hrs, Volume= 0.282 af, Depth= 4.70"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

	Area (sf)	CN	Description
	2,825	61	>75% Grass cover, Good, HSG B
	19,575	98	Paved parking, HSG B
*	7,580	98	Roof, HSG B
	320	74	>75% Grass cover, Good, HSG C
	1,060	98	Paved parking, HSG C
	31,360	94	Weighted Average
	3,145		10.03% Pervious Area
	28,215		89.97% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 1SA:



Summary for Subcatchment 2SA:

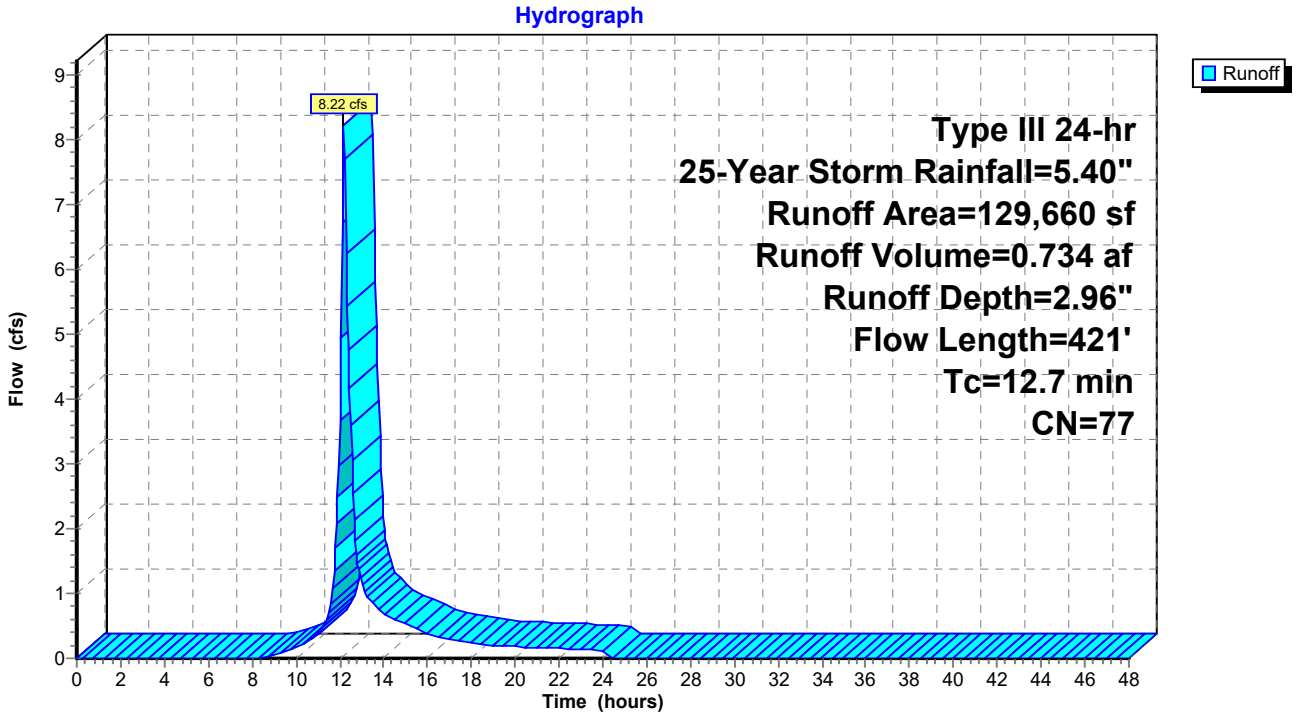
Runoff = 8.22 cfs @ 12.18 hrs, Volume= 0.734 af, Depth= 2.96"
Routed to Reach 1R : Existing Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

	Area (sf)	CN	Description
	18,810	61	>75% Grass cover, Good, HSG B
	1,870	55	Woods, Good, HSG B
	13,565	98	Paved parking, HSG B
*	1,235	98	Roof, HSG B
	13,870	74	>75% Grass cover, Good, HSG C
	10,235	70	Woods, Good, HSG C
	6,090	98	Paved parking, HSG C
	5,130	80	>75% Grass cover, Good, HSG D
	58,525	77	Woods, Good, HSG D
	330	98	Paved parking, HSG D
	129,660	77	Weighted Average
	108,440		83.63% Pervious Area
	21,220		16.37% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.5	41	0.0366	1.34		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.3	111	0.0856	1.46		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
3.3	100	0.0100	0.50		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
0.6	69	0.0150	1.84		**Shallow Concentrated Flow,** Grassed Waterway Kv= 15.0 fps
12.7	421	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB:

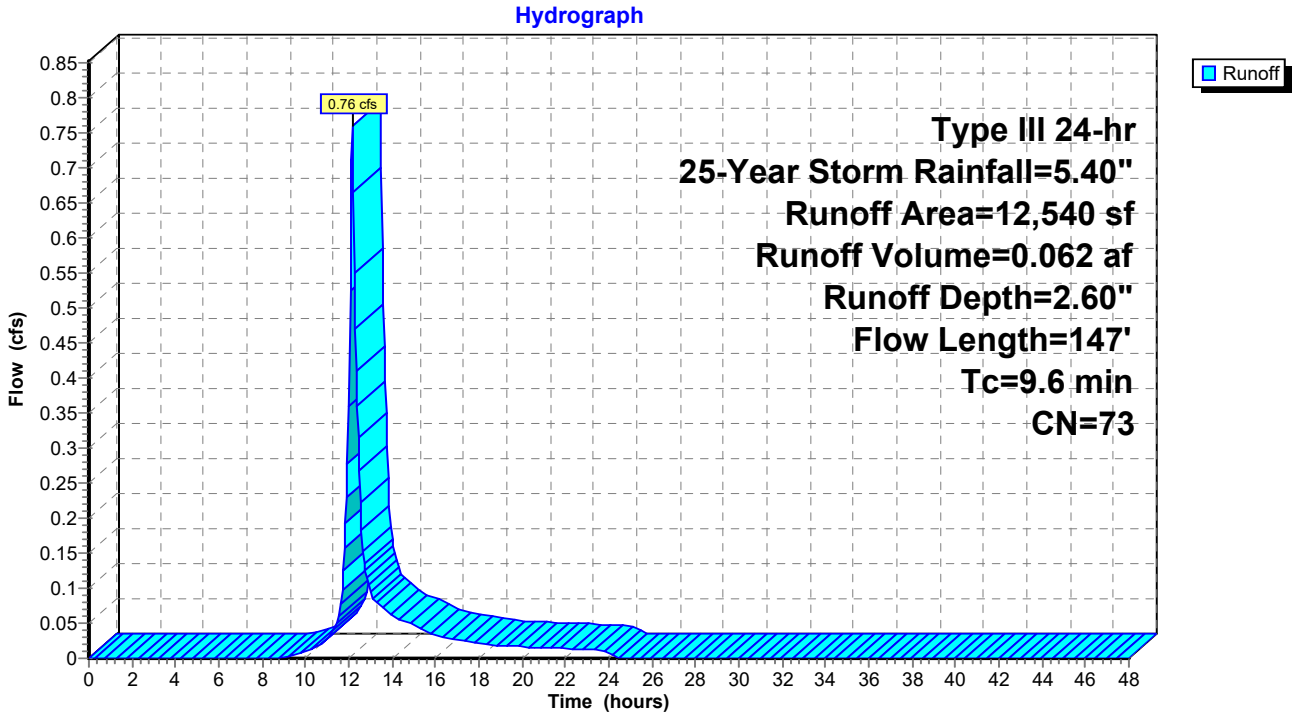
Runoff = 0.76 cfs @ 12.14 hrs, Volume= 0.062 af, Depth= 2.60"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
8,215	74	>75% Grass cover, Good, HSG C
3,460	70	Woods, Good, HSG C
85	98	Paved parking, HSG C
30	80	>75% Grass cover, Good, HSG D
750	77	Woods, Good, HSG D
12,540	73	Weighted Average
12,455		99.32% Pervious Area
85		0.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.3	100	0.0250	0.18		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.0	6	0.3333	4.04		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.3	41	0.1220	2.44		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
9.6	147	Total			

Subcatchment 2SB:



Summary for Subcatchment 3SA:

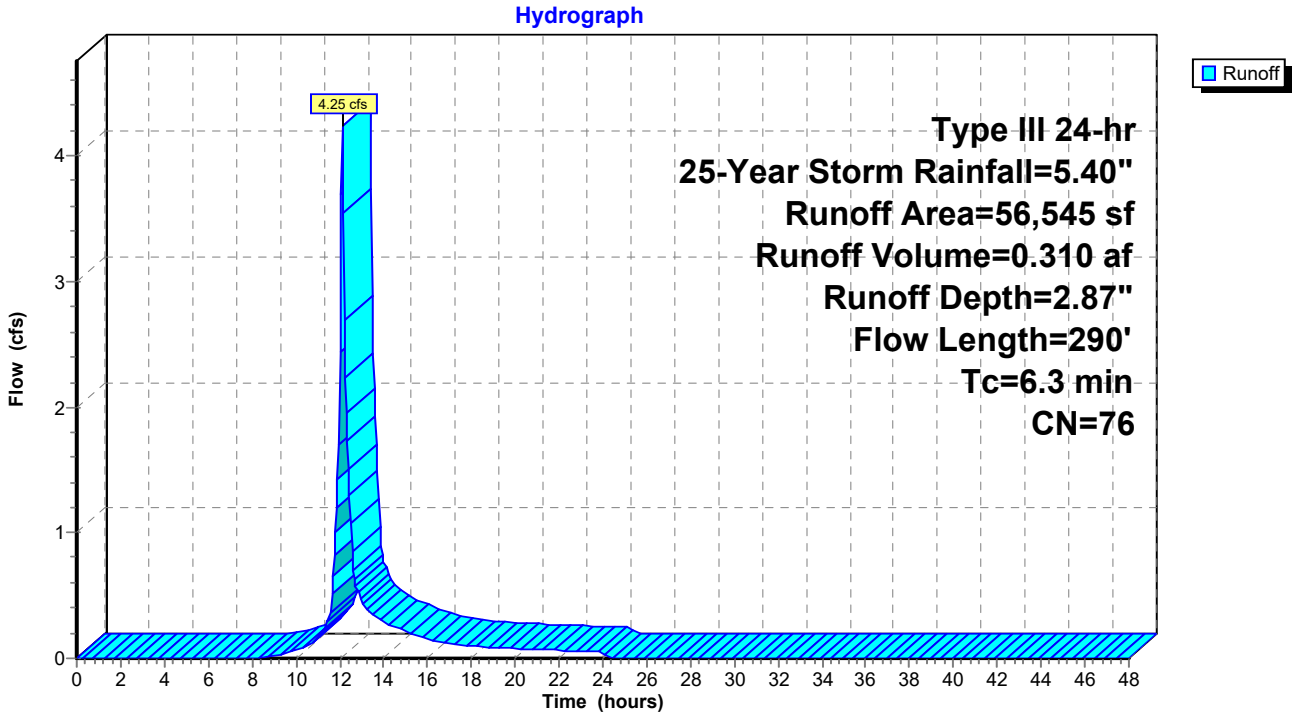
Runoff = 4.25 cfs @ 12.10 hrs, Volume= 0.310 af, Depth= 2.87"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
11,215	61	>75% Grass cover, Good, HSG B
11,075	98	Paved parking, HSG B
13,065	74	>75% Grass cover, Good, HSG C
17,470	70	Woods, Good, HSG C
3,300	98	Paved parking, HSG C
420	77	Woods, Good, HSG D
56,545	76	Weighted Average
42,170		74.58% Pervious Area
14,375		25.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.5	40	0.0450	0.19		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.7	60	0.0300	1.41		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	75	0.0250	3.21		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.8	50	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.9	65	0.0615	1.24		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
6.3	290	Total			

Subcatchment 3SA:



Summary for Subcatchment 3SB:

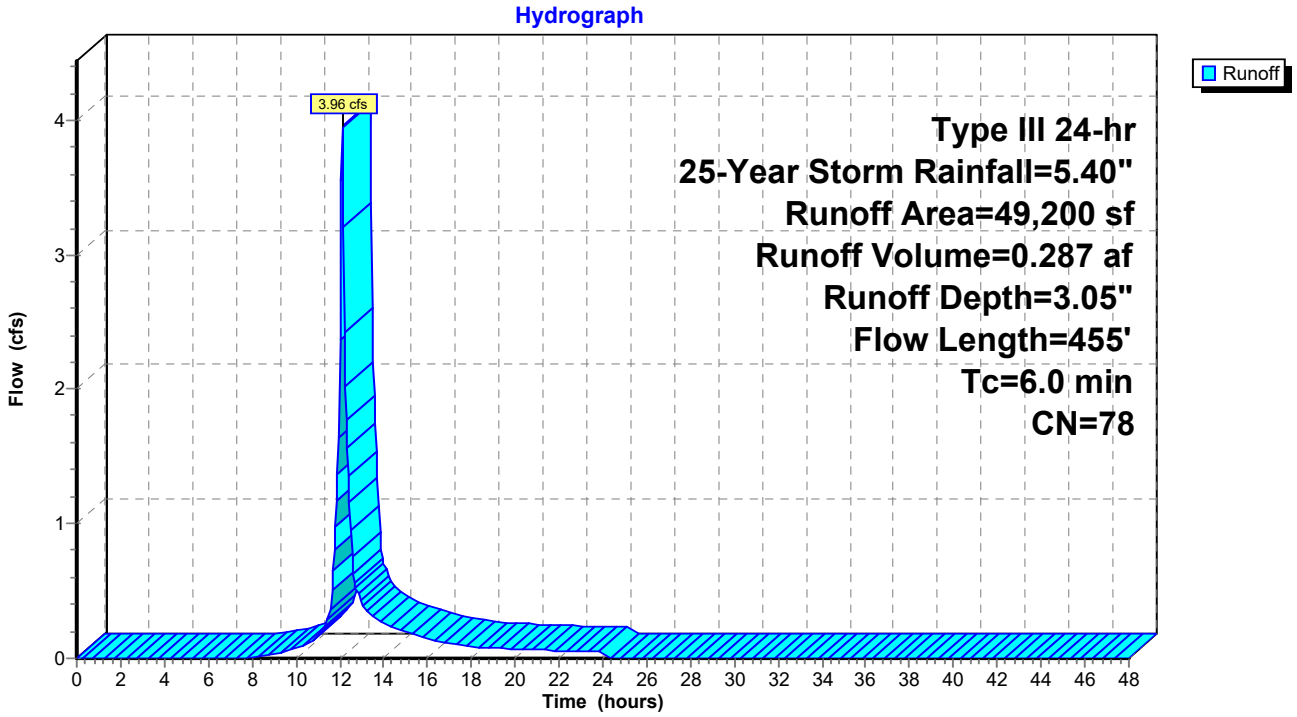
Runoff = 3.96 cfs @ 12.09 hrs, Volume= 0.287 af, Depth= 3.05"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
140	61	>75% Grass cover, Good, HSG B
2,640	98	Paved parking, HSG B
16,430	74	>75% Grass cover, Good, HSG C
450	70	Woods, Good, HSG C
125	98	Paved parking, HSG C
16,040	80	>75% Grass cover, Good, HSG D
12,940	77	Woods, Good, HSG D
435	98	Paved parking, HSG D
49,200	78	Weighted Average
46,000		93.50% Pervious Area
3,200		6.50% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	100	0.0450	1.84		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.1	65	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.2	30	0.0230	3.08		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	60	0.0867	2.06		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.8	135	0.0320	1.25		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.8	65	0.0800	1.41		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
5.3	455	Total, Increased to minimum Tc = 6.0 min			

Subcatchment 3SB:



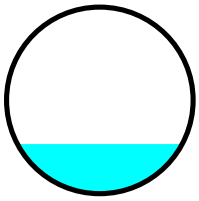
Summary for Reach 1R: Existing Culvert

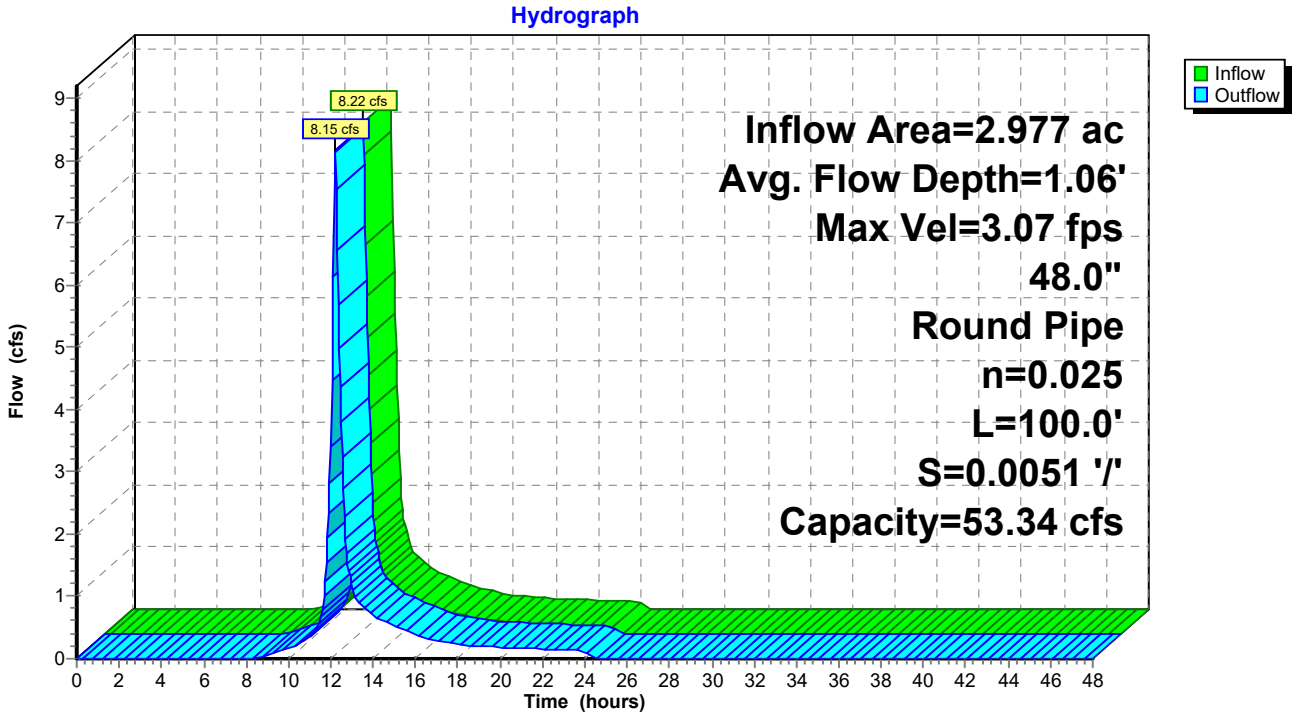
Inflow Area = 2.977 ac, 16.37% Impervious, Inflow Depth = 2.96" for 25-Year Storm event
Inflow = 8.22 cfs @ 12.18 hrs, Volume= 0.734 af
Outflow = 8.15 cfs @ 12.20 hrs, Volume= 0.734 af, Atten= 1%, Lag= 1.1 min
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 3.07 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 1.13 fps, Avg. Travel Time= 1.5 min

Peak Storage= 267 cf @ 12.19 hrs
Average Depth at Peak Storage= 1.06' , Surface Width= 3.53'
Bank-Full Depth= 4.00' Flow Area= 12.6 sf, Capacity= 53.34 cfs

48.0" Round Pipe
n= 0.025 Corrugated metal
Length= 100.0' Slope= 0.0051 '/'
Inlet Invert= 209.51', Outlet Invert= 209.00'



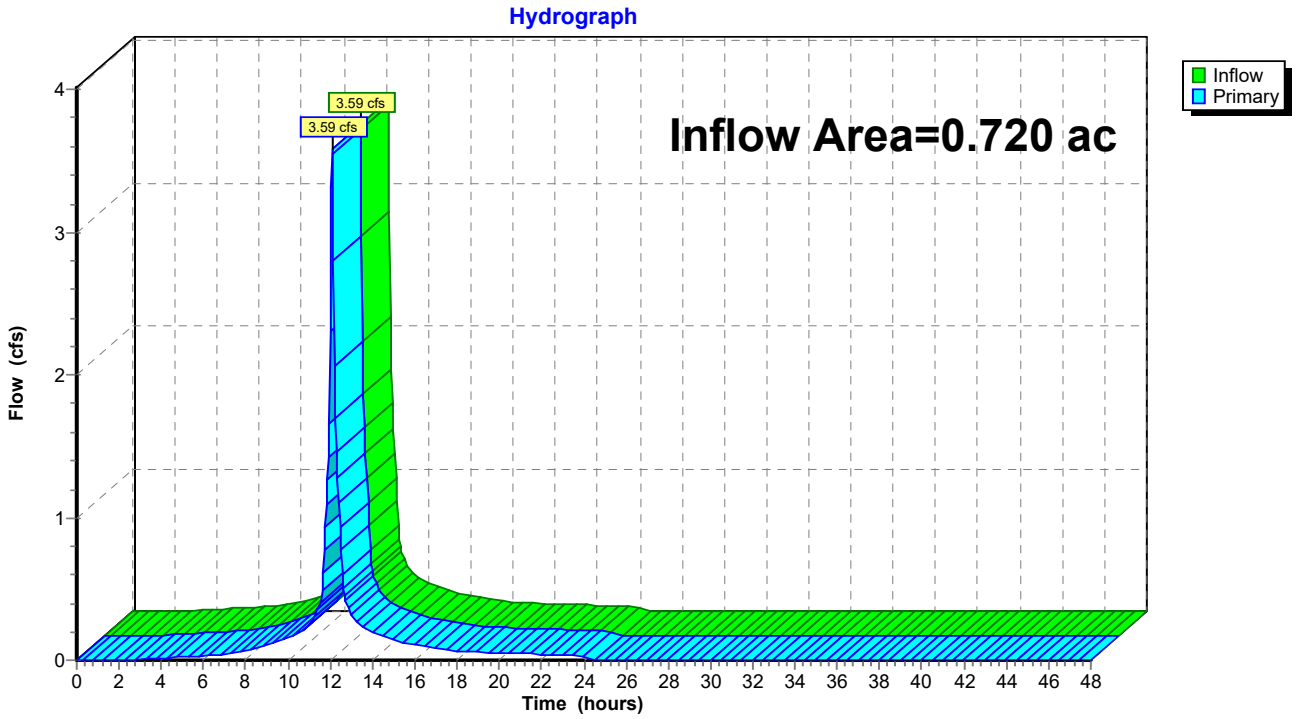


Summary for Link 1L: Minot Ave

Inflow Area = 0.720 ac, 89.97% Impervious, Inflow Depth = 4.70" for 25-Year Storm event
Inflow = 3.59 cfs @ 12.09 hrs, Volume= 0.282 af
Primary = 3.59 cfs @ 12.09 hrs, Volume= 0.282 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 1L: Minot Ave

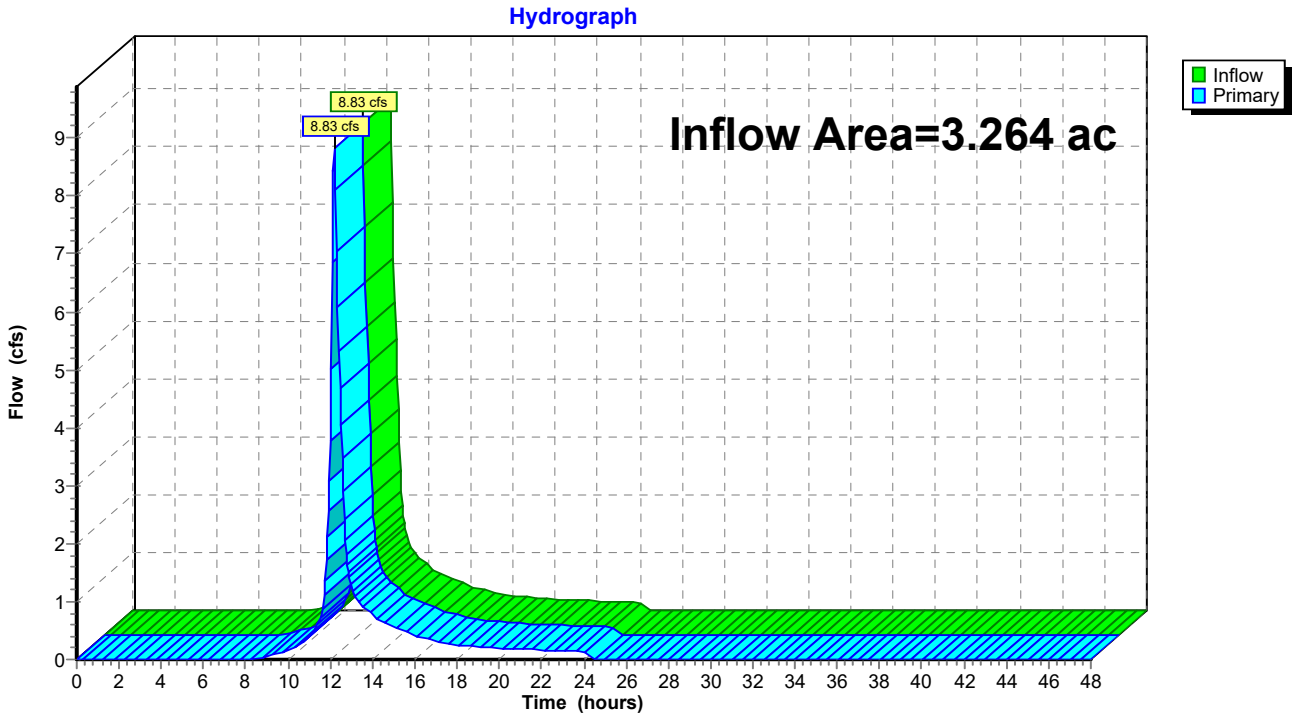


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.264 ac, 14.98% Impervious, Inflow Depth = 2.93" for 25-Year Storm event
Inflow = 8.83 cfs @ 12.19 hrs, Volume= 0.797 af
Primary = 8.83 cfs @ 12.19 hrs, Volume= 0.797 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 2L: Tributary to Taylor Brook

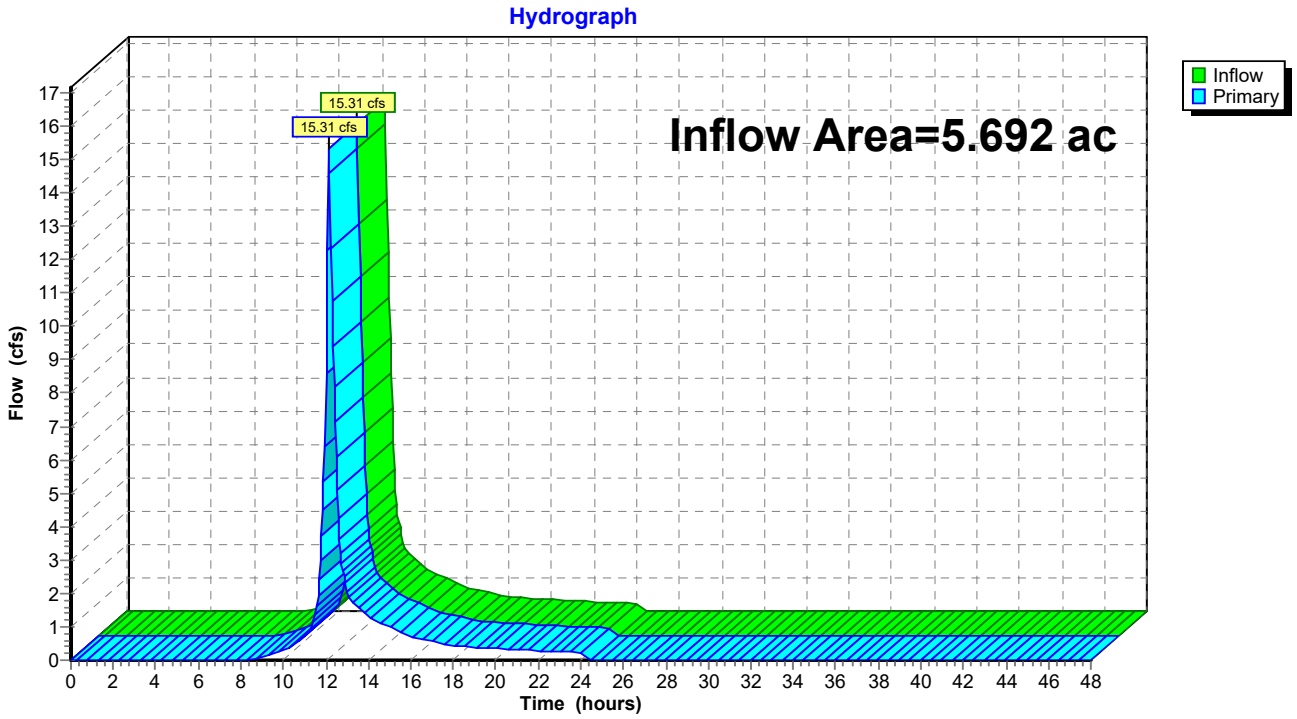


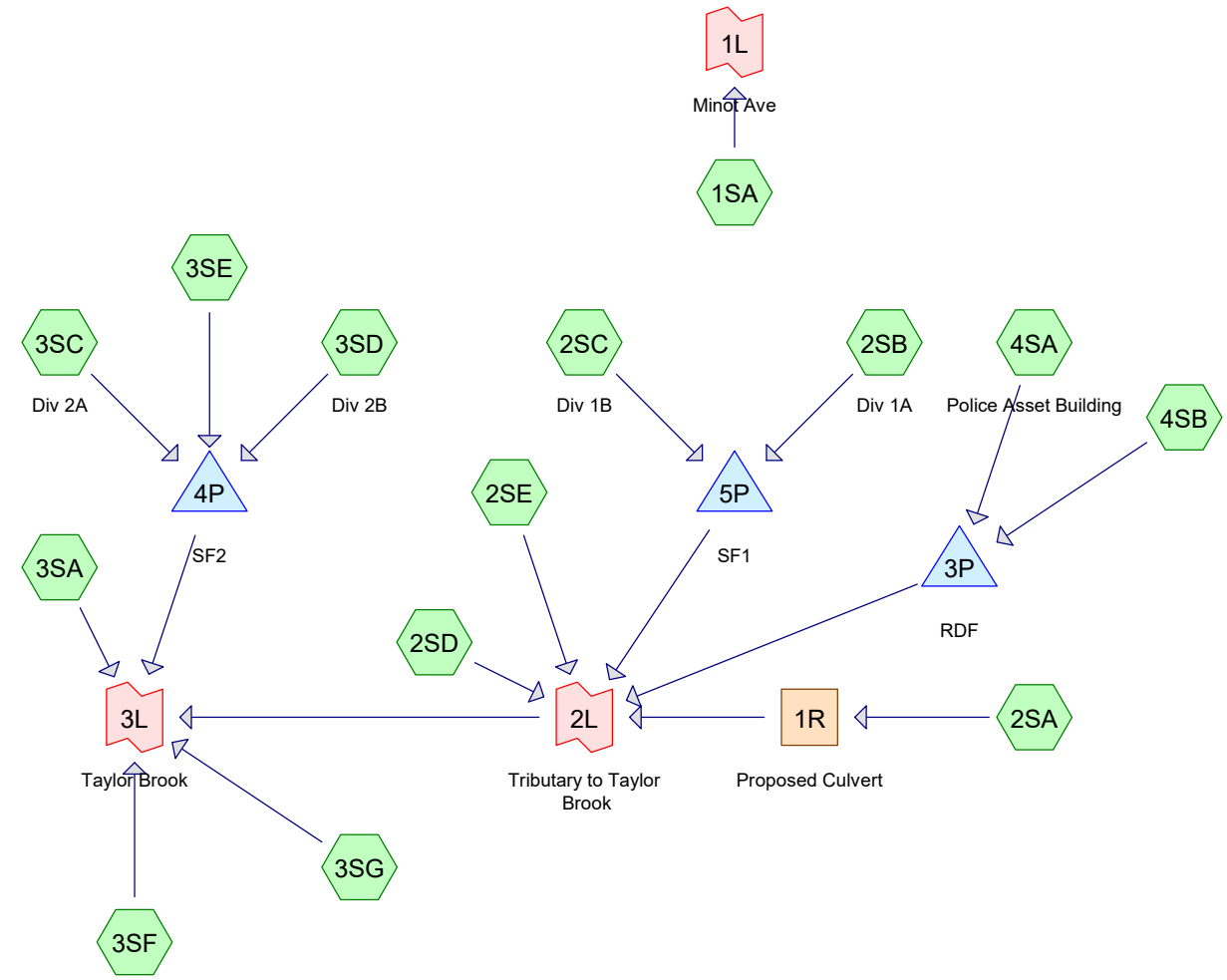
Summary for Link 3L: Taylor Brook

Inflow Area = 5.692 ac, 15.68% Impervious, Inflow Depth = 2.94" for 25-Year Storm event
Inflow = 15.31 cfs @ 12.13 hrs, Volume= 1.395 af
Primary = 15.31 cfs @ 12.13 hrs, Volume= 1.395 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 3L: Taylor Brook





Subcat Reach Pond Link

Routing Diagram for Auburn PSF Post-Development
Prepared by Woodard & Curran, Inc, Printed 3/4/2026
HydroCAD® 10.20-6a s/n 01204 © 2024 HydroCAD Software Solutions LLC

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2-Year Storm	Type III 24-hr		Default	24.00	1	3.00	2
2	10-Year Storm	Type III 24-hr		Default	24.00	1	4.30	2
3	25-Year Storm	Type III 24-hr		Default	24.00	1	5.40	2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.393	61	>75% Grass cover, Good, HSG B (1SA, 2SA, 2SB, 2SC, 3SC)
0.503	74	>75% Grass cover, Good, HSG C (1SA, 2SA, 2SB, 2SC, 2SD, 2SE, 3SA, 3SC, 3SF, 3SG)
0.304	80	>75% Grass cover, Good, HSG D (2SA, 2SB, 2SC, 3SF, 3SG)
1.037	98	Paved parking, HSG B (1SA, 2SB, 2SC, 3SC, 3SE)
1.203	98	Paved parking, HSG C (1SA, 2SA, 2SB, 2SC, 2SD, 2SE, 3SA, 3SC, 3SG)
0.833	98	Paved parking, HSG D (2SB, 2SC, 3SG, 4SA, 4SB)
0.648	98	Roofs, HSG B (3SD)
0.141	98	Roofs, HSG C (3SD)
0.116	98	Roofs, HSG D (3SF, 4SA)
0.315	70	Woods, Good, HSG C (2SA, 2SD, 3SA)
0.918	77	Woods, Good, HSG D (2SA, 2SD, 3SA, 3SF)
6.412	**89**	**TOTAL AREA**

Time span=0.00-80.00 hrs, dt=0.01 hrs, 8001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1SA: Runoff Area=18,745 sf 91.78% Impervious Runoff Depth=2.45"
Flow Length=305' Tc=6.1 min CN=95 Runoff=1.17 cfs 0.088 af

Subcatchment 2SA: Runoff Area=46,660 sf 0.26% Impervious Runoff Depth=0.91"
Flow Length=140' Slope=0.0500 '/' Tc=7.4 min CN=74 Runoff=1.01 cfs 0.081 af

Subcatchment 2SB: Div 1A Runoff Area=58,760 sf 85.07% Impervious Runoff Depth=2.25"
Tc=6.0 min CN=93 Runoff=3.47 cfs 0.253 af

Subcatchment 2SC: Div 1B Runoff Area=33,320 sf 91.96% Impervious Runoff Depth=2.55"
Tc=6.0 min CN=96 Runoff=2.14 cfs 0.163 af

Subcatchment 2SD: Runoff Area=9,910 sf 18.47% Impervious Runoff Depth=1.13"
Tc=6.0 min CN=78 Runoff=0.29 cfs 0.021 af

Subcatchment 2SE: Runoff Area=5,640 sf 81.12% Impervious Runoff Depth=2.25"
Tc=6.0 min CN=93 Runoff=0.33 cfs 0.024 af

Subcatchment 3SA: Runoff Area=13,725 sf 5.90% Impervious Runoff Depth=0.86"
Tc=6.0 min CN=73 Runoff=0.29 cfs 0.023 af

Subcatchment 3SC: Div 2A Runoff Area=10,905 sf 51.95% Impervious Runoff Depth=1.45"
Tc=6.0 min CN=83 Runoff=0.42 cfs 0.030 af

Subcatchment 3SD: Div 2B Runoff Area=34,385 sf 100.00% Impervious Runoff Depth=2.77"
Tc=6.0 min CN=98 Runoff=2.29 cfs 0.182 af

Subcatchment 3SE: Runoff Area=4,040 sf 100.00% Impervious Runoff Depth=2.77"
Tc=6.0 min CN=98 Runoff=0.27 cfs 0.021 af

Subcatchment 3SF: Runoff Area=19,025 sf 5.89% Impervious Runoff Depth=1.19"
Tc=6.0 min CN=79 Runoff=0.60 cfs 0.043 af

Subcatchment 3SG: Runoff Area=19,265 sf 93.41% Impervious Runoff Depth=2.66"
Tc=6.0 min CN=97 Runoff=1.26 cfs 0.098 af

Subcatchment 4SA: Police Asset Building Runoff Area=4,590 sf 100.00% Impervious Runoff Depth=2.77"
Tc=6.0 min CN=98 Runoff=0.31 cfs 0.024 af

Subcatchment 4SB: Runoff Area=335 sf 100.00% Impervious Runoff Depth=2.77"
Tc=6.0 min CN=98 Runoff=0.02 cfs 0.002 af

Reach 1R: Proposed Culvert Avg. Flow Depth=0.03' Max Vel=2.23 fps Inflow=1.01 cfs 0.081 af
56.0" x 72.0" Box Pipe w/ 24.0" inside fill n=0.011 L=50.0' S=0.0200 '/' Capacity=1,318.74 cfs Outflow=1.01 cfs 0.081 af

Pond 3P: RDF Peak Elev=224.01' Storage=651 cf Inflow=0.33 cfs 0.026 af
Outflow=0.02 cfs 0.026 af

Pond 4P: SF2 Peak Elev=217.36' Storage=4,410 cf Inflow=2.99 cfs 0.234 af
Outflow=0.32 cfs 0.233 af

Pond 5P: SF1 Peak Elev=217.50' Storage=7,238 cf Inflow=5.60 cfs 0.416 af
Outflow=0.82 cfs 0.416 af

Link 1L: Minot Ave Inflow=1.17 cfs 0.088 af
Primary=1.17 cfs 0.088 af

Link 2L: Tributary to Taylor Brook Inflow=2.33 cfs 0.569 af
Primary=2.33 cfs 0.569 af

Link 3L: Taylor Brook Inflow=4.69 cfs 0.966 af
Primary=4.69 cfs 0.966 af

Total Runoff Area = 6.412 ac Runoff Volume = 1.054 af Average Runoff Depth = 1.97"
37.95% Pervious = 2.434 ac 62.05% Impervious = 3.978 ac

Summary for Subcatchment 1SA:

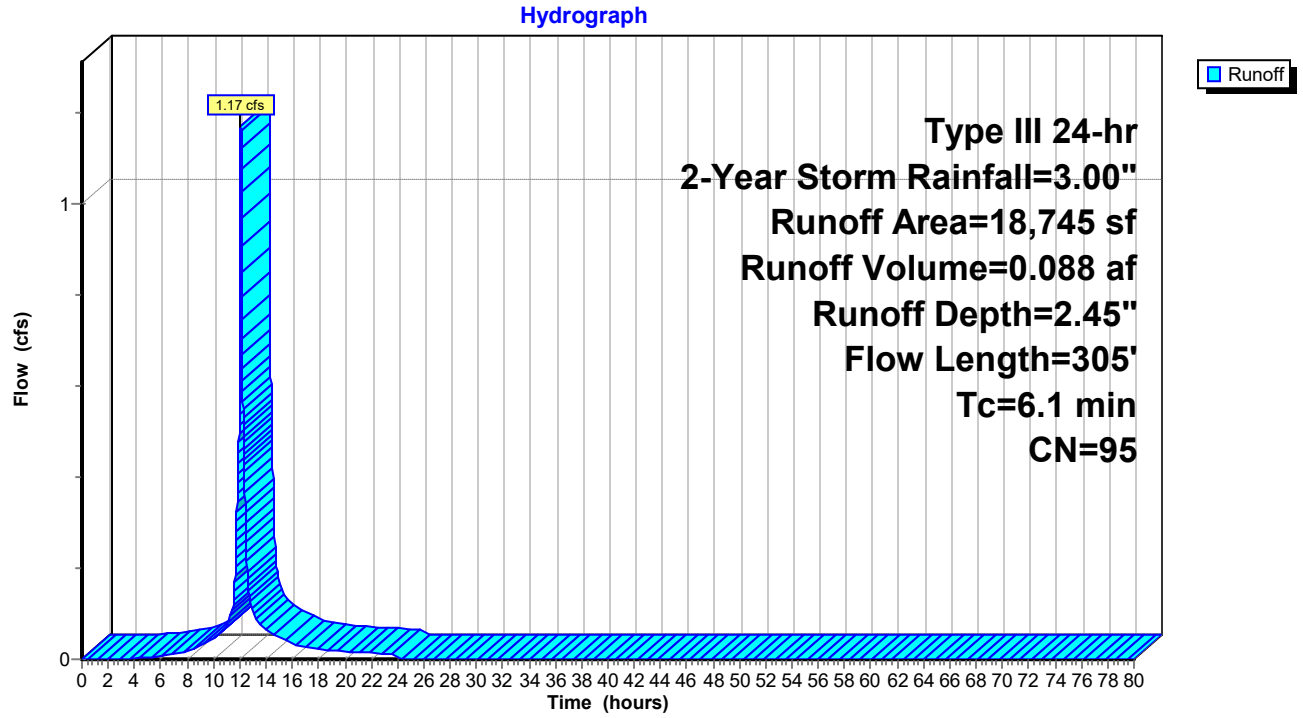
Runoff = 1.17 cfs @ 12.09 hrs, Volume= 0.088 af, Depth= 2.45"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
310	74	>75% Grass cover, Good, HSG C
1,050	98	Paved parking, HSG C
1,230	61	>75% Grass cover, Good, HSG B
16,155	98	Paved parking, HSG B
18,745	95	Weighted Average
1,540		8.22% Pervious Area
17,205		91.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.4	20	0.0125	0.10		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.3	80	0.0119	1.03		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.4	205	0.0141	2.41		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
6.1	305	Total			

Subcatchment 1SA:



Summary for Subcatchment 2SA:

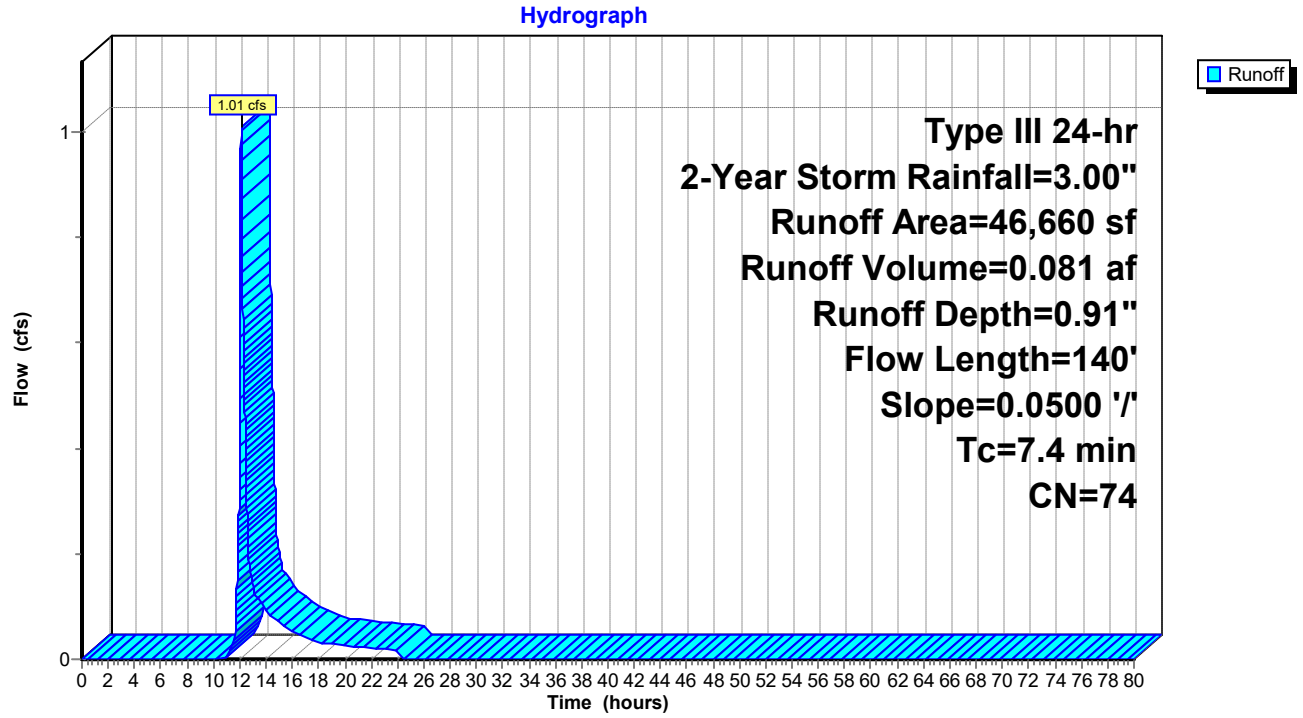
Runoff = 1.01 cfs @ 12.12 hrs, Volume= 0.081 af, Depth= 0.91"
Routed to Reach 1R : Proposed Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
5,880	61	>75% Grass cover, Good, HSG B
7,350	74	>75% Grass cover, Good, HSG C
2,860	80	>75% Grass cover, Good, HSG D
26,740	77	Woods, Good, HSG D
3,710	70	Woods, Good, HSG C
120	98	Paved parking, HSG C
46,660	74	Weighted Average
46,540		99.74% Pervious Area
120		0.26% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow, Sheet** Grass: Short n= 0.150 P2= 3.00"
0.4	40	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
7.4	140	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB: Div 1A

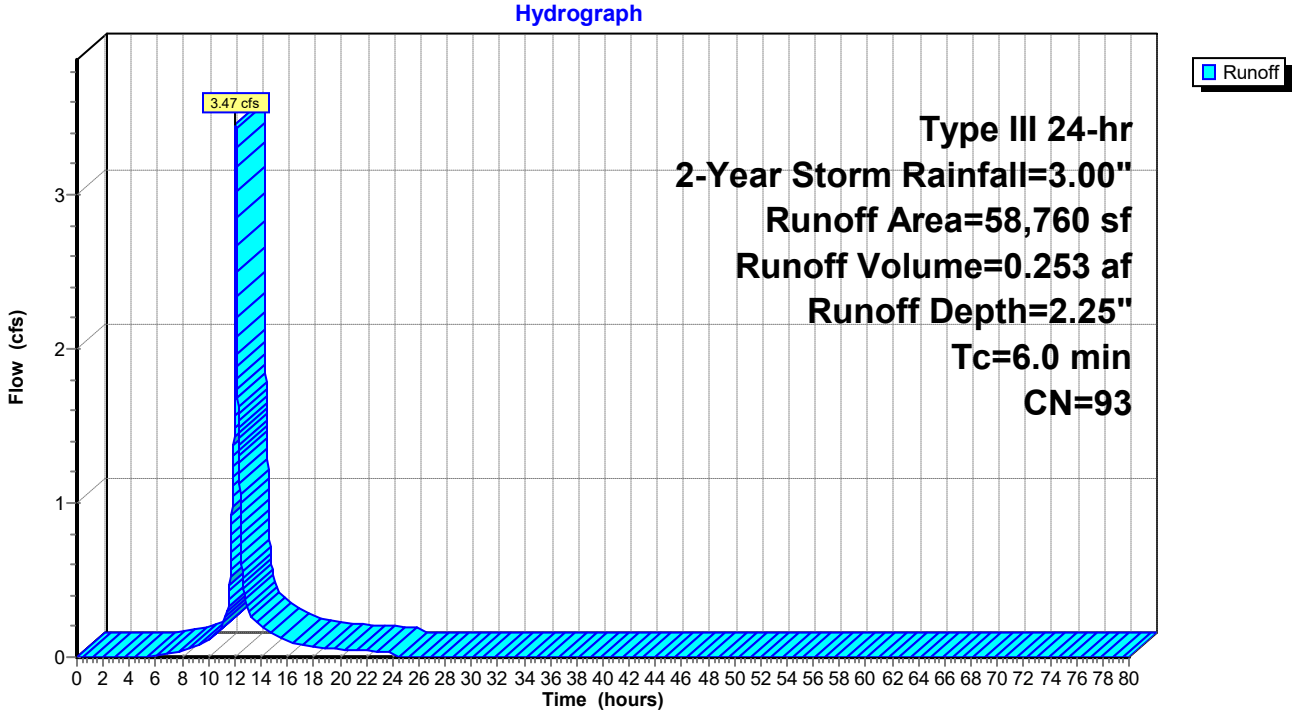
Runoff = 3.47 cfs @ 12.09 hrs, Volume= 0.253 af, Depth= 2.25"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
330	74	>75% Grass cover, Good, HSG C
11,545	98	Paved parking, HSG C
6,940	61	>75% Grass cover, Good, HSG B
14,240	98	Paved parking, HSG B
1,500	80	>75% Grass cover, Good, HSG D
24,205	98	Paved parking, HSG D
58,760	93	Weighted Average
8,770		14.93% Pervious Area
49,990		85.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SB: Div 1A



Summary for Subcatchment 2SC: Div 1B

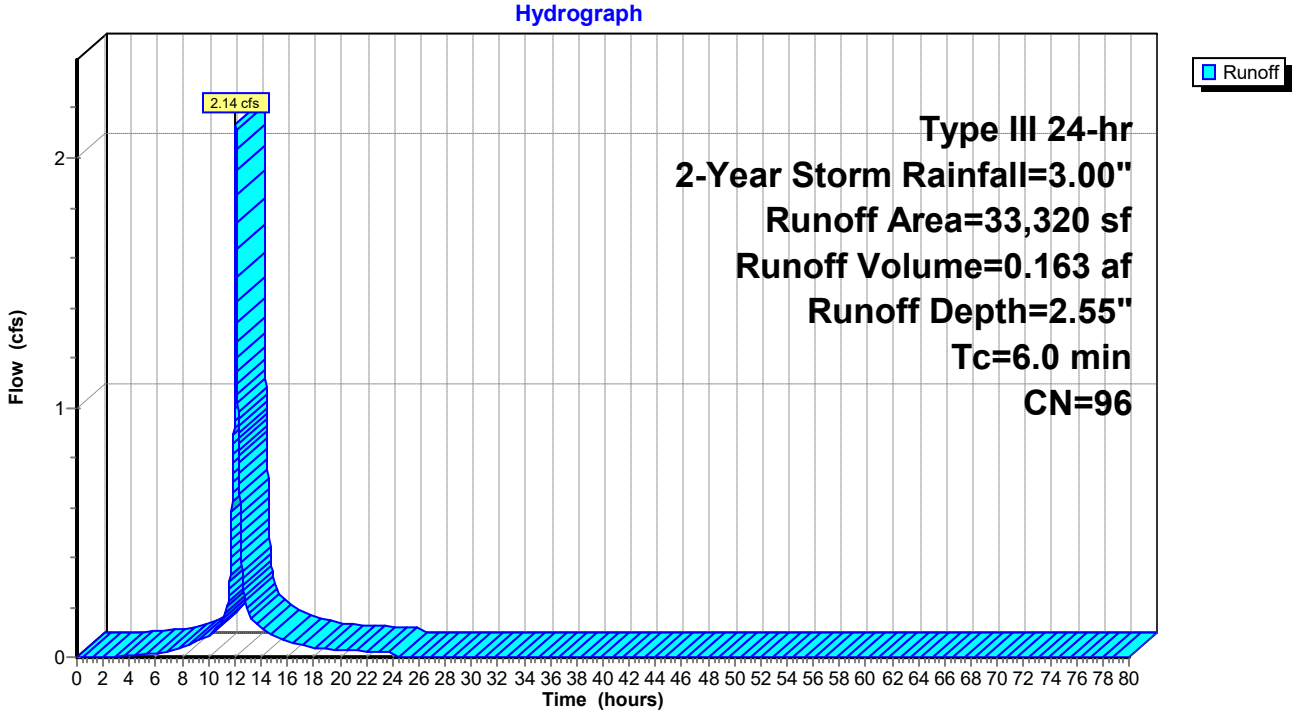
Runoff = 2.14 cfs @ 12.08 hrs, Volume= 0.163 af, Depth= 2.55"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
310	61	>75% Grass cover, Good, HSG B
9,995	98	Paved parking, HSG B
2,165	74	>75% Grass cover, Good, HSG C
16,545	98	Paved parking, HSG C
205	80	>75% Grass cover, Good, HSG D
4,100	98	Paved parking, HSG D
33,320	96	Weighted Average
2,680		8.04% Pervious Area
30,640		91.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SC: Div 1B



Summary for Subcatchment 2SD:

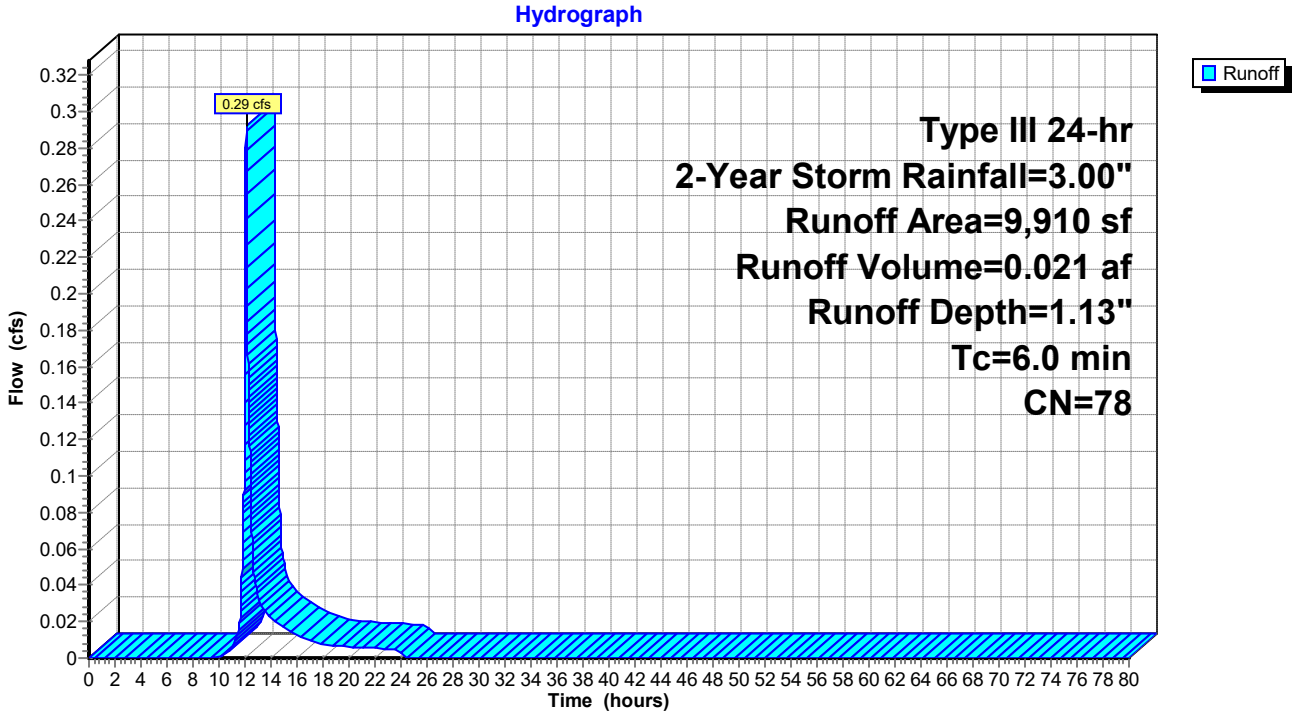
Runoff = 0.29 cfs @ 12.09 hrs, Volume= 0.021 af, Depth= 1.13"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
3,345	77	Woods, Good, HSG D
2,420	70	Woods, Good, HSG C
2,315	74	>75% Grass cover, Good, HSG C
1,830	98	Paved parking, HSG C
9,910	78	Weighted Average
8,080		81.53% Pervious Area
1,830		18.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SD:



Summary for Subcatchment 2SE:

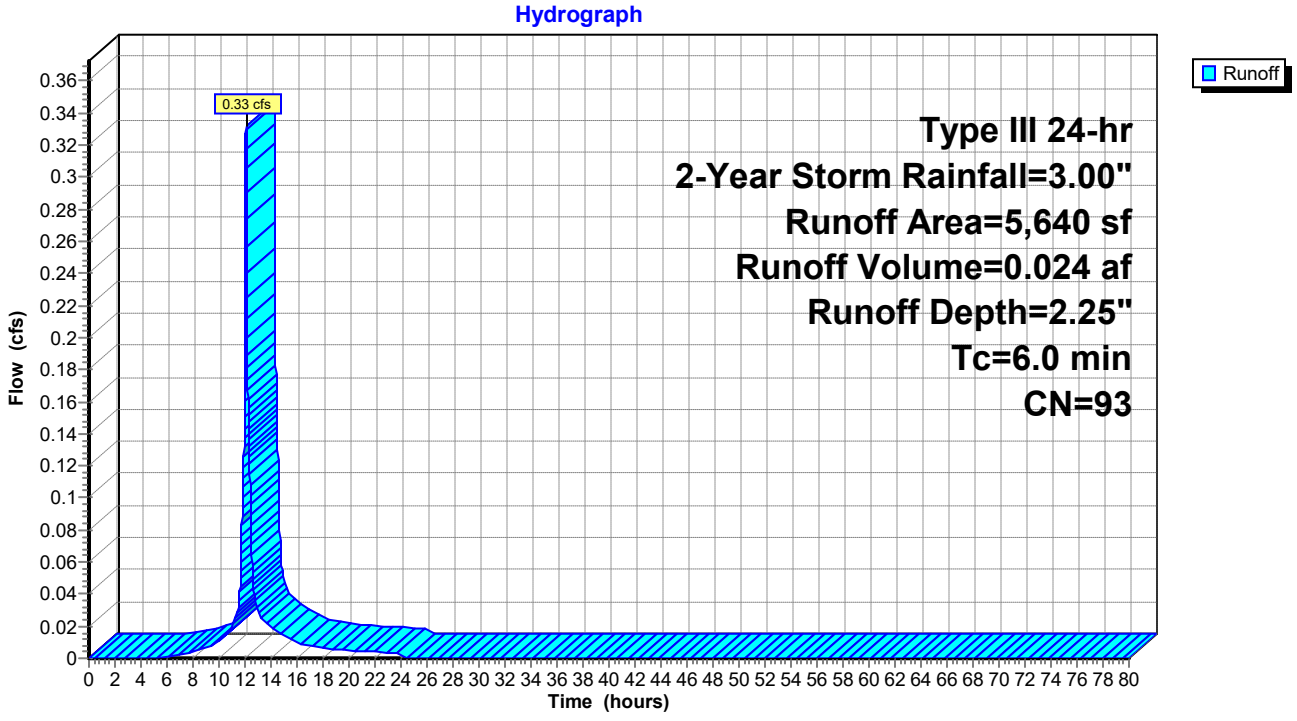
Runoff = 0.33 cfs @ 12.09 hrs, Volume= 0.024 af, Depth= 2.25"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
1,065	74	>75% Grass cover, Good, HSG C
4,575	98	Paved parking, HSG C
5,640	93	Weighted Average
1,065		18.88% Pervious Area
4,575		81.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SE:



Summary for Subcatchment 3SA:

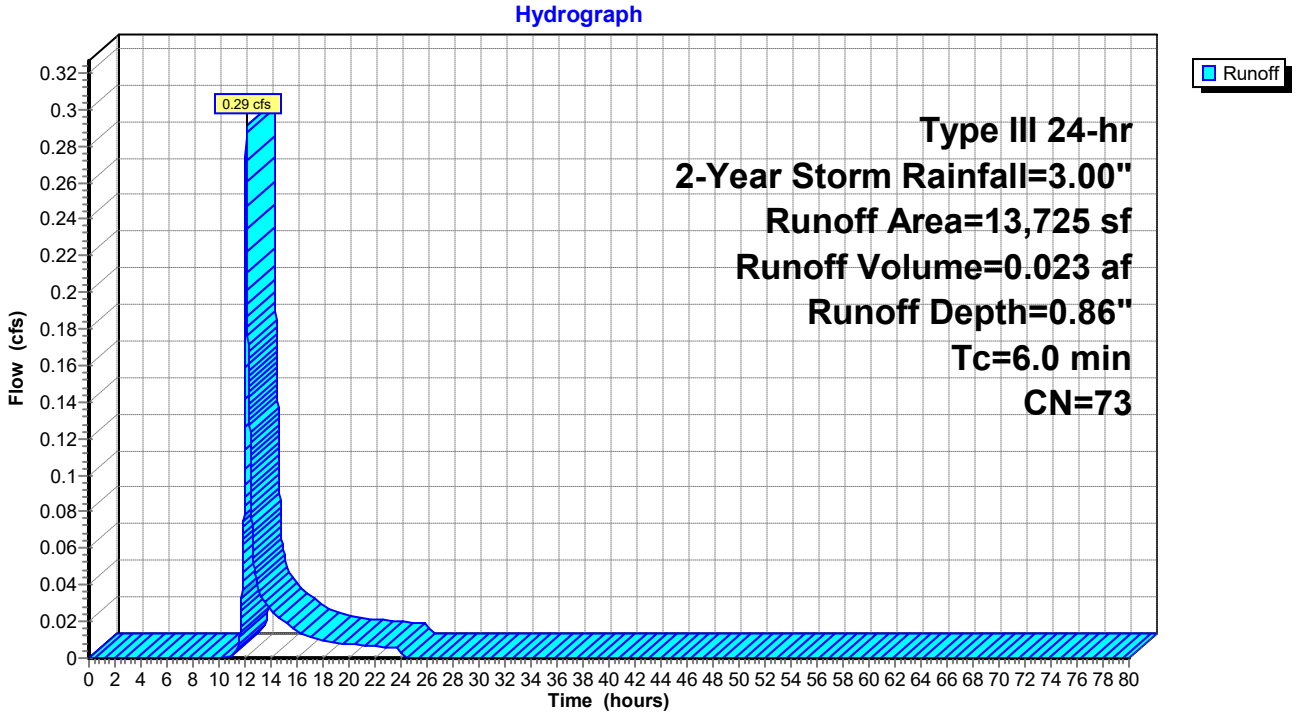
Runoff = 0.29 cfs @ 12.10 hrs, Volume= 0.023 af, Depth= 0.86"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
4,995	74	>75% Grass cover, Good, HSG C
810	98	Paved parking, HSG C
7,595	70	Woods, Good, HSG C
325	77	Woods, Good, HSG D
13,725	73	Weighted Average
12,915		94.10% Pervious Area
810		5.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SA:



Summary for Subcatchment 3SC: Div 2A

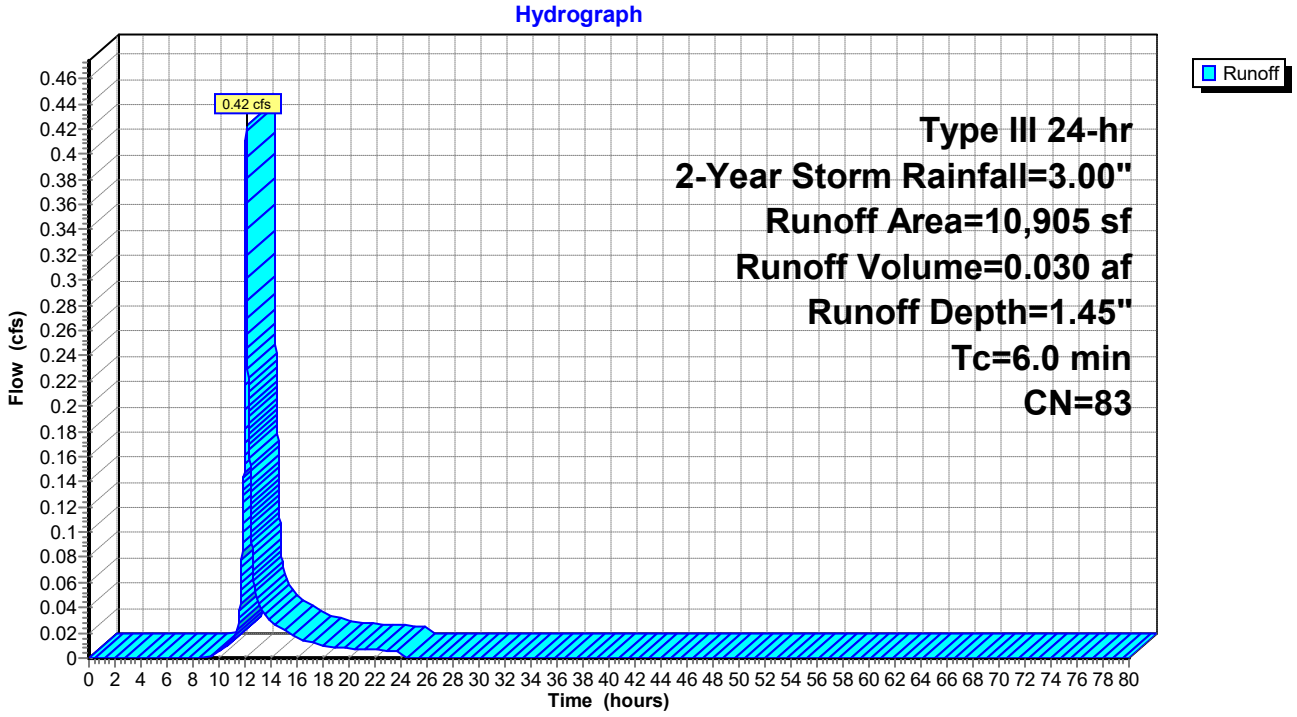
Runoff = 0.42 cfs @ 12.09 hrs, Volume= 0.030 af, Depth= 1.45"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
2,745	61	>75% Grass cover, Good, HSG B
750	98	Paved parking, HSG B
2,495	74	>75% Grass cover, Good, HSG C
4,915	98	Paved parking, HSG C
10,905	83	Weighted Average
5,240		48.05% Pervious Area
5,665		51.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SC: Div 2A



Summary for Subcatchment 3SD: Div 2B

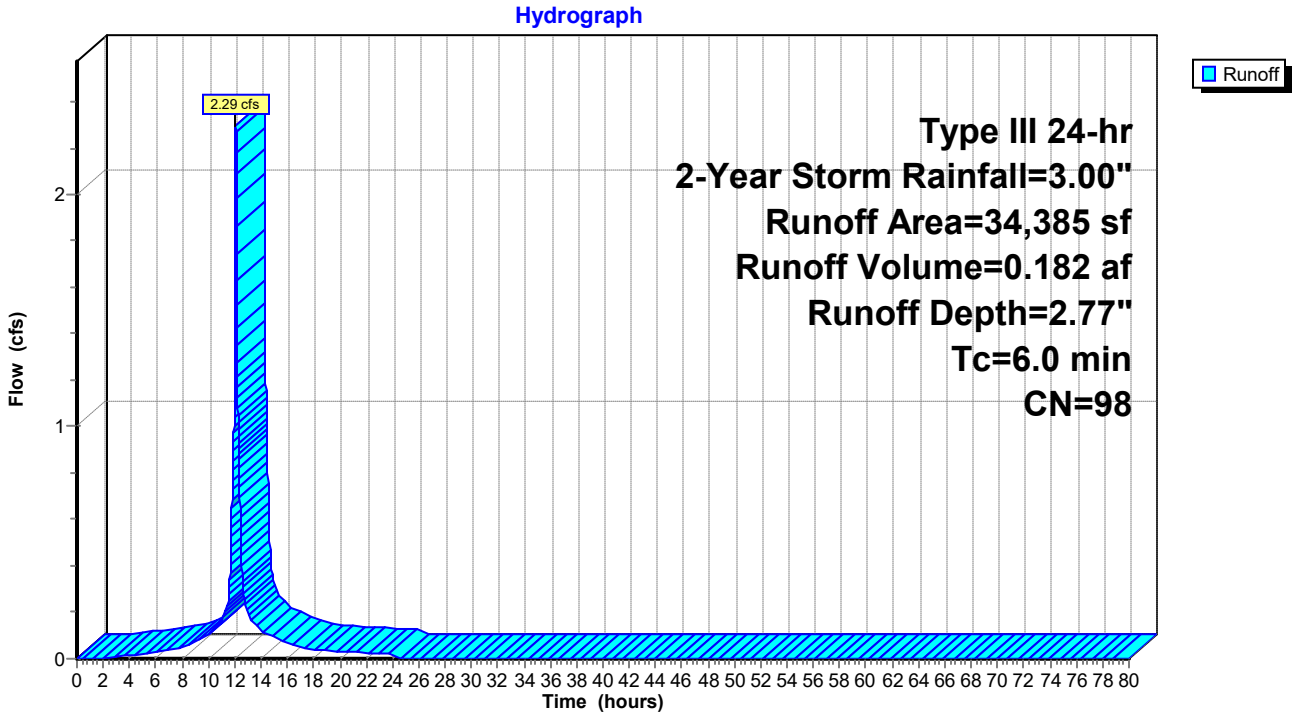
Runoff = 2.29 cfs @ 12.08 hrs, Volume= 0.182 af, Depth= 2.77"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
28,245	98	Roofs, HSG B
6,140	98	Roofs, HSG C
34,385	98	Weighted Average
34,385		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct**

Subcatchment 3SD: Div 2B



Summary for Subcatchment 3SE:

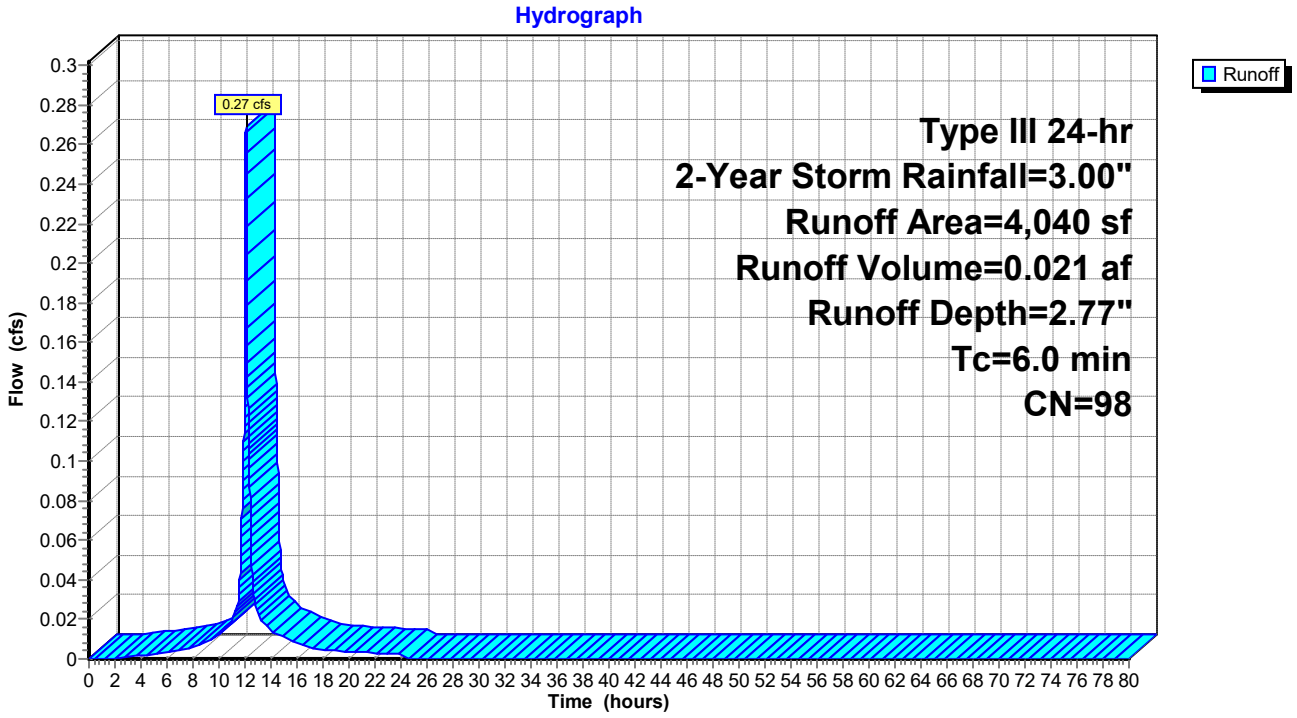
Runoff = 0.27 cfs @ 12.08 hrs, Volume= 0.021 af, Depth= 2.77"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
4,040	98	Paved parking, HSG B
4,040		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SE:



Summary for Subcatchment 3SF:

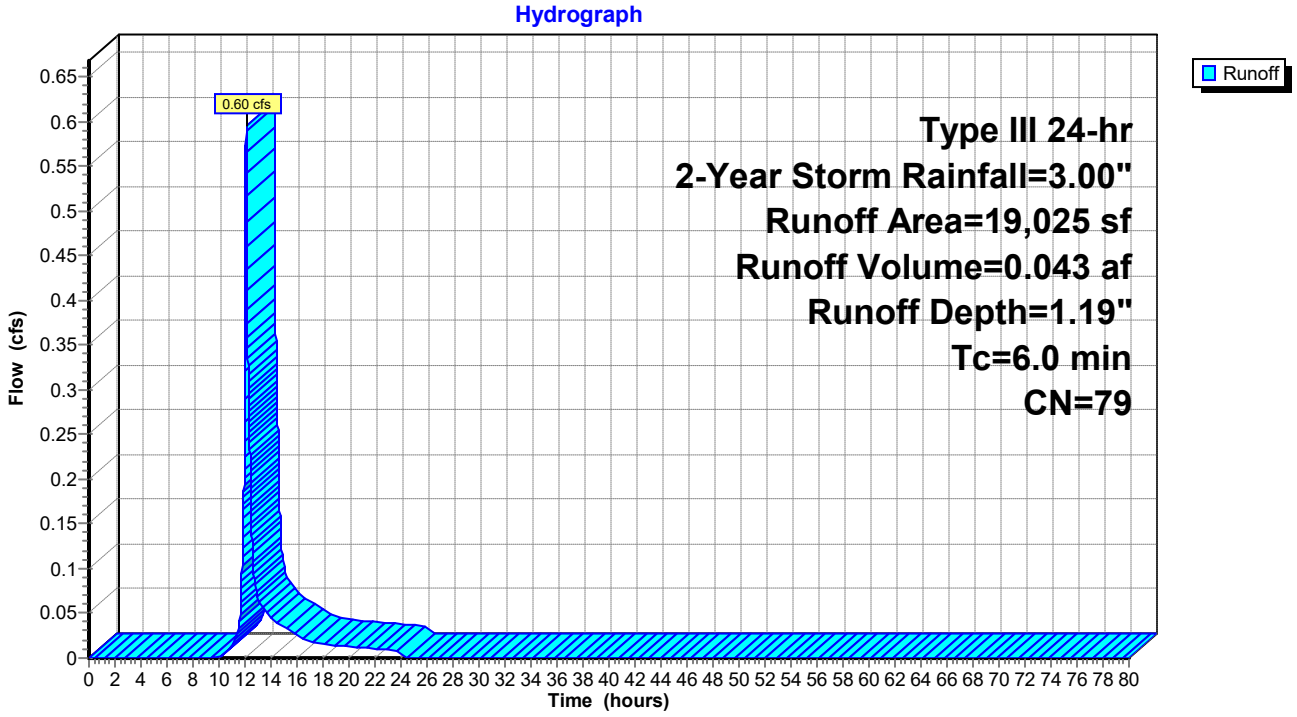
Runoff = 0.60 cfs @ 12.09 hrs, Volume= 0.043 af, Depth= 1.19"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
9,590	77	Woods, Good, HSG D
7,820	80	>75% Grass cover, Good, HSG D
495	74	>75% Grass cover, Good, HSG C
1,120	98	Roofs, HSG D
19,025	79	Weighted Average
17,905		94.11% Pervious Area
1,120		5.89% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SF:



Summary for Subcatchment 3SG:

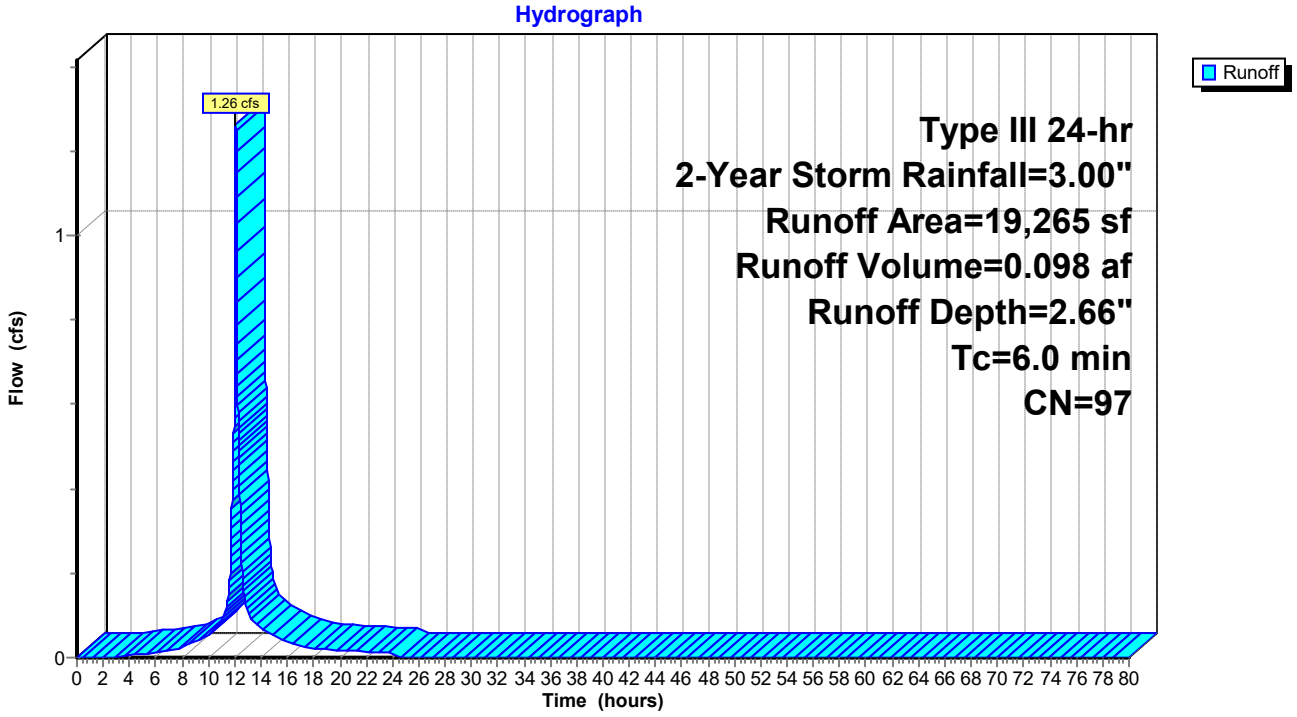
Runoff = 1.26 cfs @ 12.08 hrs, Volume= 0.098 af, Depth= 2.66"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
395	74	>75% Grass cover, Good, HSG C
11,005	98	Paved parking, HSG C
0	98	Roofs, HSG C
875	80	>75% Grass cover, Good, HSG D
6,990	98	Paved parking, HSG D
19,265	97	Weighted Average
1,270		6.59% Pervious Area
17,995		93.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SG:



Summary for Subcatchment 4SA: Police Asset Building

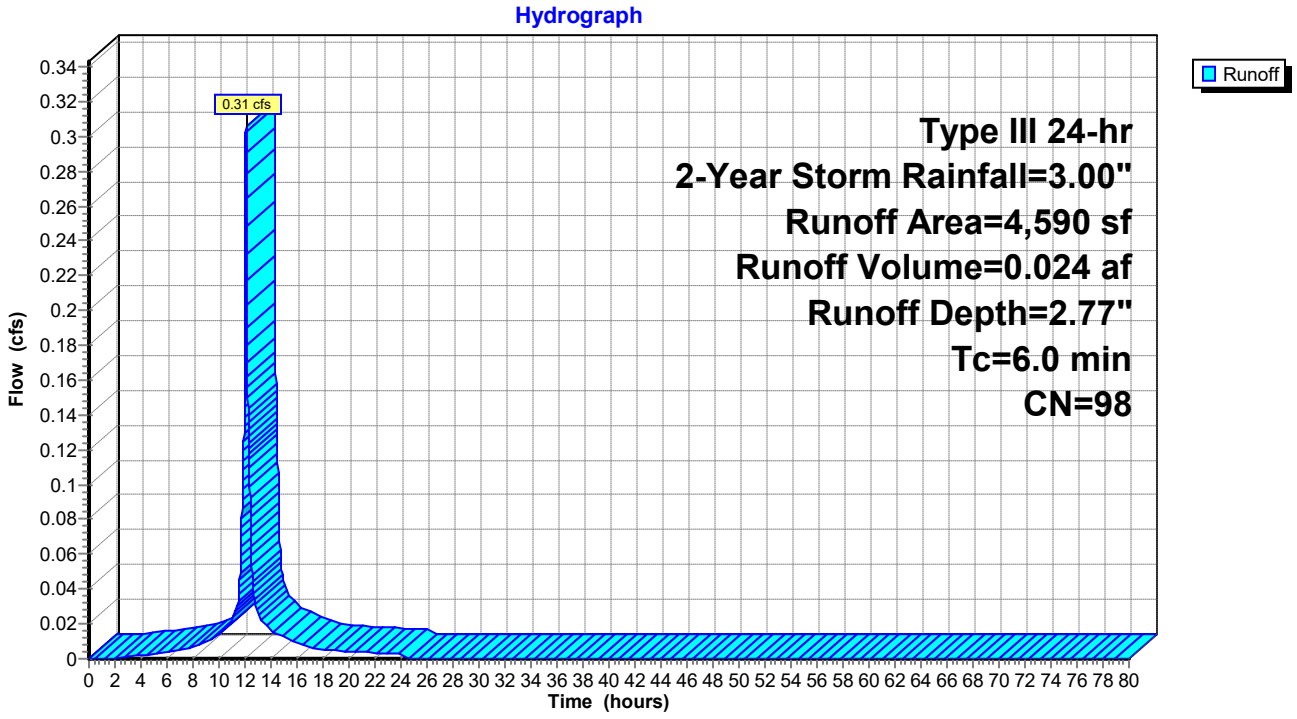
Runoff = 0.31 cfs @ 12.08 hrs, Volume= 0.024 af, Depth= 2.77"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
3,945	98	Roofs, HSG D
645	98	Paved parking, HSG D
4,590	98	Weighted Average
4,590		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SA: Police Asset Building



Summary for Subcatchment 4SB:

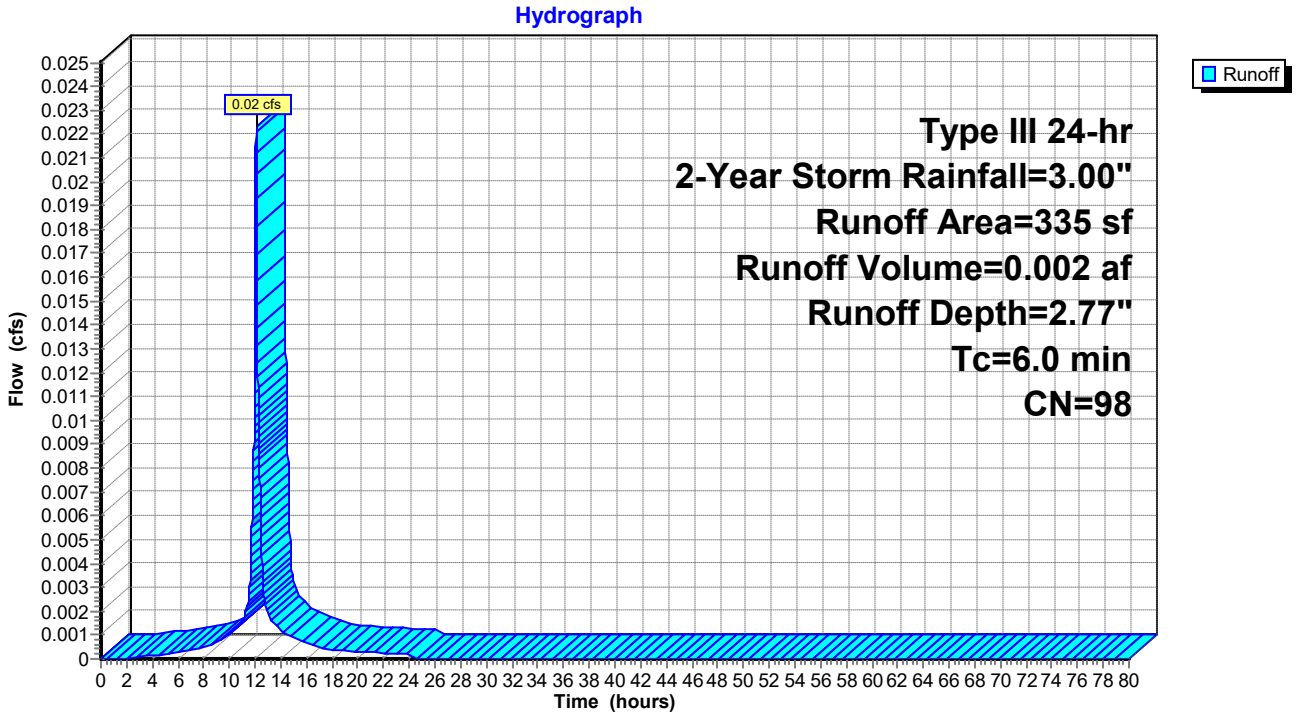
Runoff = 0.02 cfs @ 12.08 hrs, Volume= 0.002 af, Depth= 2.77"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
335	98	Paved parking, HSG D
335		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SB:



Summary for Reach 1R: Proposed Culvert

Inflow Area = 1.071 ac, 0.26% Impervious, Inflow Depth = 0.91" for 2-Year Storm event
Inflow = 1.01 cfs @ 12.12 hrs, Volume= 0.081 af
Outflow = 1.01 cfs @ 12.13 hrs, Volume= 0.081 af, Atten= 0%, Lag= 0.8 min
Routed to Link 2L : Tributary to Taylor Brook

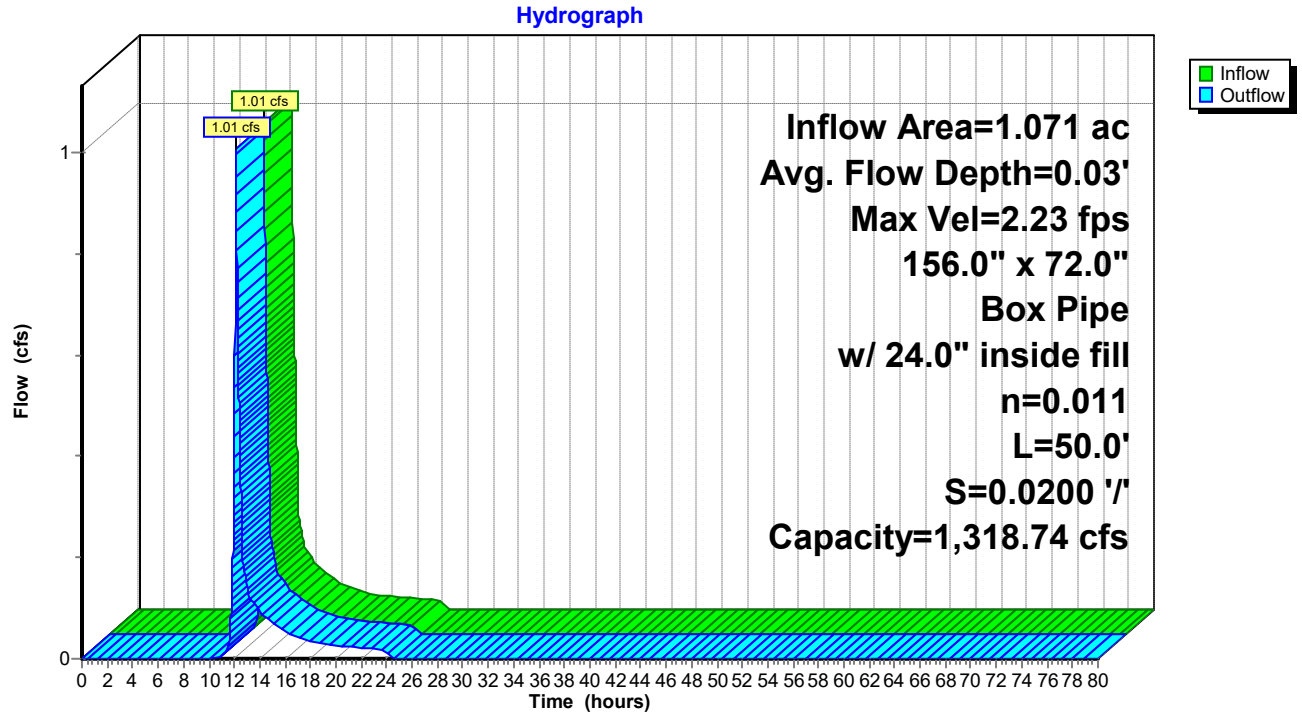
Routing by Stor-Ind+Trans method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.23 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 2.23 fps, Avg. Travel Time= 0.4 min

Peak Storage= 23 cf @ 12.12 hrs
Average Depth at Peak Storage= 2.03' above invert (0.03' above fill) , Surface Width= 13.00'
Bank-Full Depth= 6.00' above invert (4.00' above fill) Flow Area= 52.0 sf, Capacity= 1,318.74 cfs

156.0" W x 72.0" H Box Pipe w/ 24.0" inside fill
n= 0.011 Concrete pipe, straight & clean
Length= 50.0' Slope= 0.0200 '/' (101 Elevation Intervals)
Inlet Invert= 209.00', Outlet Invert= 208.00'



Reach 1R: Proposed Culvert



Summary for Pond 3P: RDF

Inflow Area = 0.113 ac,100.00% Impervious, Inflow Depth = 2.77" for 2-Year Storm event
Inflow = 0.33 cfs @ 12.08 hrs, Volume= 0.026 af
Outflow = 0.02 cfs @ 13.97 hrs, Volume= 0.026 af, Atten= 95%, Lag= 113.3 min
Primary = 0.02 cfs @ 13.97 hrs, Volume= 0.026 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 224.01' @ 13.97 hrs Surf.Area= 488 sf Storage= 651 cf
Flood Elev= 225.00' Surf.Area= 488 sf Storage= 844 cf

Plug-Flow detention time= 442.3 min calculated for 0.026 af (100% of inflow)
Center-of-Mass det. time= 442.2 min (1,200.0 - 757.8)

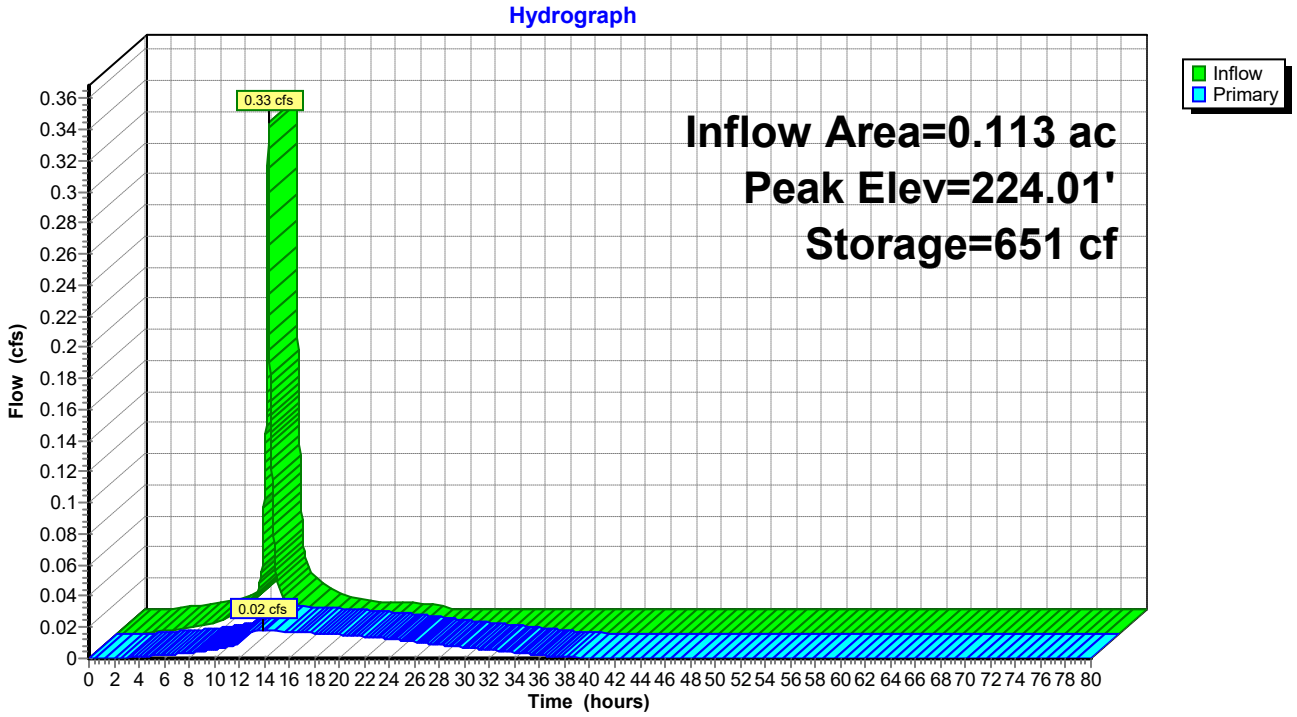
Volume	Invert	Avail.Storage	Storage Description
#1	220.50'	844 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
220.50	488	0.0	0	0
221.50	488	40.0	195	195
222.50	488	33.0	161	356
225.00	488	40.0	488	844

Device	Routing	Invert	Outlet Devices
#1	Primary	220.50'	**12.0" Round Culvert** L= 40.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 220.50' / 217.00' S= 0.0875 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	220.50'	**0.6" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Device 1	224.50'	**24.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.02 cfs @ 13.97 hrs HW=224.01' (Free Discharge)
└**1=Culvert** (Passes 0.02 cfs of 5.18 cfs potential flow)
├**2=Orifice/Grate** (Orifice Controls 0.02 cfs @ 8.99 fps)
└**3=Orifice/Grate** (Controls 0.00 cfs)

Pond 3P: RDF


Hydrograph
Inflow
Primary
0.33 cfs
0.02 cfs
Inflow Area=0.113 ac
Peak Elev=224.01'
Storage=651 cf
Flow (cfs)
0 0.02 0.04 0.06 0.08 0.1 0.12 0.14 0.16 0.18 0.2 0.22 0.24 0.26 0.28 0.3 0.32 0.34 0.36
Time (hours)
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80

Summary for Pond 4P: SF2

Inflow Area = 1.132 ac, 89.38% Impervious, Inflow Depth = 2.48" for 2-Year Storm event
Inflow = 2.99 cfs @ 12.08 hrs, Volume= 0.234 af
Outflow = 0.32 cfs @ 12.78 hrs, Volume= 0.233 af, Atten= 89%, Lag= 41.9 min
Primary = 0.32 cfs @ 12.78 hrs, Volume= 0.233 af
Routed to Link 3L : Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 217.36' @ 12.78 hrs Surf.Area= 7,606 sf Storage= 4,410 cf

Plug-Flow detention time= 149.5 min calculated for 0.233 af (100% of inflow)
Center-of-Mass det. time= 148.7 min (916.6 - 767.9)

Volume	Invert	Avail.Storage	Storage Description
#1	216.20'	2,615 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 9,608 cf Overall - 3,070 cf Embedded = 6,538 cf x 40.0% Voids
#2	216.70'	3,070 cf	**ADS_StormTech SC-800 +Cap** x 60 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 60 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.36'	1,352 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 3,379 cf Overall x 40.0% Voids
#4	214.70'	1,248 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 3,783 cf Overall x 33.0% Voids
		8,285 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.20	2,562	0	0
219.95	2,562	9,608	9,608

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.36	2,522	0	0
214.70	2,522	3,379	3,379

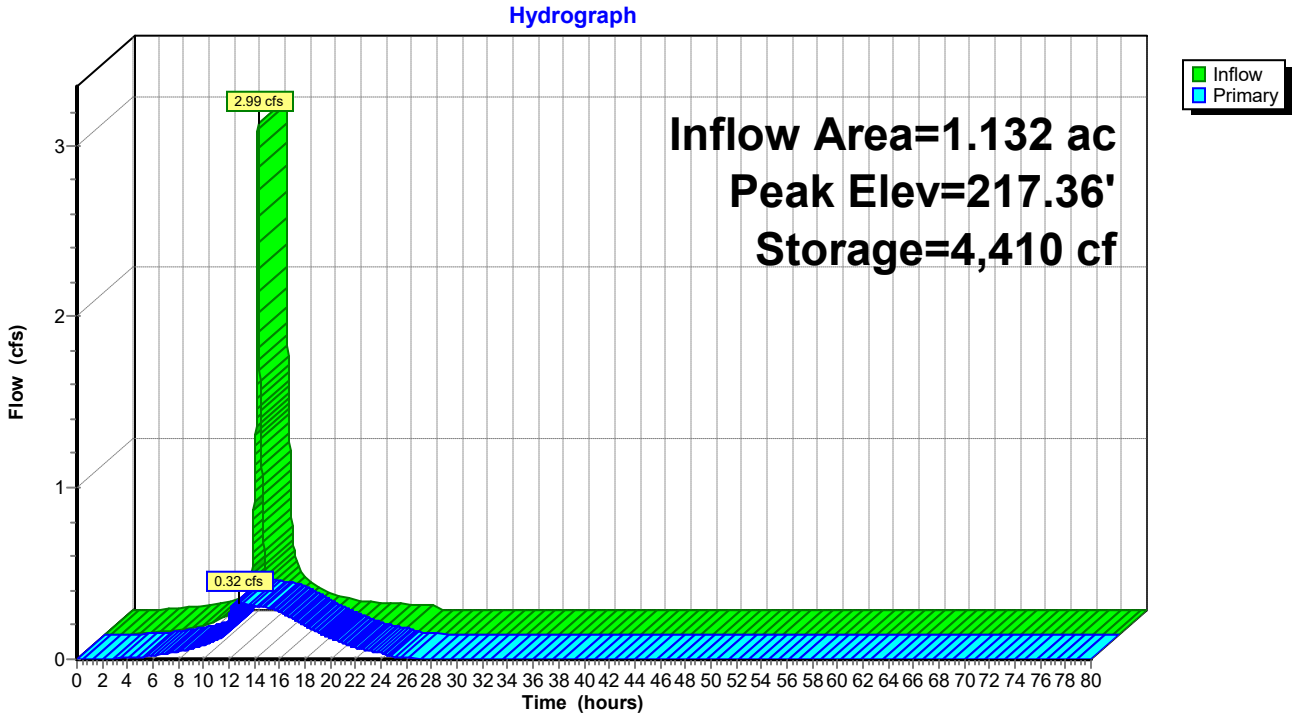
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.70	2,522	0	0
216.20	2,522	3,783	3,783

Device	Routing	Invert	Outlet Devices
#1	Primary	211.40'	**18.0" Round Culvert** L= 38.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 211.40' / 210.90' S= 0.0132 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.50'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.90 1.90 2.10 2.10 4.00 4.00 Elev. (feet) 223.19 219.19 219.19 217.50 217.50 219.19 219.19

			223.19
#3	Device 4	213.36'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.81' Phase-In= 0.10'
#4	Device 1	213.37'	**2.5" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.32 cfs @ 12.78 hrs HW=217.36' (Free Discharge)
1=Culvert (Passes 0.32 cfs of 15.34 cfs potential flow)
2=Asymmetrical Weir (Controls 0.00 cfs)
4=Orifice/Grate (Orifice Controls 0.32 cfs @ 9.49 fps)
3=Exfiltration (Passes 0.32 cfs of 5.29 cfs potential flow)

Pond 4P: SF2



Summary for Pond 5P: SF1

Inflow Area = 2.114 ac, 87.57% Impervious, Inflow Depth = 2.36" for 2-Year Storm event
Inflow = 5.60 cfs @ 12.08 hrs, Volume= 0.416 af
Outflow = 0.82 cfs @ 12.59 hrs, Volume= 0.416 af, Atten= 85%, Lag= 30.0 min
Primary = 0.82 cfs @ 12.59 hrs, Volume= 0.416 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 217.50' @ 12.59 hrs Surf.Area= 12,763 sf Storage= 7,238 cf

Plug-Flow detention time= 98.8 min calculated for 0.416 af (100% of inflow)
Center-of-Mass det. time= 98.9 min (886.4 - 787.5)

Volume	Invert	Avail.Storage	Storage Description
#1	216.40'	4,283 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 16,054 cf Overall - 5,346 cf Embedded = 10,707 cf x 40.0% Voids
#2	216.90'	5,346 cf	**ADS_StormTech SC-800 +Cap** x 105 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 105 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.57'	2,256 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 5,641 cf Overall x 40.0% Voids
#4	214.90'	2,099 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 6,362 cf Overall x 33.0% Voids
		13,985 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.40	4,281	0	0
220.15	4,281	16,054	16,054

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.57	4,241	0	0
214.90	4,241	5,641	5,641

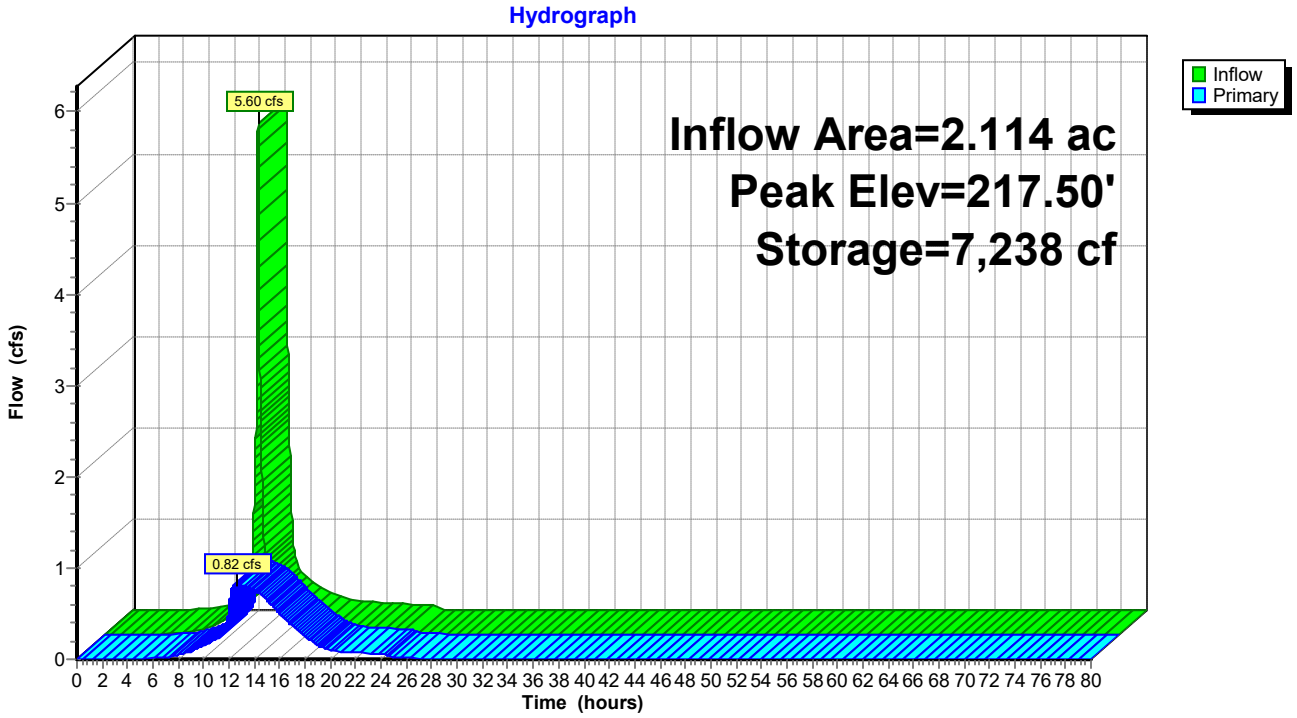
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.90	4,241	0	0
216.40	4,241	6,362	6,362

Device	Routing	Invert	Outlet Devices
#1	Primary	213.40'	**18.0" Round Culvert** L= 18.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 213.40' / 212.75' S= 0.0361 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.75'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.96 1.96 2.04 2.04 4.00 4.00 Elev. (feet) 223.49 219.25 219.25 217.75 217.75 219.25 219.25

			223.49
#3	Device 4	213.57'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.51' Phase-In= 0.10'
#4	Device 1	213.57'	**4.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.82 cfs @ 12.59 hrs HW=217.50' (Free Discharge)
└**1=Culvert** (Passes 0.82 cfs of 12.30 cfs potential flow)
└**2=Asymmetrical Weir** (Controls 0.00 cfs)
└**4=Orifice/Grate** (Orifice Controls 0.82 cfs @ 9.35 fps)
└**3=Exfiltration** (Passes 0.82 cfs of 8.88 cfs potential flow)

Pond 5P: SF1

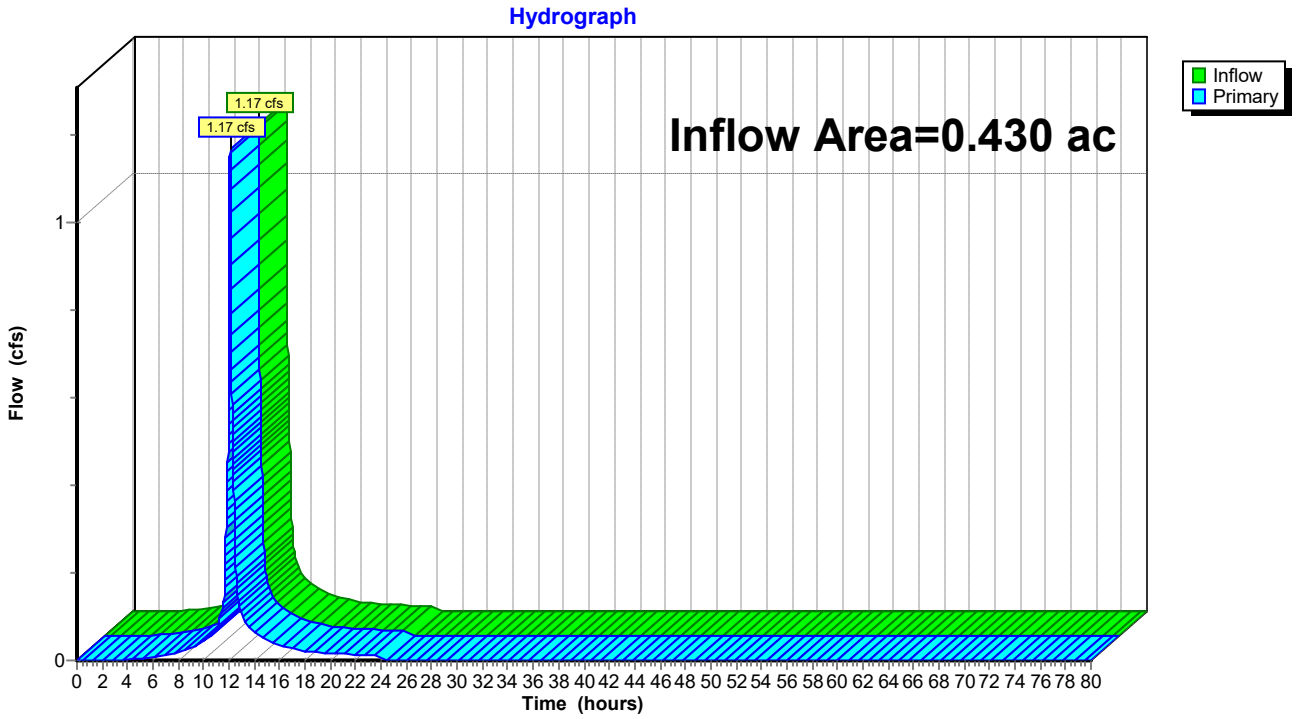


Summary for Link 1L: Minot Ave

Inflow Area = 0.430 ac, 91.78% Impervious, Inflow Depth = 2.45" for 2-Year Storm event
Inflow = 1.17 cfs @ 12.09 hrs, Volume= 0.088 af
Primary = 1.17 cfs @ 12.09 hrs, Volume= 0.088 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 1L: Minot Ave

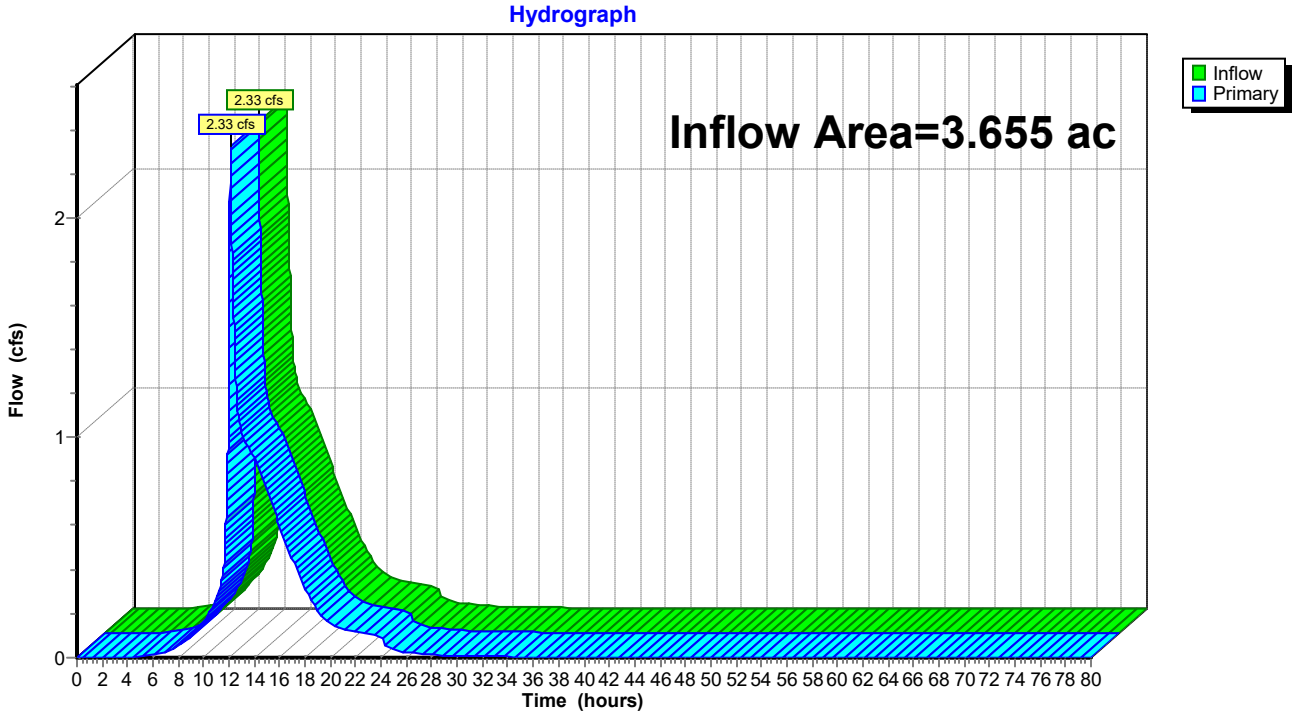


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.655 ac, 57.83% Impervious, Inflow Depth = 1.87" for 2-Year Storm event
Inflow = 2.33 cfs @ 12.12 hrs, Volume= 0.569 af
Primary = 2.33 cfs @ 12.12 hrs, Volume= 0.569 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 2L: Tributary to Taylor Brook

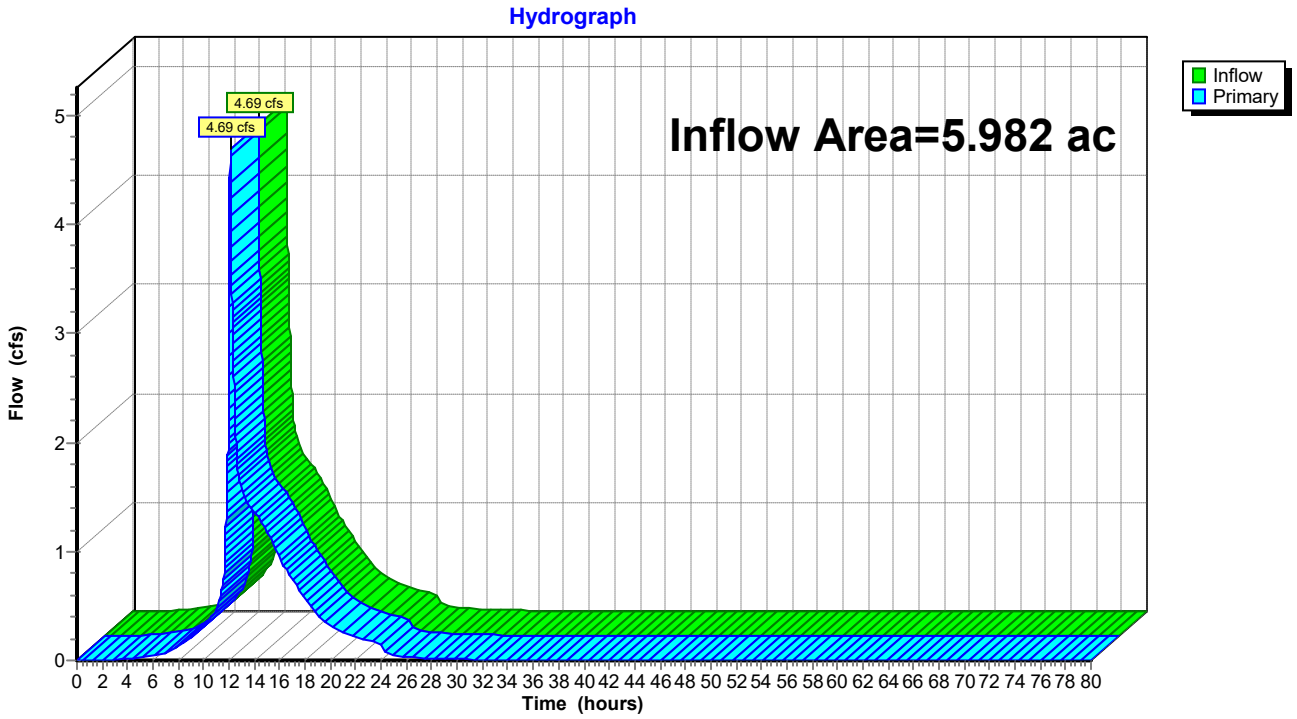


Summary for Link 3L: Taylor Brook

Inflow Area = 5.982 ac, 59.91% Impervious, Inflow Depth = 1.94" for 2-Year Storm event
Inflow = 4.69 cfs @ 12.10 hrs, Volume= 0.966 af
Primary = 4.69 cfs @ 12.10 hrs, Volume= 0.966 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 3L: Taylor Brook



Time span=0.00-80.00 hrs, dt=0.01 hrs, 8001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1SA: Runoff Area=18,745 sf 91.78% Impervious Runoff Depth=3.73"
Flow Length=305' Tc=6.1 min CN=95 Runoff=1.74 cfs 0.134 af

Subcatchment 2SA: Runoff Area=46,660 sf 0.26% Impervious Runoff Depth=1.82"
Flow Length=140' Slope=0.0500 '/' Tc=7.4 min CN=74 Runoff=2.15 cfs 0.162 af

Subcatchment 2SB: Div 1A Runoff Area=58,760 sf 85.07% Impervious Runoff Depth=3.51"
Tc=6.0 min CN=93 Runoff=5.27 cfs 0.395 af

Subcatchment 2SC: Div 1B Runoff Area=33,320 sf 91.96% Impervious Runoff Depth=3.84"
Tc=6.0 min CN=96 Runoff=3.14 cfs 0.245 af

Subcatchment 2SD: Runoff Area=9,910 sf 18.47% Impervious Runoff Depth=2.13"
Tc=6.0 min CN=78 Runoff=0.57 cfs 0.040 af

Subcatchment 2SE: Runoff Area=5,640 sf 81.12% Impervious Runoff Depth=3.51"
Tc=6.0 min CN=93 Runoff=0.51 cfs 0.038 af

Subcatchment 3SA: Runoff Area=13,725 sf 5.90% Impervious Runoff Depth=1.75"
Tc=6.0 min CN=73 Runoff=0.63 cfs 0.046 af

Subcatchment 3SC: Div 2A Runoff Area=10,905 sf 51.95% Impervious Runoff Depth=2.55"
Tc=6.0 min CN=83 Runoff=0.75 cfs 0.053 af

Subcatchment 3SD: Div 2B Runoff Area=34,385 sf 100.00% Impervious Runoff Depth=4.06"
Tc=6.0 min CN=98 Runoff=3.31 cfs 0.267 af

Subcatchment 3SE: Runoff Area=4,040 sf 100.00% Impervious Runoff Depth=4.06"
Tc=6.0 min CN=98 Runoff=0.39 cfs 0.031 af

Subcatchment 3SF: Runoff Area=19,025 sf 5.89% Impervious Runoff Depth=2.21"
Tc=6.0 min CN=79 Runoff=1.13 cfs 0.080 af

Subcatchment 3SG: Runoff Area=19,265 sf 93.41% Impervious Runoff Depth=3.95"
Tc=6.0 min CN=97 Runoff=1.84 cfs 0.146 af

Subcatchment 4SA: Police Asset Building Runoff Area=4,590 sf 100.00% Impervious Runoff Depth=4.06"
Tc=6.0 min CN=98 Runoff=0.44 cfs 0.036 af

Subcatchment 4SB: Runoff Area=335 sf 100.00% Impervious Runoff Depth=4.06"
Tc=6.0 min CN=98 Runoff=0.03 cfs 0.003 af

Reach 1R: Proposed Culvert Avg. Flow Depth=0.05' Max Vel=3.04 fps Inflow=2.15 cfs 0.162 af
56.0" x 72.0" Box Pipe w/ 24.0" inside fill n=0.011 L=50.0' S=0.0200 '/' Capacity=1,318.74 cfs Outflow=2.14 cfs 0.162 af

Pond 3P: RDF Peak Elev=224.55' Storage=755 cf Inflow=0.47 cfs 0.038 af
Outflow=0.23 cfs 0.038 af

Pond 4P: SF2 Peak Elev=218.42' Storage=6,336 cf Inflow=4.45 cfs 0.352 af
Outflow=0.95 cfs 0.352 af

Pond 5P: SF1 Peak Elev=218.90' Storage=11,475 cf Inflow=8.42 cfs 0.639 af
Outflow=1.28 cfs 0.639 af

Link 1L: Minot Ave Inflow=1.74 cfs 0.134 af
Primary=1.74 cfs 0.134 af

Link 2L: Tributary to Taylor Brook Inflow=4.01 cfs 0.918 af
Primary=4.01 cfs 0.918 af

Link 3L: Taylor Brook Inflow=7.88 cfs 1.542 af
Primary=7.88 cfs 1.542 af

Total Runoff Area = 6.412 ac Runoff Volume = 1.676 af Average Runoff Depth = 3.14"
37.95% Pervious = 2.434 ac 62.05% Impervious = 3.978 ac

Summary for Subcatchment 1SA:

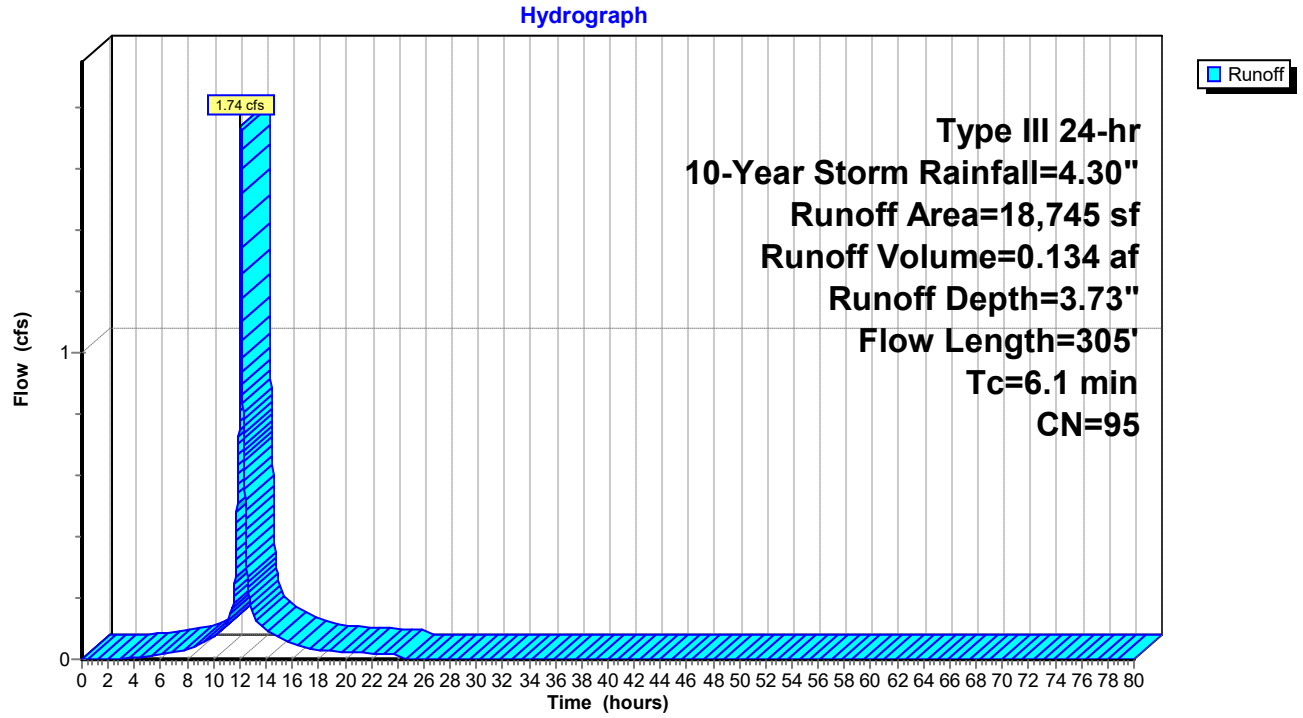
Runoff = 1.74 cfs @ 12.08 hrs, Volume= 0.134 af, Depth= 3.73"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
310	74	>75% Grass cover, Good, HSG C
1,050	98	Paved parking, HSG C
1,230	61	>75% Grass cover, Good, HSG B
16,155	98	Paved parking, HSG B
18,745	95	Weighted Average
1,540		8.22% Pervious Area
17,205		91.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.4	20	0.0125	0.10		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.3	80	0.0119	1.03		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.4	205	0.0141	2.41		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
6.1	305	Total			

Subcatchment 1SA:



Summary for Subcatchment 2SA:

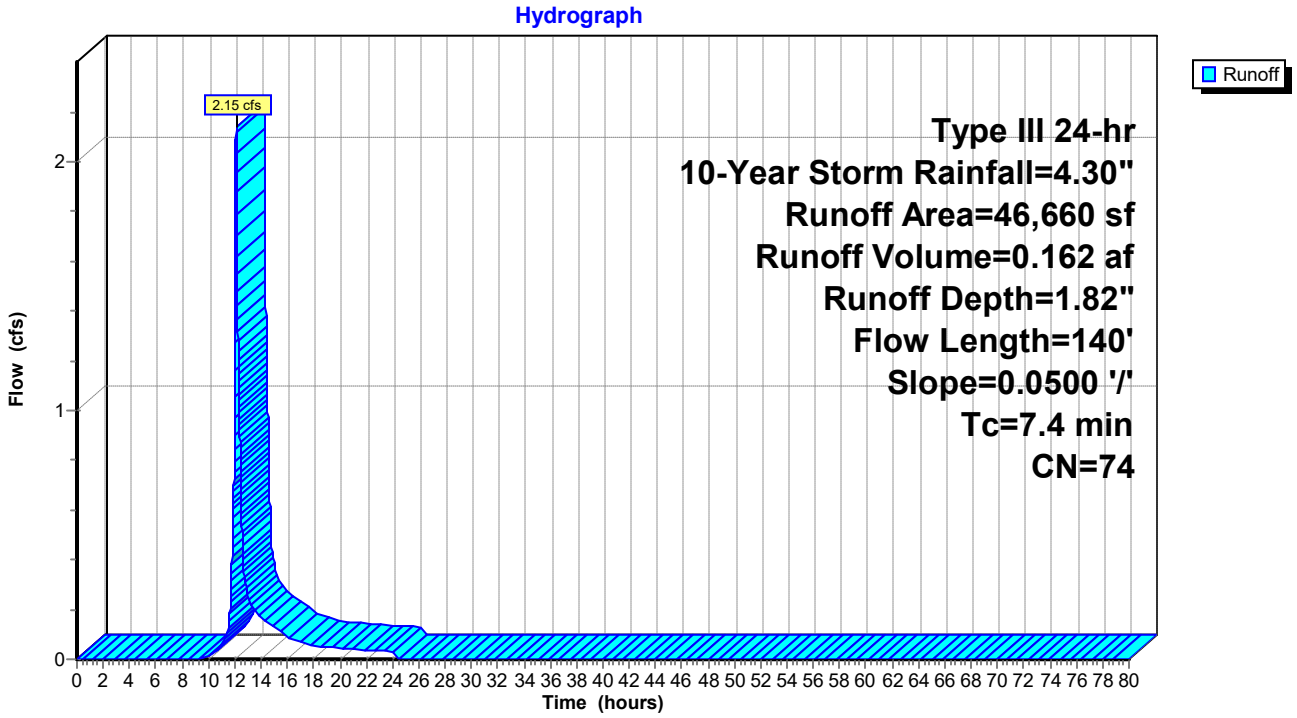
Runoff = 2.15 cfs @ 12.11 hrs, Volume= 0.162 af, Depth= 1.82"
Routed to Reach 1R : Proposed Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
5,880	61	>75% Grass cover, Good, HSG B
7,350	74	>75% Grass cover, Good, HSG C
2,860	80	>75% Grass cover, Good, HSG D
26,740	77	Woods, Good, HSG D
3,710	70	Woods, Good, HSG C
120	98	Paved parking, HSG C
46,660	74	Weighted Average
46,540		99.74% Pervious Area
120		0.26% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow, Sheet** Grass: Short n= 0.150 P2= 3.00"
0.4	40	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
7.4	140	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB: Div 1A

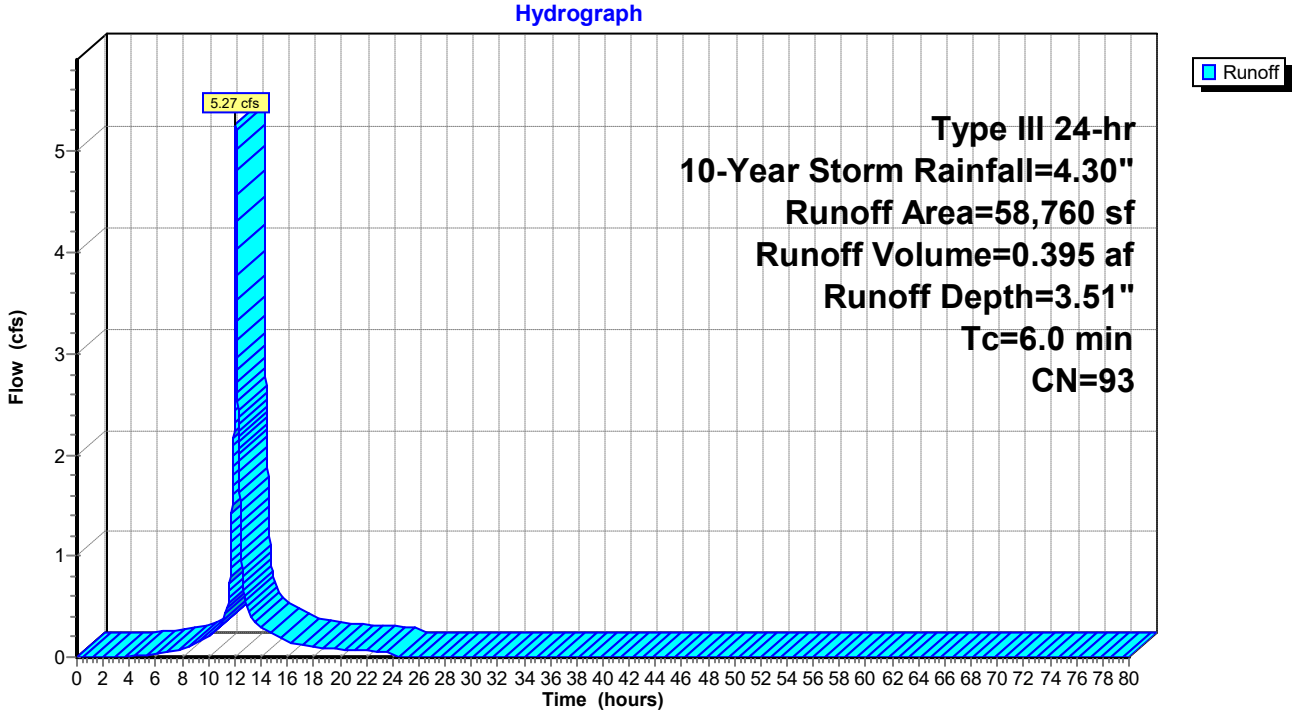
Runoff = 5.27 cfs @ 12.08 hrs, Volume= 0.395 af, Depth= 3.51"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
330	74	>75% Grass cover, Good, HSG C
11,545	98	Paved parking, HSG C
6,940	61	>75% Grass cover, Good, HSG B
14,240	98	Paved parking, HSG B
1,500	80	>75% Grass cover, Good, HSG D
24,205	98	Paved parking, HSG D
58,760	93	Weighted Average
8,770		14.93% Pervious Area
49,990		85.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SB: Div 1A



Summary for Subcatchment 2SC: Div 1B

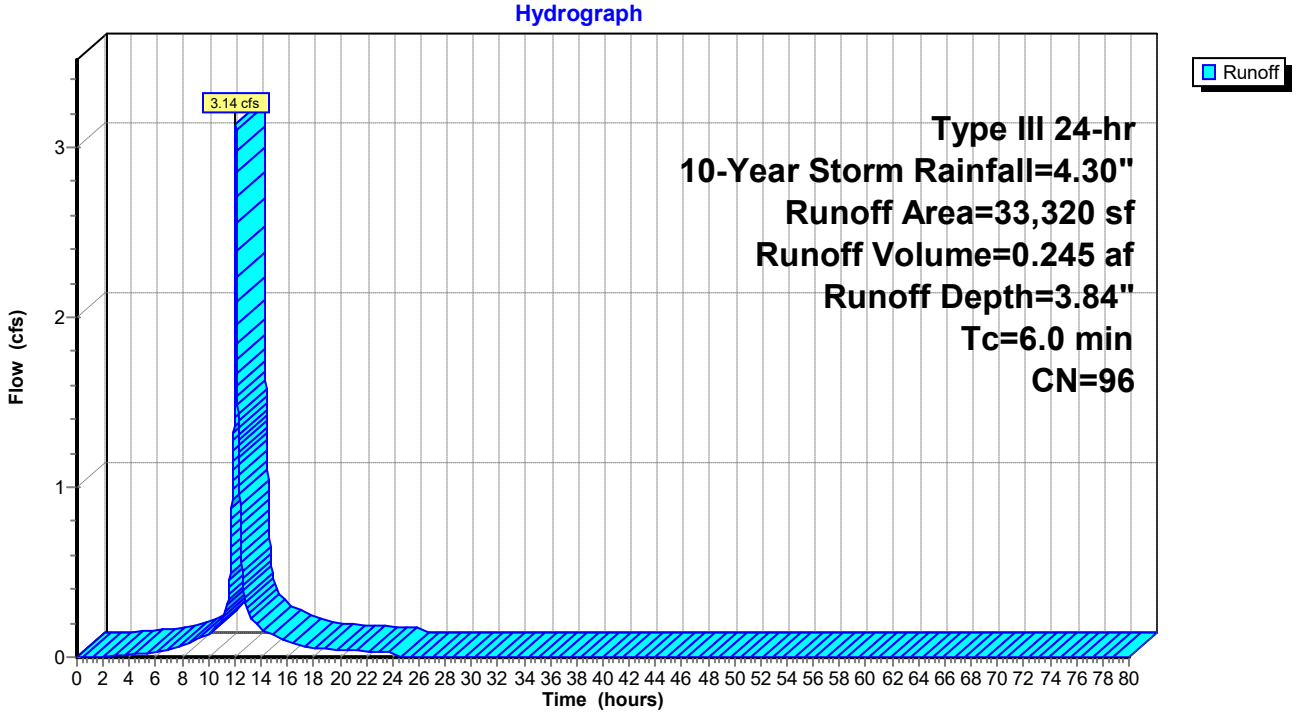
Runoff = 3.14 cfs @ 12.08 hrs, Volume= 0.245 af, Depth= 3.84"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
310	61	>75% Grass cover, Good, HSG B
9,995	98	Paved parking, HSG B
2,165	74	>75% Grass cover, Good, HSG C
16,545	98	Paved parking, HSG C
205	80	>75% Grass cover, Good, HSG D
4,100	98	Paved parking, HSG D
33,320	96	Weighted Average
2,680		8.04% Pervious Area
30,640		91.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SC: Div 1B



Summary for Subcatchment 2SD:

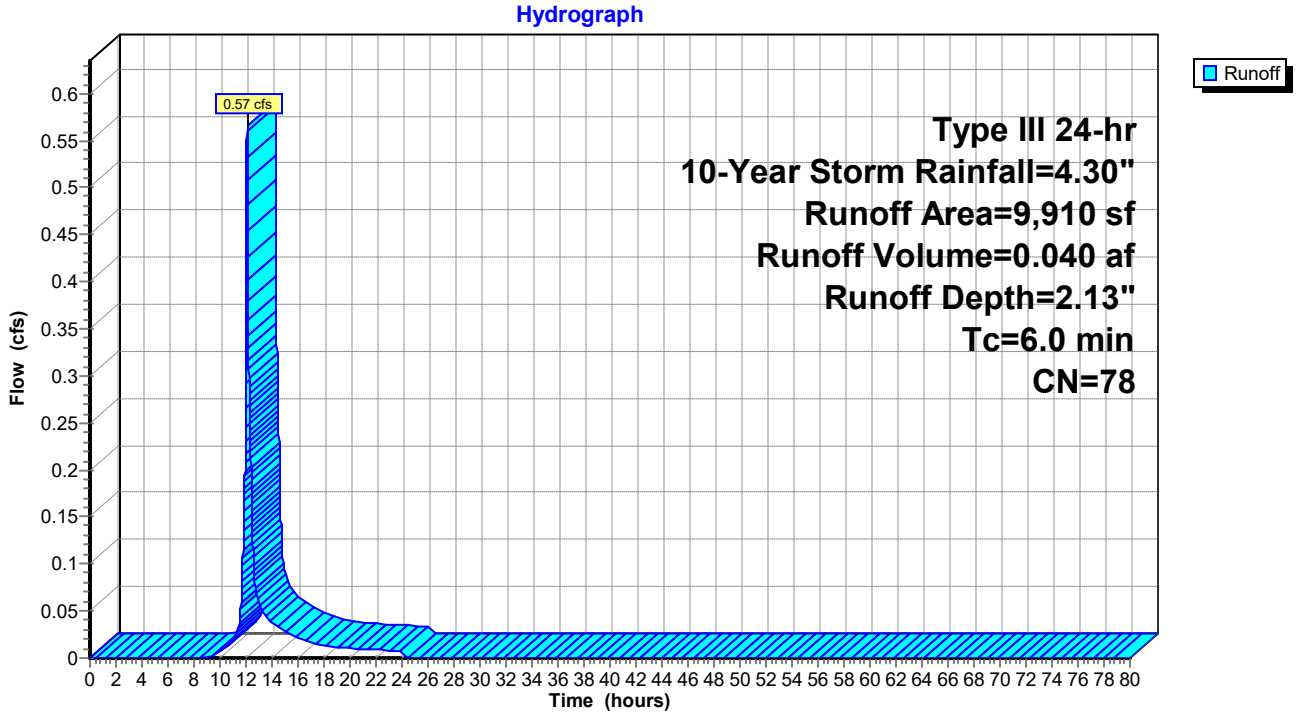
Runoff = 0.57 cfs @ 12.09 hrs, Volume= 0.040 af, Depth= 2.13"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
3,345	77	Woods, Good, HSG D
2,420	70	Woods, Good, HSG C
2,315	74	>75% Grass cover, Good, HSG C
1,830	98	Paved parking, HSG C
9,910	78	Weighted Average
8,080		81.53% Pervious Area
1,830		18.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SD:



Summary for Subcatchment 2SE:

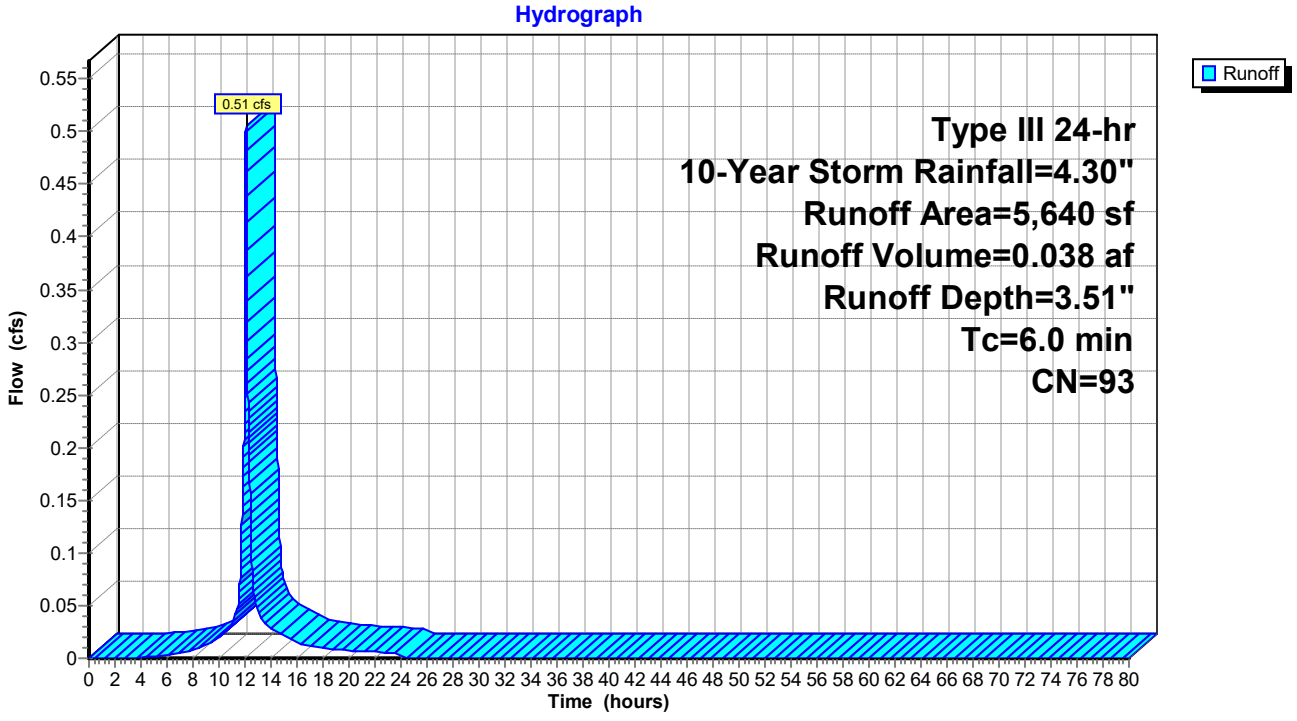
Runoff = 0.51 cfs @ 12.08 hrs, Volume= 0.038 af, Depth= 3.51"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
1,065	74	>75% Grass cover, Good, HSG C
4,575	98	Paved parking, HSG C
5,640	93	Weighted Average
1,065		18.88% Pervious Area
4,575		81.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SE:



Summary for Subcatchment 3SA:

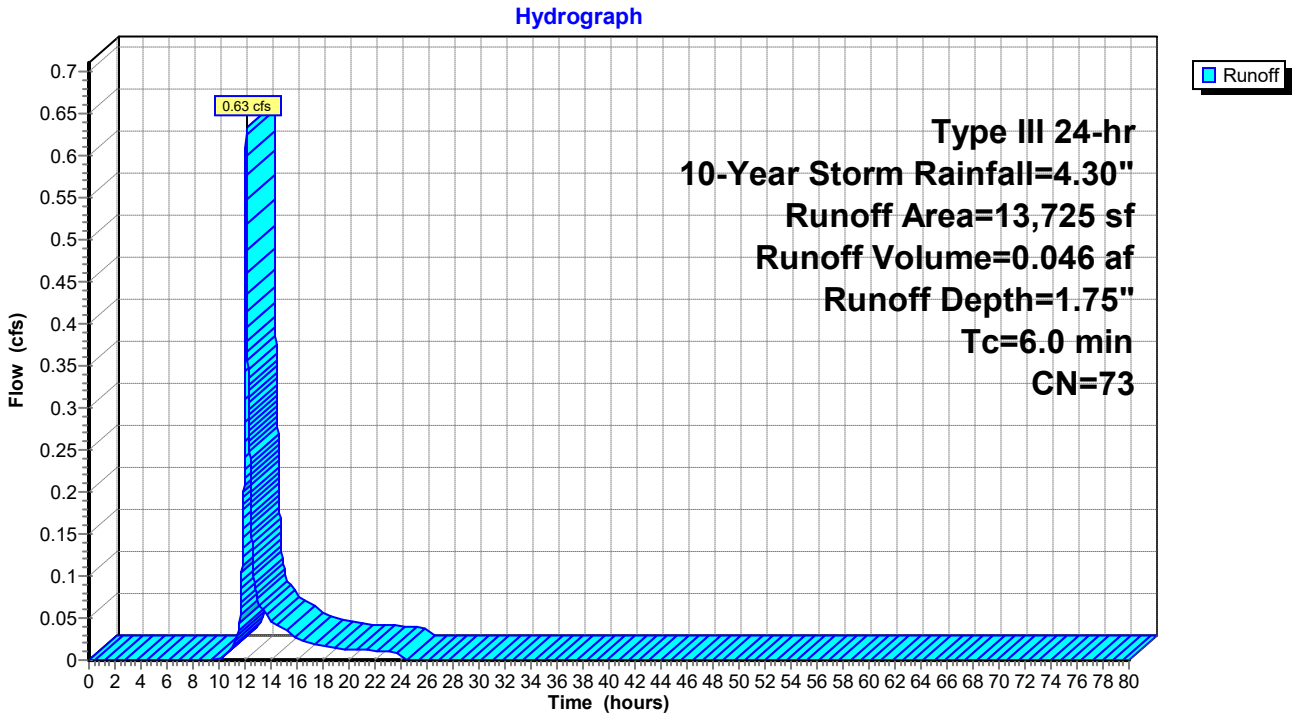
Runoff = 0.63 cfs @ 12.09 hrs, Volume= 0.046 af, Depth= 1.75"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
4,995	74	>75% Grass cover, Good, HSG C
810	98	Paved parking, HSG C
7,595	70	Woods, Good, HSG C
325	77	Woods, Good, HSG D
13,725	73	Weighted Average
12,915		94.10% Pervious Area
810		5.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SA:



Summary for Subcatchment 3SC: Div 2A

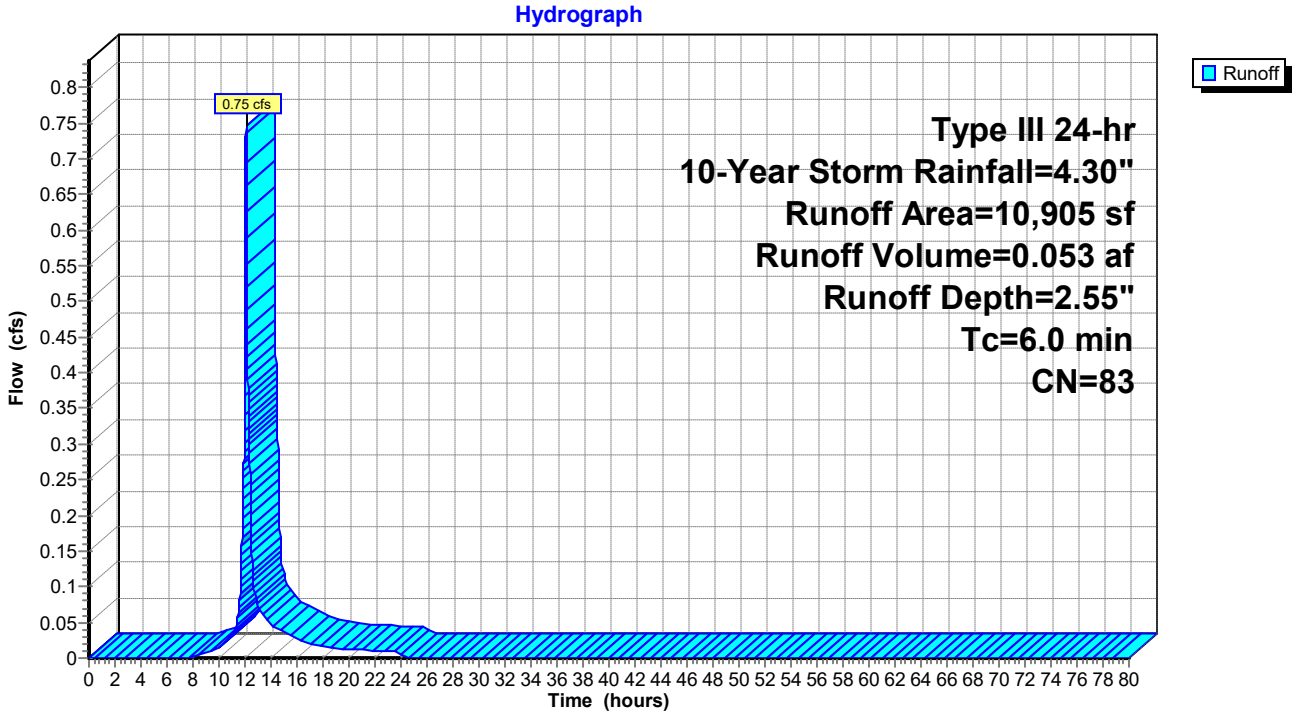
Runoff = 0.75 cfs @ 12.09 hrs, Volume= 0.053 af, Depth= 2.55"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
2,745	61	>75% Grass cover, Good, HSG B
750	98	Paved parking, HSG B
2,495	74	>75% Grass cover, Good, HSG C
4,915	98	Paved parking, HSG C
10,905	83	Weighted Average
5,240		48.05% Pervious Area
5,665		51.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SC: Div 2A



Summary for Subcatchment 3SD: Div 2B

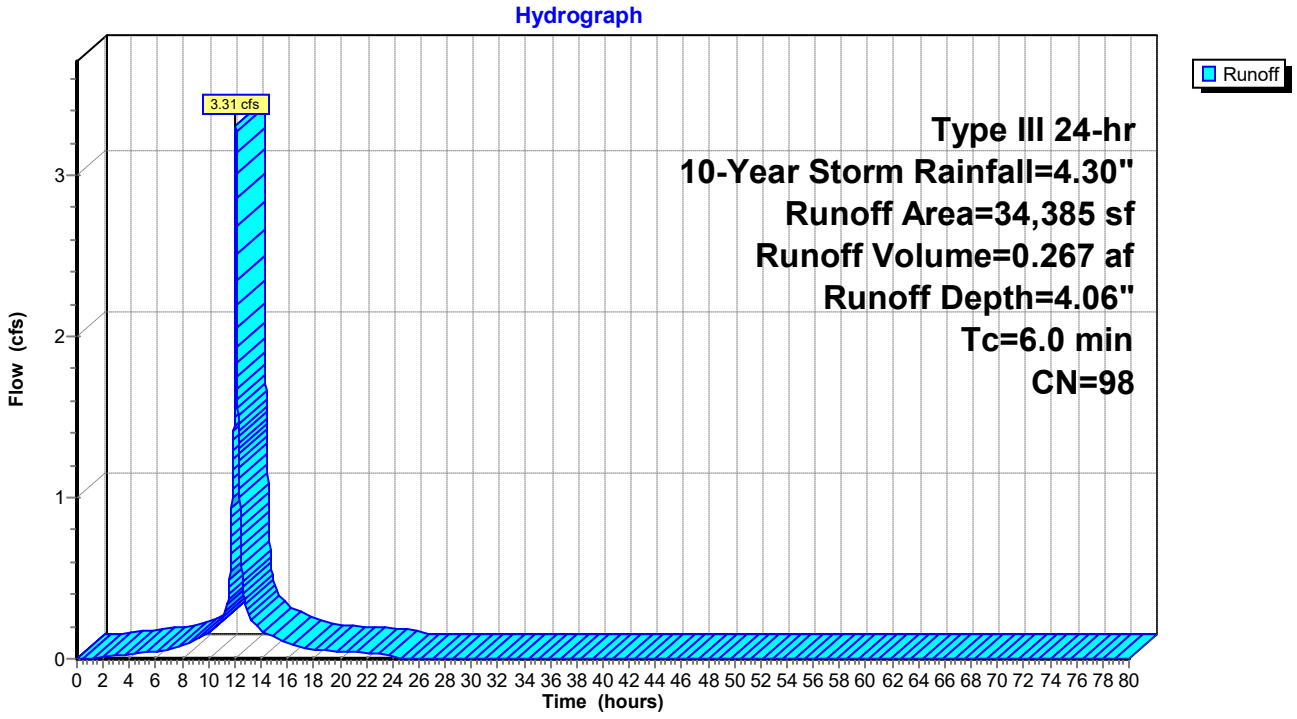
Runoff = 3.31 cfs @ 12.08 hrs, Volume= 0.267 af, Depth= 4.06"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
28,245	98	Roofs, HSG B
6,140	98	Roofs, HSG C
34,385	98	Weighted Average
34,385		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct**

Subcatchment 3SD: Div 2B



Summary for Subcatchment 3SE:

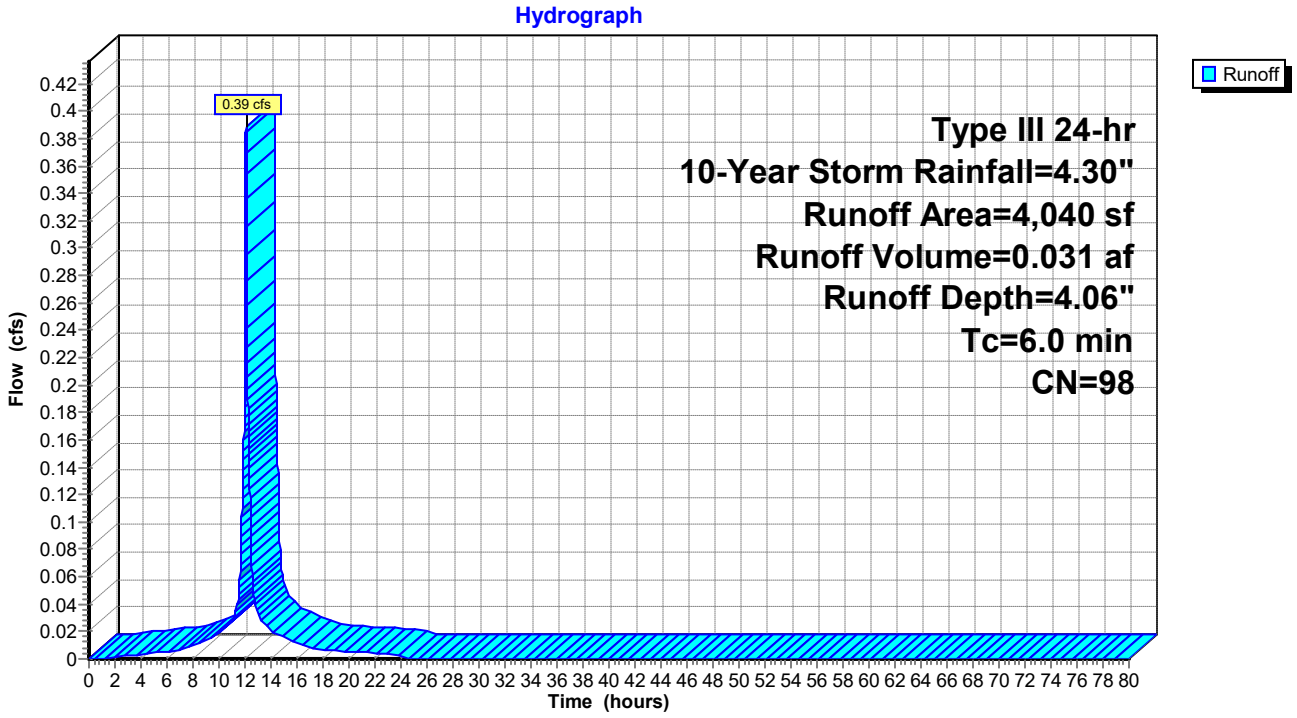
Runoff = 0.39 cfs @ 12.08 hrs, Volume= 0.031 af, Depth= 4.06"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
4,040	98	Paved parking, HSG B
4,040		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SE:



Summary for Subcatchment 3SF:

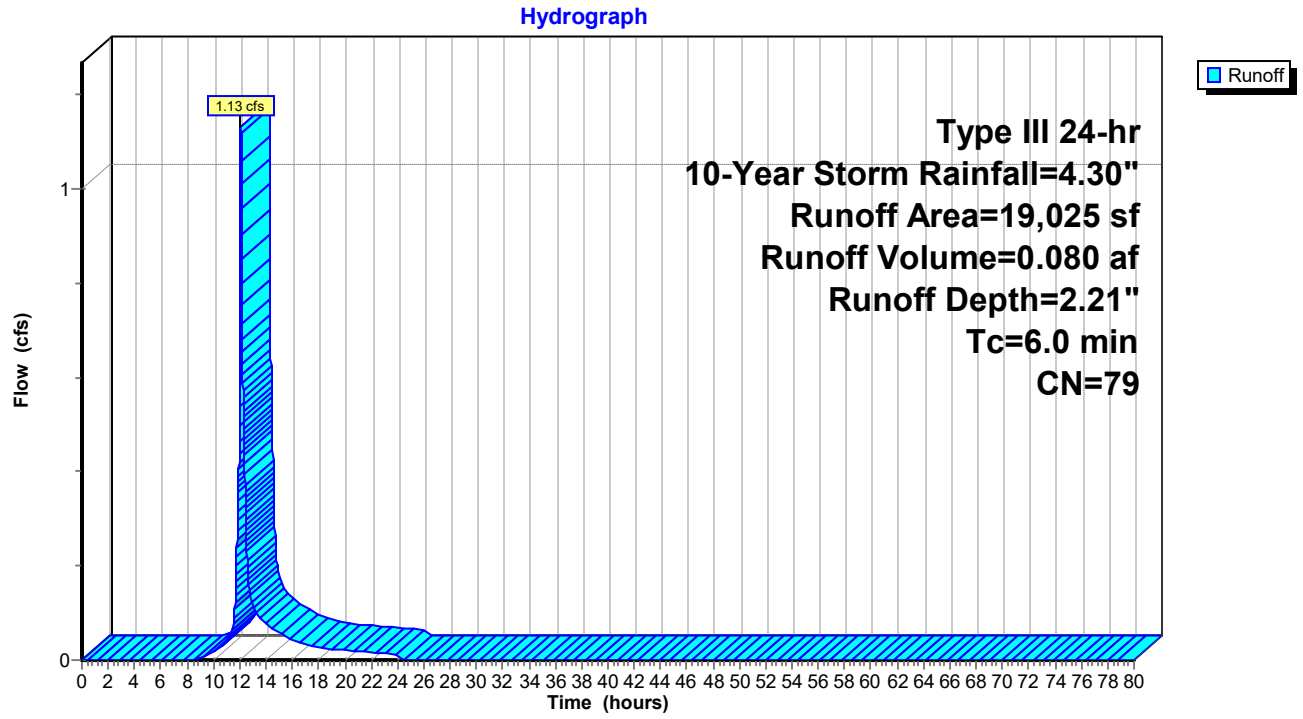
Runoff = 1.13 cfs @ 12.09 hrs, Volume= 0.080 af, Depth= 2.21"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
9,590	77	Woods, Good, HSG D
7,820	80	>75% Grass cover, Good, HSG D
495	74	>75% Grass cover, Good, HSG C
1,120	98	Roofs, HSG D
19,025	79	Weighted Average
17,905		94.11% Pervious Area
1,120		5.89% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SF:



Summary for Subcatchment 3SG:

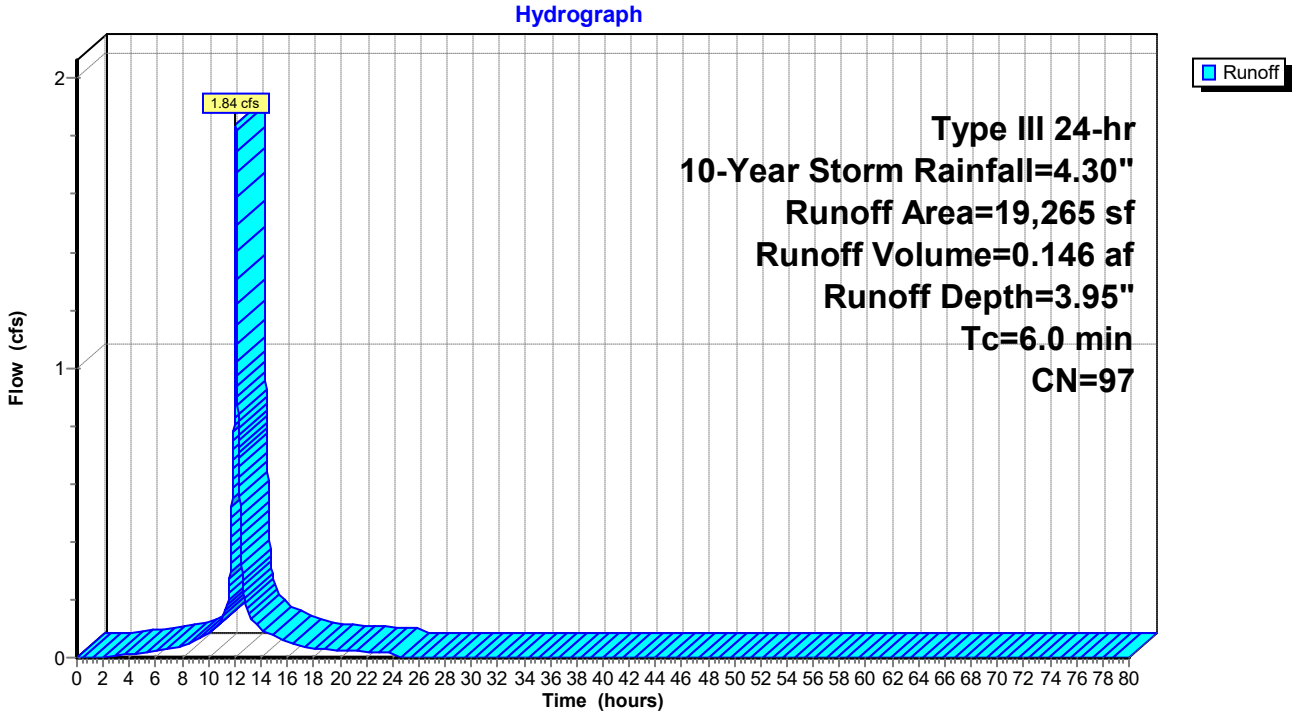
Runoff = 1.84 cfs @ 12.08 hrs, Volume= 0.146 af, Depth= 3.95"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
395	74	>75% Grass cover, Good, HSG C
11,005	98	Paved parking, HSG C
0	98	Roofs, HSG C
875	80	>75% Grass cover, Good, HSG D
6,990	98	Paved parking, HSG D
19,265	97	Weighted Average
1,270		6.59% Pervious Area
17,995		93.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SG:



Summary for Subcatchment 4SA: Police Asset Building

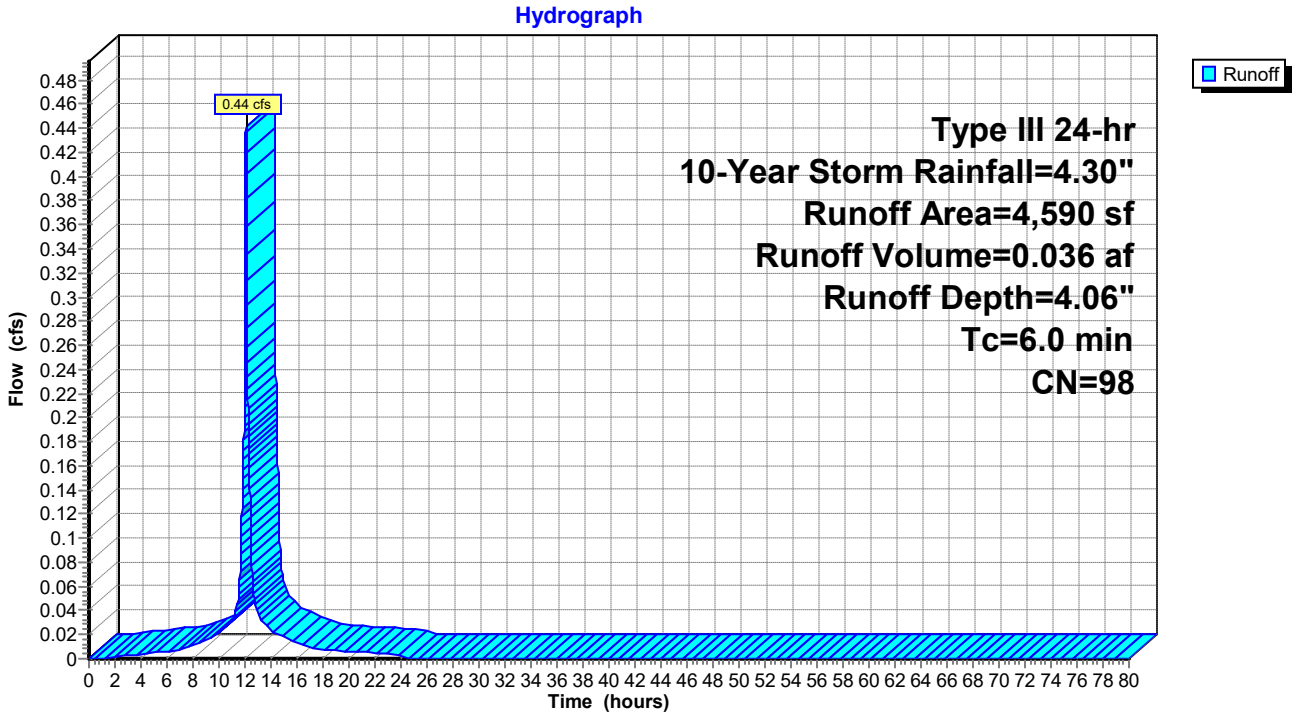
Runoff = 0.44 cfs @ 12.08 hrs, Volume= 0.036 af, Depth= 4.06"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
3,945	98	Roofs, HSG D
645	98	Paved parking, HSG D
4,590	98	Weighted Average
4,590		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SA: Police Asset Building



Summary for Subcatchment 4SB:

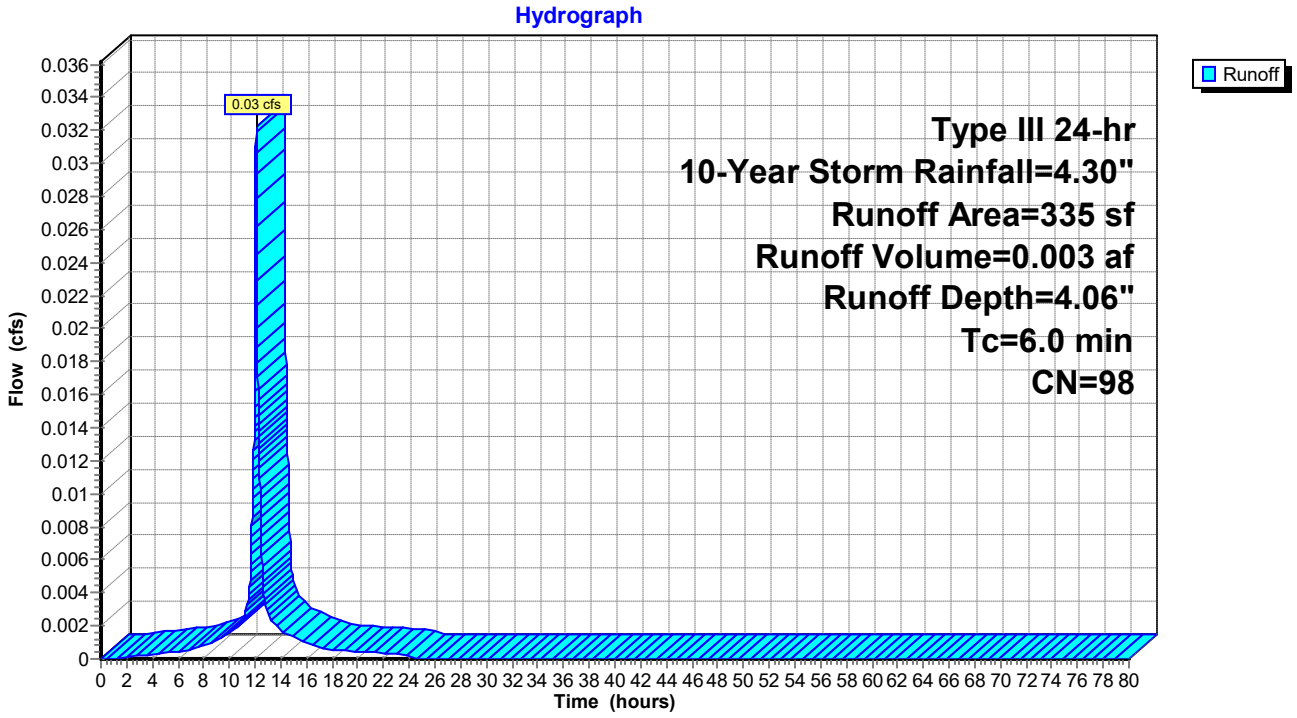
Runoff = 0.03 cfs @ 12.08 hrs, Volume= 0.003 af, Depth= 4.06"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
335	98	Paved parking, HSG D
335		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SB:



Summary for Reach 1R: Proposed Culvert

Inflow Area = 1.071 ac, 0.26% Impervious, Inflow Depth = 1.82" for 10-Year Storm event
Inflow = 2.15 cfs @ 12.11 hrs, Volume= 0.162 af
Outflow = 2.14 cfs @ 12.12 hrs, Volume= 0.162 af, Atten= 0%, Lag= 0.4 min
Routed to Link 2L : Tributary to Taylor Brook

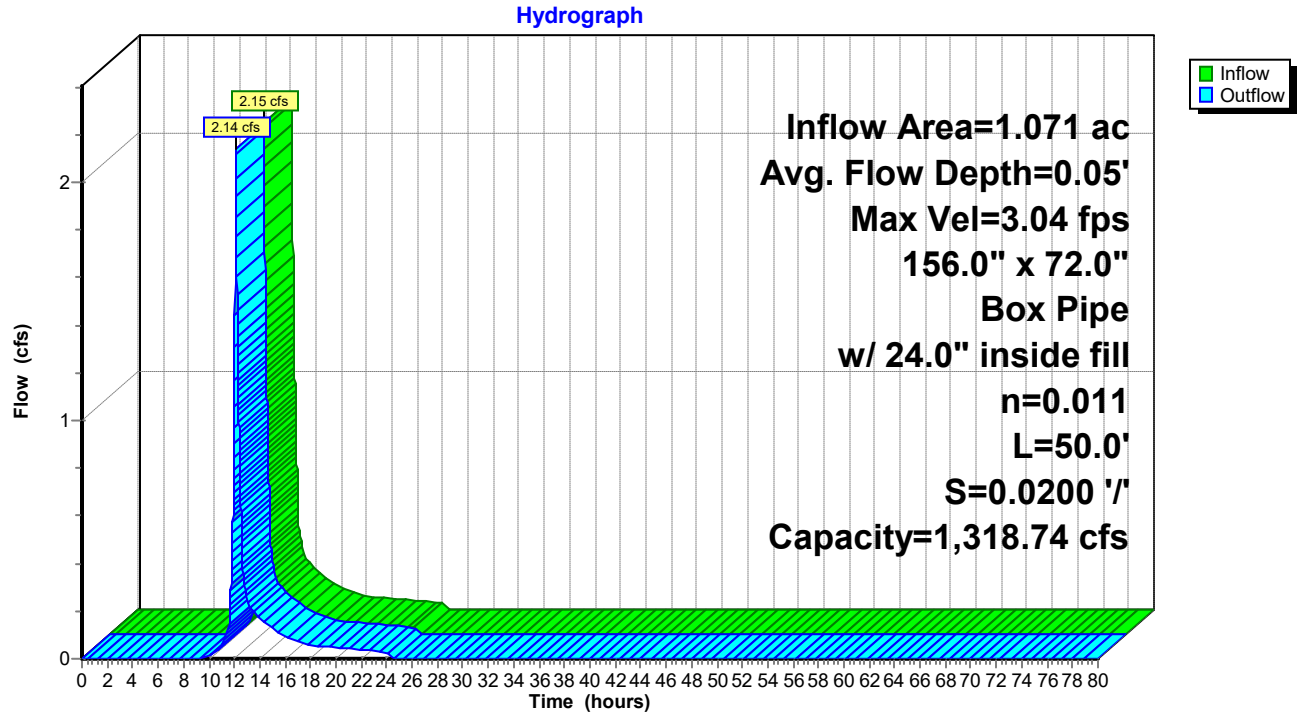
Routing by Stor-Ind+Trans method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.04 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 2.23 fps, Avg. Travel Time= 0.4 min

Peak Storage= 35 cf @ 12.11 hrs
Average Depth at Peak Storage= 2.05' above invert (0.05' above fill) , Surface Width= 13.00'
Bank-Full Depth= 6.00' above invert (4.00' above fill) Flow Area= 52.0 sf, Capacity= 1,318.74 cfs

156.0" W x 72.0" H Box Pipe w/ 24.0" inside fill
n= 0.011 Concrete pipe, straight & clean
Length= 50.0' Slope= 0.0200 '/' (101 Elevation Intervals)
Inlet Invert= 209.00', Outlet Invert= 208.00'



Reach 1R: Proposed Culvert



Summary for Pond 3P: RDF

Inflow Area = 0.113 ac,100.00% Impervious, Inflow Depth = 4.06" for 10-Year Storm event
Inflow = 0.47 cfs @ 12.08 hrs, Volume= 0.038 af
Outflow = 0.23 cfs @ 12.24 hrs, Volume= 0.038 af, Atten= 52%, Lag= 9.4 min
Primary = 0.23 cfs @ 12.24 hrs, Volume= 0.038 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 224.55' @ 12.24 hrs Surf.Area= 488 sf Storage= 755 cf
Flood Elev= 225.00' Surf.Area= 488 sf Storage= 844 cf

Plug-Flow detention time= 403.1 min calculated for 0.038 af (100% of inflow)
Center-of-Mass det. time= 403.0 min (1,153.6 - 750.6)

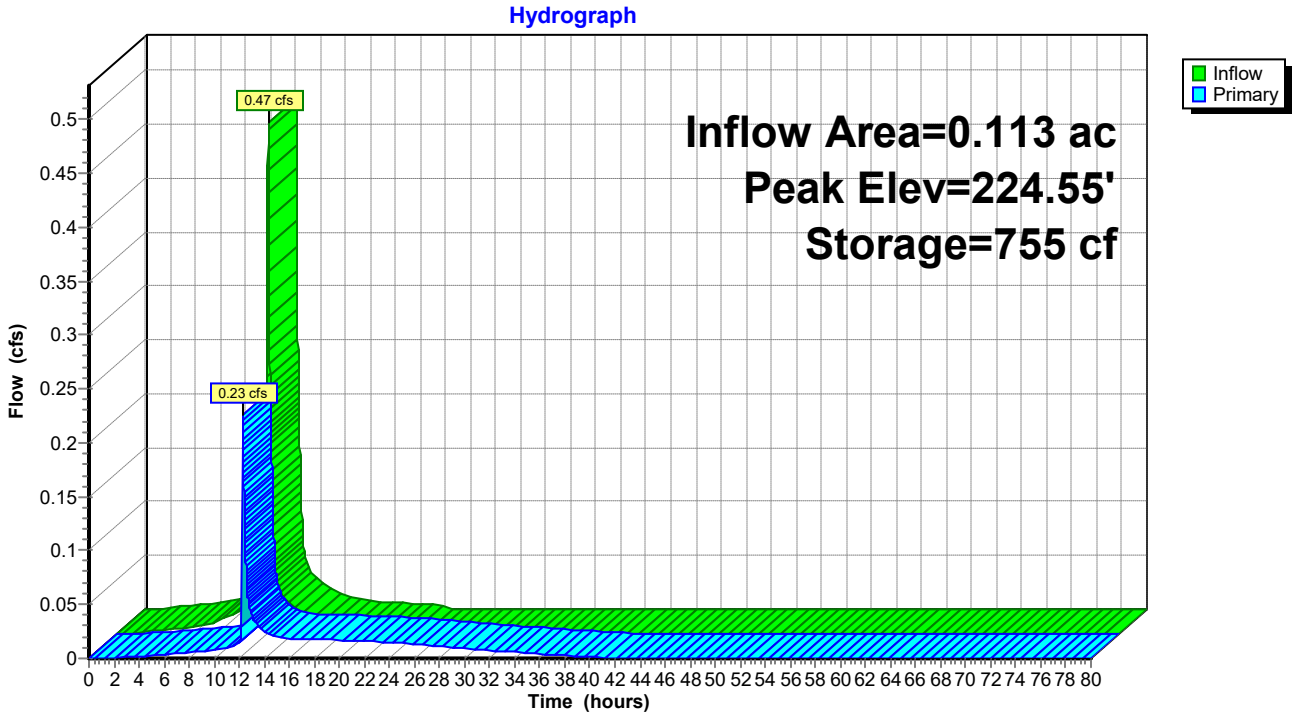
Volume	Invert	Avail.Storage	Storage Description
#1	220.50'	844 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
220.50	488	0.0	0	0
221.50	488	40.0	195	195
222.50	488	33.0	161	356
225.00	488	40.0	488	844

Device	Routing	Invert	Outlet Devices
#1	Primary	220.50'	**12.0" Round Culvert** L= 40.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 220.50' / 217.00' S= 0.0875 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	220.50'	**0.6" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Device 1	224.50'	**24.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.22 cfs @ 12.24 hrs HW=224.55' (Free Discharge)
└**1=Culvert** (Passes 0.22 cfs of 5.62 cfs potential flow)
  ├**2=Orifice/Grate** (Orifice Controls 0.02 cfs @ 9.65 fps)
  └**3=Orifice/Grate** (Weir Controls 0.20 cfs @ 0.70 fps)

Pond 3P: RDF


Hydrograph
Inflow
Primary
0.47 cfs
0.23 cfs
Inflow Area=0.113 ac
Peak Elev=224.55'
Storage=755 cf
Flow (cfs)
0 0.05 0.1 0.15 0.2 0.25 0.3 0.35 0.4 0.45 0.5
Time (hours)
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80

Summary for Pond 4P: SF2

Inflow Area = 1.132 ac, 89.38% Impervious, Inflow Depth = 3.73" for 10-Year Storm event
Inflow = 4.45 cfs @ 12.08 hrs, Volume= 0.352 af
Outflow = 0.95 cfs @ 12.50 hrs, Volume= 0.352 af, Atten= 79%, Lag= 24.8 min
Primary = 0.95 cfs @ 12.50 hrs, Volume= 0.352 af
Routed to Link 3L : Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 218.42' @ 12.50 hrs Surf.Area= 7,606 sf Storage= 6,336 cf

Plug-Flow detention time= 150.2 min calculated for 0.352 af (100% of inflow)
Center-of-Mass det. time= 149.6 min (910.7 - 761.1)

Volume	Invert	Avail.Storage	Storage Description
#1	216.20'	2,615 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 9,608 cf Overall - 3,070 cf Embedded = 6,538 cf x 40.0% Voids
#2	216.70'	3,070 cf	**ADS_StormTech SC-800 +Cap** x 60 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 60 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.36'	1,352 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 3,379 cf Overall x 40.0% Voids
#4	214.70'	1,248 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 3,783 cf Overall x 33.0% Voids
		8,285 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.20	2,562	0	0
219.95	2,562	9,608	9,608

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.36	2,522	0	0
214.70	2,522	3,379	3,379

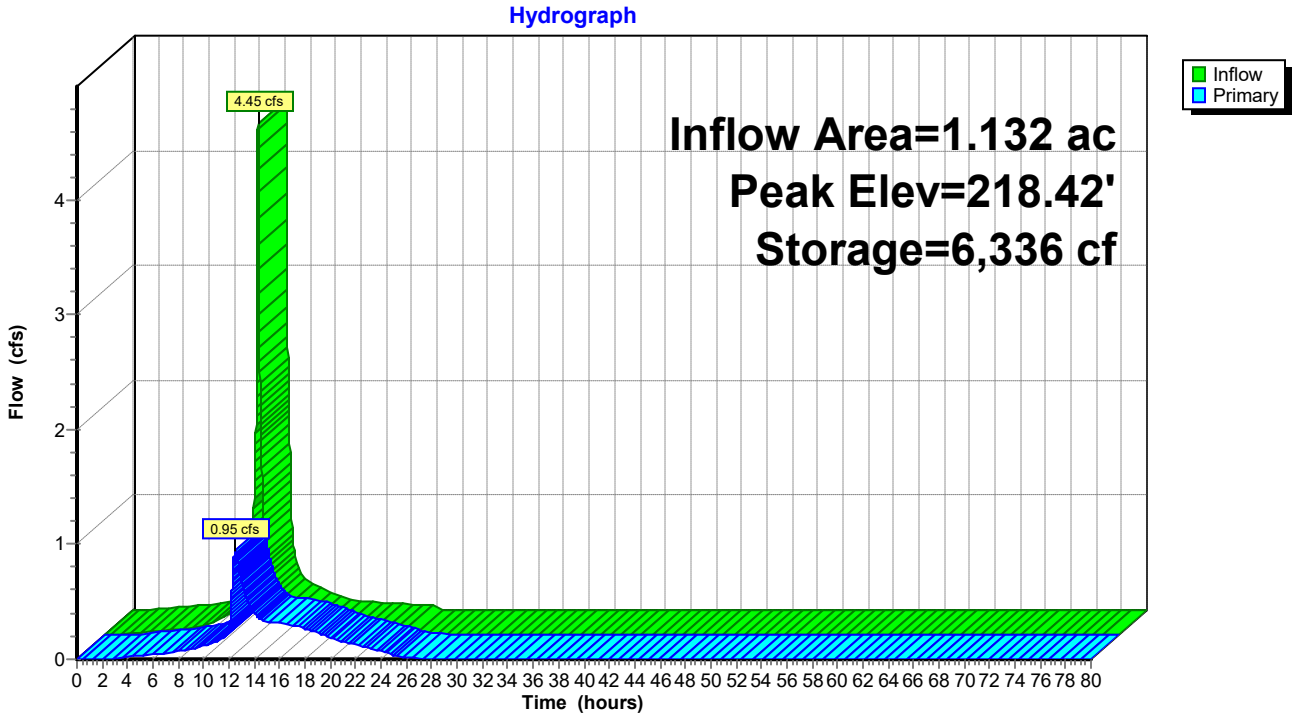
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.70	2,522	0	0
216.20	2,522	3,783	3,783

Device	Routing	Invert	Outlet Devices
#1	Primary	211.40'	**18.0" Round Culvert** L= 38.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 211.40' / 210.90' S= 0.0132 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.50'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.90 1.90 2.10 2.10 4.00 4.00 Elev. (feet) 223.19 219.19 219.19 217.50 217.50 219.19 219.19

			223.19
#3	Device 4	213.36'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.81' Phase-In= 0.10'
#4	Device 1	213.37'	**2.5" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.95 cfs @ 12.50 hrs HW=218.42' (Free Discharge)
└─**1=Culvert** (Passes 0.95 cfs of 16.83 cfs potential flow)
  └─**2=Asymmetrical Weir** (Weir Controls 0.58 cfs @ 3.14 fps)
  └─**4=Orifice/Grate** (Orifice Controls 0.37 cfs @ 10.71 fps)
    └─**3=Exfiltration** (Passes 0.37 cfs of 5.30 cfs potential flow)

Pond 4P: SF2



Summary for Pond 5P: SF1

Inflow Area = 2.114 ac, 87.57% Impervious, Inflow Depth = 3.63" for 10-Year Storm event
Inflow = 8.42 cfs @ 12.08 hrs, Volume= 0.639 af
Outflow = 1.28 cfs @ 12.57 hrs, Volume= 0.639 af, Atten= 85%, Lag= 29.1 min
Primary = 1.28 cfs @ 12.57 hrs, Volume= 0.639 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 218.90' @ 12.57 hrs Surf.Area= 12,763 sf Storage= 11,475 cf

Plug-Flow detention time= 117.0 min calculated for 0.639 af (100% of inflow)
Center-of-Mass det. time= 117.1 min (893.5 - 776.5)

Volume	Invert	Avail.Storage	Storage Description
#1	216.40'	4,283 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 16,054 cf Overall - 5,346 cf Embedded = 10,707 cf x 40.0% Voids
#2	216.90'	5,346 cf	**ADS_StormTech SC-800 +Cap** x 105 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 105 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.57'	2,256 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 5,641 cf Overall x 40.0% Voids
#4	214.90'	2,099 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 6,362 cf Overall x 33.0% Voids
		13,985 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.40	4,281	0	0
220.15	4,281	16,054	16,054

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.57	4,241	0	0
214.90	4,241	5,641	5,641

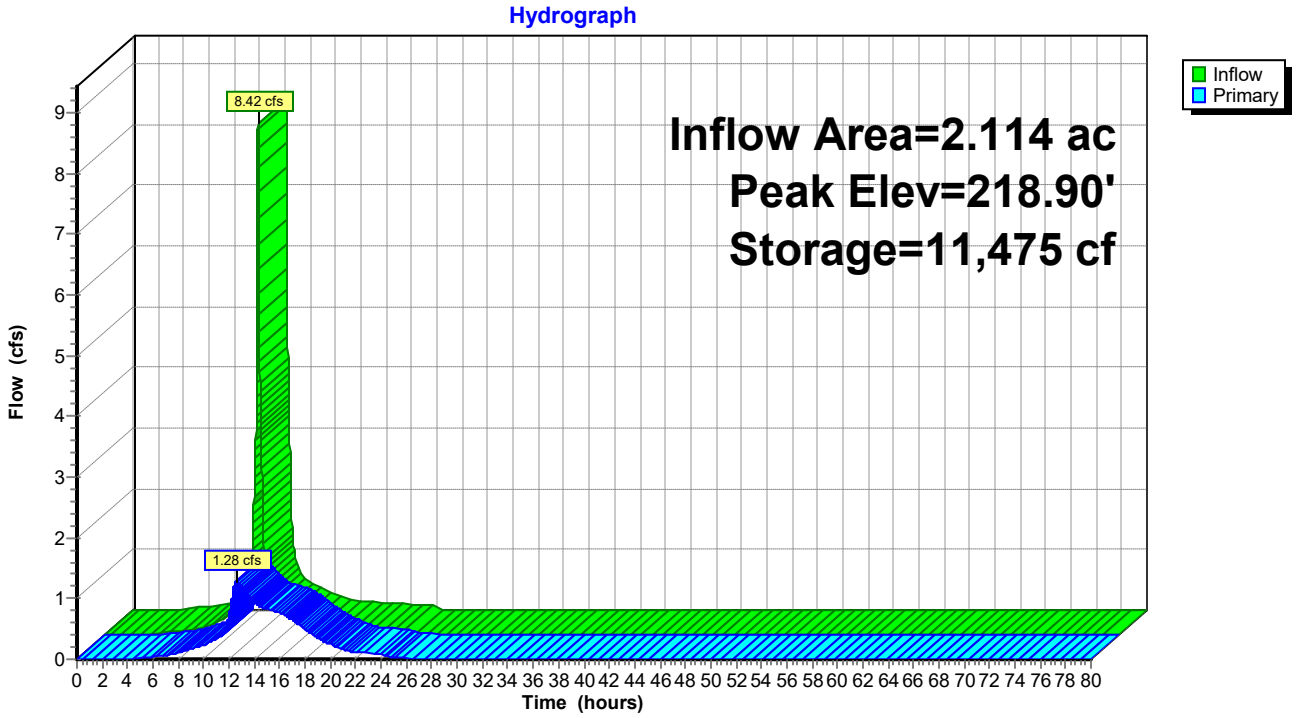
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.90	4,241	0	0
216.40	4,241	6,362	6,362

Device	Routing	Invert	Outlet Devices
#1	Primary	213.40'	**18.0" Round Culvert** L= 18.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 213.40' / 212.75' S= 0.0361 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.75'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.96 1.96 2.04 2.04 4.00 4.00 Elev. (feet) 223.49 219.25 219.25 217.75 217.75 219.25 219.25

			223.49
#3	Device 4	213.57'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.51' Phase-In= 0.10'
#4	Device 1	213.57'	**4.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.28 cfs @ 12.57 hrs HW=218.90' (Free Discharge)
└**1=Culvert** (Passes 1.28 cfs of 14.65 cfs potential flow)
└**2=Asymmetrical Weir** (Weir Controls 0.32 cfs @ 3.51 fps)
└**4=Orifice/Grate** (Orifice Controls 0.96 cfs @ 10.95 fps)
└**3=Exfiltration** (Passes 0.96 cfs of 8.89 cfs potential flow)

Pond 5P: SF1

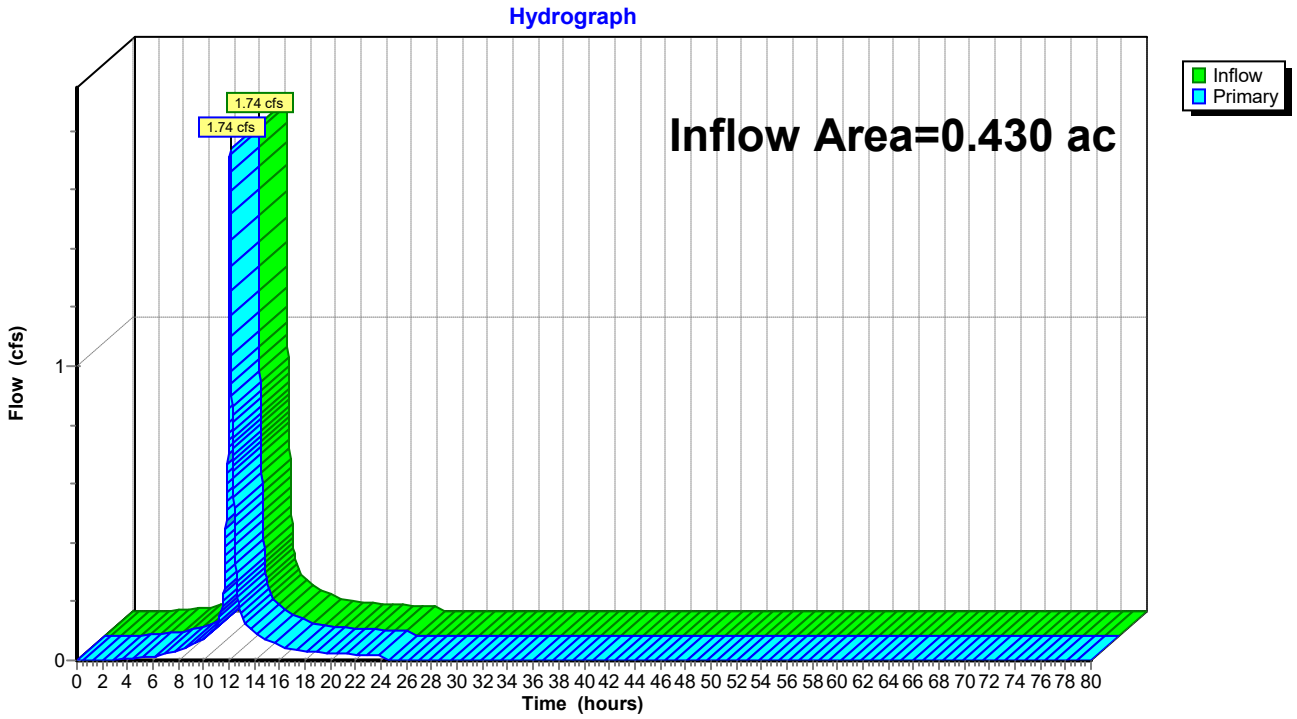


Summary for Link 1L: Minot Ave

Inflow Area = 0.430 ac, 91.78% Impervious, Inflow Depth = 3.73" for 10-Year Storm event
Inflow = 1.74 cfs @ 12.08 hrs, Volume= 0.134 af
Primary = 1.74 cfs @ 12.08 hrs, Volume= 0.134 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 1L: Minot Ave

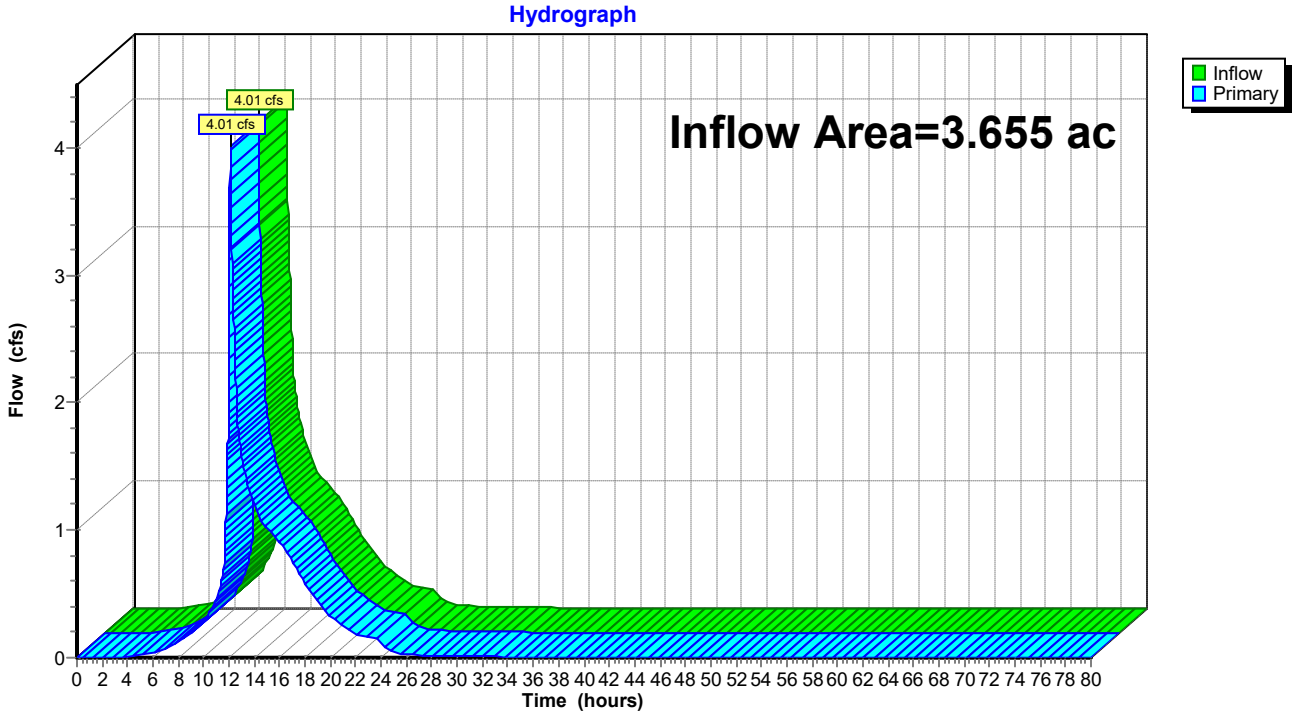


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.655 ac, 57.83% Impervious, Inflow Depth = 3.02" for 10-Year Storm event
Inflow = 4.01 cfs @ 12.11 hrs, Volume= 0.918 af
Primary = 4.01 cfs @ 12.11 hrs, Volume= 0.918 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 2L: Tributary to Taylor Brook

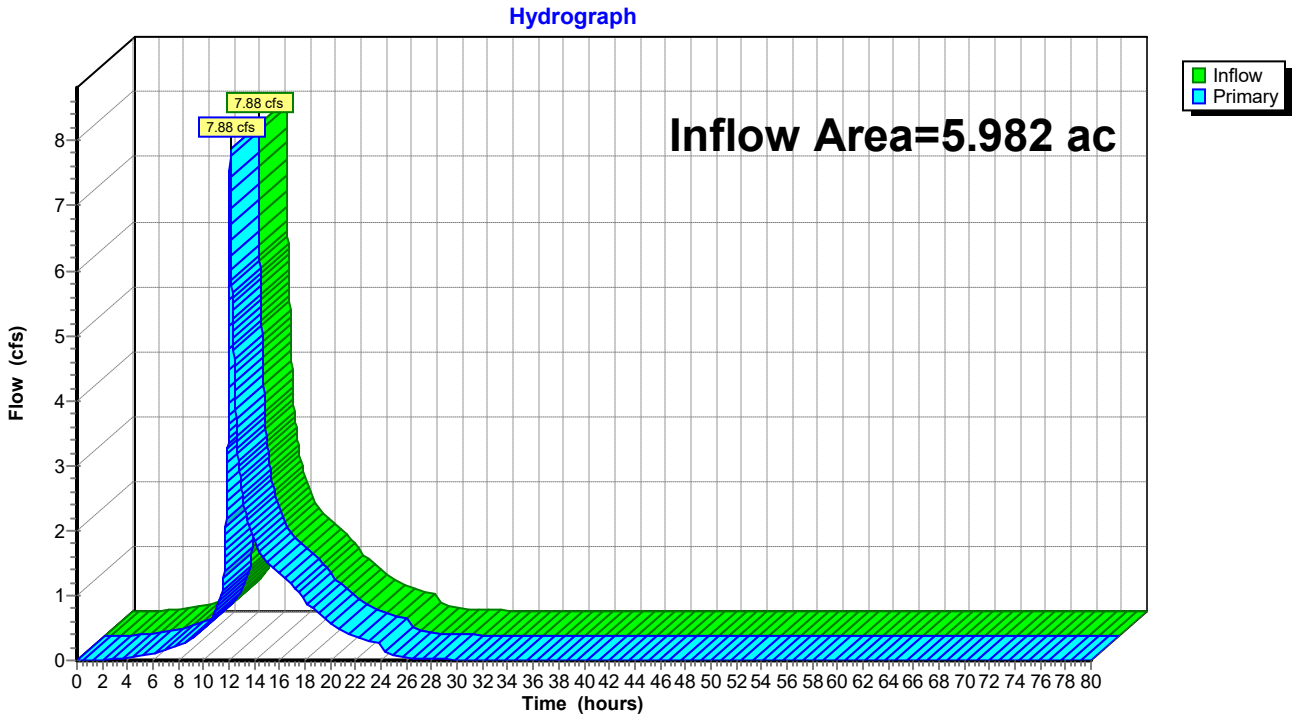


Summary for Link 3L: Taylor Brook

Inflow Area = 5.982 ac, 59.91% Impervious, Inflow Depth = 3.09" for 10-Year Storm event
Inflow = 7.88 cfs @ 12.10 hrs, Volume= 1.542 af
Primary = 7.88 cfs @ 12.10 hrs, Volume= 1.542 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 3L: Taylor Brook



Time span=0.00-80.00 hrs, dt=0.01 hrs, 8001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1SA: Runoff Area=18,745 sf 91.78% Impervious Runoff Depth=4.82"
Flow Length=305' Tc=6.1 min CN=95 Runoff=2.21 cfs 0.173 af

Subcatchment 2SA: Runoff Area=46,660 sf 0.26% Impervious Runoff Depth=2.69"
Flow Length=140' Slope=0.0500 '/' Tc=7.4 min CN=74 Runoff=3.21 cfs 0.240 af

Subcatchment 2SB: Div 1A Runoff Area=58,760 sf 85.07% Impervious Runoff Depth=4.59"
Tc=6.0 min CN=93 Runoff=6.79 cfs 0.516 af

Subcatchment 2SC: Div 1B Runoff Area=33,320 sf 91.96% Impervious Runoff Depth=4.93"
Tc=6.0 min CN=96 Runoff=3.99 cfs 0.314 af

Subcatchment 2SD: Runoff Area=9,910 sf 18.47% Impervious Runoff Depth=3.05"
Tc=6.0 min CN=78 Runoff=0.82 cfs 0.058 af

Subcatchment 2SE: Runoff Area=5,640 sf 81.12% Impervious Runoff Depth=4.59"
Tc=6.0 min CN=93 Runoff=0.65 cfs 0.050 af

Subcatchment 3SA: Runoff Area=13,725 sf 5.90% Impervious Runoff Depth=2.60"
Tc=6.0 min CN=73 Runoff=0.96 cfs 0.068 af

Subcatchment 3SC: Div 2A Runoff Area=10,905 sf 51.95% Impervious Runoff Depth=3.54"
Tc=6.0 min CN=83 Runoff=1.03 cfs 0.074 af

Subcatchment 3SD: Div 2B Runoff Area=34,385 sf 100.00% Impervious Runoff Depth=5.16"
Tc=6.0 min CN=98 Runoff=4.17 cfs 0.340 af

Subcatchment 3SE: Runoff Area=4,040 sf 100.00% Impervious Runoff Depth=5.16"
Tc=6.0 min CN=98 Runoff=0.49 cfs 0.040 af

Subcatchment 3SF: Runoff Area=19,025 sf 5.89% Impervious Runoff Depth=3.15"
Tc=6.0 min CN=79 Runoff=1.61 cfs 0.115 af

Subcatchment 3SG: Runoff Area=19,265 sf 93.41% Impervious Runoff Depth=5.05"
Tc=6.0 min CN=97 Runoff=2.32 cfs 0.186 af

Subcatchment 4SA: Police Asset Building Runoff Area=4,590 sf 100.00% Impervious Runoff Depth=5.16"
Tc=6.0 min CN=98 Runoff=0.56 cfs 0.045 af

Subcatchment 4SB: Runoff Area=335 sf 100.00% Impervious Runoff Depth=5.16"
Tc=6.0 min CN=98 Runoff=0.04 cfs 0.003 af

Reach 1R: Proposed Culvert Avg. Flow Depth=0.07' Max Vel=3.54 fps Inflow=3.21 cfs 0.240 af
56.0" x 72.0" Box Pipe w/ 24.0" inside fill n=0.011 L=50.0' S=0.0200 '/' Capacity=1,318.74 cfs Outflow=3.20 cfs 0.240 af

Pond 3P: RDF Peak Elev=224.59' Storage=764 cf Inflow=0.60 cfs 0.049 af
Outflow=0.59 cfs 0.049 af

Pond 4P: SF2 Peak Elev=219.18' Storage=7,476 cf Inflow=5.69 cfs 0.453 af
Outflow=1.83 cfs 0.453 af

Pond 5P: SF1 Peak Elev=219.59' Storage=13,030 cf Inflow=10.78 cfs 0.830 af
Outflow=4.26 cfs 0.830 af

Link 1L: Minot Ave Inflow=2.21 cfs 0.173 af
Primary=2.21 cfs 0.173 af

Link 2L: Tributary to Taylor Brook Inflow=6.82 cfs 1.226 af
Primary=6.82 cfs 1.226 af

Link 3L: Taylor Brook Inflow=11.75 cfs 2.048 af
Primary=11.75 cfs 2.048 af

Total Runoff Area = 6.412 ac Runoff Volume = 2.221 af Average Runoff Depth = 4.16"
37.95% Pervious = 2.434 ac 62.05% Impervious = 3.978 ac

Summary for Subcatchment 1SA:

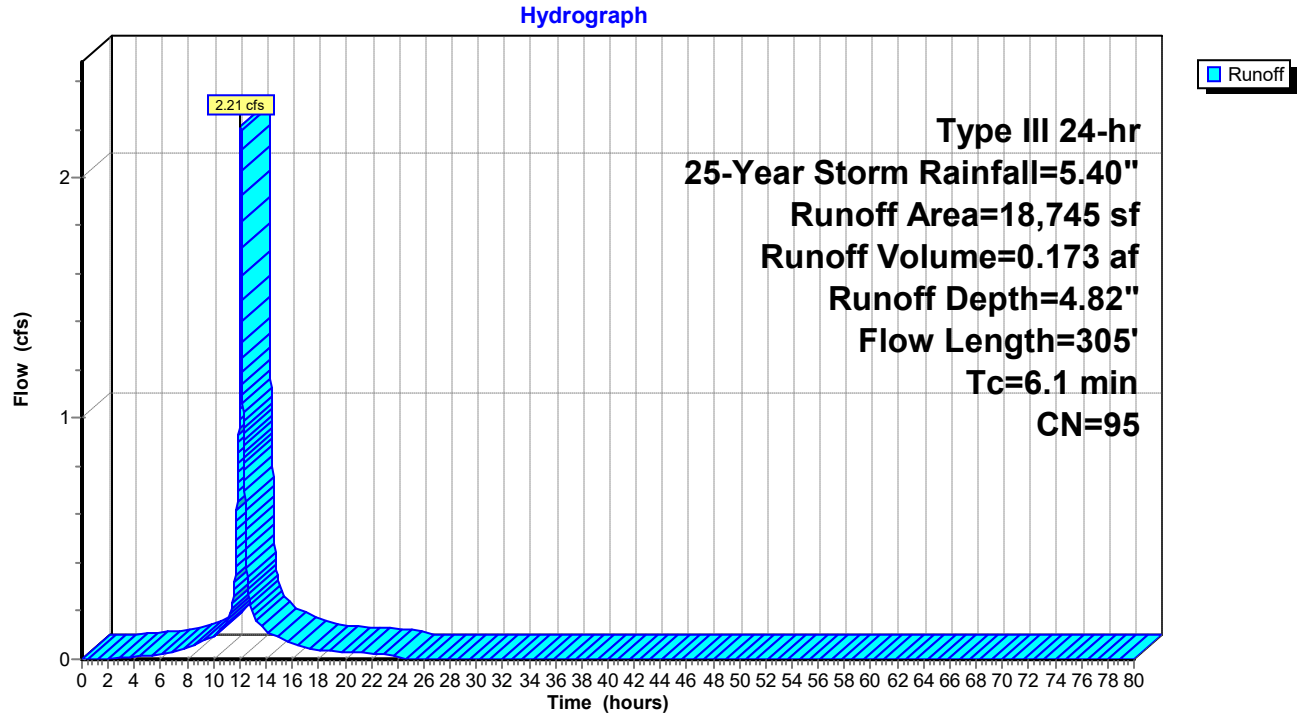
Runoff = 2.21 cfs @ 12.08 hrs, Volume= 0.173 af, Depth= 4.82"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
310	74	>75% Grass cover, Good, HSG C
1,050	98	Paved parking, HSG C
1,230	61	>75% Grass cover, Good, HSG B
16,155	98	Paved parking, HSG B
18,745	95	Weighted Average
1,540		8.22% Pervious Area
17,205		91.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.4	20	0.0125	0.10		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.3	80	0.0119	1.03		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.4	205	0.0141	2.41		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
6.1	305	Total			

Subcatchment 1SA:



Summary for Subcatchment 2SA:

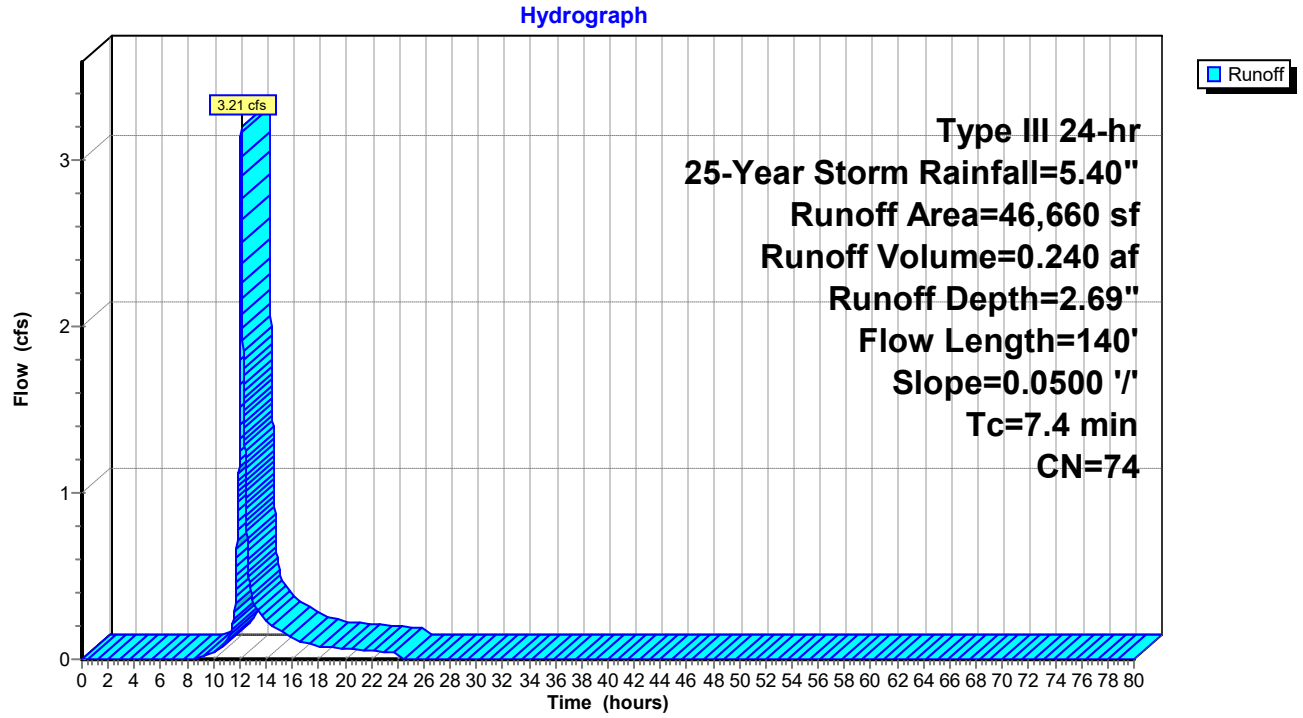
Runoff = 3.21 cfs @ 12.11 hrs, Volume= 0.240 af, Depth= 2.69"
Routed to Reach 1R : Proposed Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
5,880	61	>75% Grass cover, Good, HSG B
7,350	74	>75% Grass cover, Good, HSG C
2,860	80	>75% Grass cover, Good, HSG D
26,740	77	Woods, Good, HSG D
3,710	70	Woods, Good, HSG C
120	98	Paved parking, HSG C
46,660	74	Weighted Average
46,540		99.74% Pervious Area
120		0.26% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow, Sheet** Grass: Short n= 0.150 P2= 3.00"
0.4	40	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
7.4	140	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB: Div 1A

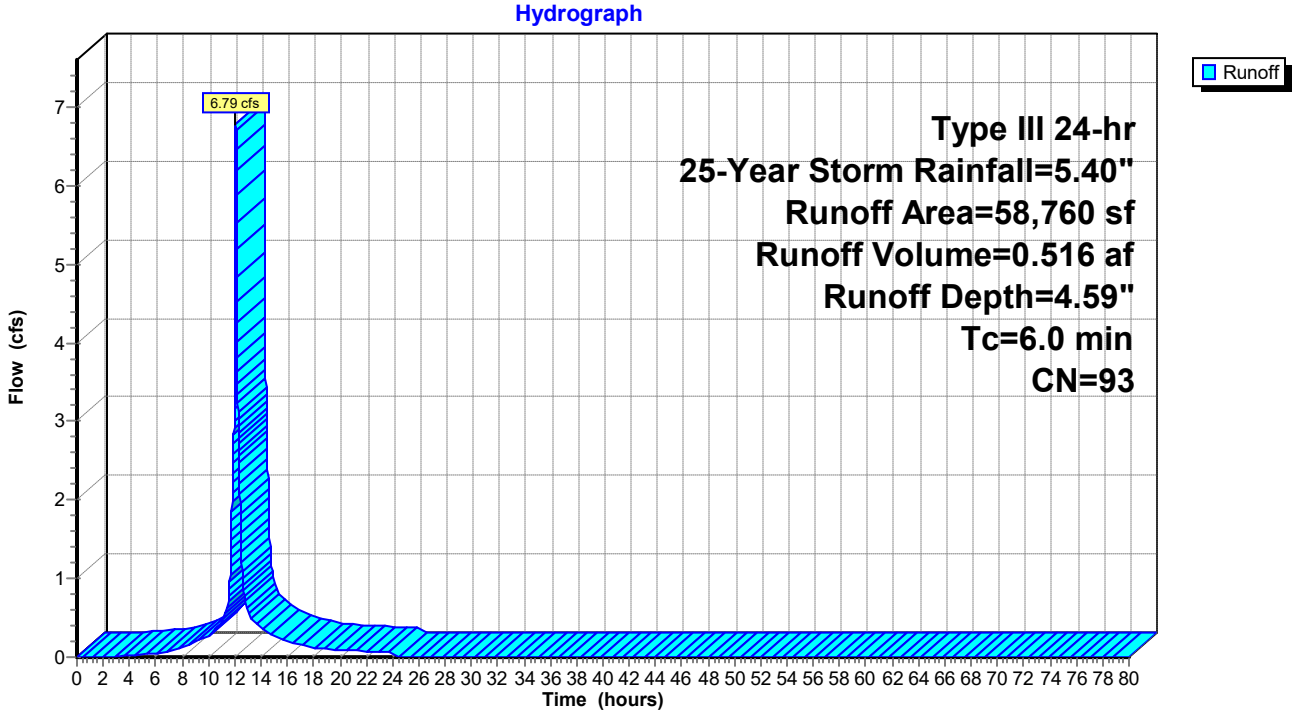
Runoff = 6.79 cfs @ 12.08 hrs, Volume= 0.516 af, Depth= 4.59"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
330	74	>75% Grass cover, Good, HSG C
11,545	98	Paved parking, HSG C
6,940	61	>75% Grass cover, Good, HSG B
14,240	98	Paved parking, HSG B
1,500	80	>75% Grass cover, Good, HSG D
24,205	98	Paved parking, HSG D
58,760	93	Weighted Average
8,770		14.93% Pervious Area
49,990		85.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SB: Div 1A



Summary for Subcatchment 2SC: Div 1B

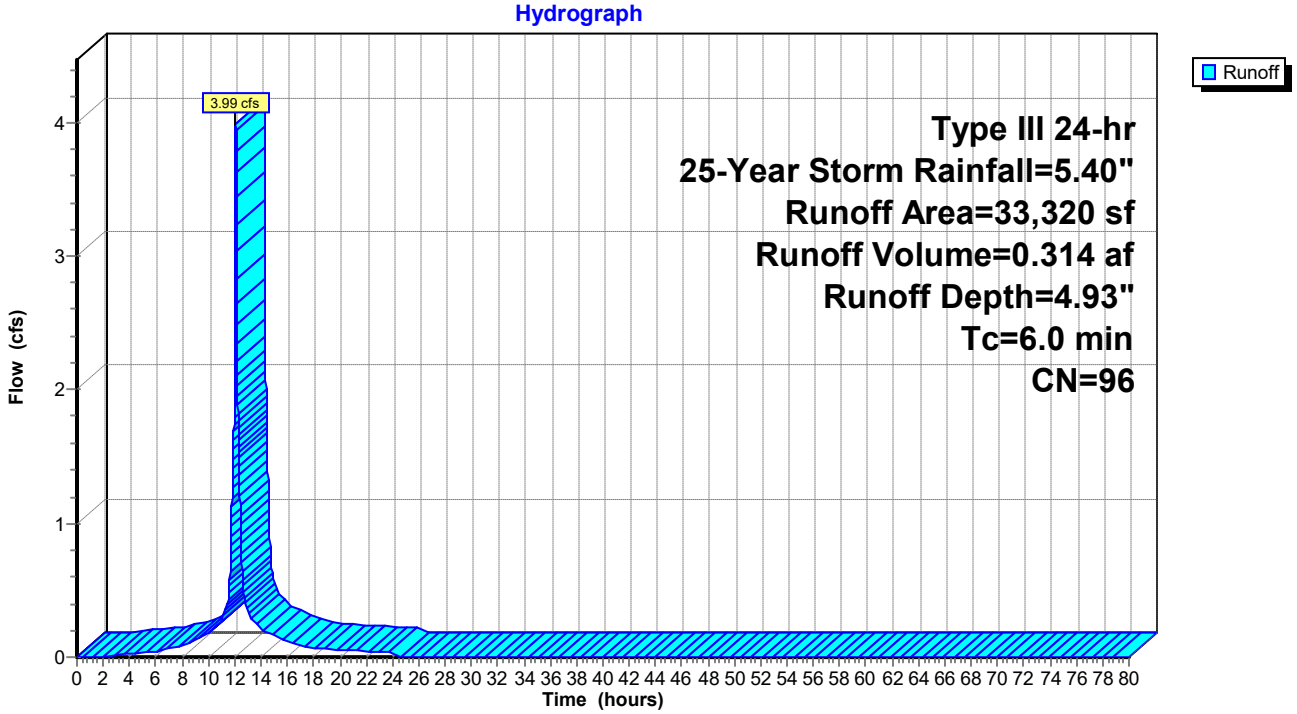
Runoff = 3.99 cfs @ 12.08 hrs, Volume= 0.314 af, Depth= 4.93"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
310	61	>75% Grass cover, Good, HSG B
9,995	98	Paved parking, HSG B
2,165	74	>75% Grass cover, Good, HSG C
16,545	98	Paved parking, HSG C
205	80	>75% Grass cover, Good, HSG D
4,100	98	Paved parking, HSG D
33,320	96	Weighted Average
2,680		8.04% Pervious Area
30,640		91.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SC: Div 1B



Summary for Subcatchment 2SD:

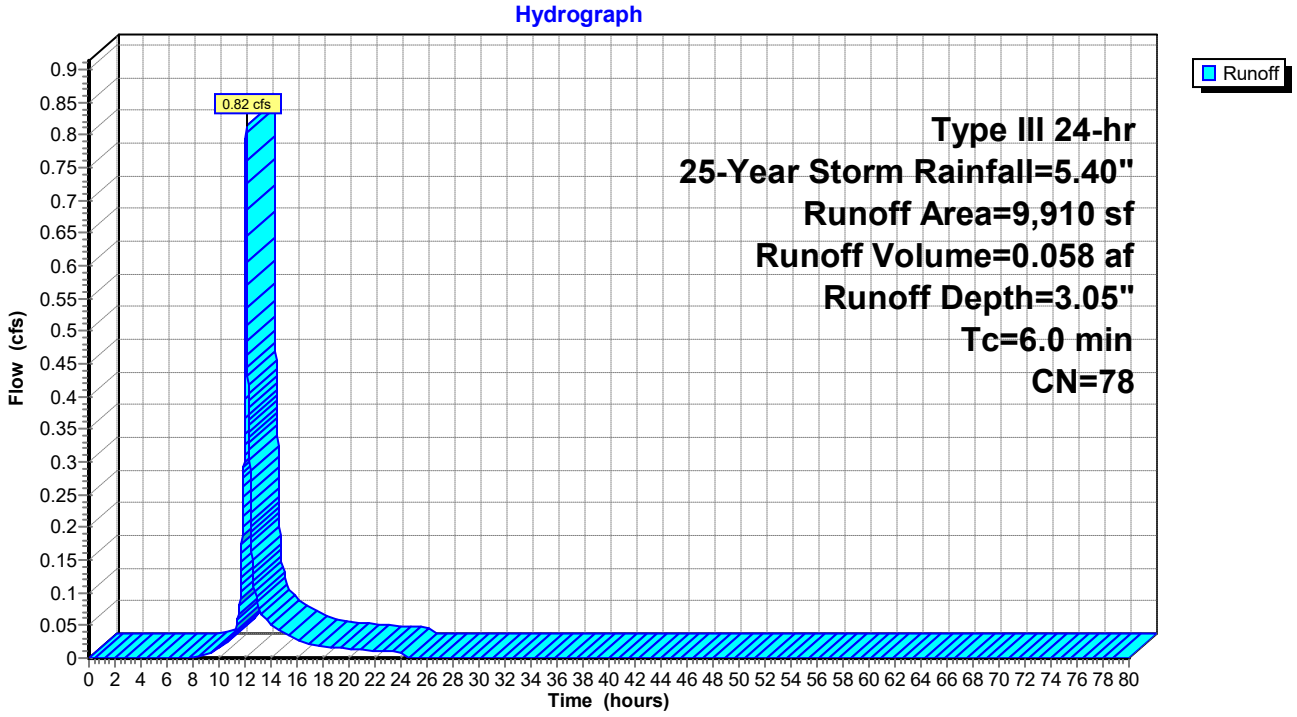
Runoff = 0.82 cfs @ 12.09 hrs, Volume= 0.058 af, Depth= 3.05"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
3,345	77	Woods, Good, HSG D
2,420	70	Woods, Good, HSG C
2,315	74	>75% Grass cover, Good, HSG C
1,830	98	Paved parking, HSG C
9,910	78	Weighted Average
8,080		81.53% Pervious Area
1,830		18.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SD:



Summary for Subcatchment 2SE:

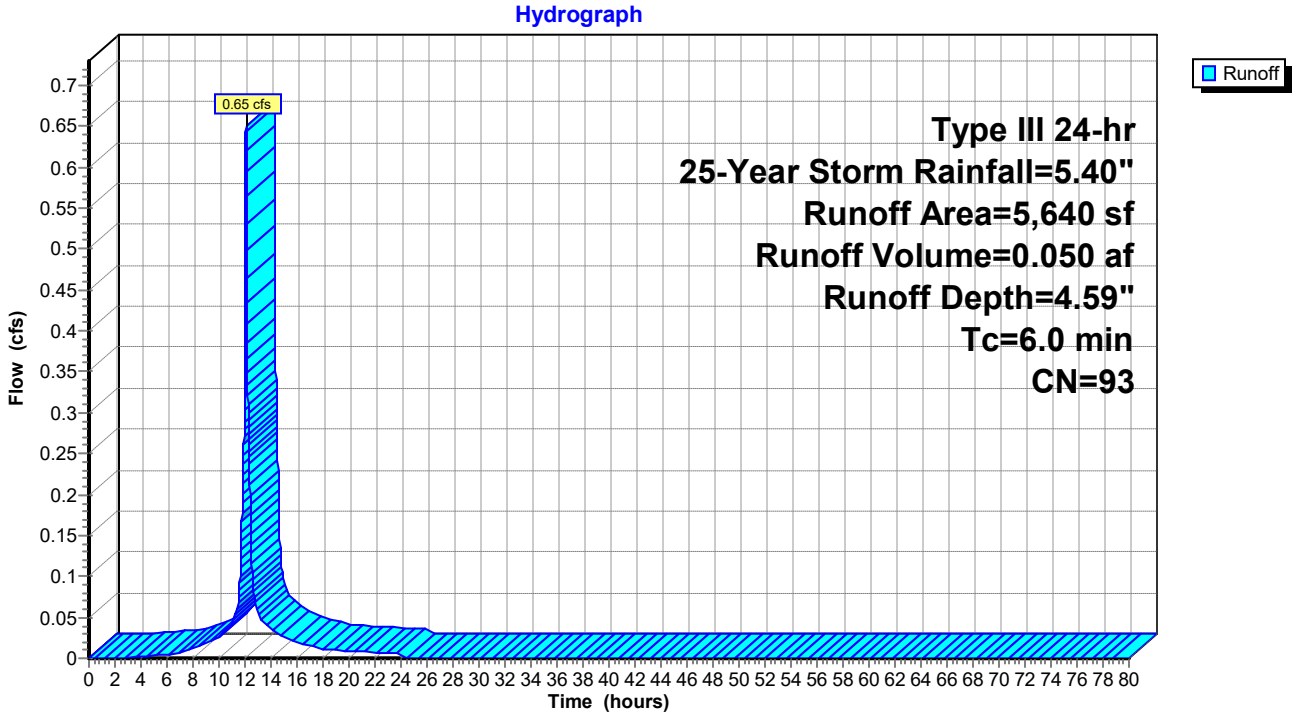
Runoff = 0.65 cfs @ 12.08 hrs, Volume= 0.050 af, Depth= 4.59"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
1,065	74	>75% Grass cover, Good, HSG C
4,575	98	Paved parking, HSG C
5,640	93	Weighted Average
1,065		18.88% Pervious Area
4,575		81.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SE:



Summary for Subcatchment 3SA:

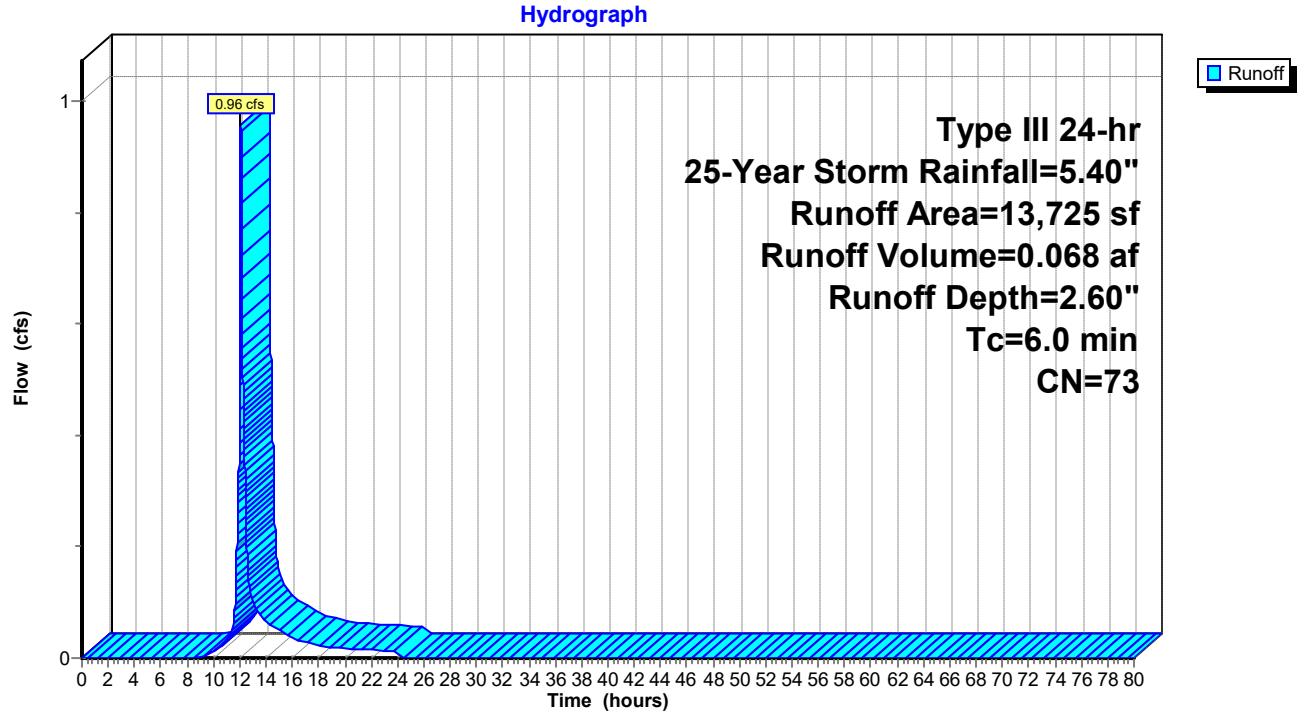
Runoff = 0.96 cfs @ 12.09 hrs, Volume= 0.068 af, Depth= 2.60"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
4,995	74	>75% Grass cover, Good, HSG C
810	98	Paved parking, HSG C
7,595	70	Woods, Good, HSG C
325	77	Woods, Good, HSG D
13,725	73	Weighted Average
12,915		94.10% Pervious Area
810		5.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SA:



Summary for Subcatchment 3SC: Div 2A

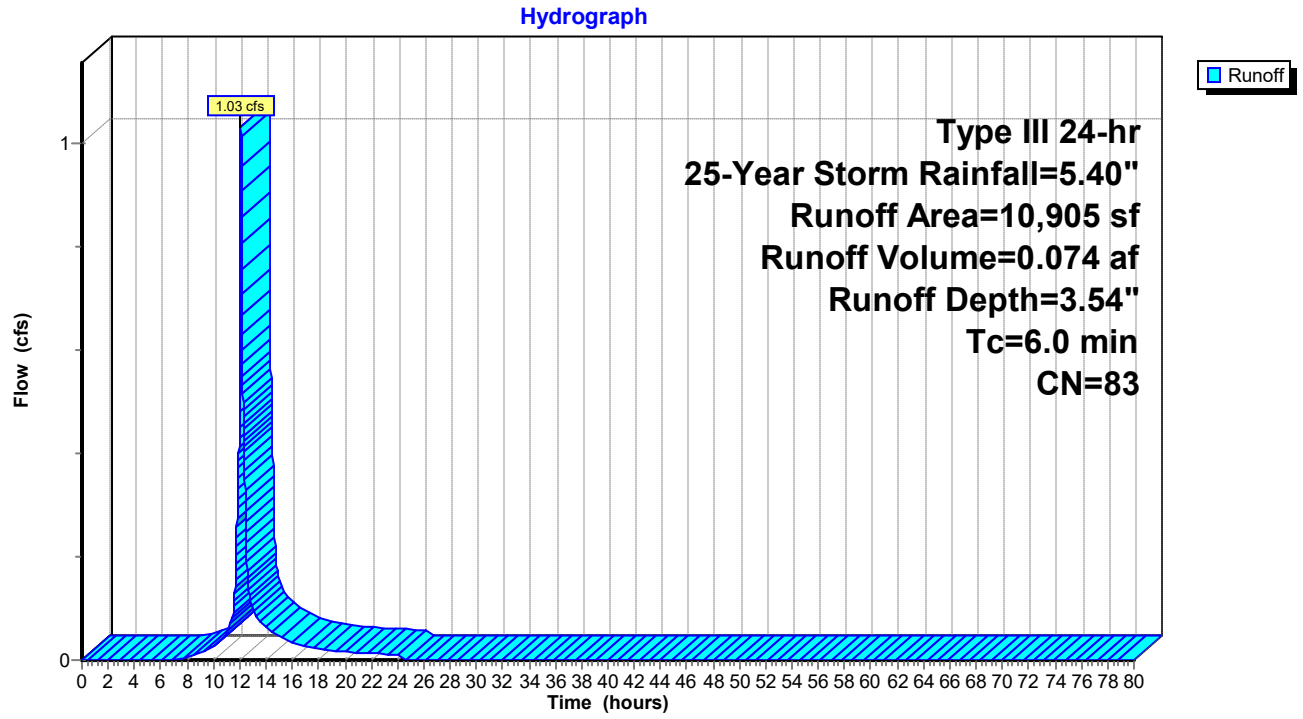
Runoff = 1.03 cfs @ 12.09 hrs, Volume= 0.074 af, Depth= 3.54"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
2,745	61	>75% Grass cover, Good, HSG B
750	98	Paved parking, HSG B
2,495	74	>75% Grass cover, Good, HSG C
4,915	98	Paved parking, HSG C
10,905	83	Weighted Average
5,240		48.05% Pervious Area
5,665		51.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SC: Div 2A



Summary for Subcatchment 3SD: Div 2B

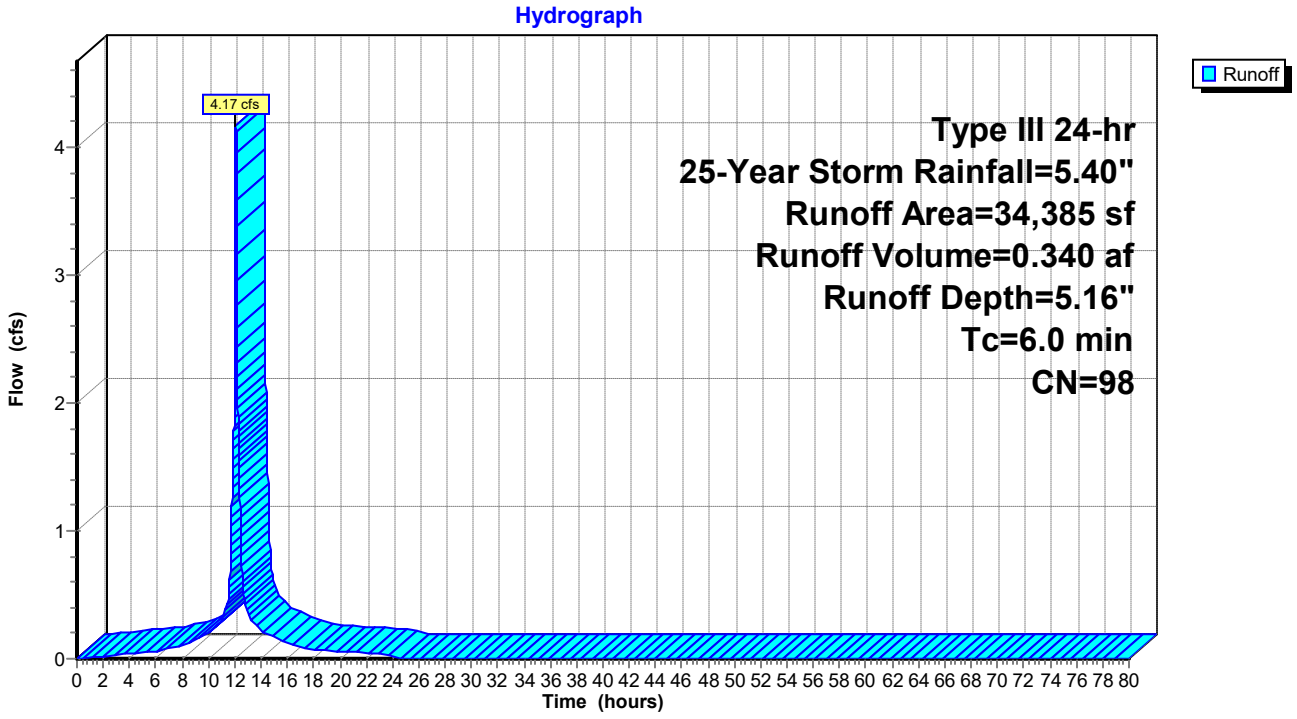
Runoff = 4.17 cfs @ 12.08 hrs, Volume= 0.340 af, Depth= 5.16"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
28,245	98	Roofs, HSG B
6,140	98	Roofs, HSG C
34,385	98	Weighted Average
34,385		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct**

Subcatchment 3SD: Div 2B



Summary for Subcatchment 3SE:

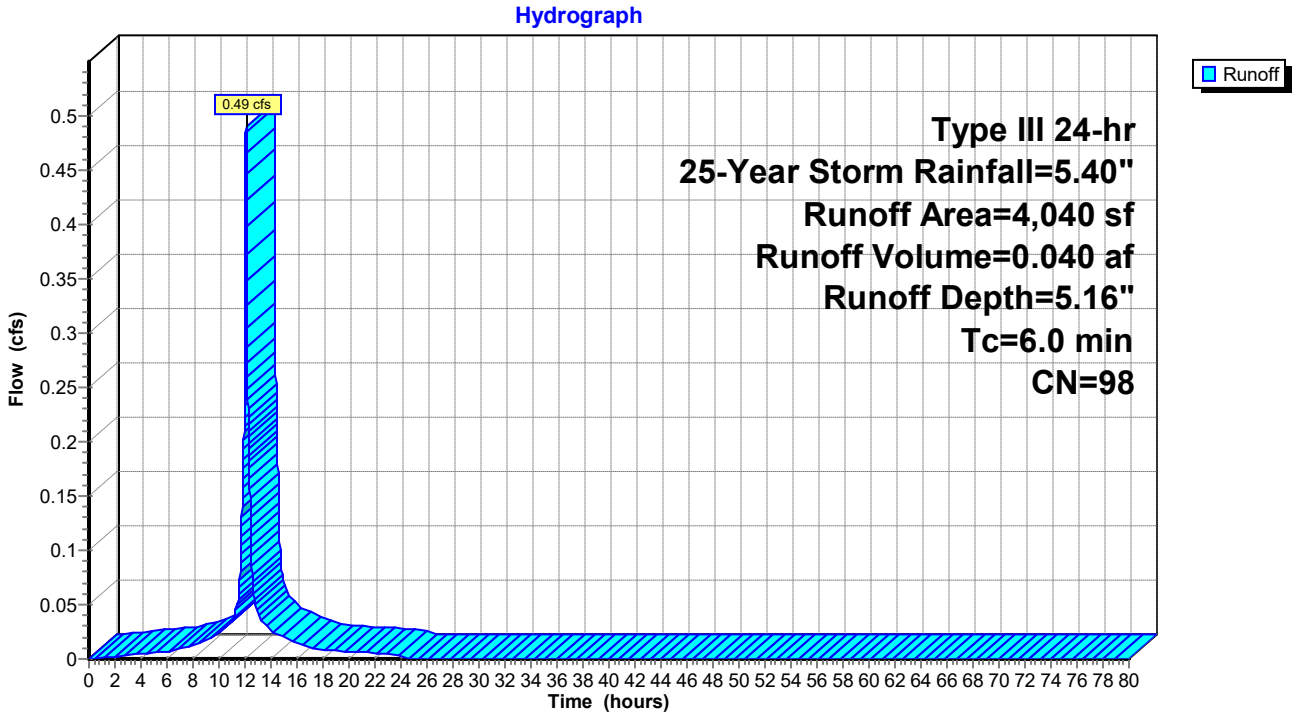
Runoff = 0.49 cfs @ 12.08 hrs, Volume= 0.040 af, Depth= 5.16"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
4,040	98	Paved parking, HSG B
4,040		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SE:



Summary for Subcatchment 3SF:

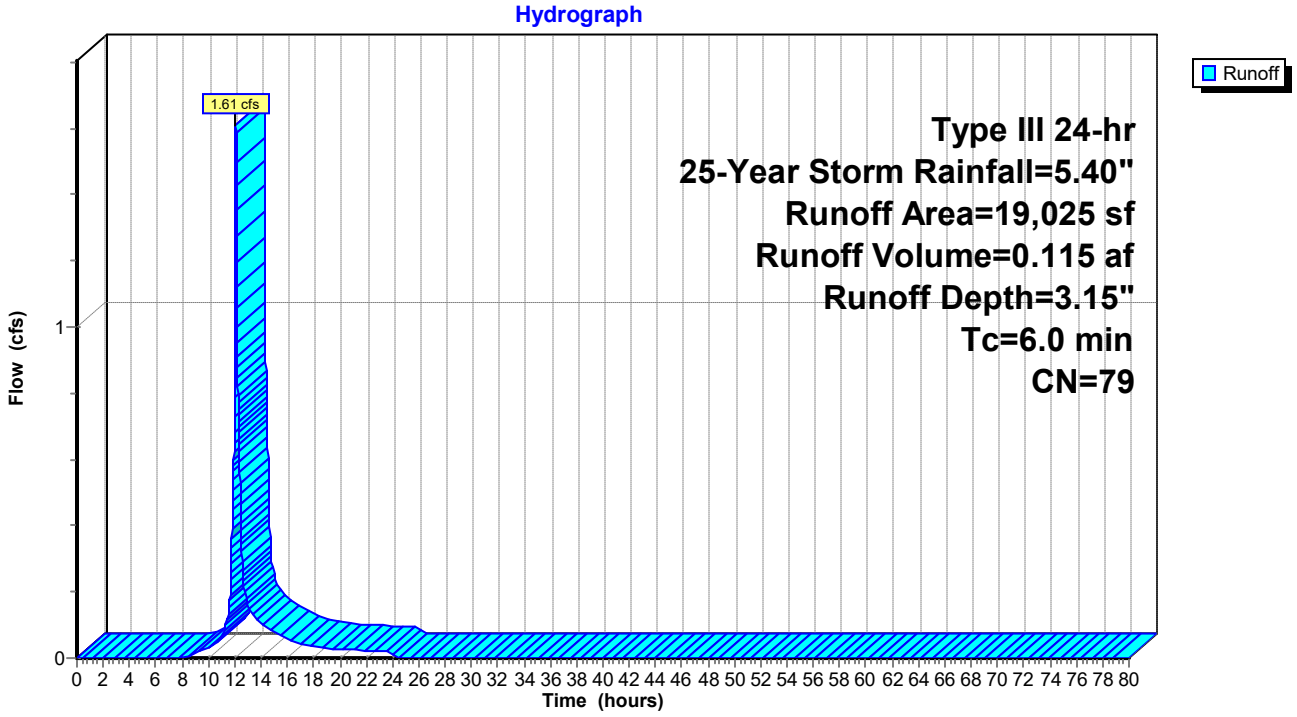
Runoff = 1.61 cfs @ 12.09 hrs, Volume= 0.115 af, Depth= 3.15"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
9,590	77	Woods, Good, HSG D
7,820	80	>75% Grass cover, Good, HSG D
495	74	>75% Grass cover, Good, HSG C
1,120	98	Roofs, HSG D
19,025	79	Weighted Average
17,905		94.11% Pervious Area
1,120		5.89% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SF:



Summary for Subcatchment 3SG:

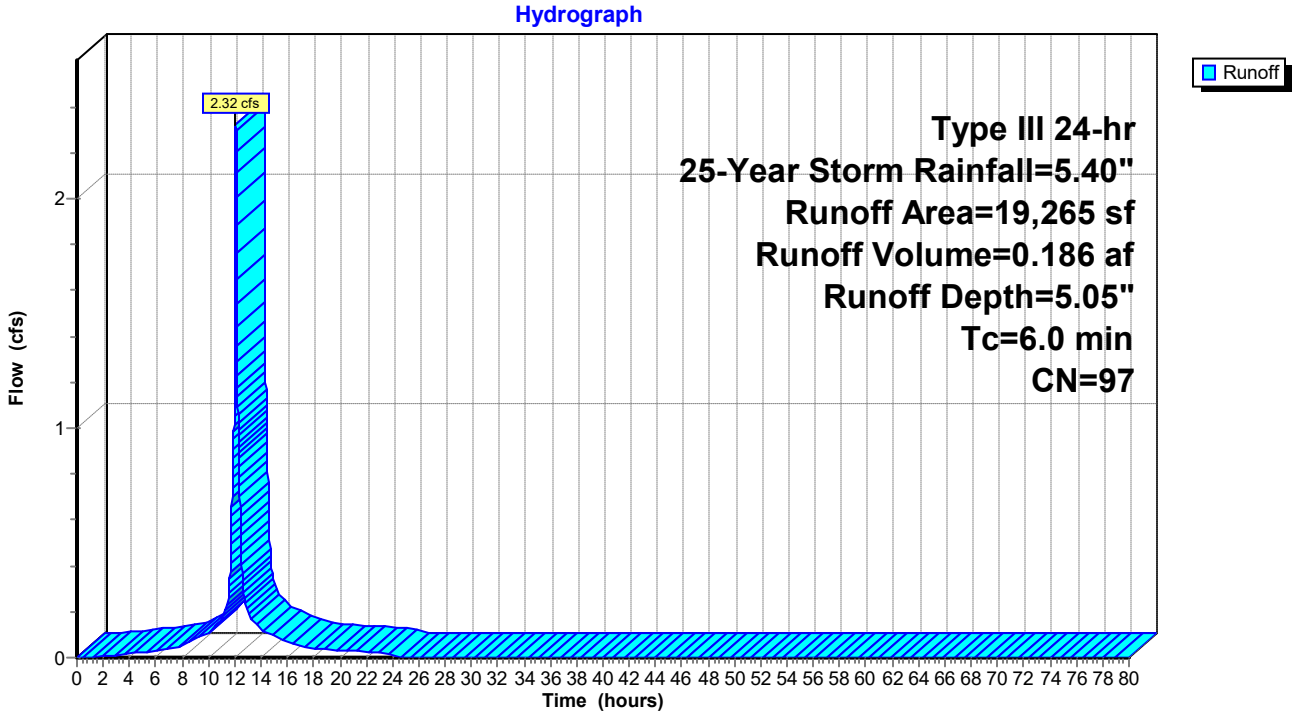
Runoff = 2.32 cfs @ 12.08 hrs, Volume= 0.186 af, Depth= 5.05"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
395	74	>75% Grass cover, Good, HSG C
11,005	98	Paved parking, HSG C
0	98	Roofs, HSG C
875	80	>75% Grass cover, Good, HSG D
6,990	98	Paved parking, HSG D
19,265	97	Weighted Average
1,270		6.59% Pervious Area
17,995		93.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SG:



Summary for Subcatchment 4SA: Police Asset Building

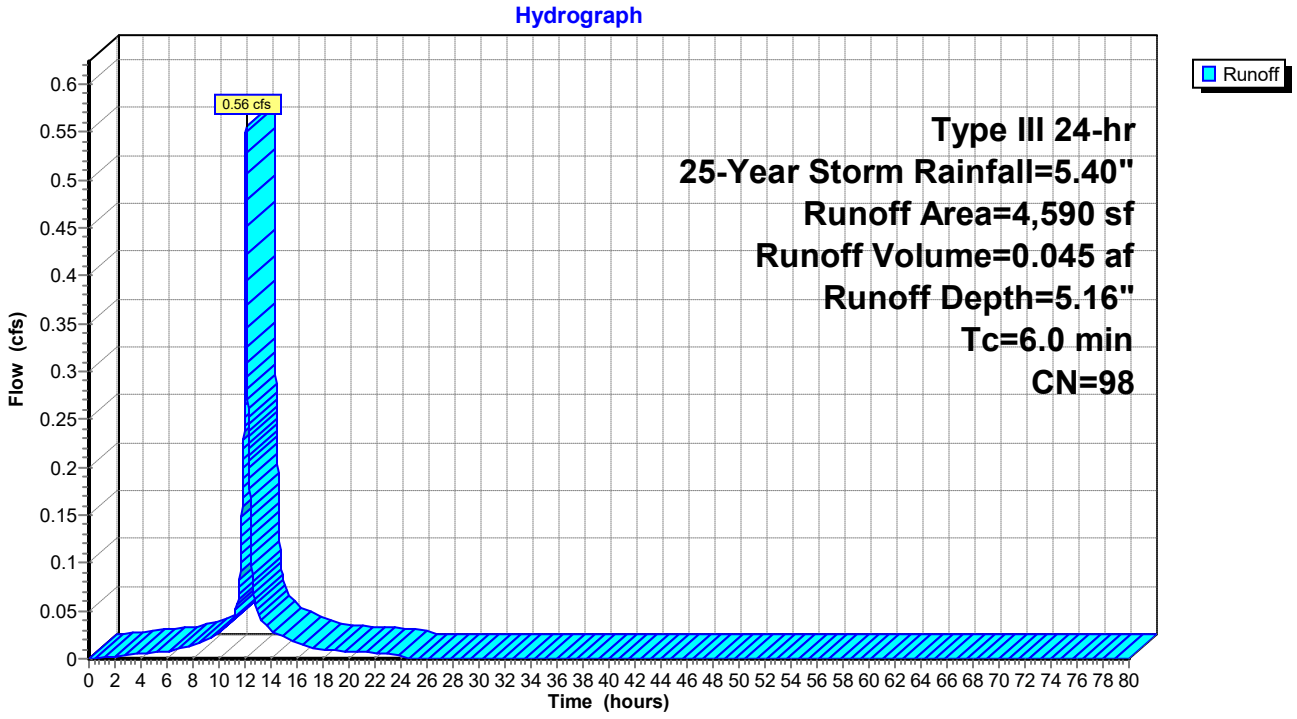
Runoff = 0.56 cfs @ 12.08 hrs, Volume= 0.045 af, Depth= 5.16"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
3,945	98	Roofs, HSG D
645	98	Paved parking, HSG D
4,590	98	Weighted Average
4,590		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SA: Police Asset Building



Summary for Subcatchment 4SB:

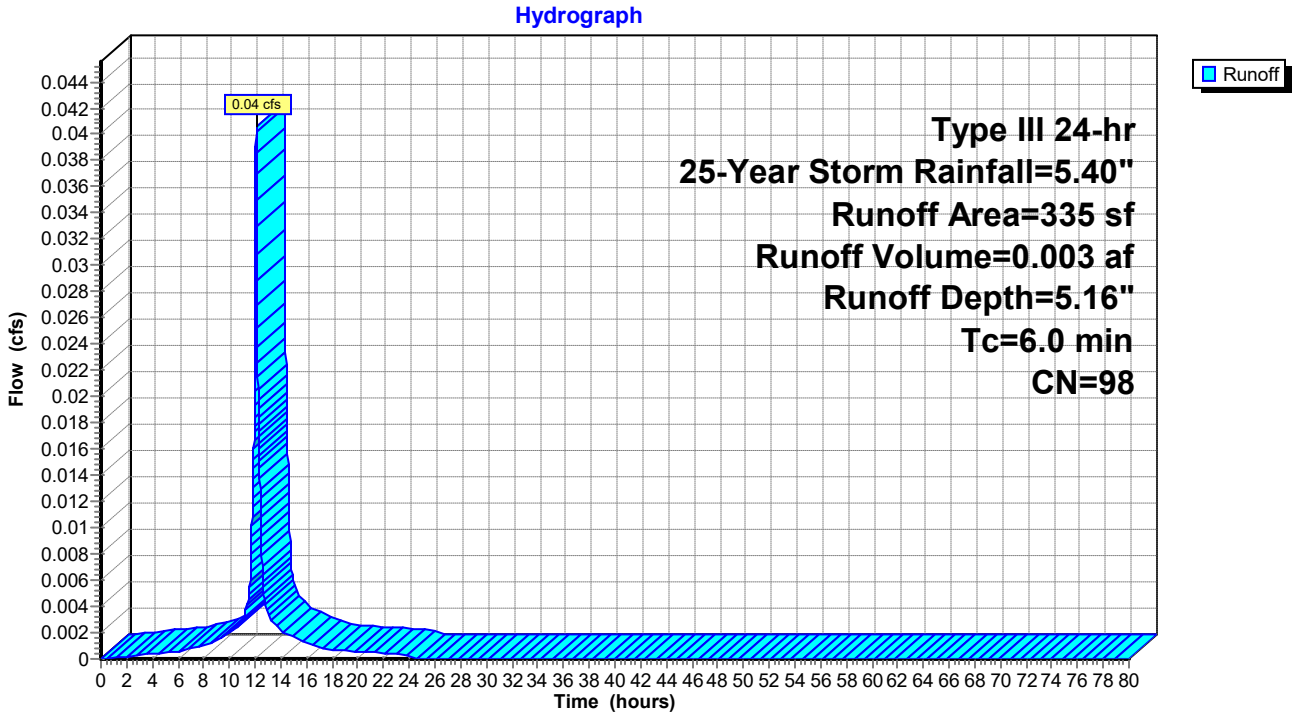
Runoff = 0.04 cfs @ 12.08 hrs, Volume= 0.003 af, Depth= 5.16"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
335	98	Paved parking, HSG D
335		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SB:



Summary for Reach 1R: Proposed Culvert

Inflow Area = 1.071 ac, 0.26% Impervious, Inflow Depth = 2.69" for 25-Year Storm event
Inflow = 3.21 cfs @ 12.11 hrs, Volume= 0.240 af
Outflow = 3.20 cfs @ 12.11 hrs, Volume= 0.240 af, Atten= 0%, Lag= 0.4 min
Routed to Link 2L : Tributary to Taylor Brook

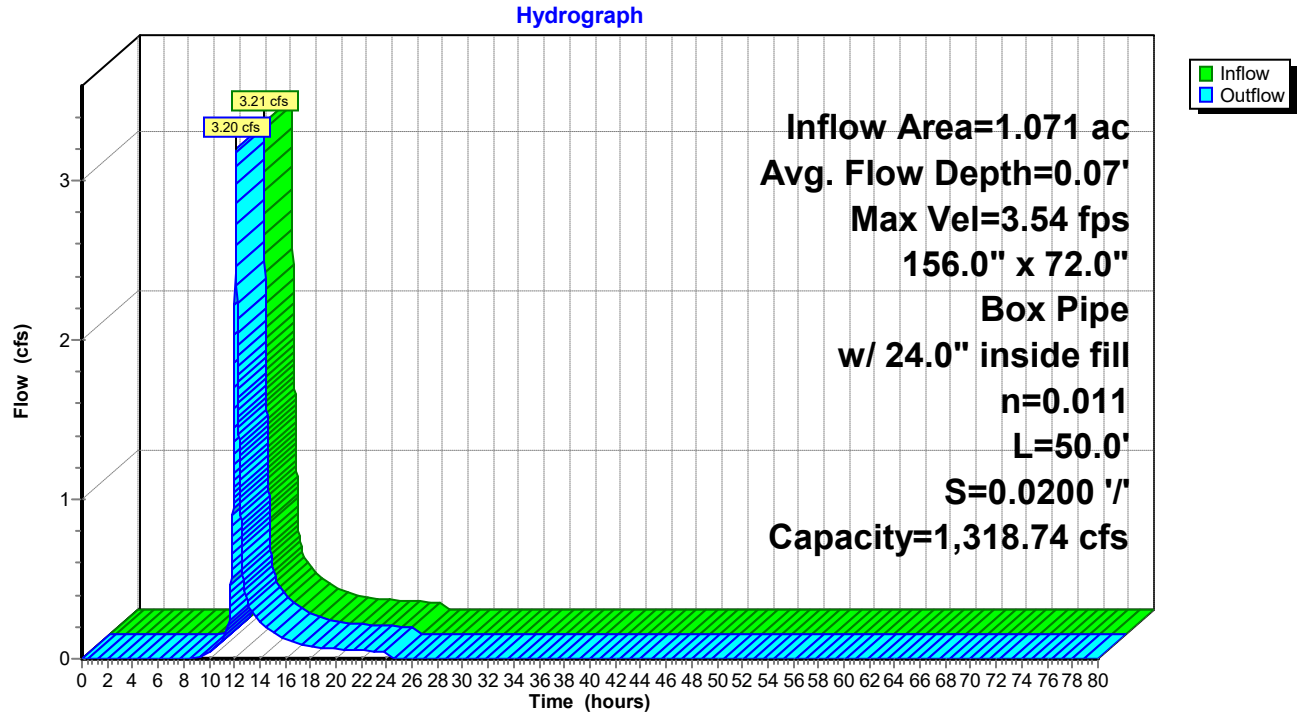
Routing by Stor-Ind+Trans method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.54 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 2.25 fps, Avg. Travel Time= 0.4 min

Peak Storage= 45 cf @ 12.11 hrs
Average Depth at Peak Storage= 2.07' above invert (0.07' above fill) , Surface Width= 13.00'
Bank-Full Depth= 6.00' above invert (4.00' above fill) Flow Area= 52.0 sf, Capacity= 1,318.74 cfs

156.0" W x 72.0" H Box Pipe w/ 24.0" inside fill
n= 0.011 Concrete pipe, straight & clean
Length= 50.0' Slope= 0.0200 '/' (101 Elevation Intervals)
Inlet Invert= 209.00', Outlet Invert= 208.00'



Reach 1R: Proposed Culvert



Summary for Pond 3P: RDF

Inflow Area = 0.113 ac,100.00% Impervious, Inflow Depth = 5.16" for 25-Year Storm event
Inflow = 0.60 cfs @ 12.08 hrs, Volume= 0.049 af
Outflow = 0.59 cfs @ 12.10 hrs, Volume= 0.049 af, Atten= 2%, Lag= 1.1 min
Primary = 0.59 cfs @ 12.10 hrs, Volume= 0.049 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 224.59' @ 12.10 hrs Surf.Area= 488 sf Storage= 764 cf
Flood Elev= 225.00' Surf.Area= 488 sf Storage= 844 cf

Plug-Flow detention time= 346.6 min calculated for 0.049 af (100% of inflow)
Center-of-Mass det. time= 346.5 min (1,093.2 - 746.8)

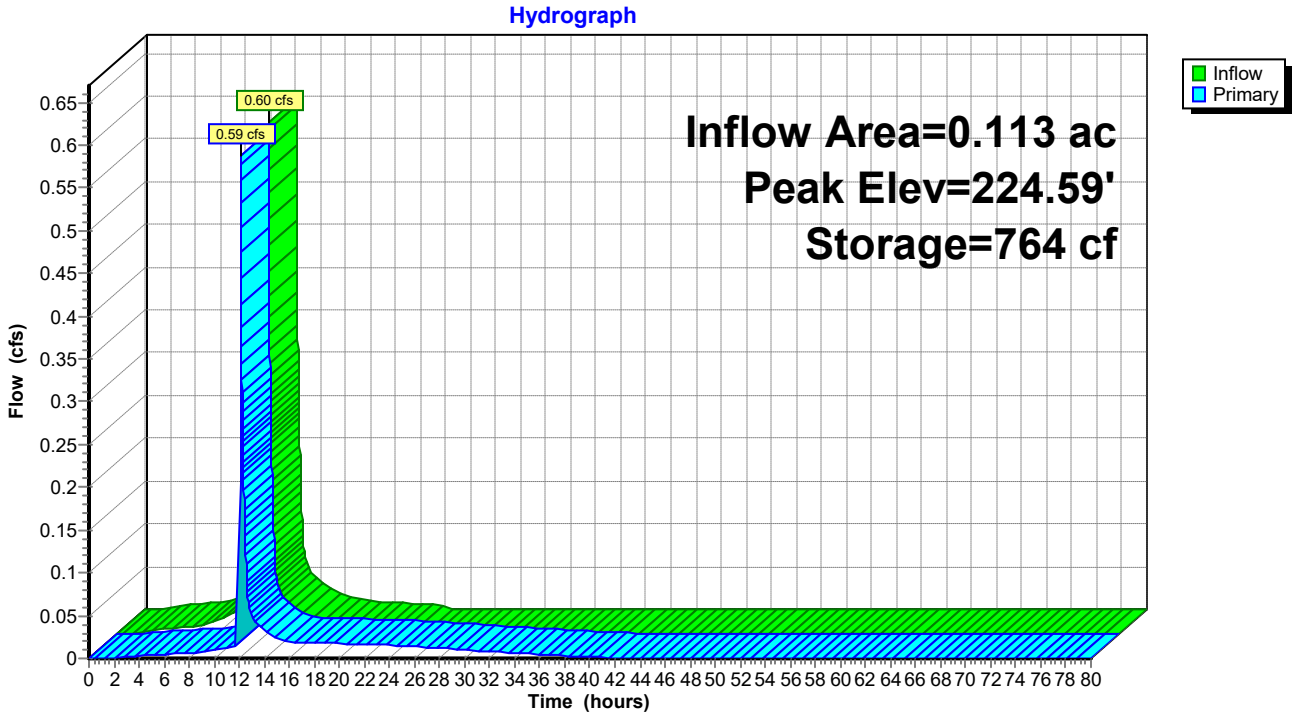
Volume	Invert	Avail.Storage	Storage Description
#1	220.50'	844 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
220.50	488	0.0	0	0
221.50	488	40.0	195	195
222.50	488	33.0	161	356
225.00	488	40.0	488	844

Device	Routing	Invert	Outlet Devices
#1	Primary	220.50'	**12.0" Round Culvert** L= 40.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 220.50' / 217.00' S= 0.0875 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	220.50'	**0.6" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Device 1	224.50'	**24.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.58 cfs @ 12.10 hrs HW=224.59' (Free Discharge)
└**1=Culvert** (Passes 0.58 cfs of 5.66 cfs potential flow)
├**2=Orifice/Grate** (Orifice Controls 0.02 cfs @ 9.71 fps)
└**3=Orifice/Grate** (Weir Controls 0.56 cfs @ 0.99 fps)

Pond 3P: RDF


Hydrograph
Inflow
Primary
0.60 cfs
0.59 cfs
Inflow Area=0.113 ac
Peak Elev=224.59'
Storage=764 cf
Flow (cfs)
0 0.05 0.1 0.15 0.2 0.25 0.3 0.35 0.4 0.45 0.5 0.55 0.6 0.65
Time (hours)
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80

Summary for Pond 4P: SF2

Inflow Area = 1.132 ac, 89.38% Impervious, Inflow Depth = 4.80" for 25-Year Storm event
Inflow = 5.69 cfs @ 12.08 hrs, Volume= 0.453 af
Outflow = 1.83 cfs @ 12.38 hrs, Volume= 0.453 af, Atten= 68%, Lag= 17.7 min
Primary = 1.83 cfs @ 12.38 hrs, Volume= 0.453 af
Routed to Link 3L : Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 219.18' @ 12.38 hrs Surf.Area= 7,606 sf Storage= 7,476 cf

Plug-Flow detention time= 137.5 min calculated for 0.453 af (100% of inflow)
Center-of-Mass det. time= 137.0 min (894.1 - 757.1)

Volume	Invert	Avail.Storage	Storage Description
#1	216.20'	2,615 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 9,608 cf Overall - 3,070 cf Embedded = 6,538 cf x 40.0% Voids
#2	216.70'	3,070 cf	**ADS_StormTech SC-800 +Cap** x 60 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 60 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.36'	1,352 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 3,379 cf Overall x 40.0% Voids
#4	214.70'	1,248 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 3,783 cf Overall x 33.0% Voids
		8,285 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.20	2,562	0	0
219.95	2,562	9,608	9,608

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.36	2,522	0	0
214.70	2,522	3,379	3,379

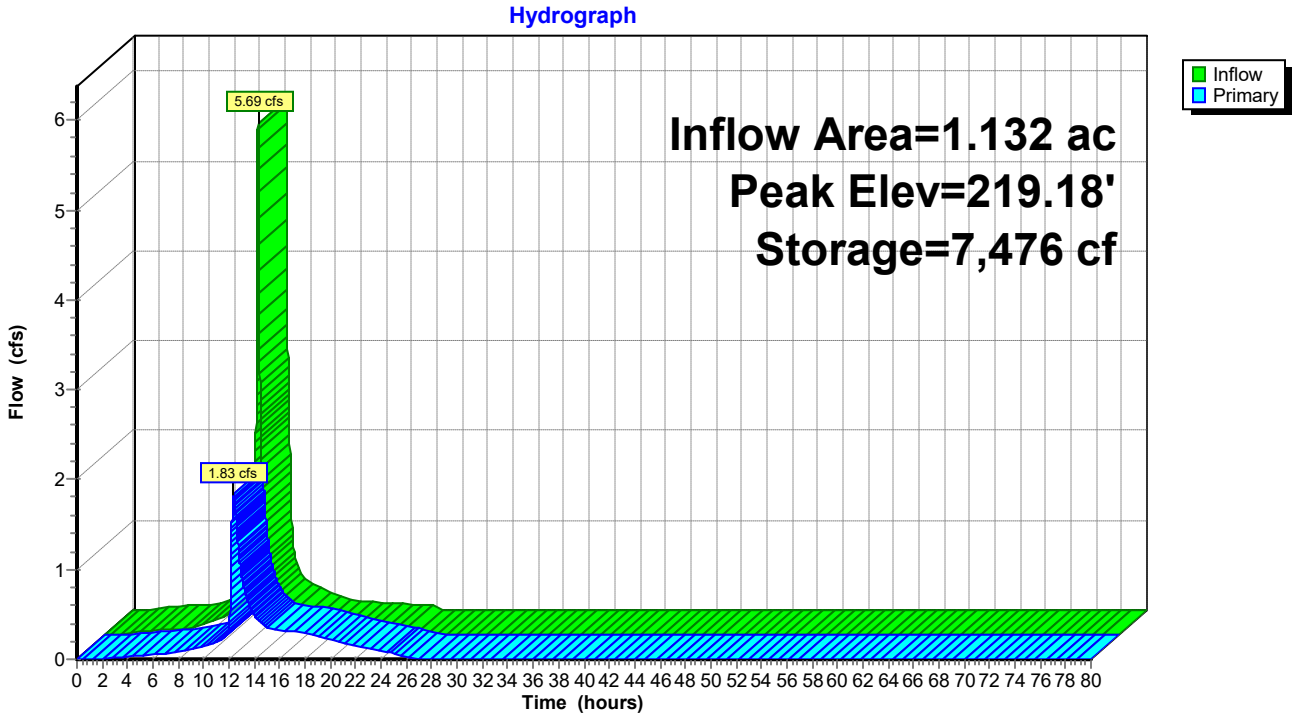
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.70	2,522	0	0
216.20	2,522	3,783	3,783

Device	Routing	Invert	Outlet Devices
#1	Primary	211.40'	**18.0" Round Culvert** L= 38.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 211.40' / 210.90' S= 0.0132 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.50'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.90 1.90 2.10 2.10 4.00 4.00 Elev. (feet) 223.19 219.19 219.19 217.50 217.50 219.19 219.19

			223.19
#3	Device 4	213.36'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.81' Phase-In= 0.10'
#4	Device 1	213.37'	**2.5" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.82 cfs @ 12.38 hrs HW=219.18' (Free Discharge)
└**1=Culvert** (Passes 1.82 cfs of 17.82 cfs potential flow)
└**2=Asymmetrical Weir** (Weir Controls 1.43 cfs @ 4.24 fps)
└**4=Orifice/Grate** (Orifice Controls 0.39 cfs @ 11.51 fps)
└**3=Exfiltration** (Passes 0.39 cfs of 5.30 cfs potential flow)

Pond 4P: SF2



Summary for Pond 5P: SF1

Inflow Area = 2.114 ac, 87.57% Impervious, Inflow Depth = 4.71" for 25-Year Storm event
Inflow = 10.78 cfs @ 12.08 hrs, Volume= 0.830 af
Outflow = 4.26 cfs @ 12.30 hrs, Volume= 0.830 af, Atten= 60%, Lag= 13.1 min
Primary = 4.26 cfs @ 12.30 hrs, Volume= 0.830 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 219.59' @ 12.30 hrs Surf.Area= 12,763 sf Storage= 13,030 cf

Plug-Flow detention time= 109.5 min calculated for 0.830 af (100% of inflow)
Center-of-Mass det. time= 109.5 min (879.7 - 770.2)

Volume	Invert	Avail.Storage	Storage Description
#1	216.40'	4,283 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 16,054 cf Overall - 5,346 cf Embedded = 10,707 cf x 40.0% Voids
#2	216.90'	5,346 cf	**ADS_StormTech SC-800 +Cap** x 105 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 105 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.57'	2,256 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 5,641 cf Overall x 40.0% Voids
#4	214.90'	2,099 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 6,362 cf Overall x 33.0% Voids
		13,985 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.40	4,281	0	0
220.15	4,281	16,054	16,054

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.57	4,241	0	0
214.90	4,241	5,641	5,641

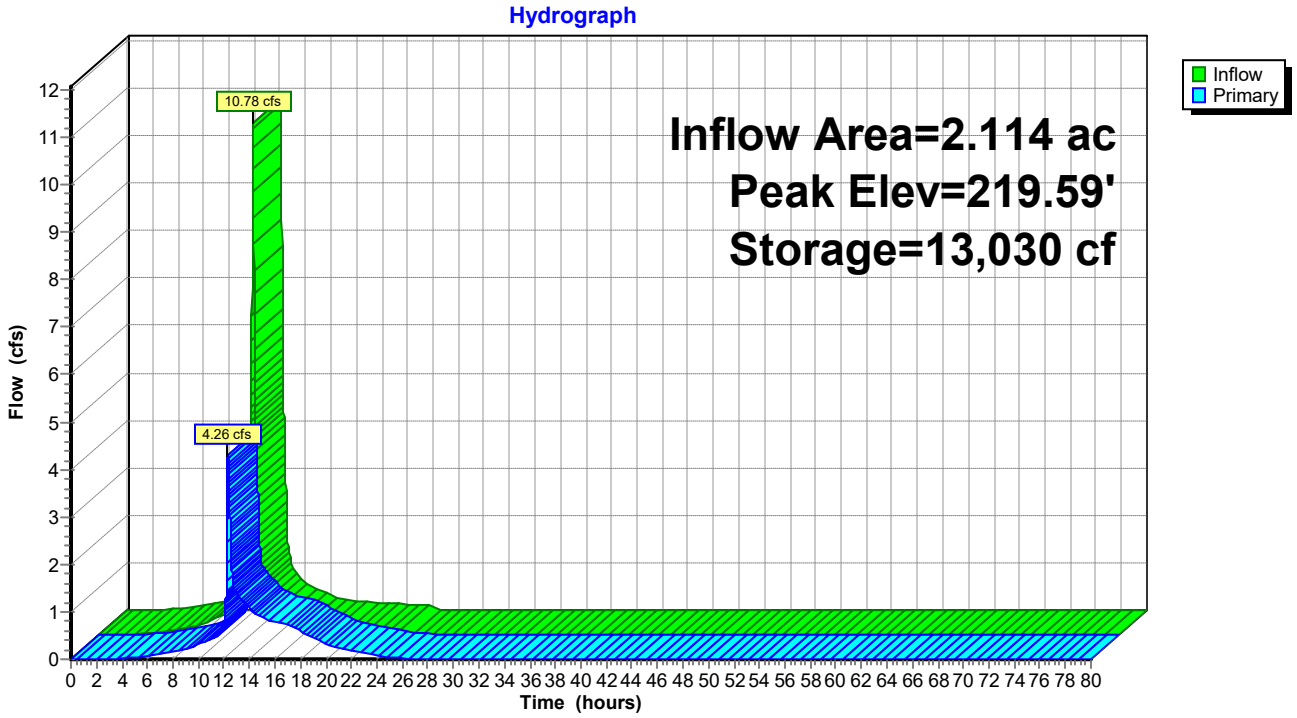
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.90	4,241	0	0
216.40	4,241	6,362	6,362

Device	Routing	Invert	Outlet Devices
#1	Primary	213.40'	**18.0" Round Culvert** L= 18.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 213.40' / 212.75' S= 0.0361 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.75'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.96 1.96 2.04 2.04 4.00 4.00 Elev. (feet) 223.49 219.25 219.25 217.75 217.75 219.25 219.25

			223.49
#3	Device 4	213.57'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.51' Phase-In= 0.10'
#4	Device 1	213.57'	**4.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=4.26 cfs @ 12.30 hrs HW=219.59' (Free Discharge)
└**1=Culvert** (Passes 4.26 cfs of 15.67 cfs potential flow)
└**2=Asymmetrical Weir** (Weir Controls 3.24 cfs @ 2.17 fps)
└**4=Orifice/Grate** (Orifice Controls 1.02 cfs @ 11.65 fps)
└**3=Exfiltration** (Passes 1.02 cfs of 8.90 cfs potential flow)

Pond 5P: SF1

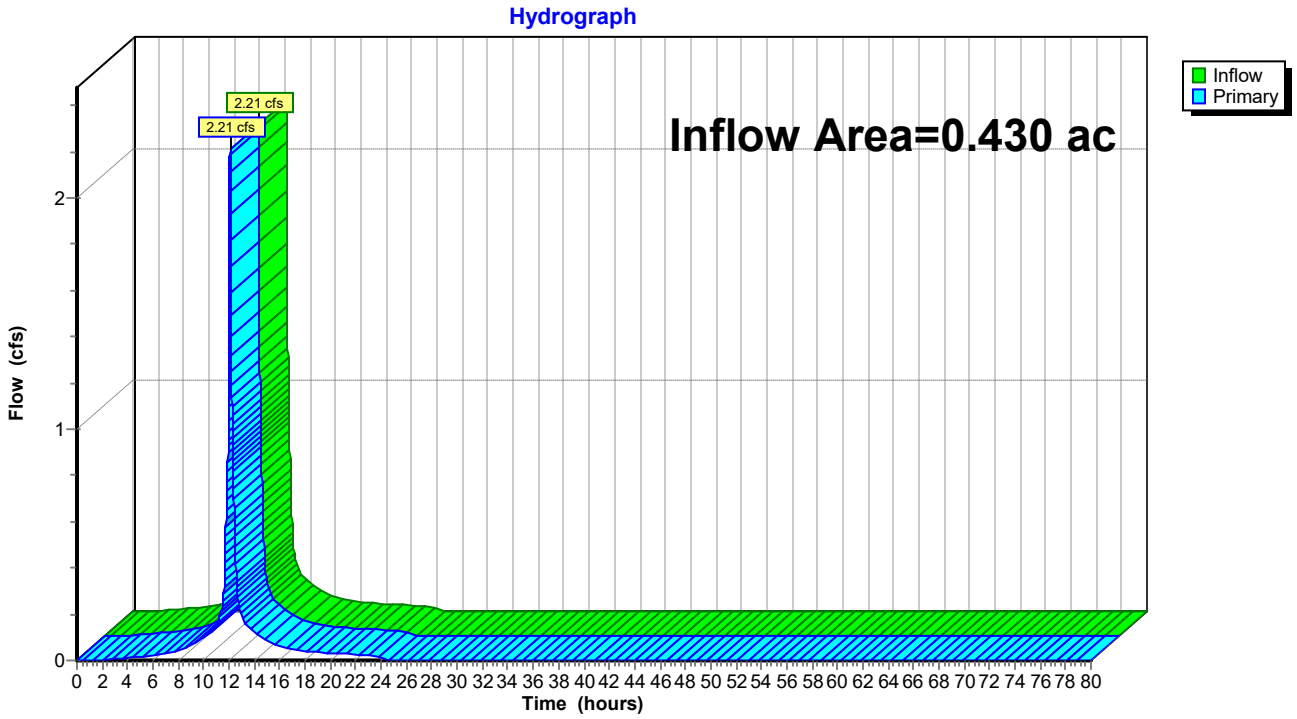


Summary for Link 1L: Minot Ave

Inflow Area = 0.430 ac, 91.78% Impervious, Inflow Depth = 4.82" for 25-Year Storm event
Inflow = 2.21 cfs @ 12.08 hrs, Volume= 0.173 af
Primary = 2.21 cfs @ 12.08 hrs, Volume= 0.173 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 1L: Minot Ave

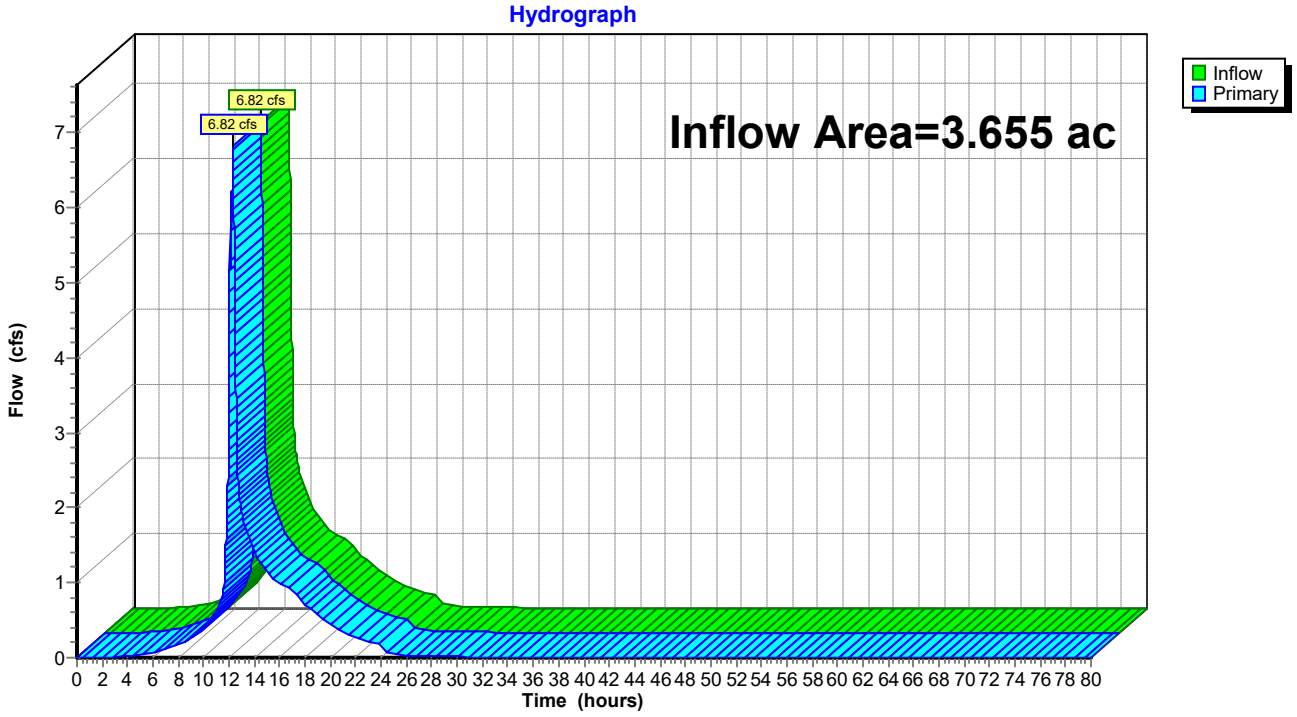


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.655 ac, 57.83% Impervious, Inflow Depth = 4.03" for 25-Year Storm event
Inflow = 6.82 cfs @ 12.28 hrs, Volume= 1.226 af
Primary = 6.82 cfs @ 12.28 hrs, Volume= 1.226 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 2L: Tributary to Taylor Brook

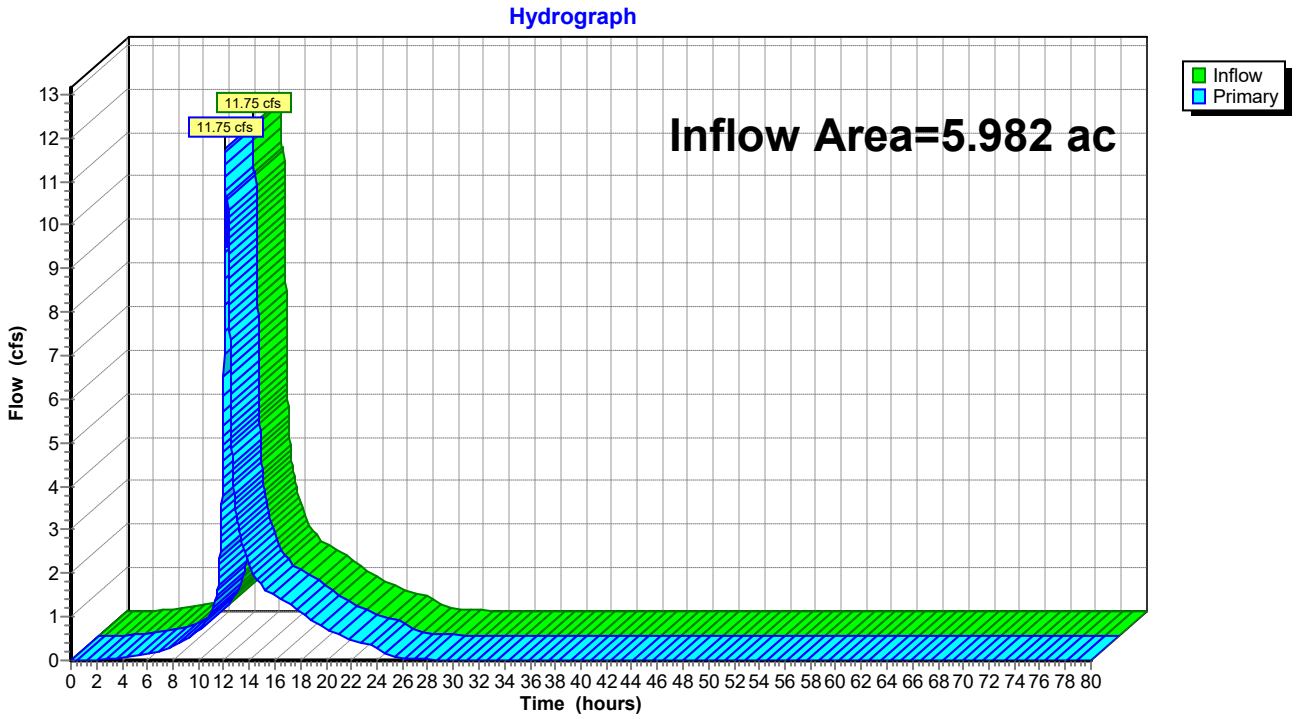


Summary for Link 3L: Taylor Brook

Inflow Area = 5.982 ac, 59.91% Impervious, Inflow Depth = 4.11" for 25-Year Storm event
Inflow = 11.75 cfs @ 12.10 hrs, Volume= 2.048 af
Primary = 11.75 cfs @ 12.10 hrs, Volume= 2.048 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 3L: Taylor Brook



January 22, 2026

Hannah Schulz, P.E.
Engineer 3
Woodard and Curran
12 Mountfort Street
Portland, ME 04101

RE: City of Auburn Public Safety Facility – Auburn, ME
StormTech System

Ms. Schulz,

The intent of this letter is to provide commentary as the 'Manufacturer's Representative' on the StormTech portion of the subsurface sand filters that have been designed for the above referenced Project. Items provided for review were as follows:

- 1 – Civil Site Grading & Drainage Plan (received via email on 1-16-2026; dated November 2025)
- 2 – Civil Site Details-10 Plan (received via email on 1-16-2026; dated November 2025)
- 3 – Civil Site Details-11 Plan (received via email on 1-16-2026; dated November 2025)
- 4 – HydroCAD Model (received via email on 1-16-2026)

Specifically, this letter shall focus on comments needed to be addressed by a 'Manufacturer's Representative' within the MaineDEP StormTech Isolator Row Approval, which are as follows:

- (6) The first year of system maintenance must be provided by the manufacturer to ensure that the system is operating according to the established specifications.
- (9) Each Project must be reviewed and approved by the manufacturer for proposed use, layout and sizing of the pre-treatment row and for conformance with their design specifications.
- (10) The pre-treatment row must be installed under the manufacturer's representative supervision.

In response to the first comment, StormTech can provide the first year of System inspection and maintenance according to the established specifications. This typically includes visual inspection of the Isolator Row, as well as any inlet/outlet control structures associated with the System. Any additional maintenance measures that may be required shall be coordinated at this time. My contact information is at the bottom of this letter; please contact me a few weeks prior to coordinate the inspection.

In response to the second comment/upon review of said items documented above, the proposed use, layout and sizing of the pre-treatment rows (Isolator Rows) conform to StormTech Design Specifications. The number of Chambers provided for the Isolator Rows exceed the required number based on the flow that was documented within the HydroCAD Model. Likewise, the overall length of the rows allocated for the proposed Isolator Rows are adequate for maintenance access.

In response to the third comment, a Manufacturer's Representative can be present to observe the installation of the pre-treatment rows (Isolator Rows). Similar to the response to the first comment, my contact information is at the bottom of this letter; please contact me a few weeks prior to coordinate the inspection.

If there are any questions in regard to the contents of this letter or review of the documents provided, please do not hesitate to contact me.

Best Regards,

Aaron Cheever

Aaron Cheever, P.E.
Engineered Product Manager
Advanced Drainage Systems, Inc.
978-302-0650
aaron.cheever@adspipe.com

STATE OF MAINE
DEPARTMENT OF
ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PAUL MERCER
COMMISSIONER

July 29, 2016

StormTech, A Division of ADS, Inc.
70 Inwood Road, Suite 3
Rocky Hill, CT 06067
ATTN: David Mailhot P.E.

Dear Mr. Mailhot,

This letter replaces the letter dated March 22, 2016. It includes a slight modification in section 1 to clarify sizing requirements.

The Stormtech Isolator Row was approved by the Department of Environmental Protection (Department) in September 2009 for use as a pre-treatment row before a subsurface underdrained filter system as described in Chapter 7.3 of Volume III of the Maine Stormwater Management Best Management Practice Manual. The sizing, installation, and maintenance criteria provided in this letter replace the ones given in Chapter 7.3 of Volume III of the Maine Stormwater Management BMP Manual. The Department still authorizes the use of the StormTech Isolator Row as a pre-treatment row meeting the requirements of the General Standards (Section 4.C.) of the Stormwater Management Rules (Chapter 500) provided the system is sized, installed, and maintained in accordance with the following provisions:

1. The number of chambers within the Isolator Row pre-treatment structure must treat, without overflowing, the one-year 24-hour peak flow from the structure's drainage area. To determine the number of chambers, the one-year peak flow rate must be divided by the specific flow rate of the chamber. The acceptable flow rate for each of the Isolator Row chamber sizes are as follow:

Chamber size	Flow Rate
SC-310	0.1 cfs
SC-740 or DC-780	0.2 cfs
MC-3500	0.3 cfs

   Additional pre-treatment rows may be added based on site conditions and chamber bed layout provided each row is provided with access manhole and control structures.
2. The Isolator Row must be part of a stormwater management system that conforms to all the requirements of Chapter 7.3 of the Stormwater Management Manual and be fitted with an overflow that bypasses the pretreatment Isolator Row only when the one-year 24-hour peak flow is exceeded, and discharges to a stable outlet or is directed to a detention system/structure that will provide necessary flood storage.
3. The Isolator Row shall be underlain with a bottom surface consisting of two layers of ADS 315 woven geotextile or equivalent; and be covered with one layer of ADS 601T non-woven geotextile or equivalent.
4. The Isolator Row does not provide for the removal of hydrocarbons and should be preceded by a device or practice that will serve this function if the area draining to the Isolator Row is

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826

BANGOR
106 HOGAN ROAD, SUITE 6
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769
(207) 764-0477 FAX: (207) 760-3143

web site: www.maine.gov/dep

a likely source of hydrocarbons (i.e. parking lots, roads, drive-through commercial enterprises).
5. The Isolator Row must include an access at both ends for the removal of accumulated sediment and debris.
6. The first year of system maintenance must be provided by the manufacturer to ensure that the system is operating according to the established specifications.
7. Prior to construction, a five-year binding inspection and maintenance contract must be provided for review and approval by the Department, and must be renewed before contract expiration. The contract will be with a professional with knowledge of erosion and stormwater control, including a detailed working knowledge of the proposed system.
8. The overall stormwater management design must meet all Department criteria and sizing specifications and will be reviewed and approved by the Department prior to use.
9. Each project must be reviewed and approved by the manufacturer for proposed use, layout and sizing of the pre-treatment row and for conformance with their design specifications.
10. The pre-treatment row must be installed under the manufacturer's representative supervision.
11. This approval is conditional to on-the-ground experience confirming that the StormTech Isolator Row system's pollutant removal efficiency is appropriate. The "permit shield" provision (Section 14) of the Chapter 500 rules will apply, and the Department will not require the replacement of the system if, with proper maintenance, pollutant removals do not satisfy the General Standard Best Management Practices.

We look forward to working with you as these stormwater management structures are installed on new projects. Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

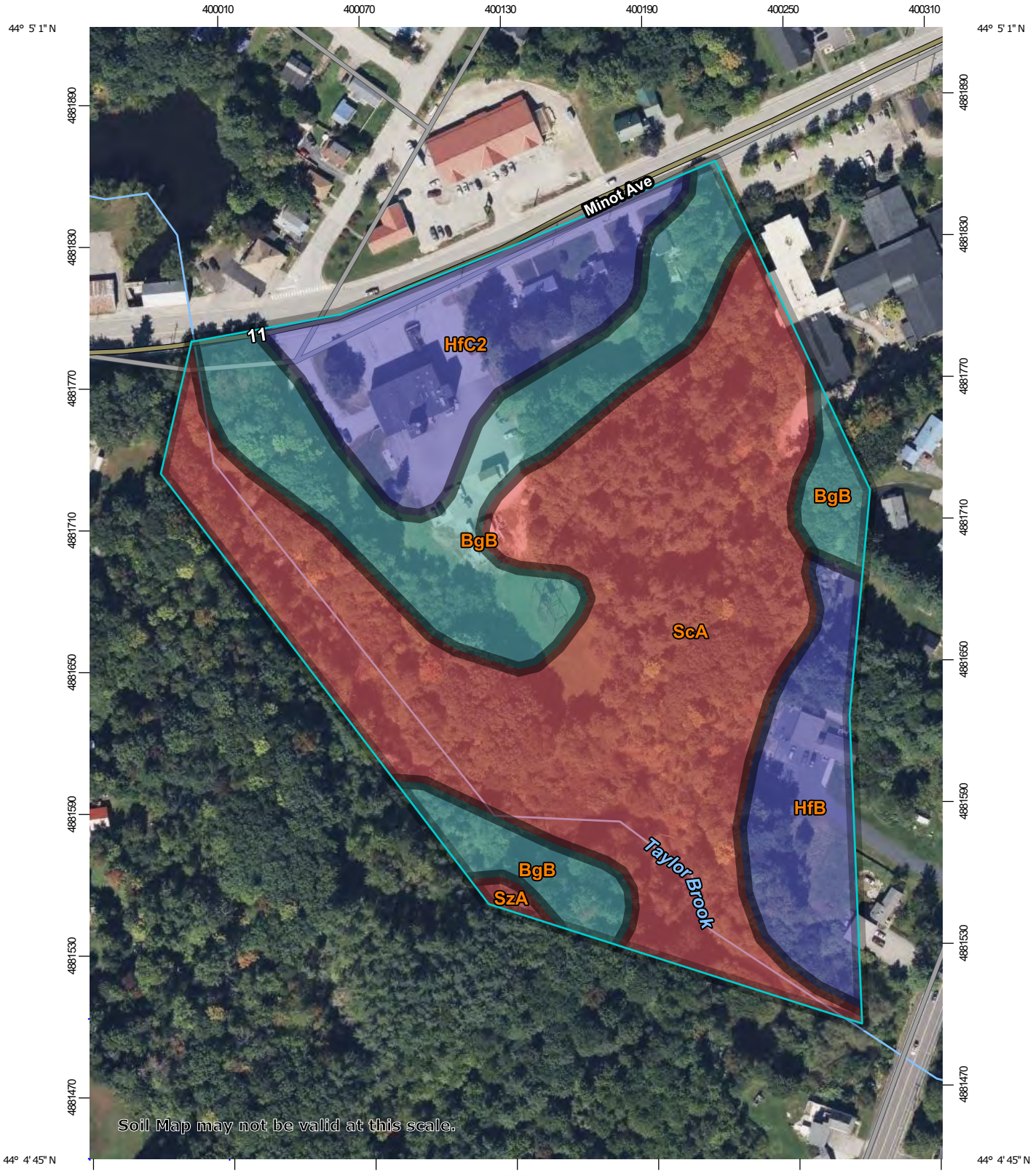
Mark R Bergeron

Mark Bergeron, P.E.
Director
Bureau of Land Resources

Cc: Don Witherill, Maine DEP
Gregg Novick, Stormwater Compliance LLC
John Whitehouse, Advanced Drainage Systems, Inc.

APPENDIX C: SOILS MAP & GEOTECHNICAL REPORT

Hydrologic Soil Group—Androscoggin and Sagadahoc Counties, Maine
(HSG)



Map Scale: 1:2,330 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 30 60 120 180

Feet
0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Lines

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Points

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Water Features

Streams and Canals

Transportation

Rails
Interstate Highways
US Routes
Major Roads
Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Androscoggin and Sagadahoc Counties, Maine
Survey Area Data: Version 25, Aug 26, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 11, 2021—Oct 29, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BgB	Nicholville very fine sandy loam, 0 to 8 percent slopes	C	4.2	24.1%
HfB	Hartland very fine sandy loam, 2 to 8 percent slopes	B	1.6	9.4%
HfC2	Hartland very fine sandy loam, 8 to 15 percent slopes, eroded	B	2.5	14.5%
ScA	Scantic silt loam, 0 to 3 percent slopes	D	8.9	51.5%
SzA	Swanton fine sandy loam, 0 to 3 percent slopes	D	0.1	0.5%
Totals for Area of Interest			**17.2**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

S.W.COLE ENGINEERING, INC.

REPORT

21-0922.1 S

February 2, 2026

Explorations and Geotechnical Engineering Services

Proposed Public Safety Facility
526 & 550 Minot Avenue
Auburn, Maine

Prepared For:
Woodard & Curran, Inc.
Attention: Megan McDevitt, P.E.
12 Mountfort Street
Portland, ME 04101

Prepared By:
S. W. Cole Engineering, Inc.
286 Portland Road
Gray, ME 04039
T: 207-657-2866

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21-0922.1 S

February 2, 2026

Woodard & Curran, Inc.
Attention: Megan McDevitt, P.E.
12 Mountfort Street
Portland, ME 04101

Subject: Explorations and Geotechnical Engineering Services
Proposed Public Safety Facility
526 & 550 Minot Avenue
Auburn, Maine

Dear Megan:

In accordance with our Proposal, dated April 30, 2025, and Woodard & Curran Task Order # 57, we have performed subsurface explorations for the subject project. This report summarizes our findings and geotechnical recommendations and its contents are subject to the limitations set forth in Appendix A.

1.0 INTRODUCTION

1.1 Scope and Purpose

The purpose of our services was to obtain subsurface information at the site in order to develop geotechnical recommendations relative to foundations, earthwork, and pavement associated with the proposed construction. Our scope of services included a review of prior subsurface data, test boring and test pit explorations, cone penetration testing, soils laboratory testing, a geotechnical analysis of the subsurface findings, and preparation of this report.

1.2 Site and Proposed Construction

The site is located at 526 and 550 Minot Avenue in Auburn, Maine and is comprised of the existing Central Fire Station and an adjacent residential property. The existing Central fire station facility includes a pile-supported, multi-story building with apparatus bays and a full basement, a rear fire training yard, and associated paved and landscape

areas. The existing southerly training yard is partially separated from the northerly side of the site by a drainage feature and lower laying wet areas which appear to be partially filled in. The existing residential property includes a vacant single-story house with basement level, with associated paved driveway and lawn areas, transitioning to undeveloped wooded area to the south. Existing grades are uneven and generally slope down to the south, east and west. Taylor Brook borders the westerly side of the site.

We understand redevelopment plans include demolishing the existing fire station, fire training structures, and residential house in favor of a new public safety facility. We understand the proposed facility will include:

- A new two-story, on-grade, public safety building measuring about 340 by 140 feet in greatest plan dimensions. We understand the building will include new apparatus bays on the westerly side and will have a finish floor elevation of approximately 225.5 feet (project datum).

- A new Police Asset Building on the easterly side of the site measuring about 60 by 145 in plan dimensions. We understand this structure will have a finish floor elevation of approximately 225 feet.

- A new fire training building and burn structure on the southerly side of the site. We understand proposed finish grade in this area will be approximately elevation 215 feet.

- Associated landscape and paved parking and access drive areas around the proposed structures. We understand retaining walls approaching about 13 feet in height will be required on the southerly and westerly sides of the site.

Proposed and existing site features are shown on the “Exploration Location Plans” attached in Appendix B.

2.0 EXPLORATION AND TESTING

2.1 Explorations

S. W. Cole Engineering, Inc. (S.W.COLE) reviewed our preliminary subsurface explorations made in 2021 as they pertain to the current proposed development, and coordinated and logged additional subsurface explorations, as follows.

2.1.1 Current Explorations

Nine test borings (B-301 through B-309) and four Cone Penetration Tests (CPT-101 through CPT-104) were made at the site on May 27 through 29, 2025 by Seaboard Drilling, LLC working under subcontract to S.W.COLE. Seven test pits (TP-101 through TP-107) were made at the site on September 19, 2025 by the City of Auburn. The exploration locations were selected by S.W.COLE based on the general locations requested by Woodard & Curran. The explorations were established in the field by S.W.COLE using GPS methods. The approximate exploration locations are shown on the "Exploration Location Plan" attached in Appendix B. Logs of the explorations and a key to the notes and symbols used on the logs are attached in Appendix C. The elevations shown on the logs were estimated based on topographic information shown on the "Exploration Location Plans".

2.1.2 Prior Explorations

Five test borings (B-101 through B-103, B-201, and B-202) were logged at the site by S.W.COLE in 2021 as part of a preliminary evaluation for a prior proposed site concept. The approximate exploration locations are shown on the "Exploration Location Plans" attached in Appendix B. Logs of the explorations are attached in Appendix C.

2.2 Field Testing

The test borings were drilled using a combination of hollow stem auger and cased wash-boring techniques. The soils were sampled at 2 to 5 foot intervals using a split spoon sampler and Standard Penetration Testing (SPT) methods. Pocket Penetrometer Tests (PPT) were performed where stiffer cohesive soils were encountered. Shelby tube sampling and Vane Shear Testing (VST) was performed where softer cohesive soils were encountered. SPT blow counts, PPT, and VST results are shown on the logs.

The CPT's were made by pushing a Vertek digital cone to collect cone resistance (q_c), sleeve friction (f_s), and pore water pressure (u) data. Additionally, shear wave velocity (V_s) testing was performed at approximate 1-meter intervals during CPT advancement. CPT data is noted on the CPT logs.

2.3 Laboratory Testing

Soil samples obtained from the explorations were returned to our laboratory for further classification and testing. Atterberg Limits and moisture content test results are noted on the logs. The results of one, one-dimensional laboratory consolidation test are attached in Appendix D.

3.0 SUBSURFACE CONDITIONS

3.1 Soil and Bedrock

The subsurface explorations encountered a subsurface profile generally consisting of uncontrolled fill overlying native deposits of glaciomarine sands, silts, and clays, overlying glacial outwash and glacial till, overlying refusal surfaces. The principal soils encountered in the explorations are summarized below. Not all of the strata were encountered at each exploration; refer to the attached exploration logs for more detailed subsurface information.

Uncontrolled Fill: Underlying a surficial layer of pavement or topsoil, where encountered, the explorations made in the existing developed areas encountered uncontrolled fill extending to depths of up to 15 feet below existing ground surface (bgs). The fill was variable, consisting of silty clay, clayey silt, and sand with varying portions of silt, gravel, organics and debris including wood, brick, plastic, metal, and asphalt. In test pits TP-101 and TP-105, the uncontrolled fill included more frequent wood and logs. In test pit TP-106, the uncontrolled fill included more frequent black ash, bricks, rubble, and metal.

The uncontrolled fill appears thickest and more laden with debris, rubble, wood, logs, and organics around the drainage feature which separates the northerly and southerly sides of the site. Relatively deeper layers of relic backfill were also encountered around the existing fire station.

Glaciomarine Soils: Underlying the uncontrolled fill, where encountered and penetrated, the explorations encountered glaciomarine sands, and silts, and clays. In recent borings B-303, B-306, and B-307, and prior borings B-101, and B-202, the glaciomarine deposits included layers of relatively soft gray silty clay up to about 15 feet thick.

Glacial Outwash: Underlying the uncontrolled fill and glaciomarine soils, where encountered, the explorations encountered glacial outwash deposits consisting of loose to very dense sand with varying portions of silt, gravel, and cobbles.

Glacial Till: Underlying the glaciomarine and glacial outwash soils, where encountered, the explorations encountered glacial till consisting of medium dense to very dense sand with varying portions of silt and gravel.

Refusal Surfaces: Underlying the glacial outwash and glacial till, where penetrated, borings B-301, B-308, and B-201 encountered refusal surfaces (probable boulders or bedrock) at depths of 14.5, 18.5, and 12.8 feet bgs. Bedrock was cored to a depth of 18.6 feet bgs in boring B-301. Rock Quality Designation (RQD) results are noted on the attached log of B-301.

3.2 Groundwater

Saturated soils were encountered in the borings at depths varying from 5 to 16 feet bgs. Groundwater likely becomes perched in the uncontrolled fill and on the relatively impervious silts, clays, and glacial till encountered in the explorations. Long term groundwater information is not available. It should be anticipated that groundwater levels will fluctuate, particularly in response to periods of snowmelt and precipitation, as well as changes in site use.

4.0 EVALUATION AND RECOMMENDATIONS

4.1 General Findings

Based on the subsurface findings, the proposed construction appears feasible from a geotechnical standpoint; however, the site presents some geotechnical limitations. The principal geotechnical considerations include:

- The proposed public safety building pad is underlain by variable subsurface conditions, including layers of uncontrolled fill and relatively soft, compressible silty clay of varying thickness. As such, we recommend rigid inclusion ground improvement be installed beneath the proposed building to support spread footing foundations and on-grade floor slabs. Rigid inclusions must penetrate the uncontrolled fill and glaciomarine deposits into the underlying dense glacial outwash and glacial till.

- We understand the existing fire station is pile supported. Project planning should include demolishing and removing the existing building foundations and floor slab. Additionally, the existing steel piles may be abandoned below grade, provided new rigid inclusions can be installed to work around the abandoned piles. Alternatively, the existing piles would need to be removed to facilitate ground improvement installation.

- Portions of the proposed fire training building and burn structure are underlain by uncontrolled fill overlying native deposits of glaciomarine soils and glacial outwash. The uncontrolled fill appears to be thicker and more laden with debris, rubble, wood, logs, organics around the existing drainage feature on the northerly side of this yard. We recommend the existing uncontrolled fill, structures, and utilities be removed from beneath these structures and replaced with compacted Granular Borrow for support of spread footing foundations and on-grade floor slabs.

- The proposed Police Asset building is underlain by a relatively thick layer of topsoil and sand with organics, overlying glacial outwash soils. We anticipate thicker organics may be present on the southerly side of this structure, approaching the adjacent low laying wet area and drainage feature. We recommend all organics be removed from beneath this structure and replaced with compacted Granular Borrow for support of spread footing foundations and on-grade floor slabs. We recommend the contractor provide test pits on the southerly end of this building footprint, which was inaccessible by exploration equipment, after the site has been cleared.

- The proposed retaining walls are underlain by variable subsurface conditions, including uncontrolled fill with organics. Based on observations of the site, we anticipate additional areas of uncontrolled fill likely flank the existing drainage feature which underlies portions of the proposed retaining wall alignments. We recommend the existing fill, organics, and disturbed soils be removed from beneath the proposed retaining walls, including any reinforced zones, and replaced with compacted Granular Borrow. Alternatively, the ground beneath the proposed retaining walls may be improved with Rigid Inclusions or Stone Columns.

- To help reduce post-construction settlement, we recommend grade raise fills beneath buildings be installed to within about 2 feet of finish grades prior to excavating for foundations.

- The uncontrolled fills appear problematic for support of the proposed paved areas, particularly where supporting heavy fire apparatus. We recommend existing fills be proof-rolled beneath proposed paved areas. Areas that become soft or continue to yield after densification, as well as debris, structures, and foundations, should be removed and replaced with compacted Granular Borrow. Woven geotextile, such as Mirafi 600X, should be provided over clayey or silty pavement subgrades. Rubble, wood, organics, and organic wetland deposits must be completely removed from beneath paved areas. Contract documents should include unit rates for removal and replacement of unsuitable soils beneath paved areas. Alternatively, the existing fills beneath paved areas supporting heavy fire apparatus may be improved with rigid inclusions or stone columns.

- Subgrades across the site will consist of sensitive silts, clays, and silty sands. Earthwork and grading activities should occur during drier, non-freezing weather of Spring, Summer and Fall. Rubber tired construction equipment should not operate directly on subgrade soils when wet. Excavation of bearing surfaces should be completed with a smooth-edged bucket to lessen subgrade disturbance.

4.2 Site and Subgrade Preparation

We recommend that site preparation begin with the construction of an erosion control system to protect adjacent drainage ways and areas outside the construction limits. Surficial organics, roots and topsoil should be completely removed from areas of proposed fill and construction. As much vegetation and pavement as possible should remain outside the construction areas to lessen the potential for erosion and site disturbance.

Proposed Public Safety Building: We recommend existing organics, structures, utilities, and foundations be completely removed from beneath the entire footprint of the proposed public safety building and replaced with compacted Granular Borrow. As discussed, the proposed building is underlain by variable subsurface conditions. As such, we recommend rigid inclusion ground improvement be installed beneath the proposed building foundations, floor slabs, and entrance slabs. Following ground improvement installation, we recommend footings be excavated using a smooth-edged bucket and that footings be underlain by at least 6 inches of compacted Crushed Stone wrapped in non-woven geotextile filter fabric, such as Mirafi 180N.

Planning should also include removing the existing fire station steel piles to facilitate ground improvement installation. Alternatively, the existing piles may be abandoned below grade provided new Rigid Inclusions can be installed, without conflict or obstruction, around the abandoned piles.

Proposed Fire Training Building and Burn Structure: We recommend existing fill, organics, structures, and utilities be removed from beneath the proposed fire training building and burn structure to expose the underlying undisturbed, non-organic, native soils. The extent of removal should extend 1 foot laterally outward from outside edge of perimeter footings for every 1-foot of excavation depth (1H:1V bearing splay). The overexcavated area should be backfilled with compacted Granular Borrow. We recommend footings be excavated using a smooth-edged bucket and that footings be underlain by at least 6 inches of compacted Crushed Stone wrapped in non-woven geotextile filter fabric, such as Mirafi 180N.

Proposed Police Asset Building: As discussed, boring B-304 encountered a relatively thick layer of topsoil and organics overlying native sands. Based on site observations, we anticipate thicker layers of organics may be present approaching the adjacent low laying

wet areas and drainage feature. We recommend existing fill, organics, wetland deposits, and loose and disturbed soils be removed from beneath this building to expose the underlying undisturbed, non-organic, native soils. Overexcavations should be backfilled with compacted Granular Borrow. Initial lifts of Granular Borrow for Underwater Backfill will be needed over wet subgrades. We recommend footings be excavated using a smooth-edged bucket and that footings be underlain by at least 6 inches of compacted Crushed Stone wrapped in non-woven geotextile filter fabric, such as Mirafi 180N.

Proposed Retaining Walls: We recommend existing organics, wetland deposits, fill, structures, and utilities be removed from beneath the proposed segmental block retaining walls (SRW), including reinforced zones, to expose the underlying undisturbed, non-organic, native soils. Overexcavations should be backfilled with compacted Granular Borrow. We recommend at least 12-inches of compacted Crushed Stone be provided beneath retaining walls. Alternatively, the ground beneath proposed SRW walls may be improved with rigid inclusions or stone columns which penetrate the organics, wetland deposits, fill, and loose soils into underlying dense native soils

Paved Areas: The uncontrolled fills appear problematic for support of the proposed paved areas, particularly where supporting heavy fire apparatus. We recommend existing fills be proof-rolled beneath proposed paved areas. Areas that become soft or continue to yield after densification, as well as debris, structures, and foundations, should be removed and replaced with compacted Granular Borrow. Woven geotextile, such as Mirafi 600X, should be provided over clayey or silty pavement subgrades. Wood, organics, and organic wetland deposits must be completely removed from beneath paved areas. We anticipate the uncontrolled fill more heavily laden with bricks, rubble, wood, and logs, such as encountered in the explorations along the edge of the drainage feature separating the northerly and southerly portions of the site, will require full removal and replacement with compacted Granular Borrow. Contract documents should include unit rates for removal and replacement of unsuitable soils beneath paved areas. Alternatively, the ground beneath proposed paved areas and heavy fire apparatus may be improved with rigid inclusions or stone columns.

Utilities: Beneath pipes and utility structures with soft trench bottoms, we recommend overexcavating with a smooth edged bucket and installing at least 1 foot of Underdrain Sand below customary bedding materials wrapped in geotextile fabric. The depth of

customary bedding materials for soft trench bottoms should be at least 12 inches for pipes and 24 inches for structures.

4.3 Excavation and Dewatering

Excavation work will generally encounter existing foundations and structures, uncontrolled fills, and native sands, silts, and silty clay. Depending on final depths of proposed utilities and structures, bedrock may be encountered in the northwesterly portion of the site. Care must be exercised during construction to limit disturbance of the bearing soils. Earthwork and grading activities should occur during drier, non-freezing weather of Spring, Summer and Fall. Equipment should not operate directly on the subgrade soils when wet. Low ground pressure tracked equipment may be needed and temporary haul roads overlying geotextile fabric may be necessary. Final cuts to subgrade should be performed with a smooth-edged bucket to help reduce strength loss from soil disturbance.

Based on the subsurface findings and depending on the final design grades, we anticipate bedrock removal may be required for deeper excavations in the northwesterly portion of the site. We recommend consideration be given to removing bedrock by hydraulic hoe-ramming in lieu of blasting. Pre-construction surveys should be completed on surrounding structures, water supply wells, and infrastructure prior to excavation.

Vibrations from construction should be controlled below threshold limits of 0.5 in/sec for structures, water supply wells and infrastructure within 500 feet of the project site. More restrictive vibration limits may be warranted in specific cases with sensitive equipment, historic structures or artifacts on-site or within close proximity.

Sumping and pumping dewatering techniques should be adequate to control groundwater in shallow excavations made above the groundwater table. Controlling the water levels to at least one foot below planned excavation depths will help stabilize subgrades during construction. Excavations must be properly shored or sloped in accordance with OSHA Regulations to prevent sloughing and caving of the sidewalls during construction. Care must be taken to preclude undermining adjacent structures, utilities and roadways.

The design and planning of excavations, excavation support systems, and dewatering is the responsibility of the contractor.

4.4 Foundations

4.4.1 Public Safety Building

As presented herein, we recommend the proposed public safety building (including foundations, floor slabs, and entrance slabs) be supported on spread footing foundations bearing on ground improved with Rigid Inclusions. Footings should be underlain with at least 6 inches of Crushed Stone wrapped in non-woven geotextile filter fabric, such as Mirafi 180N, bearing on improved ground. Floor slabs in heated spaced should be founded on at least 18 inches of compacted Structural Fill overlying improved ground. Entrance slabs should be founded on compacted Structural Fill extend to 4.5 feet below grade overlying improved ground. For foundations bearing on properly prepared subgrades, we recommend the following geotechnical parameters for design consideration:

Geotechnical Parameters for Spread Footings on Improved Ground	
Design Frost Depth (100-year AFI)	4.5 feet
Net Allowable Soil Bearing Pressure (Improved Ground)	4.0 ksf
Base Friction Factor	0.4
Total Unit Weight of Backfill	125 pcf
At-Rest Lateral Earth Pressure Coefficient	0.5
Internal Friction Angle of Backfill	30°
Seismic Soil Site Class	D (IBC 2021)
Total Settlement (Improved Ground)	1-inch
Differential Settlement (Improved Ground)	½-inch

We recommend the contract documents require an engineered submittal for Rigid Inclusions to improve ground conditions to meet or exceed the geotechnical parameters for bearing capacity, floor slab subgrade reaction modulus, and settlement as recommended herein. The Rigid Inclusions submittal must include QC and modulus testing procedures. We recommend Rigid Inclusion load testing be completed prior to installing production elements. The Rigid Inclusions submittal must be prepared and sealed by a Professional Engineer licensed in the State of Maine and endorsed by the Installer.

4.4.2 Police Asset Building, Fire Training Building, and Burn Structure

We recommend the proposed police asset building, fire training building, and burn structure be supported on spread footings founded on at least 6-inches of compacted Crushed Stone fully wrapped in non-woven geotextile fabric, such as Mirafi 180N,

bearing on undisturbed, non-organic, native soils, or bearing on compacted Granular Borrow used to backfill overexcavations after removing unsuitable materials or raise grades above undisturbed, non-organic, native soils. For foundations bearing on properly prepared subgrades, we recommend the following geotechnical parameters for design consideration:

Geotechnical Parameters for Spread Footings and Foundation Walls	
Design Frost Depth (100 year AFI)	4.5 feet
Net Allowable Soil Bearing Pressure	2.0 ksf
Base Friction Factor	0.35
Total Unit Weight of Backfill	125 pcf
At-Rest Lateral Earth Pressure Coefficient	0.5
Internal Friction Angle of Backfill	30°
Seismic Soil Site Class	D (IBC 2021)
Estimated Total Settlement	1-inch
Differential Settlement	½-inch

4.5 Foundation Drainage

We recommend an underdrain system be installed on the outside edge of perimeter footings. The underdrain pipe should consist of 4-inch diameter, perforated SDR-35 foundation drain pipe bedded in Crushed Stone and wrapped in non-woven geotextile fabric. The underdrain pipe must have a positive gravity outlet protected from freezing, clogging and backflow. Surface grades should be sloped away from the building for positive surface water drainage. General underdrain details are illustrated on the "Foundation Detail Sketch" attached in Appendix B.

4.6 Slab-On-Grade

On-grade floor slabs in heated areas of the Public Safety Building may be designed using a subgrade reaction modulus of 100 pci (pounds per cubic inch) provided the slab is underlain by at least 18-inches of compacted Structural Fill placed over ground improved with Rigid Inclusions. On-grade floor slabs in heated areas of the Police Asset Building may be designed using a subgrade reaction modulus of 100 pci (pounds per cubic inch) provided the slab is underlain by at least 12-inches of compacted Structural Fill placed over properly prepared subgrades. Floor slabs in unheated areas should be underlain non-frost susceptible Structural Fill extending to 4.5 feet below grade. The structural engineer or concrete consultant must design steel reinforcing and joint spacing appropriate to slab thickness and function, as well as cracking and curling.

We recommend a sub-slab vapor retarder particularly in areas of the buildings where the concrete slab will be covered with an impermeable surface treatment or floor covering that may be sensitive to moisture vapors. The vapor retarder must have a permeance that is less than the floor cover or surface treatment that is applied to the slab. The vapor retarder must have sufficient durability to withstand direct contact with the sub-slab base material and construction activity. The vapor retarder material should be placed according to the manufacturer's recommended method, including the taping and lapping of all joints and wall connections. The architect and/or flooring consultant should select the vapor retarder products compatible with flooring and adhesive materials.

The floor slabs should be appropriately cured using moisture retention methods after casting. Typical floor slab curing methods should be used for at least 7 days. The architect or flooring consultant should assign curing methods consistent with current applicable American Concrete Institute (ACI) procedures with consideration of curing method compatibility to proposed surface treatments, flooring and adhesive materials.

4.7 Entrance Slabs and Sidewalks

Entrance slabs and sidewalks adjacent to the building must be designed to reduce the effects of differential frost action between adjacent pavement, doorways, and entrances. We recommend that non-frost susceptible Structural Fill be provided to a depth of at least 4.5 feet below the top of entrance slabs. This thickness of Structural Fill should extend the full footprint of the entrance slab, thereafter transitioning up to the bottom of the adjacent sidewalk or pavement gravels at a 3H:1V or flatter slope. General details of this frost transition zone are shown on the "Foundation Detail Sketch" attached in Appendix B.

4.8 Segmental Retaining Walls

For the proposed site retaining walls, we recommend wet-cast segmental retaining walls. We recommend the facing blocks be founded on a minimum 6-inch thick leveling course of compacted Crushed Stone overlying properly prepared subgrades as discussed herein. For design of Segmental Retaining Walls (SRW), such as Redi-Rock, we recommend the following geotechnical parameters for design:

Geotechnical Parameters for Segmental Retaining Wall		
Wall Zone	**Unit Weight (pcf)**	**Friction Angle**
Reinforced Soil	130	34
Retained Soil	125	30
Foundation Soil	125	30

Design of the retaining wall and evaluation of base sliding, overturning and internal stability of the wall are the responsibility of the wall design engineer. The wall designer must account for construction surcharge loads and future live load conditions. S.W.COLE should be retained to perform a global stability analysis of the SRW and to review the SRW submittal if designed by others.

4.9 Fill, Backfill and Compaction

We recommend the following fill and backfill materials: recycled products must also be tested in accordance with applicable environmental regulations and approved by a qualified environmental consultant.

Common Borrow: Fill to raise grades in landscape areas should be non-organic compactable earth meeting the requirements of 2020 MaineDOT Standard Specification 703.18 Common Borrow.

Granular Borrow: Fill to raise grades in building and paved areas, as well as to repair soft areas, should be sand meeting the requirements of 2020 MaineDOT Standard Specification 703.19 Granular Borrow. Initial lifts of Granular Borrow for Underwater Backfill will likely be required over wet subgrades.

Structural Fill: Backfill for foundations, slab base material, and material below exterior entrances slabs should be clean, non-frost susceptible sand and gravel meeting the gradation requirements for Structural Fill as given below:

Structural Fill	
Sieve Size	**Percent Finer by Weight**
4 inch	100
3 inch	90 to 100
¼ inch	25 to 90
No. 40	0 to 30
No. 200	0 to 6

Crushed Stone: Crushed Stone, used beneath foundations and for underdrain aggregate, should be washed ¾-inch crushed stone meeting the requirements of 2020 MaineDOT Standard Specification 703.13 Crushed Stone ¾-Inch.

Reuse of Site Soils: The existing site soils appear unsuitable for reuse in building and paved areas but may be suitable for reuse as Common Borrow provided they are free of deleterious material, organics, rubble, and debris, and are at a compactable moisture content at the time of reuse.

Placement and Compaction: Fill should be placed in horizontal lifts and compacted such that the desired density is achieved throughout the lift thickness with 3 to 5 passes of the compaction equipment. Loose lift thicknesses for grading, fill and backfill activities should not exceed 12 inches. We recommend that fill and backfill in building and paved areas be compacted to at least 95 percent of its maximum dry density as determined by ASTM D-1557. Crushed Stone should be compacted with 3 to 5 passes of a vibratory plate compactor having a static weight of at least 500 pounds.

4.10 Weather Considerations

Construction activity should be limited during wet and freezing weather and the site soils may require drying or thawing before construction activities may continue. The contractor should anticipate the need for water to temper fills in order to facilitate compaction during dry weather. If construction takes place during cold weather, subgrades, foundations and floor slabs must be protected during freezing conditions. Concrete and fill must not be placed on frozen soil; and once placed, the concrete and soil beneath the structure must be protected from freezing.

4.11 Paved Areas

We anticipate heavy duty paved areas will be subjected emergency vehicle and fire apparatus traffic and standard duty paved areas will be subjected to passenger vehicles. Considering the site soils and proposed usage, we offer the following pavement sections for consideration:

FLEXIBLE (HMA) PAVEMENT SECTION – 2020 MaineDOT Standard Specs		
Pavement Layer	**Standard Duty**	**Heavy Duty**
MaineDOT 9.5 mm Hot Mix Asphalt	1 ½ inches	1 ½ inches
MaineDOT 19.0 mm Hot Mix Asphalt	2 ½ inches	3 ½ inches
MaineDOT 703.06 Aggregate Base Type A	6 inches	6 inches
MaineDOT 703.06 Aggregate Subbase Type D	12 inches	18 inches
Woven Geotextile (Mirafi 600X) provided over silty and clayey subgrades		

Pavement subgrades must be prepared as described herein prior to constructing the new pavement sections. The base and subbase materials should be compacted to at least 95 percent of their maximum dry density as determined by ASTM D-1557. Hot mix asphalt pavement should be compacted to 92 to 97 percent of its theoretical maximum density as determined by ASTM D-2041. A tack coat should be used between successive lifts of bituminous pavement.

It should be understood that frost penetration can be on the order of 4.5 feet in this area. In the absence of full depth excavation of frost susceptible soils below paved areas and subsequent replacement with non-frost susceptible compacted fill, frost penetration into the subgrade will occur and some heaving and distress of pavement must be anticipated.

4.12 Design Review and Construction Testing

S.W.COLE should be retained to review the construction documents prior to bidding to determine that our earthwork, foundation, and pavement recommendations have been properly interpreted and implemented.

S.W.COLE should be retained to review delegated design submittals for ground improvements. S.W.COLE should also be retained to review delegated design submittals for segmental block retaining walls.

A construction materials testing and quality assurance program should be implemented during construction to observe compliance with the design concepts, plans, and specifications. S.W.COLE is available to observe earthwork activities, installation of ground improvement, the preparation of foundation bearing surfaces and pavement subgrades, as well as to provide testing and IBC Special Inspection services for soils,

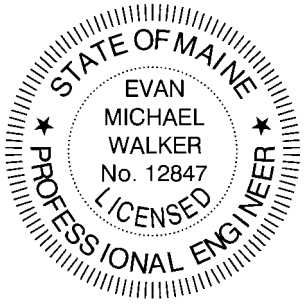
concrete, steel, spray-applied fireproofing, fire-stopping, structural masonry, and asphalt construction materials.

5.0 CLOSURE

It has been a pleasure to be of assistance to you with this phase of your project. We look forward to working with you during the construction phase of the project.

Sincerely,

S. W. Cole Engineering, Inc.



Evan M. Walker, P.E.
Senior Geotechnical Engineer

EMW:tjb

APPENDIX A

Limitations

This report has been prepared for the exclusive use of Woodard & Curran for specific application to the proposed Public Safety Building at 526 and 550 Minot Avenue in Auburn, Maine. S. W. Cole Engineering, Inc. (S.W.COLE) has endeavored to conduct our services in accordance with generally accepted soil and foundation engineering practices. No warranty, expressed or implied, is made.

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

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

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

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

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

APPENDIX B

Figures



LEGEND:

- APPROXIMATE BORING LOCATION
- APPROXIMATE CONE PENETRATION TEST LOCATION
- APPROXIMATE TEST PIT LOCATION

NOTES:

1. EXPLORATION LOCATION PLAN WAS PREPARED FROM A 1"=20' SCALE PLAN OF THE SITE TITLED "CIVIL SITE GRADING & DRAINAGE PLAN - 1," PREPARED BY WOODARD & CURRAN, DATED FEBRUARY 2025.
2. THE EXPLORATIONS WERE LOCATED IN THE FIELD BY S. W. COLE ENGINEERING, INC. USING A MAPPING GRADE GPS RECEVER.
3. THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE ASSOCIATED S. W. COLE ENGINEERING, INC. GEOTECHNICAL REPORT.
4. THE PURPOSE OF THIS PLAN IS ONLY TO DEPICT THE LOCATION OF THE EXPLORATIONS IN RELATION TO THE EXISTING CONDITIONS AND PROPOSED CONSTRUCTION AND IS NOT TO BE USED FOR CONSTRUCTION.

0 20 40 Feet

NO.	DATE	DESCRIPTION	BY
2	01/29/2026	REVISED CONCEPT ADD 100 SERIES TEST PITS AND UPDATED BORING AND CPT LOCATIONS	CEM
1	06/25/2025	REVISED CONCEPT ADD 300 SERIES BORINGS AND 100 SERIES CPT'S	CEM
0	12/30/2021	REPORT SUBMISSION	CEM

S.W.COLE ENGINEERING, INC

WOODARD & CURRAN, INC.

EXPLORATION LOCATION PLAN

PROPOSED PUBLIC SAFETY FACILITY
526 & 550 MINOT AVENUE
AUBURN, MAINE

Job No.:	21-0922.1	Scale:	1" = 20'
Date :	06/25/2025	Sheet:	1

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SEE SHEET 1

B-303
B-308
B-309
B-307
B-305
B-306
B-304
CPT-102
TP-107
TP-106
TP-101
TP-105
TP-103
CPT-103
TP-102
TP-104
POLICE ASSET BUILDING
FFE=225.0
IMPOUND AREA
BURN STRUCTURE
FFE=215.5
FIRE TRAINING BUILDING
FFE=215.5
4 STY BRICK TOWER
2 STY CEMENT BUILDING
IRON BEAM STRUCTURE
48" STEEL INV. OUT EL. 209.51'
35' REAR YARD SETBACK

LEGEND:

- APPROXIMATE BORING LOCATION
- APPROXIMATE CONE PENETRATION TEST LOCATION
- APPROXIMATE TEST PIT LOCATION

NOTES:

1. EXPLORATION LOCATION PLAN WAS PREPARED FROM A 1"=20' SCALE PLAN OF THE SITE TITLED "CIVIL SITE GRADING & DRAINAGE PLAN - 1," PREPARED BY WOODARD & CURRAN, DATED FEBRUARY 2025.
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0 20 40 Feet

NO.	DATE	DESCRIPTION	BY
2	01/29/2026	REVISED CONCEPT ADD 100 SERIES TEST PITS AND UPDATED BORING AND CPT LOCATIONS	CEM
1	06/25/2025	REVISED CONCEPT ADD 300 SERIES BORINGS AND 100 SERIES CPT'S	CEM
0	12/30/2021	REPORT SUBMISSION	CEM

S.W.COLE ENGINEERING, INC.

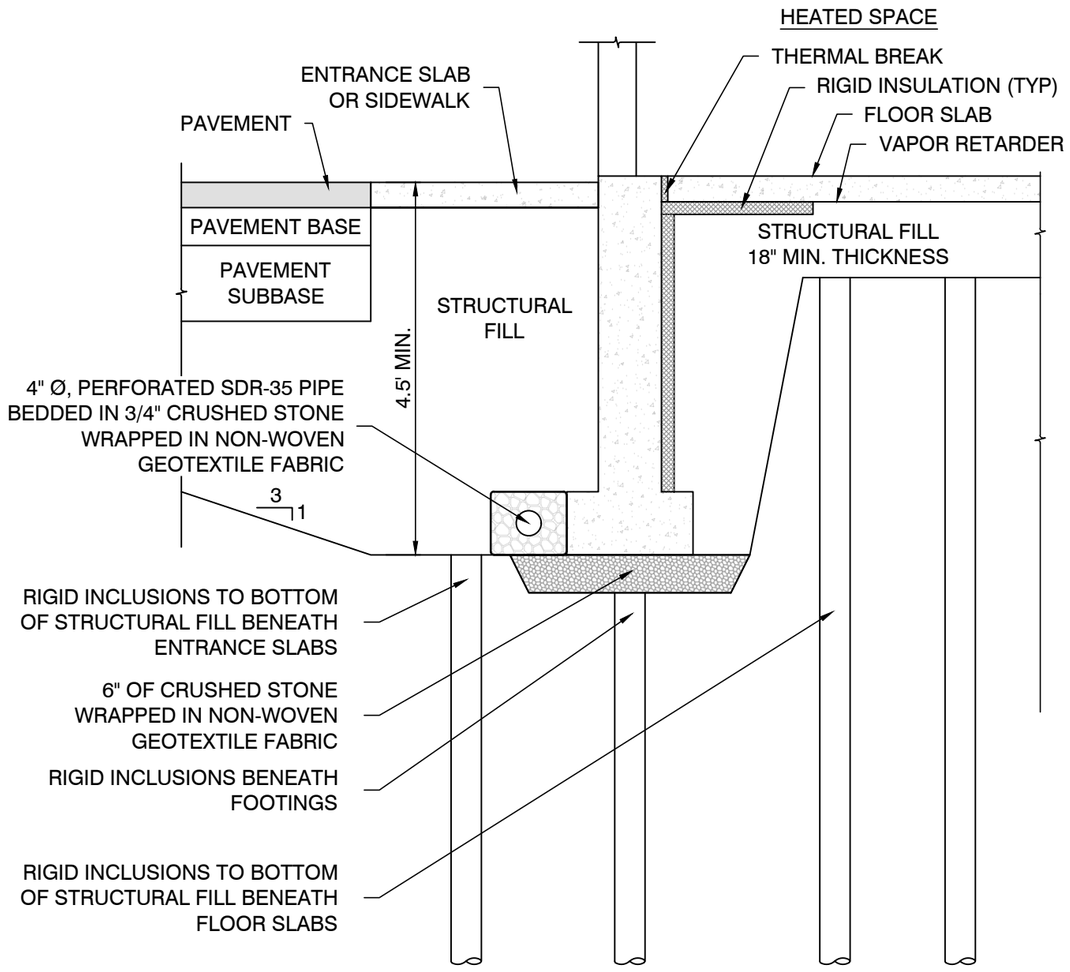
WOODARD & CURRAN, INC.

EXPLORATION LOCATION PLAN

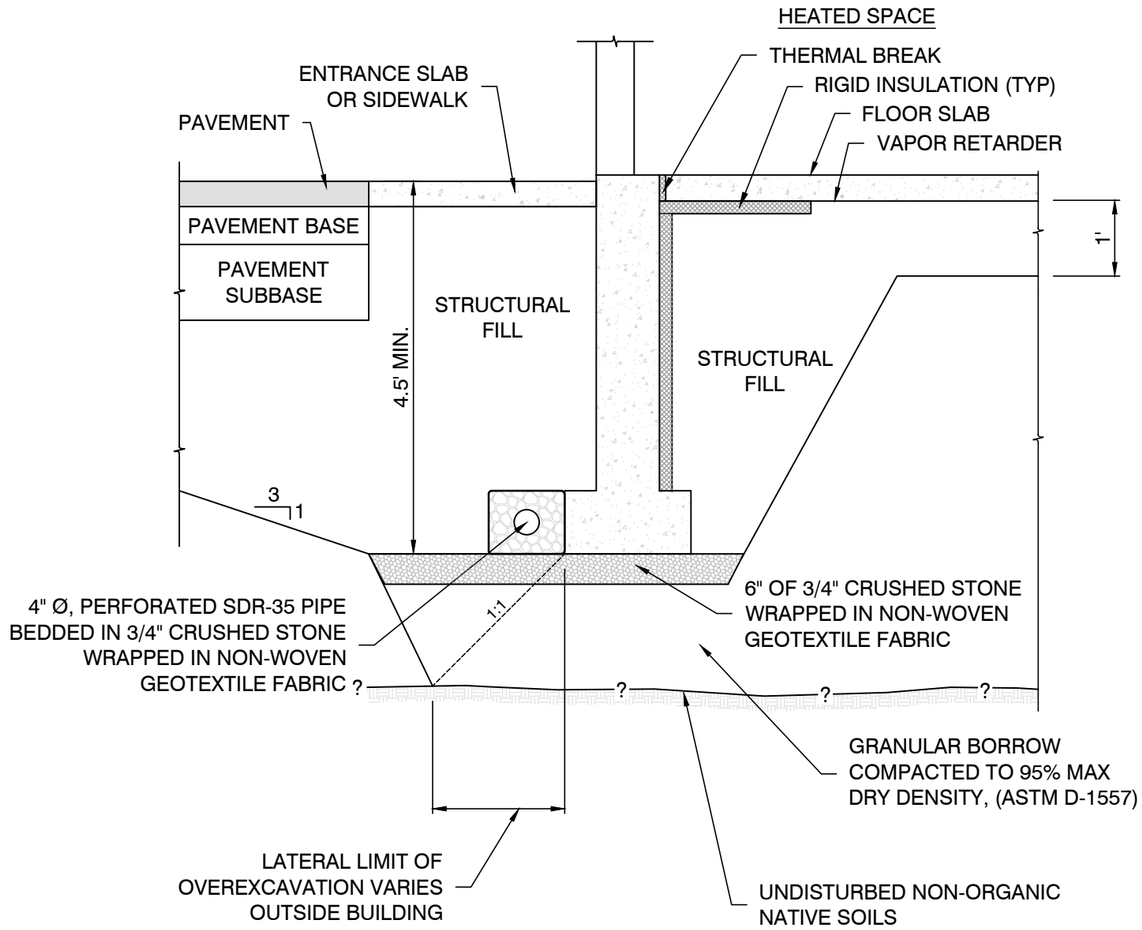
PROPOSED PUBLIC SAFETY FACILITY
526 & 550 MINOT AVENUE
AUBURN, MAINE

Job No.: 21-0922.1 Scale: 1" = 20'
Date : 06/25/2025 Sheet: 2

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RIGID INCLUSION GROUND IMPROVMENT



OVER-EXCAVATION AND REPLACEMENT

NOTE:

1. UNDERDRAIN INSTALLATION AND MATERIAL GRADATION RECOMMENDATIONS ARE CONTAINED WITHIN THIS REPORT.
2. DETAIL IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY, NOT FOR CONSTRUCTION.

S.W.COLE ENGINEERING, INC.

WOODARD & CURRAN, INC.

FOUNDATION DETAIL SKETCH

PROPOSED PUBLIC SAFETY FACILITY
526 & 550 MINOT AVENUE
AUBURN, MAINE

Job No.:	21-0922.1	Scale:	Not to Scale
Date :	02/02/2026	Sheet:	3

APPENDIX C

Exploration Logs and Key

BORING LOG

CLIENT:	Woodard & Curran, Inc.
PROJECT:	Proposed Public Safety Facility
LOCATION:	526 & 550 Minot Avenue, Auburn, Maine

BORING NO.:	**B-301**
SHEET:	1 of 1
PROJECT NO.	21-0922.1
DATE START:	5/29/2025
DATE FINISH:	5/29/2025

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 215' +/- **TOTAL DEPTH (FT):** 18.6 **LOGGED BY:** Kyle Kaserman

DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Cased Boring

RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** N/A / N/A **SAMPLER:** Standard Split-Spoon

HAMMER TYPE: Automatic / Automatic **HAMMER WEIGHT (lbs):** 140 / 140 **CASING ID/OD:** 4 in / 4 1/2 in **CORE BARREL:** NQ2

HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30 / 30

WATER LEVEL DEPTHS (ft): ▽ 3 ft Soils saturated below 3' +/-

GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Drilling
▼ At Completion of Drilling
▼ After Drilling

D = Split Spoon Sample
U = Thin Walled Tube Sample
R = Rock Core Sample
V = Field Vane Shear

Pen. = Penetration Length
Rec. = Recovery Length
bpf = Blows per Foot
mpf = Minute per Foot

WOR = Weight of Rods
WOH = Weight of Hammer
RQD = Rock Quality Designation
PID = Photoionization Detector

S_v = Field Vane Shear Strength, kips/sq.ft.
q_U = Unconfined Compressive Strength, kips/sq.ft.
Ø = Friction Angle (Estimated)
N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0-2	24/14	1-3-2-4			0.3 Vegetation / Topsoil (FILL)		
			2D		2-4	24/16	3-3-1-2	q_P=2 ksf		Loose, brown, silty SAND, with occasional gravelly sand layers, with ash (FILL)	▽	
210	5		3D		5-7	24/22	4-4-5-7	q_P=5.5-8.5 ksf		2.5 Very stiff to stiff, gray, clayey SILT, trace sand, with sand layers		
205	10		4D		10-12	24/6	10-10-9-12			10.0 Medium dense, gray, silty gravelly SAND		
200	15		1R		14.5-17	30/30	73			14.5 BEDROCK		
			2R		17-18.6	19/19	50			Fair to Poor Quality Sangerville Formation Fracture angles 40 to 90 Degrees		

Bottom of Exploration at 18.6 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-302
SHEET: 1 of 2
PROJECT NO. 21-0922.1
DATE START: 5/28/2025
DATE FINISH: 5/28/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** 221' +/- | **TOTAL DEPTH (FT):** 42.0 | **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling | **DRILLER:** Matt Bussey | **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Mobile Drill B-48 | **AUGER ID/OD:** N/A / N/A | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic / Automatic | **HAMMER WEIGHT (lbs):** 140 / 140 | **CASING ID/OD:** 4 in / 4 1/2 in | **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: | **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 10 ft Soils Moist from Surface, Saturated Below 10' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Well Diagram
220			1D		0-2	24/22	WOH-2-3-5	q_P=7 ksf		0.8 Vegetation / Topsoil (FILL) Very stiff to stiff, brown, silty CLAY		
			2D		2-4	24/24	6-8-10-12	q_P=9 ksf				
215	5		3D		5-7	24/22	4-4-7-17	q_P=5-7 ksf		6.3 Medium dense, brown, SAND, some silt	▽	
210	10		4D		10-12	24/18	7-7-6-7			Medium dense, brown SAND, some silt, some gravel		Well Screen
205	15		5D		15-17	24/16	16-17-17-20			13.0 Dense, gray-brown, silty SAND, some gravel		Filter Sand
200	20		6D		20-20.9	11/9	45-50/5"			20.0 Very dense, gray, gravelly SILT AND SAND, with frequent cobbles		Gravel
195	25											
190	30		7D		30-30.9	11/11	31-50/5"					Soil Cuttings
185	35											

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

(Continued Next Page)

BORING LOG

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

BORING NO.: B-302
SHEET: 2 of 2
PROJECT NO. 21-0922.1
DATE START: 5/28/2025
DATE FINISH: 5/28/2025

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION						Graphic Log	Sample Description & Classification	H_20 Depth	Well Diagram
			Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data				
180			8D	X	40-40.4	5/5	50/5"					

Bottom of Exploration at 42.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-303
SHEET: 1 of 1
PROJECT NO. 21-0922.1
DATE START: 5/29/2025
DATE FINISH: 5/29/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** 228' +/- | **TOTAL DEPTH (FT):** 40.0 | **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling | **DRILLER:** Matt Bussey | **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Mobile Drill B-48 | **AUGER ID/OD:** N/A / N/A | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic / Automatic | **HAMMER WEIGHT (lbs):** 140 / 140 | **CASING ID/OD:** 4 in / 4 1/2 in | **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: | **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 10 ft Soils saturated below 10' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		0-2	24/20	14-10-5-5			0.3 4" Asphalt Pavement		
										1.3 Medium dense, gray-brown, gravelly sand, some silt, with geotextile fabric (FILL)		
			2D		2-4	24/22	6-5-6-7	q_P=4-5 ksf		2.0 Medium dense, brown, silty fine SAND (FILL)		
225			3D		4-6	24/22	4-6-7-7	q_P=3-3.5 ksf		Very stiff, brown, clayey SILT, with occasional sand partings (FILL)		
	5		4D		6-8	24/24	6-5-6-6	q_P=0.5-3 ksf		6.0 Stiff, brown, silty CLAY, with occasional sand seams		
220												
	10		5D		10-12	24/24	1-3-3-4	q_P=1 ksf		10.0 Stiff to medium, gray, silty CLAY, with occasional sand layers	▽	
215												
	15		1V		14.9-14.9	0	WOH/12"-	q_P=0.5-2 ksf				No Vane Penetration at 1V
			6D		15-17	24/24	2-2					
210												
	20		1U		20-22	24/18						
								w =42 %				
			2V		22-23	12		W_L=54 W_P=31				No Vane Rotation at 2V
205												
	25		7D		25-27	24/12	6-8-15-23			25.0 Medium dense, orange-brown, fine SAND, some silt		
200												
	30		8D		30-32	24/4	15-21-19-17			30.0 Dense, gray, gravelly SILT AND SAND, with occasional cobbles (Till)		
195												
	35											
190												

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

Bottom of Exploration at 40.0 feet

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.:	**B-304**
SHEET:	1 of 1
PROJECT NO.	21-0922.1
DATE START:	5/28/2025
DATE FINISH:	5/28/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 216' +/- **TOTAL DEPTH (FT):** 22.0 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** 3 1/4 in / 6 1/2 in **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): ▽ 6 ft Soils saturated below 6' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
215			1D		0-2	24/18	1/12"-1-7			0.3 Vegetation/ Forest Duff		
			2D		2-4	24/16	9-14-25-26			Very loose, light brown, SILT AND SAND, trace gravel, with organics		
										3.0 Dense, light brown, silty SAND, some gravel, with occasional cobbles		
	5		3D		5-7	24/16	16-11-15-14			5.0 Medium dense, light brown, SAND AND GRAVEL, some silt	▽	
210										7.0 Medium dense, gray-brown, silty SAND with frequent silt layers		
	10		4D		10-12	24/20	13-11-12-20					
205												
	15		5D		15-17	24/18	15-12-13-13			15.0 Medium dense, gray, gravelly SILT AND SAND, with occasional cobbles		
200												
	20		6D		20-22	24/20	26-22-25-25			20.0 Dense, gray, SILT AND SAND, trace gravel, with occasional sand layers		
195										Bottom of Exploration at 22.0 feet		

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-305
SHEET: 1 of 1
PROJECT NO. 21-0922.1
DATE START: 5/27/2025
DATE FINISH: 5/27/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** 217' +/- | **TOTAL DEPTH (FT):** 32.0 | **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling | **DRILLER:** Matt Bussey | **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Mobile Drill B-48 | **AUGER ID/OD:** 3 1/4 in / 6 1/2 in | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic | **HAMMER WEIGHT (lbs):** 140 | **CASING ID/OD:** N/A /N/A | **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: | **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): ▽ 15 ft Soils saturated below 15' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		0-2	24/20	1-1-3-3	q_P=5.5-6.5 ksf		0.2 Vegetation/Topsoil (FILL)		
										1.0 Very loose, brown, fine SAND, some gravel, some silt (FILL)		
215			2D		2-4	24/18	4-5-8-9	q_P=5.5-6 ksf		2.0 Hard, gray-brown, silty CLAY, with roots and organics (FILL)		
	5		3D		5-7	24/24	3-4-5-7	q_P=4-6.5 ksf		Hard, brown, silty CLAY (FILL)		
210			4D		7-9	24/24	7-8-22-28	q_P=2-3.5 ksf		7.0 Very stiff, brown, silty CLAY		
	10		5D		10-12	24/8	25-28-19-16			9.0 Dense, brown, silty SAND AND GRAVEL		
205											▽	
	15		6D		15-17	24/24	6-10-11-12			15.0 Medium dense, brown, fine SAND, some silt, some gravel		
200										16.0 Medium dense, brown, silty gravelly SAND		
	20		7D		20-22	24/24	9-5-4-7			20.0 Loose to medium dense, gray-brown, SILT AND SAND, with occasional sand layers		
195												
	25		8D		25-27	24/24	2-4-7-9	q_P=1 ksf		26.0 Medium dense, gray, sandy clayey SILT		
190												
	30		9D		30-32	24/14	12-16-17-24			30.0 Medium stiff, gray, sandy SILT, some gravel, with occasional sand layers		
185										Bottom of Exploration at 32.0 feet		

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING NO.: B-305

BORING LOG

BORING NO.:	**B-306**
SHEET:	1 of 1
PROJECT NO.	21-0922.1
DATE START:	5/27/2025
DATE FINISH:	5/27/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 216' +/- **TOTAL DEPTH (FT):** 31.9 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** N/A / N/A **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic / Automatic **HAMMER WEIGHT (lbs):** 140 / 140 **CASING ID/OD:** 4 in / 4 1/2 in **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 15 ft Soils saturated below 15' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
215			1D		0-2	24/22	2-2-2-2			0.1 Grass/Topsoil (FILL)		
			2D		2-4	24/20	1-3-3-4	q_P=2.5 ksf		Very loose, brown, sandy SILT, with roots and organics, some asphalt (FILL) 2.0 Very stiff, brown-gray, silty CLAY (FILL)		
	5		3D		5-7	24/24	3-4-5-6	q_P=3-4.5 ksf		5.0 Hard to very stiff, brown, silty CLAY		
210			4D		7-9	24/24	7-7-8-8	q_P=3.5-5.5 ksf				
	10		5D		10-12	24/24	2-1-2-3	q_P=0.5 ksf		10.0 Stiff to medium, gray-brown, silty CLAY, with occasional sand seams		
205											▽	
	15		6D		15-17	24/24	WOH/24"			15.0 Medium, gray, silty CLAY		
200												
	20		1V		19.9-	0	2-4-5-4			20.0 Loose, light brown, fine SAND, some silt, with occasional silt layers		No Vane Penetration at 1V
195			7D		19.9 20-22	24/14						
	25		8D		25-27	24/14	5-7-7-11					
190												
	30		9D		30-31.9	23/12	15-22-22-50/5"			29.5 Dense, gray, gravelly SILT AND SAND, with weathered bedrock fragments		
185												

Bottom of Exploration at 31.9 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-307
SHEET: 1 of 1
PROJECT NO. 21-0922.1
DATE START: 5/27/2025
DATE FINISH: 5/27/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 220' +/- **TOTAL DEPTH (FT):** 32.0 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** N/A / N/A **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic / Automatic **HAMMER WEIGHT (lbs):** 140 / 140 **CASING ID/OD:** 4 in / 4 1/2 in **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 10 ft Soils saturated below 10' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		0-2	24/18	3-3-4-2			0.8 Loose, brown, gravelly SAND, some silt (FILL)		
			2D		2-4	24/24	4-7-3-4			2.5 Loose, dark brown, fine SAND, some silt, trace gravel (FILL)		
			3D		4-6	24/12	1-1-2-2			4.0 Very stiff, brown-gray, silty CLAY, with organics (FILL)		
215	5		4D		6-8	24/10	2-1-1-1			Very loose, dark gray, clayey SILT, with occasional sand seams and wood and organics (FILL)		
										8.0 Very loose, dark gray, SILT AND SAND, trace gravel, with occasional clay layers (FILL)		
210	10		5D		10-12	24/10	4-2-2-1				▽	
205	15		6D		15-17	24/24	1-1-1-1	q_P=1.5 ksf		15.0 Stiff, gray, silty CLAY, with occasional sand seams		
200	20		7D		20-22	24/24	WOR-WOH/12"-3			20.0 Medium, gray-brown to gray, silty CLAY, with frequent silt layers		
195	25		8D		25-27	24/12	6-11-15-18			25.0 Medium dense, gray-brown, SILT AND SAND		
190	30		9D		30-31.5	18/12	17-42-50/6"			30.0 Very dense, gray, gravelly SILT AND SAND, with frequent cobbles (Till)		

Bottom of Exploration at 32.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.:	**B-308**
SHEET:	1 of 1
PROJECT NO.	21-0922.1
DATE START:	5/29/2025
DATE FINISH:	5/29/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 212' +/- **TOTAL DEPTH (FT):** 18.5 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** 3 1/4 in / 6 1/2 in **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): ▽ 4 ft Soils saturated below 4' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		0-2	24/23	1-4-2-4	q_P=2.5-5 ksf		0.2 Vegetation / topsoil (FILL)		
										1.2 Loose, brown, sitly SAND, trace gravel (FILL)		
210			2D		2-4	24/18	3-4-5-4	q_P=4-5 ksf		Very stiff to hard, brown, clayey SILT, trace gravel, with occasional sand seams (FILL)		
										3.0	▽	
			3D		4-6	24/18	5-7-9-9	q_P=5.5-9 ksf		Hard, brown, clayey SILT, with frequent sand layers		
	5											
			4D		6-8	24/24	9-11-12-10	q_P=6.5-7.5 ksf		6.0 Medium dense, silty SAND, trace gravel		
205										6.5 Very stiff, brown, silty CLAY		
	10		5D		10-12	24/1	3-3-3-10					
200												
	15		6D		15-17	24/12	4-3-4-3			15.0 Loose, gray, gravelly, silty SAND		
195												

Refusal at 18.5 feet
Probable Boulder or Bedrock

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-309
SHEET: 1 of 1
PROJECT NO. 21-0922.1
DATE START: 5/29/2025
DATE FINISH: 5/29/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 223' +/- **TOTAL DEPTH (FT):** 17.0 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** 3 1/4 in / 6 1/2 in **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): No free water observed
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0-2	24/8	6-10-9-8			Medium dense, brown, gravelly SAND, some silt (FILL)		
			2D		2-4	24/8	6-6-6-8	q_P=3.5-4 ksf		2.0 Very stiff, gray-brown, silty CLAY, some sand, trace gravel (FILL)		
220												
	5		3D		5-7	24/0	2-1-2-1			5.0 Loose, brown, gravelly SAND, some silt (FILL)		
			4D		7-9	24/1	9-12-14-15			7.0 Very stiff, dark gray, silty CLAY, trace gravel		
215												
	10		5D		10-12	24/10	7-10-11-14			10.0 Stiff, brown, silty CLAY		
210												
	15		6D		15-17	24/24	2-3-3-4	q_P=1.5-4 ksf		15.0 Stiff to very stiff, gray-brown, silty CLAY		

Bottom of Exploration at 17.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

CLIENT: Woodard & Curran
PROJECT: Proposed Central Fire Station Additions
LOCATION: 550 Minot Avenue, Auburn, Maine

BORING NO.: B-101
SHEET: 1 of 1
PROJECT NO. 21-0922
DATE START: 12/2/2021
DATE FINISH: 12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** | **TOTAL DEPTH (FT):** 22.0 | **LOGGED BY:** Evan Walker
DRILLING CO.: S. W. Cole Explorations, LLC | **DRILLER:** Kevin Hanscom | **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Diedrich D-50 | **AUGER ID/OD:** 2 1/4 in / 5 5/8 in | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: N/A | **HAMMER WEIGHT (lbs):** 140 | **CASING ID/OD:** N/A /N/A | **CORE BARREL:**
HAMMER EFFICIENCY FACTOR: | **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): ▽ 16 ft Soils Moist Below 5', Wet to Saturated Below 16' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0.4-2.4	24/16	10-8-7-6			0.4 4" Asphalt Pavement Medium dense, brown, gravelly SAND, some silt, with brick (FILL)		
			2D		2.4-4.4	24/16	5-5-5-6					
	5		3D		5-7	24/18	1-3-3-4			4.0 Stiff, brown, silty CLAY, some sand, trace gravel (FILL) 5.0 Loose, brown, SILT and fine SAND, some clay, some gravel (FILL) 7.0 Layered, brown silty CLAY and loose, gravelly silty SAND (FILL)		
	10		4D		10-12	24/6	3-4-2-2			12.0 Stiff to medium, brown silty CLAY		
	15		5D		15-17	24/24	1-1-1-1	q_p=0.5-1.5 ksf			▽	
	20		6D		20-22	24/16	6-8-9-6			20.0 Medium dense, brown, gravelly SAND, some silt		

Bottom of Exploration at 22.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 21-0922.GPJ SWCE TEMPLATE.GDT 12/30/21

BORING LOG

CLIENT: Woodard & Curran
PROJECT: Proposed Central Fire Station Additions
LOCATION: 550 Minot Avenue, Auburn, Maine

BORING NO.: B-102
SHEET: 1 of 1
PROJECT NO. 21-0922
DATE START: 12/2/2021
DATE FINISH: 12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** | **TOTAL DEPTH (FT):** 27.0 | **LOGGED BY:** Evan Walker
DRILLING CO.: S. W. Cole Explorations, LLC | **DRILLER:** Kevin Hanscom | **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Diedrich D-50 | **AUGER ID/OD:** N/A / N/A | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: N/A | **HAMMER WEIGHT (lbs):** 140 / 140 | **CASING ID/OD:** 4 in / 4 1/2 in | **CORE BARREL:**
HAMMER EFFICIENCY FACTOR: | **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 12 ft Soils Moist Below 5', Wet to Saturated Below 12' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS: Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		1-3	24/18	3-4-4-3			0.4 4.5" Asphalt Pavement Loose, brown, silty SAND AND GRAVEL (FILL)		
			2D		3-5	24/24	4-4-6-6	q_P=7 to 4 ksf		2.6 Stiff, dark brown to brown, silty CLAY, some sand (FILL)		
	5		3D		5-7	24/20	8-8-7-7	q_P=4 to 3.5 ksf		3.5 Very stiff to stiff, brown, silty CLAY		
	10		4D		10-12	24/24	2-2-2-2	q_P=1.5 to 0.5 ksf			▽	
										12.0 Stiff to medium, gray-brown to gray, silty CLAY		
	15		5D		15-17	24/18	WOH-1-1-6	q_P=0.5 ksf				
										16.8 Medium dense, brown, silty fine SAND		
	20		6D		20-22	24/15	6-6-6-10			20.0 Medium dense, orange-brown, silty SAND, some gravel		
	25		7D		25-27	24/16	13-12-15-14			25.5 Medium dense, brown and gray-brown, silty SAND, some gravel (Till)		
										Bottom of Exploration at 27.0 feet		

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 21-0922.GPJ SWCE TEMPLATE.GDT 12/30/21

BORING LOG

CLIENT:	Woodard & Curran
PROJECT:	Proposed Central Fire Station Additions
LOCATION:	550 Minot Avenue, Auburn, Maine

BORING NO.:	**B-103**
SHEET:	1 of 1
PROJECT NO.	21-0922
DATE START:	12/2/2021
DATE FINISH:	12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** **TOTAL DEPTH (FT):** 26.4 **LOGGED BY:** Evan Walker

DRILLING CO.: S. W. Cole Explorations, LLC **DRILLER:** Kevin Hanscom **DRILLING METHOD:** Hollow Stem Auger

RIG TYPE: Track Mounted Diedrich D-50 **AUGER ID/OD:** 2 1/4 in / 5 5/8 in **SAMPLER:** Standard Split-Spoon

HAMMER TYPE: N/A **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:**

HAMMER EFFICIENCY FACTOR: **HAMMER DROP (inch):** 30

WATER LEVEL DEPTHS (ft): ▽ 10 ft Soils Moist to Wet Below 5', Saturated Below 10' +/-

GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:

Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling

D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear

Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot

WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector

S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0.4-2.4	24/16	19-22-16-10			0.4 4.5" Asphalt Pavement; Dense, brown, SAND AND GRAVEL, some silt (FILL)		
			2D		2.4-4.4	24/16	9-9-8-4	q_P=1.5-3 ksf		2.0 Stiff, brown, silty CLAY		
	5		3D		5-7	24/24	2-1-2-2	q_P=1-1.5 ksf				
	10		4D		10-12	24/24	1-1-1-2	q_P=0.5-1.5 ksf; w =36.8 %		11.5 Medium, gray, silty CLAY	▽	
	15		5D		15-17	24/24	WOR-WOH/12"-1	w =41.4 %				
	20		6D		20-22	24/24	WOH-18"-3			Frequent Sand Seams Below 21'; Hydraulic Push Rod Probe Below 22'		
	25									24.4 ROD PROBE		

Depth	Resistance	Interpreted Soil Type
24.4-25.4	28	Probable Sand
25.4-26.4	48	

Bottom of Exploration at 26.4 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING LOG

CLIENT:	Woodard & Curran
PROJECT:	Proposed Central Fire Station Additions
LOCATION:	550 Minot Avenue, Auburn, Maine

BORING NO.:	**B-201**
SHEET:	1 of 1
PROJECT NO.	21-0922
DATE START:	12/2/2021
DATE FINISH:	12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** **TOTAL DEPTH (FT):** 12.8 **LOGGED BY:** Evan Walker

DRILLING CO.: S. W. Cole Explorations, LLC **DRILLER:** Kevin Hanscom **DRILLING METHOD:** Hollow Stem Auger

RIG TYPE: Track Mounted Diedrich D-50 **AUGER ID/OD:** 2 1/4 in / 5 5/8 in **SAMPLER:** Standard Split-Spoon

HAMMER TYPE: N/A **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:**

HAMMER EFFICIENCY FACTOR: **HAMMER DROP (inch):** 30

WATER LEVEL DEPTHS (ft): ▽ 3 ft Soils Wet to Saturated Below 3' +/-

GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Drilling
▼ At Completion of Drilling
▼ After Drilling

D = Split Spoon Sample
U = Thin Walled Tube Sample
R = Rock Core Sample
V = Field Vane Shear

Pen. = Penetration Length
Rec. = Recovery Length
bpf = Blows per Foot
mpf = Minute per Foot

WOR = Weight of Rods
WOH = Weight of Hammer
RQD = Rock Quality Designation
PID = Photoionization Detector

S_v = Field Vane Shear Strength, kips/sq.ft.
q_U = Unconfined Compressive Strength, kips/sq.ft.
Ø = Friction Angle (Estimated)
N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0.6-2.6	24/18	6-5-4-5			0.5 6" Asphalt Pavement Medium dense, brown, gravelly SAND, some silt (FILL)		
			2D		2.6-4.6	24/22	4-6-8-12	q_P=7 ksf		2.3 2.6 Loose, dark gray-brown to gray, clayey SILT, some sand	▽	
	5		3D		5-7	24/22	4-3-4-4	q_P=5 to 4.5 ksf		5.0 Very stiff, gray-brown, mottled, silty CLAY, with clayey silt layers Very stiff to stiff, brown, silty CLAY		
	10		4D		10-11.8	22/20	3-7-18-50/4"			10.0 10.5 Loose, brown, silty SAND, some gravel (Till) Probable Weathered Bedrock		

Refusal at 12.8 feet
Probable Bedrock

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 21-0922.GPJ SWCE TEMPLATE.GDT 12/30/21

BORING LOG

CLIENT:	Woodard & Curran
PROJECT:	Proposed Central Fire Station Additions
LOCATION:	550 Minot Avenue, Auburn, Maine

BORING NO.:	**B-202**
SHEET:	1 of 1
PROJECT NO.	21-0922
DATE START:	12/2/2021
DATE FINISH:	12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** **TOTAL DEPTH (FT):** 26.0 **LOGGED BY:** Evan Walker

DRILLING CO.: S. W. Cole Explorations, LLC **DRILLER:** Kevin Hanscom **DRILLING METHOD:** Hollow Stem Auger

RIG TYPE: Track Mounted Diedrich D-50 **AUGER ID/OD:** 2 1/4 in / 5 5/8 in **SAMPLER:** Standard Split-Spoon

HAMMER TYPE: N/A **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:**

HAMMER EFFICIENCY FACTOR: **HAMMER DROP (inch):** 30

WATER LEVEL DEPTHS (ft): ▽ 17 ft Soils Moist Below 5', Saturated Below 17' +/-

GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0.5-2.5	24/8	11-8-6-5			0.4 Asphalt Pavement Medium dense to loose, brown gravelly SAND, some silt (FILL)		
			2D		2.5-4.5	24/0	4-3-2-2					
	5		3D		5-7	24/12	2-1-1-2			6.0 Loose, brown SILT AND SAND, trace gravel (FILL)		
	10		4D		10-12	24/24	4-6-8-9	q_P=7 to 5 ksf		10.0 Very stiff to stiff, brown, silty CLAY		
	15		5D		15-17	24/24	3-3-4-5	q_P=4 to 2 ksf				
										17.0 Medium, gray-brown to gray, silty CLAY, with sand seams	▽	
	20		6D		20-22	24/24	WOH-WOH-1-2	q_P=0.5 ksf				
										Hydraulic Push Rod Probe Below 22'		
	25									24.0		

ROD PROBE

Depth	Resistance	Interpreted Soil Type
24-25	HYD	Probable Sand
25-26	HYD	

Bottom of Exploration at 26.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 21-0922.GPJ SWCE TEMPLATE.GDT 12/30/21

TEST PIT LOGS

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

PROJECT NO.: 21-0922.1
LOGGED BY: Evan Walker
CONTRACTOR: City of Auburn
EQUIPMENT: Case Rubber Tired Backhoe

TEST PIT TP-101

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 6.8
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		Vegetation / Topsoil (FILL)					
		0.5 Gray-brown, silty SAND, trace gravel, with cobbles, bricks, organics, roots, logs (FILL)					
5							
		6.5 Gray, clayey SILT, with organics (Possible FILL)					

Bottom of Exploration at 6.8 feet

TEST PIT TP-102

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 2.9
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		Vegetation / Topsoil					
		0.4 Brown, silty SAND, with stiff gray-brown silty CLAY layers					

Bottom of Exploration at 2.9 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Digging
▼ At Completion of Digging
▼ After Digging

q_p = Pocket Penetrometer Strength, kips/sq.ft.

TEST PIT LOGS

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

PROJECT NO.: 21-0922.1
LOGGED BY: Evan Walker
CONTRACTOR: City of Auburn
EQUIPMENT: Case Rubber Tired Backhoe

TEST PIT TP-103

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** _____ **COMPLETION DEPTH (FT):** 4.2
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:** _____

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		0.3 Vegetation / Topsoil (FILL) Gray-brown, sandy silty CLAY (FILL)					
		1.5 Stiff, brown, silty CLAY					

Bottom of Exploration at 4.2 feet

TEST PIT TP-104

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** _____ **COMPLETION DEPTH (FT):** 4.0
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:** _____

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		0.2 Vegetation / Topsoil (FILL) Brown, silty SAND, some gravel, with roots and asphalt pieces (FILL)					
		1.5 Brown, silty SAND, trace gravel					

Bottom of Exploration at 4.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Digging
▼ At Completion of Digging
▼ After Digging

q_p = Pocket Penetrometer Strength, kips/sq.ft.

TEST PIT LOGS

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

PROJECT NO.: 21-0922.1
LOGGED BY: Evan Walker
CONTRACTOR: City of Auburn
EQUIPMENT: Case Rubber Tired Backhoe

TEST PIT TP-105

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 4.5
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		Vegetation / Topsoil (FILL)					
		0.5 Gray-brown, silty SAND, trace gravel, with cobbles, roots, wood, logs, plastic (FILL)					
		4.0 Hard, brown, silty CLAY					

Refusal at 4.5 feet
Dense Granular Soil

TEST PIT TP-106

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 7.2
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		Black and dark gray, silty gravelly SAND, with ash, brick, asphalt (FILL)					
5		4.5 Brown, silty SAND, mixed with bricks, rubble, metal, rebar (FILL)					

Bottom of Exploration at 7.2 feet
Practical Limit of Machine

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Digging
▼ At Completion of Digging
▼ After Digging

q_p = Pocket Penetrometer Strength, kips/sq.ft.

TEST PIT LOGS

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

PROJECT NO.: 21-0922.1
LOGGED BY: Evan Walker
CONTRACTOR: City of Auburn
EQUIPMENT: Case Rubber Tired Backhoe

TEST PIT TP-107

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 5.0
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		0.2 Forest Duff / Topsoil					
		Brown, silty gravelly SAND, with roots and organics					
		1.5 Brown, silty gravelly SAND					
5		Bottom of Exploration at 5.0 feet					

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Digging
▼ At Completion of Digging
▼ After Digging

q_p = Pocket Penetrometer Strength, kips/sq.ft.

CPT-101

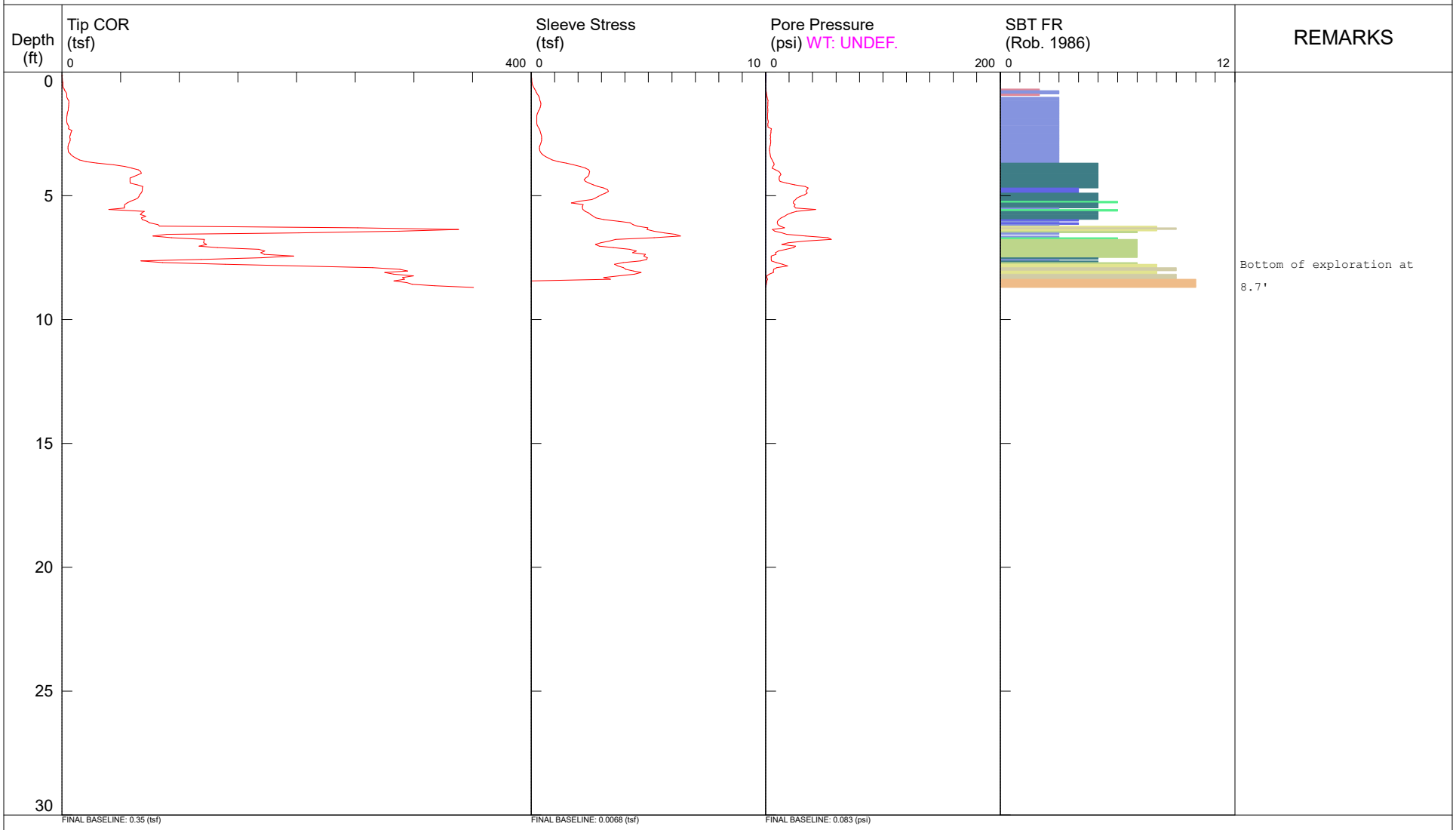
SEABOARD DRILLING

COMPANY: Seaboard Drilling LLC
PROJECT: Public Safety Facility
SITE: 526 Minot Avenue
LOCATION: Auburn, Maine
CLIENT: S. W. Cole Engineering, Inc.

OPERATOR: Kevin Hanscom

FILENAME: CPT-101.DAT

TEST ID: CPT-101
TEST DATE: Wed 28/May/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 8.701 ft



PROBE ID: 4644.163XX

1 Sensitive fine grained
2 Organic material
3 Clays
4 Silty clay to clay
5 Clayey silt to silty clay
6 Sandy silt to clayey silt
7 Silty sand to sandy silt
8 sand to silty sand
9 Sand
10 Gravelly sand to sand
11 Very stiff fine grained **
12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

CPT-102

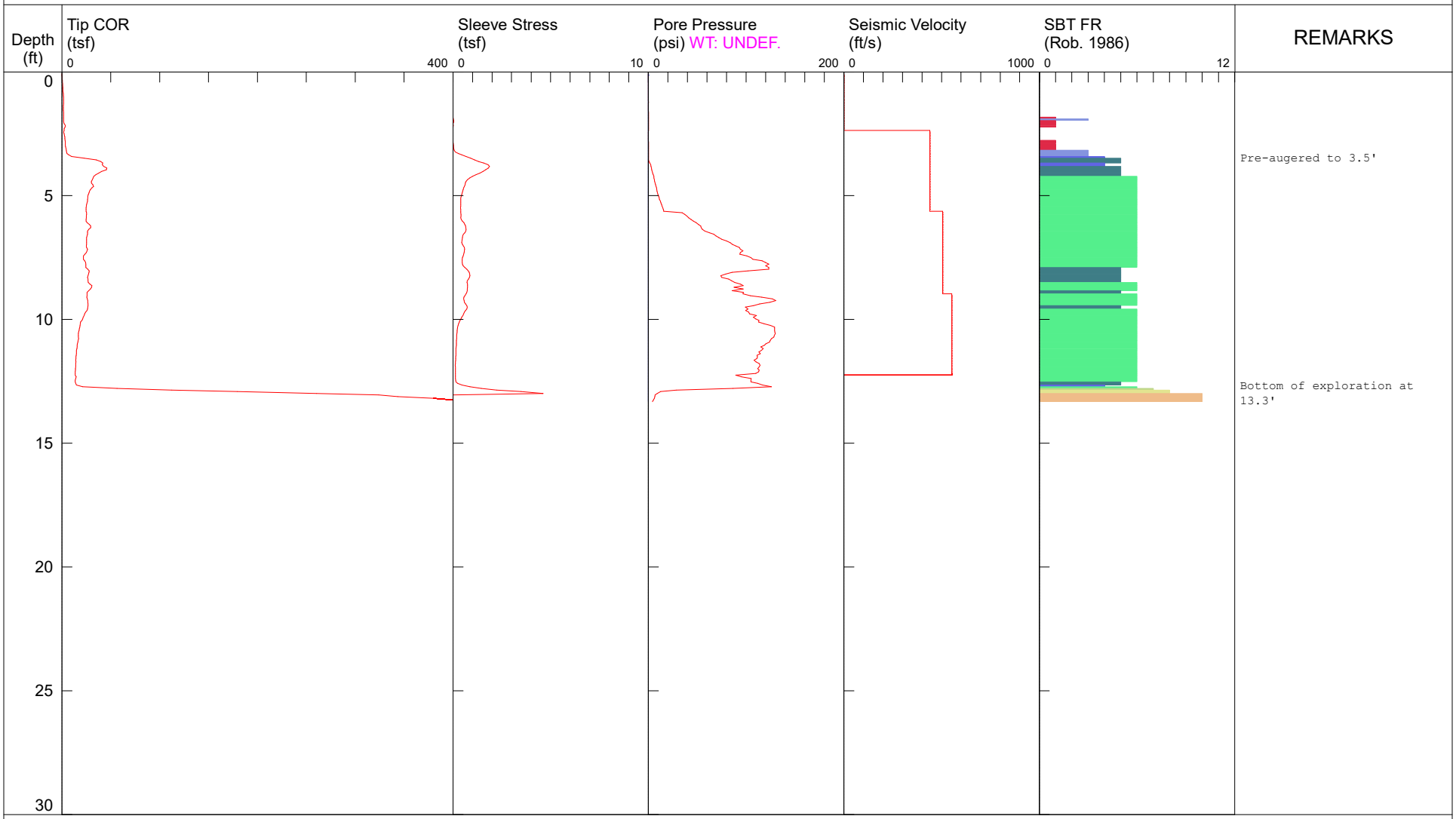
SEABOARD DRILLING

COMPANY: Seaboard Drilling LLC
PROJECT: Public Safety Facility
SITE: 526 Minot Avenue
LOCATION: Auburn, Maine
CLIENT: S. W. Cole Engineering, Inc.

OPERATOR: Kevin Hanscom

FILENAME: CPT-102.DAT

TEST ID: CPT-102
TEST DATE: Wed 28/May/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 13.319 ft



REMARKS

Pre-augered to 3.5'

Bottom of exploration at 13.3'

PROBE ID: 4644.163XX

1 Sensitive fine grained
2 Organic material
3 Clays
4 Silty clay to clay
5 Clayey silt to silty clay
6 Sandy silt to clayey silt
7 Silty sand to sandy silt
8 sand to silty sand
9 Sand
10 Gravelly sand to sand
11 Very stiff fine grained **
12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

CPT-103

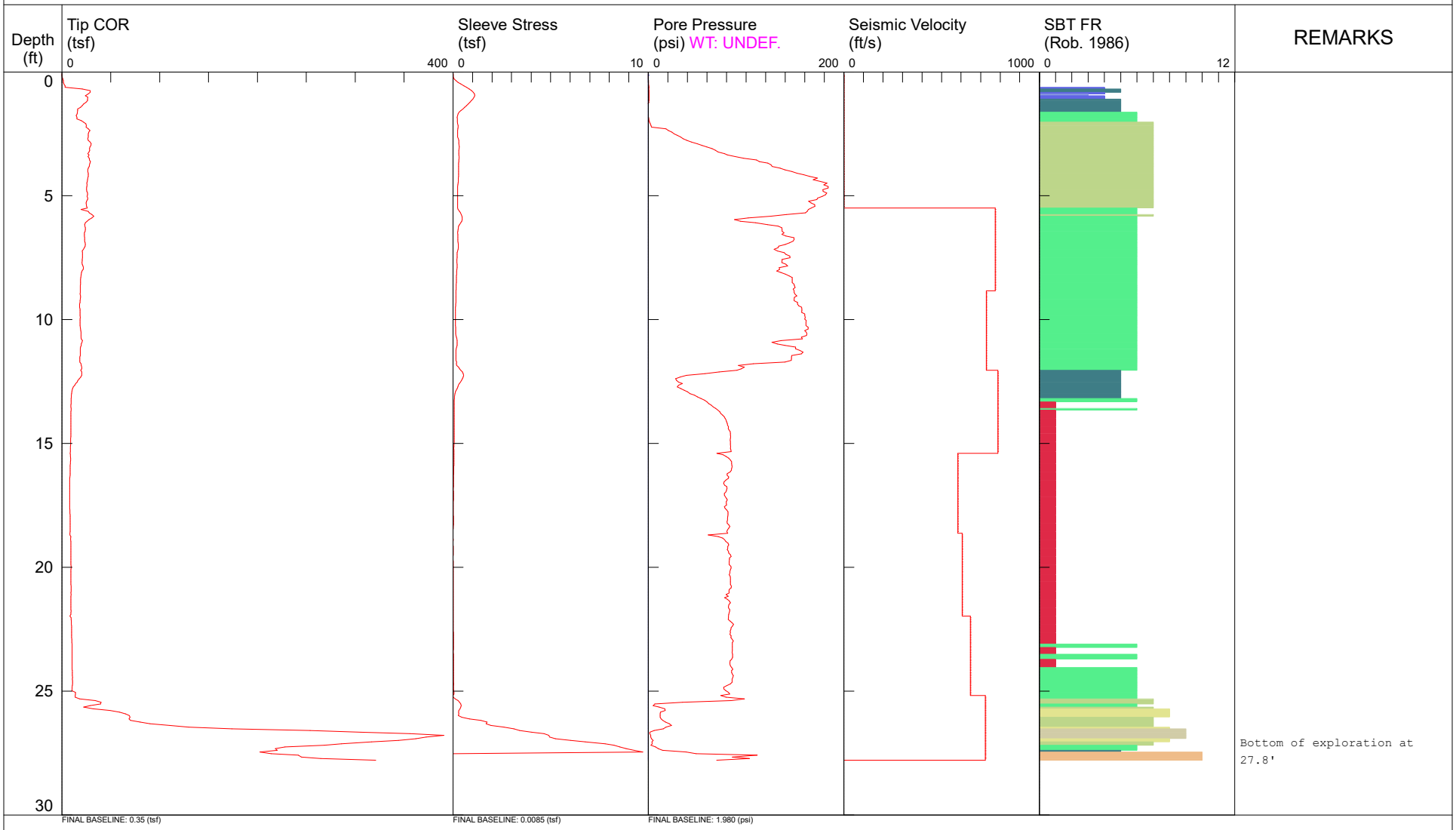
SEABOARD DRILLING

COMPANY: Seaboard Drilling LLC
PROJECT: Public Safety Facility
SITE: 526 Minot Avenue
LOCATION: Auburn, Maine
CLIENT: S. W. Cole Engineering, Inc.

OPERATOR: Kevin Hanscom

FILENAME: CPT-103.DAT

TEST ID: CPT-103
TEST DATE: Wed 28/May/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 27.792 ft



PROBE ID: 4644.163XX

1 Sensitive fine grained
2 Organic material
3 Clays
4 Silty clay to clay
5 Clayey silt to silty clay
6 Sandy silt to clayey silt
7 Silty sand to sandy silt
8 sand to silty sand
9 Sand
10 Gravelly sand to sand
11 Very stiff fine grained **
12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

CPT-104

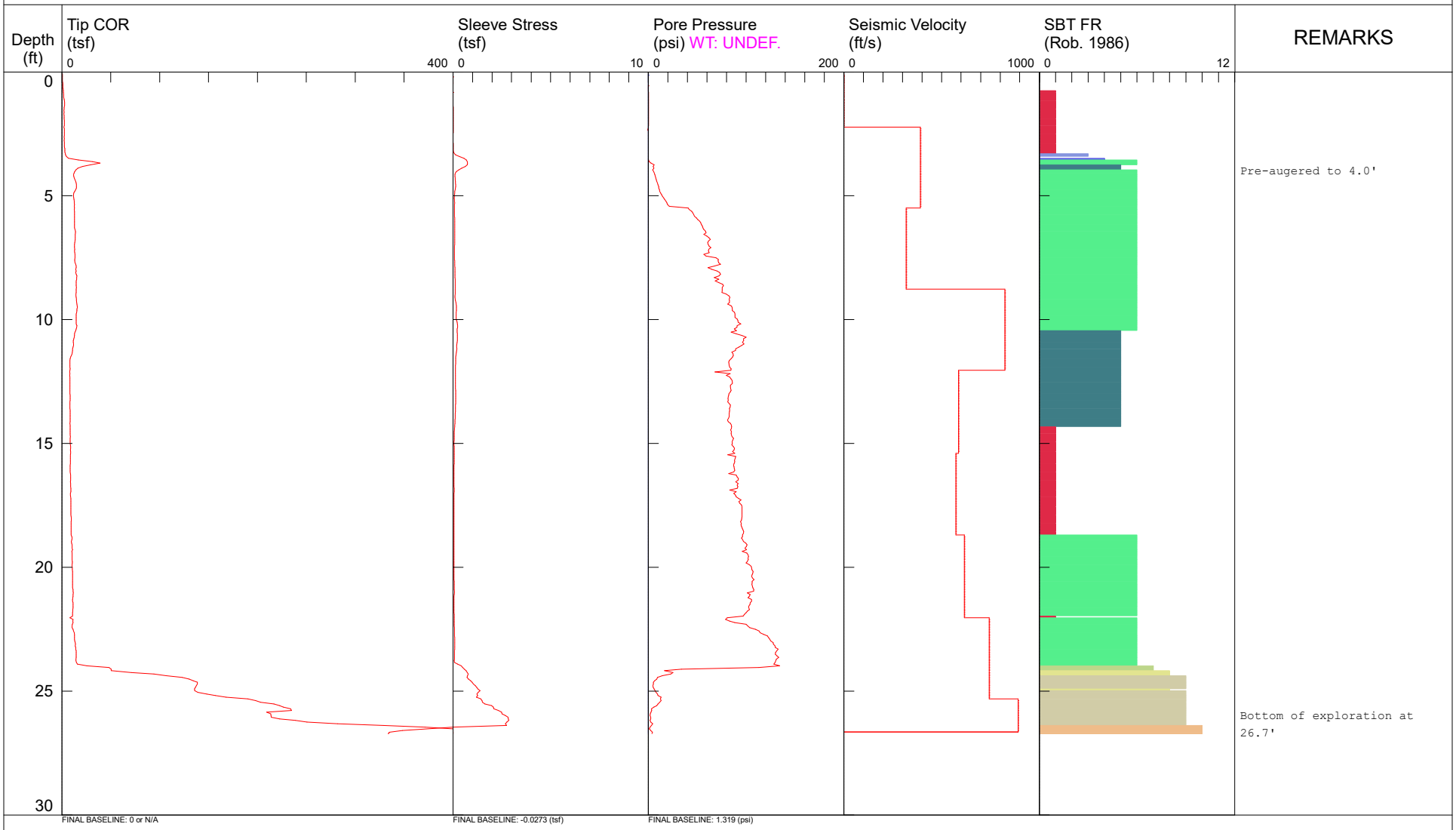
SEABOARD DRILLING

COMPANY: Seaboard Drilling LLC
PROJECT: Public Safety Facility
SITE: 526 Minot Avenue
LOCATION: Auburn, Maine
CLIENT: S. W. Cole Engineering, Inc.

OPERATOR: Kevin Hanscom

FILENAME: CPT-104.DAT

TEST ID: CPT-104
TEST DATE: Wed 28/May/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 26.721 ft



PROBE ID: 4644.163XX

1 Sensitive fine grained
2 Organic material
3 Clays
4 Silty clay to clay
5 Clayey silt to silty clay
6 Sandy silt to clayey silt
7 Silty sand to sandy silt
8 sand to silty sand
9 Sand
10 Gravelly sand to sand
11 Very stiff fine grained **
12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

KEY TO NOTES & SYMBOLS
Test Boring and Test Pit Explorations

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

Key to Symbols Used:

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

Description of Proportions:

Trace:	0 to 5%
Some:	5 to 12%
"Y"	12 to 35%
And	35+%
With	Undifferentiated

Description of Stratified Soils

Parting:	0 to 1/16" thickness
Seam:	1/16" to 1/2" thickness
Layer:	½" to 12" thickness
Varved:	Alternating seams or layers
Occasional:	one or less per foot of thickness
Frequent:	more than one per foot of thickness

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

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

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

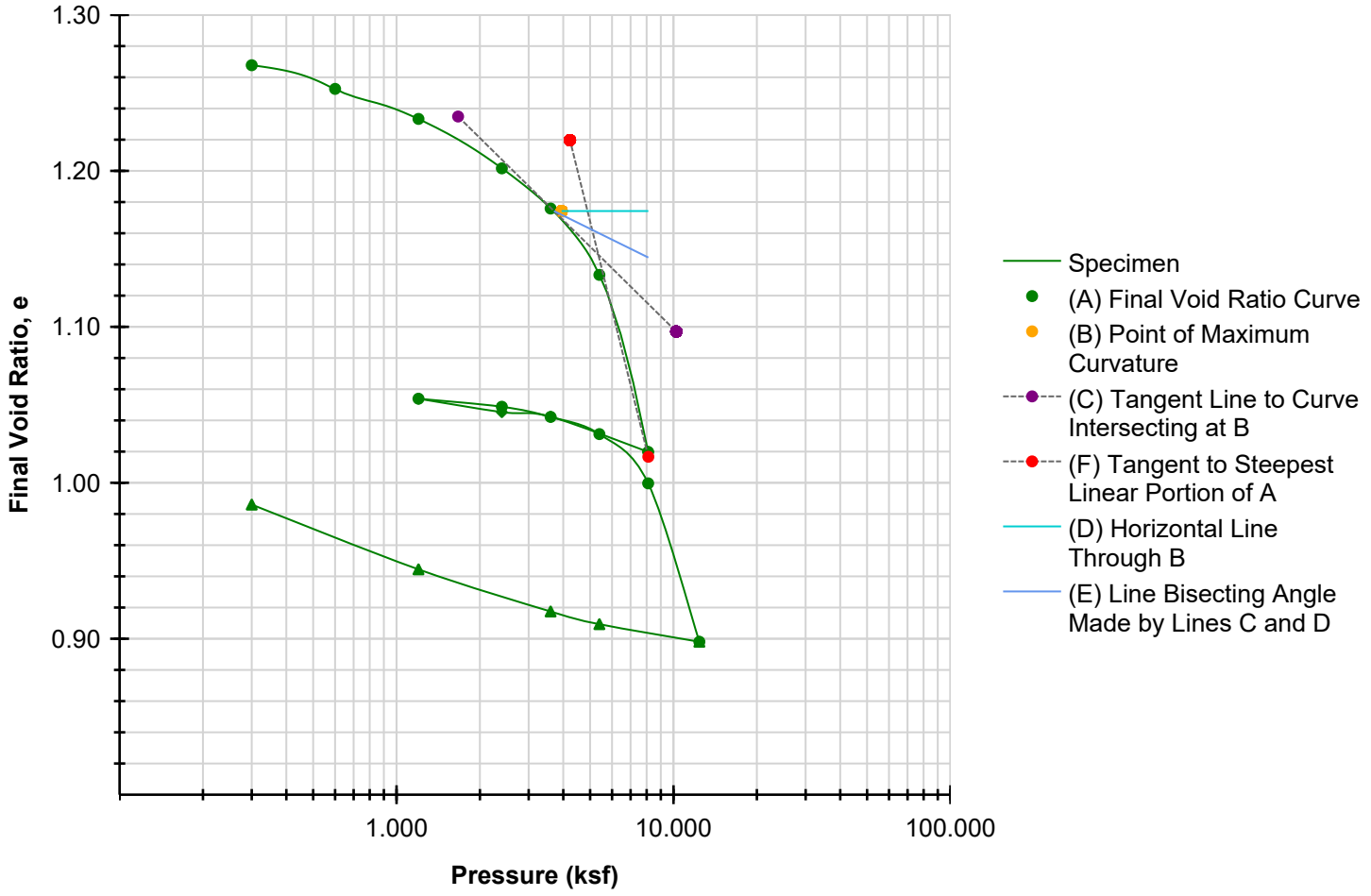
APPENDIX D

Laboratory Test Results

S. W. Cole Engineering, Inc.
10 Centre Rd
Somersworth, NH 03878
603-692-0088

Final Voids [Log]

ASTM D2435



Preconsolidation Stress (ksf)	5.086	Cc	0.660	Cr	0.068

	BEFORE	AFTER	Liquid Limits	54	Test Date 6/4/2025
Moisture (%)	42.0	41.2	Plastic Limits	31	
Dry Density (pcf)	74.4	81.0			
Saturation (%)	89.1	102.3			
Void Ratio	1.28	1.10	Specific Gravity	2.72	ASSUMED

Sample Description				
Project Number	21-0922.1	Depth	20-22 ft	Remarks
Sample Number	1U	Boring Number	B-203	
Project	Proposed Public Safety Facility			
Client	Woodard & Curran			
Location	Auburn, ME			

Project Name: Proposed Public Safety Facility Project Number: 21-0922.1

Technician: Test Date: 6/4/2025 Checked By: _____ Date: _____

APPENDIX D: STORMWATER INSPECTION & MAINTENANCE PLAN

STORMWATER MANAGEMENT SYSTEM OPERATION & MAINTENANCE PLAN

This Stormwater Management System Operations & Maintenance Plan (the Plan) assumes that the City of Auburn, Maine will maintain an effective stormwater management system at the following location:

550 Minot Avenue
Auburn, ME 04210

herein referred to as "the Site". Periodic and scheduled inspection and maintenance measures are recommended to prevent deficiencies and to promote the proper performance of the stormwater management system. Failure to implement these measures can reduce the hydraulic capacity and pollutant removal efficiency of stormwater measures, which may result in poor water quality of stormwater discharging from the Site.

Responsible Party & Estimated Annual Budget

Woodard and Curran has been informed that the City of Auburn, Maine will define responsibilities for operation and maintenance at the Site. The City of Auburn is responsible for implementing this Plan and identifying the source of necessary funding is as follows:

City of Auburn, Maine
60 Court St
Auburn, ME 04210

The estimated annual budget for implementing this Plan is $10,000 (2026 dollars).

Good Housekeeping

The Site will be maintained as clean and orderly. Routine inspections of the Site for debris and sediment accumulation shall be performed. Debris and sediment shall be disposed of in accordance with local and State requirements.

Stormwater System Maintenance

Stormwater management is provided by a subsurface drainage system, hydrodynamic separators, two subsurface sand filters, a roof dripline filter, two outlet control structures and a box culvert. Locations of these best management practices are illustrated in **FIGURE A**. Routine inspections and maintenance of the stormwater management system on site shall be performed in accordance with **Table 1** of this report. These measures are recommended to prevent deficiencies with the system that may result in poor quality stormwater runoff.

Landscape Management

Lawn and landscaped areas shall be inspected for patches of dead vegetation and erosion. If these conditions occur, affected areas shall be stabilized and replanted with vegetation to prevent sediment from entering the stormwater management system. The following additional measures are provided in an effort to minimize the potential for runoff pollution due to overwatering, dead vegetation and erosion, direct disposal of lawn clippings, and over-application of materials such as fertilizers and pesticides.

- Lawn Mowing: Maintain sharp mower blades. Grass shall not be cut shorter than 2 to 3 inches to minimize weed growth; grass can be cut lower in the spring and fall to stimulate root growth, but no shorter than 1½ inches. Practices should be employed to minimize the potential for grass clippings to enter the stormwater management system. Disposal of grass clippings within the stormwater management system is not allowed.

- Pesticides and Fertilizers: Use of pesticides and fertilizers should be minimized to the extent practicable. Application of these materials may degrade the quality of stormwater runoff and should therefore be applied judiciously. In addition, fertilizers and pesticides shall not be applied when rain is expected. These materials should be stored under cover to prevent their exposure to stormwater.

Inspections & Maintenance Measures

Attachment A provides the Inspection Form that is recommended for use during routine inspections of the system. The form includes a table (**Table 1**) that outlines specific inspection and maintenance measures for the stormwater management systems, in addition to the following information:

- Name of inspector
- Name of the site and its location
- Date and time of inspection
- Weather conditions during inspection
- Outline of items inspected
- Condition of the stormwater management measures, including corrective measures taken to maintain the system

At a minimum, inspect the stormwater management system twice a year. Completed Inspections Forms should be kept at the Site to enable both facility managers and regulatory agencies to ensure that operation of the system is compliant with permit requirements and submitted to the City Engineer's office.

Long-Term Pollution Prevention Plan

Good Housekeeping Practices

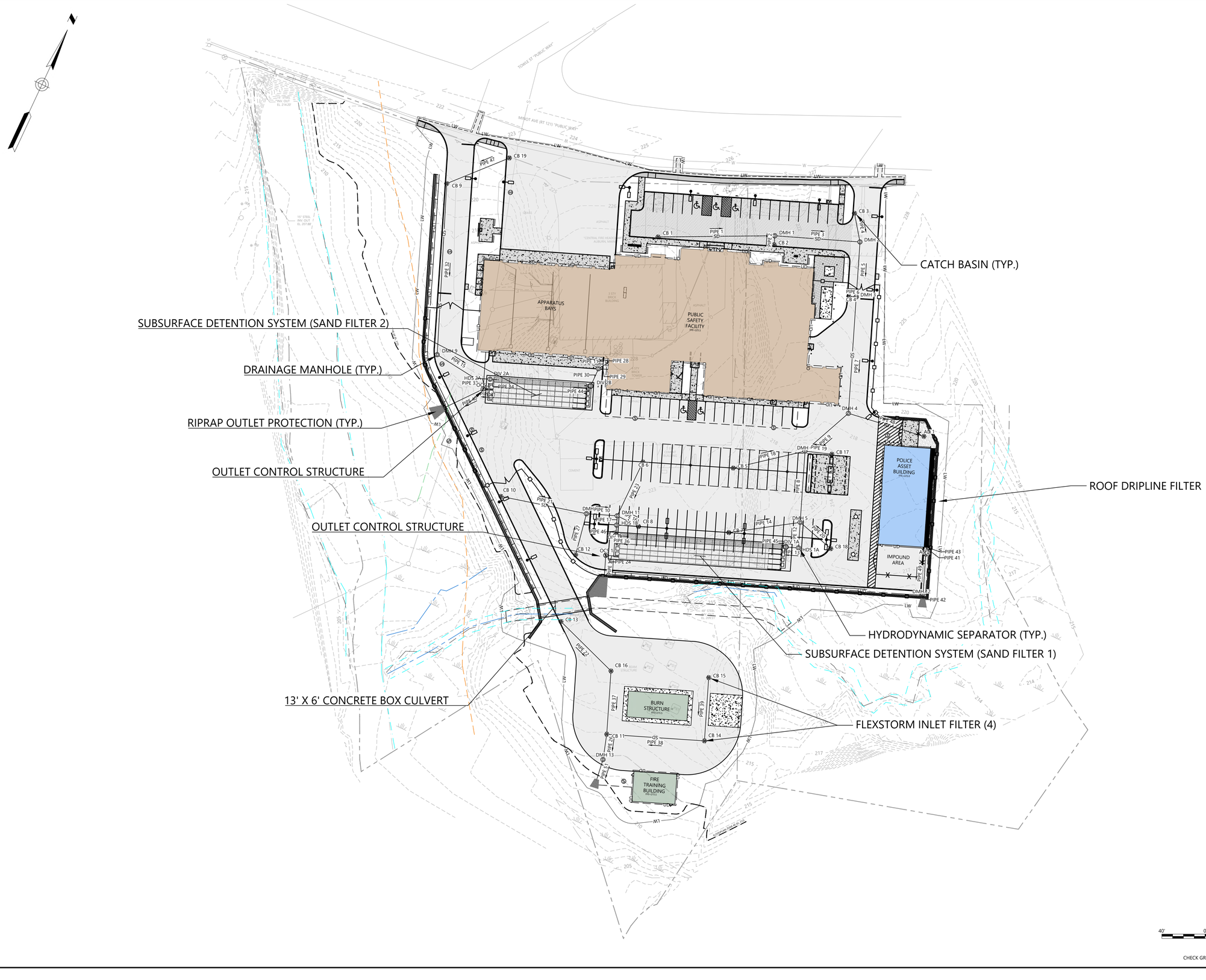
Prevent or reduce pollutant runoff from the project development through the use of street sweeping, catch basin cleaning, and erosion control methods. All materials stored on site shall be stored in a neat and orderly fashion in their appropriate containers and under a roof or other secure enclosure. Waste products should be placed in secure receptacles until they are emptied by a licensed solid waste management company in Maine.

Spill Prevention and Response Plans

Prevention: All materials and equipment stored on site shall be stored in a neat and orderly fashion in their appropriate containers and under a roof or other secure enclosure. Products will be kept in their original containers with the original manufacturer's label. Products should not be mixed with one another unless recommended by the manufacturer. If possible, all of the product should be used up before disposing of the container. The manufacturer's recommendations for proper use and disposal should be followed.

Response: Manufacturer's recommended methods for cleanup shall be followed. Spills should be cleaned up immediately after discovery. The spill area shall be kept well-ventilated, and personnel shall wear appropriate protective clothing to prevent injury from contact with a hazardous substance. Spills of toxic or hazardous material shall be reported to the appropriate State and/or local authority in accordance with local and/or State regulations.

FIGURE A – STORMWATER BEST MANAGEMENT PRACTICES



40' 0 40' 80'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

C:\Users\tschulz\OneDrive - Woodard & Curran\Desktop\Desktop Project Work\Auburn\Figures\0233981.23-Figure O&M BMP locations.dwg, Feb 24, 2026 - 5:49pm HSCHULZ

CIVIL ENGINEER:

Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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ARCHITECT:

PORT CITY ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101

MEP:

Allied Engineering
A Salas O'Brien Company
160 VERANDA STREET
PORTLAND, ME 04103

GEOTECHNICAL ENGINEER:
S.W. COLE
ENGINEERING, INC.
286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

PERMIT DRAWINGS NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233981.23
DATE:	AUGUST 2025
SCALE:	1"=40'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	0233981.23-FIGURE O&M B*.dwg

DRAWING TITLE:

O&M STORMWATER BMP LOCATIONS

DRAWING NO:

Figure A

ATTACHMENT A – INSPECTION FORM

STORMWATER MANAGEMENT SYSTEM INSPECTION FORM

Auburn Public Safety Facility
550 Minot Avenue
Auburn, Maine

Name of Inspector: _____

Date/Time: _____

Weather: _____

Date of Last Inspection: _____

Items Inspected (Refer to Table 1. Provide additional sheets if necessary.):

Comments & Corrective Actions Taken (Provide additional sheets if necessary.):

TABLE 1 – OPERATIONS & MAINTENANCE MEASURES

Hydrodynamic Separators	
Objective: *Maintain the removal efficiency of the hydrodynamic separator.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed	• Inspect hydrodynamic separator for debris and sediment accumulation and remove as required. Sediment shall be removed at least annually and shall be disposed of in an acceptable manner. • Inspect the inlet/out of the hydrodynamic separator to ensure there is no clogging. Remove debris as required.
After Heavy Rainfall Events[1]	• Inspect in accordance with attached manufacturer requirements.
MAINTENANCE:	
As needed	• Notify Owner of any system repairs needed and/or operational problems. The City is responsible for repairs and correcting operational problems not caused by improper construction.

Roof Dripline Filter	
Objective: *Maintain the weir plate and orifice to ensure outlet control structure is unobstructed. No gutter may be installed on the roofline in the future.*	
INSPECTION:	
Frequency	***Measure***
Ongoing/As Needed	• Inspect and remove any debris within the filter course. • The filter should drain within 48 hours after a one-inch storm or greater. If the filter drains too fast, the orifice on the weir will need to be modified.
MAINTENANCE:	
Semi-Annually	• Replace any bare area or erosion rills with new filter media and crushed stone according to section. • Remove sediment and plant debris. • Harvest and prune excess weed growth.
NOTIFICATION:	
As needed	• Notify Owner of any system repairs needed and/or operational problems.

Subsurface Detention System	
Objective: *Maintain the storage capacity and removal efficiency of the proprietary structure.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed	• Remove obstructions that may limit runoff from entering the subsurface detention system, including sediment, trash, debris, and leaves. Remove sediment and other trapped pollutants at the frequency or level specified by the manufacturer. • A post-installation inspection should be performed to allow the owner to measure the invert prior to the accumulation of sediment. This survey will allow the monitoring of sediment build-up without requiring access to the detention system. The following is the recommended procedure for pre-inspections: 1) Locate the riser section or cleanouts of the retention/detention system. The riser will typically be 24" in diameter or larger and the cleanouts are usually 4", 6" or 8" in diameter. 2) Remove the lid of the riser or cleanouts. 3) Insert a measuring device into the opening and make note to a point of reference on the stick or string. (This is done so that sediment buildup can be determined in the future without having to enter the system.) • If measured sediment build-up is between 5% - 20% of the pipe diameter, cleaning should be considered; if sediment build-up exceeds 20%, cleaning should be performed at the earliest opportunity. A thorough cleaning of the system (manifolds and laterals) shall be performed by either manual methods or by a vacuum truck. • Inspect in accordance with manufacturer requirements, but no less than twice a year following installation, and no less than once a year thereafter.
After Heavy Rainfall Events[1]	• Inspect in accordance with attached manufacturer requirements.
NOTIFICATION:	
As needed	• Note any standing water that may be present in the subsurface detention system. If standing water is evident in the system, repairs may be necessary. If repairs are not deemed necessary and standing water persists, the Owner should implement a yearly mosquito spray for the system during the spring of each year using EPA-registered products that do not pose unreasonable risks to human health, wildlife, or the environment. • Notify Owner of any system repairs needed and/or operational problems. The City is responsible for repairs and correcting operational problems not caused by improper construction.

[1] *At a minimum, an event accumulating approximately 2.71 inches of rainfall in a 24-hour period*

Closed Drainage System	
Objective: *Preserve the hydraulic capacity of the closed conduit drainage systems, including maintenance of the manholes, drainage piping, deep sump hooded catch basins, and outlet control structures.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed[1]	• Inspect drainage structure grates and covers for damage. Repair as necessary. Covers and grates shall not be welded to the frame so that the structure can be inspected and maintained.
MAINTENANCE:	
Ongoing/As Needed[1]	• Avoid placement of snow on top of drainage structure grates and covers. • Remove sediment from bottom of drainage structures whenever the depth of sediment is greater than or equal to half the sump depth. Dispose of sediment in accordance with all applicable regulations. • Remove obstructions that may impede flow through grates, including trash, debris, and accumulated grass clippings and leaves. Dispose of material in accordance with all applicable regulations. • Inspect drainage piping for structural deficiency and debris accumulation. Repair piping as required. Dispose material in accordance with all applicable regulations.
Annually	• Remove sediment from bottom of drainage structures when using ½ sump depth with sediment. Dispose of sediment in accordance with all applicable regulations.

Box Culvert	
Objective: *Preserve the hydraulic capacity of the culvert, including maintenance of the streambed.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed[1]	• Inspect drainage structure for damage and obstructions. Repair as necessary.
MAINTENANCE:	
Ongoing/As Needed[1]	• Remove obstructions that may impede flow through culvert, including trash, debris, and accumulated grass clippings and leaves. Dispose of material in accordance with all applicable regulations. • Inspect drainage piping for structural deficiency and debris accumulation. Repair piping as required. Dispose material in accordance with all applicable regulations.
Annually	• Remove vegetation and sediment from bottom of culvert when necessary. Dispose of sediment in accordance with all applicable regulations.

Vegetated Areas	
Objective: *Identify active or potential erosion problems.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed	• Inspect vegetated areas, particularly slopes and embankments, for signs of erosion during the growing season or after heavy rainfall.
MAINTENANCE:	
Ongoing/As Needed	• Replace dead vegetation as needed. • Mow grass as necessary. Grass height shall not exceed 6 inches. • Reseed as necessary.
NOTIFICATION:	
As Needed	• Notify Owner of any system repairs needed and/or operational problems.

FlexStorm Inlet Filter(s)	
Objective: *Identify active or potential erosion problems.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed	• Inspect in accordance with the manufacturer requirements, including grate removal, filter placement check, and confirmation of proper seating.
MAINTENANCE:	
Ongoing/As Needed	• Remove accumulated sediment, debris, and vegetation from within the FlexStorm Inlet Filter • Empty filter bags manually or using industrial vacuum per manufacturer guidance. • Remove compacted silt, flush sediment bag, and inspect for tears or punctures. • Replace sediment bag pouches as required.
NOTIFICATION:	
As Needed	• Notify Owner of any system repairs needed and/or operational problems.

Barracuda® Max & Barracuda Maintenance Guide

One of Barracuda's advantages is the ease of maintenance. Like any system that collects pollutants, the Barracuda must be maintained for continued effectiveness. Maintenance is a simple procedure performed using a vacuum truck or similar equipment. The systems were designed to minimize the volume of water removed during routine maintenance, reducing disposal costs.

Contractors can access the pollutants stored in the manhole through the manhole cover. This allows them to gain vacuum hose access to the bottom of the manhole to remove sediment and trash. There is no confined space entry necessary for inspection or maintenance.

The entire maintenance procedure typically takes 2 to 4 hours, depending on the system's size, the captured material, and the vacuum truck's capacity.

Local regulations may apply to the maintenance procedure. Safe and legal disposal of pollutants is the responsibility of the maintenance contractor. Maintenance should be performed only by a qualified contractor.

Inspection and Cleaning Cycle

Periodic inspection is needed to determine the need for and frequency of maintenance. You should begin inspecting as soon as construction is complete and then on an annual basis. Typically, the system needs to be cleaned every 1-3 years.

Excessive oils, fuels or sediments may reduce the maintenance cycle. Periodic inspection is important.

Determining When to Clean

To determine the sediment depth, the maintenance contractor should lower a stadia rod into the manhole until it contacts the top of the captured sediment and mark that spot on the rod. Then push the probe through to the bottom of the sump and mark that spot to determine sediment depth.

Maintenance should occur when the sediment has reached the levels indicated in the Storage Capacity Chart.

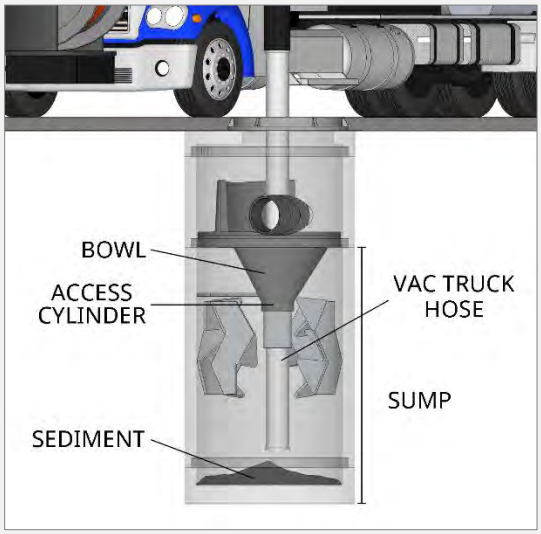
Barracuda Storage Capacities

Model	Manhole Diameter in. (mm)	Total System Volume Gallons (Liters)	Treatment Chamber Capacity Gallons (Liters)	Standard Sediment Capacity (20" depth) Yards^3 (meters^3)	NJDEP Sediment Capacity (50% of standard depth) Yards^3 (meters^3)
S3	36 (900)	264 (999)	212 (803)	0.44 (0.34)	0.22 (0.17)
S4	48 (1200)	665 (2517)	564 (2135)	0.78 (0.60)	0.39 (0.30)
S6	72 (1800)	1497 (5667)	1269 (4804)	1.75 (1.34)	0.88 (0.67)
S8	96 (2400)	4196 (15884)	3835 (14517)	3.10 (2.37)	1.55 (1.19)

Maintenance Instructions

1. Remove the manhole cover to provide access to the pollutant storage. Pollutants are stored in the sump, below the bowl assembly visible from the surface. Access this area through the 8" (200 mm), 10" (250 mm), 15" (375 mm) or 20" (500 mm) diameter access cylinder.
2. Use a vacuum truck or other similar equipment to remove all water, debris, oils and sediment. See figure 1.
3. Use a high pressure hose to clean the manhole of all the remaining sediment and debris. Then, use the vacuum truck to remove the water.
4. Fill the cleaned manhole with water until the level reaches the invert of the outlet pipe.
5. Replace the manhole cover.
6. Dispose of the polluted water, oils, sediment and trash at an approved facility.
   a. Local regulations prohibit the discharge of solid material into the sanitary system. Check with the local sewer authority for authority to discharge the liquid.
   b. Some localities treat the pollutants as leachate. Check with local regulators about disposal requirements.
   c. Additional local regulations may apply to the maintenance procedure.

Figure 1



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Isolator® Row Plus
O&M Manual



ADS StormTech™

The Isolator® Row Plus

Introduction

An important component of any Stormwater Pollution Prevention Plan is inspection and maintenance. The StormTech Isolator Row Plus is a technique to inexpensively enhance Total Suspended Solids (TSS), Total Phosphorus (TP), Total Petroluem Hydrocarbons (TPH) and Total Nitrogen (TN) removal with easy access for inspection and maintenance.

The Isolator Row Plus

The Isolator Row Plus is a row of StormTech chambers, either SC-160, SC-310, DC-780, SC-800, MC-3500, MC-4500 or MC-7200 models, are lined with filter fabric and connected to a closely located manhole for easy access. The fabric lined chambers provide for sediment settling and filtration as stormwater rises in the Isolator Row Plus and passes through the filter fabric. The open bottom chambers allow stormwater to flow vertically out of the chambers. Sediments are captured in the Isolator Row Plus protecting the adjacent stone and chambers storage areas from sediment accumulation.

ADS Isolator Row and Plus fabric are placed between the stone and the Isolator Row Plus chambers. The woven geotextile provides a media for stormwater filtration, a durable surface for maintenance, prevents scour of the underlying stone and remains intact during high pressure jetting.

The Isolator Row Plus is designed to capture the “first flush” runoff and offers the versatility to be sized on a volume basis or a flow-rate basis. An upstream manhole provides access to the Isolator Row Plus and includes a high/low concept such that stormwater flow rates or volumes that exceed the capacity of the Isolator Row Plus bypass through a manifold to the other chambers. This is achieved with an elevated bypass manifold or a high-flow weir. This creates a differential between the Isolator Row Plus row of chambers and the manifold to the rest of the system, thus allowing for settlement time in the Isolator Row Plus. After Stormwater flows through the Isolator Row Plus and into the rest of the chamber system it is either exfiltrated into the soils below or passed at a controlled rate through an outlet manifold and outlet control structure.

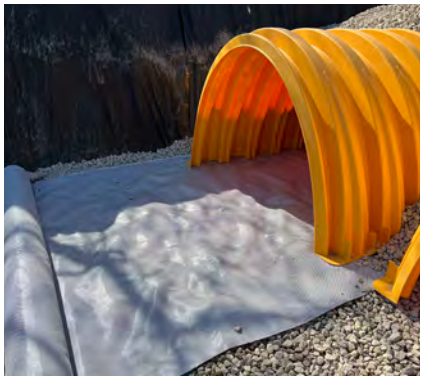
The Isolator Row Plus Flamp™ is a flared end ramp apparatus attached to the inlet pipe on the inside of the chamber end cap. The FLAMP provides a smooth transition from pipe invert to fabric bottom. It is configured to improve chamber function performance by enhancing outflow of solid debris that would otherwise collect at the chamber's end, or more difficult to remove and require confined space entry into the chamber area. It also serves to improve the fluid and solid flow into the access pipe during maintenance and cleaning and to guide cleaning and inspection equipment back into the inlet pipe when complete.

The Isolator Row Plus may be part of a treatment train system. The treatment train design and pretreatment device selection by the design engineer is often driven by regulatory requirements. Whether pretreatment is used or not, StormTech recommend using the Isolator Row Plus to minimize maintenance requirements and maintenance costs.

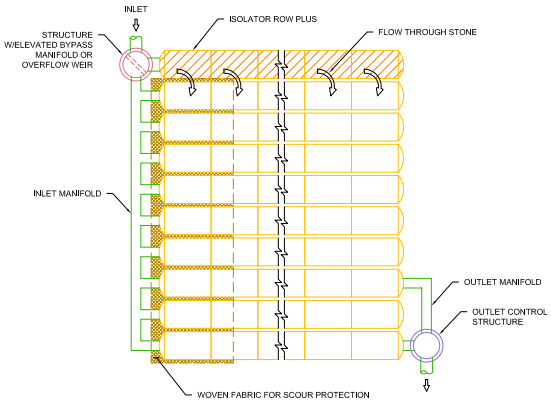
Note: *See the StormTech Design Manual for detailed information on designing inlets for a StormTech system, including the Isolator Row Plus.*



Looking down the Isolator Row Plus from the manhole opening, ADS Plus Fabric is shown between the chamber and stone base.



StormTech Isolator Row Plus with Overflow Structure (not to scale)



Isolator Row Plus Inspection/Maintenance

Inspection

The frequency of inspection and maintenance varies by location. A routine inspection schedule needs to be established for each individual location based upon site specific variables. The type of land use (i.e. industrial, commercial, residential), anticipated pollutant load, percent imperviousness, climate, etc. all play a critical role in determining the actual frequency of inspection and maintenance practices.

At a minimum, StormTech recommends annual inspections. Initially, the Isolator Row Plus should be inspected every 6 months for the first year of operation. For subsequent years, the inspection should be adjusted based upon previous observation of sediment deposition.

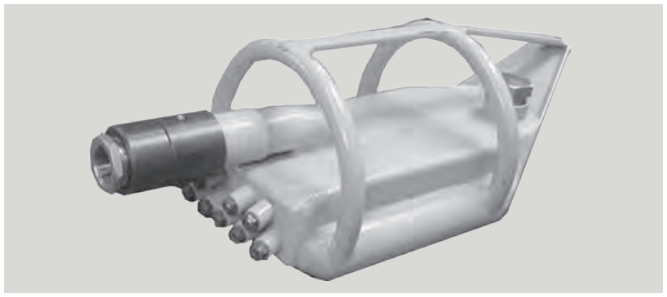
The Isolator Row Plus incorporates a combination of standard manhole(s) and strategically located inspection ports (as needed). The inspection ports allow for easy access to the system from the surface, eliminating the need to perform a confined space entry for inspection purposes.

If upon visual inspection it is found that sediment has accumulated, a stadia rod should be inserted to determine the depth of sediment. When the average depth of sediment exceeds 3" (75 mm) throughout the length of the Isolator Row Plus, clean-out should be performed.

Maintenance

The Isolator Row Plus was designed to reduce the cost of periodic maintenance. By “isolating” sediments to just one row, costs are dramatically reduced by eliminating the need to clean out each row of the entire storage bed. If inspection indicates the potential need for maintenance, access is provided via a manhole(s) located on the end(s) of the row for cleanout. If entry into the manhole is required, please follow local and OSHA rules for a confined space entry.

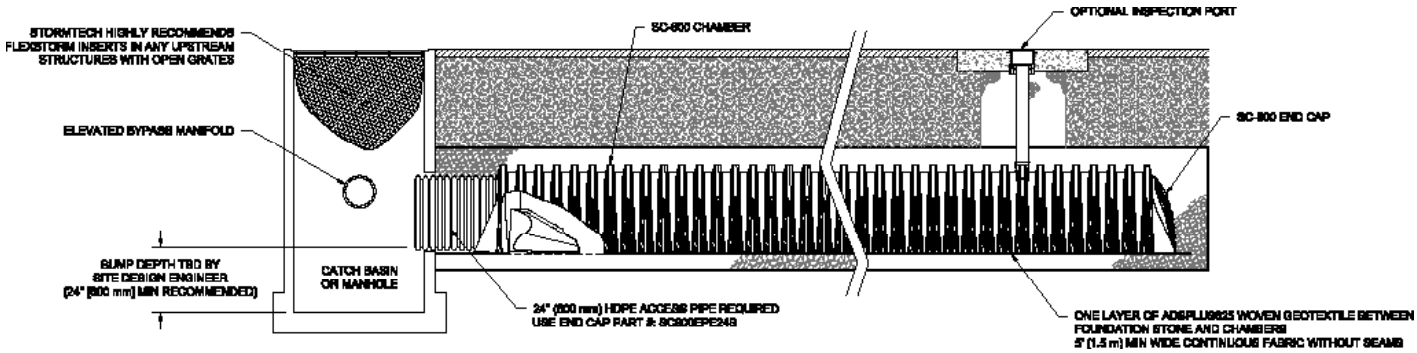
Maintenance is accomplished with the JetVac process. The JetVac process utilizes a high pressure water nozzle to propel itself down the Isolator Row Plus while scouring and suspending sediments. As the nozzle is retrieved, the captured pollutants are flushed back into the manhole for vacuuming. Most sewer and pipe maintenance companies have vacuum/JetVac combination vehicles. Selection of an appropriate JetVac nozzle will improve maintenance efficiency. Fixed nozzles designed for culverts or large diameter pipe cleaning are preferable. Rear facing jets with an effective spread of at least 45” are best. StormTech recommends a maximum nozzle pressure of 2000 psi be utilized during cleaning. JetVac reels can vary in length. For ease of maintenance, ADS recommends Isolator Row Plus lengths up to 200' (61 m). **The JetVac process shall only be performed on StormTech Isolator Row Plus that have ADS Plus Fabric (as specified by StormTech) over their angular base stone.**







StormTech Isolator Row Plus (*not to scale*)



Isolator Row Plus Step By Step Maintenance Procedures

Step 1

Inspect Isolator Row Plus for sediment.

A) Inspection ports (if present)
   i. Remove lid from floor box frame
   ii. Remove cap from inspection riser
   iii. Using a flashlight and stadia rod,measure depth of sediment and record results on maintenance log.
   iv. If sediment is at or above 3 inch depth, proceed to Step 2. If not, proceed to Step 3.

B) All Isolator Row Plus
   i. Remove cover from manhole at upstream end of Isolator Row Plus
   ii. Using a flashlight, inspect down Isolator Row Plus through outlet pipe
      1. Mirrors on poles or cameras may be used to avoid a confined space entry
      2. Follow OSHA regulations for confined space entry if entering manhole
   iii. If sediment is at or above the lower row of sidewall holes (approximately 3 inches), proceed to Step 2.
   If not, proceed to Step 3.

Step 2

Clean out Isolator Row Plus using the JetVac process.

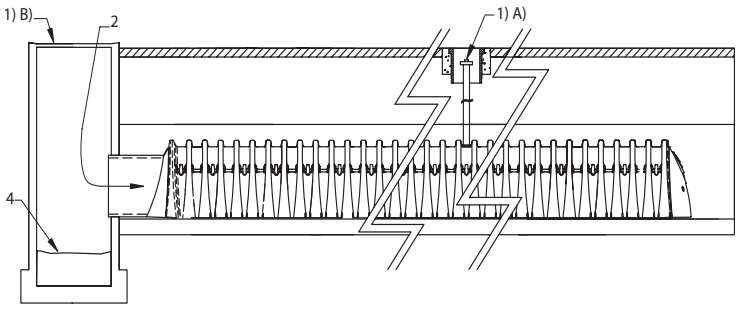
A) A fixed floor cleaning nozzle with rear facing nozzle spread of 45 inches or more is preferable
B) Apply multiple passes of JetVac until backflush water is clean
C) Vacuum manhole sump as required

Step 3

Replace all caps, lids and covers, record observations and actions.

Step 4

Inspect & clean catch basins and manholes upstream of the StormTech system.



Sample Maintenance Log

Date	Stadia Rod Readings		Sediment Depth (1)–(2)	Observations/Actions	Inspector
	Fixed point to chamber bottom (1)	Fixed point to top of sediment (2)			
3/15/11	6.3 ft	none		New installation. Fixed point is CI frame at grade	DJM
9/24/11		6.2	0.1 ft	Some grit felt	SM
6/20/13		5.8	0.5 ft	Mucky feel, debris visible in manhole and in Isolator Row Plus, maintenance due	NV
7/7/13	6.3 ft		0	System jetted and vacuumed	DJM

adspipe.com
800-821-6710

ADS "Terms and Conditions of Sale" are available on the ADS website, www.adspipe.com
The ADS logo, StormTech®, the Isolator® Row Plus and the Green Stripe are registered trademarks of Advanced Drainage Systems, Inc.
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FlexStorm® Inlet Filter Operation & Maintenance Guide

Installation Instructions

1. Remove grate from the inlet.
2. Clean debris from the ledges of the inlet.
3. Place the inlet filter onto the load bearing ledges of the structure.
4. Replace the grate and confirm it's not elevated more than 1/8" (3.2 mm).

Frequency of Inspections

1. Inspection should occur following rain events >½". (> 12.5 mm)
2. Temporary use filters should be monitored accordingly to current site runoff conditions.
3. Permanent use filter inspections to occur a minimum of 3 times per year and in snowfall affected regions, inspections prior to and after snowfall season.
4. Industrial application site inspections (loading ramps, wash racks & maintenance facilities) to be scheduled on a recurring basis no less than 4 times per year or as needed.

Maintenance Guidelines

1. Empty the filter bag manually or by industrial vacuum taking care not to damage the geotextile bag when more than half filled or during scheduled inspection period.
2. Remove compacted silt from sediment bag and flush with medium spray.
3. Permanent filter "PCP" style bags should be pressed or wrung to recover retained oils.
4. ADS oil skimmer pouches solidify and darken when saturated, indicating time for replacement.
5. Dispose of all oil contaminated products and recovered oils in accordance with EPA guidelines. ADS oil skimmer pouches, since a solidifier, will not leach & can be disposed of directly.
6. Inspect and replace bag if torn or punctured.

Sediment Bag Replacement

1. Remove the bag by loosening or cutting off clamping band.
2. Take the new correctly sized sediment bag and secure hose clamping band to the frame channel as previously removed.
3. Ensure bag is secure and there is no slack around perimeter.

Operation & Maintenance Log



Inlet ID: _____

Date	Task Performed	Initials

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800-821-6710

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Woodard & Curran

woodardcurran.com

ATTACHMENT 9: TRAFFIC MOVEMENT PERMIT APPLICATION

Barton & Loguidice

TRAFFIC MOVEMENT PERMIT

FOR PROPOSED

PUBLIC SAFETY FACILITY

550 Minot Avenue, Auburn, Maine

Prepared For: **City of Auburn**
Prepared By: **Barton & Loguidice**

Date: February 2, 2026

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Public Safety Facility

550 Minot Ave, Auburn, Maine

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APPENDIX 26

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-624-3600

FOR MDOT USE
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 100-200 PCE's (Expedited)	
Traffic 200+ PCE's	

Name of Applicant: **City of Auburn**

Address: **60 Court St, Auburn ME 04210** Telephone: **(207) 333-6601 ext. 2156**

Name of local contact or agent: **Megan McDevitt, PE, Woodard & Curran**

Address: **12 Mountfort St, Portland, ME** Telephone: **(207) 558-3785 .**

Name and type of development: **Public Safety Facility**

Location of development including road, street, or nearest route number: **550 Minot Ave .**

City/Town/Plantation: **Auburn** County: **Androscoggin**, Tax Map # **209** Lot # **035**

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 **X** No __

Is this project located within a compact area of an urban compact municipality? Yes **X** No_____

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

Existing DEP or MDOT permit number (if applicable): **N/A**

Name(s) of DOT staff person(s) contacted concerning this application: **N/A**

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: **N/A**

NOTICE OF INTENT TO FILE
Traffic Movement Permit

Please take notice that

City of Auburn
60 Court St, Auburn, ME 04210
(207) 333-6601 ext. 2156

Are intending to file a Maine Department of Transportation Traffic Movement Permit with the City of Auburn under their delegated review authority pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about

February 2, 2026

The application is for the development of a 44,000 square-foot public safety building on the parcel addressed 550 Minot Avenue in the City of Auburn. The project will construct a multi-department facility which will house the local fire and police departments. In addition to the public safety building, the project will also provide a 9,00sf square foot apparatus bay (for vehicle storage and deployment), a police asset building with a 1,240sf tactical training facility and 2,710sf of storage space, and a 1,120sf fire training building. The project is anticipated to generate the following net new peak hour trips:

AM Peak Hour (Generator) = 158
PM Peak Hour (Generator) = 140

At the following location:

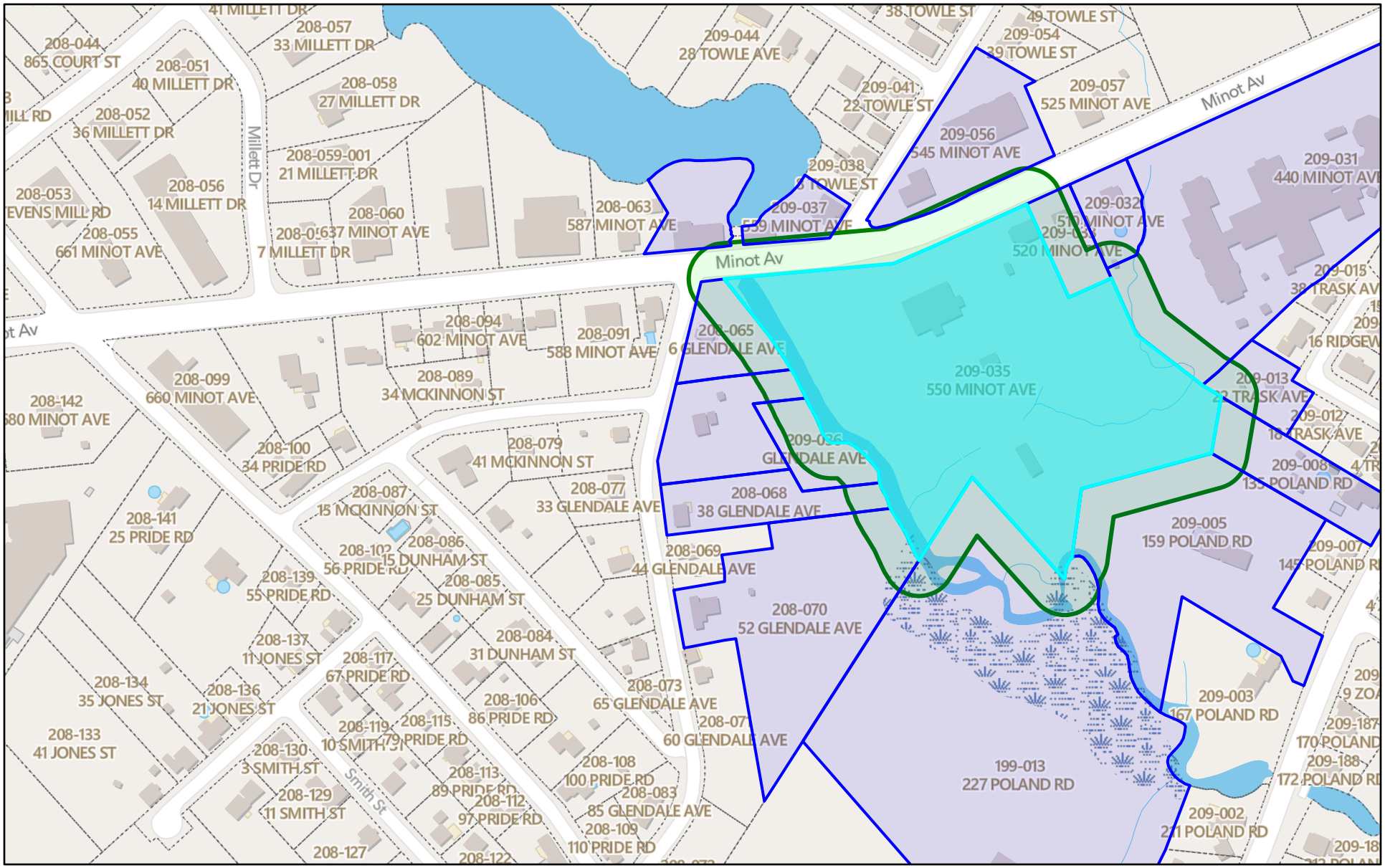
550 Minot Ave
Auburn, ME 04210

Any interested party may request in writing to participate in the scoping meeting for the subject project no later than 20 days after the application is found by the City to be complete and is accepted for processing. Public comments on the application pertaining to either congestion or safety will be accepted throughout the processing of the application.

The application will be filed for public inspection at the City of Auburn's Planning Department office during normal working hours.

Written public comments concerning congestion or safety only, may be sent to the Planning, Permitting and Code Department, Director of Planning, 60 Court Street, Auburn, Maine 04210.

ArcGIS Web Map



2/2/2026, 8:57:03 AM

Current Parcels _ Public

Wetlands

1:4,514

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.17 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Web AppBuilder for ArcGIS

Credit should always be given to the data source and/or originator when the data is transferred or printed. | COA | Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA,

Parcel ID	Location Owner1	Owner2	Owner3	Billing Address	Billing Address2	City State Zip
209-056	545 MINOT AVE ROOPERS, INC		ROOPERS, INC	794 SABATTUS ST		LEWISTON, ME, 04240
209-008	135 POLAND RD LEBLANC ELIZABETH J		LEBLANC ELIZABETH J	135 POLAND RD		AUBURN, ME, 04210
209-031	440 MINOT AVE MINOT AVENUE REALTY LLC		MINOT AVENUE REALTY LLC	C/O ALTUS GROUP	PO BOX 71970	PHOENIX, AZ, 85050
208-070	52 GLENDALE AVE PELLETIER MICHAEL R	PELLETIER DORIS	PELLETIER MICHAEL R	52 GLENDALE AVE		AUBURN, ME, 04210
209-036	GLENDALE AVE AUBURN WATER DISTRICT		AUBURN WATER DISTRICT	268 COURT ST		AUBURN, ME, 04210
208-064	575 MINOT AVE APOSTOLIC LIGHTHOUSE CHURCH THE		APOSTOLIC LIGHTHOUSE CHURCH THE	P.O. BOX 1598		AUBURN, ME, 04211-1598
209-013	22 TRASK AVE CUMMINGS DANIELLE	CUMMINGS NICHOLAS	CUMMINGS DANIELLE	22 TRASK AVENUE		AUBURN, ME, 04210
209-037	559 MINOT AVE THE CLEAN ESTATE		THE CLEAN ESTATE	4 TOWLE STREET		AUBURN, ME, 04210
199-013	227 POLAND RD MAINE SCHOOL SOLUTIONS LLC		MAINE SCHOOL SOLUTIONS LLC	ACADEMY		MONMOUTH, ME, 04259
208-068	38 GLENDALE AVE CARDALI KYLIE		CARDALI KYLIE	38 GLENDALE AVE		AUBURN, ME, 04210
208-065	6 GLENDALE AVE LAPOINTE RODNEY R		LAPOINTE RODNEY R	6 GLENDALE AVENUE		AUBURN, ME, 04210
208-067	22 GLENDALE AVE HYNDMAN THOMAS		HYNDMAN THOMAS	1338 POWNAL RD		AUBURN, ME, 04210
209-033	520 MINOT AVE GALLANT MICHAEL T		GALLANT MICHAEL T	520 MINOT AVENUE		AUBURN, ME, 04210
209-005	159 POLAND RD MURPHYJOHN F HOMES INC		MURPHYJOHN F HOMES INC	800 CENTER ST		AUBURN, ME, 04210
209-035	550 MINOT AVE AUBURN CITY OF		AUBURN CITY OF	60 COURT ST		AUBURN, ME, 04210
209-032	510 MINOT AVE GOODROW TIMOTHY		GOODROW TIMOTHY	510 MINOT AVENUE		AUBURN, ME, 04210

City of Auburn, Maine
Engineering Department
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Megan McDevitt, PE
Woodard & Curran
12 Mountfort Street Floor 5
Portland, ME 04101

Dear Megan,

The City of Auburn, Maine is preparing plans for a new Public Safety Facility to begin construction in 2026. On behalf of the City of Auburn, I am authorizing Woodard & Curran, Inc. to assist in the preparation of permit applications for this project. Woodard & Curran is authorized as our agent to represent the City of Auburn in addressing questions on the plans and applications for these projects.

Sincerely,

Dan Goyette, PE
Director of Engineering and Capital Projects
City of Auburn, Maine

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: _____ Re/Cert/Lic No.: _____

Name (print): John Q Adams

Date: 2-2-2026



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."

_____ 1/30/2026

Signature of applicant Date

Section 1

1

1A. Site Plan

The City of Auburn is proposing the development of a two-story 44,000sf public safety facility on the 8.2 acre parcel addressed 550 Minot Avenue in the City of Auburn. Of the sites total acreage, approximately 4.5 acres are developable. The project will construct a multi-department facility which will house the local fire and police departments. In addition to the public safety building, the project will also provide a 9,000sf square foot apparatus bay (for vehicle storage and deployment), a police asset building with a 1,240sf tactical training facility and 2,710sf of storage space, and a 1,120sf fire training building.

Access to the development site will be provided via a 24-foot entrance opposite Towle Street, a 106-foot entrance fronting the apparatus bay for emergency vehicle access, and a 24-foot driveway on the easterly boundary. The driveways intersect with the south side of Minot Avenue.

The project will provide 124 vehicle parking spaces, 5 of which will be signed and striped as handicapped.

1B. Existing & Proposed Uses

Existing

The development site is occupied by a 3-story, 22,200sf fire station that includes a 911 dispatch office. Access to the existing site is provided via a 20-foot-wide entrance opposite Towle Street, an 85-foot opening fronting the fire station, and a 60-foot entrance on the easterly side of the parcel.

Proposed

The proposed development will construct a two-story 44,000sf public safety facility. In addition to the public safety building, the project will also provide a 9,000sf square foot apparatus bay (for vehicle storage and deployment), a police asset building with a 1,240sf tactical training facility and 2,710sf of storage space, and a 1,120sf fire training building.

1C. Regional Mapping

For the regional mapping analysis, we have established a study area with a ¼-mile radius from the site entrance on Minot Avenue. The study area is based on MaineDOT's requirements for an urban/suburban development area.

Pedestrian Infrastructure

A review of existing pedestrian and bicycle infrastructure was completed using Google Earth and field surveys. Our surveys show that within the ¼-mile study radius, there are existing sidewalks on one or both sides of Minot Avenue, Allain Street, and Poland Road. The existing sidewalks and crosswalks are illustrated in the *Regional Mapping Plan* attached in *Section A of the appendix*.

Bicycle Infrastructure

A review of existing pedestrian and bicycle infrastructure was completed using Google Earth, as well as field surveys. Our surveys show that within the ¼-mile study radius, there are striped bicycle lanes on both sides of Poland Road. The existing bike lanes are illustrated in the *Regional Mapping Plan* attached in *Section A of the appendix*.

Pedestrian Infrastructure Gaps

As shown in the *Regional Mapping Plan*, within the study area, there are no significant gaps in the pedestrian sidewalk infrastructure.

1D. Proposed Uses in the General Vicinity of the Proposed Development

Traffic generated by projects that have been approved by the Local Planning Board and/or the Maine Department of Transportation, but are not yet opened, must be included in the estimate of pre-development traffic. The City of Auburn Planning Department has been consulted to identify any and all development projects whose trips may impact the study area. The Planning Department has confirmed that there are no other development sites within the general vicinity of the site.

1E. Site Trip Generation

Trip generation for the proposed public safety building have been prepared based on the trip generation rates provided in the 11th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The ITE Manual provides numerous land use codes (LUC) and the volume of site generated trips produced by each category.

The proposed facility consists of a 44,000sf building, a 9,000sf apparatus bay, a police asset building with a 1,240sf tactical training facility and 2,710sf of storage space, and a 1,120sf fire training building. The storage space in the police asset building and the apparatus bay are there to support operations in the proposed safety building and are not expected to be trip generators. Accordingly, the trip generation calculations have been determined based on 46,360sf, with the storage space and apparatus bay excluded.

Trip generation calculations for the 46,360sf facility were prepared using **LUC #730 – Government Office Building**, defined by ITE as *"a government office building is an individual building containing either the entire function or simply one agency of a city, county, state, federal, or other government unit."*

ITE typically provides the *Average* trip generation rate and the *Fitted Curve* trip generation rate for land use codes. MaineDOT guidelines state that when $R^2 \geq 0.80$, the *Fitted Curve* trip generation rate shall be used. For LUC #730 the R^2 value for the "trips per 1,000sf" variable is less than 0.80. Accordingly, the average rate has been used. The trip generation calculations are provided below:

Table 1.1
ITE Trip Generation Calculations

Land Use	Government Office Building - LUC 730					
Time Period	**Sq. Footage (1k)**	**Avg. Trip Generation Rate (Trips Per 1k Sf)**	**Trips Generated**	**Distribution Entering / Exiting**	**Enter**	**Exit**
Weekday	46.36	22.59	1047	50% / 50%	524	523
AM Weekday Peak Hour (Street)	46.36	3.34	155	75% / 25%	116	39
PM Weekday Peak Hour (Street)	46.36	1.71	79	25% / 75%	20	59
AM Weekday Peak Hour (Generator)	46.36	3.69	171	55% / 45%	94	77
PM Weekday Peak Hour (Generator)	46.36	3.19	148	43% / 57%	64	84

Table 1.1 shows that the proposed facility will generate 155 trips and 79 trips during the AM and PM peak hours of the adjacent street, respectively. During the peak hours of the generator, the facility will generate 171 trips and 148 trips, respectively.

1F. Net New Trip Generation

MaineDOT Traffic Movement Permit Regulations allow trip generation credits to be taken for on-site uses displaced by the development of a site that were operational within the past 10 years. On-site, there is an active fire station, which will be demolished with the development of the project.

The existing fire station is three stories and is approximately 22,200sf. The trip generation for the existing site was determined based on turning movement counts collected at the site driveway. The counts, included in *Section A of the Appendix*, provide the following site trip generation.

Table 1.2
Trip Generation

Land Use	Existing Fire Station		
Time Period	**Trips Generated**	**Enter**	**Exit**
Weekday	80	40	40
AM Weekday Peak Hour (Street)	8	6	2
PM Weekday Peak Hour (Street)	4	0	4
AM Weekday Peak Hour (Generator)	13	8	5
PM Weekday Peak Hour (Generator)	8	0	8

Note: We have assumed that the Weekday trip generation is 10 times the AM peak hour trip generation.

Table 1.3 below provides the site's net new trip generation. It has been prepared by subtracting the existing trips shown in Table 1.2 from the proposed trips shown in Table 1.1.

Table 1.3
ITE Trip Generation Calculations

Time Period	Total Trips	Enter	Exit
Weekday	967	484	483
AM Weekday Peak Hour (Street)	147	110	37
PM Weekday Peak Hour (Street)	75	20	55
AM Weekday Peak Hour (Generator)	158	86	72
PM Weekday Peak Hour (Generator)	140	64	76

The preceding table shows that the proposed public safety building will generate 147 net new trips and 75 net new trips in the AM and PM peak hours of the adjacent street, respectively. In the peak hours of the generator, the site will produce 158 net new trips and 140 net new trips in the AM and PM peak hours, respectively.

1G. Site Trip Distribution

Vehicle trips generated by the proposed multi-use building have been assigned to and from the site during the AM and PM peak hours of the adjacent street based on the entering and exiting distribution patterns provided by ITE. The entering and exiting distributions for LUC #730 are provided below in Table 1.4:

Table 1.4
ITE Trip Distribution

Land Use	LUC 730
Time Period	**Distribution Entering / Exiting**
AM Weekday Peak Hour (Street)	75% / 25%
PM Weekday Peak Hour (Street)	25% / 75%

1J. Site Trip Assignment

Trips generated by the proposed development in the AM and PM peak hour time periods have been assigned to and from the development site following the existing traffic patterns recorded at the Court Street, Stevens Mill Road, Towle Street, and Fairview Avenue intersections with Minot Avenue. The turning movement counts, collected in May, June, and September of 2025, are attached in *Section A of the appendix* and illustrated in **Figure 1**, which is also attached in *Section A of the appendix*. The trip assignment percentages are provided below in Table 1.5:

Table 1.5
Vehicle Trip Assignment

Approach	AM Peak Hour (From/To)	PM Peak Hour (To/From)
Minot Ave (West of Site)	37%	28%
Court St	0%	1%
Manley Rd	10%	17%
Stevens Mill Rd	19%	21%
Pride Rd	1%	2%
Towle St	1%	1%
Fairview Ave	4%	2%
Poland Rd	0%	0%
Caron Ln	0%	0%
Old Farm Rd	0%	0%
Minot Ave (East of Site)	28%	28%

The site generated trips have been assigned through the intersections, to and from the site, following the percentages shown in Table 1.5. **Figure 2**, attached in *Section A of the appendix*, illustrates the site trip assignment.

Section 2

2

2A. Crash Analysis

MaineDOT's Office of Safety, Crash Records Section, has provided crash data for the latest three-year period (2022 – 2024) for the section of Minot Avenue between the intersections at Hotel Road and Fairview Avenue, for a distance of 1.12 miles. The crash data is attached in *Section B of the appendix*, and a summary of the report is provided below:

Table 2.1
2022 - 2024 Crash Summary
Minot Ave btw. Hotel Rd and Fairview Ave

#	Location		Total Crashes	Critical Rate Factor
1	Minot Ave @	Millet Dr	1	0.22
2	Minot Ave @	Glendale Ave	1	0.23
3	**Minot Ave @**	**Fairview Ave, Poland Rd, Caron Ln and Old Farm Hl**	**12**	**2.16**
4	Minot Ave @	Court St and Manley Rd	16	0.64
5	Minot Ave @	Stevens Mill Rd and Pride Rd	2	0.44
6	Minot Ave @	Hotel Rd	11	0.44
7	Minot Ave @	Median west of Circle K	3	0.51
8	Minot Ave @	Median east of Court St/Manley Rd	1	0.24
9	**Minot Ave btw.**	**Hotel Rd and Median west of Circle K**	**22**	**1.54**
10	Minot Ave btw.	Median west of Circle K and Court St/Manley Rd	6	1.79
11	Minot Ave btw.	Median east of Court St/ Manley Rd and Court St/Manely Rd	2	0.55
12	Minot Ave btw.	Stevens Mill Rd/Pride Rd and Millett Dr	2	0.50
13	Minot Ave btw.	Millett Dr and Glendale Ave	2	0.24
14	Minot Ave btw.	Glendale Ave and Towle St	1	0.29
15	Minot Ave btw.	Towle St and Allain St	3	0.25
16	Minot Ave btw.	Allain St and Median west of Fairview Ave	4	0.68
17	Minot Ave btw.	Median west of Fairview Ave and Fairview Ave	2	0.77
18	Minot Ave btw.	Court St/Manley Rd and Median west of Circle K	3	0.90

MaineDOT considers any roadway intersection or segment a high crash location (HCL) if both of the following criteria are met:

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

As shown in the preceding table, **Location #3 – Minot Avenue at Fairview Avenue** (12 crashes, CRF = 2.16), and **Location #9 – Minot Avenue between Hotel Road and the median west of Circle K** (22 crashes, CRF = 1.54) meet MaineDOT's criteria for a high crash location. MaineDOT has prepared detailed collision diagrams for both of these locations which illustrate the identified crashes, the crash type, and the cause of each crash. A summary of the collision diagrams is provided below:

Location #3 – Minot Ave at Fairview Ave: MaineDOT's collision diagram shows that of the 12 total crashes, 11 were "angle" crashes, and 1 was a "rear-end" crash. The collision diagram highlights 2 predominant crash patterns.

The first involves motorists entering the intersection from the Poland Road approach, and motorists traveling eastbound on Minot Avenue. The pattern consists of 3 crashes, all caused by a failure to yield. Poland Road intersects with Minot Avenue at approximately a 16-degree angle. Also, there are 3 more "angle" crashes on the Poland Road approach. These crashes involve motorists turning into or out of Caron Lane.

The second crash pattern consists of 3 "angle" crashes and involves motorists turning left into Fairview Avenue from Minot Avenue and westbound vehicles on Minot Avenue.

Of the 12 crashes, 2 were Type B crashes (suspected minor injury), 1 was Type C (possible injury), and 9 were property damage only.

Location #9 – Minot Ave btw. Hotel Rd and the Median West of Circle K: Of the 22 identified crashes, 15 were "angle" crashes, 3 were "rear-end" crashes, 1 was a "side-swipe" crash, 1 was an "overturned" crash caused by excessive speed, 1 was a "head-on" collision involving turning motorists in the center turn lane, and 1 was a bicycle crash involving a motorist failing to yield to a bicyclist crossing a driveway entrance.

Of the 22 total crashes, 5 were Type B crashes (suspected minor injury), 5 were Type C crashes (possible injury), and 12 were property damage only.

2B. Pedestrian & Bike Crash Analysis

MaineDOT's crash report identifies 1 pedestrian crash and 3 bicycle crashes. We have further utilized MaineDOT's Public Map Viewer to identify the injury level and crash location for each identified crash, as summarized below:

Table 2.2
2022 - 2024 Pedestrian & Bicycle Crash Summary
Minot Ave btw. Hotel Rd and Fairview Ave

#	Location		Crash Type	Injury Level
1	Minot Ave at	Hotel Rd	Pedestrian	A
2	Minot Ave EB btw.	Median west of Fairview Ave and Fairview Ave	Bicycle	C
3	Minot Ave btw.	Median west of Court St and Court St	Bicycle	B
4	Minot Ave btw.	Towle St and Allain St	Bicycle	C

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PD = Property Damage

Section 3

3

3A. Entrance/Exit Location

Access to the development site will be provided via a 24-foot entrance opposite Towle Street, a 106-foot entrance fronting the apparatus bay for emergency vehicle access, and a 24-foot driveway on the easterly boundary. The driveways intersect with the south side of Minot Avenue.

3B. Entrance & Exit Plan View

Intersection sight distances were directionally recorded from the proposed site entrances in accordance with the criteria established within the MaineDOT's *Highway Driveway and Entrance Rules* publication.

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

The field measurements recorded from the proposed site entrances looking directionally onto Minot Avenue indicate that existing sight distances are in excess of the minimum standard based on the 30 mph posted speed limit. The sight distance measurements recorded from each driveway are provided below:

- **Westerly Driveway**
  - **Looking Left =400'+**
  - **Looking Right =400'+**

- **Center Driveway**
  - **Looking Left =800'+**
  - **Looking Right =800'+**

- **Easterly Driveway**
  - **Looking Left = 800'+**
  - **Looking Right = 400'+**

3C. Entrance/Exit Design

The proposed project, including any required off-site improvements, will be designed and constructed as directed by the City of Auburn.

3D. Entrance/Exit Criteria

This site driveways will be designed to meet the requirements of the City of Auburn.

Section 4

4

4. Title, Right or Interest

A Quitclaim Deed, signed and dated September 14, 2021, provides documentation of the applicant's ownership in the property. The Quitclaim Deed is attached in *Section C of the appendix*.

Section 5

5

5. Public or Private Right-of-way

The Existing Conditions Survey Plan, attached in *Section E of the appendix*, does not identify any easements on the development parcel.

Section 6

6

6. Schedule

City of Auburn is anticipating the start of construction in spring of 2026 with an early 2028 completion.

Section 6½

6½ A EXISTING & PROJECTED TRAFFIC VOLUMES

6A-1. Existing Traffic Volumes

Manual turning movement counts were conducted at the following intersections during the weekday AM and PM time periods:

1. Minot Ave at Court St and Manley Rd
   - Recorded by: AVCOG
   - Date: 6/13/2025
   - AM Peak Hour: 7:15 – 8:15 AM
   - PM Peak Hour: 4:00 – 5:00 PM
2. Minot Ave at Stevens Mill Rd and Pride Ave (AVCOG)
   - Recorded by: AVCOG
   - Date: 6/3/2025
   - AM Peak Hour: 7:30 – 8:30 AM
   - PM Peak Hour: 4:00 – 5:00 PM
3. Minot Ave at Towle St and Site
   - Recorded by: TriState
   - Date: 9/9/2025
   - AM Peak Hour: 7:30 – 8:30 AM
   - PM Peak Hour: 4:00 – 5:00 PM
4. Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill
   - Recorded by: AVCOG
   - Date: 5/15/2025
   - AM Peak Hour: 7:15 – 8:15 AM
   - PM Peak Hour: 3:45 – 4:45 PM

All vehicular traffic entering the study intersections was recorded in 15-minute intervals. The data collected by AVCOG at intersections #1 and #2 was recorded between 6 AM and 6 PM, while the data collected at intersection #4 was a 24-hour count, recorded between 6 AM and 6 AM, on the following day. The AM traffic data collected for intersection #3 was recorded between 7:00 and 9:00 AM, and the PM traffic data was recorded between 3:00 and 6:00 PM. From a summary of the data, peak hour time periods were established for the *"peak"* commuter travel periods. These peak hour time periods are provided in the preceding list.

The turning movement counts are illustrated in Figure 1, attached in *Section A of the appendix*.

6½ A-2. Seasonal Adjustments

Traffic data collected during the months of May, early June, and September requires a seasonal adjustment to reflect the "*peak*" travel conditions found during the summer months of July and August. MaineDOT provides Weekly Mean Factors for adjusting traffic volumes collected outside of the peak time periods.

MaineDOT utilizes highway classifications of I, II, or III for all State and Local roadways. MaineDOT's 2023 Count Book classifies the roadways at the study intersections as Group I roadways. **Group I** *roadways or urban roads are those which carry commuter traffic and exhibit little seasonal change in traffic volumes.* The Group I classification indicates that the roadways at the study intersections will experience minimal seasonal fluctuation.

In accordance with MaineDOT's 2023 Weekly Group Mean Factors, we have applied the following seasonal adjustments for the respective intersections:

1. Minot Ave at Court St and Manley Rd
   - Seasonal Adjustment = 1.011
2. Minot Ave at Stevens Mill Rd and Pride Ave
   - Seasonal Adjustment = 1.023
3. Minot Ave at Towle St and Site
   - Seasonal Adjustment = 1.011
   - No seasonal adjustment has been applied to the site approach
4. Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill
   - Seasonal Adjustment = 1.023

6½ A-3. Annual Adjustments

This traffic study has been prepared based on a projected build-out year of 2028. MaineDOT's traffic data shows that the annual average daily traffic (AADT) volumes on Minot Avenue, east of Hotel Road, has decreased from 14,920 in 2017 to 14,310 in 2023. To be conservative in this study, we will apply a 1% annual growth rate to the recorded traffic volumes.

Figure 3, attached in *Section A of the appendix*, depicts the 2028 design hour traffic volumes, including the seasonal and annual adjustments.

6½ A-4. Other Development Trips

Traffic generated by projects that have been approved by the Local Planning Board and/or the Maine Department of Transportation, but are not yet opened, must be included in the estimate of pre-development traffic. The City of Auburn Planning Department has been consulted to identify any and all development projects whose trips may impact the study area. The Planning Department has confirmed that there are no other development sites within the general vicinity of the site.

6½ A-5. 2028 Pre-Development Traffic

Because there are no other development trips within the vicinity of the project, the 2028 pre-development traffic volumes do not differ from the 2027 design hour traffic volumes shown in Figure 3.

6½ A-6. 2028 Post-Development Traffic

The 2028 post-development traffic volumes are provided in **Figure 4**, attached in *Section A of the appendix*. This figure has been prepared by combining the 2028 design hour traffic volumes shown in Figure 3 with the site trip assignment shown in Figure 2.

6½ B Analysis

6½ B-1. Capacity Analysis

A capacity analysis of the 2028 pre- and post-development traffic conditions has been performed for the following intersections:

- Minot Ave at Court St and Manley Rd (Signalized)
- Minot Ave at Stevens Mill Rd and Pride Ave (Unsignalized)
- Minot Ave at Towle St and Site (Unsignalized)
- Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill (Unsignalized)

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

Level of Service Criteria for Signalized Intersections		Level of Service Criteria for Unsignalized Intersections	
Level of Service	**Total Control Delay (sec/veh)**	**Level of Service**	**Total Control Delay (sec/veh)**
A	Up to 10.0	A	Up to 10.0
B	10.1 to 20.0	B	10.1 to 15.0
C	20.1 to 35.0	C	15.1 to 25.0
D	35.1 to 55.0	D	25.1 to 35.0
E	55.1 to 80.0	E	35.1 to 50.0
F	Greater Than 80.0	F	Greater Than 50.0

The capacity analysis was performed using Synchro 12 inputs and SimTraffic 12 reporting outputs. The results are based upon 7 SimTraffic runs, averaging 5 runs with the lowest and highest run removed. The SimTraffic reports are included in *Section D of the appendix.*

Tables B1 and B2, following, summarizes the results of the capacity analysis completed for the AM and PM peak hours of the 2028 pre- and post-development conditions.

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

Table B1 Level of Service Summary								
Approach/Lane	2028 Pre-Development				2028 Post-Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
1. Minot Ave at Towle St and Site (Unsignalized)								
Minot Ave - EB LT	0.9	A	1.5	A	1.1	A	1.7	A
Minot Ave - EB TR	1.0	A	1.0	A	1.7	A	1.4	A
Minot Ave - WB LT	0.6	A	0.8	A	1.0	A	1.0	A
Minot Ave - WB TR	0.4	A	0.6	A	0.4	A	0.6	A
Site - NB LTR	3.6	A	7.5	A	7.5	A	8.0	A
Towle St - SB LT	7.4	A	9.2	A	6.8	A	11.5	B
Towle St - SB R	2.7	A	2.8	A	2.7	A	3.0	A
Overall	***0.8***	***A***	***1.1***	***A***	***1.5***	***A***	***1.6***	***A***
2. Minot Ave at Manley Rd and Court St (Signalized)								
Minot Ave - EB L	23.1	C	32.2	C	22.9	C	32.6	C
Minot Ave - EB T	25.1	C	35.9	D	26.4	C	37.7	D
Minot Ave - EB TR	17.1	B	24.7	C	17.2	B	25.3	C
Minot Ave - WB LT	25.1	C	34.2	C	25.0	C	35.7	D
Minot Ave - WB TR	24.7	C	32.3	C	23.0	C	34.0	C
Manley Rd - NE LT	26.4	C	35.4	D	27.9	C	32.5	C
Manley Rd - NE R	3.0	A	2.7	A	3.7	A	3.1	A
Court St - SW LT	27.3	C	34.3	C	27.4	C	32.0	C
Court St - SW R	3.4	A	6.5	A	3.6	A	6.7	A
Overall	***20.6***	***C***	***27.8***	***C***	***20.9***	***C***	***27.8***	***C***

1. Minot Ave at Towle St and the Site Entrance

The capacity analysis shows that the all lanes, excluding the left-turn lane on the Towle Street approach, will operate at LOS A. The left-turn lane on the Towle Street approach will operate at LOS B with an acceptable 11.5 seconds of delay during the PM peak hour

2. Minot Ave at Manley Rd and Court St

The capacity analysis indicates that the proposed development has minimal impact on this intersection. Overall, each lane at the intersection will continue to operate at an acceptable LOS D or better in the analyzed AM and PM post-development peak hours. Overall, the intersection will continue to operate at LOS C in both post-development peak hours.

Table B2 Level of Service Summary								
Approach/Lane	2028 Pre-Development				2028 Post-Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
3. Minot Ave at Pride Rd and Stevens Mill Rd (Unsignalized)								
Minot Ave - EB LT	2.5	A	3.2	A	2.8	A	3.5	A
Minot Ave - EB TR	2.3	A	2.0	A	2.3	A	2.1	A
Minot Ave - WB LT	1.0	A	1.5	A	1.0	A	1.7	A
Minot Ave - WB TR	0.5	A	1.1	A	0.6	A	1.4	A
Stevens Mill Rd - SE LTR	8.0	A	16.7	C	9.9	A	17.1	C
Pride Rd - NW LTR	6.4	A	9.6	A	6.5	A	10.0	A
Overall	***2.1***	***A***	***2.3***	***A***	***2.4***	***A***	***2.5***	***A***
4a. Minot Ave at Poland Rd, Caron Ln and Fairview Ave (Unsignalized)								
Poland Rd - NB LR>	16.1	C	16.6	C	13.6	B	21.5	C
Fairview Ave - SE LTR>	14.3	B	14.9	B	14.5	B	18.1	C
Caron Ln - NW <LTR	12.5	B	13.7	B	18.6	C	26.8	D
Minot Ave - NE L	2.1	A	4.3	A	3.1	A	3.9	A
Minot Ave - NE T	0.5	A	0.6	A	0.5	A	0.6	A
Minot Ave - NE TR	0.7	A	0.7	A	0.7	A	0.7	A
Minot Ave - SW <L	5.0	A	4.9	A	5.6	A	5.3	A
Minot Ave - SW T	0.7	A	0.4	A	0.7	A	0.4	A
Minot Ave - SW TR	0.2	A	0.2	A	0.2	A	0.2	A
Overall	***4.5***	***A***	***4.4***	***A***	***4.2***	***A***	***5.5***	***A***
4b. Minot Ave at Poland Rd (Unsignalized)								
Minot Ave - NE T	0.6	A	0.5	A	0.7	A	0.7	A
Minot Ave - NE TR	0.8	A	0.9	A	0.7	A	0.9	A
Minot Ave - SW T	0.1	A	0.1	A	0.1	A	0.2	A
Minot Ave - SW T	0.2	A	0.2	A	0.2	A	0.2	A
Overall	***0.4***	***A***	***0.4***	***A***	***0.4***	***A***	***0.4***	***A***
4c. Minot Ave at Old Farm Hill (Unsignalized)								
Old Farm Hill - NW R	3.0	A	-	n/a	3.1	A	-	n/a
Minot Ave - NE T	0.3	A	0.2	A	0.3	A	0.3	A
Minot Ave - NE T	0.5	A	0.5	A	0.5	A	0.5	A
Minot Ave - SW T	0.6	A	0.5	A	0.7	A	0.5	A
Minot Ave - SW T	0.2	A	0.2	A	0.2	A	0.1	A
Overall	***0.5***	***A***	***0.4***	***A***	***0.5***	***A***	***0.4***	***A***

3. Minot Ave at Pride Road and Stevens Mill Road

In the pre- and post-development peak hours, all lanes, excluding the Stevens Mill Road shared left/thru/right-turn lane are expected to operate at LOS A. The Stevens Mill Road shared lane operates

at LOS C in the pre-development PM peak hour, and will continue to do so in the post-development PM peak hour. Overall, the proposed project will have minimal impact on this intersection.

4. Minot Ave at Poland Rd, Caron Ln Fairview Ave, and Old Farm Hill

Due to Synchro's limited capabilities this intersection has been modeled as 3 intersections in Synchro: 4a) Minot Avenue at Fairview Avenue, Poland Road, and Caron Lane. In the model, Old Farm hill intersects with Caron Lane just south of Minot Avenue. 4b) the right-turn from Minot Avenue into Poland Road, and 4c) the right-turn lane from Old Farm Hill onto Minot Avenue.

Table B2 shows that the Poland Road, Fairview Avenue, and Caron Lane approaches will operate at LOS D or better in the AM and PM post-development analysis peak hours. The Minot Avenue lanes will continue to operate at LOS A. Overall, the proposed project will have minimal impact on this intersection.

6½ B-2. Vehicle Queuing Analysis

In addition to outputting the vehicle delay, SimTraffic also provides vehicle queue reports, which show the expected average queue, 95th percentile queue, and maximum queue. For the 2028 pre- and post-development conditions, the 95th percentile vehicle queue results are summarized in Table B3 and B4, below, while the average and maximum vehicle queues are included in the SimTraffic reports provided in *Section D of the appendix*.

Table B3
95th Percentile Vehicle Queue Summary

Approach/Lane	Storage Length (ft)	2028 Pre-Development		2028 Post-Development	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		Delay (sec./veh.)	Delay (sec./veh.)	Delay (sec./veh.)	Delay (sec./veh.)
1. Minot Ave at Towle St and Site (Unsignalized)					
Minot Ave - EB LT	-	7	20	5	20
Minot Ave - EB TR	-	0	0	4	9
Minot Ave - WB LT	-	11	0	28	19
Minot Ave - WB TR	-	0	0	0	3
Site - NB LTR	-	12	21	58	56
Towle St - SB LT	-	29	29	30	31
Towle St - SB R	50	20	33	22	35
2. Minot Ave at Manley Rd and Court St (Signalized)					
Minot Ave - EB L	120	200	206	210	202
Minot Ave - EB T	-	224	240	247	229
Minot Ave - EB TR	-	156	159	175	157
Minot Ave - WB LT	-	109	219	105	230
Minot Ave - WB TR	-	99	215	105	227
Manley Rd - NE LT	-	135	293	147	252
Manley Rd - NE R	120	8	116	45	90
Court St - SW LT	-	133	183	120	142
Court St - SW R	115	64	128	40	110

Table B4 95th Percentile Vehicle Queue Summary					
Approach/Lane	Storage Length (ft)	2028 Pre-Development		2028 Post-Development	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		Delay (sec./veh.)	Delay (sec./veh.)	Delay (sec./veh.)	Delay (sec./veh.)
3. Minot Ave at Pride Rd and Stevens Mill Rd (Unsignalized)					
Minot Ave - EB LT	-	8	16	13	20
Minot Ave - EB TR	-	0	0	5	0
Minot Ave - WB LT	-	8	13	4	20
Minot Ave - WB TR	-	0	0	0	5
Stevens Mill Rd - SE LTR	-	43	31	51	34
Pride Rd - NW LTR	-	36	44	37	45
4. Minot Ave at Poland Rd, Caron Ln and Fairview Ave (Unsignalized)					
Poland Rd - NB <LR>	-	105	123	100	137
Fairview Ave - SE LTR>	-	77	71	76	79
Caron Ln - NW <LTR	-	33	28	32	30
Minot Ave - NE L	25	0	6	0	5
Minot Ave - NE T	-	7	5	6	2
Minot Ave - NE TR	-	12	2	13	6
Minot Ave - SW <L	70	77	63	77	62
Minot Ave - SW T	-	48	26	57	27
Minot Ave - SW TR	-	11	14	18	3
5. Minot Ave at Poland Rd (Unsignalized)					
Minot Ave - NE T	-	0	0	0	0
Minot Ave - NE TR	-	0	0	0	0
Minot Ave - SW T	-	0	0	0	0
Minot Ave - SW T	-	0	0	0	0
5. Minot Ave at Old Farm Hill (Unsignalized)					
Old Farm Hill - NW R	-	17	0	13	0
Minot Ave - NE T	-	0	0	0	0
Minot Ave - NE T	-	0	0	0	0
Minot Ave - SW T	-	14	7	22	0
Minot Ave - SW T	-	0	0	0	0

Tables B4 and B5 show that there is no excessive queueing anticipated at the analysis intersections during the post-development peak hours. At the signalized intersection of Minot Avenue, Court Street and Manley Road, the analysis shows that the Minot Avenue eastbound left-turn lane storage length is exceeded by approximately 80 to 90 feet during the pre-development and post-development peak hours. This is an existing condition, that the proposed project will have little impact on it. Accordingly, we do not recommend and signal timing adjustments at this time.

6½ C Summary

6½ C-1. Capacity Analysis

A capacity analysis of the 2028 pre-development and post-development traffic conditions has been completed for the following intersections:

- Minot Ave at Court St and Manley Rd (Signalized)
- Minot Ave at Stevens Mill Rd and Pride Ave (Unsignalized)
- Minot Ave at Towle St and Site (Unsignalized)
- Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill (Unsignalized)

The capacity analysis shows all lanes at the studied intersections will continue to operate at an acceptable LOS D or better, and that the proposed development will have minimal impact on traffic operations within the general vicinity of the site.

6½ C-3. Vehicle Queuing Analysis

A vehicle queueing analysis was completed for the 2028 pre- and post-development conditions at the following intersections:

- Minot Ave at Court St and Manley Rd (Signalized)
- Minot Ave at Stevens Mill Rd and Pride Ave (Unsignalized)
- Minot Ave at Towle St and Site (Unsignalized)
- Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill (Unsignalized)

The vehicle queueing analysis shows that the there is no excessive queueing anticipated at the analysis intersections during the post-development peak hours. At the signalized intersection of Minot Avenue, Court Street and Manley Road, the analysis shows that the Minot Avenue eastbound left-turn lane storage length is exceeded by approximately 80 to 90 feet during the pre-development and post-development peak hours. This is an existing condition, that the proposed project will have little impact on. Accordingly, we do not recommend and signal timing adjustments at this time.

APPENDIX

A. TRAFFIC FIGURES, REGIONAL MAPPING PLAN, & TRAFFIC COUNTS

B. MAINEDOT CRASH DATA

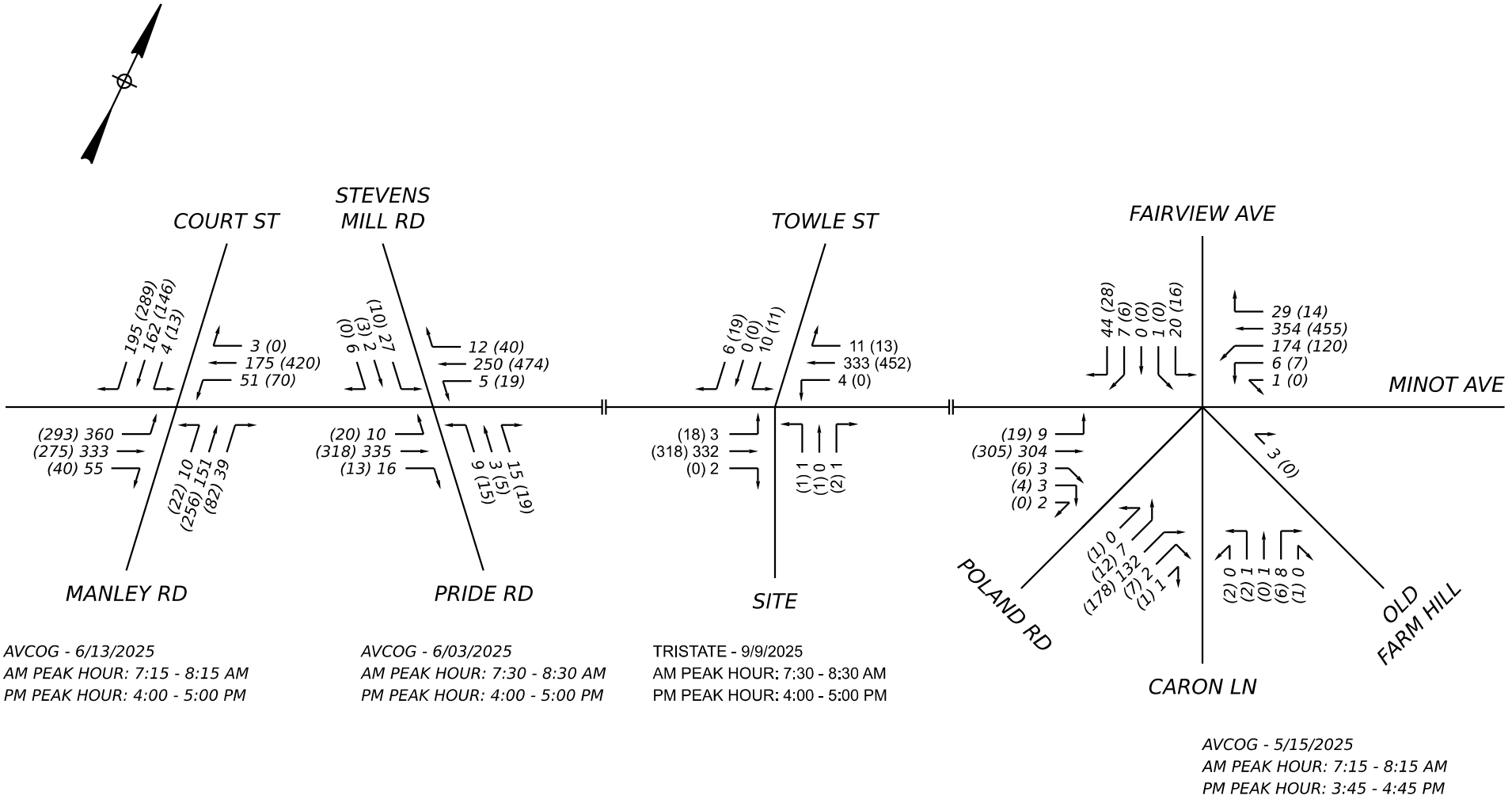
C. DEED

D. SYNCHRO & SIMTRAFFIC CAPACITY ANALYSIS REPORTS

E. EXISTING CONDITIONS PLAN & SITE PLAN

APPENDIX A

- TRAFFIC FIGURES
- REGIONAL MAPPING PLAN
- TRAFFIC COUNTS



AVCOG - 6/13/2025
AM PEAK HOUR: 7:15 - 8:15 AM
PM PEAK HOUR: 4:00 - 5:00 PM

AVCOG - 6/03/2025
AM PEAK HOUR: 7:30 - 8:30 AM
PM PEAK HOUR: 4:00 - 5:00 PM

TRISTATE - 9/9/2025
AM PEAK HOUR: 7:30 - 8:30 AM
PM PEAK HOUR: 4:00 - 5:00 PM

AVCOG - 5/15/2025
AM PEAK HOUR: 7:15 - 8:15 AM
PM PEAK HOUR: 3:45 - 4:45 PM

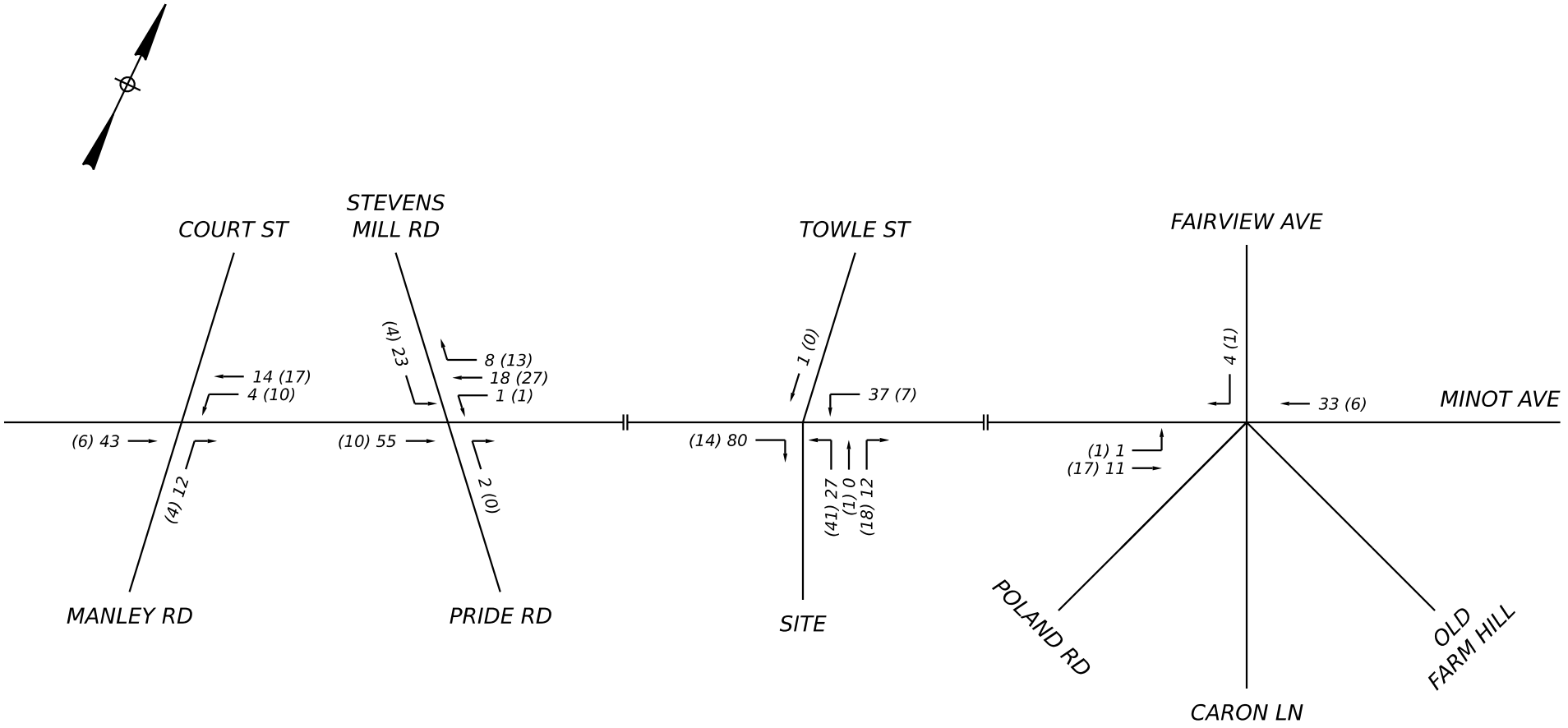
2025 UNADJUSTED TRAFFIC VOLUMES
FIGURE 1

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

PUBLIC SAFETY FACILITY
550 MINOT AVE, AUBURN

4464.008.001 DATE: DEC., 2025

Barton & Loguidice



SITE TRIP ASSIGNMENT
FIGURE 2

LEGEND:

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

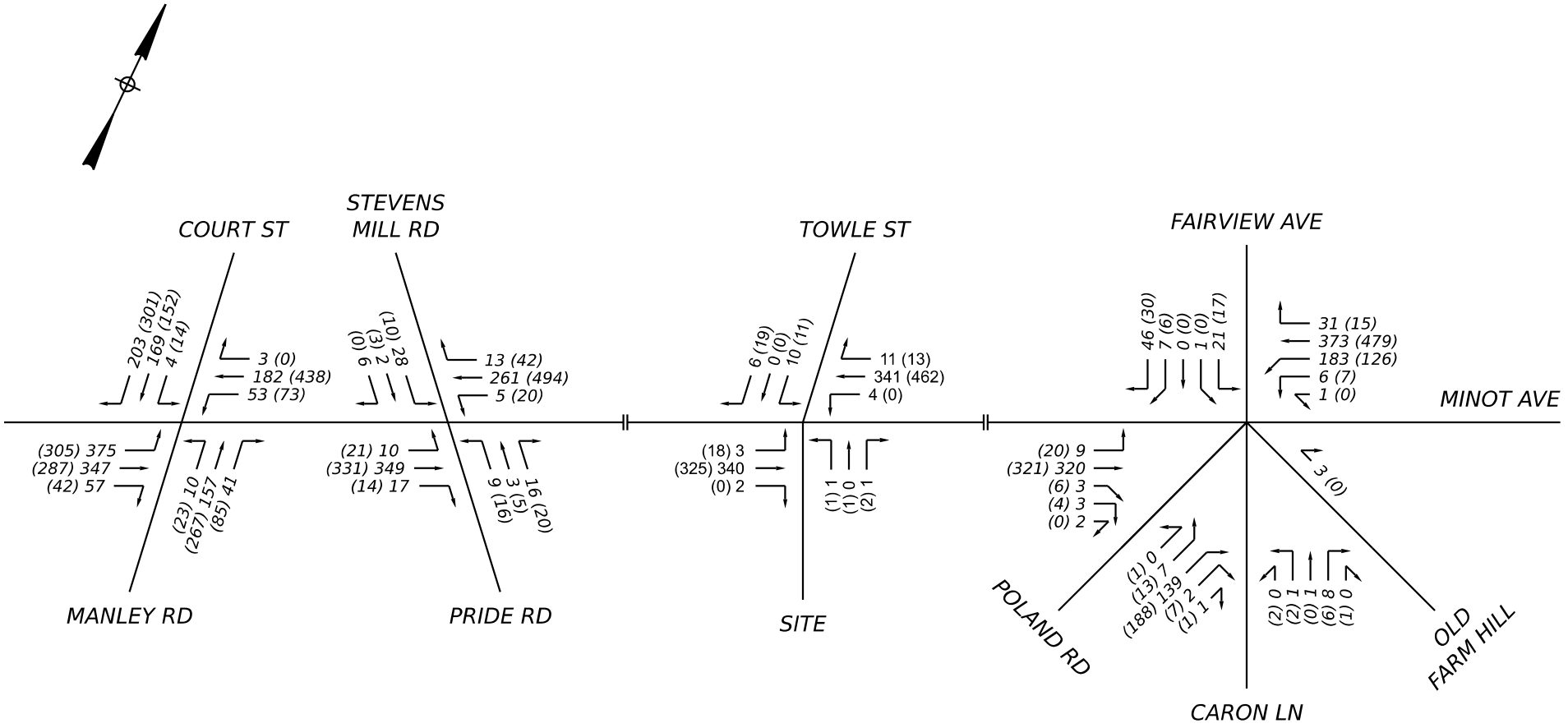
PUBLIC SAFETY FACILITY

550 MINOT AVE, AUBURN

4464.008.001

DATE: DEC., 2025

Barton & Loguidice



2028 DESIGN HOUR TRAFFIC VOLUMES
FIGURE 3

LEGEND:

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

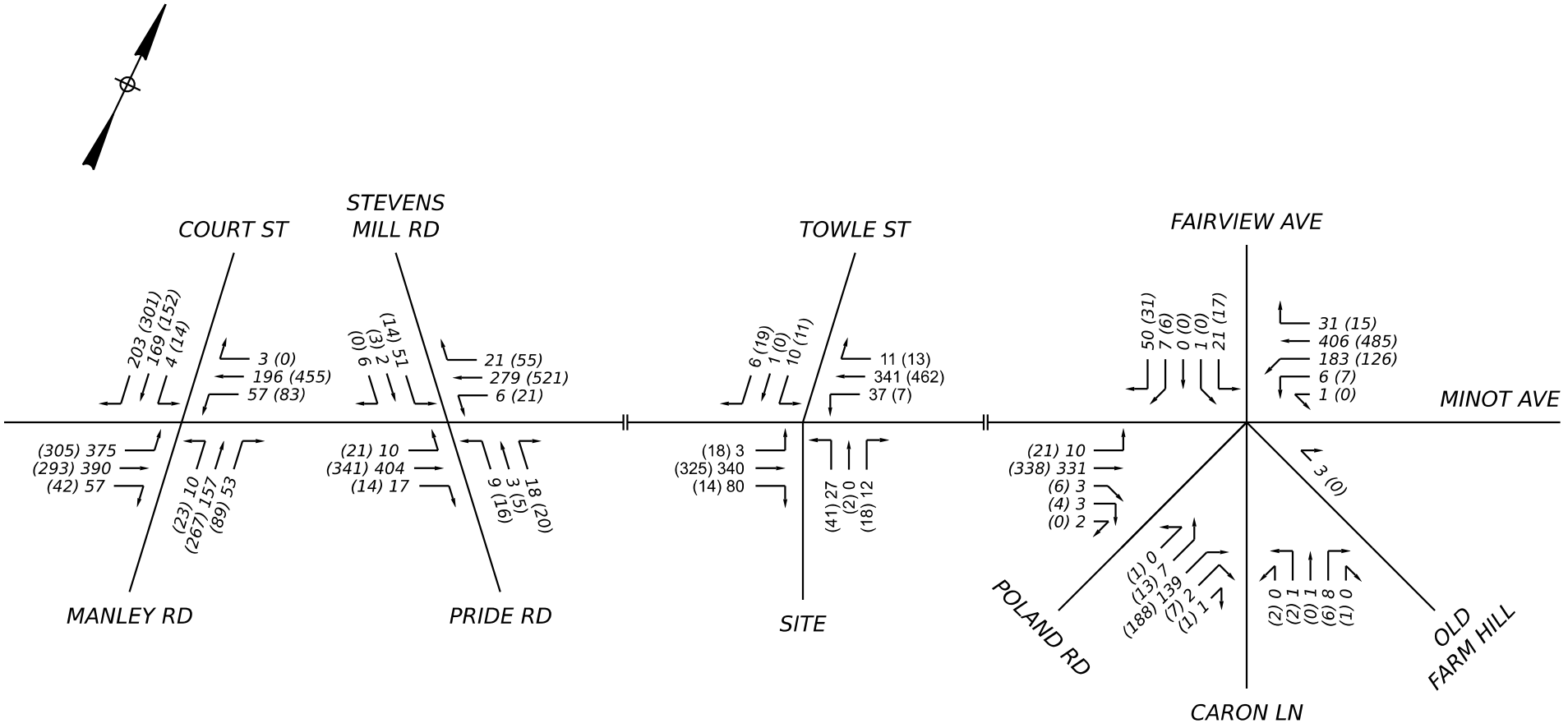
PUBLIC SAFETY FACILITY

550 MINOT AVE, AUBURN

4464.008.001

DATE: DEC., 2025

Barton & Loguidice



2028 POST-DEVELOPMENT TRAFFIC VOLUMES
FIGURE 4

LEGEND:

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

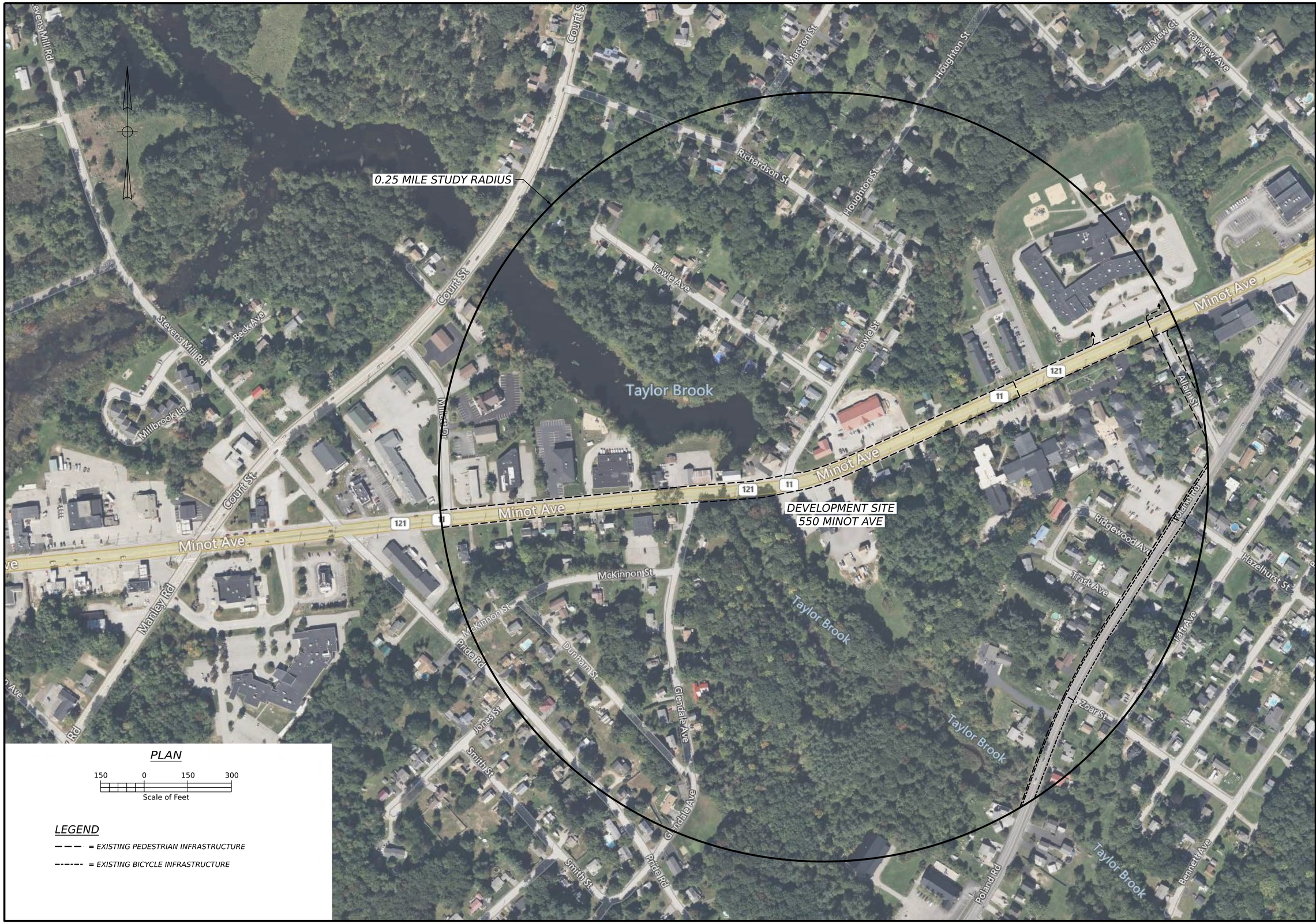
PUBLIC SAFETY FACILITY

550 MINOT AVE, AUBURN

4464.008.001

DATE: DEC., 2025

Barton & Loguidice



PLAN

150 0 150 300

Scale of Feet

LEGEND

= EXISTING PEDESTRIAN INFRASTRUCTURE

= EXISTING BICYCLE INFRASTRUCTURE

Barton & Loguidice

PROJ MANAGER	JOHN Q. ADAMS	BY	DATE
DESIGN-DETAILED	JWS	JWS	9/2025
CHECKED-REVIEWED	JQA	JQA	9/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

AUBURN
PUBLIC SAFETY FACILITY
550 MINOT AVE

REGIONAL MAPPING PLAN

SHEET NUMBER

1

OF 1

Tri-State Traffic Data, Inc.
www.TSTData.com

SUMMARY	
Project	Barton & Loguidice
Project Code	12190
Site Name	12190-1
Intersection Name	Minot Ave & Towle St/Auburn Fire Dept West Driveway
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	17:45
Location	12190-1
Latitude and Longitude	(44.082559, -70.248486)

	START	END	PHF
AM PEAK	**09-09-2025 07:30:00**	**09-09-2025 08:30:00**	**0.93**
PM PEAK	**09-09-2025 16:00:00**	**09-09-2025 17:00:00**	**0.96**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Tri-State Traffic Data, Inc.

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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

TURNING MOVEMENT DATA

Leg	Minot Ave							Minot Ave							Fire Dept West Driveway							Towle St							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	68	0	0	68	0	0	0	57	0	0	57	0	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	129
07:15	0	83	0	0	83	0	0	0	71	1	0	72	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	157
07:30	1	81	0	0	82	0	1	0	70	2	0	72	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	156
07:45	0	100	0	0	100	0	0	0	77	2	0	79	0	0	0	0	0	0	0	0	0	3	0	3	0	6	1	0	185
Hourly Total	1	332	0	0	333	0	1	0	275	5	0	280	0	0	0	0	0	0	0	0	0	7	0	7	0	14	1	0	627
08:00	0	89	0	0	89	0	0	0	74	2	0	76	0	0	0	0	0	0	0	0	0	3	0	1	0	4	1	0	169
08:15	2	64	0	0	66	0	0	1	112	5	0	118	0	0	0	0	0	0	0	0	0	3	0	1	0	4	1	0	188
08:30	2	59	0	0	61	0	0	0	69	3	1	73	0	0	0	0	0	0	0	0	0	2	0	3	0	5	0	1	139
08:45	1	66	1	0	68	0	0	0	58	2	0	60	0	0	0	0	1	0	1	0	0	1	0	2	0	3	0	0	132
Hourly Total	5	278	1	0	284	0	0	1	313	12	1	327	0	0	0	0	1	0	1	0	0	9	0	7	0	16	2	1	628
15:00	4	82	0	0	86	0	0	0	100	4	0	104	0	0	0	0	0	0	0	1	0	1	0	3	0	4	3	2	194
15:15	8	65	0	0	73	0	0	0	107	5	0	112	0	0	0	0	0	0	0	0	2	4	0	9	0	13	1	0	198
15:30	3	68	0	0	71	0	0	0	96	2	1	99	0	0	0	0	0	0	0	0	0	3	0	4	0	7	0	0	177
15:45	0	54	0	0	54	0	0	0	99	0	0	99	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	154
Hourly Total	15	269	0	0	284	0	0	0	402	11	1	414	0	0	0	0	0	0	0	1	2	8	0	17	0	25	5	2	723
16:00	6	77	0	0	83	0	0	0	115	2	0	117	0	0	0	0	1	0	1	0	0	0	0	3	0	3	2	0	204
16:15	5	82	0	0	87	0	0	0	107	3	0	110	0	0	1	1	0	0	2	0	1	4	0	6	0	10	0	0	209
16:30	2	78	0	0	80	0	0	0	123	3	0	126	0	0	0	0	0	0	0	0	0	6	0	5	0	11	0	0	217
16:45	5	81	0	0	86	0	0	0	107	5	0	112	0	0	0	0	0	0	0	0	0	1	0	5	0	6	0	0	204
Hourly Total	18	318	0	0	336	0	0	0	452	13	0	465	0	0	1	1	1	0	3	0	1	11	0	19	0	30	2	0	834
17:00	8	61	0	0	69	0	0	0	107	2	1	110	0	0	0	0	0	0	0	0	0	1	0	7	0	8	0	1	187
17:15	5	58	0	0	63	0	0	0	105	2	0	107	0	0	0	0	0	0	0	0	0	4	0	4	0	8	0	0	178
17:30	3	57	0	0	60	0	0	0	79	0	0	79	0	0	0	0	0	0	0	0	0	3	0	6	0	9	1	0	148
17:45	2	52	0	0	54	0	0	0	80	1	0	81	0	0	0	0	0	0	0	1	0	2	0	1	0	3	0	1	138
Hourly Total	18	228	0	0	246	0	0	0	371	5	1	377	0	0	0	0	0	0	0	1	0	10	0	18	0	28	1	2	651
Grand Total	57	1425	1	0	1483	0	1	1	1813	46	3	1863	0	0	1	1	2	0	4	2	3	45	0	68	0	113	11	5	3463
Approach %	3	96	0	0	100	0	0	0	97	2	0	100	0	0	25	25	50	0	100	50	75	39	0	60	0	100	9	4	400
Total %	1	41	0	0	42	0	0	0	52	1	0	53	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	100
Motorcycles	0	8	0	0	8	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	55	1346	1	0	1402	0	0	1	1721	42	3	1767	0	0	1	1	2	0	4	0	0	41	0	66	0	107	0	0	3280
Cars & Light Goods	96	94	100	0	0	0	0	100	94	91	100	0	0	0	100	100	100	0	0	0	0	91	0	97	0	0	0	0	94
Single Unit Trucks	2	37	0	0	39	0	0	0	43	4	0	47	0	0	0	0	0	0	0	0	0	4	0	2	0	6	0	0	92
Single Unit Trucks	3	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	2
Articulated Trucks	0	19	0	0	19	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36

Tri-State Traffic Data, Inc.

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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

TURNING MOVEMENT DATA

Leg	Minot Ave							Minot Ave							Fire Dept West Driveway							Towle St							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Articulated Trucks %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	0	13	0	0	13	0	0	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
Buses %	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	2	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	6	3	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	54	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0

Tri-State Traffic Data, Inc.

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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

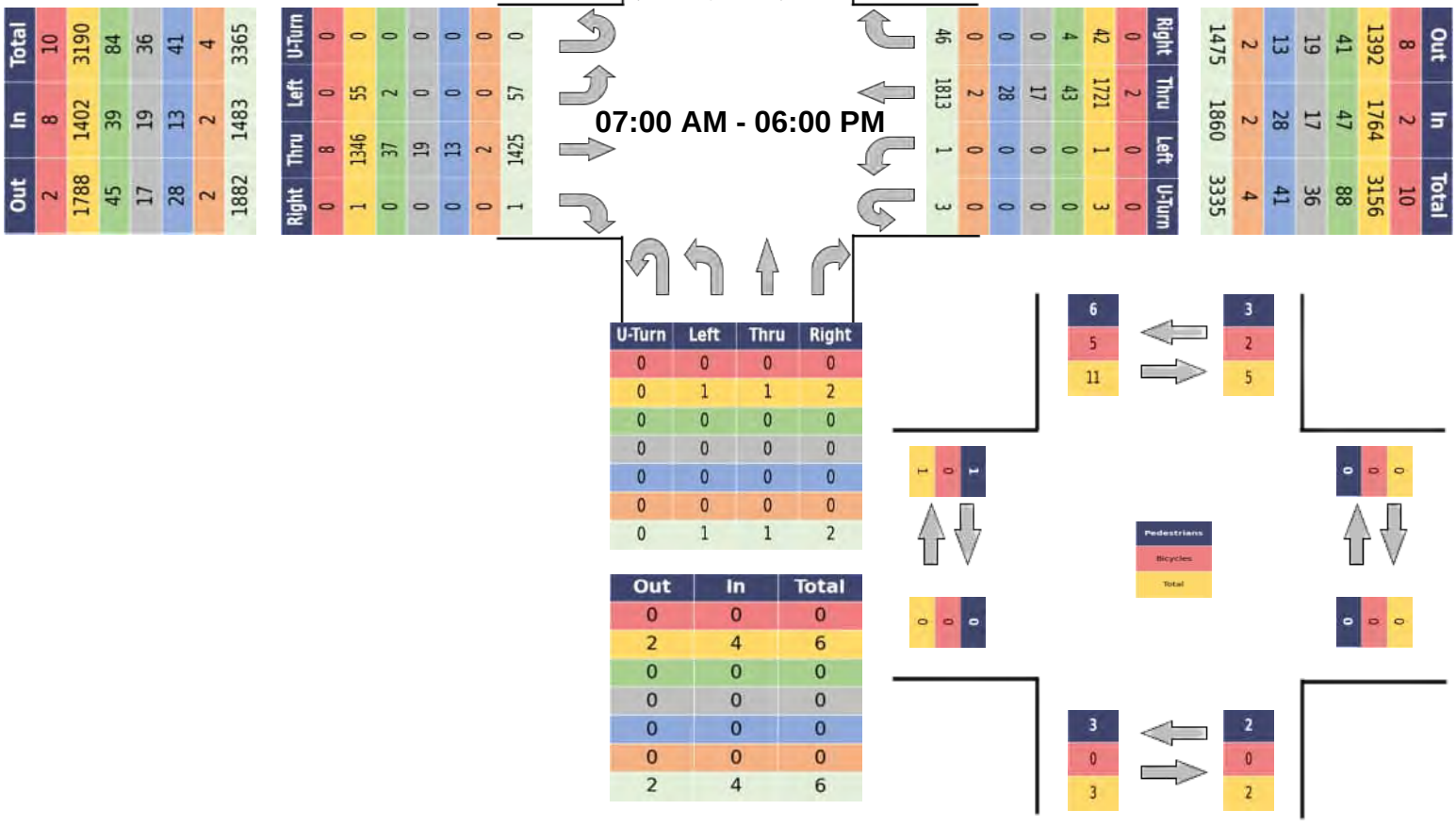
Date: 09-09-2025

Turning Movement Data

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

Out	In	Total
0	0	0
98	107	205
6	6	12
0	0	0
0	0	0
0	0	0
104	113	217

Right	Thru	Left	U-Turn
0	0	0	0
66	0	41	0
2	0	4	0
0	0	0	0
0	0	0	0
0	0	0	0
68	0	45	0



Out	In	Total	Class
2	8	10	Motorcycles
1788	1402	3190	Cars & Light Goods
45	39	84	Single Unit Trucks
17	19	36	Articulated Trucks
28	13	41	Buses
2	2	4	Bicycles on Road
1882	1483	3365	Total

Right	Thru	Left	U-Turn
0	8	0	0
1	1346	55	0
0	37	2	0
0	19	0	0
0	13	0	0
0	2	0	0
1	1425	57	0

Right	Thru	Left	U-Turn
46	1813	1	3
0	2	0	0
0	28	0	0
0	17	0	0
4	43	0	0
42	1721	1	3
0	2	0	0

Out	In	Total	Class
1475	1860	3335	Motorcycles
2	2	4	Cars & Light Goods
13	28	41	Single Unit Trucks
19	17	36	Articulated Trucks
41	47	88	Buses
1392	1764	3156	Bicycles on Road
8	2	10	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	1	1	2
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	1	2

Out	In	Total
0	0	0
2	4	6
0	0	0
0	0	0
0	0	0
0	0	0
2	4	6

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Minot Ave							Minot Ave							Fire Dept West Driveway							Towle St							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	1	81	0	0	82	0	1	0	70	2	0	72	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	156
07:45:00	0	100	0	0	100	0	0	0	77	2	0	79	0	0	0	0	0	0	0	0	0	3	0	3	0	6	1	0	185
08:00:00	0	89	0	0	89	0	0	0	74	2	0	76	0	0	0	0	0	0	0	0	0	3	0	1	0	4	1	0	169
08:15:00	2	64	0	0	66	0	0	1	112	5	0	118	0	0	0	0	0	0	0	0	0	3	0	1	0	4	1	0	188
Grand Total	3	334	0	0	337	0	1	1	333	11	0	345	0	0	0	0	0	0	0	0	0	10	0	6	0	16	3	0	698
Approach %	1	99	0	0	100	0	0	0	97	3	0	100	0	0	0	0	0	0	0	0	0	62	0	38	0	100	19	0	300
Total %	0	48	0	0	48	0	0	0	48	2	0	49	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	3	312	0	0	315	0	0	1	313	9	0	323	0	0	0	0	0	0	0	0	0	8	0	6	0	14	0	0	652
Cars & Light Goods	100	93	0	0	0	0	0	100	94	82	0	0	0	0	0	0	0	0	0	0	0	80	0	100	0	0	0	0	93
Single Unit Trucks	0	12	0	0	12	0	0	0	10	2	0	12	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	26
Single Unit Trucks	0	4	0	0	0	0	0	0	3	18	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	4
Articulated Trucks	0	5	0	0	5	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Articulated Trucks %	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	0	5	0	0	5	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Buses %	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0
PHF	0.38	0.84	0.0	0.0	0.84	0.0	0.25	0.25	0.74	0.55	0.0	0.73	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.83	0.0	0.5	0.0	0.67	0.75	0.0	0.93

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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

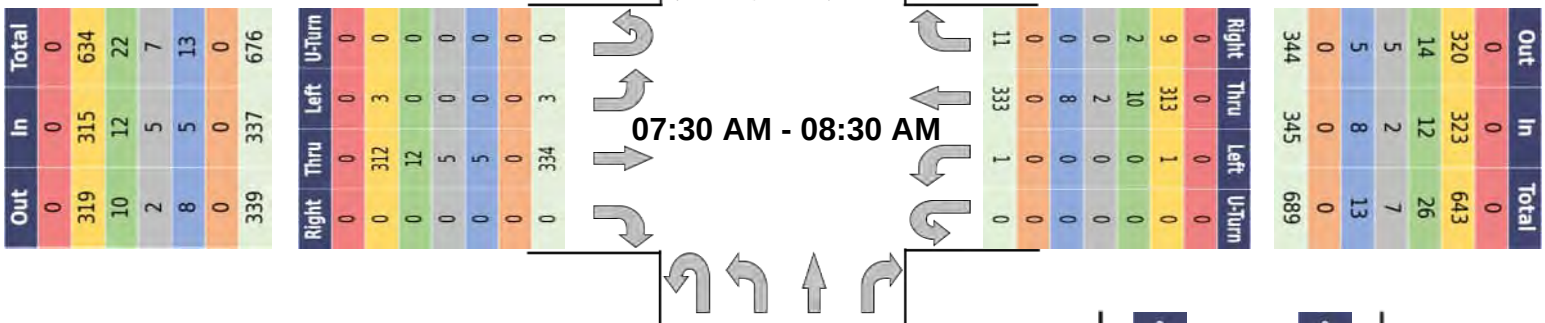
Date: 09-09-2025

AM Peak Turning Movement Data Summary

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

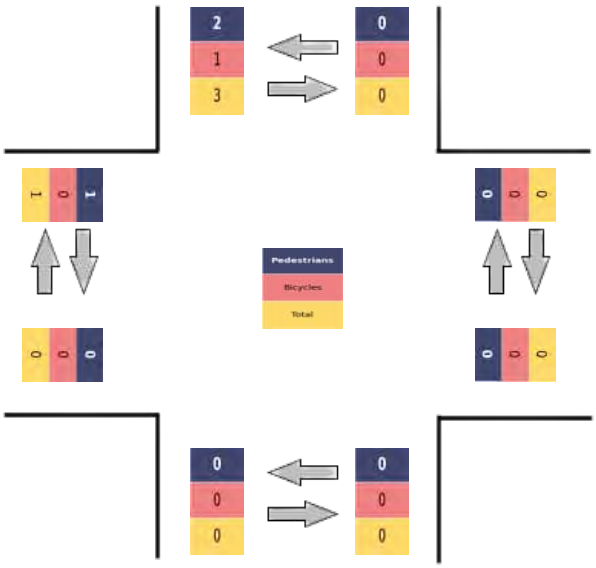
Out	In	Total
0	0	0
12	14	26
2	2	4
0	0	0
0	0	0
0	0	0
14	16	30

Right	Thru	Left	U-Turn
0	0	0	0
6	0	8	0
0	0	2	0
0	0	0	0
0	0	0	0
0	0	0	0
6	0	10	0



U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Out	In	Total
0	0	0
1	0	1
0	0	0
0	0	0
0	0	0
0	0	0
1	0	1



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Minot Ave							Minot Ave							Fire Dept West Driveway							Towle St							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:00:00	6	77	0	0	83	0	0	0	115	2	0	117	0	0	0	0	1	0	1	0	0	0	0	3	0	3	2	0	204
16:15:00	5	82	0	0	87	0	0	0	107	3	0	110	0	0	1	1	0	0	2	0	1	4	0	6	0	10	0	0	209
16:30:00	2	78	0	0	80	0	0	0	123	3	0	126	0	0	0	0	0	0	0	0	0	6	0	5	0	11	0	0	217
16:45:00	5	81	0	0	86	0	0	0	107	5	0	112	0	0	0	0	0	0	0	0	0	1	0	5	0	6	0	0	204
Grand Total	18	318	0	0	336	0	0	0	452	13	0	465	0	0	1	1	1	0	3	0	1	11	0	19	0	30	2	0	834
Approach %	5	95	0	0	100	0	0	0	97	3	0	100	0	0	33	33	33	0	100	0	33	37	0	63	0	100	7	0	400
Total %	2	38	0	0	40	0	0	0	54	2	0	56	0	0	0	0	0	0	0	0	0	1	0	2	0	4	0	0	100
Motorcycles	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Motorcycles %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	18	303	0	0	321	0	0	0	440	13	0	453	0	0	1	1	1	0	3	0	0	11	0	19	0	30	0	0	807
Cars & Light Goods	100	95	0	0	0	0	0	0	97	100	0	0	0	0	100	100	100	0	0	0	0	100	0	100	0	0	0	0	97
Single Unit Trucks	0	6	0	0	6	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Single Unit Trucks	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Articulated Trucks %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	2	0	0	2	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Buses %	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0
PHF	0.75	0.97	0.0	0.0	0.97	0.0	0.0	0.0	0.92	0.65	0.0	0.92	0.0	0.0	0.25	0.25	0.25	0.0	0.38	0.0	0.25	0.46	0.0	0.79	0.0	0.68	0.25	0.0	0.96

Tri-State Traffic Data, Inc.

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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

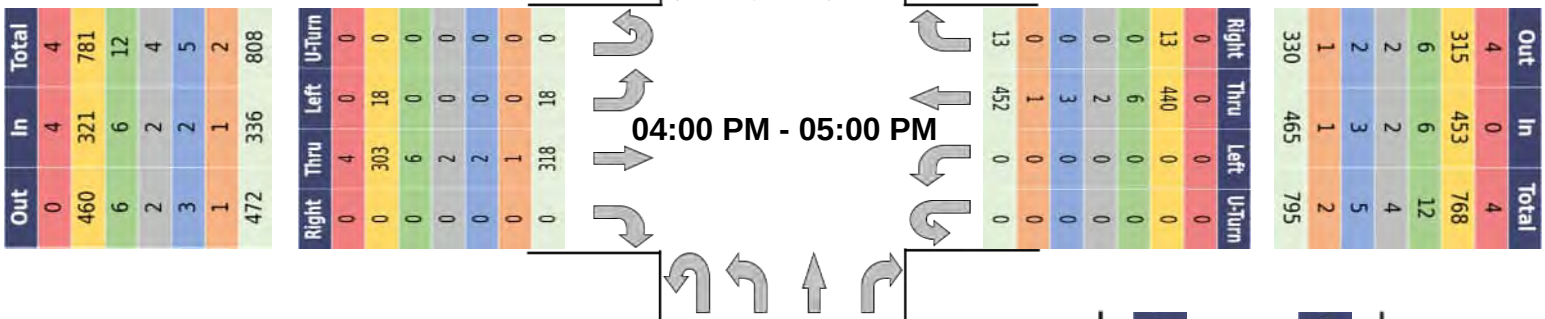
Date: 09-09-2025

PM Peak Turning Movement Data Summary

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

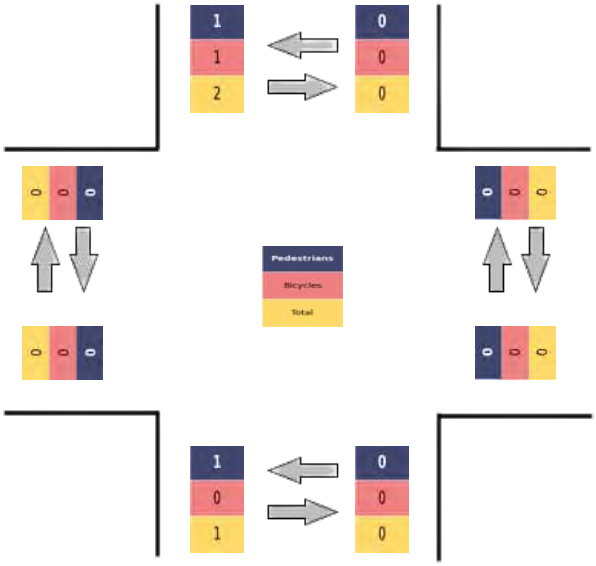
Out	In	Total
0	0	0
32	30	62
0	0	0
0	0	0
0	0	0
0	0	0
32	30	62

Right	Thru	Left	U-Turn
0	0	0	0
19	0	11	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
19	0	11	0



U-Turn	Left	Thru	Right
0	0	0	0
0	1	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	1	1

Out	In	Total
0	0	0
0	3	3
0	0	0
0	0	0
0	0	0
0	0	0
0	3	3



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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Motorcycles

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	8	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Cars & Light Goods

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	64	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	118
07:15	0	83	0	0	0	0	0	63	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	149
07:30	1	75	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	147
07:45	0	95	0	0	0	0	0	73	2	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	176
Hourly Total	1	317	0	0	0	0	0	255	3	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	590
08:00	0	87	0	0	0	0	0	68	2	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	160
08:15	2	55	0	0	0	0	1	103	5	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	169
08:30	2	56	0	0	0	0	0	57	2	1	0	0	0	0	0	0	0	0	2	0	3	0	0	0	123
08:45	1	62	1	0	0	0	0	51	2	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	121
Hourly Total	5	260	1	0	0	0	1	279	11	1	0	0	0	0	1	0	0	0	7	0	7	0	0	0	573
15:00	4	75	0	0	0	0	0	91	4	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	178
15:15	8	58	0	0	0	0	0	100	4	0	0	0	0	0	0	0	0	0	4	0	9	0	0	0	183
15:30	3	64	0	0	0	0	0	93	2	1	0	0	0	0	0	0	0	0	3	0	4	0	0	0	170
15:45	0	50	0	0	0	0	0	98	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	149
Hourly Total	15	247	0	0	0	0	0	382	10	1	0	0	0	0	0	0	0	0	8	0	17	0	0	0	680
16:00	6	72	0	0	0	0	0	113	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	197
16:15	5	79	0	0	0	0	0	104	3	0	0	0	1	1	0	0	0	0	4	0	6	0	0	0	203
16:30	2	75	0	0	0	0	0	119	3	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	210
16:45	5	77	0	0	0	0	0	104	5	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	197
Hourly Total	18	303	0	0	0	0	0	440	13	0	0	0	1	1	1	0	0	0	11	0	19	0	0	0	807
17:00	7	60	0	0	0	0	0	104	2	1	0	0	0	0	0	0	0	0	1	0	6	0	0	0	181
17:15	4	55	0	0	0	0	0	103	2	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	171
17:30	3	54	0	0	0	0	0	78	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	142
17:45	2	50	0	0	0	0	0	80	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	136
Hourly Total	16	219	0	0	0	0	0	365	5	1	0	0	0	0	0	0	0	0	8	0	16	0	0	0	630
Total	55	1346	1	0	0	0	1	1721	42	3	0	0	1	1	2	0	0	0	41	0	66	0	0	0	3280

Tri-State Traffic Data, Inc.

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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Single Unit Trucks

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:45	0	4	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	11	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
08:00	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
08:15	0	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8
08:30	0	1	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	8	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	25
15:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
15:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	9	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
16:00	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:45	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
17:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
17:15	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	12
Total	2	37	0	0	0	0	0	43	4	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	92

Tri-State Traffic Data, Inc.

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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Articulated Trucks

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
15:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	7	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	19	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Buses

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:30	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:45	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
15:00	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
15:15	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
16:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	13	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Bicycles on Road

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

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SUMMARY	
Project	Barton & Loguidice
Project Code	12190
Site Name	12190-2
Intersection Name	Minot Ave & Auburn Fire Dept East Driveway
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	17:45
Location	12190-2
Latitude and Longitude	(44.082678, -70.24778)

	START	END	PHF
AM PEAK	**09-09-2025 07:30:00**	**09-09-2025 08:30:00**	**0.93**
PM PEAK	**09-09-2025 16:00:00**	**09-09-2025 17:00:00**	**0.93**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Tri-State Traffic Data, Inc.

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

TURNING MOVEMENT DATA

Leg	Minot Ave						Minot Ave						Fire Dept East Driveway						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	69	1	0	70	0	0	1	54	0	55	0	0	0	1	0	1	0	0	126
07:15	85	0	0	85	0	0	1	72	0	73	0	0	0	2	0	2	0	0	160
07:30	83	0	0	83	0	0	2	73	0	75	0	0	0	1	0	1	0	0	159
07:45	100	2	0	102	0	0	1	80	0	81	0	0	1	0	0	1	0	0	184
Hourly Total	337	3	0	340	0	0	5	279	0	284	0	0	1	4	0	5	0	0	629
08:00	92	0	0	92	0	0	0	75	0	75	0	0	0	0	0	0	0	0	167
08:15	67	0	0	67	0	0	0	120	0	120	0	0	0	0	0	0	0	0	187
08:30	61	1	0	62	0	0	0	71	1	72	0	0	0	1	0	1	0	0	135
08:45	67	0	0	67	0	0	0	58	0	58	0	0	0	0	0	0	0	0	125
Hourly Total	287	1	0	288	0	0	0	324	1	325	0	0	0	1	0	1	0	0	614
15:00	83	0	0	83	0	0	0	104	0	104	0	0	0	0	0	0	1	0	187
15:15	70	0	0	70	0	0	0	114	0	114	0	0	0	0	0	0	0	2	184
15:30	69	1	0	70	0	0	1	96	1	98	0	0	0	0	0	0	0	0	168
15:45	54	0	0	54	0	0	0	99	0	99	0	0	0	0	0	0	0	0	153
Hourly Total	276	1	0	277	0	0	1	413	1	415	0	0	0	0	0	0	1	2	692
16:00	79	0	0	79	0	0	0	118	0	118	0	0	0	0	0	0	0	0	197
16:15	86	0	0	86	0	0	0	109	0	109	1	1	0	0	0	0	0	1	195
16:30	85	0	0	85	0	0	0	128	0	128	0	0	0	1	0	1	0	0	214
16:45	82	0	0	82	0	0	0	111	0	111	0	0	0	0	0	0	0	0	193
Hourly Total	332	0	0	332	0	0	0	466	0	466	1	1	0	1	0	1	0	1	799
17:00	62	0	0	62	0	0	0	108	1	109	0	0	1	4	0	5	0	0	176
17:15	62	0	0	62	0	0	0	106	0	106	0	0	0	0	0	0	0	0	168
17:30	60	0	0	60	0	0	0	79	0	79	0	0	0	0	0	0	0	0	139
17:45	56	0	0	56	0	0	0	81	0	81	0	0	0	0	0	0	1	0	137
Hourly Total	240	0	0	240	0	0	0	374	1	375	0	0	1	4	0	5	1	0	620
Grand Total	1472	5	0	1477	0	0	6	1856	3	1865	1	1	2	10	0	12	2	3	3354
Approach %	99	0	0	100	0	0	0	99	0	100	0	0	16	83	0	100	16	25	300
Total %	43	0	0	44	0	0	0	55	0	55	0	0	0	0	0	0	0	0	100
Motorcycles	8	0	0	8	0	0	0	2	0	2	0	0	0	0	0	0	0	0	10
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	1391	3	0	1394	0	0	4	1762	3	1769	0	0	2	9	0	11	0	0	3174
Cars & Light Goods	94	60	0	0	0	0	66	94	100	0	0	0	100	90	0	0	0	0	94
Single Unit Trucks	39	2	0	41	0	0	2	45	0	47	0	0	0	1	0	1	0	0	89
Single Unit Trucks	2	40	0	0	0	0	33	2	0	0	0	0	0	10	0	0	0	0	2
Articulated Trucks	19	0	0	19	0	0	0	17	0	17	0	0	0	0	0	0	0	0	36

Tri-State Traffic Data, Inc.

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept
East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

TURNING MOVEMENT DATA

Leg	Minot Ave						Minot Ave						Fire Dept East Driveway						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Articulated Trucks %	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	13	0	0	13	0	0	0	28	0	28	0	0	0	0	0	0	0	0	41
Buses %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	2	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	3	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tri-State Traffic Data, Inc.

www.TSTData.com

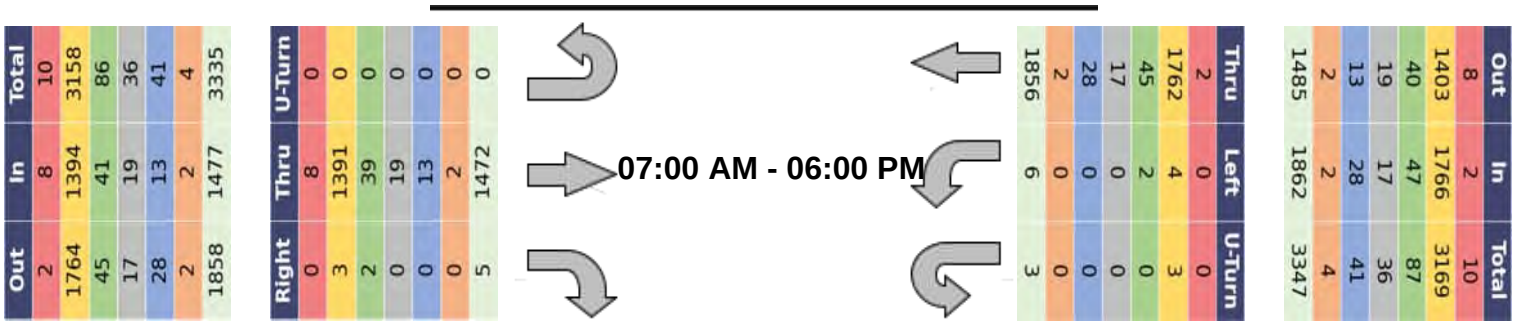
Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Turning Movement Data



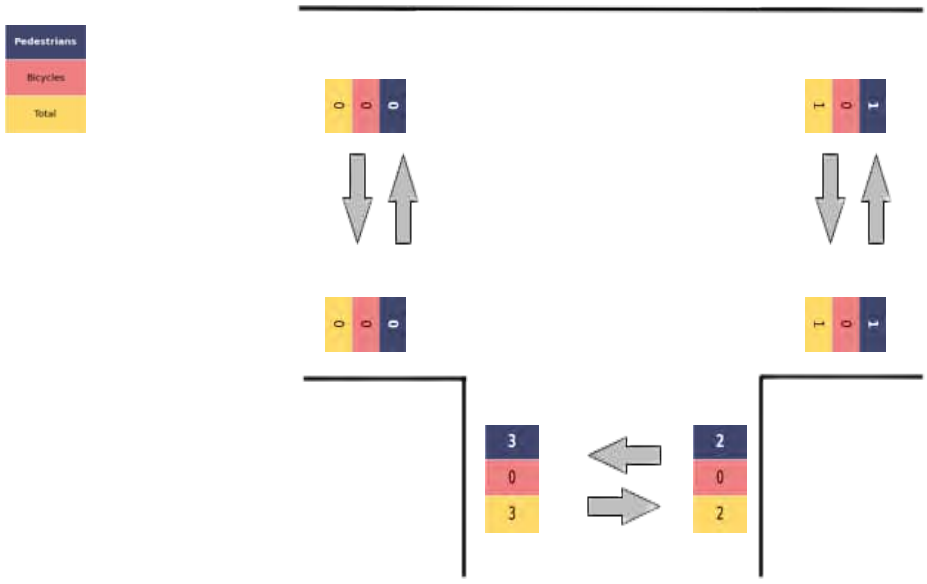
07:00 AM - 06:00 PM

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

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

N

Out	In	Total
0	0	0
7	11	18
4	1	5
0	0	0
0	0	0
0	0	0
11	12	23



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept
East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Minot Ave						Minot Ave						Fire Dept East Driveway						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	83	0	0	83	0	0	2	73	0	75	0	0	0	1	0	1	0	0	159
07:45:00	100	2	0	102	0	0	1	80	0	81	0	0	1	0	0	1	0	0	184
08:00:00	92	0	0	92	0	0	0	75	0	75	0	0	0	0	0	0	0	0	167
08:15:00	67	0	0	67	0	0	0	120	0	120	0	0	0	0	0	0	0	0	187
Grand Total	342	2	0	344	0	0	3	348	0	351	0	0	1	1	0	2	0	0	697
Approach %	99	1	0	100	0	0	1	99	0	100	0	0	50	50	0	100	0	0	300
Total %	49	0	0	49	0	0	0	50	0	50	0	0	0	0	0	0	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	318	2	0	320	0	0	2	326	0	328	0	0	1	1	0	2	0	0	650
Cars & Light Goods	93	100	0	0	0	0	67	94	0	0	0	0	100	100	0	0	0	0	93
Single Unit Trucks	14	0	0	14	0	0	1	12	0	13	0	0	0	0	0	0	0	0	27
Single Unit Trucks	4	0	0	0	0	0	33	3	0	0	0	0	0	0	0	0	0	0	4
Articulated Trucks	5	0	0	5	0	0	0	2	0	2	0	0	0	0	0	0	0	0	7
Articulated Trucks %	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Buses	5	0	0	5	0	0	0	8	0	8	0	0	0	0	0	0	0	0	13
Buses %	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.25	0.0	0.84	0.0	0.0	0.38	0.72	0.0	0.73	0.0	0.0	0.25	0.25	0.0	0.5	0.0	0.0	0.93

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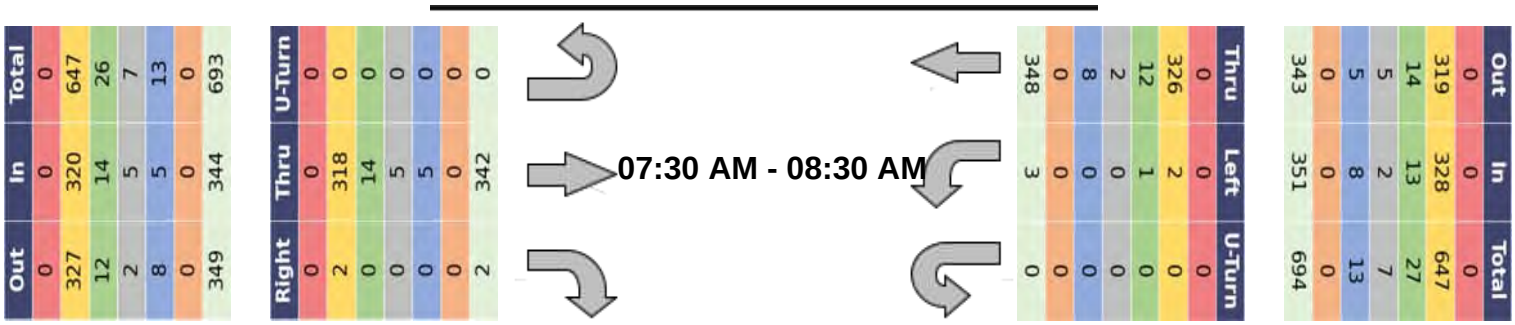
Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

AM Peak Turning Movement Data Summary

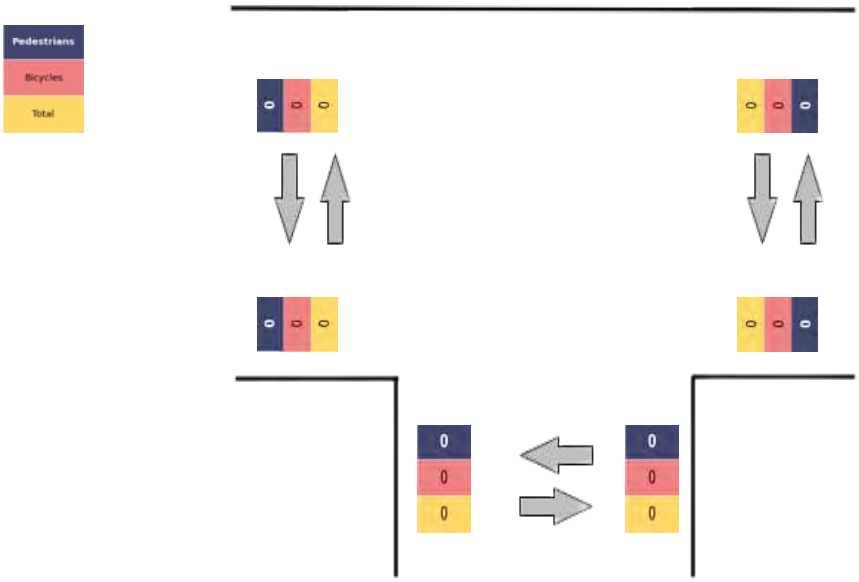


Class
Motorcycles
Cars & Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on Road
Total

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

N

Out	In	Total
0	0	0
4	2	6
1	0	1
0	0	0
0	0	0
0	0	0
5	2	7



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept
East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Minot Ave						Minot Ave						Fire Dept East Driveway						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:00:00	79	0	0	79	0	0	0	118	0	118	0	0	0	0	0	0	0	0	197
16:15:00	86	0	0	86	0	0	0	109	0	109	1	1	0	0	0	0	0	1	195
16:30:00	85	0	0	85	0	0	0	128	0	128	0	0	0	1	0	1	0	0	214
16:45:00	82	0	0	82	0	0	0	111	0	111	0	0	0	0	0	0	0	0	193
Grand Total	332	0	0	332	0	0	0	466	0	466	1	1	0	1	0	1	0	1	799
Approach %	100	0	0	100	0	0	0	100	0	100	0	0	0	100	0	100	0	100	300
Total %	42	0	0	42	0	0	0	58	0	58	0	0	0	0	0	0	0	0	100
Motorcycles	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Motorcycles %	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars & Light Goods	317	0	0	317	0	0	0	454	0	454	0	0	0	1	0	1	0	0	772
Cars & Light Goods	95	0	0	0	0	0	0	97	0	0	0	0	0	100	0	0	0	0	97
Single Unit Trucks	6	0	0	6	0	0	0	6	0	6	0	0	0	0	0	0	0	0	12
Single Unit Trucks	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	2	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
Articulated Trucks %	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	2	0	0	2	0	0	0	3	0	3	0	0	0	0	0	0	0	0	5
Buses %	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.97	0.0	0.0	0.97	0.0	0.0	0.0	0.91	0.0	0.91	0.25	0.25	0.0	0.25	0.0	0.25	0.0	0.25	0.93

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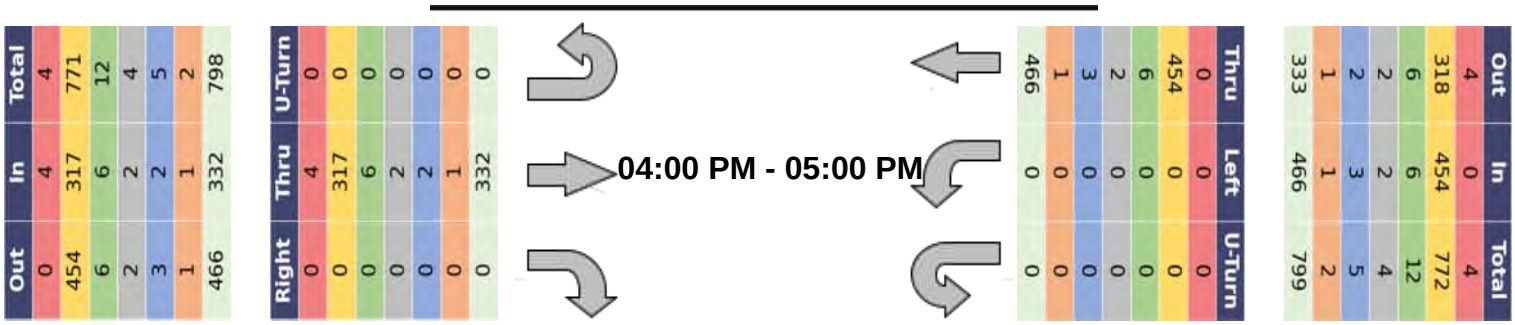
Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

PM Peak Turning Movement Data Summary



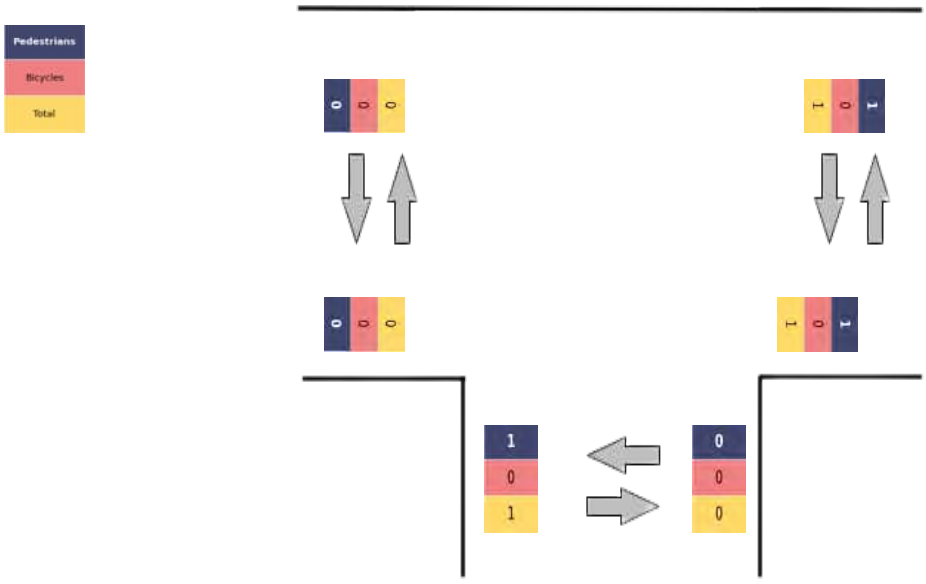
04:00 PM - 05:00 PM

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

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

N

Out	In	Total
0	0	0
0	1	1
0	0	0
0	0	0
0	0	0
0	0	0
0	1	1



Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Motorcycles

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
Total	8	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Cars & Light Goods

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	66	0	0	0	0	1	49	0	0	0	0	1	0	0	0	117
07:15	85	0	0	0	0	1	64	0	0	0	0	2	0	0	0	152
07:30	77	0	0	0	0	2	70	0	0	0	0	1	0	0	0	150
07:45	95	2	0	0	0	0	76	0	0	0	1	0	0	0	0	174
Hourly Total	323	2	0	0	0	4	259	0	0	0	1	4	0	0	0	593
08:00	89	0	0	0	0	0	69	0	0	0	0	0	0	0	0	158
08:15	57	0	0	0	0	0	111	0	0	0	0	0	0	0	0	168
08:30	59	0	0	0	0	0	58	1	0	0	0	0	0	0	0	118
08:45	63	0	0	0	0	0	51	0	0	0	0	0	0	0	0	114
Hourly Total	268	0	0	0	0	0	289	1	0	0	0	0	0	0	0	558
15:00	76	0	0	0	0	0	95	0	0	0	0	0	0	0	0	171
15:15	63	0	0	0	0	0	106	0	0	0	0	0	0	0	0	169
15:30	65	1	0	0	0	0	93	1	0	0	0	0	0	0	0	160
15:45	50	0	0	0	0	0	98	0	0	0	0	0	0	0	0	148
Hourly Total	254	1	0	0	0	0	392	1	0	0	0	0	0	0	0	648
16:00	74	0	0	0	0	0	116	0	0	0	0	0	0	0	0	190
16:15	83	0	0	0	0	0	106	0	0	0	0	0	0	0	0	189
16:30	82	0	0	0	0	0	124	0	0	0	0	1	0	0	0	207
16:45	78	0	0	0	0	0	108	0	0	0	0	0	0	0	0	186
Hourly Total	317	0	0	0	0	0	454	0	0	0	0	1	0	0	0	772
17:00	61	0	0	0	0	0	105	1	0	0	1	4	0	0	0	172
17:15	59	0	0	0	0	0	104	0	0	0	0	0	0	0	0	163
17:30	55	0	0	0	0	0	78	0	0	0	0	0	0	0	0	133
17:45	54	0	0	0	0	0	81	0	0	0	0	0	0	0	0	135
Hourly Total	229	0	0	0	0	0	368	1	0	0	1	4	0	0	0	603
Total	1391	3	0	0	0	4	1762	3	0	0	2	9	0	0	0	3174

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Single Unit Trucks

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0	7
07:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:30	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6
07:45	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	8
Hourly Total	10	1	0	0	0	1	12	0	0	0	0	0	0	0	0	24
08:00	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
08:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
08:30	0	1	0	0	0	0	6	0	0	0	0	1	0	0	0	8
08:45	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
Hourly Total	9	1	0	0	0	0	15	0	0	0	0	1	0	0	0	26
15:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
15:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
15:30	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	5
15:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	9	0	0	0	0	1	9	0	0	0	0	0	0	0	0	19
16:00	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
Hourly Total	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	12
17:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:15	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
17:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8
Total	39	2	0	0	0	2	45	0	0	0	0	1	0	0	0	89

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Articulated Trucks

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
07:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
08:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8
15:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
15:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
15:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	7	0	0	0	0	0	4	0	0	0	0	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
Total	19	0	0	0	0	0	17	0	0	0	0	0	0	0	0	36

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Buses

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
08:00	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
08:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
08:30	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
08:45	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
Hourly Total	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	21
15:00	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
15:15	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
15:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	11
16:00	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	13	0	0	0	0	0	28	0	0	0	0	0	0	0	0	41

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Bicycles on Road

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024

Turning Movement Data

Start Time	Court St Southbound						Minot Ave (11/121) Westbound						Manley Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	17	28	0	0	0	45	0	11	5	0	0	16	4	10	1	0	0	15	5	39	25	0	0	69	145
6:15 AM	27	28	1	0	0	56	0	22	3	0	0	25	6	24	2	0	0	32	5	57	39	0	0	101	214
6:30 AM	27	17	1	0	0	45	0	22	7	0	0	29	4	13	0	0	0	17	8	49	58	0	0	115	206
6:45 AM	42	40	1	0	0	83	0	33	5	0	0	38	4	30	2	0	0	36	8	61	42	0	0	111	268
Hourly Total	113	113	3	0	0	229	0	88	20	0	0	108	18	77	5	0	0	100	26	206	164	0	0	396	833
7:00 AM	37	34	1	0	0	72	0	30	8	0	0	38	8	24	1	0	0	33	15	79	58	0	0	152	295
7:15 AM	48	41	0	0	0	89	1	58	9	0	0	68	9	31	1	0	1	41	12	82	79	0	0	173	371
7:30 AM	45	46	1	0	0	92	1	31	12	0	0	44	11	51	2	0	0	64	16	91	117	0	0	224	424
7:45 AM	57	41	0	0	0	98	0	41	19	0	0	60	11	38	2	0	0	51	12	86	100	0	0	198	407
Hourly Total	187	162	2	0	0	351	2	160	48	0	0	210	39	144	6	0	1	189	55	338	354	0	0	747	1497
8:00 AM	45	34	3	0	0	82	1	45	11	0	0	57	8	31	5	0	0	44	15	74	64	0	0	153	336
8:15 AM	52	38	2	0	0	92	2	58	15	0	0	75	6	38	1	0	0	45	11	42	63	0	0	116	328
8:30 AM	48	35	4	0	0	87	3	44	13	0	0	60	6	25	2	0	0	33	14	52	80	0	0	146	326
8:45 AM	41	44	1	0	0	86	0	61	4	0	0	65	8	46	1	0	0	55	14	48	65	0	0	127	333
Hourly Total	186	151	10	0	0	347	6	208	43	0	0	257	28	140	9	0	0	177	54	216	272	0	0	542	1323
9:00 AM	48	32	3	0	0	83	1	45	8	0	0	54	7	34	7	0	0	48	12	51	62	0	0	125	310
9:15 AM	41	28	0	0	0	69	0	46	15	0	1	61	10	35	2	0	0	47	14	40	74	0	0	128	305
9:30 AM	38	26	0	0	0	64	2	53	6	0	0	61	8	43	7	0	0	58	14	43	68	0	0	125	308
9:45 AM	58	25	4	0	0	87	0	51	11	0	0	62	8	37	9	0	0	54	8	46	66	0	0	120	323
Hourly Total	185	111	7	0	0	303	3	195	40	0	1	238	33	149	25	0	0	207	48	180	270	0	0	498	1246
10:00 AM	58	23	0	0	0	81	1	51	8	0	0	60	10	35	2	0	0	47	9	52	66	0	0	127	315
10:15 AM	47	36	3	0	0	86	2	50	6	0	0	58	7	46	5	0	0	58	9	44	64	0	0	117	319
10:30 AM	64	23	3	0	1	90	2	52	9	0	0	63	10	24	3	0	0	37	8	45	48	0	0	101	291
10:45 AM	56	30	5	0	0	91	0	47	17	0	0	64	13	52	4	0	0	69	6	43	59	0	0	108	332
Hourly Total	225	112	11	0	1	348	5	200	40	0	0	245	40	157	14	0	0	211	32	184	237	0	0	453	1257
11:00 AM	42	22	0	0	0	64	2	67	10	0	0	79	8	39	5	0	0	52	5	42	47	0	0	94	289
11:15 AM	57	31	1	0	0	89	1	66	14	0	1	81	6	30	6	0	0	42	6	49	64	0	0	119	331
11:30 AM	55	20	6	0	0	81	1	71	13	0	0	85	13	39	8	0	0	60	7	56	83	0	0	146	372
11:45 AM	52	39	4	0	0	95	0	66	18	0	0	84	15	32	6	0	0	53	5	57	68	0	0	130	362
Hourly Total	206	112	11	0	0	329	4	270	55	0	1	329	42	140	25	0	0	207	23	204	262	0	0	489	1354
12:00 PM	63	38	5	0	0	106	2	56	10	0	0	68	21	47	5	0	0	73	8	69	66	0	0	143	390
12:15 PM	65	36	2	0	0	103	0	62	22	0	0	84	14	53	5	0	0	72	13	48	62	0	0	123	382
12:30 PM	40	41	6	0	0	87	0	77	21	0	0	98	12	42	4	0	2	58	13	41	53	0	0	107	350
12:45 PM	67	37	2	0	0	106	0	69	14	0	0	83	17	32	9	0	0	58	9	72	55	0	0	136	383
Hourly Total	235	152	15	0	0	402	2	264	67	0	0	333	64	174	23	0	2	261	43	230	236	0	0	509	1505

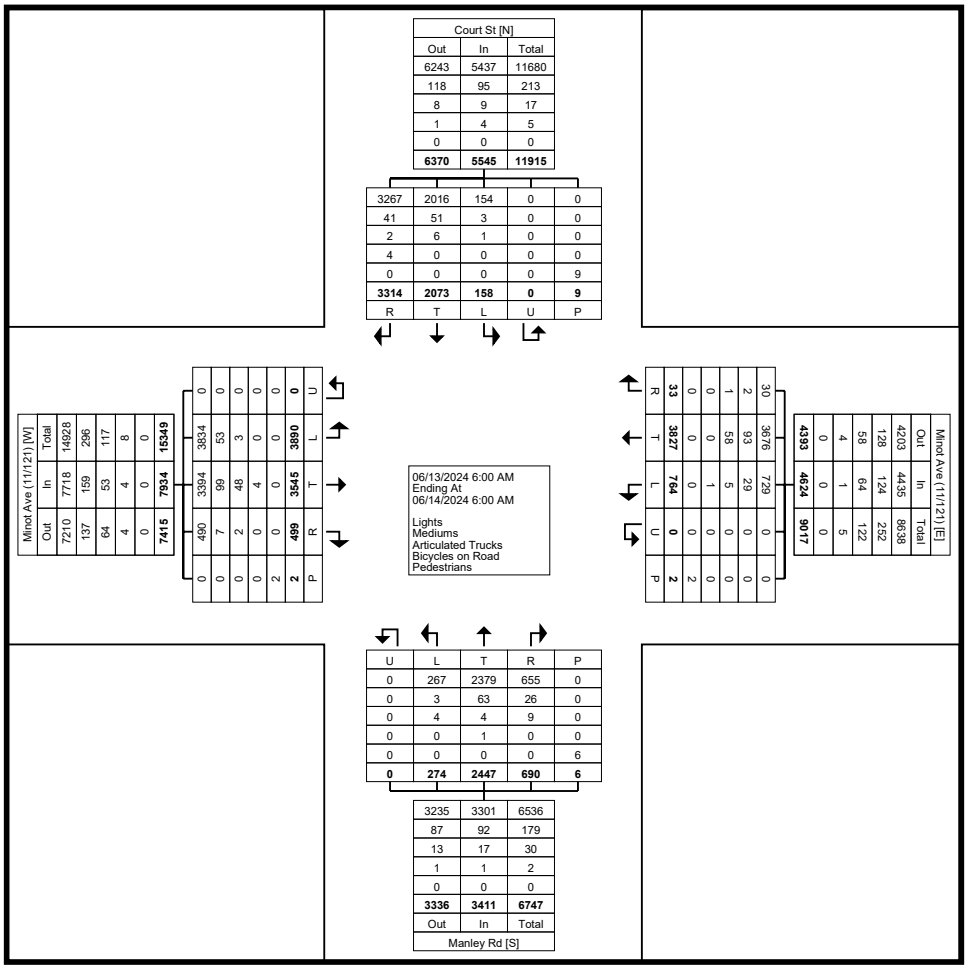
1:00 PM	53	40	2	0	0	95	0	69	15	0	0	84	10	31	3	0	0	44	8	64	55	0	0	127	350
1:15 PM	67	39	1	0	0	107	0	59	17	0	0	76	10	37	9	0	0	56	4	57	54	0	0	115	354
1:30 PM	67	31	8	0	0	106	1	80	15	0	0	96	11	42	7	0	0	60	12	65	61	0	0	138	400
1:45 PM	53	40	6	0	0	99	5	63	16	0	0	84	20	36	7	0	0	63	12	56	52	0	0	120	366
Hourly Total	240	150	17	0	0	407	6	271	63	0	0	340	51	146	26	0	0	223	36	242	222	0	0	500	1470
2:00 PM	49	27	4	0	0	80	0	76	16	0	0	92	7	50	5	0	0	62	8	64	58	0	0	130	364
2:15 PM	63	32	6	0	0	101	0	66	11	0	0	77	18	42	7	0	0	67	8	56	80	0	0	144	389
2:30 PM	60	33	5	0	0	98	0	98	21	0	0	119	13	57	6	0	0	76	6	51	74	0	0	131	424
2:45 PM	68	37	3	0	0	108	0	67	12	0	0	79	14	44	4	0	0	62	8	55	57	0	0	120	369
Hourly Total	240	129	18	0	0	387	0	307	60	0	0	367	52	193	22	0	0	267	30	226	269	0	0	525	1546
3:00 PM	81	41	4	0	0	126	1	86	15	0	0	102	22	60	6	0	0	88	5	72	67	0	0	144	460
3:15 PM	71	55	2	0	0	128	0	100	12	0	0	112	14	50	11	0	0	75	8	74	68	0	0	150	465
3:30 PM	70	34	2	0	1	106	0	92	19	0	0	111	18	70	9	0	0	97	4	58	62	0	0	124	438
3:45 PM	51	25	2	0	0	78	0	96	19	0	0	115	9	47	6	0	0	62	5	81	77	0	0	163	418
Hourly Total	273	155	10	0	1	438	1	374	65	0	0	440	63	227	32	0	0	322	22	285	274	0	0	581	1781
4:00 PM	71	39	4	0	0	114	0	100	15	0	0	115	27	75	5	0	0	107	13	63	77	0	0	153	489
4:15 PM	63	29	1	0	0	93	0	84	17	0	0	101	18	64	10	0	0	92	13	77	61	0	0	151	437
4:30 PM	97	26	2	0	0	125	0	118	20	0	0	138	19	54	3	0	0	76	4	70	79	0	0	153	492
4:45 PM	58	52	6	0	0	116	0	118	18	0	0	136	18	63	4	0	0	85	10	65	76	0	0	151	488
Hourly Total	289	146	13	0	0	448	0	420	70	0	0	490	82	256	22	0	0	360	40	275	293	0	0	608	1906
5:00 PM	67	32	2	0	0	101	1	98	21	0	0	120	14	67	7	0	0	88	6	71	72	0	0	149	458
5:15 PM	67	32	5	0	0	104	0	123	13	0	0	136	11	54	7	0	0	72	5	56	81	0	0	142	454
5:30 PM	69	33	2	0	1	104	0	85	13	0	0	98	8	40	4	0	0	52	5	62	71	0	0	138	392
5:45 PM	50	37	5	0	0	92	0	73	12	0	0	85	14	47	9	0	0	70	2	40	63	0	0	105	352
Hourly Total	253	134	14	0	1	401	1	379	59	0	0	439	47	208	27	0	0	282	18	229	287	0	0	534	1656
6:00 PM	54	40	6	0	1	100	0	56	12	0	0	68	7	47	5	0	1	59	3	45	54	0	0	102	329
6:15 PM	44	25	1	0	0	70	0	51	8	0	0	59	10	33	3	0	0	46	6	29	52	0	0	87	262
6:30 PM	40	23	4	0	0	67	0	38	12	0	0	50	12	36	4	0	0	52	4	38	44	0	0	86	255
6:45 PM	26	30	0	0	0	56	0	48	9	0	0	57	6	28	3	0	0	37	3	57	36	0	0	96	246
Hourly Total	164	118	11	0	1	293	0	193	41	0	0	234	35	144	15	0	1	194	16	169	186	0	0	371	1092
7:00 PM	21	25	0	0	0	46	0	47	11	0	0	58	12	30	2	0	0	44	4	44	42	0	0	90	238
7:15 PM	62	24	3	0	0	89	0	44	9	0	0	53	5	27	0	0	0	32	0	49	39	0	0	88	262
7:30 PM	33	17	3	0	0	53	0	43	5	0	0	48	7	24	2	0	0	33	1	26	32	0	1	59	193
7:45 PM	34	28	1	0	0	63	0	35	3	0	0	38	5	26	5	0	0	36	0	22	32	0	0	54	191
Hourly Total	150	94	7	0	0	251	0	169	28	0	0	197	29	107	9	0	0	145	5	141	145	0	1	291	884
8:00 PM	37	15	2	0	1	54	0	35	5	0	0	40	6	18	1	0	0	25	4	33	38	0	0	75	194
8:15 PM	24	18	1	0	0	43	0	35	5	0	0	40	7	18	1	0	0	26	5	33	36	0	0	74	183
8:30 PM	28	22	1	0	0	51	0	29	7	0	0	36	4	18	0	0	0	22	2	32	31	0	1	65	174
8:45 PM	8	11	1	0	0	20	0	19	1	0	0	20	4	11	2	0	0	17	1	25	18	0	0	44	101
Hourly Total	97	66	5	0	1	168	0	118	18	0	0	136	21	65	4	0	0	90	12	123	123	0	1	258	652
9:00 PM	24	10	0	0	0	34	1	17	3	0	0	21	3	12	0	0	0	15	1	15	20	0	0	36	106
9:15 PM	19	8	0	0	2	27	1	12	4	0	0	17	2	6	2	0	0	10	1	13	20	0	0	34	88
9:30 PM	18	7	0	0	0	25	1	12	3	0	0	16	4	10	0	0	0	14	0	10	20	0	0	30	85
9:45 PM	12	5	0	0	0	17	0	13	1	0	0	14	3	8	0	0	0	11	2	7	12	0	0	21	63
Hourly Total	73	30	0	0	2	103	3	54	11	0	0	68	12	36	2	0	0	50	4	45	72	0	0	121	342
10:00 PM	11	7	0	0	0	18	0	8	5	0	0	13	1	3	1	0	0	5	1	11	15	0	0	27	63
10:15 PM	15	5	0	0	0	20	0	9	2	0	0	11	1	2	0	0	0	3	1	13	10	0	0	24	58
10:30 PM	9	6	0	0	0	15	0	7	2	0	0	9	3	8	0	0	0	11	1	9	14	0	0	24	59
10:45 PM	7	2	1	0	0	10	0	6	3	0	0	9	0	7	0	0	0	7	0	8	7	0	0	15	41
Hourly Total	42	20	1	0	0	63	0	30	12	0	0	42	5	20	1	0	0	26	3	41	46	0	0	90	221
11:00 PM	13	2	0	0	0	15	0	8	0	0	0	8	0	2	0	0	0	2	1	8	8	0	0	17	42
11:15 PM	1	5	0	0	0	6	0	3	2	0	0	5	1	2	0	0	0	3	0	7	14	0	0	21	35

11:30 PM	8	1	0	0	0	9	0	5	1	0	0	6	2	3	0	0	0	5	2	4	2	0	0	8	28
11:45 PM	7	2	0	0	0	9	0	3	1	0	0	4	0	1	0	0	0	1	0	6	9	0	0	15	29
Hourly Total	29	10	0	0	0	39	0	19	4	0	0	23	3	8	0	0	0	11	3	25	33	0	0	61	134
12:00 AM	3	1	0	0	0	4	0	6	0	0	0	6	0	1	2	0	0	3	0	4	6	0	0	10	23
12:15 AM	4	1	0	0	0	5	0	2	1	0	0	3	0	2	1	0	0	3	0	4	5	0	0	9	20
12:30 AM	7	1	0	0	0	8	0	3	0	0	0	3	0	4	1	0	0	5	0	3	4	0	0	7	23
12:45 AM	4	0	0	0	0	4	0	6	1	0	0	7	3	1	0	0	0	4	0	2	3	0	0	5	20
Hourly Total	18	3	0	0	0	21	0	17	2	0	0	19	3	8	4	0	0	15	0	13	18	0	0	31	86
1:00 AM	1	0	0	0	0	1	0	3	0	0	0	3	0	2	0	0	0	2	0	3	1	0	0	4	10
1:15 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
1:30 AM	2	0	0	0	0	2	0	2	0	0	0	2	1	0	0	0	0	1	0	1	2	0	0	3	8
1:45 AM	4	1	0	0	1	5	0	2	0	0	0	2	0	0	1	0	0	1	0	3	2	0	0	5	13
Hourly Total	10	1	0	0	1	11	0	7	0	0	0	7	1	2	1	0	0	4	0	8	6	0	0	14	36
2:00 AM	2	1	0	0	0	3	0	2	0	0	0	2	0	3	1	0	0	4	0	2	0	0	0	2	11
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	2	6	0	0	8	11
2:30 AM	1	1	0	0	0	2	0	2	1	0	0	3	0	2	0	0	0	2	0	2	5	0	0	7	14
2:45 AM	1	2	0	0	0	3	0	2	0	0	0	2	1	0	0	0	0	1	1	6	4	0	0	11	17
Hourly Total	5	4	0	0	0	9	0	6	1	0	0	7	2	6	1	0	0	9	1	12	15	0	0	28	53
3:00 AM	1	2	0	0	0	3	0	3	0	0	0	3	1	0	0	0	0	1	1	5	2	0	0	8	15
3:15 AM	4	3	0	0	0	7	0	0	2	0	0	2	2	0	0	0	2	2	1	6	2	0	0	9	20
3:30 AM	5	5	0	0	0	10	0	1	0	0	0	1	0	1	0	0	0	1	1	3	4	0	0	8	20
3:45 AM	2	3	0	0	0	5	0	2	0	0	0	2	1	2	0	0	0	3	1	7	5	0	0	13	23
Hourly Total	12	13	0	0	0	25	0	6	2	0	0	8	4	3	0	0	2	7	4	21	13	0	0	38	78
4:00 AM	2	1	0	0	0	3	0	3	0	0	0	3	2	0	1	0	0	3	2	6	2	0	0	10	19
4:15 AM	4	3	1	0	0	8	0	8	0	0	0	8	0	2	0	0	0	2	0	10	5	0	0	15	33
4:30 AM	4	5	0	0	1	9	0	1	1	0	0	2	2	6	0	0	0	8	0	12	8	0	0	20	39
4:45 AM	6	9	0	0	0	15	0	9	3	0	0	12	2	5	0	0	0	7	2	13	5	0	0	20	54
Hourly Total	16	18	1	0	1	35	0	21	4	0	0	25	6	13	1	0	0	20	4	41	20	0	0	65	145
5:00 AM	13	9	1	0	0	23	0	4	1	0	0	5	1	3	0	0	0	4	3	18	12	0	0	33	65
5:15 AM	19	18	0	0	0	37	0	12	1	0	0	13	2	4	0	0	0	6	3	25	19	0	0	47	103
5:30 AM	13	19	0	0	0	32	0	19	4	0	0	23	3	8	0	0	0	11	9	22	18	0	0	49	115
5:45 AM	21	23	1	0	0	45	0	16	5	0	0	21	4	9	0	0	0	13	5	26	24	0	0	55	134
Hourly Total	66	69	2	0	0	137	0	51	11	0	0	62	10	24	0	0	0	34	20	91	73	0	0	184	417
Grand Total	3314	2073	158	0	9	5545	33	3827	764	0	2	4624	690	2447	274	0	6	3411	499	3545	3890	0	2	7934	21514
Approach %	59.8	37.4	2.8	0.0	-	-	0.7	82.8	16.5	0.0	-	-	20.2	71.7	8.0	0.0	-	-	6.3	44.7	49.0	0.0	-	-	-
Total %	15.4	9.6	0.7	0.0	-	25.8	0.2	17.8	3.6	0.0	-	21.5	3.2	11.4	1.3	0.0	-	15.9	2.3	16.5	18.1	0.0	-	36.9	-
Lights	3267	2016	154	0	-	5437	30	3676	729	0	-	4435	655	2379	267	0	-	3301	490	3394	3834	0	-	7718	20891
% Lights	98.6	97.3	97.5	-	-	98.1	90.9	96.1	95.4	-	-	95.9	94.9	97.2	97.4	-	-	96.8	98.2	95.7	98.6	-	-	97.3	97.1
Mediums	41	51	3	0	-	95	2	93	29	0	-	124	26	63	3	0	-	92	7	99	53	0	-	159	470
% Mediums	1.2	2.5	1.9	-	-	1.7	6.1	2.4	3.8	-	-	2.7	3.8	2.6	1.1	-	-	2.7	1.4	2.8	1.4	-	-	2.0	2.2
Articulated Trucks	2	6	1	0	-	9	1	58	5	0	-	64	9	4	4	0	-	17	2	48	3	0	-	53	143
% Articulated Trucks	0.1	0.3	0.6	-	-	0.2	3.0	1.5	0.7	-	-	1.4	1.3	0.2	1.5	-	-	0.5	0.4	1.4	0.1	-	-	0.7	0.7
Bicycles on Road	4	0	0	0	-	4	0	0	1	0	-	1	0	1	0	0	-	1	0	4	0	0	-	4	10
% Bicycles on Road	0.1	0.0	0.0	-	-	0.1	0.0	0.0	0.1	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.1	0.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024



Turning Movement Data Plot

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125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
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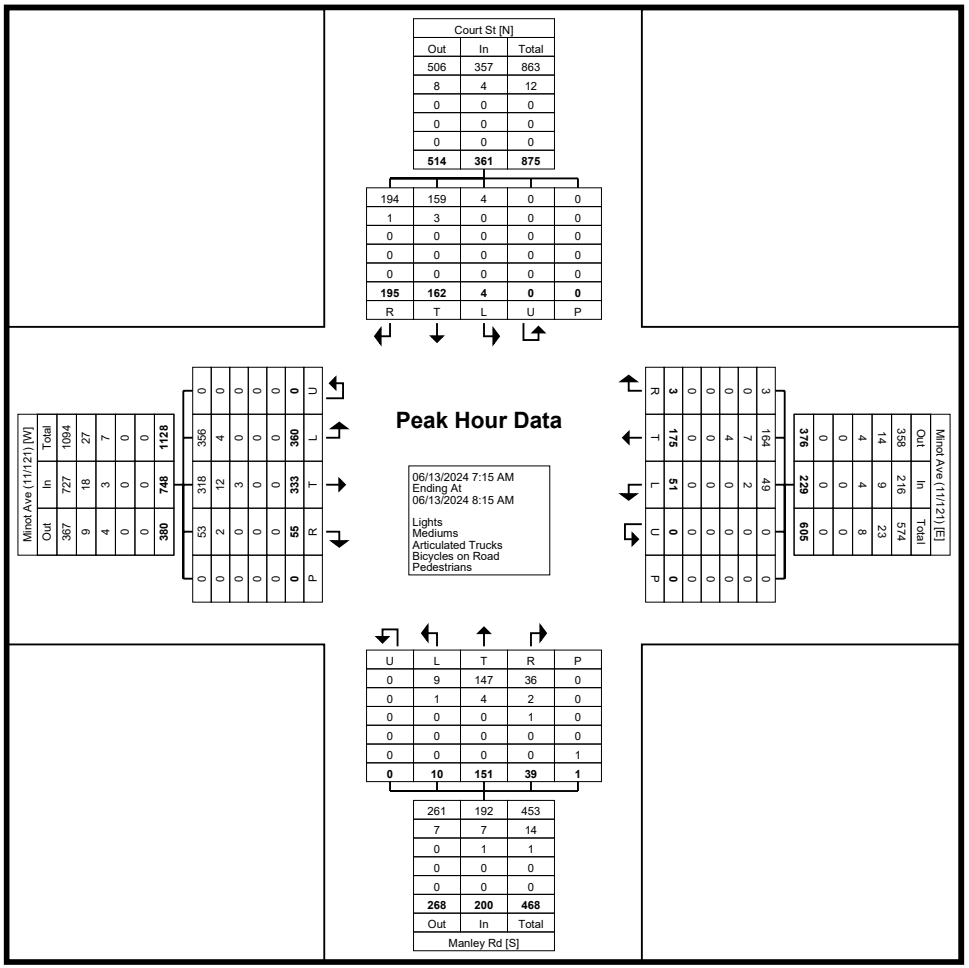
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Court St Southbound						Minot Ave (11/121) Westbound						Manley Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	48	41	0	0	0	89	1	58	9	0	0	68	9	31	1	0	1	41	12	82	79	0	0	173	371
7:30 AM	45	46	1	0	0	92	1	31	12	0	0	44	11	51	2	0	0	64	16	91	117	0	0	224	424
7:45 AM	57	41	0	0	0	98	0	41	19	0	0	60	11	38	2	0	0	51	12	86	100	0	0	198	407
8:00 AM	45	34	3	0	0	82	1	45	11	0	0	57	8	31	5	0	0	44	15	74	64	0	0	153	336
Total	195	162	4	0	0	361	3	175	51	0	0	229	39	151	10	0	1	200	55	333	360	0	0	748	1538
Approach %	54.0	44.9	1.1	0.0	-	-	1.3	76.4	22.3	0.0	-	-	19.5	75.5	5.0	0.0	-	-	7.4	44.5	48.1	0.0	-	-	-
Total %	12.7	10.5	0.3	0.0	-	23.5	0.2	11.4	3.3	0.0	-	14.9	2.5	9.8	0.7	0.0	-	13.0	3.6	21.7	23.4	0.0	-	48.6	-
PHF	0.855	0.880	0.333	0.000	-	0.921	0.750	0.754	0.671	0.000	-	0.842	0.886	0.740	0.500	0.000	-	0.781	0.859	0.915	0.769	0.000	-	0.835	0.907
Lights	194	159	4	0	-	357	3	164	49	0	-	216	36	147	9	0	-	192	53	318	356	0	-	727	1492
% Lights	99.5	98.1	100.0	-	-	98.9	100.0	93.7	96.1	-	-	94.3	92.3	97.4	90.0	-	-	96.0	96.4	95.5	98.9	-	-	97.2	97.0
Mediums	1	3	0	0	-	4	0	7	2	0	-	9	2	4	1	0	-	7	2	12	4	0	-	18	38
% Mediums	0.5	1.9	0.0	-	-	1.1	0.0	4.0	3.9	-	-	3.9	5.1	2.6	10.0	-	-	3.5	3.6	3.6	1.1	-	-	2.4	2.5
Articulated Trucks	0	0	0	0	-	0	0	4	0	0	-	4	1	0	0	0	-	1	0	3	0	0	-	3	8
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	2.3	0.0	-	-	1.7	2.6	0.0	0.0	-	-	0.5	0.0	0.9	0.0	-	-	0.4	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

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Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024



Turning Movement Peak Hour Data Plot (7:15 AM)

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125 Manley Road

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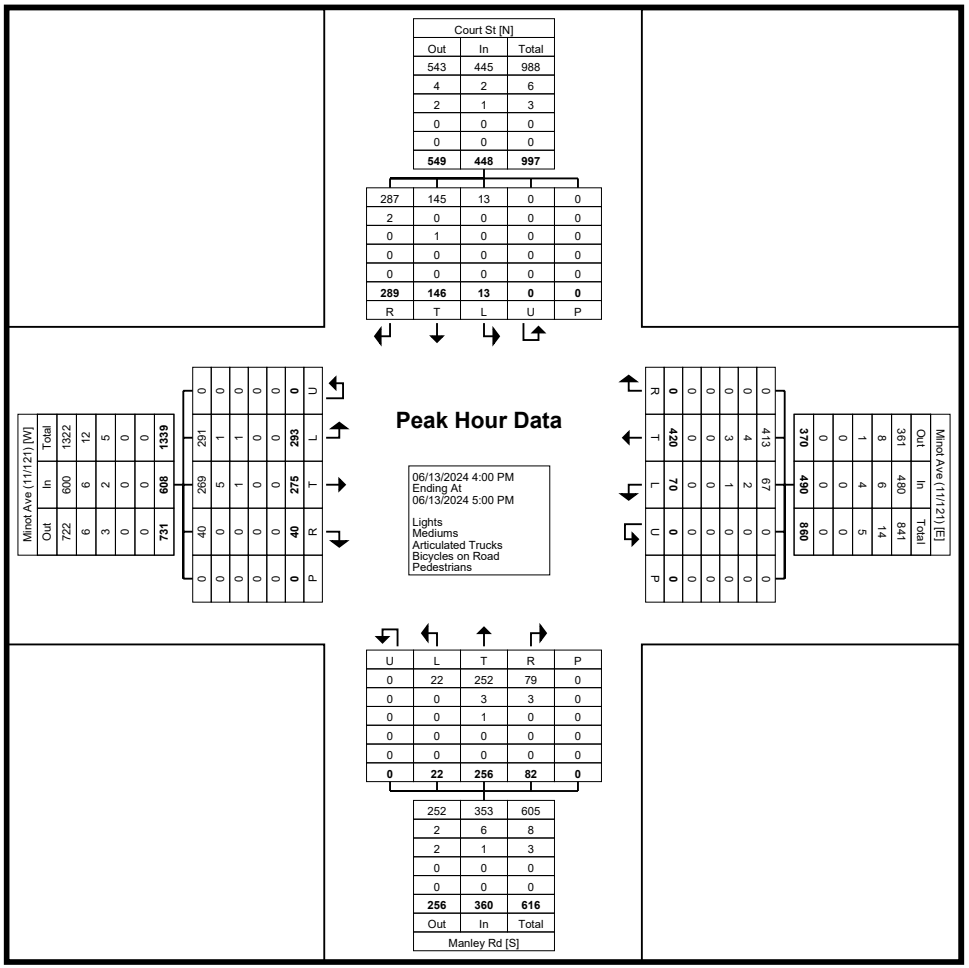
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Court St Southbound						Minot Ave (11/121) Westbound						Manley Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	71	39	4	0	0	114	0	100	15	0	0	115	27	75	5	0	0	107	13	63	77	0	0	153	489
4:15 PM	63	29	1	0	0	93	0	84	17	0	0	101	18	64	10	0	0	92	13	77	61	0	0	151	437
4:30 PM	97	26	2	0	0	125	0	118	20	0	0	138	19	54	3	0	0	76	4	70	79	0	0	153	492
4:45 PM	58	52	6	0	0	116	0	118	18	0	0	136	18	63	4	0	0	85	10	65	76	0	0	151	488
Total	289	146	13	0	0	448	0	420	70	0	0	490	82	256	22	0	0	360	40	275	293	0	0	608	1906
Approach %	64.5	32.6	2.9	0.0	-	-	0.0	85.7	14.3	0.0	-	-	22.8	71.1	6.1	0.0	-	-	6.6	45.2	48.2	0.0	-	-	-
Total %	15.2	7.7	0.7	0.0	-	23.5	0.0	22.0	3.7	0.0	-	25.7	4.3	13.4	1.2	0.0	-	18.9	2.1	14.4	15.4	0.0	-	31.9	-
PHF	0.745	0.702	0.542	0.000	-	0.896	0.000	0.890	0.875	0.000	-	0.888	0.759	0.853	0.550	0.000	-	0.841	0.769	0.893	0.927	0.000	-	0.993	0.968
Lights	287	145	13	0	-	445	0	413	67	0	-	480	79	252	22	0	-	353	40	269	291	0	-	600	1878
% Lights	99.3	99.3	100.0	-	-	99.3	-	98.3	95.7	-	-	98.0	96.3	98.4	100.0	-	-	98.1	100.0	97.8	99.3	-	-	98.7	98.5
Mediums	2	0	0	0	-	2	0	4	2	0	-	6	3	3	0	0	-	6	0	5	1	0	-	6	20
% Mediums	0.7	0.0	0.0	-	-	0.4	-	1.0	2.9	-	-	1.2	3.7	1.2	0.0	-	-	1.7	0.0	1.8	0.3	-	-	1.0	1.0
Articulated Trucks	0	1	0	0	-	1	0	3	1	0	-	4	0	1	0	0	-	1	0	1	1	0	-	2	8
% Articulated Trucks	0.0	0.7	0.0	-	-	0.2	-	0.7	1.4	-	-	0.8	0.0	0.4	0.0	-	-	0.3	0.0	0.4	0.3	-	-	0.3	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (4:00 PM)

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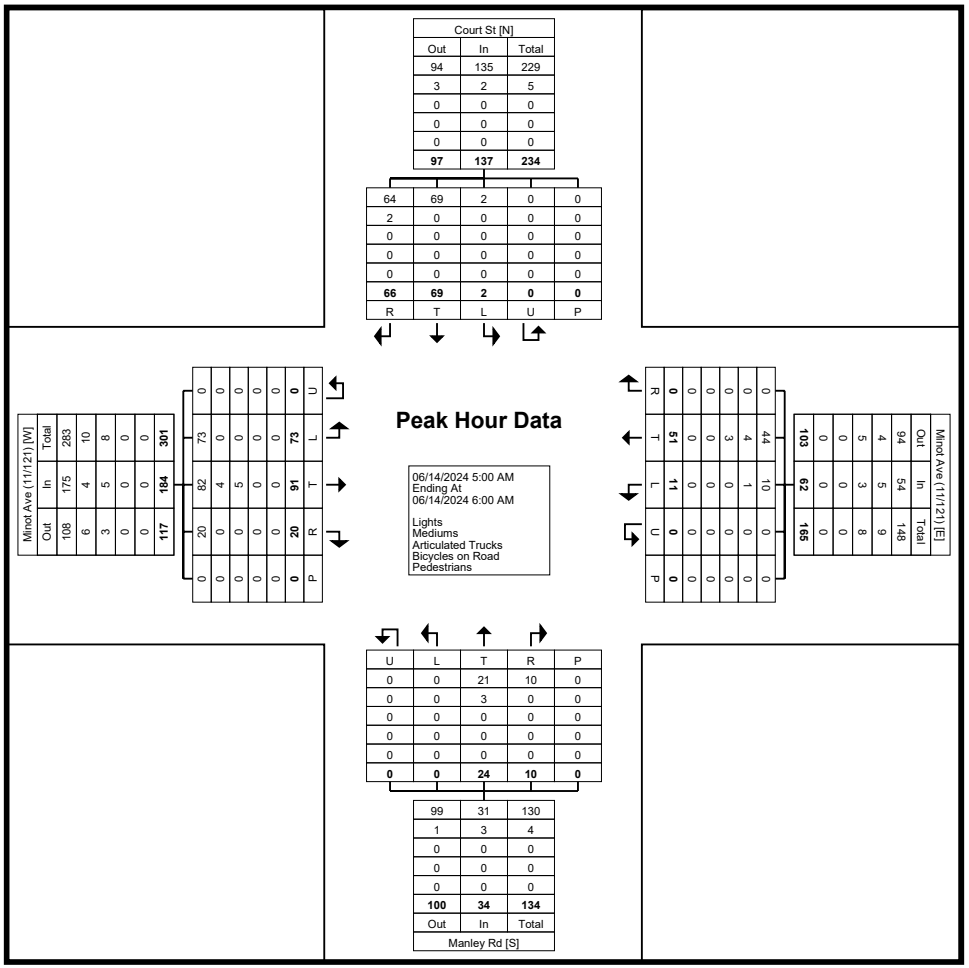
Turning Movement Peak Hour Data (5:00 AM)

Start Time	Court St Southbound						Minot Ave (11/121) Westbound						Manley Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
5:00 AM	13	9	1	0	0	23	0	4	1	0	0	5	1	3	0	0	0	4	3	18	12	0	0	33	65
5:15 AM	19	18	0	0	0	37	0	12	1	0	0	13	2	4	0	0	0	6	3	25	19	0	0	47	103
5:30 AM	13	19	0	0	0	32	0	19	4	0	0	23	3	8	0	0	0	11	9	22	18	0	0	49	115
5:45 AM	21	23	1	0	0	45	0	16	5	0	0	21	4	9	0	0	0	13	5	26	24	0	0	55	134
Total	66	69	2	0	0	137	0	51	11	0	0	62	10	24	0	0	0	34	20	91	73	0	0	184	417
Approach %	48.2	50.4	1.5	0.0	-	-	0.0	82.3	17.7	0.0	-	-	29.4	70.6	0.0	0.0	-	-	10.9	49.5	39.7	0.0	-	-	-
Total %	15.8	16.5	0.5	0.0	-	32.9	0.0	12.2	2.6	0.0	-	14.9	2.4	5.8	0.0	0.0	-	8.2	4.8	21.8	17.5	0.0	-	44.1	-
PHF	0.786	0.750	0.500	0.000	-	0.761	0.000	0.671	0.550	0.000	-	0.674	0.625	0.667	0.000	0.000	-	0.654	0.556	0.875	0.760	0.000	-	0.836	0.778
Lights	64	69	2	0	-	135	0	44	10	0	-	54	10	21	0	0	-	31	20	82	73	0	-	175	395
% Lights	97.0	100.0	100.0	-	-	98.5	-	86.3	90.9	-	-	87.1	100.0	87.5	-	-	-	91.2	100.0	90.1	100.0	-	-	95.1	94.7
Mediums	2	0	0	0	-	2	0	4	1	0	-	5	0	3	0	0	-	3	0	4	0	0	-	4	14
% Mediums	3.0	0.0	0.0	-	-	1.5	-	7.8	9.1	-	-	8.1	0.0	12.5	-	-	-	8.8	0.0	4.4	0.0	-	-	2.2	3.4
Articulated Trucks	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	0	5	0	0	-	5	8
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	-	5.9	0.0	-	-	4.8	0.0	0.0	-	-	-	0.0	0.0	5.5	0.0	-	-	2.7	1.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

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(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024



Turning Movement Peak Hour Data Plot (5:00 AM)

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Full Length (6 AM-6 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*	HR	BR	BL	L	HL	U	App	Ped*
2025-05-15 6:00AM	0	3	0	0	1	0	**4**	0	1	22	17	0	0	0	**40**	0	0	0	0	0	0	0	**0**	0
6:15AM	0	0	0	0	1	0	**1**	0	2	46	39	2	0	0	**89**	0	0	0	1	0	0	0	**1**	0
6:30AM	1	0	0	0	2	0	**3**	0	0	46	29	2	0	0	**77**	0	0	0	0	0	0	0	**0**	0
6:45AM	0	1	0	0	2	0	**3**	0	4	50	31	1	0	0	**86**	0	0	0	0	0	0	0	**0**	0
Hourly Total	1	4	0	0	6	0	**11**	0	7	164	116	5	0	0	**292**	0	0	0	1	0	0	0	**1**	0
7:00AM	5	3	0	0	15	0	**23**	0	11	60	33	1	0	0	**105**	0	0	0	0	0	0	0	**0**	0
7:15AM	6	2	0	0	11	0	**19**	0	10	65	52	0	0	0	**127**	0	0	0	0	0	0	0	**0**	0
7:30AM	9	1	0	0	5	0	**15**	1	9	72	43	1	0	0	**125**	0	1	0	0	0	0	0	**1**	0
7:45AM	20	3	0	0	3	0	**26**	0	6	114	46	4	1	0	**171**	0	2	0	0	0	0	0	**2**	0
Hourly Total	40	9	0	0	34	0	**83**	1	36	311	174	6	1	0	**528**	0	3	0	0	0	0	0	**3**	0
8:00AM	9	1	0	1	1	0	**12**	1	4	103	33	1	0	0	**141**	0	0	0	0	0	0	0	**0**	0
8:15AM	11	1	0	0	2	0	**14**	1	5	81	30	2	0	0	**118**	0	0	0	0	0	0	0	**0**	0
8:30AM	4	3	0	0	1	0	**8**	1	3	67	28	0	0	0	**98**	0	0	0	1	0	0	0	**1**	0
8:45AM	5	1	0	0	3	0	**9**	0	5	56	20	1	0	0	**82**	0	1	1	0	0	0	0	**2**	0
Hourly Total	29	6	0	1	7	0	**43**	3	17	307	111	4	0	0	**439**	0	1	1	1	0	0	0	**3**	0
9:00AM	5	0	0	0	2	0	**7**	2	4	66	12	2	0	0	**84**	0	0	0	0	0	0	0	**0**	0
9:15AM	3	1	0	0	2	0	**6**	0	5	59	16	1	0	0	**81**	0	0	0	0	0	0	0	**0**	0
9:30AM	1	1	0	0	4	0	**6**	0	2	61	20	1	0	0	**84**	0	0	0	0	0	0	0	**0**	0
9:45AM	2	0	0	0	3	0	**5**	1	5	65	14	2	0	0	**86**	0	0	0	0	0	0	0	**0**	0
Hourly Total	11	2	0	0	11	0	**24**	3	16	251	62	6	0	0	**335**	0	0	0	0	0	0	0	**0**	0
10:00AM	3	4	0	0	6	0	**13**	0	5	64	29	3	0	0	**101**	0	0	0	1	0	0	0	**1**	0
10:15AM	3	2	0	0	4	0	**9**	0	7	75	20	2	0	0	**104**	0	0	0	0	0	0	0	**0**	0
10:30AM	3	2	0	0	3	0	**8**	0	4	72	27	1	0	0	**104**	0	0	0	0	0	0	0	**0**	0
10:45AM	5	1	0	0	0	0	**6**	0	7	76	23	3	0	0	**109**	0	0	0	0	0	0	0	**0**	0
Hourly Total	14	9	0	0	13	0	**36**	0	23	287	99	9	0	0	**418**	0	0	0	1	0	0	0	**1**	0
11:00AM	6	1	0	0	1	0	**8**	0	6	77	27	3	0	0	**113**	0	0	0	0	0	0	0	**0**	0
11:15AM	1	3	0	0	0	0	**4**	0	7	86	21	1	1	0	**116**	0	0	0	0	0	0	0	**0**	0
11:30AM	5	2	0	0	1	0	**8**	0	5	68	26	1	0	0	**100**	0	0	0	1	0	0	0	**1**	0
11:45AM	7	2	0	0	1	0	**10**	1	3	79	35	0	0	0	**117**	0	1	0	1	0	0	0	**2**	0
Hourly Total	19	8	0	0	3	0	**30**	1	21	310	109	5	1	0	**446**	0	1	0	2	0	0	0	**3**	0
12:00PM	7	2	0	0	2	0	**11**	1	10	93	24	4	0	0	**131**	0	1	0	0	0	0	0	**1**	0
12:15PM	4	1	0	0	6	0	**11**	0	2	78	31	2	0	0	**113**	0	0	0	0	0	0	0	**0**	0
12:30PM	6	0	0	0	1	0	**7**	0	7	70	19	2	0	0	**98**	0	0	0	0	0	1	0	**1**	0
12:45PM	2	1	0	0	3	0	**6**	0	4	64	24	1	0	0	**93**	0	0	0	0	0	0	0	**0**	0
Hourly Total	19	4	0	0	12	0	**35**	1	23	305	98	9	0	0	**435**	0	1	0	0	0	1	0	**2**	0
1:00PM	3	2	0	0	2	0	**7**	0	5	89	26	2	0	0	**122**	0	1	0	0	0	0	0	**1**	0
1:15PM	2	0	0	0	3	0	**5**	0	4	84	19	0	0	0	**107**	0	0	0	0	0	0	0	**0**	0
1:30PM	5	1	0	0	3	0	**9**	1	8	74	34	1	0	0	**117**	0	0	0	0	0	0	0	**0**	0
1:45PM	2	2	0	0	2	0	**6**	0	5	93	26	0	1	0	**125**	0	1	0	0	0	0	0	**1**	0
Hourly Total	12	5	0	0	10	0	**27**	1	22	340	105	3	1	0	**471**	0	2	0	0	0	0	0	**2**	0
2:00PM	2	1	0	0	8	0	**11**	2	5	91	39	2	0	0	**137**	0	0	0	0	0	0	0	**0**	0
2:15PM	6	3	0	0	4	0	**13**	1	6	112	30	2	0	0	**150**	0	1	0	0	0	0	0	**1**	0
2:30PM	6	1	0	0	0	0	**7**	2	4	92	32	1	0	0	**129**	0	0	0	0	0	0	0	**0**	0
2:45PM	6	0	0	1	1	0	**8**	1	5	110	30	0	0	0	**145**	0	0	0	0	0	1	0	**1**	0
Hourly Total	20	5	0	1	13	0	**39**	6	20	405	131	5	0	0	**561**	0	1	0	0	0	1	0	**2**	0
3:00PM	3	4	1	0	3	0	**11**	0	6	96	25	1	0	0	**128**	0	0	0	0	0	0	0	**0**	1
3:15PM	9	3	0	0	2	0	**14**	0	8	88	23	2	0	0	**121**	0	0	0	0	0	0	0	**0**	0
3:30PM	6	3	1	0	2	0	**12**	1	7	109	24	1	0	0	**141**	0	2	0	1	0	0	0	**3**	0
3:45PM	6	1	0	0	3	0	**10**	0	3	114	23	5	0	1	**146**	0	0	1	0	0	0	0	**1**	0
Hourly Total	24	11	2	0	10	0	**47**	1	24	407	95	9	0	1	**536**	0	2	1	1	0	0	0	**4**	1
4:00PM	12	1	0	0	4	0	**17**	0	0	119	39	0	0	0	**158**	0	0	0	0	0	0	0	**0**	0
4:15PM	7	3	0	0	3	0	**13**	0	4	107	29	1	0	0	**141**	0	0	0	0	0	0	0	**0**	0

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
4:30PM	3	1	0	0	6	0	**10**	1	7	115	29	1	0	0	**152**	0	0	0	0	0	0	0	**0**	0
4:45PM	5	2	0	0	2	0	**9**	1	11	109	30	1	0	0	**151**	0	0	0	0	0	0	0	**0**	0
Hourly Total	27	7	0	0	15	0	**49**	2	22	450	127	3	0	0	**602**	0	0	0	0	0	0	0	**0**	0
5:00PM	4	1	0	0	0	0	**5**	0	2	94	27	4	0	0	**127**	0	0	0	2	0	0	0	**2**	0
5:15PM	2	1	0	0	0	0	**3**	1	6	104	27	1	0	0	**138**	0	0	0	0	0	0	0	**0**	0
5:30PM	4	2	1	0	4	0	**11**	0	6	90	23	1	0	0	**120**	0	0	0	0	0	0	0	**0**	0
5:45PM	2	1	0	0	3	0	**6**	0	4	89	22	3	0	0	**118**	0	0	0	0	0	0	0	**0**	0
Hourly Total	12	5	1	0	7	0	**25**	1	18	377	99	9	0	0	**503**	0	0	0	2	0	0	0	**2**	0
6:00PM	2	1	0	0	2	0	**5**	0	4	71	15	0	0	0	**90**	0	0	0	0	0	0	0	**0**	0
6:15PM	0	2	0	0	1	0	**3**	0	11	67	25	1	0	0	**104**	0	1	3	0	0	0	0	**4**	1
6:30PM	4	1	0	0	0	0	**5**	0	4	52	20	1	0	0	**77**	0	0	0	0	0	0	0	**0**	0
6:45PM	0	1	0	1	1	0	**3**	0	2	52	22	2	0	0	**78**	0	0	0	0	0	0	0	**0**	0
Hourly Total	6	5	0	1	4	0	**16**	0	21	242	82	4	0	0	**349**	0	1	3	0	0	0	0	**4**	1
7:00PM	5	4	0	0	0	0	**9**	0	5	41	4	0	0	0	**50**	0	0	0	0	0	0	0	**0**	0
7:15PM	4	0	0	0	4	0	**8**	0	9	45	17	0	0	0	**71**	0	0	0	2	0	0	0	**2**	0
7:30PM	1	2	0	0	1	0	**4**	0	1	40	6	1	0	0	**48**	0	0	0	0	0	0	0	**0**	0
7:45PM	1	3	0	0	0	0	**4**	0	5	78	9	1	0	0	**93**	0	0	0	0	0	0	0	**0**	0
Hourly Total	11	9	0	0	5	0	**25**	0	20	204	36	2	0	0	**262**	0	0	0	2	0	0	0	**2**	0
8:00PM	0	0	0	0	1	0	**1**	0	4	47	20	0	0	0	**71**	0	0	0	0	1	0	0	**1**	0
8:15PM	0	2	0	0	0	0	**2**	0	2	63	19	0	0	0	**84**	0	0	0	0	0	0	0	**0**	0
8:30PM	1	1	0	0	0	0	**2**	0	5	40	4	1	0	1	**51**	0	0	0	0	0	0	0	**0**	0
8:45PM	0	1	0	0	0	0	**1**	0	1	32	6	0	0	0	**39**	0	0	0	0	0	0	0	**0**	0
Hourly Total	1	4	0	0	1	0	**6**	0	12	182	49	1	0	1	**245**	0	0	0	0	1	0	0	**1**	0
9:00PM	0	0	0	0	1	0	**1**	0	3	27	10	2	0	0	**42**	0	0	0	0	0	0	0	**0**	0
9:15PM	0	0	0	0	0	0	**0**	0	1	29	7	0	0	0	**37**	0	0	0	0	1	0	0	**1**	0
9:30PM	1	0	0	0	0	0	**1**	0	0	10	6	0	0	0	**16**	0	0	0	0	0	0	0	**0**	0
9:45PM	0	0	0	0	0	0	**0**	0	3	20	4	0	0	0	**27**	0	0	0	0	0	0	0	**0**	0
Hourly Total	1	0	0	0	1	0	**2**	0	7	86	27	2	0	0	**122**	0	0	0	0	1	0	0	**1**	0
10:00PM	0	0	0	0	0	0	**0**	1	0	22	1	0	0	0	**23**	0	0	0	0	0	0	0	**0**	0
10:15PM	0	1	0	0	0	0	**1**	0	0	16	6	1	0	0	**23**	0	0	0	0	0	0	0	**0**	0
10:30PM	0	0	0	0	0	0	**0**	0	1	10	4	1	0	0	**16**	0	0	0	0	0	0	0	**0**	0
10:45PM	0	4	0	0	1	0	**5**	0	0	6	3	1	0	0	**10**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	5	0	0	1	0	**6**	1	1	54	14	3	0	0	**72**	0	0	0	0	0	0	0	**0**	0
11:00PM	0	0	0	0	0	0	**0**	0	0	11	2	1	0	0	**14**	0	0	0	0	0	0	0	**0**	0
11:15PM	1	0	0	0	0	0	**1**	0	0	6	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0
11:30PM	0	2	0	0	0	0	**2**	0	0	12	3	1	0	0	**16**	0	0	0	0	0	0	0	**0**	0
11:45PM	0	0	0	0	0	0	**0**	0	0	7	2	0	0	0	**9**	0	1	0	0	0	1	0	**2**	0
Hourly Total	1	2	0	0	0	0	**3**	0	0	36	8	2	0	0	**46**	0	1	0	0	0	1	0	**2**	0
2025-05-16 12:00AM	0	0	0	0	0	0	**0**	0	0	4	1	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0
12:15AM	0	0	0	0	0	0	**0**	0	0	5	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0
12:30AM	0	0	0	0	0	0	**0**	0	0	11	2	0	0	0	**13**	0	0	0	0	0	0	0	**0**	1
12:45AM	0	0	0	0	0	0	**0**	0	0	5	3	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	0	**0**	0	0	25	7	0	0	0	**32**	0	0	0	0	0	0	0	**0**	1
1:00AM	0	0	0	0	0	0	**0**	0	0	7	7	0	0	0	**14**	0	0	0	0	0	0	0	**0**	0
1:15AM	0	0	0	0	0	0	**0**	0	0	4	4	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0
1:30AM	0	1	0	0	0	0	**1**	0	0	5	5	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0
1:45AM	0	0	0	0	0	0	**0**	0	0	5	5	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	1	0	0	0	0	**1**	0	0	21	21	0	0	0	**42**	0	0	0	0	0	0	0	**0**	0
2:00AM	0	0	0	0	0	0	**0**	0	0	5	2	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0
2:15AM	0	0	0	0	0	0	**0**	0	0	8	2	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0
2:30AM	0	0	0	0	0	0	**0**	0	0	7	4	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0
2:45AM	0	0	0	0	0	0	**0**	0	0	6	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	0	**0**	0	0	26	9	0	0	0	**35**	0	0	0	0	0	0	0	**0**	0
3:00AM	0	0	0	0	0	0	**0**	0	0	4	2	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0
3:15AM	0	0	0	0	0	0	**0**	0	1	3	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0
3:30AM	0	0	0	0	1	0	**1**	0	0	5	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0
3:45AM	0	0	0	0	0	0	**0**	0	0	5	6	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	1	0	**1**	0	1	17	9	0	0	0	**27**	0	0	0	0	0	0	0	**0**	0
4:00AM	0	0	0	0	0	0	**0**	0	0	8	4	0	0	0	**12**	0	0	0	0	0	0	0	**0**	0
4:15AM	0	0	0	0	1	0	**1**	0	0	9	7	0	0	0	**16**	0	0	0	0	0	0	0	**0**	0

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
4:30AM	0	0	0	0	0	0	**0**	0	0	12	7	0	0	0	**19**	0	0	0	0	0	0	0	**0**	0
4:45AM	0	1	0	0	0	0	**1**	0	0	22	11	0	0	0	**33**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	1	0	0	1	0	**2**	0	0	51	29	0	0	0	**80**	0	0	0	0	0	0	0	**0**	0
5:00AM	0	1	0	0	0	0	**1**	1	0	16	10	1	0	0	**27**	0	0	0	0	0	0	0	**0**	0
5:15AM	0	0	0	0	0	0	**0**	0	0	12	18	0	0	0	**30**	0	0	0	0	0	0	0	**0**	0
5:30AM	0	1	0	0	0	0	**1**	1	0	19	23	0	0	0	**42**	0	0	0	0	0	0	0	**0**	0
5:45AM	0	2	0	0	1	0	**3**	1	0	15	24	1	0	0	**40**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	4	0	0	1	0	**5**	3	0	62	75	2	0	0	**139**	0	0	0	0	0	0	0	**0**	0
Total	248	106	3	3	156	0	**516**	24	311	4920	1692	89	3	2	**7017**	0	13	5	10	2	3	0	**33**	3
% Approach	48.1%	20.5%	0.6%	0.6%	30.2%	0%	**-**	-	4.4%	70.1%	24.1%	1.3%	0%	0%	**-**	-	39.4%	15.2%	30.3%	6.1%	9.1%	0%	**-**	-
% Total	1.8%	0.8%	0%	0%	1.1%	0%	**3.8%**	-	2.3%	36.0%	12.4%	0.7%	0%	0%	**51.4%**	-	0.1%	0%	0.1%	0%	0%	0%	**0.2%**	-
Lights	245	103	3	2	153	0	**506**	-	294	4734	1571	87	0	2	**6688**	-	12	5	10	1	3	0	**31**	-
% Lights	98.8%	97.2%	100%	66.7%	98.1%	0%	**98.1%**	-	94.5%	96.2%	92.8%	97.8%	0%	100%	**95.3%**	-	92.3%	100%	100%	50.0%	100%	0%	**93.9%**	-
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	62	26	0	0	0	**88**	-	0	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	1.3%	1.5%	0%	0%	0%	**1.3%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	3	3	0	1	3	0	**10**	-	17	121	95	2	3	0	**238**	-	1	0	0	0	0	0	**1**	-
% Buses and Single-Unit Trucks	1.2%	2.8%	0%	33.3%	1.9%	0%	**1.9%**	-	5.5%	2.5%	5.6%	2.2%	100%	0%	**3.4%**	-	7.7%	0%	0%	0%	0%	0%	**3.0%**	-
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	3	0	0	0	0	**3**	-	0	0	0	1	0	0	**1**	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	50.0%	0%	0%	**3.0%**	-
Pedestrians	-	-	-	-	-	-	-	24	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Full Length (6 AM-6 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Caron Ln								Poland Rd								Minot Ave								
Direction	Northbound								Northeastbound								Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
2025-05-15 6:00AM	0	0	0	0	0	0	**0**	0	0	0	11	0	0	0	**11**	0	0	1	0	44	0	0	**45**	2	**100**
6:15AM	0	1	1	0	0	0	**2**	0	0	0	8	0	0	0	**8**	0	0	1	0	56	1	0	**58**	0	**159**
6:30AM	0	2	0	0	0	0	**2**	0	0	1	14	2	0	0	**17**	0	0	1	1	49	0	0	**51**	0	**150**
6:45AM	0	0	0	0	0	0	**0**	0	1	0	18	5	0	0	**24**	0	1	0	0	67	3	0	**71**	0	**184**
Hourly Total	0	3	1	0	0	0	**4**	0	1	1	51	7	0	0	**60**	0	1	3	1	216	4	0	**225**	2	**593**
7:00AM	0	6	0	1	0	0	**7**	0	0	0	21	2	1	0	**24**	0	0	0	1	84	8	0	**93**	0	**252**
7:15AM	0	3	0	0	0	0	**3**	1	0	0	39	2	0	0	**41**	1	1	1	0	72	2	1	**77**	0	**267**
7:30AM	0	3	0	0	0	0	**3**	0	1	1	40	1	0	0	**43**	0	0	2	1	71	2	0	**76**	1	**263**
7:45AM	0	1	0	0	0	0	**1**	1	0	0	35	2	0	0	**37**	0	0	0	0	66	2	0	**68**	0	**305**
Hourly Total	0	13	0	1	0	0	**14**	2	1	1	135	7	1	0	**145**	1	1	3	2	293	14	1	**314**	1	**1087**
8:00AM	0	1	1	1	0	0	**3**	0	0	1	18	2	0	0	**21**	0	1	0	2	95	3	0	**101**	1	**278**
8:15AM	0	2	0	1	0	0	**3**	1	0	1	34	3	0	0	**38**	0	3	2	1	63	4	0	**73**	0	**246**
8:30AM	0	1	0	0	0	0	**1**	0	0	0	16	2	0	0	**18**	0	1	4	1	72	4	0	**82**	0	**208**
8:45AM	0	2	1	1	0	0	**4**	0	0	0	22	1	0	0	**23**	0	0	1	2	69	6	0	**78**	0	**198**
Hourly Total	0	6	2	3	0	0	**11**	1	0	2	90	8	0	0	**100**	0	5	7	6	299	17	0	**334**	1	**930**
9:00AM	0	1	0	0	0	0	**1**	0	2	0	18	0	1	0	**21**	0	2	0	0	66	2	0	**70**	0	**183**
9:15AM	0	0	0	1	0	0	**1**	0	0	0	21	0	2	0	**23**	0	3	0	0	58	3	0	**64**	0	**175**
9:30AM	0	2	0	0	0	0	**2**	0	0	0	30	3	2	0	**35**	0	1	0	0	55	1	0	**57**	0	**184**
9:45AM	0	3	0	1	0	0	**4**	0	0	2	20	1	1	0	**24**	2	0	1	0	58	2	0	**61**	1	**180**
Hourly Total	0	6	0	2	0	0	**8**	0	2	2	89	4	6	0	**103**	2	6	1	0	237	8	0	**252**	1	**722**
10:00AM	0	0	0	0	0	0	**0**	0	0	0	18	5	0	0	**23**	0	2	0	0	55	3	0	**60**	0	**198**
10:15AM	0	2	0	0	0	0	**2**	0	1	1	19	2	1	0	**24**	0	1	0	0	40	1	0	**42**	0	**181**
10:30AM	0	1	0	0	0	0	**1**	0	0	0	17	2	0	0	**19**	0	1	0	1	46	4	1	**53**	0	**185**
10:45AM	0	4	0	1	0	0	**5**	0	0	0	15	3	0	0	**18**	0	0	1	0	61	4	0	**66**	0	**204**
Hourly Total	0	7	0	1	0	0	**8**	0	1	1	69	12	1	0	**84**	0	4	1	1	202	12	1	**221**	0	**768**
11:00AM	0	1	0	0	0	0	**1**	0	0	2	16	2	0	0	**20**	0	1	1	3	59	5	0	**69**	0	**211**
11:15AM	0	1	0	0	0	0	**1**	0	0	0	25	1	0	0	**26**	1	3	0	0	50	2	0	**55**	0	**202**
11:30AM	1	0	0	0	0	0	**1**	0	0	0	21	2	0	0	**23**	0	1	0	0	43	2	0	**46**	0	**179**
11:45AM	0	1	2	0	0	0	**3**	0	0	0	29	2	0	0	**31**	0	0	0	1	64	2	0	**67**	0	**230**
Hourly Total	1	3	2	0	0	0	**6**	0	0	2	91	7	0	0	**100**	1	5	1	4	216	11	0	**237**	0	**822**
12:00PM	0	1	0	0	0	0	**1**	0	0	0	21	0	0	0	**21**	0	0	1	0	67	1	0	**69**	0	**234**
12:15PM	0	0	3	0	1	0	**4**	1	1	1	22	1	0	0	**25**	0	1	0	1	62	2	0	**66**	0	**219**
12:30PM	1	3	0	0	0	0	**4**	2	0	2	24	2	0	0	**28**	0	0	2	1	80	5	0	**88**	0	**226**
12:45PM	0	1	0	0	0	0	**1**	1	1	0	11	3	0	0	**15**	0	1	1	0	72	5	0	**79**	0	**194**
Hourly Total	1	5	3	0	1	0	**10**	4	2	3	78	6	0	0	**89**	0	2	4	2	281	13	0	**302**	0	**873**
1:00PM	0	4	0	1	0	0	**5**	0	0	0	19	1	0	0	**20**	0	2	1	1	65	1	0	**70**	0	**225**
1:15PM	0	1	0	1	0	0	**2**	0	0	0	19	4	0	0	**23**	0	2	1	1	67	4	0	**75**	0	**212**
1:30PM	0	0	0	1	0	0	**1**	0	0	0	28	7	0	1	**36**	0	1	0	0	67	3	0	**71**	0	**234**
1:45PM	0	3	0	0	0	0	**3**	0	0	1	26	0	2	0	**29**	0	1	2	1	66	1	0	**71**	0	**235**
Hourly Total	0	8	0	3	0	0	**11**	0	0	1	92	12	2	1	**108**	0	6	4	3	265	9	0	**287**	0	**906**
2:00PM	0	3	1	0	0	0	**4**	0	1	0	39	3	1	0	**44**	0	0	0	1	79	4	0	**84**	0	**280**
2:15PM	0	1	0	1	0	0	**2**	0	0	0	37	5	0	0	**42**	0	0	0	1	69	2	0	**72**	0	**280**
2:30PM	0	1	0	1	0	0	**2**	0	0	0	47	5	1	0	**53**	0	0	0	2	61	3	0	**66**	1	**257**
2:45PM	0	4	0	0	0	0	**4**	0	0	0	24	0	2	0	**26**	7	0	1	2	67	5	0	**75**	0	**259**
Hourly Total	0	9	1	2	0	0	**12**	0	1	0	147	13	4	0	**165**	7	0	1	6	276	14	0	**297**	1	**1076**
3:00PM	0	4	1	1	0	0	**6**	1	1	0	38	7	1	0	**47**	1	1	0	0	97	4	0	**102**	0	**294**
3:15PM	0	4	1	0	0	0	**5**	1	0	0	24	3	1	0	**28**	1	1	1	2	78	6	0	**88**	0	**256**
3:30PM	1	1	0	1	0	0	**3**	2	0	0	46	1	0	1	**48**	2	1	1	0	75	2	0	**79**	0	**286**
3:45PM	0	0	0	1	2	0	**3**	0	0	2	50	4	1	0	**57**	0	0	0	2	72	2	0	**76**	0	**293**
Hourly Total	1	9	2	3	2	0	**17**	4	1	2	158	15	3	1	**180**	4	3	2	4	322	14	0	**345**	0	**1129**
4:00PM	0	2	0	1	0	0	**3**	2	1	1	42	2	0	0	**46**	0	0	0	0	76	3	0	**79**	0	**303**
4:15PM	1	2	0	0	0	0	**3**	0	0	3	41	3	0	0	**47**	0	0	3	2	74	8	0	**87**	0	**291**
4:30PM	0	2	0	0	0	0	**2**	0	0	1	45	3	0	0	**49**	0	0	1	2	83	6	0	**92**	0	**305**
4:45PM	0	1	1	0	0	0	**2**	1	1	2	35	2	0	0	**40**	0	0	0	1	76	3	0	**80**	0	**282**
Hourly Total	1	7	1	1	0	0	**10**	3	2	7	163	10	0	0	**182**	0	0	4	5	309	20	0	**338**	0	**1181**
5:00PM	0	1	0	1	0	0	**2**	1	0	0	36	2	1	0	**39**	0	0	1	0	71	6	1	**79**	0	**254**

Leg	Caron Ln								Poland Rd								Minot Ave								
Direction	Northbound								Northeastbound								Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
5:15PM	0	1	0	1	0	0	**2**	0	0	0	21	2	0	0	**23**	0	0	0	1	73	0	0	**74**	0	**240**
5:30PM	0	2	0	0	0	0	**2**	0	0	0	25	3	0	0	**28**	0	0	0	2	68	3	0	**73**	0	**234**
5:45PM	0	3	0	2	1	0	**6**	0	0	1	13	7	1	0	**22**	1	0	0	0	57	2	0	**59**	0	**211**
Hourly Total	0	7	0	4	1	0	**12**	1	0	1	95	14	2	0	**112**	1	0	1	3	269	11	1	**285**	0	**939**
6:00PM	0	0	0	1	0	0	**1**	0	0	0	19	1	0	0	**20**	1	1	0	1	47	2	0	**51**	0	**167**
6:15PM	0	1	0	0	0	0	**1**	0	1	0	6	5	0	0	**12**	2	0	0	0	45	2	0	**47**	0	**171**
6:30PM	0	2	0	1	0	0	**3**	1	0	0	13	0	0	0	**13**	0	2	1	1	31	3	0	**38**	0	**136**
6:45PM	0	0	0	0	0	0	**0**	1	0	0	11	3	0	0	**14**	1	0	0	1	26	2	0	**29**	0	**124**
Hourly Total	0	3	0	2	0	0	**5**	2	1	0	49	9	0	0	**59**	4	3	1	3	149	9	0	**165**	0	**598**
7:00PM	0	1	0	0	0	0	**1**	0	0	0	14	1	0	0	**15**	0	0	1	1	32	3	0	**37**	0	**112**
7:15PM	0	1	0	0	0	0	**1**	0	0	0	12	1	0	0	**13**	0	0	0	1	39	3	0	**43**	0	**138**
7:30PM	0	0	0	0	0	0	**0**	0	0	0	8	0	0	0	**8**	0	0	0	1	40	2	0	**43**	0	**103**
7:45PM	0	0	0	0	0	0	**0**	0	0	0	13	1	0	0	**14**	0	0	0	1	35	3	0	**39**	0	**150**
Hourly Total	0	2	0	0	0	0	**2**	0	0	0	47	3	0	0	**50**	0	0	1	4	146	11	0	**162**	0	**503**
8:00PM	0	0	0	0	0	0	**0**	0	1	0	7	1	1	0	**10**	0	0	1	0	30	0	0	**31**	0	**114**
8:15PM	0	0	0	0	0	0	**0**	2	0	0	7	1	0	0	**8**	0	0	0	0	25	0	0	**25**	0	**119**
8:30PM	0	0	0	0	0	0	**0**	0	0	0	4	1	0	0	**5**	0	2	1	0	33	0	0	**36**	0	**94**
8:45PM	0	0	0	0	0	0	**0**	0	0	0	8	1	0	0	**9**	0	0	0	0	25	0	0	**25**	0	**74**
Hourly Total	0	0	0	0	0	0	**0**	2	1	0	26	4	1	0	**32**	0	2	2	0	113	0	0	**117**	0	**401**
9:00PM	0	0	0	1	0	0	**1**	0	0	0	9	0	0	0	**9**	1	0	1	0	17	0	0	**18**	0	**71**
9:15PM	0	0	0	0	0	0	**0**	0	0	0	6	3	0	0	**9**	0	0	0	1	25	0	0	**26**	0	**73**
9:30PM	0	0	0	0	0	0	**0**	0	0	0	11	0	0	0	**11**	0	0	0	0	16	1	0	**17**	0	**45**
9:45PM	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	16	1	0	**17**	0	**46**
Hourly Total	0	0	0	1	0	0	**1**	0	0	0	28	3	0	0	**31**	1	0	1	1	74	2	0	**78**	0	**235**
10:00PM	0	0	0	1	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	0	11	0	0	**12**	0	**36**
10:15PM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	14	0	0	**15**	0	**39**
10:30PM	0	0	0	0	0	0	**0**	0	0	0	10	1	0	0	**11**	0	0	0	0	9	0	0	**9**	0	**36**
10:45PM	0	0	0	0	0	0	**0**	0	0	0	4	0	0	0	**4**	0	0	0	0	5	0	0	**5**	0	**24**
Hourly Total	0	0	0	1	0	0	**1**	0	0	0	14	1	0	0	**15**	0	0	1	1	39	0	0	**41**	0	**135**
11:00PM	0	1	2	1	0	0	**4**	0	0	0	2	0	0	0	**2**	0	0	0	0	7	0	0	**7**	0	**27**
11:15PM	0	1	0	0	0	0	**1**	0	0	0	1	0	0	0	**1**	0	0	0	0	11	0	0	**11**	0	**21**
11:30PM	0	0	0	1	0	0	**1**	0	0	0	0	1	0	0	**1**	0	0	0	0	8	0	0	**8**	0	**28**
11:45PM	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	5	1	0	**6**	0	**19**
Hourly Total	0	2	2	2	0	0	**6**	0	0	0	5	1	0	0	**6**	0	0	0	0	31	1	0	**32**	0	**95**
2025-05-16 12:00AM	0	0	1	0	0	0	**1**	0	0	0	1	0	0	0	**1**	0	0	0	0	5	0	0	**5**	0	**12**
12:15AM	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	3	0	0	**3**	0	**11**
12:30AM	0	0	0	0	0	0	**0**	1	0	0	3	0	0	0	**3**	0	0	0	0	5	0	0	**5**	0	**21**
12:45AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	5	1	0	**6**	0	**14**
Hourly Total	0	0	1	0	0	0	**1**	1	0	0	6	0	0	0	**6**	0	0	0	0	18	1	0	**19**	0	**58**
1:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	3	0	0	**3**	0	**17**
1:15AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	2	0	0	**2**	0	**10**
1:30AM	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	4	0	0	**4**	0	**16**
1:45AM	0	0	0	0	0	0	**0**	0	1	0	0	2	0	0	**3**	0	0	0	0	2	0	0	**2**	0	**15**
Hourly Total	0	1	0	0	0	0	**1**	0	1	0	0	2	0	0	**3**	0	0	0	0	11	0	0	**11**	0	**58**
2:00AM	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	1	0	0	**1**	0	**9**
2:15AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	4	0	0	**4**	0	**14**
2:30AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	4	0	0	**4**	0	**15**
2:45AM	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	7	0	0	**7**	0	**15**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	16	0	0	**16**	0	**53**
3:00AM	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	3	0	0	**3**	0	**11**
3:15AM	0	0	0	0	0	0	**0**	0	0	0	3	0	0	0	**3**	0	0	0	0	5	1	0	**6**	0	**13**
3:30AM	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	2	0	0	**2**	0	**10**
3:45AM	0	0	0	0	0	0	**0**	0	0	0	3	0	0	0	**3**	0	0	0	0	9	0	0	**9**	0	**23**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	9	0	0	0	**9**	0	0	0	0	19	1	0	**20**	0	**57**
4:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	5	0	0	**5**	0	**17**
4:15AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	9	0	0	**9**	0	**26**
4:30AM	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	0	0	0	0	12	0	0	**12**	0	**32**
4:45AM	0	1	0	0	0	0	**1**	0	0	0	5	0	0	0	**5**	0	0	0	0	18	0	0	**18**	0	**58**
Hourly Total	0	1	0	0	0	0	**1**	0	1	0	5	0	0	0	**6**	0	0	0	0	44	0	0	**44**	0	**133**
5:00AM	0	0	0	0	0	0	**0**	0	0	0	12	1	0	0	**13**	0	0	0	0	14	0	0	**14**	1	**55**
5:15AM	0	0	0	0	0	0	**0**	0	0	0	14	1	0	0	**15**	0	0	0	0	27	0	0	**27**	0	**72**
5:30AM	0	0	0	0	0	0	**0**	0	0	1	9	2	0	0	**12**	0	0	0	0	26	0	0	**26**	0	**81**
5:45AM	0	0	0	0	0	0	**0**	0	0	0	13	0	0	0	**13**	0	0	0	0	37	0	0	**37**	0	**93**

Leg	Caron Ln								Poland Rd								Minot Ave								
Direction	Northbound								Northeastbound								Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
Hourly Total	0	0	0	0	0	0	**0**	0	0	1	48	4	0	0	**53**	0	0	0	0	104	0	0	**104**	1	**301**
Total	4	92	15	26	4	0	**141**	20	15	24	1497	142	20	2	**1700**	21	38	38	46	3949	172	3	**4246**	7	**13653**
% Approach	2.8%	65.2%	10.6%	18.4%	2.8%	0%	**-**	-	0.9%	1.4%	88.1%	8.4%	1.2%	0.1%	**-**	-	0.9%	0.9%	1.1%	93.0%	4.1%	0.1%	**-**	-	**-**
% Total	0%	0.7%	0.1%	0.2%	0%	0%	**1.0%**	-	0.1%	0.2%	11.0%	1.0%	0.1%	0%	**12.5%**	-	0.3%	0.3%	0.3%	28.9%	1.3%	0%	**31.1%**	-	**-**
Lights	4	89	15	25	3	0	**136**	-	13	19	1372	138	19	2	**1563**	-	35	36	42	3789	162	3	**4067**	-	12991
% Lights	100%	96.7%	100%	96.2%	75.0%	0%	**96.5%**	-	86.7%	79.2%	91.6%	97.2%	95.0%	100%	**91.9%**	-	92.1%	94.7%	91.3%	95.9%	94.2%	100%	**95.8%**	-	95.2%
Articulated Trucks	0	1	0	1	0	0	**2**	-	1	0	28	0	0	0	**29**	-	2	1	0	45	0	0	**48**	-	167
% Articulated Trucks	0%	1.1%	0%	3.8%	0%	0%	**1.4%**	-	6.7%	0%	1.9%	0%	0%	0%	**1.7%**	-	5.3%	2.6%	0%	1.1%	0%	0%	**1.1%**	-	1.2%
Buses and Single-Unit Trucks	0	2	0	0	0	0	**2**	-	1	3	95	4	1	0	**104**	-	1	1	4	114	10	0	**130**	-	485
% Buses and Single-Unit Trucks	0%	2.2%	0%	0%	0%	0%	**1.4%**	-	6.7%	12.5%	6.3%	2.8%	5.0%	0%	**6.1%**	-	2.6%	2.6%	8.7%	2.9%	5.8%	0%	**3.1%**	-	3.6%
Bicycles on Road	0	0	0	0	1	0	**1**	-	0	2	2	0	0	0	**4**	-	0	0	0	1	0	0	**1**	-	10
% Bicycles on Road	0%	0%	0%	0%	25.0%	0%	**0.7%**	-	0%	8.3%	0.1%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	21	-	-	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-

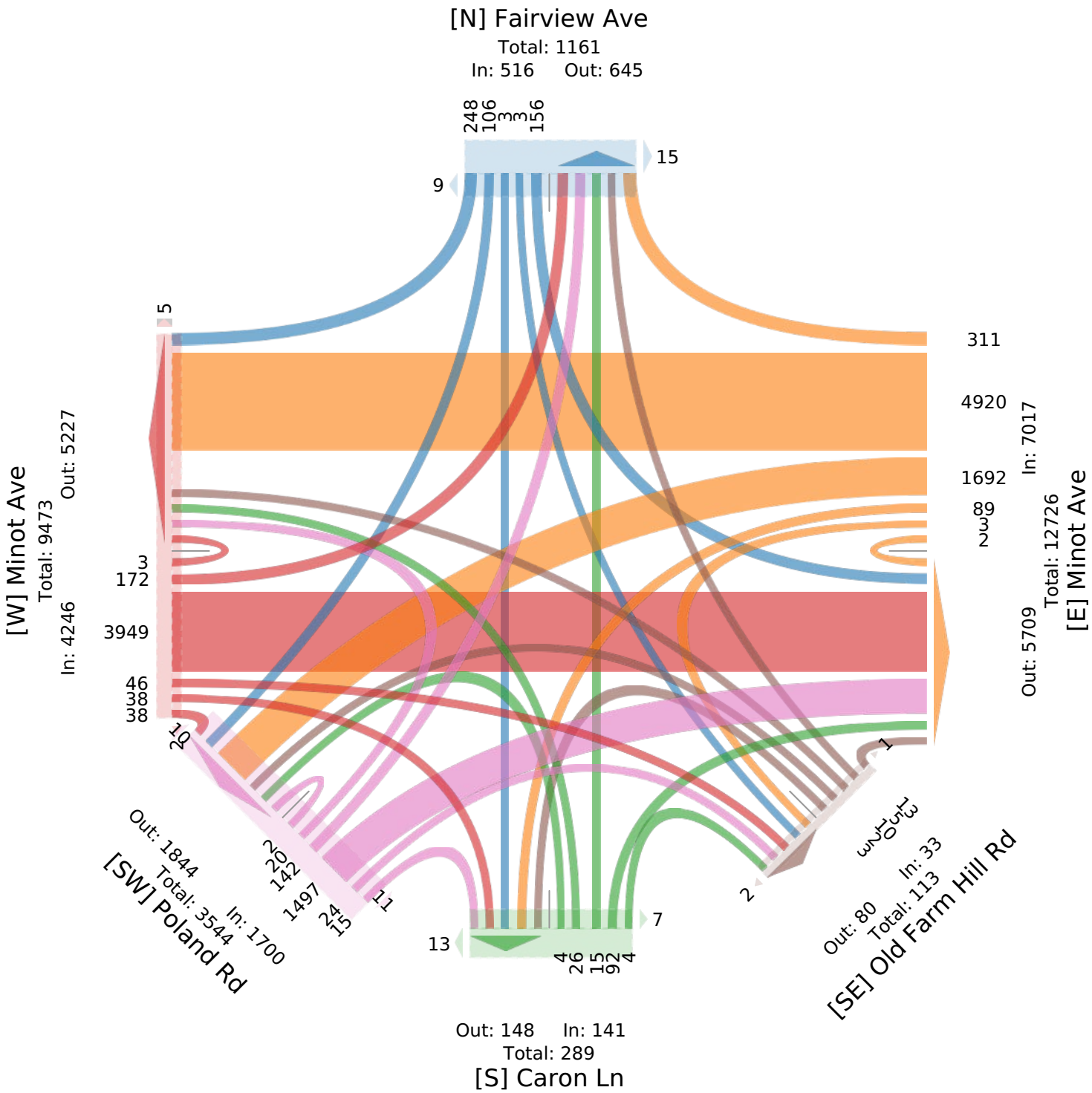
*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Full Length (6 AM-6 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US



Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
AM Peak (May 15 2025 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
2025-05-15 7:15AM	6	2	0	0	11	0	**19**	0	10	65	52	0	0	0	**127**	0	0	0	0	0	0	0	**0**	0
7:30AM	9	1	0	0	5	0	**15**	1	9	72	43	1	0	0	**125**	0	1	0	0	0	0	0	**1**	0
7:45AM	20	3	0	0	3	0	**26**	0	6	114	46	4	1	0	**171**	0	2	0	0	0	0	0	**2**	0
8:00AM	9	1	0	1	1	0	**12**	1	4	103	33	1	0	0	**141**	0	0	0	0	0	0	0	**0**	0
Total	44	7	0	1	20	0	**72**	2	29	354	174	6	1	0	**564**	0	3	0	0	0	0	0	**3**	0
% Approach	61.1%	9.7%	0%	1.4%	27.8%	0%	**-**	-	5.1%	62.8%	30.9%	1.1%	0.2%	0%	**-**	-	100%	0%	0%	0%	0%	0%	**-**	-
% Total	4.0%	0.6%	0%	0.1%	1.8%	0%	**6.5%**	-	2.6%	31.8%	15.6%	0.5%	0.1%	0%	**50.7%**	-	0.3%	0%	0%	0%	0%	0%	**0.3%**	-
PHF	0.550	0.583	-	0.250	0.455	-	**0.692**	-	0.725	0.776	0.837	0.375	0.250	-	**0.825**	-	0.375	-	-	-	-	-	**0.375**	-
Lights	44	6	0	0	20	0	**70**	-	28	336	168	5	0	0	**537**	-	3	0	0	0	0	0	**3**	-
% Lights	100%	85.7%	0%	0%	100%	0%	**97.2%**	-	96.6%	94.9%	96.6%	83.3%	0%	0%	**95.2%**	-	100%	0%	0%	0%	0%	0%	**100%**	-
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	8	2	0	0	0	**10**	-	0	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	2.3%	1.1%	0%	0%	0%	**1.8%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	0	1	0	1	0	0	**2**	-	1	10	4	1	1	0	**17**	-	0	0	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	14.3%	0%	100%	0%	0%	**2.8%**	-	3.4%	2.8%	2.3%	16.7%	100%	0%	**3.0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
AM Peak (May 15 2025 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Caron Ln								Poland Rd								Minot Ave								
Direction	Northbound								Northeastbound								Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
2025-05-15 7:15AM	0	3	0	0	0	0	**3**	1	0	0	39	2	0	0	**41**	1	1	1	0	72	2	1	**77**	0	**267**
7:30AM	0	3	0	0	0	0	**3**	0	1	1	40	1	0	0	**43**	0	0	2	1	71	2	0	**76**	1	**263**
7:45AM	0	1	0	0	0	0	**1**	1	0	0	35	2	0	0	**37**	0	0	0	0	66	2	0	**68**	0	**305**
8:00AM	0	1	1	1	0	0	**3**	0	0	1	18	2	0	0	**21**	0	1	0	2	95	3	0	**101**	1	**278**
Total	0	8	1	1	0	0	**10**	2	1	2	132	7	0	0	**142**	1	2	3	3	304	9	1	**322**	2	**1113**
% Approach	0%	80.0%	10.0%	10.0%	0%	0%	**-**	-	0.7%	1.4%	93.0%	4.9%	0%	0%	**-**	-	0.6%	0.9%	0.9%	94.4%	2.8%	0.3%	**-**	-	-
% Total	0%	0.7%	0.1%	0.1%	0%	0%	**0.9%**	-	0.1%	0.2%	11.9%	0.6%	0%	0%	**12.8%**	-	0.2%	0.3%	0.3%	27.3%	0.8%	0.1%	**28.9%**	-	-
PHF	-	0.667	0.250	0.250	-	-	**0.833**	-	0.250	0.500	0.825	0.875	-	-	**0.826**	-	0.500	0.375	0.375	0.800	0.750	0.250	**0.797**	-	0.912
Lights	0	8	1	1	0	0	**10**	-	0	2	121	7	0	0	**130**	-	2	2	2	294	9	1	**310**	-	1060
% Lights	0%	100%	100%	100%	0%	0%	**100%**	-	0%	100%	91.7%	100%	0%	0%	**91.5%**	-	100%	66.7%	66.7%	96.7%	100%	100%	**96.3%**	-	95.2%
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	0	3	0	0	0	**3**	-	0	1	0	2	0	0	**3**	-	16
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	2.3%	0%	0%	0%	**2.1%**	-	0%	33.3%	0%	0.7%	0%	0%	**0.9%**	-	1.4%
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	1	0	8	0	0	0	**9**	-	0	0	1	8	0	0	**9**	-	37
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	100%	0%	6.1%	0%	0%	0%	**6.3%**	-	0%	0%	33.3%	2.6%	0%	0%	**2.8%**	-	3.3%
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025

AM Peak (May 15 2025 7:15AM - 8:15 AM)

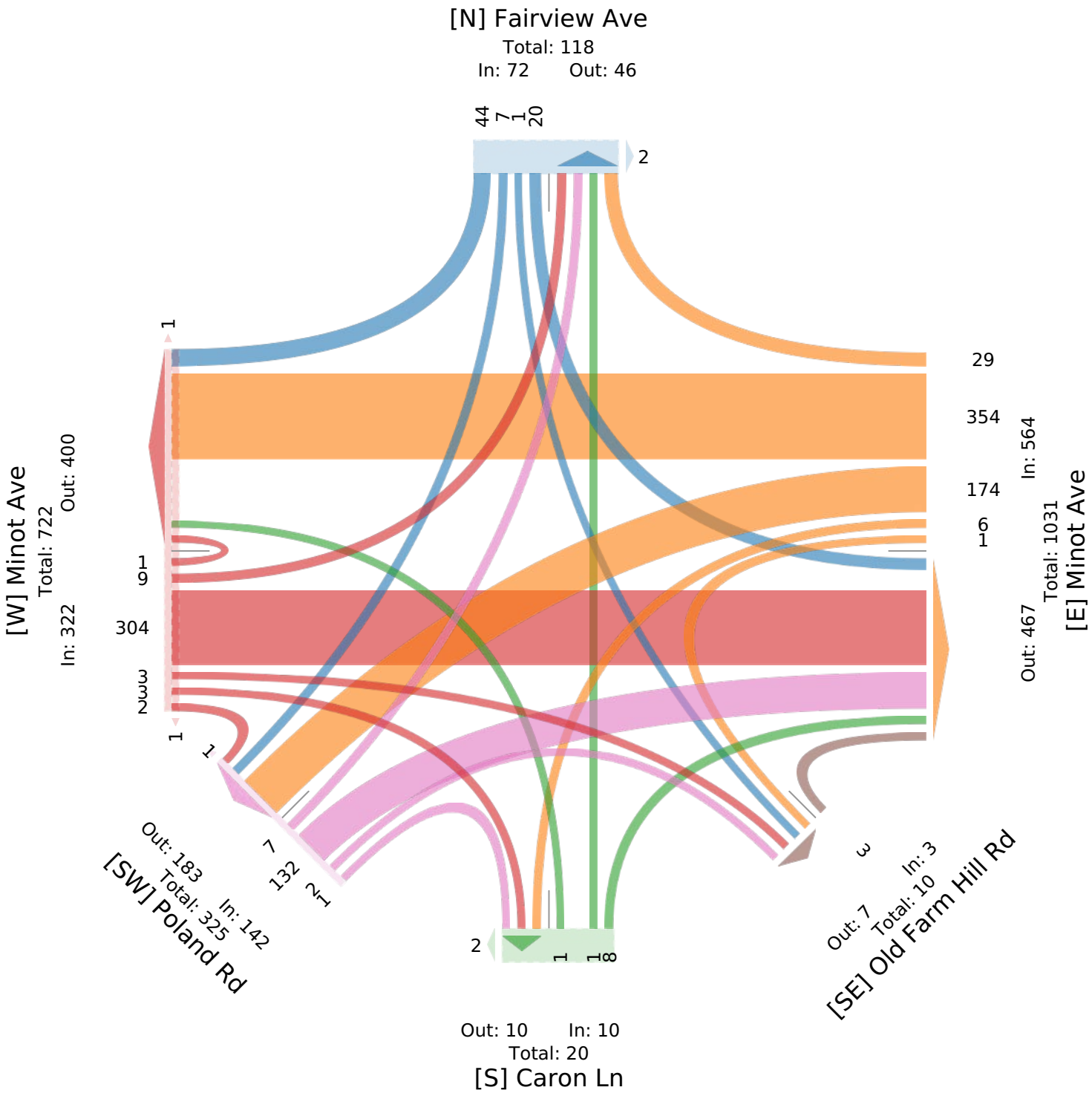
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US



Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Midday Peak (May 15 2025 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
2025-05-15 11:45AM	7	2	0	0	1	0	**10**	1	3	79	35	0	0	0	**117**	0	1	0	1	0	0	0	**2**	0
12:00PM	7	2	0	0	2	0	**11**	1	10	93	24	4	0	0	**131**	0	1	0	0	0	0	0	**1**	0
12:15PM	4	1	0	0	6	0	**11**	0	2	78	31	2	0	0	**113**	0	0	0	0	0	0	0	**0**	0
12:30PM	6	0	0	0	1	0	**7**	0	7	70	19	2	0	0	**98**	0	0	0	0	0	1	0	**1**	0
Total	24	5	0	0	10	0	**39**	2	22	320	109	8	0	0	**459**	0	2	0	1	0	1	0	**4**	0
% Approach	61.5%	12.8%	0%	0%	25.6%	0%	**-**	-	4.8%	69.7%	23.7%	1.7%	0%	0%	**-**	-	50.0%	0%	25.0%	0%	25.0%	0%	**-**	-
% Total	2.6%	0.6%	0%	0%	1.1%	0%	**4.3%**	-	2.4%	35.2%	12.0%	0.9%	0%	0%	**50.5%**	-	0.2%	0%	0.1%	0%	0.1%	0%	**0.4%**	-
PHF	0.857	0.625	-	-	0.417	-	**0.886**	-	0.550	0.860	0.779	0.500	-	-	**0.876**	-	0.500	-	0.250	-	0.250	-	**0.500**	-
Lights	24	5	0	0	10	0	**39**	-	22	302	99	8	0	0	**431**	-	2	0	1	0	1	0	**4**	-
% Lights	100%	100%	0%	0%	100%	0%	**100%**	-	100%	94.4%	90.8%	100%	0%	0%	**93.9%**	-	100%	0%	100%	0%	100%	0%	**100%**	-
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	6	4	0	0	0	**10**	-	0	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	1.9%	3.7%	0%	0%	0%	**2.2%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	0	12	6	0	0	0	**18**	-	0	0	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	3.8%	5.5%	0%	0%	0%	**3.9%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Midday Peak (May 15 2025 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

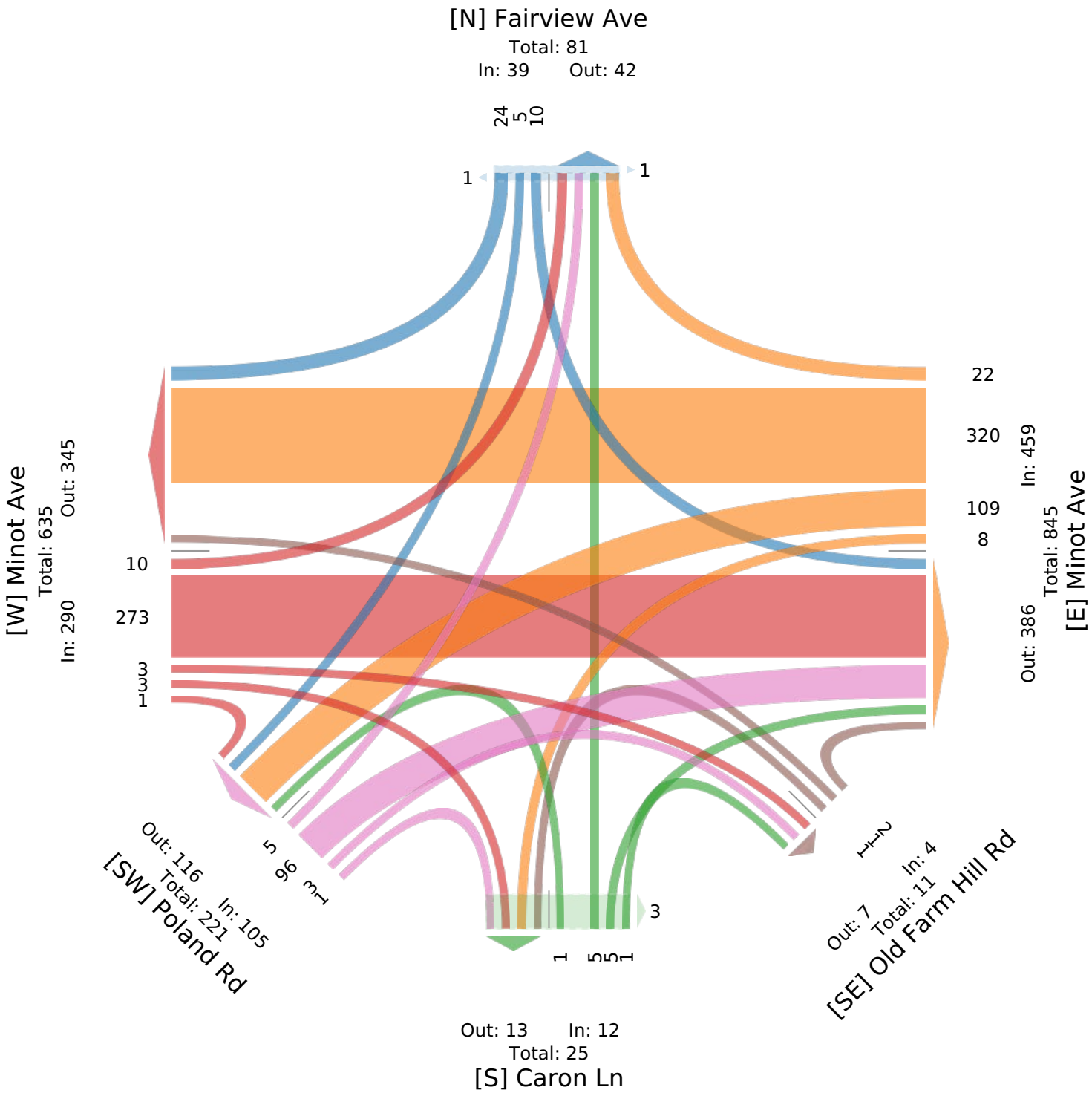
Leg Direction	Caron Ln Northbound								Poland Rd Northeastbound								Minot Ave Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
2025-05-15 11:45AM	0	1	2	0	0	0	**3**	0	0	0	29	2	0	0	**31**	0	0	0	1	64	2	0	**67**	0	**230**
12:00PM	0	1	0	0	0	0	**1**	0	0	0	21	0	0	0	**21**	0	0	1	0	67	1	0	**69**	0	**234**
12:15PM	0	0	3	0	1	0	**4**	1	1	1	22	1	0	0	**25**	0	1	0	1	62	2	0	**66**	0	**219**
12:30PM	1	3	0	0	0	0	**4**	2	0	2	24	2	0	0	**28**	0	0	2	1	80	5	0	**88**	0	**226**
Total	1	5	5	0	1	0	**12**	3	1	3	96	5	0	0	**105**	0	1	3	3	273	10	0	**290**	0	**909**
% Approach	8.3%	41.7%	41.7%	0%	8.3%	0%	**-**	-	1.0%	2.9%	91.4%	4.8%	0%	0%	**-**	-	0.3%	1.0%	1.0%	94.1%	3.4%	0%	**-**	-	-
% Total	0.1%	0.6%	0.6%	0%	0.1%	0%	**1.3%**	-	0.1%	0.3%	10.6%	0.6%	0%	0%	**11.6%**	-	0.1%	0.3%	0.3%	30.0%	1.1%	0%	**31.9%**	-	-
PHF	0.250	0.417	0.417	-	0.250	-	**0.750**	-	0.250	0.500	0.828	0.625	-	-	**0.839**	-	0.250	0.375	0.750	0.853	0.500	-	**0.824**	-	0.970
Lights	1	5	5	0	1	0	**12**	-	1	1	85	5	0	0	**92**	-	1	3	3	259	9	0	**275**	-	853
% Lights	100%	100%	100%	0%	100%	0%	**100%**	-	100%	33.3%	88.5%	100%	0%	0%	**87.6%**	-	100%	100%	100%	94.9%	90.0%	0%	**94.8%**	-	93.8%
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	0	5	0	0	0	**5**	-	0	0	0	6	0	0	**6**	-	21
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	5.2%	0%	0%	0%	**4.8%**	-	0%	0%	0%	2.2%	0%	0%	**2.1%**	-	2.3%
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	0	1	6	0	0	0	**7**	-	0	0	0	8	1	0	**9**	-	34
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	33.3%	6.3%	0%	0%	0%	**6.7%**	-	0%	0%	0%	2.9%	10.0%	0%	**3.1%**	-	3.7%
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	1	0	0	0	0	**1**	-	0	0	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	33.3%	0%	0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC
Thu May 15, 2025
Midday Peak (May 15 2025 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
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Auburn, ME, 04210, US



Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
PM Peak (May 15 2025 3:45PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
2025-05-15 3:45PM	6	1	0	0	3	0	**10**	0	3	114	23	5	0	1	**146**	0	0	1	0	0	0	0	**1**	0
4:00PM	12	1	0	0	4	0	**17**	0	0	119	39	0	0	0	**158**	0	0	0	0	0	0	0	**0**	0
4:15PM	7	3	0	0	3	0	**13**	0	4	107	29	1	0	0	**141**	0	0	0	0	0	0	0	**0**	0
4:30PM	3	1	0	0	6	0	**10**	1	7	115	29	1	0	0	**152**	0	0	0	0	0	0	0	**0**	0
Total	28	6	0	0	16	0	**50**	1	14	455	120	7	0	1	**597**	0	0	1	0	0	0	0	**1**	0
% Approach	56.0%	12.0%	0%	0%	32.0%	0%	**-**	-	2.3%	76.2%	20.1%	1.2%	0%	0.2%	**-**	-	0%	100%	0%	0%	0%	0%	**-**	-
% Total	2.3%	0.5%	0%	0%	1.3%	0%	**4.2%**	-	1.2%	38.2%	10.1%	0.6%	0%	0.1%	**50.1%**	-	0%	0.1%	0%	0%	0%	0%	**0.1%**	-
PHF	0.583	0.500	-	-	0.667	-	**0.735**	-	0.500	0.956	0.769	0.350	-	0.250	**0.945**	-	-	0.250	-	-	-	-	**0.250**	-
Lights	28	6	0	0	16	0	**50**	-	12	447	116	7	0	1	**583**	-	0	1	0	0	0	0	**1**	-
% Lights	100%	100%	0%	0%	100%	0%	**100%**	-	85.7%	98.2%	96.7%	100%	0%	100%	**97.7%**	-	0%	100%	0%	0%	0%	0%	**100%**	-
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	1	1	0	0	0	**2**	-	0	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.2%	0.8%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	2	7	3	0	0	0	**12**	-	0	0	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	14.3%	1.5%	2.5%	0%	0%	0%	**2.0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
PM Peak (May 15 2025 3:45PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg / Direction	Caron Ln Northbound								Poland Rd Northeastbound								Minot Ave Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
2025-05-15 3:45PM	0	0	0	1	2	0	**3**	0	0	2	50	4	1	0	**57**	0	0	0	2	72	2	0	**76**	0	**293**
4:00PM	0	2	0	1	0	0	**3**	2	1	1	42	2	0	0	**46**	0	0	0	0	76	3	0	**79**	0	**303**
4:15PM	1	2	0	0	0	0	**3**	0	0	3	41	3	0	0	**47**	0	0	3	2	74	8	0	**87**	0	**291**
4:30PM	0	2	0	0	0	0	**2**	0	0	1	45	3	0	0	**49**	0	0	1	2	83	6	0	**92**	0	**305**
Total	1	6	0	2	2	0	**11**	2	1	7	178	12	1	0	**199**	0	0	4	6	305	19	0	**334**	0	**1192**
% Approach	9.1%	54.5%	0%	18.2%	18.2%	0%	**-**	-	0.5%	3.5%	89.4%	6.0%	0.5%	0%	**-**	-	0%	1.2%	1.8%	91.3%	5.7%	0%	**-**	-	-
% Total	0.1%	0.5%	0%	0.2%	0.2%	0%	**0.9%**	-	0.1%	0.6%	14.9%	1.0%	0.1%	0%	**16.7%**	-	0%	0.3%	0.5%	25.6%	1.6%	0%	**28.0%**	-	-
PHF	0.250	0.750	-	0.500	0.250	-	**0.917**	-	0.250	0.583	0.890	0.750	0.250	-	**0.873**	-	-	0.333	0.750	0.919	0.594	-	**0.908**	-	0.977
Lights	1	6	0	2	2	0	**11**	-	1	7	174	12	1	0	**195**	-	0	4	6	300	19	0	**329**	-	1169
% Lights	100%	100%	0%	100%	100%	0%	**100%**	-	100%	100%	97.8%	100%	100%	0%	**98.0%**	-	0%	100%	100%	98.4%	100%	0%	**98.5%**	-	98.1%
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	0	1	0	0	0	**1**	-	0	0	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	0	0	3	0	0	0	**3**	-	0	0	0	4	0	0	**4**	-	19
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	1.7%	0%	0%	0%	**1.5%**	-	0%	0%	0%	1.3%	0%	0%	**1.2%**	-	1.6%
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025

PM Peak (May 15 2025 3:45PM - 4:45 PM) - Overall Peak Hour

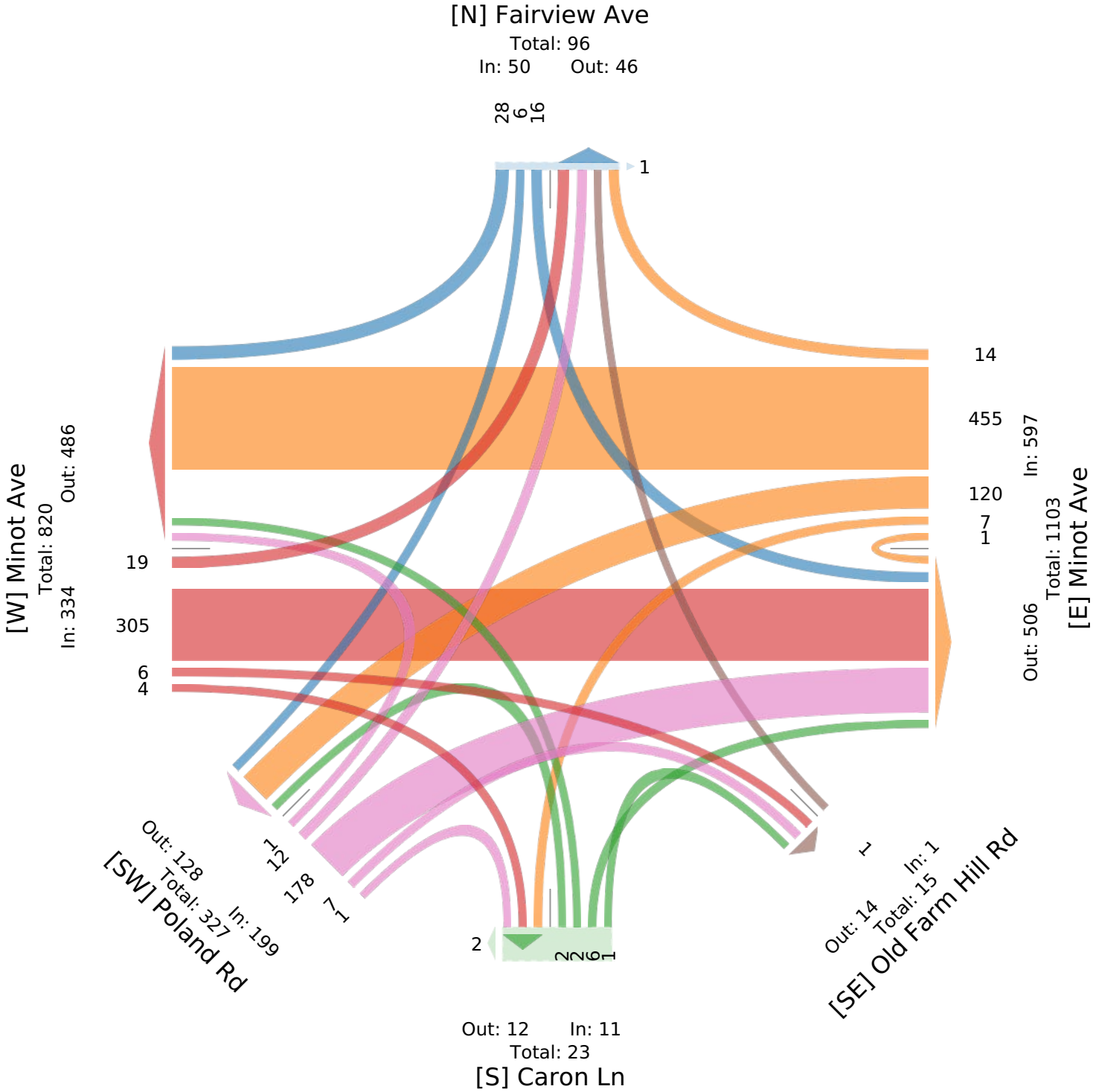
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US



AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025

Turning Movement Data

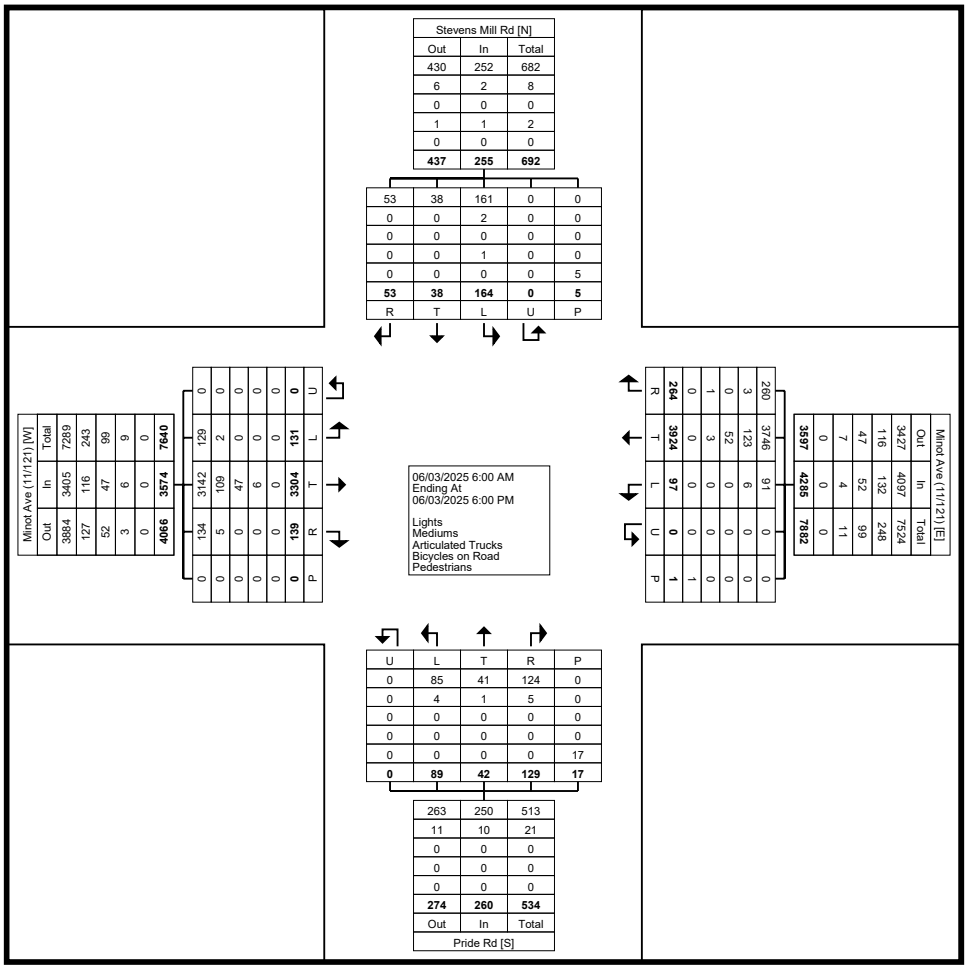
Start Time	Stevens Mill Rd Southbound						Minot Ave (11/121) Westbound						Pride Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	1	2	0	0	3	0	24	1	0	0	25	2	0	0	0	0	2	0	43	0	0	0	43	73
6:15 AM	1	0	6	0	0	7	1	31	0	0	0	32	2	0	0	0	0	2	1	48	0	0	0	49	90
6:30 AM	0	1	0	0	0	1	1	42	0	0	0	43	3	0	1	0	0	4	2	63	1	0	0	66	114
6:45 AM	0	2	3	0	0	5	1	50	0	0	0	51	2	0	1	0	0	3	0	61	1	0	0	62	121
Hourly Total	1	4	11	0	0	16	3	147	1	0	0	151	9	0	2	0	0	11	3	215	2	0	0	220	398
7:00 AM	2	1	6	0	0	9	3	57	1	0	0	61	1	2	1	0	0	4	3	71	2	0	0	76	150
7:15 AM	0	2	7	0	0	9	2	63	0	0	0	65	2	1	0	0	0	3	2	75	0	0	0	77	154
7:30 AM	1	1	5	0	0	7	1	60	0	0	0	61	3	1	3	0	0	7	5	99	4	0	0	108	183
7:45 AM	2	1	5	0	0	8	3	54	2	0	0	59	6	1	2	0	0	9	7	83	3	0	0	93	169
Hourly Total	5	5	23	0	0	33	9	234	3	0	0	246	12	5	6	0	0	23	17	328	9	0	0	354	656
8:00 AM	0	0	10	0	0	10	0	63	2	0	0	65	4	1	2	0	1	7	1	82	0	0	0	83	165
8:15 AM	3	0	7	0	0	10	8	73	1	0	0	82	2	0	2	0	0	4	3	71	3	0	0	77	173
8:30 AM	1	1	4	0	0	6	6	70	1	0	0	77	1	2	0	0	0	3	0	71	2	0	0	73	159
8:45 AM	3	1	3	0	1	7	1	63	2	0	0	66	3	0	1	0	1	4	1	56	6	0	0	63	140
Hourly Total	7	2	24	0	1	33	15	269	6	0	0	290	10	3	5	0	2	18	5	280	11	0	0	296	637
9:00 AM	0	0	1	0	1	1	4	66	1	0	0	71	2	0	3	0	0	5	3	60	1	0	0	64	141
9:15 AM	3	0	4	0	0	7	4	47	2	0	0	53	3	0	2	0	0	5	3	47	1	0	0	51	116
9:30 AM	1	0	1	0	0	2	2	83	5	0	0	90	2	1	1	0	2	4	2	59	2	0	0	63	159
9:45 AM	1	0	2	0	0	3	3	65	1	0	0	69	3	0	1	0	0	4	4	68	4	0	0	76	152
Hourly Total	5	0	8	0	1	13	13	261	9	0	0	283	10	1	7	0	2	18	12	234	8	0	0	254	568
10:00 AM	3	1	2	0	0	6	4	87	2	0	0	93	3	0	3	0	2	6	3	67	1	0	0	71	176
10:15 AM	4	0	2	0	0	6	4	74	1	0	0	79	3	0	3	0	0	6	2	73	3	0	0	78	169
10:30 AM	4	3	1	0	0	8	3	66	2	0	0	71	2	0	2	0	1	4	1	61	3	0	0	65	148
10:45 AM	2	1	3	0	0	6	2	69	1	0	0	72	2	0	1	0	1	3	2	53	0	0	0	55	136
Hourly Total	13	5	8	0	0	26	13	296	6	0	0	315	10	0	9	0	4	19	8	254	7	0	0	269	629
11:00 AM	0	0	0	0	0	0	3	79	3	0	0	85	5	2	2	0	0	9	4	74	2	0	0	80	174
11:15 AM	0	1	7	0	0	8	3	74	2	0	0	79	1	0	2	0	0	3	4	68	2	0	0	74	164
11:30 AM	0	2	6	0	0	8	5	70	2	0	0	77	6	1	0	0	0	7	2	62	3	0	0	67	159
11:45 AM	0	0	2	0	0	2	1	93	4	0	0	98	1	1	4	0	1	6	3	57	1	0	0	61	167
Hourly Total	0	3	15	0	0	18	12	316	11	0	0	339	13	4	8	0	1	25	13	261	8	0	0	282	664
12:00 PM	2	0	2	0	0	4	4	98	2	0	0	104	1	1	1	0	1	3	2	85	3	0	0	90	201
12:15 PM	1	0	3	0	0	4	9	103	3	0	0	115	1	2	1	0	0	4	7	66	3	0	0	76	199
12:30 PM	0	0	2	0	0	2	7	79	4	0	0	90	4	2	2	0	3	8	3	56	2	0	0	61	161
12:45 PM	0	0	4	0	0	4	9	79	2	0	0	90	2	0	0	0	0	2	2	60	1	0	0	63	159
Hourly Total	3	0	11	0	0	14	29	359	11	0	0	399	8	5	4	0	4	17	14	267	9	0	0	290	720

1:00 PM	1	1	1	0	0	3	8	71	1	0	0	80	2	1	2	0	0	5	3	70	4	0	0	77	165
1:15 PM	3	3	4	0	0	10	7	76	0	0	0	83	1	1	1	0	1	3	3	76	2	0	0	81	177
1:30 PM	0	1	10	0	0	11	6	79	1	0	0	86	2	1	1	0	0	4	3	71	1	0	0	75	176
1:45 PM	1	1	2	0	0	4	5	93	2	0	0	100	3	1	3	0	0	7	3	63	2	0	0	68	179
Hourly Total	5	6	17	0	0	28	26	319	4	0	0	349	8	4	7	0	1	19	12	280	9	0	0	301	697
2:00 PM	1	0	2	0	0	3	3	80	1	0	0	84	4	1	3	0	1	8	5	64	2	0	0	71	166
2:15 PM	3	0	2	0	0	5	10	103	1	0	0	114	0	5	2	0	1	7	2	75	6	0	0	83	209
2:30 PM	1	0	4	0	1	5	2	85	1	0	0	88	2	0	4	0	0	6	1	83	3	0	0	87	186
2:45 PM	2	0	8	0	0	10	11	119	3	0	0	133	0	1	3	0	0	4	7	82	6	0	0	95	242
Hourly Total	7	0	16	0	1	23	26	387	6	0	0	419	6	7	12	0	2	25	15	304	17	0	0	336	803
3:00 PM	1	0	3	0	0	4	17	120	1	0	1	138	6	2	0	0	0	8	2	66	6	0	0	74	224
3:15 PM	0	0	6	0	0	6	9	107	4	0	0	120	2	0	2	0	0	4	5	82	2	0	0	89	219
3:30 PM	2	1	1	0	0	4	9	119	1	0	0	129	2	0	5	0	0	7	4	82	4	0	0	90	230
3:45 PM	1	3	1	0	0	5	9	97	1	0	0	107	3	1	1	0	0	5	3	58	4	0	0	65	182
Hourly Total	4	4	11	0	0	19	44	443	7	0	1	494	13	3	8	0	0	24	14	288	16	0	0	318	855
4:00 PM	0	0	2	0	1	2	10	116	5	0	0	131	8	2	3	0	0	13	4	90	6	0	0	100	246
4:15 PM	0	1	4	0	0	5	10	129	5	0	0	144	2	1	7	0	0	10	2	78	7	0	0	87	246
4:30 PM	0	0	2	0	1	2	10	116	6	0	0	132	6	2	3	0	0	11	3	87	6	0	0	96	241
4:45 PM	0	2	2	0	0	4	10	113	3	0	0	126	3	0	2	0	0	5	4	63	1	0	0	68	203
Hourly Total	0	3	10	0	2	13	40	474	19	0	0	533	19	5	15	0	0	39	13	318	20	0	0	351	936
5:00 PM	1	3	1	0	0	5	10	120	1	0	0	131	2	2	4	0	0	8	0	73	4	0	0	77	221
5:15 PM	1	2	5	0	0	8	11	115	3	0	0	129	4	0	0	0	0	4	6	79	1	0	0	86	227
5:30 PM	1	0	3	0	0	4	7	94	7	0	0	108	1	0	0	0	1	1	3	57	5	0	0	65	178
5:45 PM	0	1	1	0	0	2	6	90	3	0	0	99	4	3	2	0	0	9	4	66	5	0	0	75	185
Hourly Total	3	6	10	0	0	19	34	419	14	0	0	467	11	5	6	0	1	22	13	275	15	0	0	303	811
Grand Total	53	38	164	0	5	255	264	3924	97	0	1	4285	129	42	89	0	17	260	139	3304	131	0	0	3574	8374
Approach %	20.8	14.9	64.3	0.0	-	-	6.2	91.6	2.3	0.0	-	-	49.6	16.2	34.2	0.0	-	-	3.9	92.4	3.7	0.0	-	-	-
Total %	0.6	0.5	2.0	0.0	-	3.0	3.2	46.9	1.2	0.0	-	51.2	1.5	0.5	1.1	0.0	-	3.1	1.7	39.5	1.6	0.0	-	42.7	-
Lights	53	38	161	0	-	252	260	3746	91	0	-	4097	124	41	85	0	-	250	134	3142	129	0	-	3405	8004
% Lights	100.0	100.0	98.2	-	-	98.8	98.5	95.5	93.8	-	-	95.6	96.1	97.6	95.5	-	-	96.2	96.4	95.1	98.5	-	-	95.3	95.6
Mediums	0	0	2	0	-	2	3	123	6	0	-	132	5	1	4	0	-	10	5	109	2	0	-	116	260
% Mediums	0.0	0.0	1.2	-	-	0.8	1.1	3.1	6.2	-	-	3.1	3.9	2.4	4.5	-	-	3.8	3.6	3.3	1.5	-	-	3.2	3.1
Articulated Trucks	0	0	0	0	-	0	0	52	0	0	-	52	0	0	0	0	-	0	0	47	0	0	-	47	99
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.3	0.0	-	-	1.2	0.0	0.0	0.0	-	-	0.0	0.0	1.4	0.0	-	-	1.3	1.2
Bicycles on Road	0	0	1	0	-	1	1	3	0	0	-	4	0	0	0	0	-	0	0	6	0	0	-	6	11
% Bicycles on Road	0.0	0.0	0.6	-	-	0.4	0.4	0.1	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	17	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025

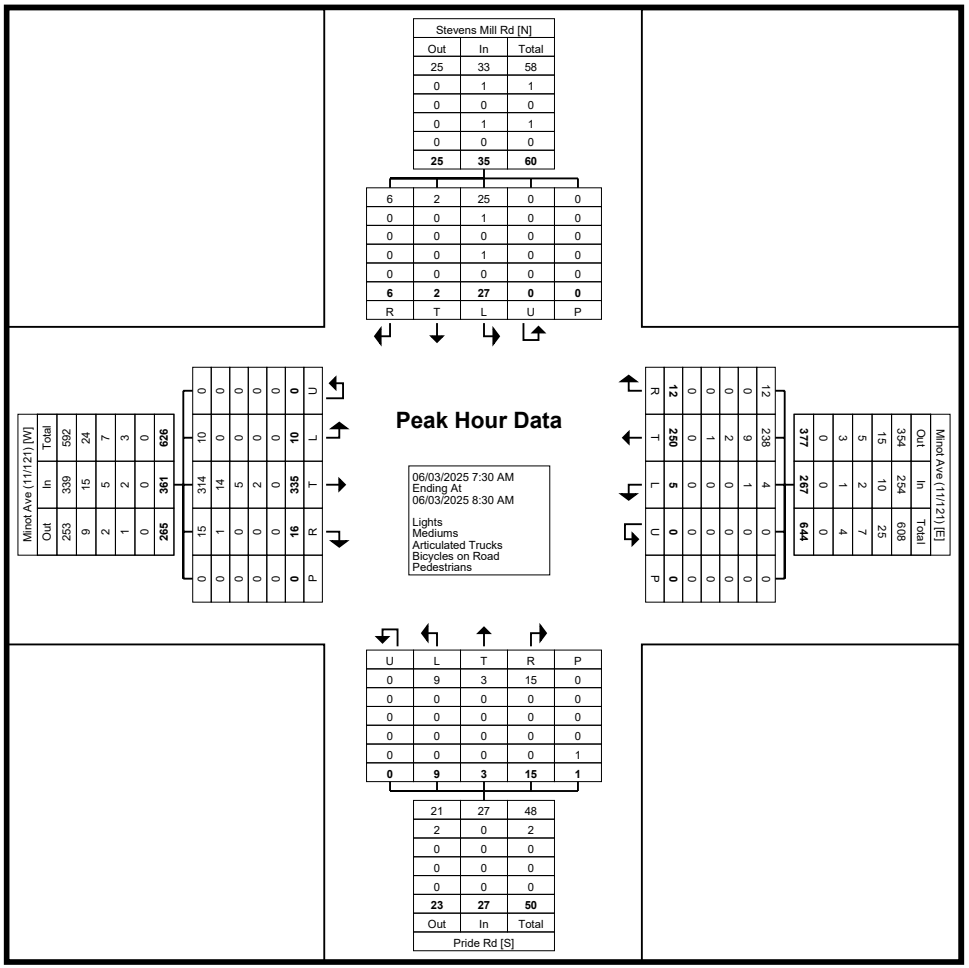
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Stevens Mill Rd Southbound						Minot Ave (11/121) Westbound						Pride Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	1	1	5	0	0	7	1	60	0	0	0	61	3	1	3	0	0	7	5	99	4	0	0	108	183
7:45 AM	2	1	5	0	0	8	3	54	2	0	0	59	6	1	2	0	0	9	7	83	3	0	0	93	169
8:00 AM	0	0	10	0	0	10	0	63	2	0	0	65	4	1	2	0	1	7	1	82	0	0	0	83	165
8:15 AM	3	0	7	0	0	10	8	73	1	0	0	82	2	0	2	0	0	4	3	71	3	0	0	77	173
Total	6	2	27	0	0	35	12	250	5	0	0	267	15	3	9	0	1	27	16	335	10	0	0	361	690
Approach %	17.1	5.7	77.1	0.0	-	-	4.5	93.6	1.9	0.0	-	-	55.6	11.1	33.3	0.0	-	-	4.4	92.8	2.8	0.0	-	-	-
Total %	0.9	0.3	3.9	0.0	-	5.1	1.7	36.2	0.7	0.0	-	38.7	2.2	0.4	1.3	0.0	-	3.9	2.3	48.6	1.4	0.0	-	52.3	-
PHF	0.500	0.500	0.675	0.000	-	0.875	0.375	0.856	0.625	0.000	-	0.814	0.625	0.750	0.750	0.000	-	0.750	0.571	0.846	0.625	0.000	-	0.836	0.943
Lights	6	2	25	0	-	33	12	238	4	0	-	254	15	3	9	0	-	27	15	314	10	0	-	339	653
% Lights	100.0	100.0	92.6	-	-	94.3	100.0	95.2	80.0	-	-	95.1	100.0	100.0	100.0	-	-	100.0	93.8	93.7	100.0	-	-	93.9	94.6
Mediums	0	0	1	0	-	1	0	9	1	0	-	10	0	0	0	0	-	0	1	14	0	0	-	15	26
% Mediums	0.0	0.0	3.7	-	-	2.9	0.0	3.6	20.0	-	-	3.7	0.0	0.0	0.0	-	-	0.0	6.3	4.2	0.0	-	-	4.2	3.8
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	5	0	0	-	5	7
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	1.5	0.0	-	-	1.4	1.0
Bicycles on Road	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	4
% Bicycles on Road	0.0	0.0	3.7	-	-	2.9	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.6	0.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:30 AM)

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025

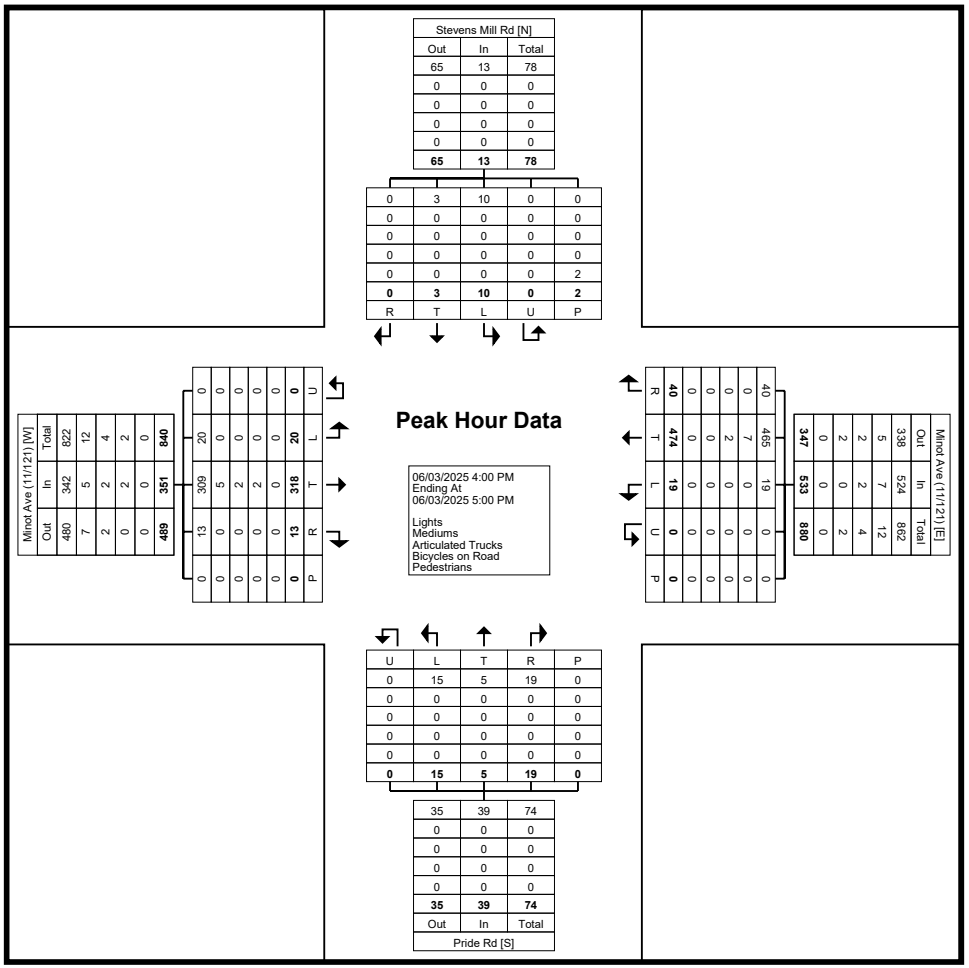
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Stevens Mill Rd Southbound						Minot Ave (11/121) Westbound						Pride Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	0	0	2	0	1	2	10	116	5	0	0	131	8	2	3	0	0	13	4	90	6	0	0	100	246
4:15 PM	0	1	4	0	0	5	10	129	5	0	0	144	2	1	7	0	0	10	2	78	7	0	0	87	246
4:30 PM	0	0	2	0	1	2	10	116	6	0	0	132	6	2	3	0	0	11	3	87	6	0	0	96	241
4:45 PM	0	2	2	0	0	4	10	113	3	0	0	126	3	0	2	0	0	5	4	63	1	0	0	68	203
Total	0	3	10	0	2	13	40	474	19	0	0	533	19	5	15	0	0	39	13	318	20	0	0	351	936
Approach %	0.0	23.1	76.9	0.0	-	-	7.5	88.9	3.6	0.0	-	-	48.7	12.8	38.5	0.0	-	-	3.7	90.6	5.7	0.0	-	-	-
Total %	0.0	0.3	1.1	0.0	-	1.4	4.3	50.6	2.0	0.0	-	56.9	2.0	0.5	1.6	0.0	-	4.2	1.4	34.0	2.1	0.0	-	37.5	-
PHF	0.000	0.375	0.625	0.000	-	0.650	1.000	0.919	0.792	0.000	-	0.925	0.594	0.625	0.536	0.000	-	0.750	0.813	0.883	0.714	0.000	-	0.878	0.951
Lights	0	3	10	0	-	13	40	465	19	0	-	524	19	5	15	0	-	39	13	309	20	0	-	342	918
% Lights	-	100.0	100.0	-	-	100.0	100.0	98.1	100.0	-	-	98.3	100.0	100.0	100.0	-	-	100.0	100.0	97.2	100.0	-	-	97.4	98.1
Mediums	0	0	0	0	-	0	0	7	0	0	-	7	0	0	0	0	-	0	0	5	0	0	-	5	12
% Mediums	-	0.0	0.0	-	-	0.0	0.0	1.5	0.0	-	-	1.3	0.0	0.0	0.0	-	-	0.0	0.0	1.6	0.0	-	-	1.4	1.3
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	4
% Articulated Trucks	-	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.6	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	2
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.6	0.2
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (4:00 PM)

APPENDIX B

- **MAINEDOT CRASH DATA**


Stevens Mill Rd
Stevens Mill Park Rd
Hotel Rd
Belgrade Av
Millbrook Ln
Court St
Richardson St
Marston St
Houghton St
Longpow Cir
Fairview Av
Marshall Av
Towle Av
Towle St
AUBURN
Minot Av
Polland Rd
Stevens Mill Rd
Wakerson Ave
Manley Rd
Pride Rd
Dunham St
Glendale Av
Taylor Brook
Tufts Av
Barker Av
Bennett Av
3886
2594
4774
63934
2534
2579
2535
3875
2580
4742
2577
2578
2576
2802
5548
2596
2575
65523
3793
65529
65527
65526
3247
3792
121
11
2554
2599
3876
3885
4736
2597
2574
3246
2553
3877
3245
2547
3790
2648
3791
2555
2539
4737
3789
66553
3788
66554
2562
3244
2552
3787
2565
3243
2548
2561
2545
2621
2560
3242
4025
2567
2551
2563
2549
0058
2544
Scale: 1:4875
300ft

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

Lewiston
Minot Ave from Hotel Rd (3787) to Fairview Ave-Caron Ln (3793)

REPORT PARAMETERS

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

Route: **0011X**	Start Node: **3787**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **3793**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0011S**	Start Node: **3793**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **65527**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0011S**	Start Node: **66554**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **3788**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0011S**	Start Node: **3788**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **66553**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
4737	0011X - 89.08	Int of MILLETT DR MINOT AV	2	1	0	0	0	0	1	0.0	3.665	0.09	0.41	0.00
												Statewide Crash Rate:	0.15	
3790	0011X - 89.24	Int of GLENDALE AV MINOT AV	2	1	0	0	1	0	0	100.0	3.894	0.09	0.40	0.00
												Statewide Crash Rate:	0.15	
3793	0011X - 89.72	Int of CARON LN FAIRVIEW AV MINOT AV OLD FARM HL	2	12	0	0	2	1	9	25.0	4.934	0.81	0.38	2.16
												Statewide Crash Rate:	0.15	
3792	0011X - 89.56	Int of ALLAIN ST MINOT AV	2	0	0	0	0	0	0	0.0	3.931	0.00	0.40	0.00
												Statewide Crash Rate:	0.15	
3788	0011X - 88.92	Int of COURT ST MANLEY RD MINOT AV	9	16	0	0	2	1	13	18.8	7.406	0.72	1.12	0.64
												Statewide Crash Rate:	0.69	
3789	0011X - 89.01	Int of MINOT AV PRIDE RD STEVENS MILL RD	2	2	0	0	0	0	2	0.0	3.610	0.18	0.41	0.00
												Statewide Crash Rate:	0.15	
3787	0011X - 88.61	Int of HOTEL RD, MINOT AV	9	11	0	1	1	5	4	63.6	7.536	0.49	1.12	0.44
												Statewide Crash Rate:	0.69	
65529	0011X - 89.69	Int of MINOT AV RD INV 2836433	2	0	0	0	0	0	0	0.0	1.697	0.00	0.49	0.00
												Statewide Crash Rate:	0.15	
66553	0011X - 88.85	Non Int MINOT AV	2	3	0	0	0	0	3	0.0	5.221	0.19	0.37	0.00
												Statewide Crash Rate:	0.15	
3791	0011X - 89.29	Int of MINOT AV TOWLE ST	2	0	0	0	0	0	0	0.0	3.898	0.00	0.40	0.00
												Statewide Crash Rate:	0.15	
66554	0011X - 88.95	Non Int MINOT AV	2	1	0	0	0	0	1	0.0	3.445	0.10	0.41	0.00
												Statewide Crash Rate:	0.15	
65527	0011X - 89.66	Non Int MINOT AV	2	0	0	0	0	0	0	0.0	4.111	0.00	0.39	0.00
												Statewide Crash Rate:	0.15	
Study Years:	3.00	**NODE TOTALS:**		47	0	1	6	7	33	29.8	53.348	0.29	0.41	0.72

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
3787	66553	3117402	0 - 0.24	0011X - 88.61	0.24	2	22	0	0	5	5	12	45.5	0.01253	585.21	380.97	1.54
Int of HOTEL RD, MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
66553	3788	3413503	0 - 0.07	0011X - 88.85	0.07	2	6	0	0	1	1	4	33.3	0.00183	1094.49	610.49	1.79
Non Int MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
3788	66554	3413504	0 - 0.03	0011X - 88.92	0.03	2	0	0	0	0	0	0	0.0	0.00052	0.00	817.09	0.00
Int of COURT ST MANLEY RD MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
66554	3789	3129829	0 - 0.06	0011X - 88.95	0.06	2	2	0	0	0	0	2	0.0	0.00207	322.54	591.35	0.00
Non Int MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
3789	4737	176274	0 - 0.07	0011X - 89.01	0.07	2	2	0	0	0	1	1	50.0	0.00231	288.16	574.32	0.00
Int of MINOT AV PRIDE RD STEVENS MILL RD				ST RTE 11											Statewide Crash Rate: 204.35		
3790	4737	3104735	0 - 0.16	0011X - 89.08	0.16	2	2	0	0	0	1	1	50.0	0.00615	108.48	448.43	0.00
Int of GLENDALE AV MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
3790	3791	3104734	0 - 0.05	0011X - 89.24	0.05	2	1	0	0	0	1	0	100.0	0.00194	171.92	601.22	0.00
Int of GLENDALE AV MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
3791	3792	3104736	0 - 0.27	0011X - 89.29	0.27	2	3	0	0	0	1	2	33.3	0.01007	99.30	399.66	0.00
Int of MINOT AV TOWLE ST				ST RTE 11											Statewide Crash Rate: 204.35		
3792	65527	3116587	0 - 0.10	0011X - 89.56	0.10	2	4	0	0	0	2	2	50.0	0.00387	344.36	502.98	0.00
Int of ALLAIN ST MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
65527	65529	2836475	0 - 0.03	0011X - 89.66	0.03	2	0	0	0	0	0	0	0.0	0.00051	0.00	819.28	0.00
Non Int MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
65529	3793	3139795	0 - 0.03	0011X - 89.69	0.03	2	0	0	0	0	0	0	0.0	0.00049	0.00	825.47	0.00
Int of MINOT AV RD INV 2836433				ST RTE 11											Statewide Crash Rate: 204.35		
3793	65527	3139794	0 - 0.06	0011S - 5.22	0.06	2	2	0	0	0	1	1	50.0	0.00131	510.76	665.13	0.00
Int of CARON LN FAIRVIEW AV MINOT AV OLD FARM HL POLAND RD				ST RTE 11S											Statewide Crash Rate: 204.35		
66554	3788	3129830	0 - 0.03	0011S - 5.28	0.03	2	0	0	0	0	0	0	0.0	0.00052	0.00	817.09	0.00
Non Int MINOT AV				ST RTE 11S											Statewide Crash Rate: 204.35		
3788	66553	3509136	0 - 0.07	0011S - 5.31	0.07	2	3	0	0	2	0	1	66.7	0.00183	547.24	610.49	0.00
Int of COURT ST MANLEY RD MINOT AV				ST RTE 11S											Statewide Crash Rate: 204.35		
Study Years: 3.00				**Section Totals:**	1.27		47	0	0	8	13	26	44.7	0.04593	341.11	299.93	1.14
				Grand Totals:	1.27		94	0	1	14	20	59	37.2	0.04593	682.22	427.72	1.60

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
3787	66553	3117402	0 - 0.24	0011X - 88.61	22	0	0	5	5	12	2023-8016	03/13/2023	88.65	B
											2022-2068	01/20/2022	88.65	PD
											2024-1242	01/02/2024	88.65	PD
											2023-12269	04/29/2023	88.66	B
											2022-4076	02/07/2022	88.66	PD
											2024-82	01/02/2024	88.70	PD
											2024-8708	04/02/2024	88.71	C
											2024-24536	09/05/2024	88.71	C
											2023-2486	01/25/2023	88.71	PD
											2022-2335	01/21/2022	88.71	PD
											2022-6238	02/09/2022	88.72	PD
											2023-26116	09/01/2023	88.79	C
											2023-5374	02/19/2023	88.79	C
											2023-9235	03/25/2023	88.79	PD
											2022-16088	06/12/2022	88.82	B
											2023-37218	12/11/2023	88.83	B
											2024-165	01/04/2024	88.84	B
											2023-35734	12/01/2023	88.84	C
											2024-32845	11/20/2024	88.84	PD
											2022-25527	09/08/2022	88.84	PD
											2023-631	01/10/2023	88.84	PD
											2024-25527	09/16/2024	88.84	PD
66553	3788	3413503	0 - 0.07	0011X - 88.85	6	0	0	1	1	4	2023-507	01/09/2023	88.86	PD
											2023-19198	07/07/2023	88.86	PD
											2023-10676	04/07/2023	88.88	PD
											2024-13149	05/20/2024	88.89	B
											2023-35439	11/28/2023	88.90	C
											2022-20768	07/25/2022	88.91	PD
3788	66554	3413504	0 - 0.03	0011X - 88.92	0	0	0	0	0	0				
66554	3789	3129829	0 - 0.06	0011X - 88.95	2	0	0	0	0	2	2023-30440	10/21/2023	88.97	PD
											2023-19432	07/10/2023	88.97	PD
3789	4737	176274	0 - 0.07	0011X - 89.01	2	0	0	0	1	1	2024-4461	02/11/2024	89.06	PD
											2024-582	01/08/2024	89.07	C

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
3790	4737	3104735	0 - 0.16	0011X - 89.08	2	0	0	0	1	1	2024-6856	02/28/2024	89.17	C
											2024-15346	06/11/2024	89.23	PD
3790	3791	3104734	0 - 0.05	0011X - 89.24	1	0	0	0	1	0	2022-26354	09/09/2022	89.28	C
3791	3792	3104736	0 - 0.27	0011X - 89.29	3	0	0	0	1	2	2023-208	01/05/2023	89.33	PD
											2022-25531	09/08/2022	89.36	PD
											2023-38067	12/18/2023	89.53	C
3792	65527	3116587	0 - 0.10	0011X - 89.56	4	0	0	0	2	2	2022-25339	09/06/2022	89.57	PD
											2022-38355	12/16/2022	89.58	C
											2022-9962	04/01/2022	89.60	PD
											2023-3103	01/30/2023	89.61	C
65527	65529	2836475	0 - 0.03	0011X - 89.66	0	0	0	0	0	0				
65529	3793	3139795	0 - 0.03	0011X - 89.69	0	0	0	0	0	0				
3793	65527	3139794	0 - 0.06	0011S - 5.22	2	0	0	0	1	1	2024-21597	08/07/2024	5.25	C
											2022-31979	11/03/2022	5.25	PD
66554	3788	3129830	0 - 0.03	0011S - 5.28	0	0	0	0	0	0				
3788	66553	3509136	0 - 0.07	0011S - 5.31	3	0	0	2	0	1	2024-18060	07/05/2024	5.32	PD
											2023-22270	08/04/2023	5.33	B
											2023-2286	01/24/2023	5.36	B
				Totals:	47	0	0	8	13	26				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	1	0	0	1	1	0	2	1	0	0	0	1	0	0	0	1	0	0	8
MONDAY	0	0	0	0	0	0	3	1	1	1	0	4	0	1	1	0	4	1	0	0	0	0	0	1	0	18
TUESDAY	0	0	0	0	0	0	0	0	1	0	2	1	2	0	1	2	3	0	1	1	0	0	0	0	0	14
WEDNESDAY	0	0	0	0	1	0	0	0	0	0	2	0	0	1	2	1	3	1	1	0	0	0	2	0	0	14
THURSDAY	0	0	0	0	0	0	1	1	0	0	1	0	1	2	2	2	2	0	0	0	1	0	0	0	0	13
FRIDAY	0	0	0	0	0	0	0	1	2	0	0	1	2	2	1	2	1	2	2	2	0	0	0	1	0	19
SATURDAY	1	0	0	0	0	0	0	0	0	0	2	1	0	1	2	0	0	0	0	0	1	0	0	0	0	8
Totals	1	0	0	0	1	0	4	4	4	1	8	8	5	9	10	7	13	4	5	3	2	0	3	2	0	**94**

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	61	23-Bicyclist	3
2-(Sport) Utility Vehicle	73	24-Witness	22
3-Passenger Van	5	25-Other	1
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	32	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	**Total**	**204**
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	2		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	2		
17-Medium/Heavy Trucks (More than 10,000 lbs)	2		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	1		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	73	3	0	0	0	78
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	48	2	0	0	0	0	50
Ran Red Light	5	0	0	0	0	0	5
Ran Stop Sign	2	0	0	0	0	0	2
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	3	0	0	0	0	0	3
Drove Too Fast For Conditions	2	0	0	0	0	0	2
Improper Turn	6	1	0	0	0	0	7
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	9	0	0	0	0	0	9
Failed to Keep in Proper Lane	6	0	0	0	0	0	6
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	4	1	0	0	0	0	5
Unknown	1	1	0	0	0	0	2
Total	**92**	**78**	**3**	**0**	**0**	**0**	**173**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	88	82	3	0	0	0	173
Physically Impaired	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	2	0	0	0	0	0	2
Total	**92**	**82**	**3**	**0**	**0**	**0**	**177**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	11	0	0	0	0	11
20-24	20	0	0	0	0	20
25-29	11	0	0	0	0	11
30-39	31	0	0	0	0	31
40-49	32	0	0	0	0	32
50-59	23	0	0	0	0	23
60-69	22	0	0	0	0	22
70-79	17	0	0	0	0	17
80-Over	6	0	0	0	0	6
Unknown	5	3	0	1	0	9
Total	**178**	**3**	**0**	**1**	**0**	**182**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	2	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	1
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**176**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	1		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	166		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	1		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	1		
33-Traffic Sign Support	2		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	2		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	14	19
C	20	33
PD	59	0
Total	**94**	**53**

Road Character

Road Grade	Total
1-Level	81
2-On Grade	13
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**94**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	33
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	21
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	1
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	37
14-Other	1
Total	**94**

Light

Light Condition	Total
1-Daylight	70
2-Dawn	1
3-Dusk	6
4-Dark - Lighted	15
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**94**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	3	8	5	16
FEBRUARY	4	3	3	10
MARCH	1	3	4	8
APRIL	1	3	1	5
MAY	2	1	1	4
JUNE	1	2	3	6
JULY	2	4	2	8
AUGUST	3	1	1	5
SEPTEMBER	6	4	3	13
OCTOBER	1	2	3	6
NOVEMBER	2	4	3	9
DECEMBER	1	3	0	4
Total	**27**	**38**	**29**	**94**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	7	0	0	9	1	10	0	0	1	0	0	0	0	0	28
Head-on - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	2	16	11	21	0	0	0	0	0	0	0	0	50
Pedestrians	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	3	0	0	2	0	3	0	0	1	0	0	0	0	0	9
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Other	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**11**	**0**	**2**	**29**	**12**	**38**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**94**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	9	0	0	0	0	0	0	0	0	0	0	9
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	46	0	0	0	0	0	0	0	0	0	2	48
Dusk	4	0	0	0	0	0	0	0	0	0	1	5
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	12	0	0	0	0	0	0	0	0	0	5	17
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	0	0	0	0	0	0	0	0	0	0	5	5
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	2	0	0	1	3
Dark - Not Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**16**	**94**

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **ANDROSCOGGIN** TOWN: **AUBURN**

LOW NODE: **3787** HIGH NODE: **66553** REGION: **1** U/R: **URBAN**

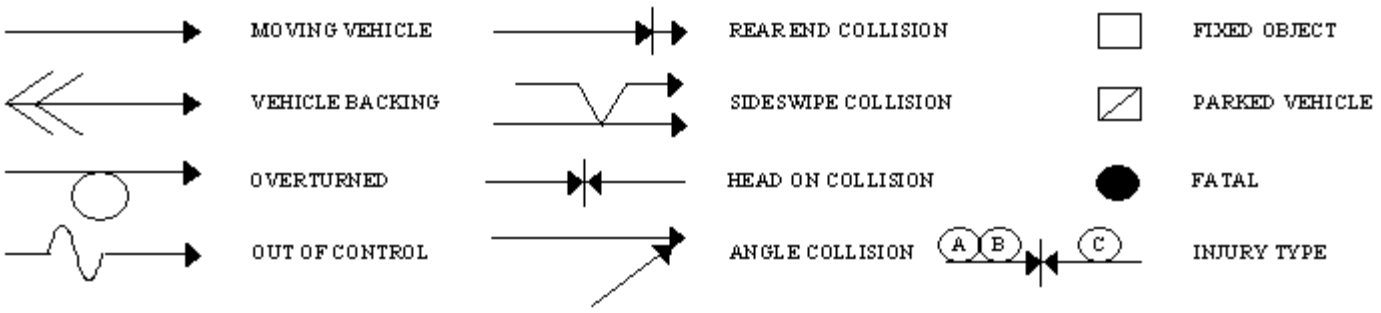
DESCRIPTION: **Minot Ave from Hotel Rd to Non-Int Minot Ave**

RTE # / RD #: **0011X** DATE DRAWN: **5/14/2025** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2022** STUDY TO: **12/31/2024**

CRASH RATE: **585.21** CRF: **1.53** % INJURY: **45.5** TOTAL CRASHES: **22**

LEGEND



PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

Auburn

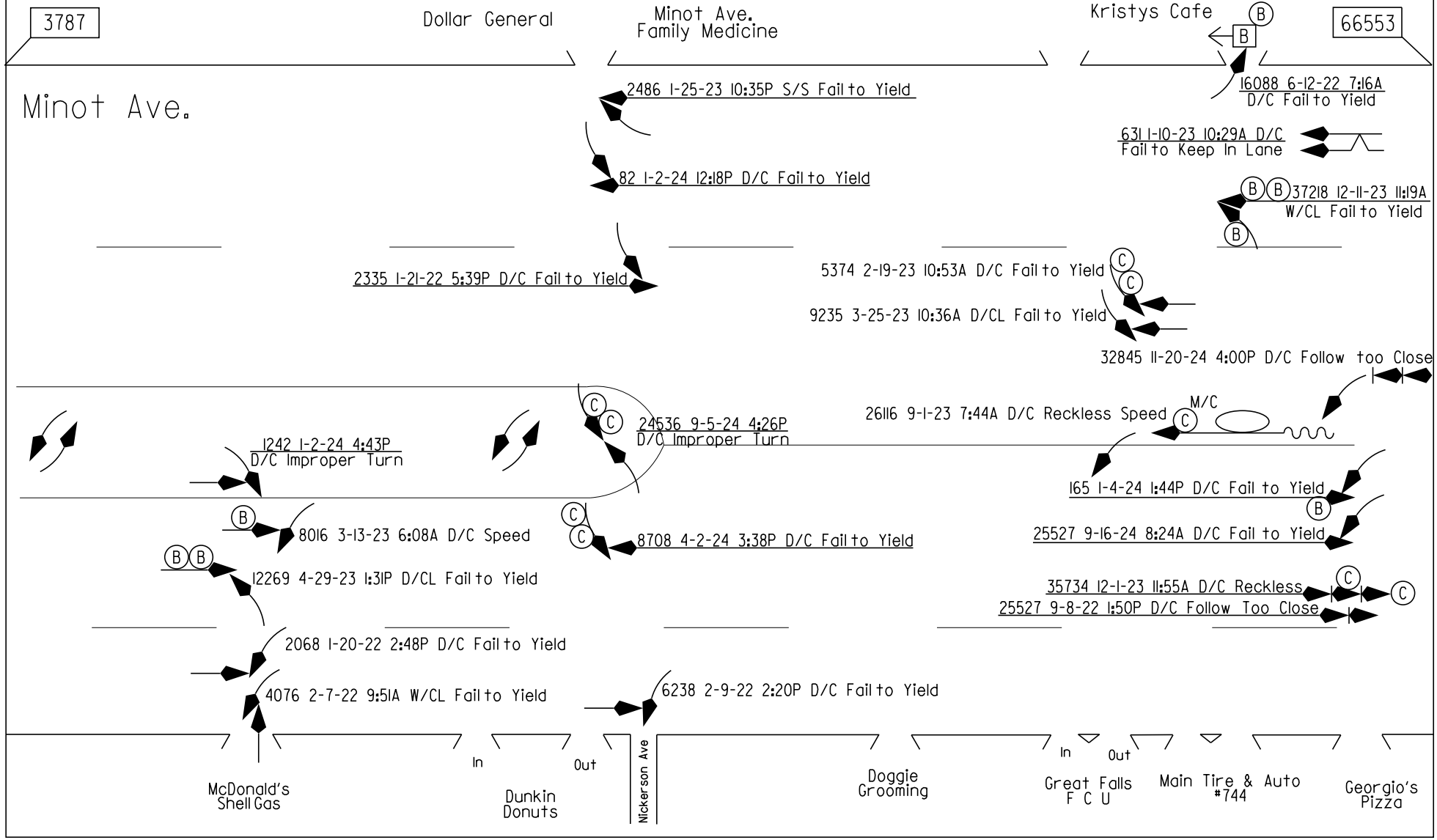
Prepared by Office of Safety & Mobility (DS 5/13/25)

Link: 3787-66553

Element: 3117402

Study Period: 2022-2024

# of Crashes: 22 / CRF: 1.53




Hotel Rd
Minot Av
11
121
3787
66553
Nickerson Ave
2621
Scale: 1:1531
100ft

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- [x] **Crash Summary I - Single Element**
- [ ] **Section Detail**
- [x] **Crash Summary II**
- [ ] **1320 Public**
- [ ] **1320 Private**
- [ ] **1320 Summary**

REPORT DESCRIPTION

Auburn
Minot Ave from Hotel Rd to Non-Int Minot Ave

REPORT PARAMETERS

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

Route: **0011X**	Start Node: **3787**	Start Offset: **0**	[x] **Exclude First Node**
	End Node: **66553**	End Offset: **0**	[x] **Exclude Last Node**

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
3787	66553	3117402	0 - 0.24	0011X - 88.61	0.24	2	22	0	0	5	5	12	45.5	0.01253	585.21	381.69	1.53
Int of HOTEL RD, MINOT AV				ST RTE 11											Statewide Crash Rate: 204.84		
Study Years: 3.00				**Section Totals:**	0.24		22	0	0	5	5	12	45.5	0.01253	585.21	381.69	1.53

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
3787	66553	3117402	0 - 0.24	0011X - 88.61	22	0	0	5	5	12	2023-8016	03/13/2023	88.65	B
											2024-1242	01/02/2024	88.65	PD
											2022-2068	01/20/2022	88.65	PD
											2023-12269	04/29/2023	88.66	B
											2022-4076	02/07/2022	88.66	PD
											2024-82	01/02/2024	88.70	PD
											2024-8708	04/02/2024	88.71	C
											2024-24536	09/05/2024	88.71	C
											2022-2335	01/21/2022	88.71	PD
											2023-2486	01/25/2023	88.71	PD
											2022-6238	02/09/2022	88.72	PD
											2023-26116	09/01/2023	88.79	C
											2023-5374	02/19/2023	88.79	C
											2023-9235	03/25/2023	88.79	PD
											2022-16088	06/12/2022	88.82	B
											2023-37218	12/11/2023	88.83	B
											2024-165	01/04/2024	88.84	B
											2023-35734	12/01/2023	88.84	C
											2022-25527	09/08/2022	88.84	PD
											2023-631	01/10/2023	88.84	PD
											2024-25527	09/16/2024	88.84	PD
											2024-32845	11/20/2024	88.84	PD
				Totals:	22	0	0	5	5	12				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MONDAY	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
TUESDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	4
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	3
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Totals	0	0	0	0	0	0	1	2	1	1	3	2	1	3	2	1	3	1	0	0	0	0	1	0	0	**22**

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	13	23-Bicyclist	1
2-(Sport) Utility Vehicle	22	24-Witness	6
3-Passenger Van	1	25-Other	1
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	6	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	**Total**	**52**
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	1		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	18	1	0	0	0	19
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	14	1	0	0	0	0	15
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	2	0	0	0	0	0	2
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	2	1	0	0	0	0	3
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	0	0	0	0	0	2
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	**22**	**20**	**1**	**0**	**0**	**0**	**43**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	22	21	1	0	0	0	44
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	**22**	**21**	**1**	**0**	**0**	**0**	**44**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	4	0	0	0	0	4
20-24	7	0	0	0	0	7
25-29	4	0	0	0	0	4
30-39	4	0	0	0	0	4
40-49	7	0	0	0	0	7
50-59	7	0	0	0	0	7
60-69	5	0	0	0	0	5
70-79	2	0	0	0	0	2
80-Over	3	0	0	0	0	3
Unknown	2	1	0	0	0	3
Total	**45**	**1**	**0**	**0**	**0**	**46**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	1	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**44**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	43		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	5	8
C	5	9
PD	12	0
Total	**22**	**17**

Road Character

Road Grade	Total
1-Level	22
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**22**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	1
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	20
14-Other	1
Total	**22**

Light

Light Condition	Total
1-Daylight	18
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	2
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**22**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	2	2	3	7
FEBRUARY	2	1	0	3
MARCH	0	2	0	2
APRIL	0	1	1	2
MAY	0	0	0	0
JUNE	1	0	0	1
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	1	1	2	4
OCTOBER	0	0	0	0
NOVEMBER	0	0	1	1
DECEMBER	0	2	0	2
Total	**6**	**9**	**7**	**22**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	3	0	0	0	0	3	0	0	0	0	0	0	0	0	6
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	14	0	0	0	0	0	0	0	0	14
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**3**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	14	0	0	0	0	0	0	0	0	0	0	14
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	2	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**22**

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **ANDROSCOGGIN** TOWN: **AUBURN**

LOW NODE: **3793** HIGH NODE: **0000** REGION: **1** U/R: **URBAN**

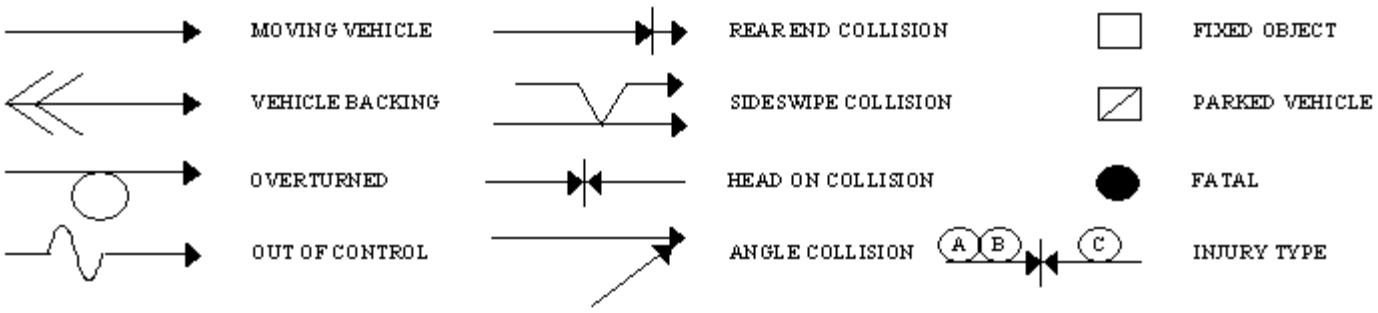
DESCRIPTION: **Int Caron Ln/Fairview Ave/Minot Ave/Old Farm Hl**

RTE # / RD #: **0011S** DATE DRAWN: **5/14/2025** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2022** STUDY TO: **12/31/2024**

CRASH RATE: **0.81** CRF: **2.16** % INJURY: **25** TOTAL CRASHES: **12**

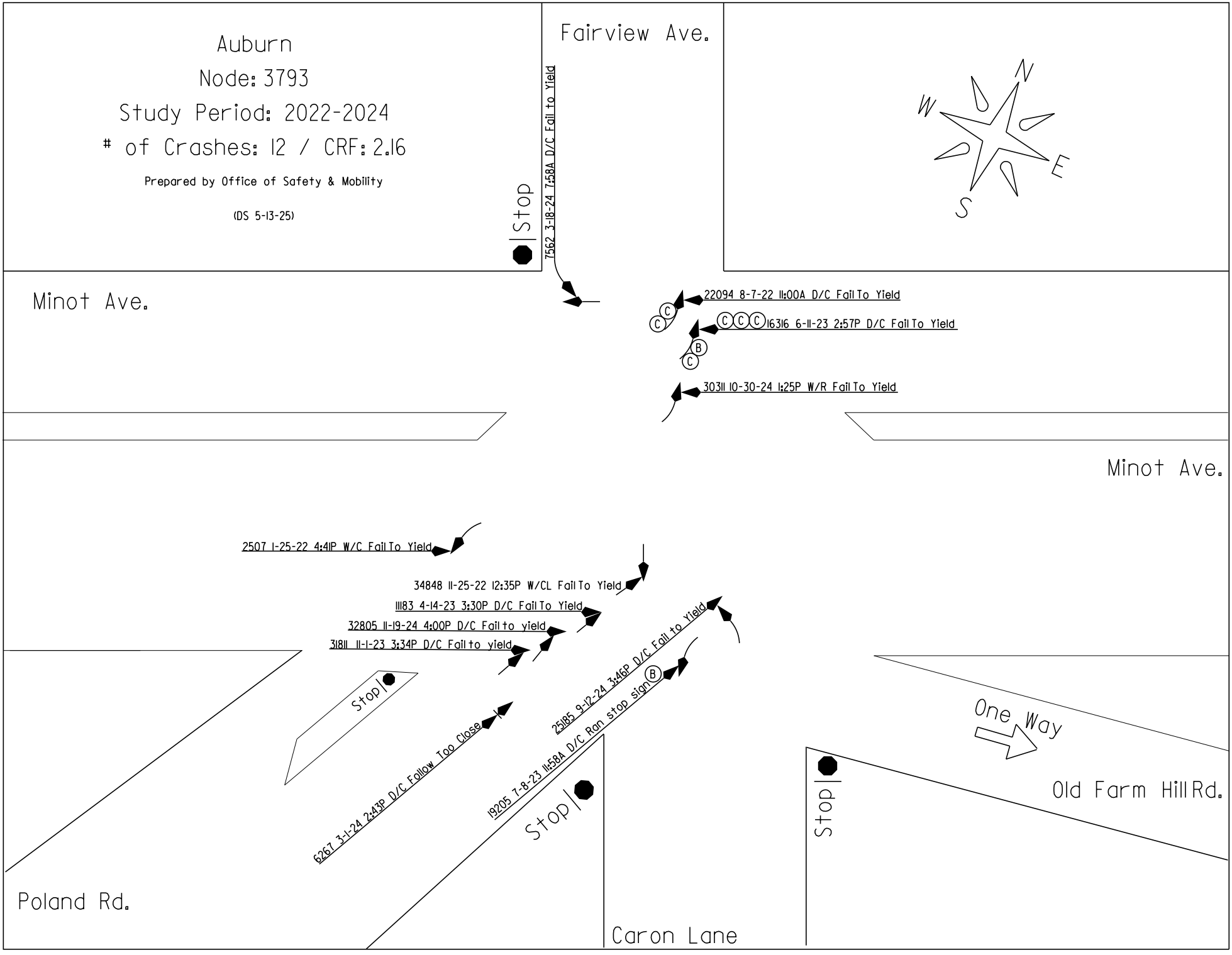
LEGEND

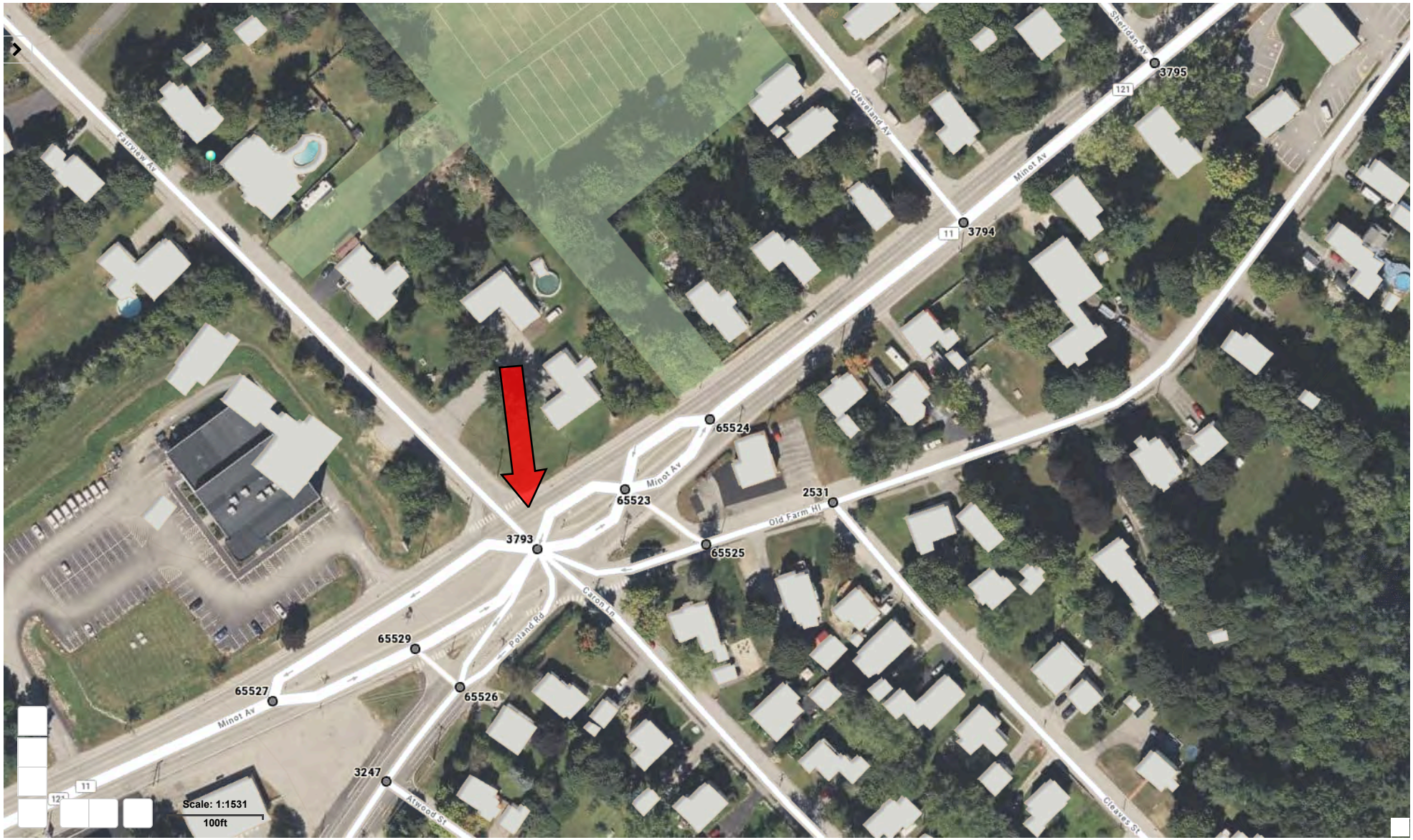


PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM


Auburn
Node: 3793
Study Period: 2022-2024
# of Crashes: 12 / CRF: 2.16
Prepared by Office of Safety & Mobility
(DS 5-13-25)
Fairview Ave.
Stop
7562 3-18-24 7:58A D/C Fail to Yield
N
W
E
S
Minot Ave.
22094 8-7-22 11:00A D/C Fail To Yield
16316 6-11-23 2:57P D/C Fail To Yield
30311 10-30-24 1:25P W/R Fail To Yield
Minot Ave.
2507 1-25-22 4:41P W/C Fail To Yield
34848 11-25-22 12:35P W/CL Fail To Yield
11183 4-14-23 3:30P D/C Fail To Yield
32805 11-19-24 4:00P D/C Fail to yield
31811 11-1-23 3:34P D/C Fail to yield
Stop
6267 3-1-24 2:43P D/C Follow Too Close
25185 9-12-24 3:46P D/C Fail to Yield
19205 7-8-23 11:58A D/C Ran stop sign
Stop
One Way
Stop
Old Farm Hill Rd.
Poland Rd.
Caron Lane


3795
Sheridan Av
Cleveland Av
121
Minot Av
Fairview Av
11
3794
65524
Minot Av
65523
2531
Old Farm Hl
3793
65525
Caron Ln
Poland Rd
65529
65527
65526
Minot Av
3247
Atwood St
Cleaves St
11
Scale: 1:1531
100ft

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I - Single Node** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

Auburn
Int Caron Ln-Fairview Ave-Minot Ave-Old Farm Hl

REPORT PARAMETERS

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

Route: **0011S**	Start Node: **3793**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **3793**	End Offset: **0**	☐ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
3793	0011S - 5.22	Int of CARON LN FAIRVIEW AV MINOT AV OLD FARM HL	2	12	0	0	2	1	9	25.0	4.934	0.81	0.38	2.16
												Statewide Crash Rate:	0.15	
Study Years:	3.00	**NODE TOTALS:**		12	0	0	2	1	9	25.0	4.934	0.81	0.38	2.16

Crash Summary II - Characteristics

Crashes by Day and Hour

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

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	11	23-Bicyclist	0
2-(Sport) Utility Vehicle	6	24-Witness	5
3-Passenger Van	2	25-Other	0
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	5	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	**Total**	**29**
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	12	0	0	0	0	12
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	10	0	0	0	0	0	10
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	1	0	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	0	0	0	0	0	1
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	**12**	**12**	**0**	**0**	**0**	**0**	**24**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	11	12	0	0	0	0	23
Physically Impaired	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	**12**	**12**	**0**	**0**	**0**	**0**	**24**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	5	0	0	0	0	5
40-49	6	0	0	0	0	6
50-59	3	0	0	0	0	3
60-69	4	0	0	0	0	4
70-79	1	0	0	0	0	1
80-Over	2	0	0	0	0	2
Unknown	0	0	0	0	0	0
Total	**24**	**0**	**0**	**0**	**0**	**24**

Crash Summary II - Characteristics

Most Harmful Event

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	2	2
C	1	6
PD	9	0
Total	**12**	**8**

Road Character

Road Grade	Total
1-Level	7
2-On Grade	5
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**12**

Traffic Control Devices

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

Light

Light Condition	Total
1-Daylight	11
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**12**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	0	0	1
FEBRUARY	0	0	0	0
MARCH	0	0	2	2
APRIL	0	1	0	1
MAY	0	0	0	0
JUNE	0	1	0	1
JULY	0	1	0	1
AUGUST	1	0	0	1
SEPTEMBER	0	0	1	1
OCTOBER	0	0	1	1
NOVEMBER	1	1	1	3
DECEMBER	0	0	0	0
Total	**3**	**4**	**5**	**12**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	11	0	0	0	0	0	0	0	0	0	11
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	9	0	0	0	0	0	0	0	0	0	0	9
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**

APPENDIX C

- **DEED**

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DLN:1002140162320

QUITCLAIM DEED

Henrietta Leblond, with a mailing address of 526 Minot Avenue Auburn, Maine 04210, for consideration paid, grants to **City of Auburn**, a municipality with a mailing address of 60 Court Street, Auburn, Maine 04210, with **QUITCLAIM COVENANT**, a certain lot or parcel of land situated with the buildings thereon in Auburn, Androscoggin County, Maine, described as follows:

A certain lot or parcel of land with the buildings thereon situated on the southerly line of Minot Avenue in Auburn, bounded and described as follows:

BEGINNING at an iron rod now or formerly existing at the northeasterly corner of land conveyed by Marshall C. Percival to John M. Chadbourn by deed dated July 7, 1887, recorded in the Androscoggin County Registry of Deeds in Book 125, Page 414; thence the line runs in an easterly direction along said line of Minot Avenue one hundred thirty-two and five tenth, (132.5) feet to the northwesterly corner of a parcel of land conveyed by Adolph J. Patrick and Neva S. Patrick to Herbert O. Wiles and Jeannette G. Wiles by deed dated May 27, 19S2, recorded in said Registry of Deeds In Book 669, Page 413; thence the line turns at approximately a right angle and runs in a southerly direction along the westerly line of said land conveyed to Wiles a distance of two hundred (200) feet to the southwesterly corner of said Wiles lot; thence the line turns and runs in an easterly direction parallel with said line of Minot Avenue and along the southerly line of said land conveyed to Wiles ninety-one (91) feet to the westerly line of land conveyed by said Patrick to Paul E. Paradis and Agnes B. Paradis by deed dated October 14, 1950, recorded in said Registry of Deeds in Book 649, Page 84, (which deed corrected the description contained in an earlier deed given by said Patricks to said Paradis by deed dated June 17, 1948, recorded in said Registry, Book 618, Page 64); thence the line turns at approximately a right angle and runs in a southerly direction along the westerly line of said land conveyed to Paradis a distance of one hundred twenty-five (125) feet to the southwesterly corner thereof; thence the line turns and runs in an easterly direction along the southerly line of said Paradis land which is parallel with said line of Minot Avenue a distance of one hundred twenty (120) feet to a point in the westerly line of land conveyed by said Patrick to John Lewis Palman and Ann C. Palman by deed dated December 21, 1955, recorded in said Registry, Book 735, Page 28; thence the line turns and runs in a southerly direction dong the westerly line of said land conveyed to Palman a distance of one hundred twenty-one (121) feet, more or less, to the southerly line of the second parallel of land described in a certain deed given to the.se grantors by Minnie A. Stevens by deed dated November 26, 1947, recorded in said Registry, Book 611, Page 215; thence the line turns and runs in a southwesterly direction along the southeasterly lines of the second and first parcel in said deed from Stevens a total distance of three hundred fifty-eight and sixty-six hundredths (358.66) feet, more or less, to the southwesterly corner of the first parcel contained in said deed from Stevens; thence the line turns and runs in a northerly direction along the westerly line of said first parcel a distance of five hundred fifty (550) feet to the point of beginning.

Excepting the parcel of land conveyed from Richard L. Leblond and Henrietta A.

N O T
A N
O F F I C I A L
C O P Y

Leblond to Clover Manor, Inc. by deed dated January 2, 1990 and recorded in Book 2508, Page 79.

Being a portion of the premises conveyed in a deed from Adolph J. Patrick and Neva S. Patrick to Richard L. Leblond and Henrietta Leblond by warranty deed dated May 10, 1968 recorded in the Androscoggin County Registry of Deeds at Book 987, Page 782. Richard L. Leblond having died on April 24, 2014 leaving Henrietta Leblond as sole surviving joint tenant.

Also, conveying a portion of the parcel of land described in the deed from Adolph J. Patrick and Neva S. Patrick to Richard L. Leblond and Henrietta Leblond dated November 4, 1986 and recorded in Book 996, Page 429.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be executed on this 14th day of September, 2021.

Witness

Henrietta Leblond

STATE OF MAINE
ANDROSCOGGIN, SS. September 14, 2021

Then personally appeared the above-named Henrietta Leblond and acknowledged the foregoing instrument to be her free act and deed.

Before me,

~~Notary Public~~ / Attorney at Law
Print Name: Daniel D'Auteuil Jr.
My Commission Expires:

No Transfer Tax Paid
TINA M. CHOUINARD, REGISTER
ANDROSCOGGIN COUNTY MAINE E-RECORDED

APPENDIX D

- **SYNCHRO & SIMTRAFFIC CAPACITY ANALYSIS REPORTS**

Summary of All Intervals

Run Number	3	4	5	6	7	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	2342	2340	2298	2357	2356	2339
Vehs Exited	2344	2344	2313	2352	2334	2339
Starting Vehs	56	59	50	50	45	47
Ending Vehs	54	55	35	55	67	52
Travel Distance (mi)	1288	1279	1274	1318	1285	1289
Travel Time (hr)	57.8	57.4	57.0	58.3	57.0	57.5
Total Delay (hr)	13.9	13.7	13.5	13.5	13.3	13.6
Total Stops	1564	1594	1538	1608	1531	1569
Fuel Used (gal)	45.2	44.7	44.2	45.7	44.7	44.9

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

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

Volumes adjusted by PHF, Growth Factors.

Run Number	3	4	5	6	7	Avg
Vehs Entered	739	678	658	702	736	702
Vehs Exited	726	669	637	657	707	681
Starting Vehs	56	59	50	50	45	47
Ending Vehs	69	68	71	95	74	69
Travel Distance (mi)	404	372	350	380	389	379
Travel Time (hr)	19.6	16.9	16.1	17.5	17.6	17.5
Total Delay (hr)	5.8	4.2	4.0	4.4	4.4	4.6
Total Stops	534	452	422	504	485	477
Fuel Used (gal)	14.6	13.1	12.1	13.3	13.7	13.4

Interval #2 Information

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	3	4	5	6	7	Avg
Vehs Entered	510	541	571	542	515	535
Vehs Exited	541	560	593	579	543	564
Starting Vehs	69	68	71	95	74	69
Ending Vehs	38	49	49	58	46	42
Travel Distance (mi)	277	297	332	312	290	302
Travel Time (hr)	12.1	13.5	14.6	13.8	12.7	13.3
Total Delay (hr)	2.6	3.4	3.3	3.2	2.8	3.1
Total Stops	335	398	382	365	348	360
Fuel Used (gal)	9.7	10.4	11.5	10.9	10.1	10.5

Interval #3 Information

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	3	4	5	6	7	Avg
Vehs Entered	550	561	550	521	550	546
Vehs Exited	533	555	542	517	529	533
Starting Vehs	38	49	49	58	46	42
Ending Vehs	55	55	57	62	67	58
Travel Distance (mi)	308	302	292	298	307	301
Travel Time (hr)	13.1	13.5	12.7	12.8	13.3	13.1
Total Delay (hr)	2.6	3.1	2.8	2.7	2.9	2.8
Total Stops	339	379	350	336	349	349
Fuel Used (gal)	10.6	10.5	10.1	10.0	10.5	10.4

Interval #4 Information Recording

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	3	4	5	6	7	Avg
Vehs Entered	543	560	519	592	555	556
Vehs Exited	544	560	541	599	555	559
Starting Vehs	55	55	57	62	67	58
Ending Vehs	54	55	35	55	67	52
Travel Distance (mi)	299	308	300	328	299	307
Travel Time (hr)	13.0	13.6	13.5	14.3	13.4	13.6
Total Delay (hr)	2.8	3.1	3.4	3.2	3.2	3.1
Total Stops	356	365	384	403	349	371
Fuel Used (gal)	10.3	10.7	10.4	11.4	10.4	10.6

2: Site/Towle St & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	NB	SB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LT	R	
Denied Del/Veh (s)								0.0
Total Del/Veh (s)	0.9	1.0	0.6	0.4	3.6	7.4	2.7	0.8

4: Manley Rd/Court St & Minot Ave Performance by lane

Lane	EB	EB	EB	WB	WB	NE	NE	SW	SW	All
Movements Served	L	T	TR	LT	TR	LT	R	LT	R	
Denied Del/Veh (s)										1.4
Total Del/Veh (s)	23.1	25.1	17.1	25.1	24.7	26.4	3.0	27.3	3.4	20.6

7: Pride Rd/Stevens Mill Rd & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	SE	NW	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	2.5	2.3	1.0	0.5	8.0	6.4	2.1

10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave Performance by lane

Lane	NB	SE	NW	NE	NE	NE	SW	SW	SW	All
Movements Served	LR>	LTR>	LTR	L	T	TR	<L	T	TR	
Denied Del/Veh (s)										0.0
Total Del/Veh (s)	16.1	14.3	12.5	2.1	0.5	0.7	5.0	0.7	0.2	4.5

15: Caron Ln & Old Farm Hill Performance by lane

Lane	SE	NW	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.2	2.6	1.0

16: Minot Ave & Poland Rd Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	TR	T	T	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.6	0.8	0.1	0.2	0.4

18: Poland Rd Performance by lane

Lane	NB	SB	SE	All
Movements Served	T	T	R	
Denied Del/Veh (s)				0.1
Total Del/Veh (s)	1.3	0.6	0.8	0.9

20: Minot Ave & Old Farm Hill Performance by lane

Lane	NW	NE	NE	SW	SW	All
Movements Served	R	T	T	T	T	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	3.0	0.3	0.5	0.6	0.2	0.5

21: Old Farm Hill Performance by lane

Lane	EB	WB	All
Movements Served	T	R	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.0	0.0	0.0

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	19.4

Intersection: 2: Site/Towle St & Minot Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LT	LT	LTR	LT	R
Maximum Queue (ft)	20	26	19	32	26
Average Queue (ft)	1	1	1	8	4
95th Queue (ft)	7	11	12	29	20
Link Distance (ft)	1442	956	225	665	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 4: Manley Rd/Court St & Minot Ave

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	TR	LT	TR	LT	R	LT	R
Maximum Queue (ft)	194	298	201	133	125	189	14	153	93
Average Queue (ft)	128	94	82	59	55	64	1	66	18
95th Queue (ft)	200	224	156	109	99	135	8	133	64
Link Distance (ft)		1277	1277	343	343	449		864	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120						120		115
Storage Blk Time (%)	13	1				2		2	
Queuing Penalty (veh)	24	3				1		5	

Intersection: 7: Pride Rd/Stevens Mill Rd & Minot Ave

Movement	EB	WB	SE	NW
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	16	13	57	46
Average Queue (ft)	1	1	21	14
95th Queue (ft)	8	8	43	36
Link Distance (ft)	343	1442	749	478
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave

Movement	NB	SE	NW	NE	NE	NE	SW	SW	SW
Directions Served	LR>	LTR>	LTR	L	T	TR	<L	T	TR
Maximum Queue (ft)	145	93	30	0	12	29	85	89	19
Average Queue (ft)	41	41	10	0	1	2	43	8	1
95th Queue (ft)	105	77	33	0	7	12	77	48	11
Link Distance (ft)	138	640	31		140	140		96	96
Upstream Blk Time (%)	3		4				0	0	
Queuing Penalty (veh)	4		0				0	1	
Storage Bay Dist (ft)				25			70		
Storage Blk Time (%)					0		3	0	
Queuing Penalty (veh)					0		5	1	

Intersection: 15: Caron Ln & Old Farm Hill

Movement	NW
Directions Served	TR
Maximum Queue (ft)	13
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Minot Ave & Poland Rd

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

Intersection: 18: Poland Rd

Movement	NB	SE
Directions Served	T	R
Maximum Queue (ft)	68	6
Average Queue (ft)	4	0
95th Queue (ft)	33	4
Link Distance (ft)	239	69
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Minot Ave & Old Farm Hill

Movement	NW	SW
Directions Served	R	T
Maximum Queue (ft)	30	25
Average Queue (ft)	3	1
95th Queue (ft)	17	14
Link Distance (ft)	36	514
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Old Farm Hill

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

Network Summary

Network wide Queuing Penalty: 44

Intersection: 4: Manley Rd/Court St & Minot Ave

Phase	1	2	4
Movement(s) Served	EBTL	WBTL	NESW
Maximum Green (s)	44.0	44.0	44.0
Minimum Green (s)	13.0	13.0	8.0
Recall	None	None	None
Avg. Green (s)	-2.5	14.8	-10.3
g/C Ratio	-0.16	0.94	-0.67
Cycles Skipped (%)	0	2	0
Cycles @ Minimum (%)	5	55	5
Cycles Maxed Out (%)	9	0	0
Cycles with Peds (%)	0	0	0

Controller Summary
Average Cycle Length (s): 15.4

Number of Complete Cycles : 42

Summary of All Intervals

Run Number	2	3	5	6	7	Avg
Start Time	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	2602	2624	2564	2565	2671	2603
Vehs Exited	2604	2624	2556	2573	2654	2604
Starting Vehs	67	62	57	68	71	61
Ending Vehs	65	62	65	60	88	64
Travel Distance (mi)	1540	1569	1516	1523	1571	1544
Travel Time (hr)	75.4	73.1	69.8	71.6	74.4	72.8
Total Delay (hr)	23.2	20.3	18.5	20.1	21.2	20.7
Total Stops	2047	1944	1892	1881	2024	1956
Fuel Used (gal)	55.7	55.8	53.7	54.2	55.8	55.1

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	2	3	5	6	7	Avg
Vehs Entered	762	718	701	690	744	717
Vehs Exited	738	713	668	685	740	708
Starting Vehs	67	62	57	68	71	61
Ending Vehs	91	67	90	73	75	78
Travel Distance (mi)	443	416	405	395	435	419
Travel Time (hr)	24.4	20.3	19.3	18.9	21.7	20.9
Total Delay (hr)	9.3	6.2	5.7	5.6	7.1	6.8
Total Stops	663	531	512	505	600	564
Fuel Used (gal)	16.8	15.2	14.4	14.1	15.9	15.3

Interval #2 Information

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	5	6	7	Avg
Vehs Entered	623	627	649	616	623	630
Vehs Exited	622	616	669	624	638	634
Starting Vehs	91	67	90	73	75	78
Ending Vehs	92	78	70	65	60	69
Travel Distance (mi)	376	368	402	358	374	376
Travel Time (hr)	17.9	16.8	18.8	17.1	16.9	17.5
Total Delay (hr)	5.2	4.3	5.1	5.0	4.3	4.8
Total Stops	467	456	484	469	475	468
Fuel Used (gal)	13.5	13.0	14.2	12.8	13.1	13.3

Interval #3 Information

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	5	6	7	Avg
Vehs Entered	567	638	635	628	657	627
Vehs Exited	589	643	658	606	632	626
Starting Vehs	92	78	70	65	60	69
Ending Vehs	70	73	47	87	85	68
Travel Distance (mi)	338	399	372	373	371	370
Travel Time (hr)	15.1	18.1	17.1	16.6	17.1	16.8
Total Delay (hr)	3.6	4.8	4.5	3.9	4.4	4.2
Total Stops	412	490	487	432	462	453
Fuel Used (gal)	11.8	13.8	13.4	12.9	13.1	13.0

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	5	6	7	Avg
Vehs Entered	650	641	579	631	647	629
Vehs Exited	655	652	561	658	644	637
Starting Vehs	70	73	47	87	85	68
Ending Vehs	65	62	65	60	88	64
Travel Distance (mi)	383	385	336	398	391	378
Travel Time (hr)	18.0	17.9	14.6	19.0	18.6	17.6
Total Delay (hr)	5.0	5.0	3.3	5.7	5.4	4.9
Total Stops	505	467	409	475	487	464
Fuel Used (gal)	13.7	13.7	11.7	14.3	13.8	13.4

2: Site/Towle St & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	NB	SB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LT	R	
Denied Del/Veh (s)								0.1
Total Del/Veh (s)	1.5	1.0	0.8	0.6	7.5	9.2	2.8	1.1

4: Manley Rd/Court St & Minot Ave Performance by lane

Lane	EB	EB	EB	WB	WB	NE	NE	SW	SW	All
Movements Served	L	T	TR	LT	TR	LT	R	LT	R	
Denied Del/Veh (s)										1.3
Total Del/Veh (s)	32.2	35.9	24.7	34.2	32.3	35.4	2.7	34.3	6.5	27.8

7: Pride Rd/Stevens Mill Rd & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	SE	NW	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	3.2	2.0	1.5	1.1	16.7	9.6	2.3

10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave Performance by lane

Lane	NB	SE	NW	NE	NE	NE	SW	SW	SW	All
Movements Served	<LR>	LTR>	<LTR	L	T	TR	<L	T	TR	
Denied Del/Veh (s)										0.0
Total Del/Veh (s)	16.6	14.9	13.7	4.3	0.6	0.7	4.9	0.4	0.2	4.4

15: Caron Ln & Old Farm Hill Performance by lane

Lane	SE	NW	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.2	2.0	0.6

16: Minot Ave & Poland Rd Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	TR	T	T	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.5	0.9	0.1	0.2	0.4

18: Poland Rd Performance by lane

Lane	NB	SB	All
Movements Served	T	T	
Denied Del/Veh (s)			0.1
Total Del/Veh (s)	1.0	0.5	0.8

20: Minot Ave & Old Farm Hill Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	T	T	T	
Denied Del/Veh (s)					0.1
Total Del/Veh (s)	0.2	0.5	0.5	0.2	0.4

21: Old Farm Hill Performance by lane

Lane	EB	All
Movements Served	T	
Denied Del/Veh (s)		0.0
Total Del/Veh (s)	0.1	0.1

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	26.8

Intersection: 2: Site/Towle St & Minot Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LT	TR	LTR	LT	R
Maximum Queue (ft)	37	6	31	28	30
Average Queue (ft)	4	0	4	9	12
95th Queue (ft)	20	0	21	29	33
Link Distance (ft)	1442	956	225	665	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 4: Manley Rd/Court St & Minot Ave

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	TR	LT	TR	LT	R	LT	R
Maximum Queue (ft)	194	314	237	261	252	391	195	265	169
Average Queue (ft)	132	111	81	132	131	142	22	71	48
95th Queue (ft)	206	240	159	219	215	293	116	183	128
Link Distance (ft)		1277	1277	343	343	449		864	
Upstream Blk Time (%)				0	0	0			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)	120						120		115
Storage Blk Time (%)	17	2				13		4	1
Queuing Penalty (veh)	24	6				12		13	1

Intersection: 7: Pride Rd/Stevens Mill Rd & Minot Ave

Movement	EB	WB	SE	NW
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	37	24	43	50
Average Queue (ft)	3	1	9	21
95th Queue (ft)	16	13	31	44
Link Distance (ft)	343	1442	749	478
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave

Movement	NB	SE	NW	NE	NE	NE	SW	SW	SW
Directions Served	<LR>	LTR>	<LTR	L	T	TR	<L	T	TR
Maximum Queue (ft)	144	94	30	13	12	3	63	74	22
Average Queue (ft)	54	31	7	1	0	0	31	2	1
95th Queue (ft)	123	71	28	6	5	2	63	26	14
Link Distance (ft)	138	640	31		140	140		96	96
Upstream Blk Time (%)	2		3					0	0
Queuing Penalty (veh)	4		0					0	0
Storage Bay Dist (ft)				25			70		
Storage Blk Time (%)				0	0		1	0	
Queuing Penalty (veh)				0	0		3	0	

Intersection: 15: Caron Ln & Old Farm Hill

Movement	NW
Directions Served	TR
Maximum Queue (ft)	12
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Minot Ave & Poland Rd

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

Intersection: 18: Poland Rd

Movement	NB
Directions Served	T
Maximum Queue (ft)	65
Average Queue (ft)	4
95th Queue (ft)	35
Link Distance (ft)	239
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Minot Ave & Old Farm Hill

Movement	SW
Directions Served	T
Maximum Queue (ft)	12
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	514
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Old Farm Hill

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

Network Summary

Network wide Queuing Penalty: 64

Intersection: 4: Manley Rd/Court St & Minot Ave

Phase	1	2	4
Movement(s) Served	EBTL	WBTL	NESW
Maximum Green (s)	44.0	44.0	44.0
Minimum Green (s)	13.0	13.0	8.0
Recall	None	None	None
Avg. Green (s)	-9.6	-13.3	-7.2
g/C Ratio	-0.55	-0.76	-0.41
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	5	11	0
Cycles Maxed Out (%)	8	0	19
Cycles with Peds (%)	0	0	0

Controller Summary
Average Cycle Length (s): 17.5

Number of Complete Cycles : 34

Summary of All Intervals

Run Number	1	2	3	5	7	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	2495	2397	2409	2391	2403	2418
Vehs Exited	2500	2410	2410	2407	2425	2430
Starting Vehs	59	67	53	74	72	63
Ending Vehs	54	54	52	58	50	53
Travel Distance (mi)	1370	1349	1338	1345	1369	1354
Travel Time (hr)	61.2	60.4	59.5	60.1	61.3	60.5
Total Delay (hr)	14.5	14.6	13.9	14.2	14.4	14.3
Total Stops	1736	1664	1652	1666	1674	1677
Fuel Used (gal)	48.5	47.1	47.0	47.2	48.4	47.6

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

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

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	5	7	Avg
Vehs Entered	702	741	723	665	741	713
Vehs Exited	678	716	703	666	739	699
Starting Vehs	59	67	53	74	72	63
Ending Vehs	83	92	73	73	74	74
Travel Distance (mi)	363	407	391	380	432	395
Travel Time (hr)	17.0	19.3	18.4	17.6	20.6	18.6
Total Delay (hr)	4.5	5.5	5.0	4.6	5.8	5.1
Total Stops	513	525	503	475	536	510
Fuel Used (gal)	13.0	14.4	13.9	13.5	15.7	14.1

Interval #2 Information

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	5	7	Avg
Vehs Entered	599	545	531	634	568	576
Vehs Exited	631	587	555	631	578	596
Starting Vehs	83	92	73	73	74	74
Ending Vehs	51	50	49	76	64	56
Travel Distance (mi)	351	315	301	355	321	329
Travel Time (hr)	15.5	13.9	13.1	15.7	14.1	14.4
Total Delay (hr)	3.5	3.2	2.9	3.6	3.1	3.2
Total Stops	431	376	380	435	384	403
Fuel Used (gal)	12.4	10.8	10.6	12.5	11.1	11.5

Interval #3 Information

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	5	7	Avg
Vehs Entered	614	536	590	556	548	565
Vehs Exited	594	528	576	571	554	566
Starting Vehs	51	50	49	76	64	56
Ending Vehs	71	58	63	61	58	60
Travel Distance (mi)	323	297	332	304	326	316
Travel Time (hr)	14.1	12.9	14.4	13.6	13.8	13.8
Total Delay (hr)	3.1	2.7	3.2	3.2	2.8	3.0
Total Stops	397	364	384	400	370	380
Fuel Used (gal)	11.4	10.4	11.7	10.7	11.3	11.1

Interval #4 Information Recording

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	5	7	Avg
Vehs Entered	580	575	565	536	546	560
Vehs Exited	597	579	576	539	554	567
Starting Vehs	71	58	63	61	58	60
Ending Vehs	54	54	52	58	50	53
Travel Distance (mi)	332	330	314	307	290	314
Travel Time (hr)	14.6	14.3	13.6	13.2	12.8	13.7
Total Delay (hr)	3.4	3.2	2.8	2.6	2.8	3.0
Total Stops	395	399	385	356	384	385
Fuel Used (gal)	11.7	11.5	10.8	10.5	10.3	11.0

2: Site/Towle St & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	NB	SB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LT	R	
Denied Del/Veh (s)								0.0
Total Del/Veh (s)	1.2	1.6	1.4	0.4	6.4	8.8	2.5	1.5

4: Manley Rd/Court St & Minot Ave Performance by lane

Lane	EB	EB	EB	WB	WB	NE	NE	SW	SW	All
Movements Served	L	T	TR	LT	TR	LT	R	LT	R	
Denied Del/Veh (s)										1.3
Total Del/Veh (s)	24.2	28.0	18.1	26.0	23.5	24.8	3.5	26.0	3.1	21.0

7: Pride Rd/Stevens Mill Rd & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	SE	NW	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	2.9	2.3	1.0	0.6	8.7	6.8	2.4

10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave Performance by lane

Lane	NB	SE	NW	NE	NE	NE	SW	SW	SW	All
Movements Served	LR>	LTR>	LTR	L	T	TR	<L	T	TR	
Denied Del/Veh (s)										0.1
Total Del/Veh (s)	14.5	17.7	18.6	2.9	0.5	0.7	5.1	0.5	0.2	4.4

15: Caron Ln & Old Farm Hill Performance by lane

Lane	SE	NW	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.4	5.4	2.2

16: Minot Ave & Poland Rd Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	TR	T	T	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.7	0.6	0.1	0.2	0.4

18: Poland Rd Performance by lane

Lane	NB	SB	SE	All
Movements Served	T	T	R	
Denied Del/Veh (s)			0.1	
Total Del/Veh (s)	2.2	0.6	0.2	1.3

20: Minot Ave & Old Farm Hill Performance by lane

Lane	NW	NE	NE	SW	SW	All
Movements Served	R	T	T	T	T	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	2.8	0.3	0.5	0.6	0.2	0.5

21: Old Farm Hill Performance by lane

Lane	EB	WB	All
Movements Served	T	R	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.0	0.0	0.0

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	19.7

Intersection: 2: Site/Towle St & Minot Ave

Movement	EB	EB	WB	NB	SB	SB
Directions Served	LT	TR	LT	LTR	LT	R
Maximum Queue (ft)	12	23	61	65	33	21
Average Queue (ft)	1	1	11	24	9	4
95th Queue (ft)	8	12	41	51	31	20
Link Distance (ft)	1442	1442	956	225	665	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						50
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 4: Manley Rd/Court St & Minot Ave

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	TR	LT	TR	LT	R	LT	R
Maximum Queue (ft)	194	307	258	151	145	158	60	142	52
Average Queue (ft)	134	103	92	63	59	59	4	64	13
95th Queue (ft)	211	244	190	117	111	123	34	124	38
Link Distance (ft)		1277	1277	343	343	449		864	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120						120		115
Storage Blk Time (%)	15	1				1		2	
Queuing Penalty (veh)	30	4				1		4	

Intersection: 7: Pride Rd/Stevens Mill Rd & Minot Ave

Movement	EB	WB	SE	NW
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	25	1	58	41
Average Queue (ft)	1	0	27	16
95th Queue (ft)	9	1	49	37
Link Distance (ft)	343	1442	749	478
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave

Movement	NB	SE	NW	NE	NE	NE	SW	SW
Directions Served	LR>	LTR>	LTR	L	T	TR	<L	T
Maximum Queue (ft)	133	114	30	8	9	47	81	78
Average Queue (ft)	41	42	9	0	0	3	40	5
95th Queue (ft)	103	84	30	6	5	21	74	34
Link Distance (ft)	138	640	31		140	140		96
Upstream Blk Time (%)	2		5				0	0
Queuing Penalty (veh)	4		1				0	0
Storage Bay Dist (ft)				25			70	
Storage Blk Time (%)				0	0		2	0
Queuing Penalty (veh)				0	0		3	0

Intersection: 15: Caron Ln & Old Farm Hill

Movement	NW
Directions Served	TR
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Minot Ave & Poland Rd

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

Intersection: 18: Poland Rd

Movement	NB
Directions Served	T
Maximum Queue (ft)	71
Average Queue (ft)	4
95th Queue (ft)	41
Link Distance (ft)	239
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Minot Ave & Old Farm Hill

Movement	NW
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	36
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Old Farm Hill

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

Network Summary

Network wide Queuing Penalty: 47

Intersection: 4: Manley Rd/Court St & Minot Ave

Phase	1	2	4
Movement(s) Served	EBTL	WBTL	NESW
Maximum Green (s)	44.0	44.0	44.0
Minimum Green (s)	13.0	13.0	8.0
Recall	None	None	None
Avg. Green (s)	-3.0	14.6	-9.5
g/C Ratio	-0.20	0.92	-0.63
Cycles Skipped (%)	0	4	0
Cycles @ Minimum (%)	9	54	2
Cycles Maxed Out (%)	11	0	0
Cycles with Peds (%)	0	0	0

Controller Summary
Average Cycle Length (s): 15.1

Number of Complete Cycles : 43

Summary of All Intervals

Run Number	1	3	4	5	6	Avg
Start Time	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	2698	2664	2595	2500	2727	2636
Vehs Exited	2692	2666	2594	2507	2703	2634
Starting Vehs	81	72	74	63	58	68
Ending Vehs	87	70	75	56	82	73
Travel Distance (mi)	1567	1580	1580	1470	1624	1564
Travel Time (hr)	76.1	74.6	72.7	68.7	78.1	74.0
Total Delay (hr)	23.0	21.2	19.2	18.9	23.2	21.1
Total Stops	2105	2006	1939	1926	2102	2017
Fuel Used (gal)	56.6	56.2	55.9	52.3	58.2	55.9

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	3	4	5	6	Avg
Vehs Entered	733	715	703	684	753	719
Vehs Exited	748	700	716	662	697	701
Starting Vehs	81	72	74	63	58	68
Ending Vehs	66	87	61	85	114	80
Travel Distance (mi)	418	415	403	390	426	410
Travel Time (hr)	21.2	20.4	19.4	18.6	21.2	20.2
Total Delay (hr)	7.0	6.3	5.7	5.4	6.8	6.2
Total Stops	587	561	530	539	590	563
Fuel Used (gal)	15.6	14.8	14.5	13.9	15.4	14.9

Interval #2 Information

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	3	4	5	6	Avg
Vehs Entered	667	628	615	597	646	629
Vehs Exited	656	643	597	596	672	633
Starting Vehs	66	87	61	85	114	80
Ending Vehs	77	72	79	86	88	79
Travel Distance (mi)	377	365	375	347	400	373
Travel Time (hr)	17.4	16.7	16.5	15.7	18.5	16.9
Total Delay (hr)	4.6	4.3	3.8	4.0	4.8	4.3
Total Stops	474	452	429	436	475	449
Fuel Used (gal)	13.4	13.0	12.9	12.1	14.1	13.1

Interval #3 Information

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	3	4	5	6	Avg
Vehs Entered	659	663	611	600	651	638
Vehs Exited	669	655	627	619	664	644
Starting Vehs	77	72	79	86	88	79
Ending Vehs	67	80	63	67	75	69
Travel Distance (mi)	402	411	390	366	388	391
Travel Time (hr)	19.8	18.7	17.7	17.0	18.7	18.4
Total Delay (hr)	6.2	4.9	4.7	4.5	5.5	5.2
Total Stops	544	481	487	469	512	496
Fuel Used (gal)	14.5	14.5	13.9	13.1	13.9	14.0

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	3	4	5	6	Avg
Vehs Entered	639	658	666	619	677	653
Vehs Exited	619	668	654	630	670	647
Starting Vehs	67	80	63	67	75	69
Ending Vehs	87	70	75	56	82	73
Travel Distance (mi)	369	390	412	367	410	390
Travel Time (hr)	17.7	18.8	19.0	17.4	19.8	18.5
Total Delay (hr)	5.2	5.6	5.0	5.0	6.0	5.4
Total Stops	500	512	493	482	525	500
Fuel Used (gal)	13.2	14.0	14.6	13.2	14.8	13.9

2: Site/Towle St & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	NB	SB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LT	R	
Denied Del/Veh (s)								0.1
Total Del/Veh (s)	1.4	1.2	0.9	0.5	7.2	9.8	3.0	1.5

4: Manley Rd/Court St & Minot Ave Performance by lane

Lane	EB	EB	EB	WB	WB	NE	NE	SW	SW	All
Movements Served	L	T	TR	LT	TR	LT	R	LT	R	
Denied Del/Veh (s)										1.3
Total Del/Veh (s)	33.3	35.6	25.4	36.0	34.1	31.9	3.0	30.8	5.9	27.7

7: Pride Rd/Stevens Mill Rd & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	SE	NW	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	3.4	2.0	1.5	1.1	15.2	9.2	2.3

10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave Performance by lane

Lane	NB	SE	NW	NE	NE	NE	SW	SW	SW	All
Movements Served	<LR>	LTR>	<LTR	L	T	TR	<L	T	TR	
Denied Del/Veh (s)										0.0
Total Del/Veh (s)	19.9	20.5	24.9	2.9	0.6	0.7	4.8	0.4	0.1	5.2

15: Caron Ln & Old Farm Hill Performance by lane

Lane	SE	NW	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.2	2.9	0.9

16: Minot Ave & Poland Rd Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	TR	T	T	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.6	0.8	0.1	0.2	0.4

18: Poland Rd Performance by lane

Lane	NB	SB	All
Movements Served	T	T	
Denied Del/Veh (s)			0.1
Total Del/Veh (s)	1.7	0.6	1.2

20: Minot Ave & Old Farm Hill Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	T	T	T	
Denied Del/Veh (s)					0.1
Total Del/Veh (s)	0.2	0.5	0.5	0.1	0.4

21: Old Farm Hill Performance by lane

Lane	EB	All
Movements Served	T	
Denied Del/Veh (s)		0.0
Total Del/Veh (s)	0.1	0.1

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	27.0

Intersection: 2: Site/Towle St & Minot Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LT	LT	LTR	LT	R
Maximum Queue (ft)	25	26	79	28	31
Average Queue (ft)	4	2	31	9	14
95th Queue (ft)	16	12	62	30	35
Link Distance (ft)	1442	956	225	665	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 4: Manley Rd/Court St & Minot Ave

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	TR	LT	TR	LT	R	LT	R
Maximum Queue (ft)	194	272	200	265	241	321	162	154	120
Average Queue (ft)	132	98	80	149	144	125	21	64	36
95th Queue (ft)	197	207	152	244	231	257	109	127	85
Link Distance (ft)		1277	1277	343	343	449		864	
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)	120						120		115
Storage Blk Time (%)	16	2				12		2	0
Queuing Penalty (veh)	23	6				12		6	1

Intersection: 7: Pride Rd/Stevens Mill Rd & Minot Ave

Movement	EB	WB	SE	NW
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	34	17	34	54
Average Queue (ft)	4	1	12	18
95th Queue (ft)	18	9	33	45
Link Distance (ft)	343	1442	749	478
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave

Movement	NB	SE	NW	NE	NE	NE	SW	SW
Directions Served	<LR>	LTR>	<LTR	L	T	TR	<L	T
Maximum Queue (ft)	145	89	30	14	21	41	69	72
Average Queue (ft)	55	35	10	1	1	2	33	3
95th Queue (ft)	129	70	32	6	12	17	63	27
Link Distance (ft)	138	640	31		140	140		96
Upstream Blk Time (%)	3		7				0	0
Queuing Penalty (veh)	6		1				0	0
Storage Bay Dist (ft)				25			70	
Storage Blk Time (%)				0	0		0	0
Queuing Penalty (veh)				0	0		1	0

Intersection: 15: Caron Ln & Old Farm Hill

Movement	NW
Directions Served	TR
Maximum Queue (ft)	12
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Minot Ave & Poland Rd

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

Intersection: 18: Poland Rd

Movement	NB
Directions Served	T
Maximum Queue (ft)	95
Average Queue (ft)	7
95th Queue (ft)	49
Link Distance (ft)	239
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Minot Ave & Old Farm Hill

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

Intersection: 21: Old Farm Hill

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

Network Summary

Network wide Queuing Penalty: 56

Intersection: 4: Manley Rd/Court St & Minot Ave

Phase	1	2	4
Movement(s) Served	EBTL	WBTL	NESW
Maximum Green (s)	44.0	44.0	44.0
Minimum Green (s)	13.0	13.0	8.0
Recall	None	None	None
Avg. Green (s)	-10.2	-13.4	-6.6
g/C Ratio	-0.59	-0.78	-0.38
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	3	6	0
Cycles Maxed Out (%)	6	0	19
Cycles with Peds (%)	0	0	0

Controller Summary
Average Cycle Length (s): 17.3

Number of Complete Cycles : 33

APPENDIX E

- EXISTING CONDITIONS PLAN
- SITE PLAN



N

GRID NORTH

SEE GENERAL NOTE 3

GENERAL NOTES:

1) THIS PLAN AND ALL WORK ASSOCIATED WITH IT WAS PERFORMED BY SGC ENGINEERING, LLC PURSUANT TO A PROFESSIONAL SERVICES CONTRACT BETWEEN WOODARD & CURRAN PUBLIC SAFETY AND SGC ENGINEERING LLC, DATED DECEMBER 08, 2021.

2) THE NORTH ARROW AS SHOWN HEREON IS REFERENCED TO MAINE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (2011) AND ARE BASED ON GPS MEASUREMENTS ELEVATIONS ARE REFERENCED TO NAVD 88.

3) NO SUBSURFACE INVESTIGATION HAS BEEN PERFORMED BY SGC ENGINEERING, LLC. DIG-SAFE SHOULD BE CONTACTED PRIOR TO COMMENCING ANY EXCAVATION. (888-344-7233).

4) THIS PLAN IS THE RESULT OF A FIELD SURVEY CONDUCTED BY SGC ENGINEERING, LLC IN NOVEMBER AND DECEMBER OF 2021.

5) PROPERTY LINES AS SHOWN HEREON ARE BASED ON THE BEST AVAILABLE EVIDENCE AT THE TIME OF THE SURVEY. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT AND IS BASED ON RECORD DOCUMENTS PROVIDED BY THE CLIENT, DEEDS AND RECORDS PLATS, FIELD EVIDENCE OF BOUNDARIES FOUND ON THE GROUND. THIS SURVEY DOES NOT REPRESENT WARRANTY OF TITLE OR GUARANTEE OWNERSHIP.

SURVEYORS CERTIFICATION:

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

STATE OF MAINE
CHRISTOPHER R. MICHAUD
2385
PROFESSIONAL LAND SURVEYOR

12/19/2025

CHRISTOPHER R. MICHAUD, MAINE PLS 2385 — DATE

40' 0 40' 80'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

Woodard & Curran

12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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PE SEAL:

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.05
DATE:	DECEMBER 2021
SCALE:	1"=40'
DESIGNED BY:	N/A
DRAWN BY:	N/A
CHECKED BY:	CM
FILENAME:	2022.01.28 AUBURN MINOT* dwg

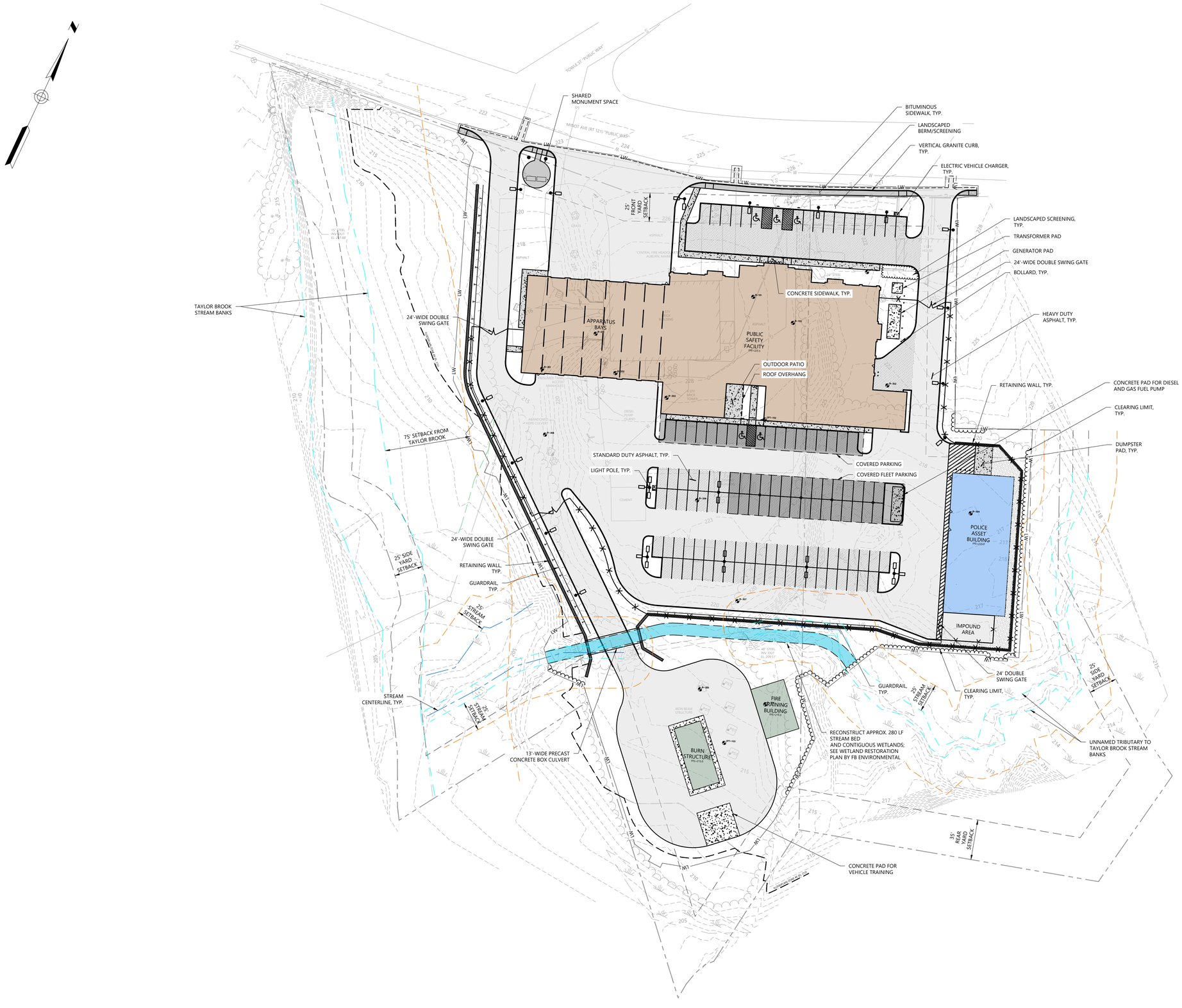
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SURVEY
EXISTING CONDITIONS

DRAWING NO:

C-1

\\woodardcurran.net\shared\Projects\0233891.23 Auburn ME Public Safety Fac\wip\Drawings\Survey\2022.01.28 Auburn Minot St Survey.dwg, Dec 19, 2025 - 7:38am BMCDEVITT



40' 0 40' 80'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

\\woodardcurran.net\shared\Projects\0233891.23 Auburn ME Public Safety Fac\wip\Drawings\Civil\C-10X.dwg, Sep 18, 2025 - 10:17am, BMCDEVITT

CIVIL ENGINEER:

Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
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ARCHITECT:

PORT CITY ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101

MEP:

Allied Engineering
A Salas O'Brien Company
160 VERANDA STREET
PORTLAND, ME 04103

GEOTECHNICAL ENGINEER:
S.W. COLE ENGINEERING, INC.
286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

STATE OF MAINE
MEGAN D.L. MCDEVITT 13019
PROFESSIONAL ENGINEER
11/06/2025

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
DATE:	AUGUST 2025
SCALE:	1"=40'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	C-10X.dwg

DRAWING TITLE:

CIVIL
OVERALL SITE LAYOUT PLAN

DRAWING NO:

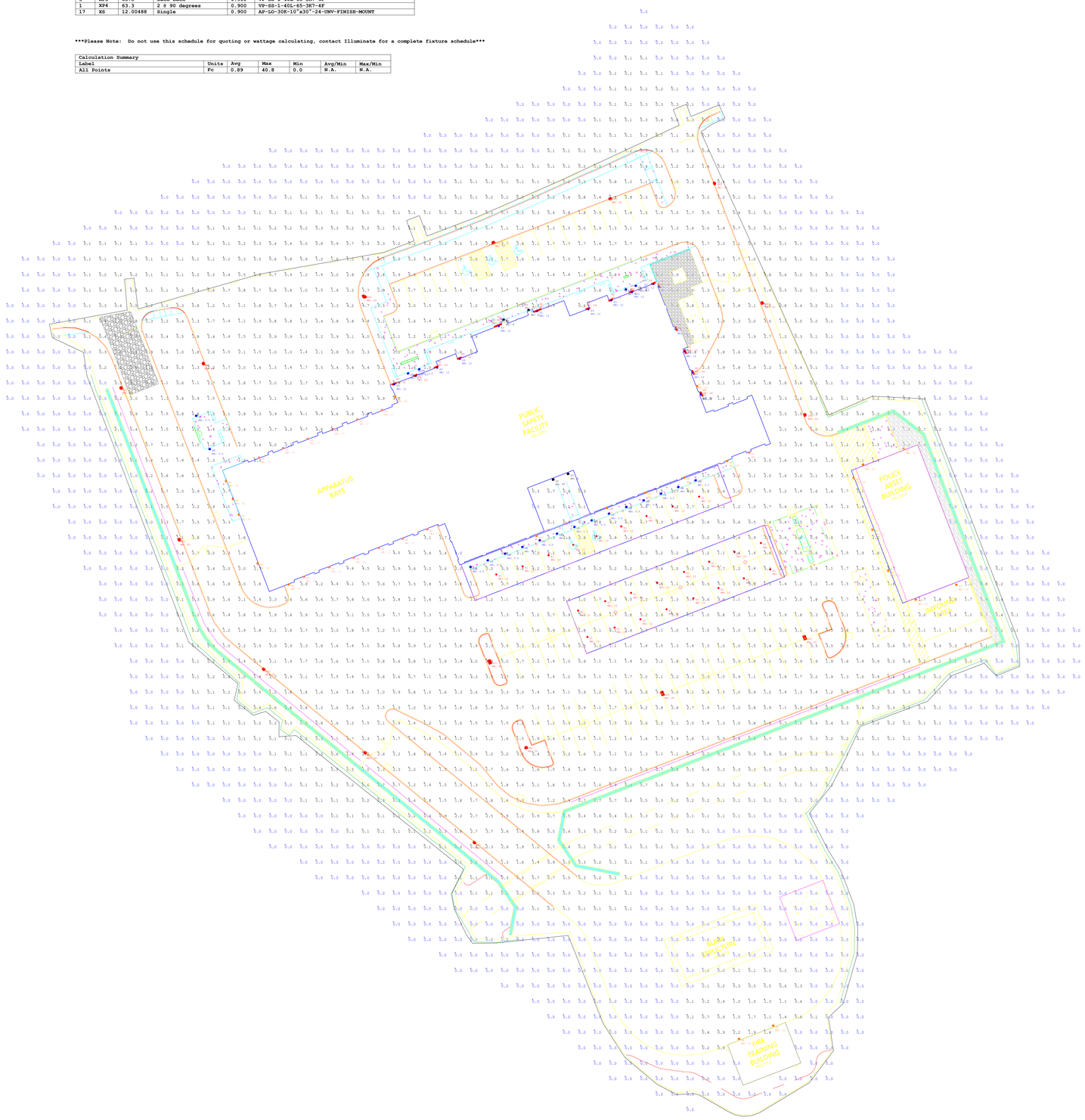
C-100

ATTACHMENT 10: PHOTOMETRICS PLAN AND FIXTURE CUT-SHEETS

Luminaire Schedule					
Qty	Label	Watts	Arrangement	LLF	Description
25	X1	12	Single	0.900	2440983-FINISH
15	X3	19.32	Single	0.900	SSM UP-DN-MO-30K-30°-WM-UNV-DIM-FINISH
21	X4	13.1	Single	0.900	VPW2-48L-15-3K7-4F-FINISH-DUAL DRIVER
4	X5	37.056	Single	0.900	OW625-36-IM-FINISH
13	X6	28.8	Single	0.900	VPW2-48L-30-4K7-4F-FINISH
20	X8	34	Single	0.900	9977HR3-FINISH
5	XP1	63.3	Single	0.900	VP-SS-1-40L-65-3K7-2-HC
7	XP2	63.3	Single	0.900	VP-SS-1-40L-65-3K7-4F
3	XP3	63.3	Back-Back	0.900	VP-SS-1-40L-65-3K7-4F
1	XP4	63.3	2 @ 90 degrees	0.900	VP-SS-1-40L-65-3K7-4F
17	X8	12.00488	Single	0.900	AP-LO-30K-10"x30"-24-UNV-FINISH-MOUNT

Please Note: Do not use this schedule for quoting or wattage calculating, contact Illuminate for a complete fixture schedule

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
All Points	Fc	0.89	40.8	0.0	N.A.	N.A.



Project:
Auburn Public Safety - Site

Contact:
Kelley Wilkinson
Specification Sales
(978) 460-0963
kwilkinson@illuminatenne.com

Detail: Photometric Calculation
Date: 02/27/2026
Revision: 2
Scale: 1" = 30'-0"
Drawn By: SHJ

Generated For:
Woodard & Curran

illuminate
263 Winn Street
Burlington, MA 01803
(781) 272-2300

Drawing Number:

L-1

Sheet 1 of 1

LIGHTING FIXTURE SCHEDULE

TYPE	MANUF.	CATALOG NUMBER	TYPE	VOLTS	DIMMING	MOUNTING	MTG HEIGHT (AFF)	FINISH	LOCATION
EXTERIOR FIXTURE SCHEDULE									
TYPE	MANUF.	CATALOG NUMBER	TYPE	VOLTS	DIMMING	MOUNTING	MTG HEIGHT (AFF)	FINISH	LOCATION
XP1	*BEACON*	*VP-SS-1-40L-65-3K7-2-UNV-A-XX-BC/SSSB-20-40B-1*	30K LED	UNV		POLE	20' AFG	TBD	EXTERIOR
XP2	*BEACON*	*VP-SS-1-40L-65-3K7-4F-UNV-A-XX/SSSB-20-40B-1*	30K LED	UNV		POLE	20' AFG	TBD	EXTERIOR
XP3	*BEACON*	*VP-SS-1-40L-65-3K7-4F -UNV-A-XX/SSSB-20-40B-2*	30K LED	UNV		POLE	20' AFG	TBD	EXTERIOR
XP4	*BEACON*	*VP-SS-1-40L-65-3K7-4F -UNV-A-XX/SSSB-20-40B-2L*	30K LED	UNV		POLE	20' AFG	TBD	EXTERIOR
X1	*BEGA*	*24409K3-FINISH*	30K LED	UNV		WALL	12' AFG	TBD	EXTERIOR
X3	*INSIGHT*	SSM UP-DN--MO-30K-30°-WM-UNV-DIM-FINISH	30K LED	UNV		WALL	12' AFG	TBD	EXTERIOR
X4	*BEACON*	*VPW2-48L-15-3K7-4F-FINISH-DUAL DRIVER*	30K LED	UNV		WALL	12' AFG	TBD	EXTERIOR
X5	*CAMMAN*	*OW425-36-LN-FINISH*	30K LED	UNV		WALL	8' AFG	TBD	EXTERIOR
X6	*BEACON*	*VPW2-48L-30-4K7-4F-FINISH*	30K LED	UNV		WALL	17' AFG	TBD	EXTERIOR
XB	BEGA	99778K3-FINISH / B96177-FINISH	30K LED	UNV		WALL	3.5' AFG	TBD	EXTERIOR
XS	*INSIGHT*	*AP-LO-30K-10°x30°-24-UNV-FINISH-MOUNT*	30K LED	UNV		WALL	24' AFG	TBD	EXTERIOR

Written By: k. wilkinson
Date: 2/4/2026

Type:
BEGA Product:
Project:
Modified:

Application
Compact ceiling mounted downlights designed for down lighting atriums, canopies, passages and other interior and exterior locations.

Materials
Clear safety glass
Marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy
Silicone applied robotically to casting, plasma treated for increased adhesion
Pure anodized aluminum reflector surface
Silicone optic with excellent high temperature and UV stability
BEGA Hybrid Optics®

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65

Weight: 1.65 lbs.

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-30° C
LED module wattage	8.0 W
System wattage	12.0 W
Controllability	0-10V dimmable
Color rendering index	Ra > 80
Luminaire lumens	961 lm
LED service life (L70)	60000 hrs

LED color temperature
4000K (K4)
3500K (K35)
3000K (K3)
2700K (K27)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL, custom, and premium colors provided in polyester powder and/or liquid paint.

Available colors

Black (BLK)	Bronze (BRZ)
Silver (SLV)	White (WHT)
RAL:	CUS:

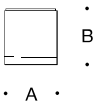
Available options

☐ CUS	Custom finish
☐ DALI-2	Enabled for DALI control system
☐ FSC	Fusing
☐ MGU	Marine grade undercoat
☐ RAL	RAL Classic, matte finish

Included (available for pre-shipment)

☐ B19538	Small opening wiring box





Surface mounted downlight · Symmetric very wide beam

	LED	β	A	B
B24409	8.0 W	55°	$3^{7}/_{8}$	$4^{3}/_{8}$

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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insight lighting

SCOPE MEDIUM SCONCE

CYLINDER - UP OR DOWN, UP AND DOWN | WHITE LIGHT

PROJECT: TYPE: CATALOG #: SSM - - - - - - - WM - - - -

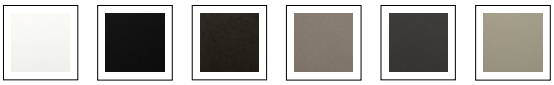
PROFILE

WATTAGE	LO (10.0W), MO (20.0W)
OPTICS	20°, 30°, 55°, ASYMMETRIC
CCT	2700K, 3000K, 3500K, 4000K (82 CRI)
CRI	82+ CRI
PERFORMANCE	UP TO 12,457 PEAK CANDELA (20.0W)
VOLTAGE	120V OR 277V
POWER	INTEGRATED POWER SUPPLY
DIMMING	0-10V (DIMS DOWN TO 1%), DMX DIMMING
DIMENSIONS	10.00" X 3.00" | 14.00" X 3.00"
WEIGHT	4.0 LBS | 5.2 LBS
HOUSING	EXTRUDED ALUMINUM HOUSING
LENS	TEMPERED GLASS
FINISH	HIGH DURABILITY POWDER COATING
WARRANTY	5-YEAR LIMITED
OPERATING TEMP	-30° C TO 50° C
LUMEN MAINTENANCE	84,000 HOURS
CERTIFICATION	ETL/cETL WET LOCATION, IP66, 3G



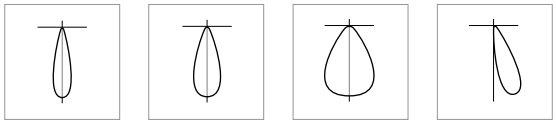
STANDARD FINISHES

Not all available finishes shown

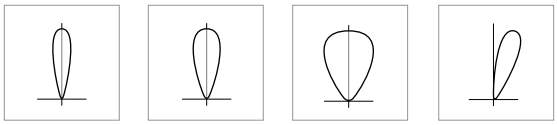


TEXTURED WHITE | TEXTURED BLACK | TEXTURED BRONZE | TEXTURED L. BRONZE | TEXTURED GRAY | TEXTURED S.STONE

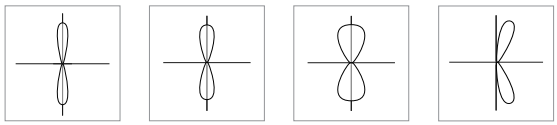
OPTICS



20° DOWNLIGHT | 30° DOWNLIGHT | 55° DOWNLIGHT | ASY DOWNLIGHT

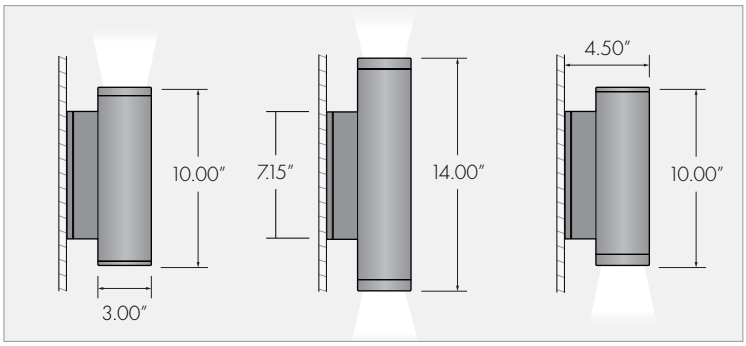


20° UPLIGHT | 30° UPLIGHT | 55° UPLIGHT | ASY UPLIGHT



20°/ 20° UPLIGHT/ DOWNLIGHT | 30°/ 30° UPLIGHT/ DOWNLIGHT | 55°/ 55° UPLIGHT/ DOWNLIGHT | ASY/ ASY UPLIGHT/ DOWNLIGHT

PROFILE



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4341 Fulcrum Way NE, Rio Rancho New Mexico 87144
P.: 505.345.0888 | insightlighting.com

insight lighting

SCOPE MEDIUM SCONCE

CYLINDER - UP OR DOWN, UP AND DOWN | WHITE LIGHT

PROJECT: TYPE: CATALOG #: SSM - - - - - - - WM - - - -

SPECIFICATION

seperate options with dashes

SSM							WM				
1	2	3	4	5	6	7	8	9	10	11	12

1 FIXTURE

SCOPE MEDIUM SCONCE	SSM

2 LIGHT DIRECTION

UPLIGHT	UP
DOWNLIGHT	DN
UPLIGHT AND DOWNLIGHT	UD

3 WATTAGE

LOW OUTPUT	LO
10 W/FT in either direction	
MEDIUM OUTPUT	MO
20 W/FT in either direction	

4 CCT - UPLIGHT

2200K	2200K
2700K	2700K
3000K	3000K
3500K	3500K
4000K	4000K
NO SELECTION	NA

5 OPTICS - UPLIGHT

20°	20
30°	30
55°	55
ASYMMETRIC	ASY
NO SELECTION	NA

6 CCT - DOWNLIGHT

2200K	2200K
2700K	2700K
3000K	3000K
3500K	3500K
4000K	4000K
NO SELECTION	NA

7 OPTICS - DOWNLIGHT

20°	20
30°	30
55°	55
ASYMMETRIC	ASY
NO SELECTION	NA

8 MOUNTING

WALL MOUNT	WM

9 VOLTAGE

120VAC	120
277VAC	277

10 CONTROL OPTIONS

NON DIMMING	NON
0-10V DIMMING (1%)	DIM
DMX DIMMING [2]	DMX

[2] Fixtures are shipped w/ default set at address 1

[2] Fixtures are not pre-addressed or labeled at the factory. A DMXCAT Tool is required for on-site fixture resolution/addressing. See below for details.

[2] A CDS/RDM Distribution Kit is required. Must be ordered separately. See below for details.

[2] DMX controls are required. Order separately.

11 FIXTURE FINISH

TEXTURED WHITE	TWH
TEXTURED BLACK	TBL
TEXTURED BRONZE	TBR
TEXTURED LIGHT BRONZE	TLB
TEXTURED GRAY	TGR
TEXTURED NATURAL	TNA
TEXTURED SANDSTONE	TSA
CUSTOM COLOR	CUS

Contact factory for custom color. Additional charges will apply.

12 OPTIONS

HIGH CRI 90+	HIC
INTERNAL HEX LOUVER	IHL
47% Light loss	
CORROSION RESISTANT FINISH	CRF

Corrosion Resistance Finish Complies with ASTM B117 standard

CRF is recommended for coastal or extreme exterior environments

ORDERING LOGIC: DMX TOOLS FOR DMX DIMMING

1

1

1 DMX/RDM DISTRIBUTION KIT (REQUIRED FOR DMX DIMMING)

	PART NUMBER
CDS-RDM - DMX/RDM DISTRIBUTION KIT - IP67	SA27411

Consists of 4 output

Each output is limited to (1) run per output - up to 96 fixtures max

1 REMOTE DMX/RDM MONITORING TOOL

	PART NUMBER
DMX/RDM ADDRESSING & MONITORING TOOL	SA27636

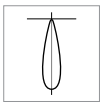
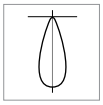
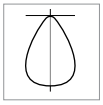
Uses Bluetooth LE technology for communication with the smartphone and the DMXcat app (up to a 50' range). Allows for on-site fixture resolution and addressing.

insight lighting
4341 Fulcrum Way NE, Rio Rancho New Mexico 87144
P.: 505.345.0888 | insightlighting.com

PROJECT:	TYPE:	CATALOG #: SSM - - - - - - - WM - - - -

PERFORMANCE

PERFORMANCE DATA

		SINGLE DIRECTION LOW OUTPUT (10 W)			SINGLE DIRECTION MEDIUM OUTPUT (20 W)		
OPTIC	CCT	DELIVERED LUMENS	LUMINARE EFFICACY	PEAK CANDELA	DELIVERED LUMENS	LUMINARE EFFICACY	PEAK CANDELA
20° 	4000K	1,106 LM	99.6 LM/W	6,755	2,001 LM	104.3 LM/W	12,457
30° 	4000K	1,094 LM	98.5 LM/W	3,132	1,936 LM	101.0 LM/W	7,961
55° 	4000K	1,034 LM	93.2 LM/W	1,290	1,871 LM	97.7 LM/W	2,379

WIRING

FIXTURES PER 10 AMP CIRCUIT (FULL LOAD)

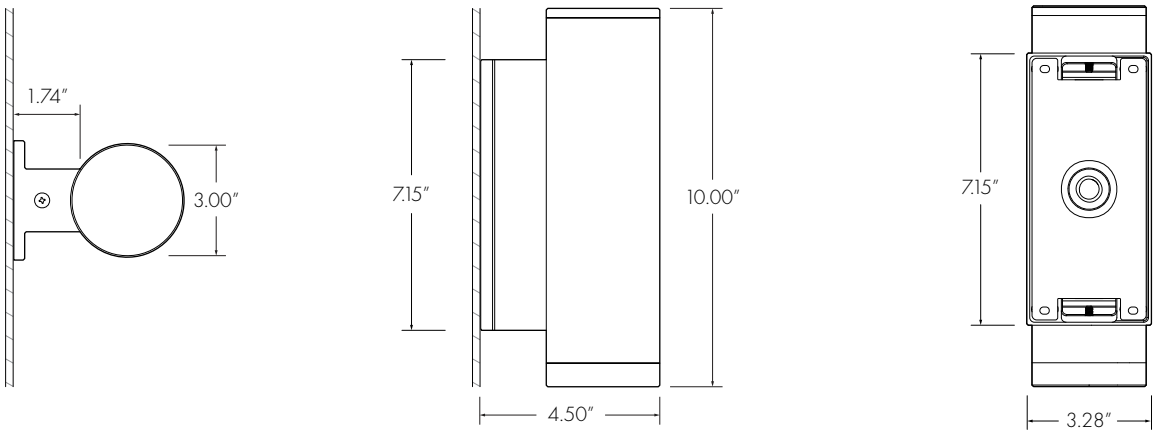
FIXTURE	SINGLE DIRECTION LO		SINGLE DIRECTION MO		UPLIGHT & DOWNLIGHT LO		UPLIGHT & DOWNLIGHT MO	
VOLTAGE	120V	277V	120V	277V	120V	277V	120V	277V
MAX FIXTURES	120	277	60	138	60	138	30	69

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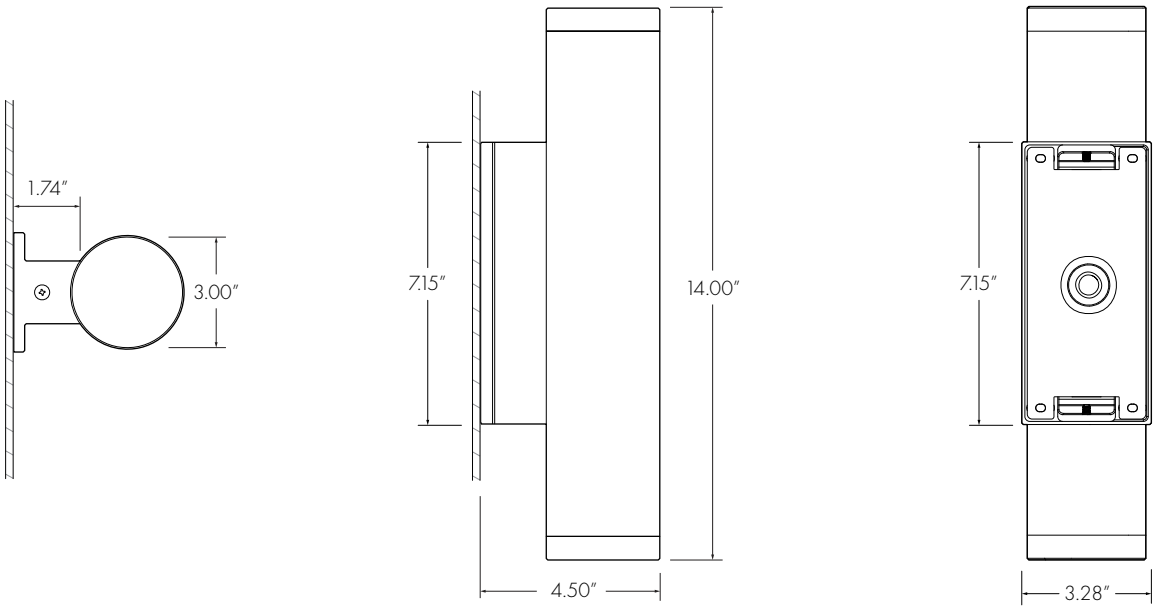
PROJECT:	TYPE:	CATALOG #: SSM - - - - - - - WM - - - -

FIXTURE DIMENSIONS

WM - WALL MOUNT (SINGLE DIRECTION)



WM - WALL MOUNT (UP AND DOWN)



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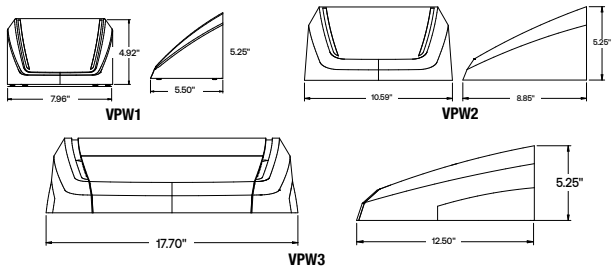
VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

MICRO STRIKE | OPTICS STRIKE





	Weight
VPW1	4.1 lbs / 1.86 kg
VPW2	7.15 lbs / 3.24 kg
VPW3	17.1 lbs / 7.80 kg

FEATURES

- Low profile LED wall luminaire with a variety of IES distributions for lighting applications such as retail, commercial and industrial building mount
- Featuring Strike and Micro Strike Optics which maximizes target zone illumination with minimal losses at the house-side, reducing light trespass issues
- Visual Comfort - Option for Size 2 and Size 3
- Control options including photo control, occupancy sensing, NX Distributed Intelligence™, and LightGRID+.
- Battery Backup options available for emergency code compliance
- Quick-mount adapter allows easy installation/maintenance
- 347V and 480V versions for industrial applications and Canada

C US BAA TAA

CONTROL TECHNOLOGY

NX CONNECT NX WIRED NX WIRELESS LIGHTGRID+

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish
- Powder paint finish provides durability in outdoor environments. Tested to meet 1000 hour salt spray rating

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- 2700K, 3000K, 3500K, 4000K and 5000K CCTs
- Zero uplight distributions
- LED optics provide IES type II, III and IV distributions.

INSTALLATION

- Quick-mount adapter provides easy installation to wall or to recessed junction boxes (4" square junction box)
- Designed for direct j-box mount.

ELECTRICAL

- 120V-277V universal voltage 50/60Hz 0-10V dimming drivers
- 347V input is available in most wattage, 480V is available for 55W and above.
- Ambient operating temperature -40˚C to 40˚C
- Driver RoHS and IP66
- 10kV Surge Protector optional
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options can not be included in one same fixture.
- Dimming drivers are standard. Select CD (Customer Dimming) for the dimming wires to be extended outside the fixture.

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- Button photocontrol is suitable for 120-277V operation
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor

CONTROLS CONTINUED

- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Battery Backup suitable for operating temperatures -20˚C to 40˚C.
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application.
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor.

CERTIFICATIONS

- Certified to UL 1598 and CSA 22.2#250.0-24
- IP65 rated housing
- Emergency battery backup options are California Energy Commission (CEC) Title 20 Compliant
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-9) and Trade Agreements Act (FAR 52.225- 11). See Buy America(n) Solutions (link to https://http://www.currentlighting.com/resources/americasolutions).
- DarkSky approved with 3000K CCT or warmer

WARRANTY

- 5 year limited warranty

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ORDERING GUIDE

Example: VPW1–24L-10–3K7–2–UNV–BLS

CATALOG #

Series		Optic Platform		Size	# LEDs - Wattage		CCT/CRI		Distribution		Voltage		Color	
VPW	Viper Wall	**(blank)**	Microstrike	**1**	**24L-10**	1,000 Lumens	**27K8**	2700K, 80 CRI[16]	**FR**	Auto Front Row[7, 15]	**UNV**	120-277V	**BLT**	Black Matte Textured
		ST	Strike		**24L-15**	2,000 Lumens	**3K7**	3000K, 70 CRI[16]	**2**	IES TYPE 2	**120**	120V	**BLS**	Black Gloss Smooth
					24L-25	3,000 Lumens	**4K7**	4000K, 70 CRI	**3**	IES TYPE 3	**208**	208V	**DBT**	Dark Bronze Matte Textured
				2	**48L-15**	2,000 Lumens	**5K7**	5000K, 70 CRI	**4F**	IES TYPE 4 Forward	**240**	240V	**DBS**	Dark Bronze Gloss Smooth
					48L-20	3,000 Lumens	**3K8**	3000K, 80 CRI	**4W**	IES TYPE 4W	**277**	277V	**GTT**	Graphite Matte Textured
					48L-30	4,000 Lumens	**35K8**	3500K, 80 CRI			**347**	347V	**LGS**	Light Grey Gloss Smooth
					48L-35	5,000 Lumens	**4K8**	4000K, 80 CRI			**480**	480V	**LGT**	Light Grey Matte Textured
					48L-45	6,000 Lumens	**5K8**	5000K, 80 CRI					**PSS**	Platinum Silver Smooth
					80L-20	3,000 Lumens	**AP**	Phosphor Converted Amber[1]					**WHT**	White Matte Textured
					80L-25	4,000 Lumens							**WHS**	White Gloss Smooth
					80L-35	5,000 Lumens							**VGT**	Verde Green Textured
					80L-45	6,000 Lumens							**Color Option**	
					80L-55	7,000 Lumens							**CC**	Custom Color
					80L-65	8,000 Lumens								
					80L-70	8,500 Lumens								
					18L-25	3,000 Lumens, Strike Optics								
					18L-30	4,000 Lumens, Strike Optics								
					18L-39	4,750 Lumens, Strike Optics								
					18L-50	6,000 Lumens, Strike Optics								
					18L-60	6,500 Lumens, Strike Optics								
				3	**160L-45**	7,000 Lumens								
					160L-70	10,000 Lumens								
					160L-95	12,500 Lumens								
					160L-105	15,000 Lumens								
					160L-135	17,500 Lumens								
					160L-155	20,000 Lumens								
					36L-55	7,000 Lumens, Strike Optics								
					36L-80	9,500 Lumens, Strike Optics								
					36L-100	11,500 Lumens, Strike Optics								
					36L-120	13,000 Lumens, Strike Optics								

Control Options Network[3,7,11,13]	
NXWS12F	NX Networked Wireless Enabled Integral NXSMP2-OMNI PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[14]
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[9]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[9]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor
WIR	LightGRID+ In-Fixture Module[9]
WIRSC	LightGRID+ In-Fixture Moduel with BTS occupancy[9]
Stand Alone Sensors[7,11,13]	
BTS-14F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor[4,9]
BTS-40F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor[4,9]
BTSO-12F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor, up to 12' mounting height[14]
Photocontrol[13]	
PC	Button Photocontrol 120-277V

Options	
F	Fusing[5,7]
E	Battery[6,7,8]
EH	Battery with Heater[6,7,8]
CS	Comfort Shield[7,10]
SP	10kA Surge Protector
2PF	Dual Power Feed[2,7,8,17]
2DR	Dual Driver[2,7,8,17]
CD	Customer Dimming[12]
DTS	Dimming Transfer Switch[7]

Notes:

1 Available with Micro Strike Optics only
2 Not available with 480V in Size 1 and Size 2
3 Networked controls cannot be combined with other control options
4 Not available with VPW1 or with 2PF or 2DR options
5 Must specify voltage (VPW1 & VPW2: 120V, 277V or 347V; VPW3: 120V, 208V, 240V, 277V, 347V or 480V)
6 See page 10 for detail Battery configurations
7 Not available in VPW1
8 2PF can't be combined with E or EH; 2DR can't be combined with E or EH in VPW2
9 Not avialable in VPW1 and VPW2
10 Not available with Micro Strike 24L and 48L. Not available with Strike 18L and 36L
11 Not available with 2PF
12 Not available with Network Control options or Stand Alone Sensors. Can be ordered with PC
13 Not available in 480V in VPW2; Only available in 480V in VPW3 in 80W, 100W, 120W, 135W and 155W
14 NXWS12F and BTSO-12F are the only sensors available in VPW2
15 Available with Strike Optics only (18L or 36L)
16 DarkSky approved with 3000K CCT or warmer
17 Not available in Size 2 80L

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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ACCESSORIES AND REPLACEMENT PARTS - MADE TO ORDER

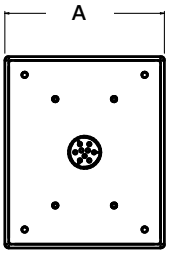
	Catalog Number	Description
☐	**WP-BB-XXX**	Back Box Accessory for conduit entry[1]
☐	**CS**	Comfort Shield[2]

Notes:

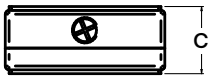
1 replace "xxx" with color option

2 Not available with Micro Strike 24L and 48L or Strike 18L and 36L

DIMENSIONS



Back Box Accessory



A	B	C
4.9" 124mm	5.9" 150mm	2.1" 53mm

CONTROLS FUNCTIONALITY

OUTDOOR LIGHTING CONTROLS OPTIONS

LIGHTGRID+

	Control Option Ordering Logic & Description		Control Option Functionality									Control Option Components	
			Networkable	Grouping	Scheduling	Occupancy/ Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming	Sensor Height		
NX Wireless	NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor	✓	✓	✓	–	–	✓	✓	✓	–		NXRM2-H
NX Wireless	NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	16ft		NXSMP2-LMO
NX Wireless	NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	40ft		NXSMP2-HMO
LightGRID+	WIR	LightGRID+ In-Fixture Module	✓	–	✓	–	–	✓	✓	Gateway	–		WIR
Independent	BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	12ft		BTSMP-OMNI-O
Independent	BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	14ft		BTSMP-LMO
Independent	BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	40ft		BTSMP-HMO

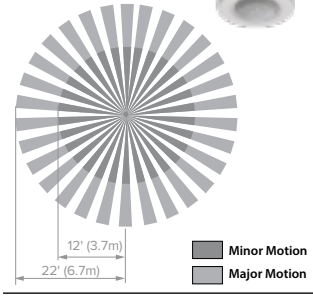
DEFAULT SETTINGS

NX Wireless	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	15 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0%
Daylight Sensor	Disabled
Bluetooth	Enabled
2.4GHz Wireless Mesh	Off
"Passcode Factory Passcode: HubbN3T!"	Enabled

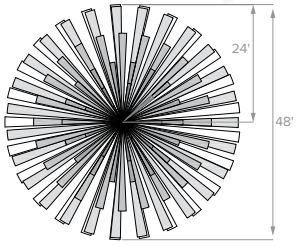
Stand Alone	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	8 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0% (Off)
Daylight Sensor	Disabled

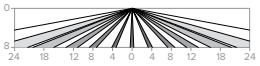
NX WIRELESS COVERAGE PATTERNS

NXSMP2-OMNI



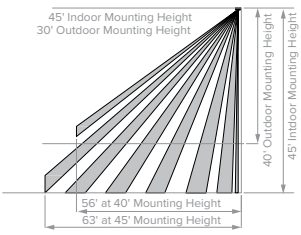
NXSMP2-LMO





Sensor Lens Coverage and Detection Patterns When Mounted at 8ft with Low Mount Lens

NXSMP2-HMO



Sensor Lens Coverage and Detection Patterns When Mounted at 40ft and 45ft with Standard Lens

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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

NX LIGHTING CONTROLS FREE APP



The NX Lighting Controls App is free to use mobile application for programming both NX Lighting Controls System or Standalone Bluetooth Sensors. The mobile app allows you to configure devices, discover and setup wireless enable luminiares and program NX system settings.

Apple App: https://apps.apple.com/us/app/nx-lighting-controls/id962112904

Google Play: https://play.google.com/store/apps/details?id=io.cordova.NXBTR&hl=en_US&gl=US

NX LIGHTING CONTROLS

Apple App

Google Play

CONTROLS TECH SUPPORT 800-888-8006 (7:00 AM - 7:00 PM)

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98
50°C	122°F	0.97

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

PROJECTED LUMEN MAINTENANCE

	OPERATING HOURS		
Ambient Temp.	0	25,000	TM-21-22 60,000
25°C / 77°F	1.00	0.91	0.83
40°C / 104°F	0.99	0.90	0.82

Lumen maintenance values calculated per TM-21 using six times the LM-80 test time for the LED and in-situ thermal testing of the luminaire.

MULTIPLIER

Micro Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	–	0.841	–
3000K	0.977	0.861	0.647
3500K	–	0.900	–
4000K	1	0.926	0.699
5000K	1	0.937	0.791
Monochromatic Amber Multiplier			
Amber	0.710		

Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	0.9	0.81	0.62
3000K	0.933	0.853	0.659
3500K	0.959	0.894	0.711
4000K	1	0.9	0.732
5000K	1	0.9	0.732
Monochromatic Amber Multiplier			
Amber	See Amber Spec Sheet		

PERFORMANCE DATA: MICROSTRIKE

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW1	24L	10	6.6	2	1068	141	0	0	0	1068	141	0	0	0	989	131	0	0	0
				3	1076	142	0	0	1	1076	142	0	0	1	997	131	0	0	1
				4F	1052	139	0	0	1	1052	139	0	0	1	974	129	0	0	1
				4W	1041	137	0	0	1	1041	137	0	0	1	964	127	0	0	1
		15	14	2	1993	129	1	0	0	1993	129	1	0	0	1845	119	1	0	0
				3	2008	130	1	0	1	2008	130	1	0	1	1859	120	0	0	1
				4F	1964	127	0	0	1	1964	127	0	0	1	1818	117	0	0	1
				4W	1943	125	1	0	1	1943	125	1	0	1	1799	116	0	0	1
		25	23.0	2	3055	125	1	0	1	3055	125	1	0	1	2828	116	1	0	1
				3	3078	126	1	0	1	3078	126	1	0	1	2850	117	1	0	1
				4F	3010	123	1	0	1	3010	123	1	0	1	2787	114	1	0	1
				4W	2978	122	1	0	1	2978	122	1	0	1	2757	113	1	0	1

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

PERFORMANCE DATA: MICROSTRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW2	48L	15	13.1	2	2139	145	1	0	1	2139	145	1	0	1	1981	134	1	0	1
				3	2163	146	1	0	1	2163	146	1	0	1	2003	135	1	0	1
				4F	2097	143	0	0	1	2097	143	0	0	1	1942	132	0	0	1
				4W	2101	143	1	0	1	2101	143	1	0	1	1946	132	0	0	1
		20	20.5	2	2973	141	1	0	1	2973	141	1	0	1	2753	130	1	0	1
				3	3007	142	1	0	1	3007	142	1	0	1	2784	132	1	0	1
				4F	2915	138	1	0	1	2915	138	1	0	1	2699	128	1	0	1
				4W	2921	138	1	0	1	2921	138	1	0	1	2705	128	1	0	1
		30	28.8	2	4000	137	1	0	1	4000	137	1	0	1	3704	126	1	0	1
				3	4045	138	1	0	1	4045	138	1	0	1	3745	128	1	0	1
				4F	3922	134	1	0	1	3922	134	1	0	1	3631	124	1	0	1
				4W	3930	134	1	0	2	3930	134	1	0	2	3638	124	1	0	1
		35	37.3	2	4997	134	1	0	1	4997	134	1	0	1	4627	124	1	0	1
				3	5053	135	1	0	2	5053	135	1	0	2	4679	125	1	0	1
				4F	4899	131	1	0	1	4899	131	1	0	1	4536	122	1	0	1
				4W	4909	132	1	0	2	4909	132	1	0	2	4545	122	1	0	2
		45	45.9	2	5990	127	1	0	1	5990	127	1	0	1	5546	118	1	0	1
				3	6057	128	1	0	2	6057	128	1	0	2	5608	119	1	0	2
				4F	5872	124	1	0	2	5872	124	1	0	2	5437	115	1	0	1
				4W	5884	125	1	0	2	5884	125	1	0	2	5448	115	1	0	2
	80L	20	19.4	2	3485	161	1	0	1	3485	161	1	0	1	3200	147	1	0	1
				3	3516	162	1	0	1	3516	162	1	0	1	3229	149	1	0	1
				4F	3485	161	1	0	1	3485	161	1	0	1	3200	147	1	0	1
				4W	3535	163	1	0	1	3535	163	1	0	1	3246	150	1	0	1
		25	26.7	2	4443	154	1	0	1	4443	154	1	0	1	4080	141	1	0	1
				3	4483	155	1	0	1	4483	155	1	0	1	4117	142	1	0	1
				4F	4443	154	1	0	1	4443	154	1	0	1	4080	141	1	0	1
				4W	4507	156	1	0	1	4507	156	1	0	1	4139	143	1	0	1
		35	34.2	2	5438	147	1	0	1	5438	147	1	0	1	4994	135	1	0	1
				3	5488	148	1	0	1	5488	148	1	0	1	5039	136	1	0	1
				4F	5438	147	1	0	1	5438	147	1	0	1	4994	135	1	0	1
				4W	5516	149	1	0	2	5516	149	1	0	2	5066	137	1	0	1
		45	41.7	2	6369	145	1	0	1	6369	145	1	0	1	5848	133	1	0	1
				3	6427	146	2	0	2	6427	146	2	0	2	5901	134	1	0	1
				4F	6369	145	1	0	1	6369	145	1	0	1	5848	133	1	0	1
				4W	6460	147	1	0	2	6460	147	1	0	2	5933	135	1	0	2
		55	50.6	2	7209	137	2	0	2	7209	137	2	0	2	6620	126	1	0	1
				3	7275	139	2	0	2	7275	139	2	0	2	6680	127	2	0	2
				4F	7209	137	1	0	1	7209	137	1	0	1	6620	126	1	0	1
				4W	7313	139	1	0	2	7313	139	1	0	2	6715	128	1	0	2
		65	58.3	2	7781	130	2	0	2	7781	130	2	0	2	7145	119	2	0	2
				3	7852	131	2	0	2	7852	131	2	0	2	7210	120	2	0	2
				4F	7781	130	2	0	1	7781	130	2	0	1	7145	119	1	0	1
				4W	7893	132	1	0	2	7893	132	1	0	2	7248	121	1	0	2
		70	63.5	2	8367	128	2	0	2	8367	128	2	0	2	7683	117	2	0	2
				3	8443	129	2	0	2	8443	129	2	0	2	7753	119	2	0	2
				4F	8367	128	2	0	1	8367	128	2	0	1	7683	117	2	0	1
				4W	8487	130	1	0	2	8487	130	1	0	2	7794	119	1	0	2

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

PERFORMANCE DATA: MICROSTRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW3	160L	45	46.2	2	7623	148	1	0	2	7623	148	1	0	2	7000	136	1	0	1
				3	7626	148	2	0	2	7626	148	2	0	2	7003	136	2	0	2
				4F	7590	147	2	0	1	7590	147	2	0	1	6970	135	1	0	1
				4W	7715	150	1	0	2	7715	150	1	0	2	7084	138	1	0	2
		70	68.3	2	10322	139	2	0	2	10322	139	2	0	2	9478	128	2	0	2
				3	10326	140	2	0	2	10326	140	2	0	2	9482	128	2	0	2
				4F	10277	139	2	0	2	10277	139	2	0	2	9437	128	2	0	2
				4W	10446	141	2	0	2	10446	141	2	0	2	9592	130	1	0	2
		95	91	2	12929	132	2	0	2	12929	132	2	0	2	11872	121	2	0	2
				3	12934	132	3	0	3	12934	132	3	0	3	11877	121	3	0	3
				4F	12873	131	2	0	2	12873	131	2	0	2	11821	120	2	0	2
				4W	13084	133	2	0	3	13084	133	2	0	3	12015	122	2	0	3
		105	106.3	2	15055	138	2	0	2	15055	138	2	0	2	13825	127	2	0	2
				3	15062	138	3	0	3	15062	138	3	0	3	13831	127	3	0	3
				4F	14991	138	2	0	2	14991	138	2	0	2	13766	127	2	0	2
				4W	15236	140	2	0	3	15236	140	2	0	3	13991	129	2	0	3
		135	134.8	2	17533	127	3	0	3	17533	127	3	0	3	16100	116	3	0	3
				3	17541	127	3	0	3	17541	127	3	0	3	16107	116	3	0	3
				4F	17457	126	2	0	2	17457	126	2	0	2	16031	116	2	0	2
				4W	17744	128	2	0	4	17744	128	2	0	4	16294	118	2	0	3
		155	158.3	2	20066	123	3	0	3	20066	123	3	0	3	18426	113	3	0	3
				3	20075	123	3	0	3	20075	123	3	0	3	18434	113	3	0	3
				4F	19980	123	3	0	3	19980	123	3	0	3	18347	113	2	0	2
				4W	20307	125	2	0	4	20307	125	2	0	4	18648	115	2	0	4

PERFORMANCE DATA: STRIKE

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW2	18L	25	22.6	2	3314	147	1	0	1	3298	146	1	0	G1	3171	140	1	0	1
				3	3356	148	1	0	1	3340	148	1	0	G1	3212	142	1	0	1
				4F	3367	149	0	0	1	3351	148	0	0	G1	3222	143	0	0	1
				4W	3361	149	1	0	2	3345	148	1	0	G2	3216	142	1	0	2
		30	31.3	2	4124	132	1	0	1	4104	131	1	0	G1	3946	126	1	0	1
				3	4176	133	1	0	2	4156	133	1	0	G2	3996	128	1	0	1
				4F	4189	134	1	0	1	4169	133	1	0	G1	4009	128	1	0	1
				4W	4182	134	1	0	2	4162	133	1	0	G2	4002	128	1	0	2
		39	38.8	2	4894	126	1	0	1	4870	126	1	0	G1	4683	121	1	0	1
				3	4956	128	1	0	2	4932	127	1	0	G2	4742	122	1	0	2
				4F	4972	128	1	0	2	4948	128	1	0	G2	4758	123	1	0	2
				4W	4963	128	1	0	2	4939	127	1	0	G2	4749	122	1	0	2
		50	52.6	2	6325	120	1	0	1	6295	120	1	0	G1	6052	115	1	0	1
				3	6405	122	1	0	2	6374	121	1	0	G2	6129	117	1	0	2
				4F	6426	122	1	0	2	6395	122	1	0	G2	6149	117	1	0	2
				4W	6414	122	1	0	3	6384	121	1	0	G3	6138	117	1	0	3
		60	60.4	2	6865	114	1	0	2	6832	113	1	0	G2	6569	109	1	0	2
				3	6952	115	1	0	2	6919	115	1	0	G2	6652	110	1	0	2
				4F	6974	115	1	0	2	6941	115	1	0	G2	6674	110	1	0	2
				4W	6962	115	1	0	3	6929	115	1	0	G3	6662	110	1	0	3

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PERFORMANCE DATA: STRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW3	36L	55	63.1	2	7284	135	1	0	2	7249	134	1	0	G2	6970	129	1	0	2
				3	7376	137	1	0	2	7341	136	1	0	G2	7058	131	1	0	2
				4F	7400	137	1	0	2	7364	137	1	0	G2	7081	131	1	0	2
				4W	7387	137	1	0	3	7351	136	1	0	G3	7069	131	1	0	3
		80	77.6	2	9788	126	2	0	2	9741	126	2	0	G2	9366	121	2	0	2
				3	9912	128	1	0	3	9864	127	1	0	G3	9485	122	1	0	3
				4F	9944	128	1	0	2	9896	128	1	0	G2	9516	123	1	0	2
				4W	9926	128	1	0	3	9879	127	1	0	G3	9499	122	1	0	3
		105	108.2	2	12650	128	2	0	2	12589	127	2	0	G2	12105	122	2	0	2
				3	12810	130	2	0	3	12748	129	2	0	G3	12258	124	2	0	3
				4F	12851	130	1	0	3	12790	129	1	0	G3	12298	124	1	0	3
				4W	12829	130	2	0	3	12767	129	2	0	G3	12276	124	2	0	3
		120	120.9	2	13730	114	2	0	2	13664	113	2	0	G2	13138	109	2	0	2
				3	13904	115	2	0	3	13837	114	2	0	G3	13305	110	2	0	3
				4F	13949	115	1	0	3	13882	115	1	0	G3	13348	110	1	0	3
				4W	13924	115	2	0	4	13857	115	2	0	G4	13324	110	2	0	3

ELECTRICAL DATA: STRIKE

# OF LEDS	18L				
NOMINAL WATTAGE	25	30	39	50	60
SYSTEM POWER (W)	22.6	31.3	38.8	52.6	60.4
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.21	0.26	0.32	0.44	0.50
208	0.12	0.15	0.19	0.25	0.29
240	0.10	0.13	0.16	0.22	0.25
277	0.09	0.11	0.14	0.19	0.22
347	0.07	0.09	0.11	0.15	0.17
480	0.05	0.07	0.08	0.11	0.13

# OF LEDS	36L			
NOMINAL WATTAGE	55	80	100	120
SYSTEM POWER (W)	53.9	77.6	98.9	120.9
INPUT VOLTAGE (V)	CURRENT (Amps)			
120	0.45	0.65	0.82	1.01
208	0.26	0.37	0.48	0.58
240	0.22	0.32	0.41	0.50
277	0.19	0.28	0.36	0.44
347	0.16	0.22	0.29	0.35
480	0.11	0.16	0.21	0.25

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ELECTRICAL DATA: MICROSTRIKE

# OF LEDS	24L		
NOMINAL WATTAGE	10	15	25
SYSTEM POWER (W)	6.6	14.0	23.0
INPUT VOLTAGE (V)	CURRENT (Amps)		
120	0.06	0.12	0.19
208	0.03	0.07	0.11
240	0.03	0.06	0.10
277	0.02	0.05	0.08
347	0.02	0.04	0.07
480	0.01	0.03	0.05

# OF LEDS	48L				
NOMINAL WATTAGE	15	20	30	35	45
SYSTEM POWER (W)	13.1	20.5	28.8	37.3	45.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.11	0.17	0.24	0.31	0.38
208	0.06	0.10	0.14	0.18	0.22
240	0.05	0.09	0.12	0.16	0.19
277	0.05	0.07	0.10	0.13	0.17
347	0.04	0.06	0.08	0.11	0.13
480	0.03	0.04	0.06	0.08	0.10

# OF LEDS	80L						
NOMINAL WATTAGE	20	25	35	45	55	65	70
SYSTEM POWER (W)	19.4	26.7	34.2	41.7	50.6	58.3	63.5
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	0.16	0.22	0.29	0.35	0.42	0.49	0.53
208	0.10	0.13	0.18	0.22	0.27	0.28	0.31
240	0.08	0.12	0.15	0.19	0.24	0.24	0.26
277	0.07	0.10	0.13	0.17	0.21	0.21	0.23
347	0.06	0.08	0.11	0.13	0.16	0.17	0.18
480	0.04	0.06	0.08	0.10	0.12	0.12	0.13

# OF LEDS	160L					
NOMINAL WATTAGE	45	70	95	105	135	155
SYSTEM POWER (W)	46.2	68.3	91	106.3	134.8	158.3
INPUT VOLTAGE (V)	CURRENT (Amps)					
120	0.39	0.57	0.76	0.89	1.12	1.32
208	0.22	0.33	0.44	0.51	0.65	0.76
240	0.19	0.28	0.38	0.44	0.56	0.66
277	0.17	0.25	0.33	0.38	0.49	0.57
347	0.13	0.20	0.26	0.31	0.39	0.46
480	0.10	0.14	0.19	0.22	0.28	0.33

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VIPER Wall

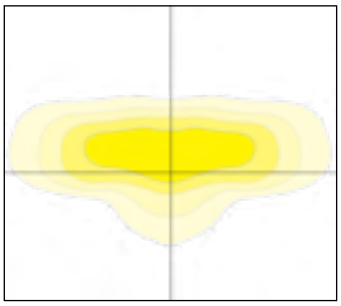
VPW1/VPW2/VPW3 LED WALLPACK

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

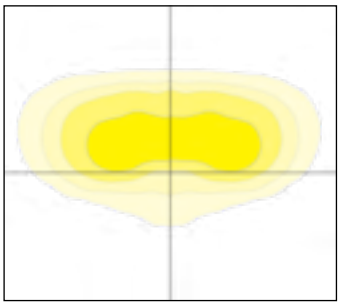
PHOTOMETRY

Mounting Height: 10ft

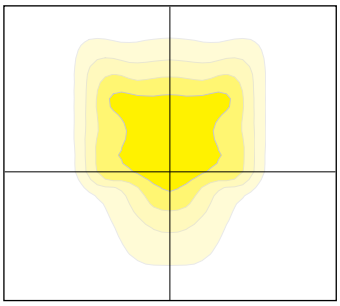
Type 2



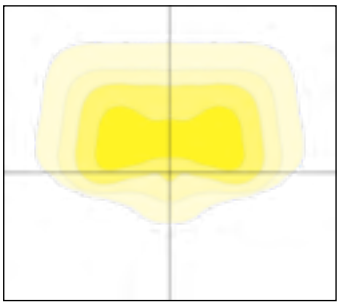
Type 3



Type 4F

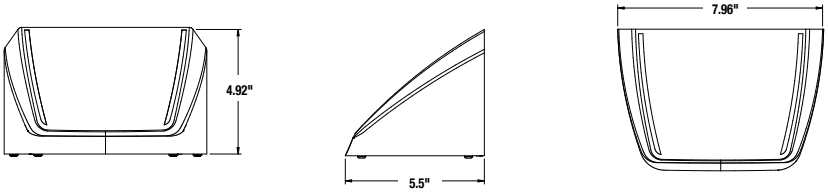


Type 4W

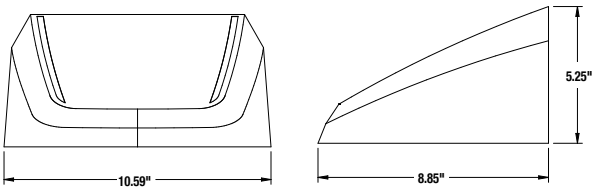


DIMENSIONS

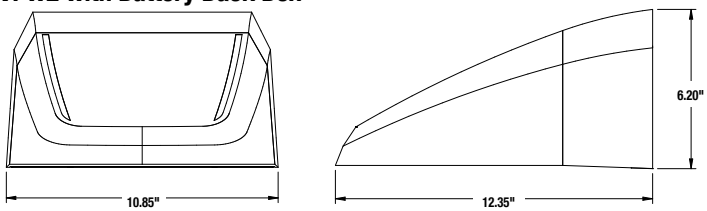
VPW1



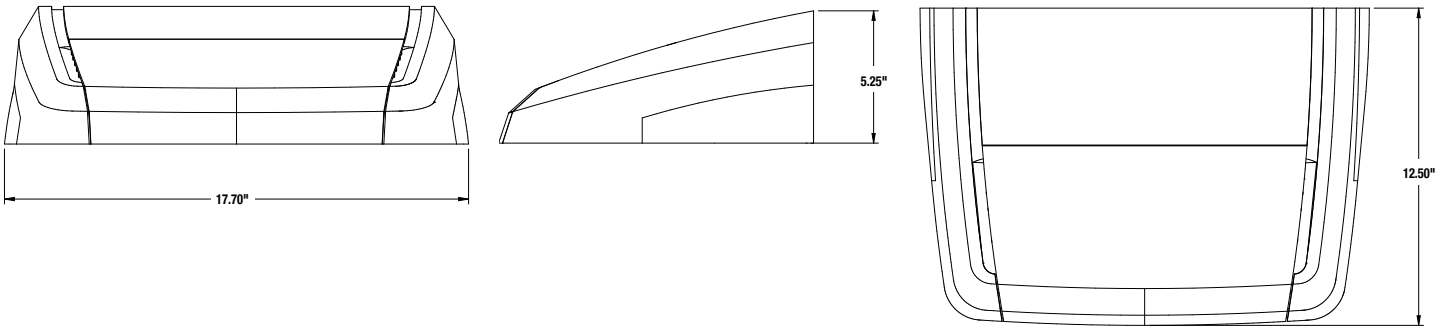
VPW2



VPW2 with Battery Back Box



VPW3



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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

DATE: LOCATION:

TYPE: PROJECT:

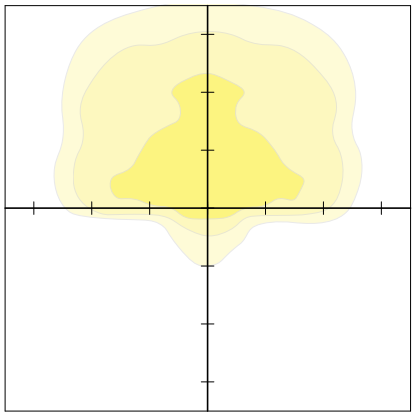
CATALOG #:

BATTERY OPTIONS & HOUSING SIZES

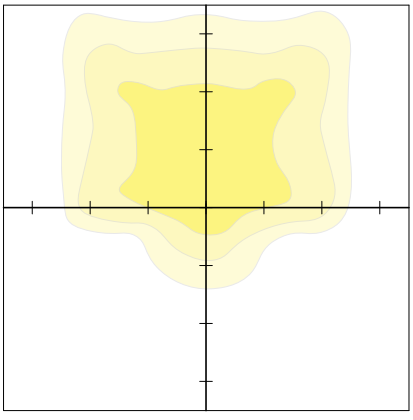
				Battery (E)		Battery with Heater (EH)	
Size	**Optics**	**# LEDs**	**Fixture Wattage**	**E (10W)**	**Housing**	**EH (13W)**	**Housing**
VPW1	Micro Strike	24L	10W	N/A	Not Available	N/A	Not Available
			15W				
			25W				
VPW2	Micro Strike	48L	15W	Y	Standard Housing	Y	Includes Integrated Back Box
			20W	Y	Standard Housing	Y	Includes Integrated Back Box
			30W	N/A	Not Available	Y	Includes Integrated Back Box
			35W	N/A	Not Available	Y	Includes Integrated Back Box
			45W	N/A	Not Available	Y	Includes Integrated Back Box
		80L	20W	N/A	Not Available	Y	Includes Integrated Back Box
			25W			Y	Includes Integrated Back Box
			35W			Y	Includes Integrated Back Box
			45W			Y	Includes Integrated Back Box
			55W			Y	Includes Integrated Back Box
			65W			Y	Includes Integrated Back Box
			70W			Y	Includes Integrated Back Box
	Strike	18L	25W	N/A	Not Available	Y	Includes Integrated Back Box
			30W			Y	Includes Integrated Back Box
			39W			Y	Includes Integrated Back Box
			50W			Y	Includes Integrated Back Box
			60W			Y	Includes Integrated Back Box
VPW3	Micro Strike	160L	45W	N/A	Not Available	Yes	Standard Housing
			70W			Yes	Standard Housing
			95W			Yes	Standard Housing
			105W			N/A	Not Available
			135W			N/A	Not Available
			155W			N/A	Not Available
	Strike	36L	55W	N/A	Not Available	Yes	Standard Housing
			80W			Yes	Standard Housing
			100W			Yes	Standard Housing
			120W			N/A	Not Available

PHOTOMETRY - BATTERY

18L BATTERY PHOTOMETRY



80L BATTERY PHOTOMETRY



Mounting Height: 12ft
Scale: 10ft

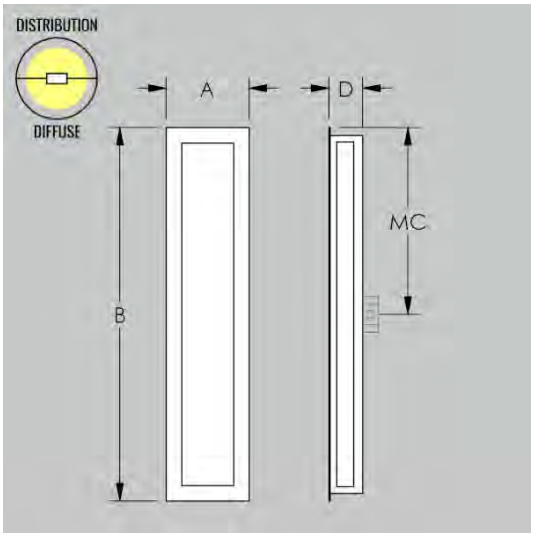
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Fixture Number					
Project Title		Type		Qty	
Comments					

- White Acrylic Front, Side, Top & Bo om Lens
- Shallow Pro le
- Wet Loca on

OW425 | Lane





Dimensions and Lamping:

OW425-24 8”A x 24” B x 3.25” D x 12” MC .....Weight: 9 lbs.
LN LED: Nominal 20W, 1500 Delivered Lumens

OW425-36 8”A x 36” B x 3.25” D x 18” MC .....Weight: 14 lbs.
LN LED: Nominal 40W, 3000 Delivered Lumens

OW425-48 8”A x 48” B x 3.25” D x 24” MC .....Weight: 18 lbs.
LN LED: Nominal 60W, 4550 Delivered Lumens

LED Color Temperature:

30K 3000K **35K** 3500K **40K** 4000K

Control:

CLV Integral Power Supply, 0-10V Dimming to 1%

Voltage:

1 120V **2** 277V **MV** Mul -Volt

Diffusers:

WA Gloss White Acrylic
WM Ma e White Acrylic

Standard Finishes:

PAL	Aluminum	**PBB**	Brushed Brass	**POR**	Pure Orange (RAL 2004)
PNL	Nickel	**PAB**	An que Brass	**PYL**	Tra Yellow (RAL 1023)
PBR	Bronze	**PHB**	Hammered Bronze	**PGR**	Emerald Green (RAL 6001)
PLB	Light Bronze	**PHC**	Hammered Copper	**PBL**	Signal Blue (RAL 5005)
PMB	Medium Bronze	**PHS**	Hammered Silver	**STBD**	To Be Determined
PDB	Dark Bronze	**PSG**	Sa n Gold		
PSB	Sa n Black	**PPA**	Pa na		
PMW	Ma e White	**PRD**	Tra Red (RAL 3020)		

Other Options:

REM Remote Emergency Power Supply

Notes:

- Custom sizes and nishes available upon request.
- Camman reserves the right to make design changes without prior no ce.
- Moun ng is to a 4 inch octagonal junc on box.
- Photometric informa on is available at cammanligh ng.com

Additional Information

Color Temperature Adjustment	
Color Temperature	**Multiplier**
2700K	.967
3000K	.984
3500K	1.000
4000K	1.032

LED Performance	
Color Rendering Index	80CRI Standard (90CRI Available)
L70 (Projected):	>72,000 hours

Warranty	**5 years** (electrical components retain the component manufacturer warranty).

Camman Plus Customizations

Camman **Standard Plus** products provide an extra degree of freedom to customize most standard products, including dimensions, nish, performance, and adding or removing details. Visit www.cammanlig ng.com/plus to learn more about the Plus program, and visit this xture to see what speci c o ons might be available.

Standard Finishes

MODERN



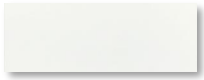
PAL Aluminum



PNL Nickel



PSB Sa n Black



PMW Ma e White

NEUTRAL



PAB An que Brass



PBB Brushed Brass



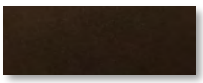
PSG Sa n Gold



PLB Light Bronze



PMB Medium Bronze



PBR Bronze



PDB Dark Bronze

TEXTURES



PHS Hammered Silver



PHB Hammered Bronze



PHC Hammered Copper



PPA Pa na

COLORS



PRD Tra Red
(RAL 3020)



POR Pure Orange
(RAL 2004)



PYL Tra Yellow
(RAL 1023)



PGR Emerald Green
(RAL 6001)



PBL Signal Blue
(RAL 5005)

- Colors are for reference only and may vary per monitor.
- See cammanligh ng.com/resources for more informa on, or contact your local rep for nish samples.

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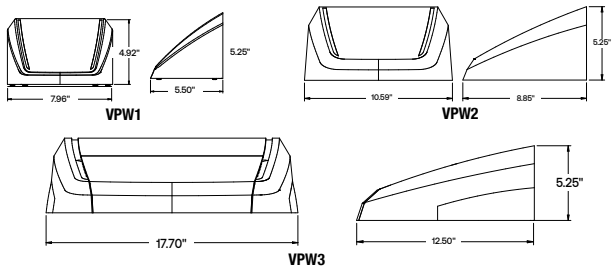
VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

MICRO STRIKE | OPTICS STRIKE





	Weight
VPW1	4.1 lbs / 1.86 kg
VPW2	7.15 lbs / 3.24 kg
VPW3	17.1 lbs / 7.80 kg

FEATURES

- Low profile LED wall luminaire with a variety of IES distributions for lighting applications such as retail, commercial and industrial building mount
- Featuring Strike and Micro Strike Optics which maximizes target zone illumination with minimal losses at the house-side, reducing light trespass issues
- Visual Comfort - Option for Size 2 and Size 3
- Control options including photo control, occupancy sensing, NX Distributed Intelligence™, and LightGRID+.
- Battery Backup options available for emergency code compliance
- Quick-mount adapter allows easy installation/maintenance
- 347V and 480V versions for industrial applications and Canada

C US BAA TAA

CONTROL TECHNOLOGY

NX CONNECT NX WIRED NX WIRELESS LIGHTGRID+

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish
- Powder paint finish provides durability in outdoor environments. Tested to meet 1000 hour salt spray rating

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- 2700K, 3000K, 3500K, 4000K and 5000K CCTs
- Zero uplight distributions
- LED optics provide IES type II, III and IV distributions.

INSTALLATION

- Quick-mount adapter provides easy installation to wall or to recessed junction boxes (4" square junction box)
- Designed for direct j-box mount.

ELECTRICAL

- 120V-277V universal voltage 50/60Hz 0-10V dimming drivers
- 347V input is available in most wattage, 480V is available for 55W and above.
- Ambient operating temperature -40˚C to 40˚C
- Driver RoHS and IP66
- 10kV Surge Protector optional
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options can not be included in one same fixture.
- Dimming drivers are standard. Select CD (Customer Dimming) for the dimming wires to be extended outside the fixture.

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- Button photocontrol is suitable for 120-277V operation
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor

CONTROLS CONTINUED

- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Battery Backup suitable for operating temperatures -20˚C to 40˚C.
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application.
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor.

CERTIFICATIONS

- Certified to UL 1598 and CSA 22.2#250.0-24
- IP65 rated housing
- Emergency battery backup options are California Energy Commission (CEC) Title 20 Compliant
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-9) and Trade Agreements Act (FAR 52.225- 11). See Buy America(n) Solutions (link to https://http://www.currentlighting.com/resources/americasolutions).
- DarkSky approved with 3000K CCT or warmer

WARRANTY

- 5 year limited warranty

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ORDERING GUIDE

Example: VPW1–24L-10–3K7–2–UNV–BLS

CATALOG #

Series		Optic Platform		Size	# LEDs - Wattage		CCT/CRI		Distribution		Voltage		Color	
VPW	Viper Wall	**(blank)**	Microstrike	**1**	**24L-10**	1,000 Lumens	**27K8**	2700K, 80 CRI[16]	**FR**	Auto Front Row[7, 15]	**UNV**	120-277V	**BLT**	Black Matte Textured
		ST	Strike		**24L-15**	2,000 Lumens	**3K7**	3000K, 70 CRI[16]	**2**	IES TYPE 2	**120**	120V	**BLS**	Black Gloss Smooth
					24L-25	3,000 Lumens	**4K7**	4000K, 70 CRI	**3**	IES TYPE 3	**208**	208V	**DBT**	Dark Bronze Matte Textured
				2	**48L-15**	2,000 Lumens	**5K7**	5000K, 70 CRI	**4F**	IES TYPE 4 Forward	**240**	240V	**DBS**	Dark Bronze Gloss Smooth
					48L-20	3,000 Lumens	**3K8**	3000K, 80 CRI	**4W**	IES TYPE 4W	**277**	277V	**GTT**	Graphite Matte Textured
					48L-30	4,000 Lumens	**35K8**	3500K, 80 CRI			**347**	347V	**LGS**	Light Grey Gloss Smooth
					48L-35	5,000 Lumens	**4K8**	4000K, 80 CRI			**480**	480V	**LGT**	Light Grey Matte Textured
					48L-45	6,000 Lumens	**5K8**	5000K, 80 CRI					**PSS**	Platinum Silver Smooth
					80L-20	3,000 Lumens	**AP**	Phosphor Converted Amber[1]					**WHT**	White Matte Textured
					80L-25	4,000 Lumens							**WHS**	White Gloss Smooth
					80L-35	5,000 Lumens							**VGT**	Verde Green Textured
					80L-45	6,000 Lumens							**Color Option**	
					80L-55	7,000 Lumens							**CC**	Custom Color
					80L-65	8,000 Lumens								
					80L-70	8,500 Lumens								
					18L-25	3,000 Lumens, Strike Optics								
					18L-30	4,000 Lumens, Strike Optics								
					18L-39	4,750 Lumens, Strike Optics								
					18L-50	6,000 Lumens, Strike Optics								
					18L-60	6,500 Lumens, Strike Optics								
				3	**160L-45**	7,000 Lumens								
					160L-70	10,000 Lumens								
					160L-95	12,500 Lumens								
					160L-105	15,000 Lumens								
					160L-135	17,500 Lumens								
					160L-155	20,000 Lumens								
					36L-55	7,000 Lumens, Strike Optics								
					36L-80	9,500 Lumens, Strike Optics								
					36L-100	11,500 Lumens, Strike Optics								
					36L-120	13,000 Lumens, Strike Optics								

Control Options Network[3,7,11,13]	
NXWS12F	NX Networked Wireless Enabled Integral NXSMP2-OMNI PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[14]
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[9]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[9]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor
WIR	LightGRID+ In-Fixture Module[9]
WIRSC	LightGRID+ In-Fixture Moduel with BTS occupancy[9]
Stand Alone Sensors[7,11,13]	
BTS-14F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor[4,9]
BTS-40F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor[4,9]
BTSO-12F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor, up to 12' mounting height[14]
Photocontrol[13]	
PC	Button Photocontrol 120-277V

Options	
F	Fusing[5,7]
E	Battery[6,7,8]
EH	Battery with Heater[6,7,8]
CS	Comfort Shield[7,10]
SP	10kA Surge Protector
2PF	Dual Power Feed[2,7,8,17]
2DR	Dual Driver[2,7,8,17]
CD	Customer Dimming[12]
DTS	Dimming Transfer Switch[7]

Notes:

1 Available with Micro Strike Optics only
2 Not available with 480V in Size 1 and Size 2
3 Networked controls cannot be combined with other control options
4 Not available with VPW1 or with 2PF or 2DR options
5 Must specify voltage (VPW1 & VPW2: 120V, 277V or 347V; VPW3: 120V, 208V, 240V, 277V, 347V or 480V)
6 See page 10 for detail Battery configurations
7 Not available in VPW1
8 2PF can't be combined with E or EH; 2DR can't be combined with E or EH in VPW2
9 Not avialable in VPW1 and VPW2
10 Not available with Micro Strike 24L and 48L. Not available with Strike 18L and 36L
11 Not available with 2PF
12 Not available with Network Control options or Stand Alone Sensors. Can be ordered with PC
13 Not available in 480V in VPW2; Only available in 480V in VPW3 in 80W, 100W, 120W, 135W and 155W
14 NXWS12F and BTSO-12F are the only sensors available in VPW2
15 Available with Strike Optics only (18L or 36L)
16 DarkSky approved with 3000K CCT or warmer
17 Not available in Size 2 80L

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CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ACCESSORIES AND REPLACEMENT PARTS - MADE TO ORDER

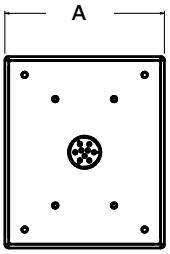
	Catalog Number	Description
☐	**WP-BB-XXX**	Back Box Accessory for conduit entry[1]
☐	**CS**	Comfort Shield[2]

Notes:

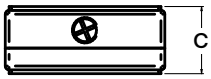
1 replace "xxx" with color option

2 Not available with Micro Strike 24L and 48L or Strike 18L and 36L

DIMENSIONS



Back Box Accessory



A	B	C
4.9" 124mm	5.9" 150mm	2.1" 53mm

CONTROLS FUNCTIONALITY

OUTDOOR LIGHTING CONTROLS OPTIONS

LIGHTGRID+

	Control Option Ordering Logic & Description		Control Option Functionality									Control Option Components	
			Networkable	Grouping	Scheduling	Occupancy/ Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming	Sensor Height		
NX Wireless	NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor	✓	✓	✓	–	–	✓	✓	✓	–		NXRM2-H
NX Wireless	NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	16ft		NXSMP2-LMO
NX Wireless	NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	40ft		NXSMP2-HMO
LightGRID+	WIR	LightGRID+ In-Fixture Module	✓	–	✓	–	–	✓	✓	Gateway	–		WIR
Independent	BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	12ft		BTSMP-OMNI-O
Independent	BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	14ft		BTSMP-LMO
Independent	BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	40ft		BTSMP-HMO

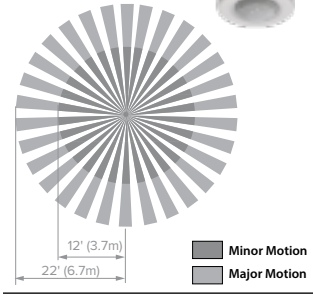
DEFAULT SETTINGS

NX Wireless	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	15 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0%
Daylight Sensor	Disabled
Bluetooth	Enabled
2.4GHz Wireless Mesh	Off
"Passcode Factory Passcode: HubbN3T!"	Enabled

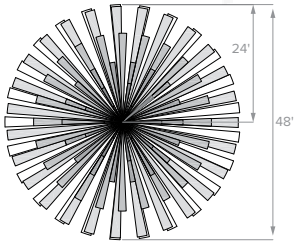
Stand Alone	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	8 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0% (Off)
Daylight Sensor	Disabled

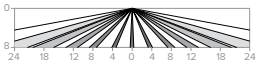
NX WIRELESS COVERAGE PATTERNS

NXSMP2-OMNI



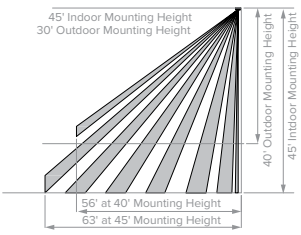
NXSMP2-LMO





Sensor Lens Coverage and Detection Patterns When Mounted at 8ft with Low Mount Lens

NXSMP2-HMO



Sensor Lens Coverage and Detection Patterns When Mounted at 40ft and 45ft with Standard Lens

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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

NX LIGHTING CONTROLS FREE APP



The NX Lighting Controls App is free to use mobile application for programming both NX Lighting Controls System or Standalone Bluetooth Sensors. The mobile app allows you to configure devices, discover and setup wireless enable luminiares and program NX system settings.

Apple App: https://apps.apple.com/us/app/nx-lighting-controls/id962112904

Google Play: https://play.google.com/store/apps/details?id=io.cordova.NXBTR&hl=en_US&gl=US

NX LIGHTING CONTROLS

Apple App

Google Play

CONTROLS TECH SUPPORT 800-888-8006 (7:00 AM - 7:00 PM)

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98
50°C	122°F	0.97

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

PROJECTED LUMEN MAINTENANCE

	OPERATING HOURS		
Ambient Temp.	0	25,000	TM-21-22 60,000
25°C / 77°F	1.00	0.91	0.83
40°C / 104°F	0.99	0.90	0.82

Lumen maintenance values calculated per TM-21 using six times the LM-80 test time for the LED and in-situ thermal testing of the luminaire.

MULTIPLIER

Micro Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	–	0.841	–
3000K	0.977	0.861	0.647
3500K	–	0.900	–
4000K	1	0.926	0.699
5000K	1	0.937	0.791
Monochromatic Amber Multiplier			
Amber	0.710		

Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	0.9	0.81	0.62
3000K	0.933	0.853	0.659
3500K	0.959	0.894	0.711
4000K	1	0.9	0.732
5000K	1	0.9	0.732
Monochromatic Amber Multiplier			
Amber	See Amber Spec Sheet		

PERFORMANCE DATA: MICROSTRIKE

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW1	24L	10	6.6	2	1068	141	0	0	0	1068	141	0	0	0	989	131	0	0	0
				3	1076	142	0	0	1	1076	142	0	0	1	997	131	0	0	1
				4F	1052	139	0	0	1	1052	139	0	0	1	974	129	0	0	1
				4W	1041	137	0	0	1	1041	137	0	0	1	964	127	0	0	1
		15	14	2	1993	129	1	0	0	1993	129	1	0	0	1845	119	1	0	0
				3	2008	130	1	0	1	2008	130	1	0	1	1859	120	0	0	1
				4F	1964	127	0	0	1	1964	127	0	0	1	1818	117	0	0	1
				4W	1943	125	1	0	1	1943	125	1	0	1	1799	116	0	0	1
		25	23.0	2	3055	125	1	0	1	3055	125	1	0	1	2828	116	1	0	1
				3	3078	126	1	0	1	3078	126	1	0	1	2850	117	1	0	1
				4F	3010	123	1	0	1	3010	123	1	0	1	2787	114	1	0	1
				4W	2978	122	1	0	1	2978	122	1	0	1	2757	113	1	0	1

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

PERFORMANCE DATA: MICROSTRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW2	48L	15	13.1	2	2139	145	1	0	1	2139	145	1	0	1	1981	134	1	0	1
				3	2163	146	1	0	1	2163	146	1	0	1	2003	135	1	0	1
				4F	2097	143	0	0	1	2097	143	0	0	1	1942	132	0	0	1
				4W	2101	143	1	0	1	2101	143	1	0	1	1946	132	0	0	1
		20	20.5	2	2973	141	1	0	1	2973	141	1	0	1	2753	130	1	0	1
				3	3007	142	1	0	1	3007	142	1	0	1	2784	132	1	0	1
				4F	2915	138	1	0	1	2915	138	1	0	1	2699	128	1	0	1
				4W	2921	138	1	0	1	2921	138	1	0	1	2705	128	1	0	1
		30	28.8	2	4000	137	1	0	1	4000	137	1	0	1	3704	126	1	0	1
				3	4045	138	1	0	1	4045	138	1	0	1	3745	128	1	0	1
				4F	3922	134	1	0	1	3922	134	1	0	1	3631	124	1	0	1
				4W	3930	134	1	0	2	3930	134	1	0	2	3638	124	1	0	1
		35	37.3	2	4997	134	1	0	1	4997	134	1	0	1	4627	124	1	0	1
				3	5053	135	1	0	2	5053	135	1	0	2	4679	125	1	0	1
				4F	4899	131	1	0	1	4899	131	1	0	1	4536	122	1	0	1
				4W	4909	132	1	0	2	4909	132	1	0	2	4545	122	1	0	2
		45	45.9	2	5990	127	1	0	1	5990	127	1	0	1	5546	118	1	0	1
				3	6057	128	1	0	2	6057	128	1	0	2	5608	119	1	0	2
				4F	5872	124	1	0	2	5872	124	1	0	2	5437	115	1	0	1
				4W	5884	125	1	0	2	5884	125	1	0	2	5448	115	1	0	2
	80L	20	19.4	2	3485	161	1	0	1	3485	161	1	0	1	3200	147	1	0	1
				3	3516	162	1	0	1	3516	162	1	0	1	3229	149	1	0	1
				4F	3485	161	1	0	1	3485	161	1	0	1	3200	147	1	0	1
				4W	3535	163	1	0	1	3535	163	1	0	1	3246	150	1	0	1
		25	26.7	2	4443	154	1	0	1	4443	154	1	0	1	4080	141	1	0	1
				3	4483	155	1	0	1	4483	155	1	0	1	4117	142	1	0	1
				4F	4443	154	1	0	1	4443	154	1	0	1	4080	141	1	0	1
				4W	4507	156	1	0	1	4507	156	1	0	1	4139	143	1	0	1
		35	34.2	2	5438	147	1	0	1	5438	147	1	0	1	4994	135	1	0	1
				3	5488	148	1	0	1	5488	148	1	0	1	5039	136	1	0	1
				4F	5438	147	1	0	1	5438	147	1	0	1	4994	135	1	0	1
				4W	5516	149	1	0	2	5516	149	1	0	2	5066	137	1	0	1
		45	41.7	2	6369	145	1	0	1	6369	145	1	0	1	5848	133	1	0	1
				3	6427	146	2	0	2	6427	146	2	0	2	5901	134	1	0	1
				4F	6369	145	1	0	1	6369	145	1	0	1	5848	133	1	0	1
				4W	6460	147	1	0	2	6460	147	1	0	2	5933	135	1	0	2
		55	50.6	2	7209	137	2	0	2	7209	137	2	0	2	6620	126	1	0	1
				3	7275	139	2	0	2	7275	139	2	0	2	6680	127	2	0	2
				4F	7209	137	1	0	1	7209	137	1	0	1	6620	126	1	0	1
				4W	7313	139	1	0	2	7313	139	1	0	2	6715	128	1	0	2
		65	58.3	2	7781	130	2	0	2	7781	130	2	0	2	7145	119	2	0	2
				3	7852	131	2	0	2	7852	131	2	0	2	7210	120	2	0	2
				4F	7781	130	2	0	1	7781	130	2	0	1	7145	119	1	0	1
				4W	7893	132	1	0	2	7893	132	1	0	2	7248	121	1	0	2
		70	63.5	2	8367	128	2	0	2	8367	128	2	0	2	7683	117	2	0	2
				3	8443	129	2	0	2	8443	129	2	0	2	7753	119	2	0	2
				4F	8367	128	2	0	1	8367	128	2	0	1	7683	117	2	0	1
				4W	8487	130	1	0	2	8487	130	1	0	2	7794	119	1	0	2

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

PERFORMANCE DATA: MICROSTRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW3	160L	45	46.2	2	7623	148	1	0	2	7623	148	1	0	2	7000	136	1	0	1
				3	7626	148	2	0	2	7626	148	2	0	2	7003	136	2	0	2
				4F	7590	147	2	0	1	7590	147	2	0	1	6970	135	1	0	1
				4W	7715	150	1	0	2	7715	150	1	0	2	7084	138	1	0	2
		70	68.3	2	10322	139	2	0	2	10322	139	2	0	2	9478	128	2	0	2
				3	10326	140	2	0	2	10326	140	2	0	2	9482	128	2	0	2
				4F	10277	139	2	0	2	10277	139	2	0	2	9437	128	2	0	2
				4W	10446	141	2	0	2	10446	141	2	0	2	9592	130	1	0	2
		95	91	2	12929	132	2	0	2	12929	132	2	0	2	11872	121	2	0	2
				3	12934	132	3	0	3	12934	132	3	0	3	11877	121	3	0	3
				4F	12873	131	2	0	2	12873	131	2	0	2	11821	120	2	0	2
				4W	13084	133	2	0	3	13084	133	2	0	3	12015	122	2	0	3
		105	106.3	2	15055	138	2	0	2	15055	138	2	0	2	13825	127	2	0	2
				3	15062	138	3	0	3	15062	138	3	0	3	13831	127	3	0	3
				4F	14991	138	2	0	2	14991	138	2	0	2	13766	127	2	0	2
				4W	15236	140	2	0	3	15236	140	2	0	3	13991	129	2	0	3
		135	134.8	2	17533	127	3	0	3	17533	127	3	0	3	16100	116	3	0	3
				3	17541	127	3	0	3	17541	127	3	0	3	16107	116	3	0	3
				4F	17457	126	2	0	2	17457	126	2	0	2	16031	116	2	0	2
				4W	17744	128	2	0	4	17744	128	2	0	4	16294	118	2	0	3
		155	158.3	2	20066	123	3	0	3	20066	123	3	0	3	18426	113	3	0	3
				3	20075	123	3	0	3	20075	123	3	0	3	18434	113	3	0	3
				4F	19980	123	3	0	3	19980	123	3	0	3	18347	113	2	0	2
				4W	20307	125	2	0	4	20307	125	2	0	4	18648	115	2	0	4

PERFORMANCE DATA: STRIKE

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW2	18L	25	22.6	2	3314	147	1	0	1	3298	146	1	0	G1	3171	140	1	0	1
				3	3356	148	1	0	1	3340	148	1	0	G1	3212	142	1	0	1
				4F	3367	149	0	0	1	3351	148	0	0	G1	3222	143	0	0	1
				4W	3361	149	1	0	2	3345	148	1	0	G2	3216	142	1	0	2
		30	31.3	2	4124	132	1	0	1	4104	131	1	0	G1	3946	126	1	0	1
				3	4176	133	1	0	2	4156	133	1	0	G2	3996	128	1	0	1
				4F	4189	134	1	0	1	4169	133	1	0	G1	4009	128	1	0	1
				4W	4182	134	1	0	2	4162	133	1	0	G2	4002	128	1	0	2
		39	38.8	2	4894	126	1	0	1	4870	126	1	0	G1	4683	121	1	0	1
				3	4956	128	1	0	2	4932	127	1	0	G2	4742	122	1	0	2
				4F	4972	128	1	0	2	4948	128	1	0	G2	4758	123	1	0	2
				4W	4963	128	1	0	2	4939	127	1	0	G2	4749	122	1	0	2
		50	52.6	2	6325	120	1	0	1	6295	120	1	0	G1	6052	115	1	0	1
				3	6405	122	1	0	2	6374	121	1	0	G2	6129	117	1	0	2
				4F	6426	122	1	0	2	6395	122	1	0	G2	6149	117	1	0	2
				4W	6414	122	1	0	3	6384	121	1	0	G3	6138	117	1	0	3
		60	60.4	2	6865	114	1	0	2	6832	113	1	0	G2	6569	109	1	0	2
				3	6952	115	1	0	2	6919	115	1	0	G2	6652	110	1	0	2
				4F	6974	115	1	0	2	6941	115	1	0	G2	6674	110	1	0	2
				4W	6962	115	1	0	3	6929	115	1	0	G3	6662	110	1	0	3

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PERFORMANCE DATA: STRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW3	36L	55	63.1	2	7284	135	1	0	2	7249	134	1	0	G2	6970	129	1	0	2
				3	7376	137	1	0	2	7341	136	1	0	G2	7058	131	1	0	2
				4F	7400	137	1	0	2	7364	137	1	0	G2	7081	131	1	0	2
				4W	7387	137	1	0	3	7351	136	1	0	G3	7069	131	1	0	3
		80	77.6	2	9788	126	2	0	2	9741	126	2	0	G2	9366	121	2	0	2
				3	9912	128	1	0	3	9864	127	1	0	G3	9485	122	1	0	3
				4F	9944	128	1	0	2	9896	128	1	0	G2	9516	123	1	0	2
				4W	9926	128	1	0	3	9879	127	1	0	G3	9499	122	1	0	3
		105	108.2	2	12650	128	2	0	2	12589	127	2	0	G2	12105	122	2	0	2
				3	12810	130	2	0	3	12748	129	2	0	G3	12258	124	2	0	3
				4F	12851	130	1	0	3	12790	129	1	0	G3	12298	124	1	0	3
				4W	12829	130	2	0	3	12767	129	2	0	G3	12276	124	2	0	3
		120	120.9	2	13730	114	2	0	2	13664	113	2	0	G2	13138	109	2	0	2
				3	13904	115	2	0	3	13837	114	2	0	G3	13305	110	2	0	3
				4F	13949	115	1	0	3	13882	115	1	0	G3	13348	110	1	0	3
				4W	13924	115	2	0	4	13857	115	2	0	G4	13324	110	2	0	3

ELECTRICAL DATA: STRIKE

# OF LEDS	18L				
NOMINAL WATTAGE	25	30	39	50	60
SYSTEM POWER (W)	22.6	31.3	38.8	52.6	60.4
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.21	0.26	0.32	0.44	0.50
208	0.12	0.15	0.19	0.25	0.29
240	0.10	0.13	0.16	0.22	0.25
277	0.09	0.11	0.14	0.19	0.22
347	0.07	0.09	0.11	0.15	0.17
480	0.05	0.07	0.08	0.11	0.13

# OF LEDS	36L			
NOMINAL WATTAGE	55	80	100	120
SYSTEM POWER (W)	53.9	77.6	98.9	120.9
INPUT VOLTAGE (V)	CURRENT (Amps)			
120	0.45	0.65	0.82	1.01
208	0.26	0.37	0.48	0.58
240	0.22	0.32	0.41	0.50
277	0.19	0.28	0.36	0.44
347	0.16	0.22	0.29	0.35
480	0.11	0.16	0.21	0.25

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ELECTRICAL DATA: MICROSTRIKE

# OF LEDS	24L		
NOMINAL WATTAGE	10	15	25
SYSTEM POWER (W)	6.6	14.0	23.0
INPUT VOLTAGE (V)	CURRENT (Amps)		
120	0.06	0.12	0.19
208	0.03	0.07	0.11
240	0.03	0.06	0.10
277	0.02	0.05	0.08
347	0.02	0.04	0.07
480	0.01	0.03	0.05

# OF LEDS	48L				
NOMINAL WATTAGE	15	20	30	35	45
SYSTEM POWER (W)	13.1	20.5	28.8	37.3	45.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.11	0.17	0.24	0.31	0.38
208	0.06	0.10	0.14	0.18	0.22
240	0.05	0.09	0.12	0.16	0.19
277	0.05	0.07	0.10	0.13	0.17
347	0.04	0.06	0.08	0.11	0.13
480	0.03	0.04	0.06	0.08	0.10

# OF LEDS	80L						
NOMINAL WATTAGE	20	25	35	45	55	65	70
SYSTEM POWER (W)	19.4	26.7	34.2	41.7	50.6	58.3	63.5
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	0.16	0.22	0.29	0.35	0.42	0.49	0.53
208	0.10	0.13	0.18	0.22	0.27	0.28	0.31
240	0.08	0.12	0.15	0.19	0.24	0.24	0.26
277	0.07	0.10	0.13	0.17	0.21	0.21	0.23
347	0.06	0.08	0.11	0.13	0.16	0.17	0.18
480	0.04	0.06	0.08	0.10	0.12	0.12	0.13

# OF LEDS	160L					
NOMINAL WATTAGE	45	70	95	105	135	155
SYSTEM POWER (W)	46.2	68.3	91	106.3	134.8	158.3
INPUT VOLTAGE (V)	CURRENT (Amps)					
120	0.39	0.57	0.76	0.89	1.12	1.32
208	0.22	0.33	0.44	0.51	0.65	0.76
240	0.19	0.28	0.38	0.44	0.56	0.66
277	0.17	0.25	0.33	0.38	0.49	0.57
347	0.13	0.20	0.26	0.31	0.39	0.46
480	0.10	0.14	0.19	0.22	0.28	0.33

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VIPER Wall

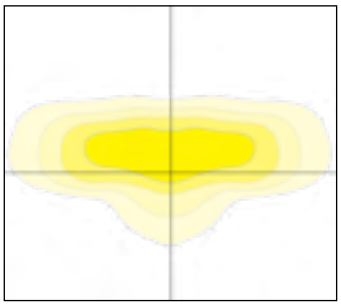
VPW1/VPW2/VPW3 LED WALLPACK

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

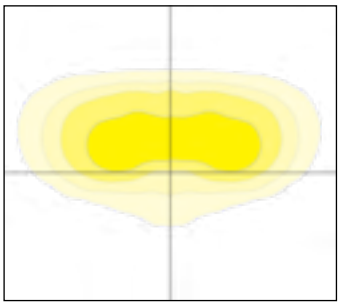
PHOTOMETRY

Mounting Height: 10ft

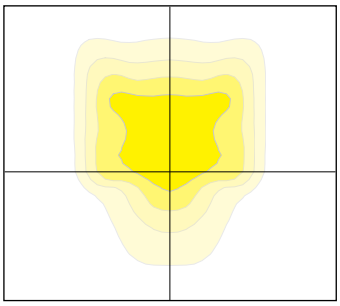
Type 2



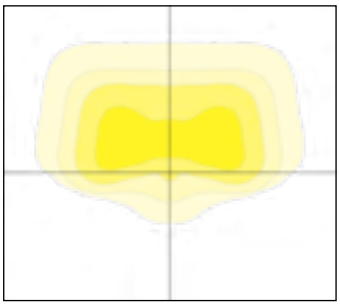
Type 3



Type 4F

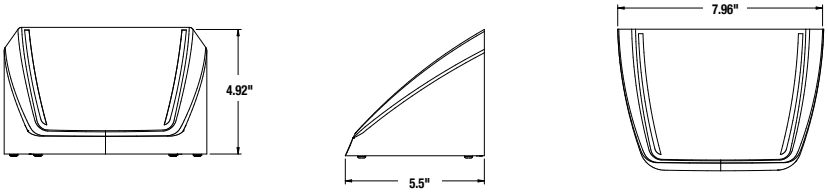


Type 4W

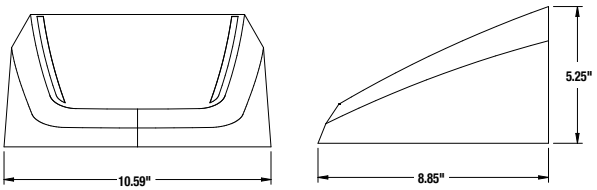


DIMENSIONS

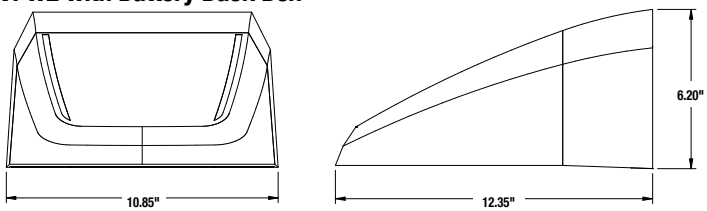
VPW1



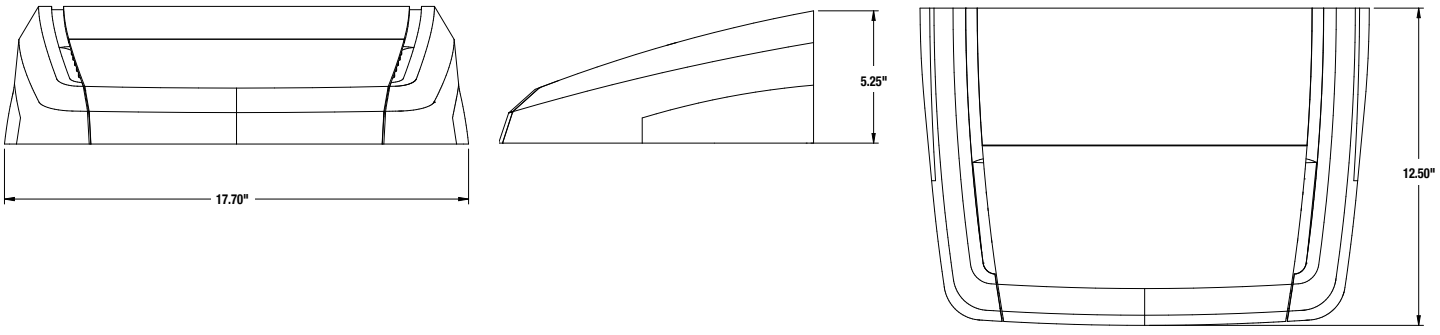
VPW2



VPW2 with Battery Back Box



VPW3



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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

DATE: LOCATION:

TYPE: PROJECT:

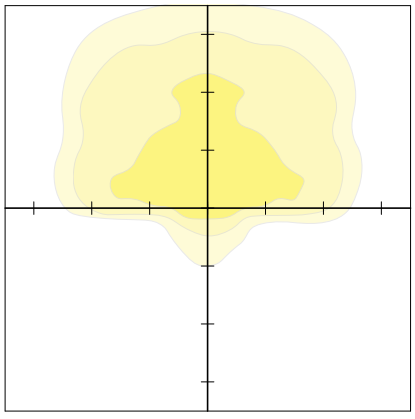
CATALOG #:

BATTERY OPTIONS & HOUSING SIZES

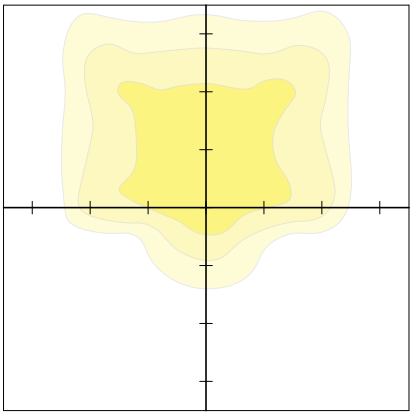
				Battery (E)		Battery with Heater (EH)	
Size	**Optics**	**# LEDs**	**Fixture Wattage**	**E (10W)**	**Housing**	**EH (13W)**	**Housing**
VPW1	Micro Strike	24L	10W	N/A	Not Available	N/A	Not Available
			15W				
			25W				
VPW2	Micro Strike	48L	15W	Y	Standard Housing	Y	Includes Integrated Back Box
			20W	Y	Standard Housing	Y	Includes Integrated Back Box
			30W	N/A	Not Available	Y	Includes Integrated Back Box
			35W	N/A	Not Available	Y	Includes Integrated Back Box
			45W	N/A	Not Available	Y	Includes Integrated Back Box
		80L	20W	N/A	Not Available	Y	Includes Integrated Back Box
			25W			Y	Includes Integrated Back Box
			35W			Y	Includes Integrated Back Box
			45W			Y	Includes Integrated Back Box
			55W			Y	Includes Integrated Back Box
			65W			Y	Includes Integrated Back Box
			70W			Y	Includes Integrated Back Box
	Strike	18L	25W	N/A	Not Available	Y	Includes Integrated Back Box
			30W			Y	Includes Integrated Back Box
			39W			Y	Includes Integrated Back Box
			50W			Y	Includes Integrated Back Box
			60W			Y	Includes Integrated Back Box
VPW3	Micro Strike	160L	45W	N/A	Not Available	Yes	Standard Housing
			70W			Yes	Standard Housing
			95W			Yes	Standard Housing
			105W			N/A	Not Available
			135W			N/A	Not Available
			155W			N/A	Not Available
	Strike	36L	55W	N/A	Not Available	Yes	Standard Housing
			80W			Yes	Standard Housing
			100W			Yes	Standard Housing
			120W			N/A	Not Available

PHOTOMETRY - BATTERY

18L BATTERY PHOTOMETRY



80L BATTERY PHOTOMETRY



Mounting Height: 12ft
Scale: 10ft

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Type:
BEGA Product:
Project:
Modified:

Application
BEGA system bollard head with unshielded 180° light distribution and safety guard. Simply order the bollard head and also the required bollard tube in various heights and options. Both modules can be joined together easily and quickly during the installation.

Materials
Clear safety glass with white ceramic coating
Marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy
High temperature silicone gasket
Mechanically captive stainless steel fasteners
Interlocking stainless steel mounting mechanism for attachment of head and tube

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65

Weight: 25.3 lbs.

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-30° C
LED module wattage	29.4 W
System wattage	34.0 W
Controllability	0-10V dimming down to 1%
Color rendering index	Ra > 80
Luminaire lumens	398 lm
LED service life (L70)	60000 hrs

LED color temperature
4000K (K4)
3500K (K35)
3000K (K3)
2700K (K27)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

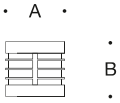
Finish
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL, custom, and premium colors provided in polyester powder and/or liquid paint.

Available colors
Black (BLK)
Silver (SLV)
Natural Bronze (NTB)
CUS:
Bronze (BRZ)
White (WHT)
RAL:

Available options

☐ CUS	Custom finish
☐ MGU	Marine grade undercoat
☐ NTB	Natural bronze (premium finish)
☐ RAL	RAL Classic, matte finish





System bollard head · Unshielded with safety guard · 180°

	LED	A	B
B99778	29.4 W	$10^{3}/_{8}$	$8^{7}/_{8}$

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

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System bollard summary · Round

BEGA

The overview provides a compact summary of the possibilities for combining the various bollard heads with the bollard tubes and their additional functions.

For each bollard head you can find matching bollard tubes with and without components.

System bollard heads with compatible tubes									
BEGA bollard tubes Ø in inches	ø5½	ø7½	ø5½	ø7½	ø10⅜	ø5½	ø7½	ø5½	ø7½	ø7½	ø7½	ø10⅜	ø7½	ø10⅜	ø7½	ø5½	ø7½	ø10⅜
Without components in two heights	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
With integral floodlight		•		•			•		•	•	•		•		•		•	
With integral PIR motion sensor		•		•	•		•		•	•	•	•	•	•	•		•	•
With emergency lighting battery		•		•	•		•		•	•	•	•	•	•	•		•	•
With drive-through protection					•							•		•				•
With integral GFCI outlet		•		•	•		•		•	•	•	•	•	•	•		•	•
With integral 240V receptaclefor electric vehicles					•							•		•				•
Wood bollard tubes	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

Compatible tubes · Ø10 3/8

System bollard tube · No access door

	A	B
B99619	10 3/8	14 3/4

System bollard tube · With access door

	A	B
B99624	10 3/8	34 1/2

System bollard tube · Integral PIR motion sensor

	A	B
B99659	10 3/8	34 1/2

System bollard tube · Integral emergency lighting battery

	A	B
B99636	10 3/8	34 1/2

System bollard tube · Drive-through protection

	A	B
B84623	10 3/8	34 3/8

System bollard tube · Integral GFCI outlet

	A	B
B99627	10 3/8	34 1/2

System bollard tube · Integral 240V receptacle

	A	B
B98010	10 3/8	39

Wood system bollard tube · Round

	A	B
B84465	10 3/8	34 1/2

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

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Updated 02/23/26

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Area/Site

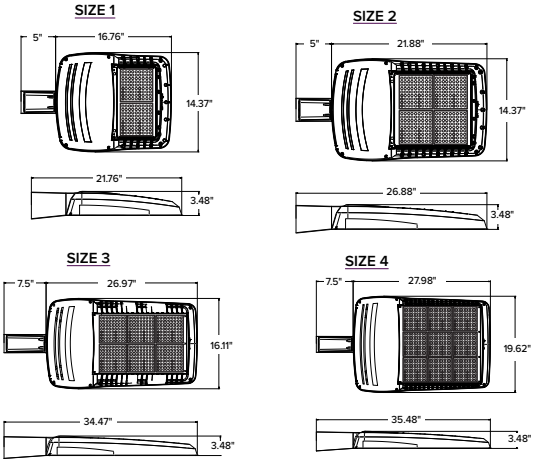
VIPER LUMINAIRE

MICRO STRIKE | SILICONE STRIKE | OPTICS STRIKE

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Lighting Controls™, LightGRID+ and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixture has shipped





c UL us IP65 IP66 IK10 | DLC LISTED | DLC LISTED PREMIUM | ida DARK SKY APPROVED 2016 | BAA | TAA

CONTROL TECHNOLOGY

NX CONNECT | NX WIRED | NX WIRELESS | LIGHTGRID

SERVICE PROGRAMS

STOCK | QS10

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (160, 320, 480, or 720 LED counts) maximize uniformity in applications and come standard with mid-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class distributions and maximum pole spacing in new applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Silicone Strike Optics (40, 80, 120, or 180 LED counts) maximize uniformity in applications and provides the highest LPW. These include an integral gasket allowing for IP66 rating. Catalog logic found on page 4.
- All optics maximize target zone illumination with minimal losses at the house-side, reducing light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero up-light at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 11
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQU) or accessory for square and round poles
- All mounting hardware included

INSTALLATION (CONTINUED)

- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1 mounted to a pole greater that 20ft, a vibration damper is recommended

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40˚C to 40˚C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/ IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options cannot be combined

CONTROLS

- Photo control, occupancy sensor programmable controls, and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- 0-10V Dimming Drivers are standard. Select CD option to have dimming leads extended outside the luminaire. Must specify if wiring leads are to be greater than the 6" standard.

	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

CONTROLS (CONTINUED)

- NX Lighting Controls™ available with in fixture wireless control module, features dimming and occupancy sensor
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

CERTIFICATIONS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Not all product variations listed in this document are DLC® qualified. Refer to http://www.designlights.org for the most up-to-date list.
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40˚C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated with Strike and Microstrike optics. Fixture is IP66 rated with Silicone Strike optics.
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-9) and Trade Agreements Act (FAR 52.225-11). See Buy America(n) Solutions (link to https://www.currentlighting.com/resources/america-solutions).
- FCC CFR Title 47 Part 15, Class A
- IK10 (Silicone Strike Optics Only)

WARRANTY

- 5 year warranty

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

SILICONE STRIKE OPTIC – ORDERING GUIDE

Example: VP-SS-1-40L-75-4K7-4W-UNV-ASQU-BLT

CATALOG #

VP – [ ] – [ ] – [ ] – [ ] – [ ] – [ ] – [ ] – [ ]

Series	Optic Platform	Size	Light Engine	CCT/CRI	Distribution	Optic Rotation	Voltage
VP Viper	**SS** Strike Silicone	**1** Size 1	**40L-35** 35W, 5,500 Lumens	**22K7** 2200K, 70 CRI	**2** Type 2	**BLANK** No Rotation	**UNV** 120-277V
			40L-50 50W, 7,500 Lumens	**27K7** 2700K, 70 CRI	**3** Type 3	**L** Optic rotation left	**120** 120V
			40L-65 65W, 10,000 Lumens	**27K8** 2700K, 80 CRI	**4W** Type 4 Wide	**R** Optic rotation right	**208** 208V
			40L-80 80W, 12,500 Lumens	**3K7** 3000K, 70 CRI	**4F** Type 4 Forward		**240** 240V
			40L-100 100W, 15,000 Lumens	**3K8** 3000K, 80 CRI	**5QM** Type 5 Square Medium		**277** 277V
			40L-120 120W, 17,500 Lumens	**35K8** 3500K, 80 CRI	**5QW** Type 5 Square Wide		**347** 347V
			40L-140 140W, 20,000 Lumens	**4K7** 4000K, 70 CRI			**480** 480V
			40L-170 170W, 22,500 Lumens	**4K8** 4000K, 80 CRI			
			40L-195 195W, 25,000 Lumens	**5K7** 5000K, 70 CRI			
		2 Size 2	**80L-75** 75W, 12,500 Lumens	**5K8** 5000K, 80 CRI			
			80L-90 90W, 15,000 Lumens				
			80L-105 105W, 17,500 Lumens				
			80L-130 130W, 21,000 Lumens				
			80L-155 155W, 24,000 Lumens				
			80L-175 175W, 27,000 Lumens				
			80L-205 205W, 30,000 Lumens				
			80L-225 225W, 33,000 Lumens				
			80L-250 250W, 36,000 Lumens				
			80L-280 280W, 40,000 Lumens				
		3 Size 3	**120L-190** 190W, 30,000 Lumens				
			120L-205 205W, 33,000 Lumens				
			120L-230 230W, 36,000 Lumens				
			120L-265 265W, 40,000 Lumens				
			120L-295 295W, 44,000 Lumens				
			120L-320 320W, 48,000 Lumens				
			120L-355 355W, 52,000 Lumens				
			120L-380 380W, 55,000 Lumens				
			120L-420 420W, 60,000 Lumens				
		4 Size 4	**180L-275** 275W, 44,000 Lumens				
			180L-295 295W, 48,000 Lumens				
			180L-335 335W, 52,000 Lumens				
			180L-360 360W, 55,000 Lumens				
			180L-395 395W, 60,000 Lumens				
			180L-435 435W, 65,000 Lumens				
			180L-470 470W, 70,000 Lumens				
			180L-510 510W, 75,000 Lumens				
			180L-550 550W, 80,000 Lumens				

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VIPER Area/Site

VIPER LUMINAIRE

SILICONE STRIKE OPTIC – ORDERING GUIDE (CONTINUED)

Mounting	
A	Arm mount for square pole/flat surface
A_	Arm mount for round pole [3]
ASQU	Universal arm mount for square pole
A_U	Universal arm mount for round pole [3]
AAU	Adjustable arm for pole mounting (universal drill pattern)
AA_U	Adjustable arm mount for round pole [3]
ADU	Decorative upswept Arm (universal drill pattern)
AD_U	Decorative upswept arm mount for round pole [3]
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle
T	Trunnion
WB	Wall Bracket, horizontal tenon with MAF
WM	Wall mount bracket with decorative upswept arm
WA	Wall mount bracket with adjustable arm

Color	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
LGT	Light Grey Gloss Textured
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured
Color Option	
CC	Custom Color

Options	
BC	Backlight Control (3%)
MBC	Max Backlight Control (1.5%)
LCC	Left Corner Control
RCC	Right Corner Control
F	Fusing
E	Battery Backup [1,2,7,8,9]
2PF	Dual Power Feed
2DR	Dual Driver
TE	Tooless Entry
TB	Terminal Block
CD	Customer Dimming
LS	Lumen Switch

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,4,5]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,4,5]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [4,5]
WIR	LightGRID+ In-Fixture Module [4,5]
WIRSC	LightGRID+ Module and Occupancy Sensor [4,5]
Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [13]
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming® Photocell and 360° Lens [13]
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [13]
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
7PR-TL	7-Pin PCR with photocontrol
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]
Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [11]
ADD	AutoDim Timer Based Dimming [12]
ADT	AutoDim Time of Day Dimming [12]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Battery temperature rating -20C to 55C
3 – Replace "_" with "3" for 2.75"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
4 – Networked Controls cannot be combined with other control options
5 – Not available with 2PF option
6 – Not available with 480V
7 – Not available with 347 or 480V
8 – Not available with Dual Driver option
9 – Only available in Size 1 housing, up to 105 Watts
10 – Some voltage restrictions may apply when combined with controls
11 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.
12 - Please refer to page 8 for AutoDim ordering guide
13 - BTSO and BTS are only compatible at 50W or greater.

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BEACON
design . performance . technology

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

MICROSTRIKE OPTICS – ORDERING GUIDE

Gray Shading = Service Program Limit of 15 luminaires QS10

Example: VP–2–320L-145–3K7–2–R–UNV–A3–BLT

CATALOG #

VP –

Series	
VP	Viper

–

Optic Platform	
Micro Strike	

–

Size	
1	Size 1
2	Size 2
3	Size 3
4	Size 4

–

Light Engine	
160L-35 [6]	5500 lumens
160L-50 [6]	7500 lumens
160L-75	10000 lumens
160L-100	12500 lumens
160L-115	15000 lumens
160L-135	18000 lumens
160L-160	21000 lumens
320L-145	21000 lumens
320L-170	24000 lumens
320L-185	27000 lumens
320L-210	30000 lumens
320L-235	33000 lumens
320L-255	36000 lumens
320L-315 [6]	40000 lumens
480L-285	40000 lumens
480L-320	44000 lumens
480L-340	48000 lumens
480L-390	52000 lumens
480L-425	55000 lumens
480L-470	60000 lumens
720L-435	60000 lumens
720L-475	65000 lumens
720L-515	70000 lumens
720L-565 [6]	75000 lumens
720L-600 [6]	80000 lumens
CLO	Custom Lumen Output [1]

–

CCT/CRI	
AP	AP-Amber Phosphor Converted
27K8	2700K, 80 CRI
3K7	3000K, 70 CRI
3K8	3000K, 80 CRI
35K8	3500K, 80 CRI
3K9	3000K, 90 CRI
4K7	4000K, 70 CRI
4K8	4000K, 80 CRI
4K9	4000K, 90 CRI
5K7	5000K, 70 CRI
5K8	5000K, 80 CRI

–

Distribution	
2	Type 2
3	Type 3
4F	Type 4 Forward
4W	Type 4 Wide
5QW	Type 5 Square Wide

–

Optic Rotation	
BLANK	**No Rotation**
L	Optic rotation left
R	Optic rotation right

–

Voltage	
UNV	120-277V
120	120V
208	208V
240	240V
277	277V
347	347V
480	480V

–

Mounting	
A	Arm mount for square pole/flat surface (B3 Drill Pattern) (Does not include round pole adapter)
A_	Arm mount for round pole [2]
ASQU	Universal arm mount for square pole. Can be used with B3 or S2 Drill Pattern
A_U	Universal arm mount for round pole [2]
AAU	Adjustable arm for pole mounting (universal drill pattern)
AA_U	Adjustable arm mount for round pole [2]
ADU	Decorative upswept Arm (universal drill pattern)
AD_U	Decorative upswept arm mount for round pole [2]
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle
T	Trunnion
WB	Wall Bracket, horizontal tenon with MAF
WM	Wall mount bracket with decorative upswept arm
WA	Wall mount bracket with adjustable arm

–

Color	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
LGT	Light Grey Gloss Textured
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured
Color Option	
CC	Custom Color

–

Options	
F	Fusing
2PF	Dual Power Feed
2DR	Dual Driver
TE	Tooless Entry
BC	Backlight Control [8]
TB	Terminal Block
CD	Customer Dimming

–

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [3,4]
WIR	LightGRID+ In-Fixture Module [3,4]
WIRSC	LightGRID+ Module and Occupancy Sensor [3,4]
Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
7PR-TL	7-Pin PCR with photocontrol
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]
Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [9]
ADD	AutoDim Timer Based Dimming [10]
ADT	AutoDim Time of Day Dimming [10]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Replace "_" with "3" for 2.75"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
3 – Networked Controls cannot be combined with other control options
4 – Not available with 2PF option
5 – Not available with Dual Driver option
6 – Some voltage restrictions may apply when combined with controls
7 – Not available with 480V
8 – BC not available on 4F and type 5 distributions
9 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.
10 - Please refer to page 8 for AutoDim ordering guide

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

STRIKE OPTIC – ORDERING GUIDE

Example: VP–ST–1–36L-39–3K7–2–UNV–A–BLT

CATALOG #

VP –

Series	
VP	Viper

– | Optic Platform | |
|---|---|
| ST | Strike |

– | Size | |
|---|---|
| 1 | Size 1 |
| 2 | Size 2 |
| 3 | Size 3 |
| 4 | Size 4 |

– | Light Engine | |
|---|---|
| 36L-39 [8] | 5500 lumens |
| 36L-55 [8] | 7500 lumens |
| 36L-85 | 10000 lumens |
| 36L-105 | 12500 lumens |
| 36L-120 | 14000 lumens |
| 72L-115 | 15000 lumens |
| 72L-145 | 18000 lumens |
| 72L-180 | 21000 lumens |
| 72L-210 | 24000 lumens |
| 72L-240 | 27000 lumens |
| 108L-215 [8] | 27000 lumens |
| 108L-250 | 30000 lumens |
| 108L-280 | 33000 lumens |
| 108L-325 | 36000 lumens |
| 108L-365 | 40000 lumens |
| 162L-320 | 40000 lumens |
| 162L-365 [10] | 44000 lumens |
| 162L-405 | 48000 lumens |
| 162L-445 | 52000 lumens |
| 162L-485 | 55000 lumens |
| 162L-545 [8] | 60000 lumens |
| CLO | Custom Lumen Output [1] |

– | CCT/CRI | |
|---|---|
| AM | monochromatic amber, 595nm |
| 27K8 | 2700K, 80 CRI |
| 3K7 | 3000K, 70 CRI |
| 3K8 | 3000K, 80 CRI |
| 3K9 | 3000K, 90 CRI |
| 35K8 | 3500K, 80 CRI |
| 4K7 | 4000K, 70 CRI |
| 4K8 | 4000K, 80 CRI |
| 4K9 | 4000K, 90 CRI |
| 5K7 | 5000K, 70 CRI |
| 5K8 | 5000K, 80 CRI |

– | Distribution | |
|---|---|
| FR | Auto Front Row |
| 2 | Type 2 |
| 3 | Type 3 |
| 4F | Type 4 Forward |
| 4W | Type 4 Wide |
| 5QN | Type 5 Square Narrow |
| 5QW | Type 5 Square Wide |
| 5QM | Type 5 Square Medium |
| 5W | Type 5 Wide (Round) |
| 5RW | Type 5 Rectangular |
| C | Corner Optic |
| TC | Tennis Court Optic |

– | Optic Rotation | |
|---|---|
| BLANK | No Rotation |
| L | Optic rotation left |
| R | Optic rotation right |

– | Voltage | |
|---|---|
| UNV | 120-277V |
| 120 | 120V |
| 208 | 208V |
| 240 | 240V |
| 277 | 277V |
| 347 | 347V |
| 480 | 480V |

–

Mounting	
A	Arm mount for square pole/flat surface
A_	Arm mount for round pole [3]
ASQU	Universal arm mount for square pole
A_U	Universal arm mount for round pole [3]
AAU	Adjustable arm for pole mounting (universal drill pattern)
AA_U	Adjustable arm mount for round pole [3]
ADU	Decorative upswept Arm (universal drill pattern)
AD_U	Decorative upswept arm mount for round pole [3]
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle
T	Trunnion
WB	Wall Bracket, horizontal tenon with MAF
WM	Wall mount bracket with decorative upswept arm
WA	Wall mount bracket with adjustable arm

– | Color | |
|---|---|
| BLT | Black Matte Textured |
| BLS | Black Gloss Smooth |
| DBT | Dark Bronze Matte Textured |
| DBS | Dark Bronze Gloss Smooth |
| GTT | Graphite Matte Textured |
| LGS | Light Grey Gloss Smooth |
| LGT | Light Grey Gloss Textured |
| PSS | Platinum Silver Smooth |
| WHT | White Matte Textured |
| WHS | White Gloss Smooth |
| VGT | Verde Green Textured |

Color Option	
CC	Custom Color

– | Options | |
|---|---|
| F | Fusing |
| E | Battery Backup [1,2,7,8,9] |
| 2PF | Dual Power Feed |
| 2DR | Dual Driver |
| TE | Tooless Entry |
| BC | Backlight Control |
| TB | Terminal Block |
| CD | Customer Dimming |

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,4,5]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,4,5]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [4,5]
WIR	LightGRID+ In-Fixture Module [4,5]
WIRSC	LightGRID+ Module and Occupancy Sensor [4,5]

Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming® Photocell and 360° Lens
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
7PR-TL	7-Pin PCR with photocontrol
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]

Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [11]
ADD	AutoDim Timer Based Dimming [12]
ADT	AutoDim Time of Day Dimming [12]

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6 – Not available with 480V
7 – Not available with 347 or 480V
8 – Not available with Dual Driver option
9 – Only available in Size 1 housing, up to 105 Watts
10 – Some voltage restrictions may apply when combined with controls
11 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.
12 - Please refer to page 8 for AutoDim ordering guide

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ORDERING GUIDE (CONT'D)

CATALOG #

Accessory Type		Size		Option		Color	
SHD	House Side Shield	**1**	Size 1	**HSS-90-B**	House Side Shield 90° Back	**BLS**	Black Gloss Smooth
		2	Size 2	**HSS-90-F**	House Side Shield 90° Front	**BLT**	Black Matte Textured
		3	Size 3	**HSS-90-S**	House Side Shield 90° Side	**DBS**	Dark Bronze Gloss Smooth
		4	Size 4	**HSS-270-BSS**	House Side Shield 270° Back/Side/Side	**DBT**	Dark Bronze Matte Textured
				HSS-270-FSS	House Side Shield 270° Front/Side/Side	**GTT**	Graphite Matte Textured
				HSS-270-FSB	House Side Shield 270° Front/Side/Back	**LGS**	Light Gray Gloss Smooth
				HSS-360	House Side Shield 360°	**PSS**	Platinum Silver Smooth
				BC	Back Light Control	**WHS**	White Gloss Smooth
MTG	Mounting			**A**	Arm Mount for square pole/flat surface	**WHT**	White Matte Textured
				ASQU	Universal Arm Mount for square pole	**VGT**	Green Landscape Decorative
				AAU	Adjustable Arm for pole mounting	**LEG**	Legacy Colors
				ADU	Decorative upswept Arm	**Color Option**	
				RPA	Round Pole Adapter	**CC**	Custom Color
				MAF	Mast Arm Fitter for 2-3/8" OD horizontal arm		
				K	Knuckle		
				T	Trunnion		
				WB	Wall Bracket (compatible with universal arm mounts)		

Accessory Type		Option	
MSC	Miscellaneous	**BIRD SPK**	Bird Spike

Current Control Solutions — Accessories (Sold Separately)

NX Lighting Controls

☐ **NXOFM2-1R1D-UNV** On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with NX Radio and Bluetooth® Radio, 120–480VAC

LightGRID+ Lighting Control

☐ **WIR-RME-L** On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with LightGRID+ Radio, 110–480VAC

☐ **SCP-REMOTE** Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor

For additional information related to these accessories please visit currentlighting.com/beacon. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

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DATE: LOCATION:

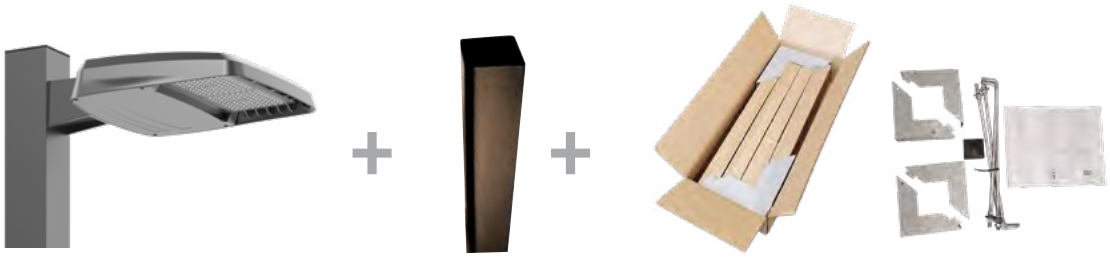
TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

VIPER POLE EXPRESS COMBO – ORDERING GUIDE



Catalog Number	Pole	Single or Double Head	Fixture	Lumens*	Wattage	Distribution	CCT/CRI	Mounting	Finish
VP-1-160-4K-3-LS-S20	**20' Square Straight Steel**	Single	**VP-1-160-4K-3-LS**	19584	158W	Type 3	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-3-LS-S20-2X	**20' Square Straight Steel**	Double	**VP-1-160-4K-3-LS**	19584	158W	Type 3	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-4F-LS-S20	**20' Square Straight Steel**	Single	**VP-1-160-4K-4F-LS**	19426	158W	Type 4F	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-4F-LS-S20-2X	**20' Square Straight Steel**	Double	**VP-1-160-4K-4F-LS**	19426	158W	Type 4F	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-3-LS-S25	**25' Square Straight Steel**	Single	**VP-1-160-4K-3-LS**	19584	158W	Type 3	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-3-LS-S25-2X	**25' Square Straight Steel**	Double	**VP-1-160-4K-3-LS**	19584	158W	Type 3	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-4F-LS-S25	**25' Square Straight Steel**	Single	**VP-1-160-4K-4F-LS**	19426	158W	Type 4F	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-4F-LS-S25-2X	**25' Square Straight Steel**	Double	**VP-1-160-4K-4F-LS**	19426	158W	Type 4F	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-3-LS-S20	**20' Square Straight Steel**	Single	**VP-1-160-5K-3-LS**	19499	158W	Type 3	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-3-LS-S20-2X	**20' Square Straight Steel**	Double	**VP-1-160-5K-3-LS**	19499	158W	Type 3	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-4F-LS-S20	**20' Square Straight Steel**	Single	**VP-1-160-5K-4F-LS**	19186	158W	Type 4F	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-4F-LS-S20-2X	**20' Square Straight Steel**	Double	**VP-1-160-5K-4F-LS**	19186	158W	Type 4F	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-3-LS-S25	**25' Square Straight Steel**	Single	**VP-1-160-5K-3-LS**	19499	158W	Type 3	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-3-LS-S25-2X	**25' Square Straight Steel**	Double	**VP-1-160-5K-3-LS**	19499	158W	Type 3	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-4F-LS-S25	**25' Square Straight Steel**	Single	**VP-1-160-5K-4F-LS**	19186	158W	Type 4F	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-4F-LS-S25-2X	**25' Square Straight Steel**	Double	**VP-1-160-5K-4F-LS**	19186	158W	Type 4F	5000K/70CRI	Universal Arm	Dark Bronze Textured

VIPER POLE EXPRESS COMBO – STOCK LUMINAIRE SKUS

Catalog Number	Lumens	LPW	Distribution	Wattage	CCT/CRI	Voltage	Mounting	Finish
VP-1-160-4K-3-LS	19584	123.9	3	158W	4000K/70CRI	120-277V	Universal Arm with RPA (A3U)	Dark Bronze Textured
VP-1-160-4K-4F-LS	19426	122.9	4F	158W	4000K/70CRI	120-277V	Universal Arm with RPA (A3U)	Dark Bronze Textured
VP-1-160-5K-3-LS	19499	123.4	3	158W	5000K/70CRI	120-277V	Universal Arm with RPA (A3U)	Dark Bronze Textured
VP-1-160-5K-4F-LS	19186	121.4	4F	158W	5000K/70CRI	120-277V	Universal Arm with RPA (A3U)	Dark Bronze Textured

VIPER POLE EXPRESS COMBO – ACCESSORIES

Catalog Number	Description
VM14DB	Vibration Dampener, mounts to top of pole for reduced vibration



VM14DB

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VIPER Area/Site

VIPER LUMINAIRE

OUTDOOR LIGHTING CONTROLS OPTIONS

CONTROLS FUNCTIONALITY

LIGHTGRID+

	Control Option Ordering Logic & Description		Control Option Functionality									Control Option Components	
			Networkable	Grouping	Scheduling	Occupancy/ Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming	Sensor Height		
NX Wireless	NXOFM2-1R1D-UNV	NX 7-Pin Twist-Lock® with NX Networked Wireless Radio, Integral Automatic Dimming Photocell, Integral Single Pole Relay with Dimming, and Bluetooth Programming	✓	✓	✓	Paired with external control	✓	✓	✓	✓	–		NXOFM-1R1D-UV
	NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor	✓	✓	✓	–	–	✓	✓	✓	–		NXRM2-H
	NXWS12F	NX Networked Wireless Enabled Integral NXSMP2-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	12ft		NXSMP2-OMNI-O
	NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	16ft		NXSMP2-LMO
	NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	40ft		NXSMP2-HMO
LightGRID+	WIR	LightGRID+ In-Fixture Module	✓	–	✓	–	–	✓	✓	Gateway	–		WIR
	WIR-RME-L	LightGRID+ On Fixture Module	✓	–	✓	–	–	✓	✓	Gateway	–		WIR-RME-L
	WIRSC	LightGRID+ Module and Occupancy Sensor	✓	✓	✓	✓	✓	✓	✓	Gateway	14ft - 40ft		BTMSP
Independent	BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	12ft		BTSMP-OMNI-O
	BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	14ft		BTSMP-LMO
	BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	40ft		BTSMP-HMO

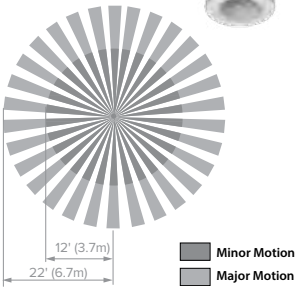
DEFAULT SETTINGS

NX Wireless	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	15 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0%
Daylight Sensor	Disabled
Bluetooth	Enabled
2.4GHz Wireless Mesh	On
"Passcode Factory Passcode: HubbN3T!"	Enabled

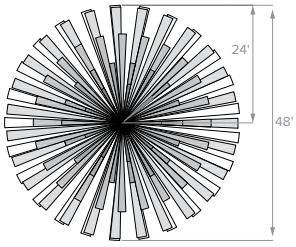
Stand Alone	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	8 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	50%
Daylight Sensor	Disabled

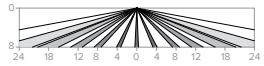
NX WIRELESS COVERAGE PATTERNS

NXSMP2-OMNI



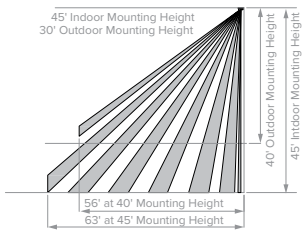
NXSMP2-LMO





Sensor Lens Coverage and Detection Patterns When Mounted at 8ft with Low Mount Lens

NXSMP2-HMO



Sensor Lens Coverage and Detection Patterns When Mounted at 40ft and 45ft with Standard Lens

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DATE: | LOCATION:

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NX LIGHTING CONTROLS FREE APP



The NX Lighting Controls App is free to use mobile application for programming both NX Lighting Controls System or Standalone Bluetooth Sensors. The mobile app allows you to configure devices, discover and setup wireless enable luminiares and program NX system settings.

Apple App: https://apps.apple.com/us/app/nx-lighting-controls/id962112904

Google Play: https://play.google.com/store/apps/details?id=io.cordova.NXBTR&hl=en_US&gl=US

Apple App

Google Play

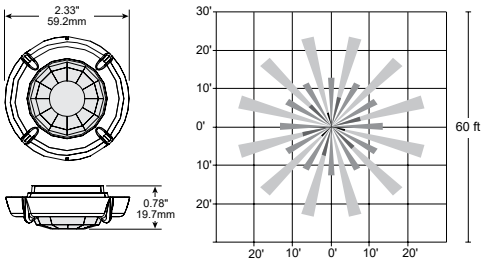
CONTROLS TECH SUPPORT 800-888-8006 (7:00 AM - 7:00 PM)

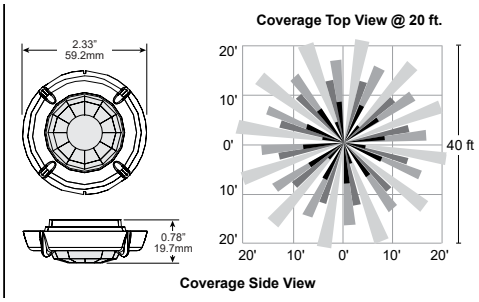
OUTDOOR LIGHTING CONTROLS OPTIONS

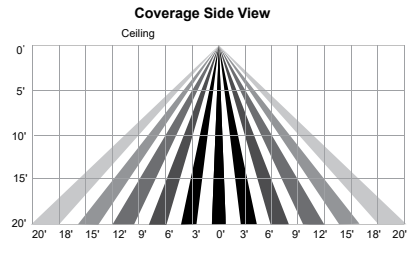
CONTROLS FUNCTIONALITY

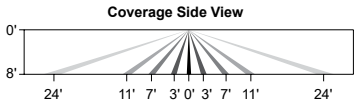
	Control Option Ordering Logic & Description		Control Option Functionality									Control Option Components
			Networkable	Grouping	Scheduling	Occupancy/ Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming	Sensor Height	
Independent	SCP_F	Sensor Control Programmable, 8F or 40F	–	–	–	✓	✓	✓	✓	–	8ft or 40ft	SCP_F
	ADD	AutoDIM Timer Based Dimming	–	–	✓	–	–	–	✓	–	–	ADD
	ADT	AutoDIM Time of Day Dimming	–	–	✓	–	–	–	✓	–	–	ADT
	7PR	7-Pin Receptacle	–	–	Paired with external control	–	Paired with external control	–	Paired with external control	–	–	7PR
	7PR-SC	7-Pin Receptacle with shorting cap	–	–	–	–	–	–	–	–	–	7PR-SC
	3PR	3-Pin twist lock	–	–	–	–	–	–	Paired with external control	–	–	3PR
	3PR-SC	3-Pin Receptacle with shorting cap	–	–	–	–	–	–	–	–	–	3PR-SC
	3PR-TL	3-Pin with photocontrol	–	–	–	–	✓	–	✓	–	–	3PR-TL

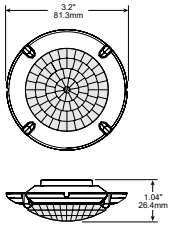
COVERAGE PATTERNS FOR SCP_F

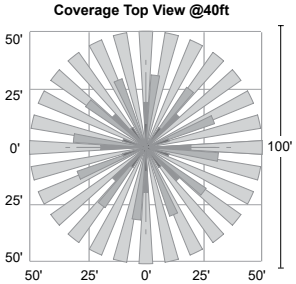


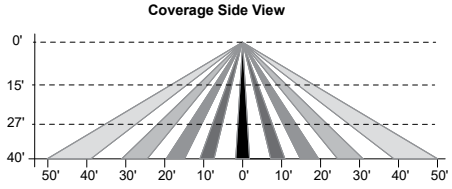












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DATE: LOCATION:

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VIPER Area/Site

VIPER LUMINAIRE

PROGRAMMED CONTROLS

ADD-AutoDim Timer Based Options

- Light delay options from 1-9 hours after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1-9 hours after the light has been dimmed previously.

EX: ADD-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	1-9 Hours	6 - Delay 6 hours
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50% brightness
Auto-Dim Return	Delay 0-9 Hours	R6 - Return to full output after 6 hours

ADT-AutoDim Time of Day Based Option

- Light delay options from 1AM-9PM after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1AM-9PM after the light has been dimmed previously.

EX: ADT-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	12-3 AM and 6-11 PM	6 - Dim at 6PM
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50%
Auto-Dim Return	12-6 AM and 9-11P	R6 - Return to full output at 6AM

ORDERING GUIDE

Auto Dim Code	Timer Base (ADD) Auto-Dim Options		Auto Dim Cod	Time of Day (ADT) Auto-Dim Options
D1	Delay 1 hour		T0	Delay Midnight
D2	Delay 2 hours		T1	Delay 1 AM
D3	Delay 3 hours		T2	Delay 2 AM
D4	Delay 4 hours		T3	Delay 3 AM
D5	Delay 5 hours	OR	T4	Delay 10 PM
D6	Delay 6 hours		T5	Delay 11 PM
D7	Delay 7 hours		T6	Delay 6 PM
D8	Delay 8 hours		T7	Delay 7 PM
D9	Delay 9 hours		T8	Delay 8 PM
D0	Delay 0 hours		T9	Delay 9 PM

Code	Auto-Dim Brightness
0	100% Brightness
1	10% Brightness
2	20% Brightness
3	30% Brightness
4	40% Brightness
5	50% Brightness
6	60% Brightness
7	70% Brightness
8	80% Brightness
9	90% Brightness

Code	Auto-Dim Return Options
R1	Delay 1 hour or 1 AM
R2	Delay 2 hours or 2 AM
R3	Delay 3 hours or 3 AM
R4	Delay 4 hours or 4 AM
R5	Delay 5 hours or 5 AM
R6	Delay 6 hours or 6 AM
R7	Delay 7 hours or 7 AM
R8	Delay 8 hours or 8 AM
R9	Delay 9 hours or 9 AM
R0	Delay 0 hours or 12 AM

Code	Auto-Dim Brightness
0	100% Brightness
1	10% Brightness
2	20% Brightness
3	30% Brightness
4	40% Brightness
5	50% Brightness
6	60% Brightness
7	70% Brightness
8	80% Brightness
9	90% Brightness

DELIVERED LUMENS

For delivered lumens, please see Lumens Data PDF on www.Currentlighting.com

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	0	25,000	*TM-21-11 36,000	50,000	100,000	Calculated L_{70} (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Micro Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	–	0.841	–
3000K	0.977	0.861	0.647
3500K	–	0.900	–
4000K	1	0.926	0.699
5000K	1	0.937	0.791
AP-Amber Phosphor Converted Multiplier			
Amber	0.710		

Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	0.9	0.81	0.62
3000K	0.933	0.853	0.659
3500K	0.959	0.894	0.711
4000K	1	0.9	0.732
5000K	1	0.9	0.732
Monochromatic Amber Multiplier			
Amber	See Amber Spec Sheet		

Silicone Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2200K	0.811	–	–
2700K	0.906	0.774	–
3000K	0.943	0.868	–
3500K	–	0.868	–
4000K	1	0.906	–
5000K	1	0.906	–

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VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: MICRO STRIKE

# OF LEDS	160						
NOMINAL WATTAGE	35	50	75	100	115	135	160
SYSTEM POWER (W)	34.9	50.5	72.1	97.2	111.9	132.2	157.8
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	0.29	0.42	0.63	0.83	0.96	1.13	1.33
208	0.17	0.24	0.36	0.48	0.55	0.65	0.77
240	0.15	0.21	0.31	0.42	0.48	0.56	0.67
277	0.13	0.18	0.27	0.36	0.42	0.49	0.58
347	0.10	0.14	0.22	0.29	0.33	0.39	0.46
480	0.07	0.10	0.16	0.21	0.24	0.28	0.33

# OF LEDS	320						
NOMINAL WATTAGE	145	170	185	210	235	255	315
SYSTEM POWER (W)	150	166.8	185.7	216.2	240.9	261.5	312
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	1.21	1.42	1.54	1.75	1.96	2.13	2.63
208	0.70	0.82	0.89	1.01	1.13	1.23	1.51
240	0.60	0.71	0.77	0.88	0.98	1.06	1.31
277	0.52	0.61	0.67	0.76	0.85	0.92	1.14
347	0.42	0.49	0.53	0.61	0.68	0.73	0.91
480	0.30	0.35	0.39	0.44	0.49	0.53	0.66

# OF LEDS	480					
NOMINAL WATTAGE	285	320	340	390	425	470
SYSTEM POWER (W)	286.2	316.7	338.4	392.2	423.2	468
INPUT VOLTAGE (V)	CURRENT (Amps)					
120	2.38	2.67	2.83	3.25	3.54	3.92
208	1.37	1.54	1.63	1.88	2.04	2.26
240	1.19	1.33	1.42	1.63	1.77	1.96
277	1.03	1.16	1.23	1.41	1.53	1.70
347	0.82	0.92	0.98	1.12	1.22	1.35
480	0.59	0.67	0.71	0.81	0.89	0.98

# OF LEDS	720				
NOMINAL WATTAGE	435	475	515	565	600
SYSTEM POWER (W)	429.3	475	519.1	565.2	599.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	3.63	3.96	4.29	4.71	5.00
208	2.09	2.28	2.48	2.72	2.88
240	1.81	1.98	2.15	2.35	2.50
277	1.57	1.71	1.86	2.04	2.17
347	1.25	1.37	1.48	1.63	1.73
480	0.91	0.99	1.07	1.18	1.25

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VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: STRIKE

# OF LEDS	36				
NOMINAL WATTAGE	39	55	85	105	120
SYSTEM POWER (W)	39.6	56.8	83.6	108.2	120.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.33	0.46	0.71	0.88	0.96
208	0.19	0.26	0.41	0.50	0.55
240	0.16	0.23	0.35	0.44	0.48
277	0.14	0.20	0.31	0.38	0.42
347	0.11	0.16	0.24	0.30	0.33
480	0.08	0.11	0.18	0.22	0.24

# OF LEDS	72				
NOMINAL WATTAGE	115	145	180	210	240
SYSTEM POWER (W)	113.7	143.2	179.4	210.2	241.7
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	1.00	1.21	1.50	1.75	1.79
208	0.58	0.70	0.87	1.01	1.03
240	0.50	0.60	0.75	0.88	0.90
277	0.43	0.52	0.65	0.76	0.78
347	0.35	0.42	0.52	0.61	0.62
480	0.25	0.30	0.38	0.44	0.45

# OF LEDS	108				
NOMINAL WATTAGE	215	250	280	325	365
SYSTEM POWER (W)	214.8	250.8	278.3	324.7	362.6
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	2.00	2.08	2.33	3.04	2.67
208	1.15	1.20	1.35	1.75	1.54
240	1.00	1.04	1.17	1.52	1.33
277	0.87	0.90	1.01	1.32	1.16
347	0.69	0.72	0.81	1.05	0.92
480	0.50	0.52	0.58	0.76	0.67

# OF LEDS		162				
NOMINAL WATTAGE	320	365	405	445	485	545
SYSTEM POWER (W)	322.1	362.6	403.6	445.1	487.1	543.9
INPUT VOLTAGE (V)		CURRENT (Amps)				
120	2.71	2.67	3.38	3.71	4.04	4.54
208	1.56	1.54	1.95	2.14	2.33	2.62
240	1.35	1.33	1.69	1.85	2.02	2.27
277	1.17	1.16	1.46	1.61	1.75	1.97
347	0.94	0.92	1.17	1.28	1.40	1.57
480	0.68	0.67	0.84	0.93	1.01	1.14

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VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: SILICONE STRIKE

# OF LEDS	40								
NOMINAL WATTAGE (W)	35	55	65	80	100	120	140	170	195
SYSTEM POWER (W)	34.4	47.4	63.3	82.2	101.7	121.6	141.4	168.8	193.0
INPUT VOLTAGE (V)	CURRENT (A)								
120	0.29	0.40	0.53	0.69	0.85	1.01	1.18	1.41	1.61
208	0.17	0.23	0.30	0.40	0.49	0.58	0.68	0.81	0.93
240	0.14	0.20	0.26	0.34	0.42	0.51	0.59	0.70	0.80
277	0.12	0.17	0.23	0.30	0.37	0.44	0.51	0.61	0.70
347	0.10	0.14	0.18	0.24	0.29	0.35	0.41	0.49	0.56
480	0.07	0.10	0.13	0.17	0.21	0.25	0.29	0.35	0.40

# OF LEDS	80									
NOMINAL WATTAGE (W)	75	90	105	130	155	175	205	225	250	280
SYSTEM POWER (W)	74.0	87.0	105.3	131.9	153.5	175.4	203.4	226.1	249.0	281.0
INPUT VOLTAGE (V)	CURRENT (A)									
120	0.62	0.73	0.88	1.10	1.28	1.46	1.70	1.88	2.08	2.34
208	0.36	0.42	0.51	0.63	0.74	0.84	0.98	1.09	1.20	1.35
240	0.31	0.36	0.44	0.55	0.64	0.73	0.85	0.94	1.04	1.17
277	0.27	0.31	0.38	0.48	0.55	0.63	0.73	0.82	0.90	1.01
347	0.36	0.42	0.51	0.63	0.74	0.84	0.98	1.09	1.20	1.35
480	0.15	0.18	0.22	0.27	0.32	0.37	0.42	0.47	0.52	0.59

# OF LEDS	120								
NOMINAL WATTAGE (W)	190	205	230	265	295	320	355	380	420
SYSTEM POWER (W)	189.8	206.0	230.3	263.2	296.5	322.0	356.3	382.3	421.6
INPUT VOLTAGE (V)	CURRENT (A)								
120	1.58	1.72	1.92	2.19	2.47	2.68	2.97	3.19	3.51
208	0.91	0.99	1.11	1.27	1.43	1.55	1.71	1.84	2.03
240	0.79	0.86	0.96	1.10	1.24	1.34	1.48	1.59	1.76
277	0.69	0.74	0.83	0.95	1.07	1.16	1.29	1.38	1.52
347	0.55	0.59	0.66	0.76	0.85	0.93	1.03	1.10	1.21
480	0.40	0.43	0.48	0.55	0.62	0.67	0.74	0.80	0.88

# OF LEDS	180								
NOMINAL WATTAGE (W)	275	295	335	360	395	435	470	510	550
SYSTEM POWER (W)	272.7	296.8	333.2	357.8	394.7	432.4	470.2	508.7	547.4
INPUT VOLTAGE (V)	CURRENT (A)								
120	2.27	2.47	2.78	2.98	3.29	3.60	3.92	4.24	4.56
208	1.31	1.43	1.60	1.72	1.90	2.08	2.26	2.45	2.63
240	1.14	1.24	1.39	1.49	1.64	1.80	1.96	2.12	2.28
277	0.98	1.07	1.20	1.29	1.42	1.56	1.70	1.84	1.98
347	0.79	0.86	0.96	1.03	1.14	1.25	1.36	1.47	1.58
480	0.57	0.62	0.69	0.75	0.82	0.90	0.98	1.06	1.14

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

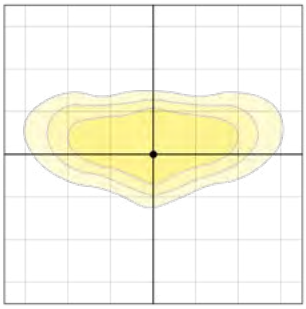
TYPE: PROJECT:

CATALOG #:

SILICONE OPTIC STRIKE PHOTOMETRY

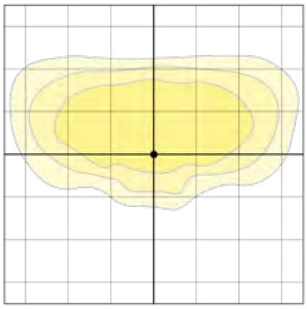
The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

Type 2



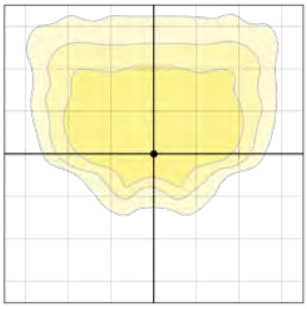
Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type 3



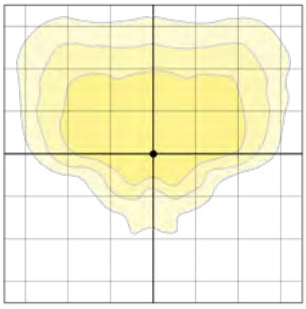
Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type 4 Forward



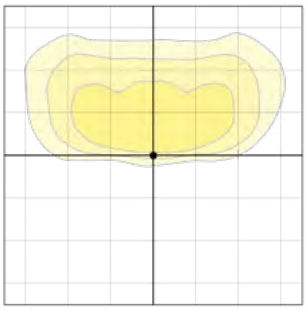
Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type 4 Wide



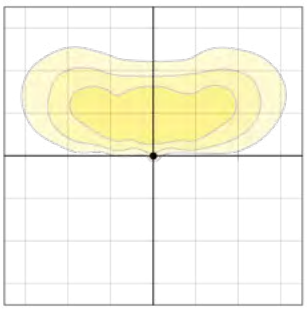
Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type 4WBC



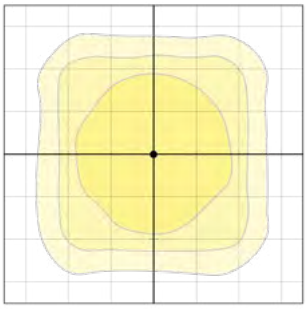
Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type 4WMBC



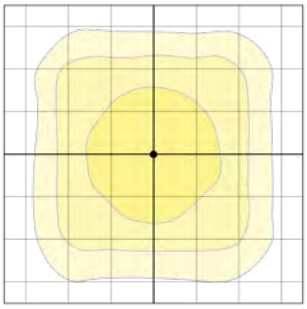
Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type 5QM



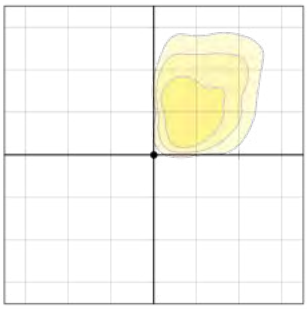
Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type 5QW



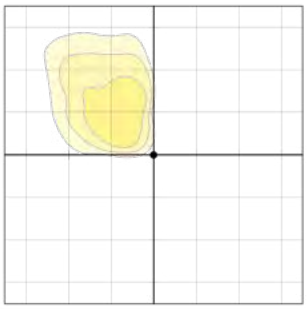
Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type LCC



Mounting Height: 20 ft
Scale: 1 inch = 25 ft

Type RCC



Mounting Height: 20 ft
Scale: 1 inch = 25 ft

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

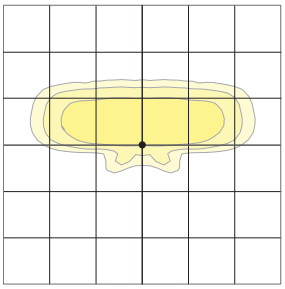
TYPE: PROJECT:

CATALOG #:

MICRO STRIKE PHOTOMETRY

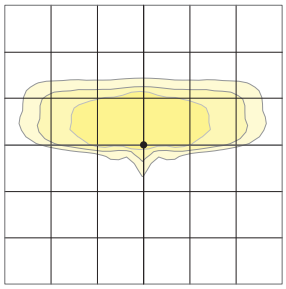
The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

Type 2



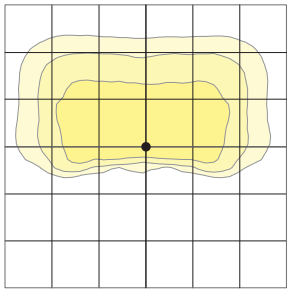
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 3



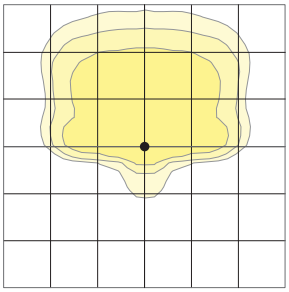
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 4 Wide



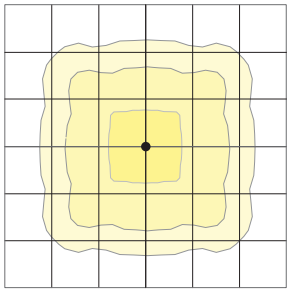
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 4F



Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 5QW



Mounting Height: 20 ft
Scale: 1 inch = 20 ft

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

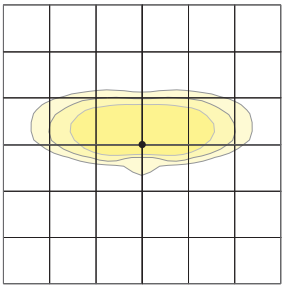
TYPE: PROJECT:

CATALOG #:

OPTIC STRIKE PHOTOMETRY

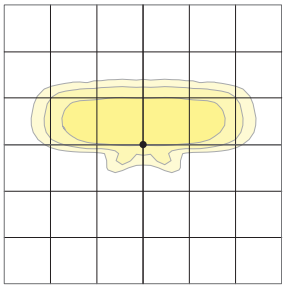
The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

Type FR – Front Row/Auto Optic



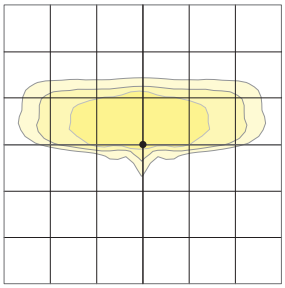
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 2



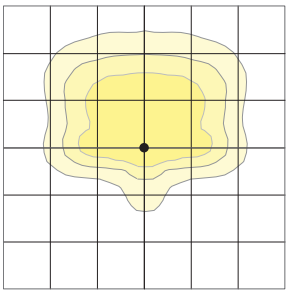
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 3



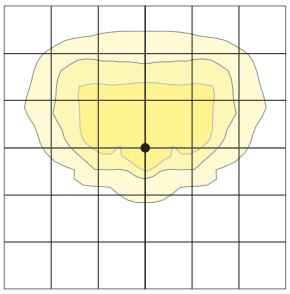
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 4 Forward



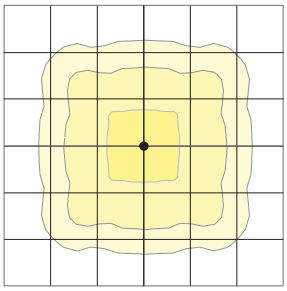
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 4 Wide



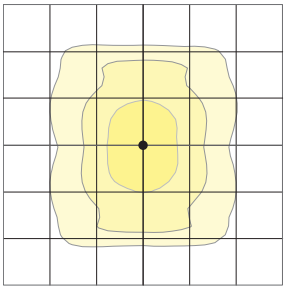
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 5QM



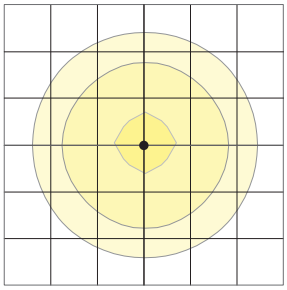
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 5RW (rectangular)



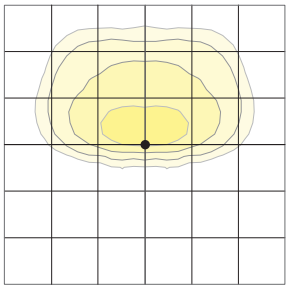
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 5W (round wide)



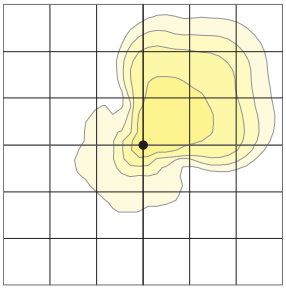
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type TC



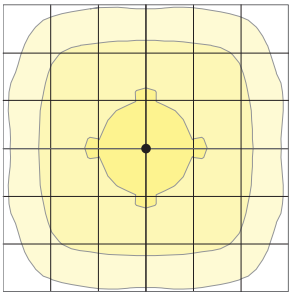
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type Corner



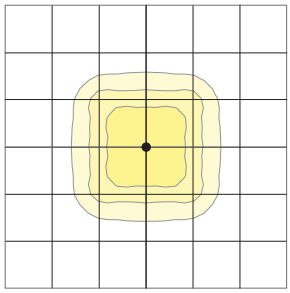
Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 5QW



Mounting Height: 20 ft
Scale: 1 inch = 20 ft

Type 5QN



Mounting Height: 20 ft
Scale: 1 inch = 20 ft

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BEACON
design . performance . technology

DATE: LOCATION:

TYPE: PROJECT:

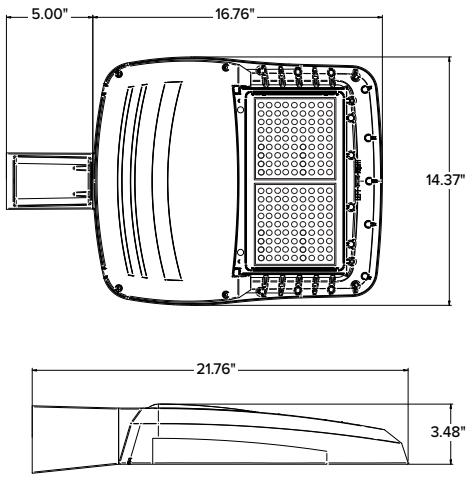
CATALOG #:

VIPER Area/Site

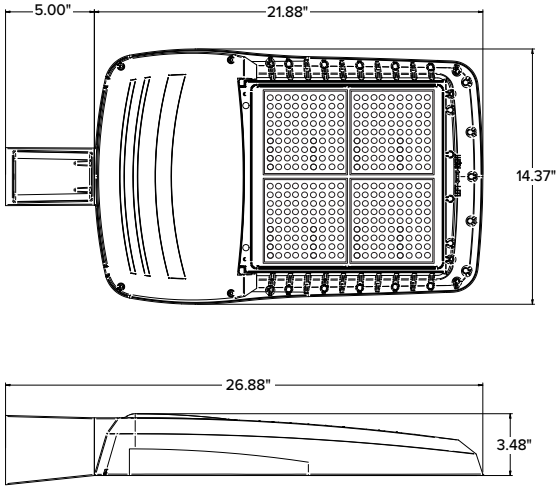
VIPER LUMINAIRE

DIMENSIONS

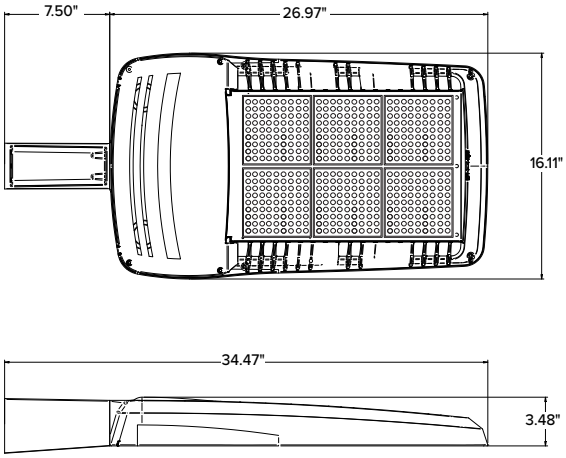
SIZE 1



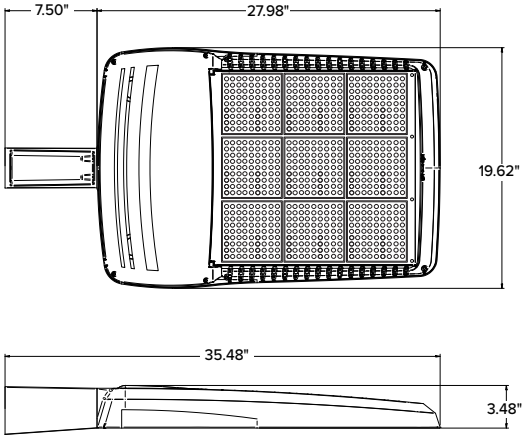
SIZE 2



SIZE 3



SIZE 4



	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

	Weight	
	lbs	kgs
VP1 (Size 1)	13.7	6.2
VP2 (Size 2)	16.0	7.26
VP3 (Size 3)	25.9	11.7
VP4 (Size 4)	30.8	13.9

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

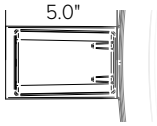
CATALOG #:

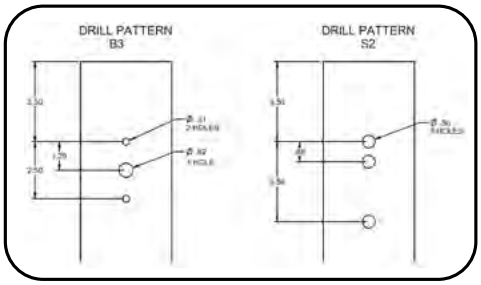
MOUNTING

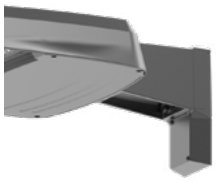


A–STRAIGHT ARM MOUNT

Fixture ships with integral arm for ease of installation. Compatible with Current Outdoor B3 drill pattern for ease of installation on square poles. For round poles add applicable suffix (2/3/4/5)

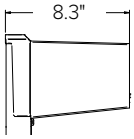


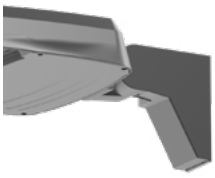




ASQU–UNIVERSAL ARM MOUNT

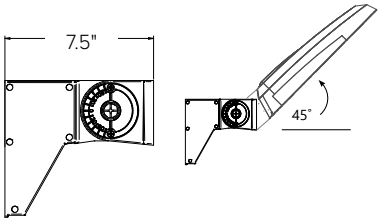
Universal mounting block for ease of installation. Compatible with drill patterns from 1.5" to 5.25" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5)

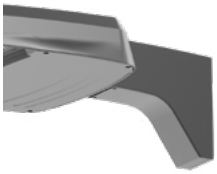




AAU–ADJUSTABLE ARM FOR POLE MOUNTING

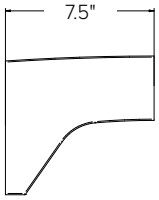
Rotatable arm mounts directly to pole. Compatible with drill patterns from 1.5" to 5.25" and Current drill pattern S2 and B3. For round poles add applicable suffix (2/3/4/5). Rotatable in 5˚ aiming angle increments. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.

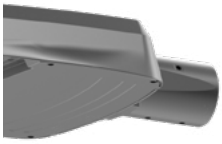




ADU–DECORATIVE UPSWEPT ARM

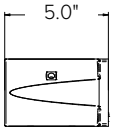
Upswept Arm compatible with drill patterns from 1.5" to 5.25" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5).

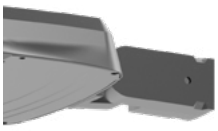




MAF–MAST ARM FITTER

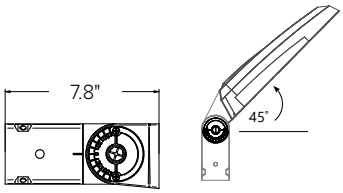
Fits 2-3/8" OD horizontal tenons.

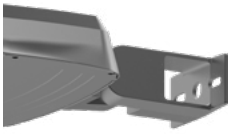




K–KNUCKLE

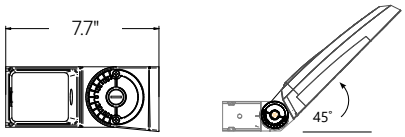
Rotatable in 5-degree aiming angle increments, fits 2-3/8" tenons or pipes. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.





T–TRUNNION

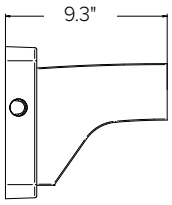
Trunnion for surface and crossarm mounting using (1) 3/4" or (2) 1/2" size through bolts. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.





WM–WALL MOUNT

Compatible with universal arm mount, adjustable arm mount, and decorative arm mount. The WA option uses the same wall bracket but replaces the decorative arm with an adjustable arm.



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VIPER Area/Site

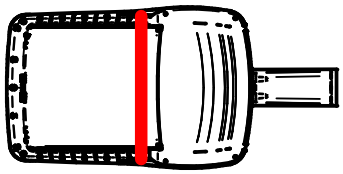
VIPER LUMINAIRE

ADDITIONAL INFORMATION (CONTINUED)

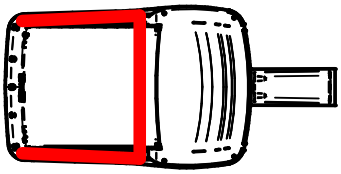
HOUSE SIDE SHIELD FIELD INSTALL ACCESSORIES

HSS has a depth of 5" for all Viper sizes
Not to be used with Occupancy Sensors as the shield may block the light to the sensor.

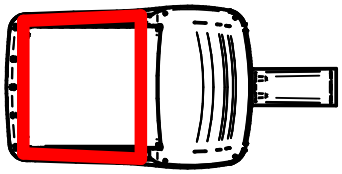
VPR2x HSS-90-B-xx



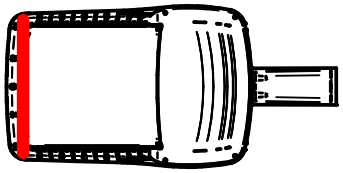
VPR2x HSS-270-BSS-xx



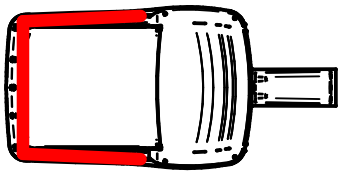
VPR2x HSS-360-xx



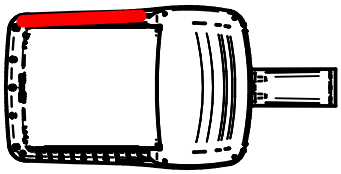
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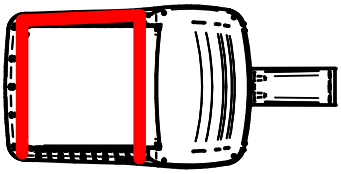
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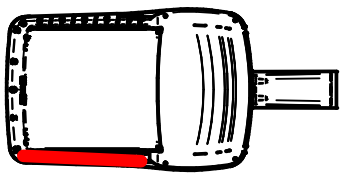
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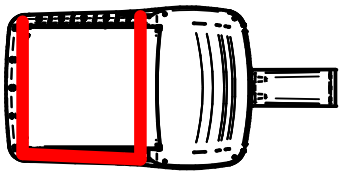
VPR2x HSS-270-FSB-xx



VPR2x HSS-90-S-xx



VPR2x HSS-270-FSB-xx



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ATTACHMENT 11: PROOF OF FINANCIAL CAPACITY

Androscoggin Bank

February 11, 2026

To Whom It May Concern:

Re: Financial Capacity Letter – City of Auburn Public Safety Building Project

Androscoggin Bank is providing this letter to confirm the financial capacity of the City of Auburn to fund its Public Safety Building Project.

As of the date of this letter, the City of Auburn maintains $35,658,683.01 on deposit in an Insured Cash Sweep (ICS) account held at Androscoggin Bank. These funds are liquid, fully accessible, and available to meet the financial requirements associated with the Public Safety Building Project.

Based on the balances held with Androscoggin Bank, we confirm that the City has adequate working capital to support the planned project expenditures.

If you require any additional information or documentation, please feel free to contact us directly.

Sincerely,

Christine Bishop

Christine Bishop
VP, Government/Treasury Banking Services Officer II
Androscoggin Bank
207-376-3604
chbishop@androscogginbank.com

ATTACHMENT 12: WETLAND DELINEATION & RESTORATION PLAN

FB environmental

97A Exchange Street
Suite 305
Portland, ME 04101

207-221-6699
www.fbenvironmental.com

Megan McDevitt, P.E.
Project Manager
Woodard & Curran
41 Hutchins Drive
Portland, ME 04102

November 23, 2021

Subject: Auburn Fire Station 3: Wetland Delineation

Dear Ms. McDevitt,

As requested by Woodard & Curran, FB Environmental Associates (FBE) conducted a wetland delineation within two parcels associated with Auburn's Engine 3 Station located at 500 Minot Avenue in Auburn, Maine (see attached map). The two parcels (Survey Area) encompass approximately 8 acres in total.

Fieldwork was conducted on November 3, 2021, by FBE's Ecological Services Lead and Wetland Scientist Kevin Ryan and Project Scientist Elliott Boardman. Wetlands were identified and delineated in accordance with the 1987 US Army Corps of Engineers (USACE) Wetland Delineation Manual[1] using the methods described in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region, Version 2.0.[2] (Copies of completed wetland determination data forms are available upon request.) All wetlands and watercourses were classified using the US Fish and Wildlife Service (USFWS) Classification of Wetlands and Deepwater Habitats of the United States.[3]

Wetland boundaries were marked in the field using pink flagging emblazoned with the words "WETLAND DELINEATION." Stream centerlines and top of bank were marked with blue flagging. Boundaries of wetlands delineated during the field survey were geo-located using a sub-meter accuracy GPS unit (EOS Arrow-100). The collected GPS data were used to create the attached wetland delineation map. FBE understands that Woodard & Curran also contracted the services of a professional land surveyor to locate wetland flags with a greater degree of accuracy.

Site Description

The approximately 8-acre Survey Area consists of two parcels associated with the City of Auburn's Fire Department Engine 3 Station. The station itself and its associated parking lot are situated toward the center of the Survey Area. Taylor Brook, a direct tributary to the Androscoggin River, flows south along the western border of the Survey Area. A riparian wetland complex associated with the brook is present at the southeastern corner of the Survey Area.

[1] Environmental Laboratory. (1987). Corps of Engineers Wetlands Delineation Manual. Wetlands Research Program Technical Report Y-87-1. Vicksburg, MS: US Army Engineer Waterways Experiment Station.
[2] U.S. Army Corps of Engineers. 2012. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0), ed. J. S. Wakeley, R. W. Lichvar, C. V. Noble, and J. F. Berkowitz. ERDC/EL TR-12-1. Vicksburg, MS: U.S. Army Engineer Research and Development Center.
[3] Cowardin, L. M., V. Carter, F. C. Golet, E. T. LaRoe. 1979. *Classification of wetlands and deepwater habitats of the United States*. U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. 131pp.

The portion of the Survey Area east of the station consists of a patch of forest traversed by an unnamed tributary to Taylor Brook and an associated riparian wetland complex. The forest is dominated by mature Norway maple (*Acer platanoides)* and has a sparse understory.

Soils

According to the U.S. Department of Agriculture Natural Resource Conservation Service[4], three soil series are mapped within the Survey Area. Scantic silt loam, classified as poorly drained, comprises 50% of the Survey Area – roughly the western, southern, and eastern most portions of the survey boundary. Nicholville silt loam, classified as moderately well drained, encompasses 30% of the Survey Area. Hartland very fine sandy loam, classified as well drained, encompasses the remaining 20% of the Survey Area.

Wetland Descriptions

FBE identified and delineated three wetland complexes, three streams, and one scoured channel within the Survey Area. Delineated features are described below and depicted on the wetland delineation map included with this letter. Note that due to their association with streams, all wetland areas delineated within the Survey Area meet the criteria to be deemed Wetlands of Special Significance (WoSS) by the Maine Department of Environmental Protection. No potential pools were observed during the field investigation.

Stream 1 (Unnamed tributary to Taylor Brook)

The reach of Stream 1 that flows through the Survey Area meets the classification of an upper perennial riverine system with an unconsolidated bottom, comprised of cobble-gravel, sand, and mud (R3UB1/2/3). Top-of-bank and wetted width coincide and were observed to range from approximately 5 to 10 feet wide with water depths ranging from approximately 2 to 10 inches. Stream 1 enters and exits a culvert toward the center of the site that underlies an area of fill prior to flowing into Taylor Brook.

Stream 2 (Taylor Brook)

Taylor Brook is an upper perennial riverine system having an unconsolidated bottom composed of cobble-gravel and sand (R3UB1/2). Wetted width was observed to be greater than 25 feet with water depths greater than 3 feet in some areas. Note that Taylor Brook is dammed north of the Survey Area, directly on the opposite side of Minot Avenue.

Stream 3 (Unnamed tributary to Taylor Brook)

Stream 3 begins at a (crushed) culvert and flows into Taylor Brook. This stream is an upper perennial riverine system with an unconsolidated bottom, with substrate comprised of sand and mud (R3UB2/3). Top of bank and wetted width coincide and were observed to be up to approximately 10 feet in width with water depths greater than 2 feet in spots.

Wetland A (WoSS)

Wetland A encompasses 0.39 acres within the Survey Area. It is a floodplain wetland associated with Taylor Brook meeting the classification of an intermittently flooded palustrine forested/scrub-shrub wetland with deciduous vegetation (PFO1/PSS1J). The wetland follows Taylor Brook beyond the Survey Area boundary to the south. Prominent vegetation within the wetland includes red maple (*Acer rubrum*) and yellow birch (*Betula alleghaniensis*) in the canopy, and speckled alder (*Alnus incana*) and invasive Morrow's honeysuckle (*Lonicera morrowii*) in the understory. Sensitive fern (*Onoclea sensibilis*) and royal fern (*Osmunda regalis*) and are prominent within the herbaceous layer.

At the USACE plot location for Wetland A, red oak *(Quercus rubra)* and green ash (*Fraxinus pennsylvanica*) are dominant in the tree layer while speckled alder is dominant in the understory. Sensitive fern and creeping jenny (*Lysimachia nummularia*) are dominant in the herb stratum.

[4] Soil information obtained from USDA NRCS web soil survey: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

Soils in Wetland A meet the criteria for hydric soil indicators A11 – *Depleted Below Dark Surface* and F6 – *Redox Dark Surface* as the soil profile has a 6-inch layer of depleted silt loam underlain by a 10 plus-inch layer of depleted sandy silt loam. The primary indicator of hydrology within Wetland A was B9 – *Water-Stained Leaves*.

Scoured Channel 1
Scoured Channel 1 begins at a corrugated plastic pipe located near the firehouse. The culvert drains through a manmade channel into Wetland A. The wetted width of the channel was observed to range from 6 to 12 inches during the field investigation.

Wetland B (WoSS)
Wetland B is floodplain wetland associated with Taylor Brook encompassing 0.55 acres within the Survey Area. The wetland meets the classification of an intermittently flooded palustrine scrub-shrub system with broad-leaved deciduous vegetation (PSS1J). The system extends beyond the Survey Area to both the east and west. Prominent vegetation within the wetland includes thick stands of silky dogwood (*Cornus amomum*), arrowwood (*Viburnum dentatum*), sensitive fern, and jewelweed (*Impatiens capensis*). Soil within the wetland is sandy and was observed to be saturated during the field investigation.

Wetland C (WoSS)
Wetland C is a riparian system associated with Stream 1 that encompasses 0.67 acres within the Survey Area. It is an intermittently flooded palustrine forested wetland with broad-leaved deciduous vegetation (PFO1J). The wetland extends beyond the eastern Survey Area boundary into an area that has been filled by a residence located upslope from the wetland. Highly invasive Japanese knotweed (*Fallopia japonica*) was observed throughout the wetland complex.

At the USACE plot location, Norway maple and white pine are dominant in the tree layer with sensitive fern dominating the understory. The remaining ground cover within the herb layer is comprised of leaf litter.

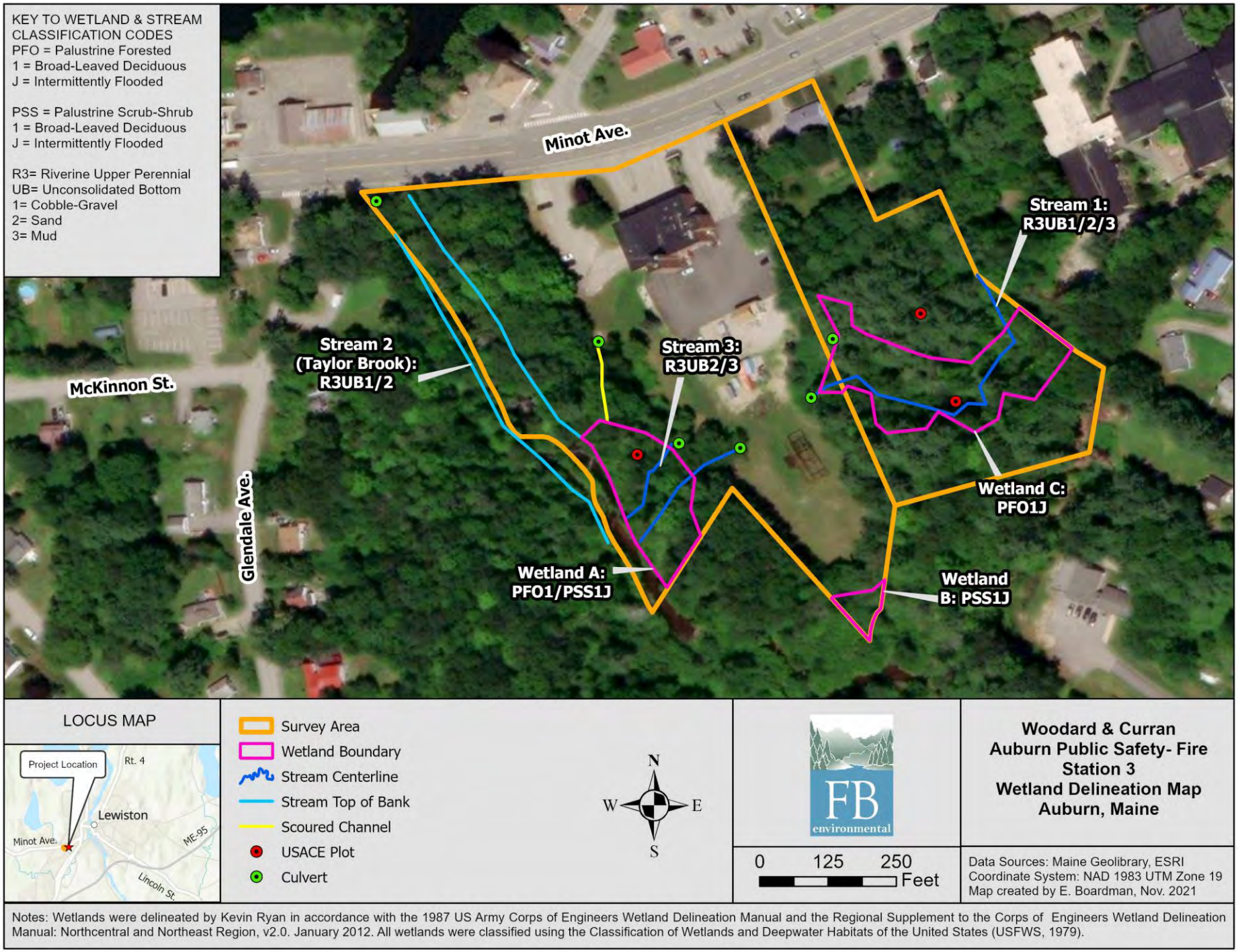
Soils in Wetland C meet the criteria for hydric soil indicator F6 – *Redox Dark Surface* as the soil profile consists of a 9-inch layer of depleted silt loam with redox near the surface, underlain by a 16 plus-inch layer of sand. The primary indicator of hydrology was B9 – *Water-Stained Leaves*.

Thank you for the opportunity to assist Woodard & Curran with this project. Please do not hesitate to contact me if you have questions or need additional information.

Regards,



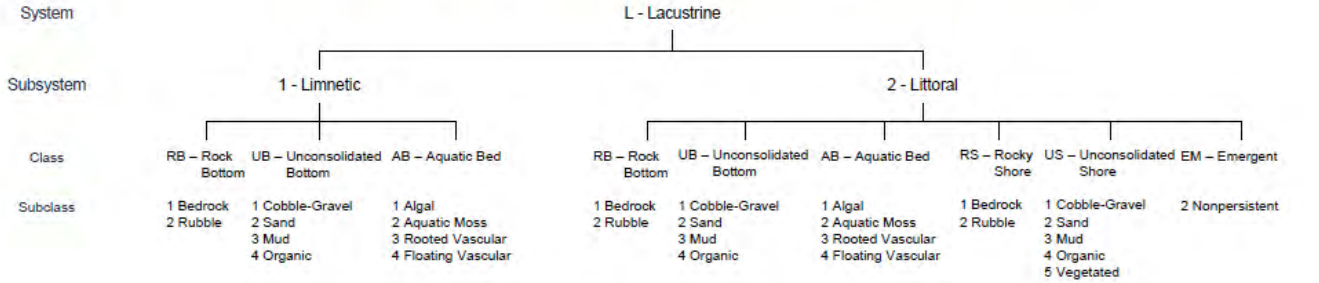
Kevin Ryan
Ecological Services Division Lead
FB Environmental Associates

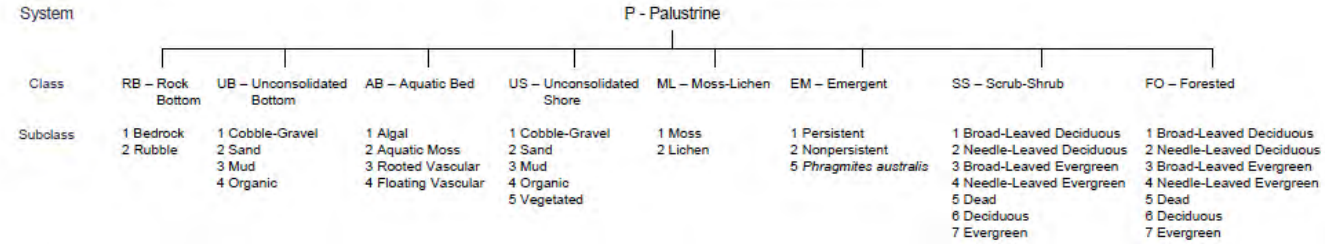


Notes: Wetlands were delineated by Kevin Ryan in accordance with the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region, v2.0. January 2012. All wetlands were classified using the Classification of Wetlands and Deepwater Habitats of the United States (USFWS, 1979).

Cowardin Wetland Classification System

WETLANDS AND DEEPWATER HABITATS CLASSIFICATION



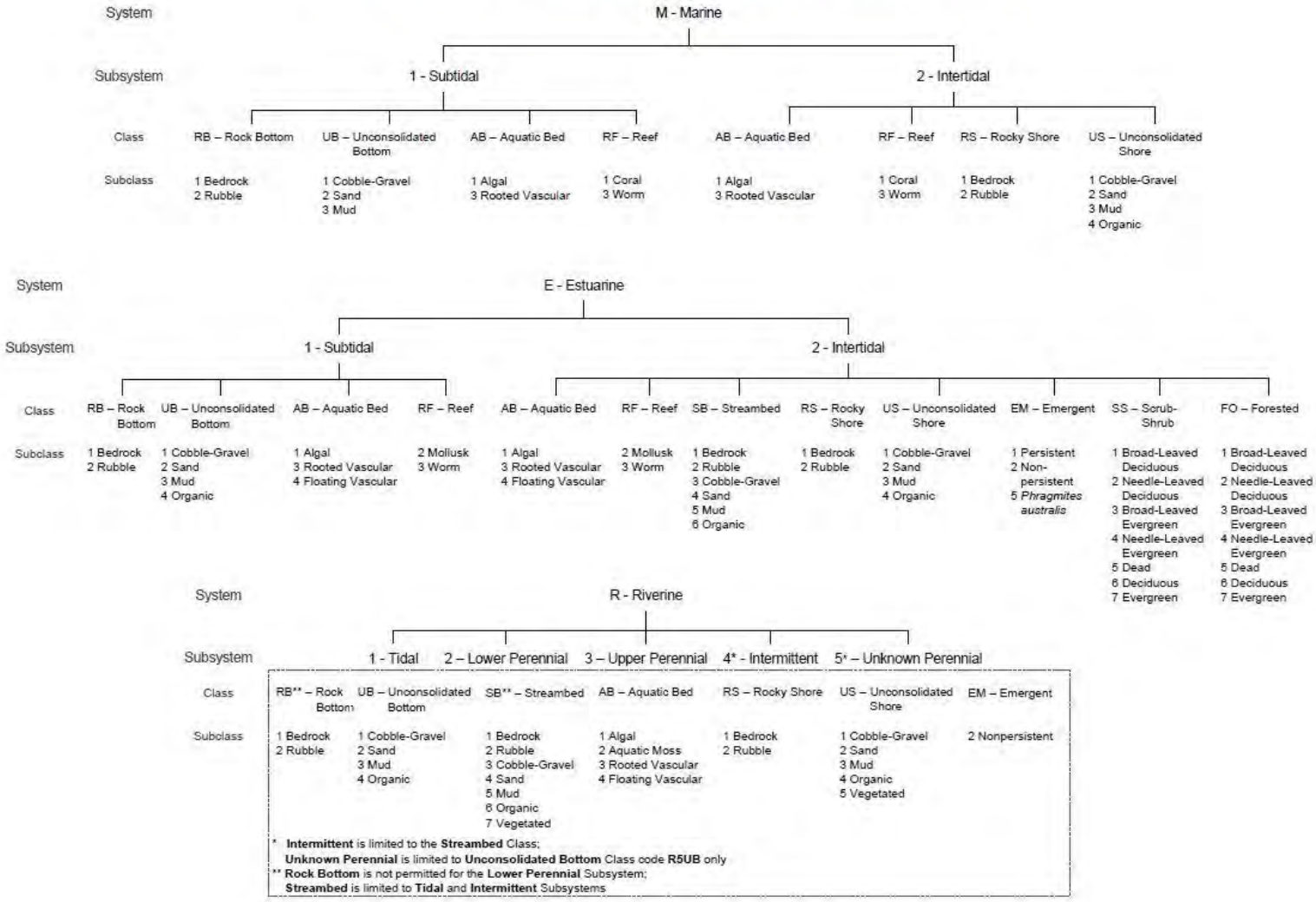


MODIFIERS

In order to more adequately describe the wetland and deepwater habitats, one or more of the water regime, water chemistry, soil, or special modifiers may be applied at the class or lower level in the hierarchy. The farmed modifier may also be applied to the ecological system.

Water Regime			Special Modifiers	Water Chemistry			Soil
Nontidal	**Saltwater Tidal**	**Freshwater Tidal**		**Coastal Halinity**	**Inland Salinity**	**pH Modifiers for all Fresh Water**	
A Temporarily Flooded	L Subtidal	S Temporarily Flooded-Tidal	b Beaver	1 Hyperhaline	7 Hypersaline	a Acid	g Organic
B Saturated	M Irregularly Exposed	R Seasonally Flooded-Tidal	d Partly Drained/Ditched	2 Euhaline	8 Eusaline	t Circumneutral	n Mineral
C Seasonally Flooded	N Regularly Flooded	T Semipermanently Flooded-Tidal	f Farmed	3 Mixohaline (Brackish)	9 Mixosaline	i Alkaline	
E Seasonally Flooded/ Saturated	P Irregularly Flooded	V Permanently Flooded-Tidal	h Diked/Impounded	4 Polyhaline	0 Fresh		
F Semipermanently Flooded			r Artificial	5 Mesohaline			
G Intermittently Exposed			s Spoil	6 Oligohaline			
H Permanently Flooded			x Excavated	0 Fresh			
J Intermittently Flooded							
K Artificially Flooded							

WETLANDS AND DEEPWATER HABITATS CLASSIFICATION



Site Photographs



Photo 1. Stream 1 flows through the eastern section of the Survey Area into Taylor Brook.



Photo 2. Tylor Brook is a direct tributary to the Androscoggin River.



Photo 3. Stream 3 drains to Taylor Brook.



Photo 4. Wetland A is a riparian system associated with Taylor Brook.



Photo 5. Scoured Channel 1begins at a pipe near the fire station parking lot and drains to Wetland A.



Photo 6. Wetland B is at the southernmost end of the Survey Area.



Photo 7. Wetland C is associated with Stream 1.



Photo 8. The patch of forest at the eastern end of the Survey Area is dominated by Norway maple (*Acer platanoides*) and has a sparse understory.

TO: Megan McDevitt and Amy Gerhard, Woodard & Curran

FROM: Kevin Ryan, FB Environmental

SUBJECT: **Auburn Engine Station 3 Wetland Functions & Values Assessment**

DATE: March 25, 2025

CC: Forrest Bell and Elliott Boardman, FB Environmental Associates

Attachments: 1) Revised Wetland Delineation Map; 2) Completed Wetland Function-Value Evaluation Form; 3) Completed Wetland Determination Data Form.

At the request of Woodard & Curran, FB Environmental Associates (FBE) delineated wetlands at the Engine 3 Fire Station (a.k.a. Central Station) located at 550 Minot Avenue in Auburn, Maine on 3 November 2021. The resulting wetland delineation report was submitted to Woodard and Curran on 23 November 2021.

In 2025, FBE was tasked with obtaining stream measurements of an unnamed tributary to Taylor Brook and conducting a formal functions and values assessment of an associated wetland. These features are referred to as Stream 1 and Wetland C on the attached wetland delineation map. This memo presents the results of the 2025 assessment. For additional site context, including photographs and baseline information from the original delineation, please refer to the 2021 report.

WETLAND DELINEATION METHODOLOGY

FBE identifies and delineates wetlands in accordance with the 1987 US Army Corps of Engineers (USACE) Wetland Delineation Manual[1] using the methods described in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region, Version 2.0. [2] All wetlands and watercourses are classified using the US Fish and Wildlife Service (USFWS) Classification of Wetlands and Deepwater Habitats of the United States.[3]

Wetland boundaries are marked in the field using pink flagging emblazoned with the words "WETLAND DELINEATION." Watercourses are flagged at the top of bank with blue survey flagging. For narrow watercourses, centerline is flagged using blue survey flagging. Flags are geo-located using an EOS Arrow-

[1] Environmental Laboratory. (1987). Corps of Engineers Wetlands Delineation Manual. Wetlands Research Program Technical Report Y-87-1. Vicksburg, MS: US Army Engineer Waterways Experiment Station.

[2] U.S. Army Corps of Engineers. 2012. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0), ed. J. S. Wakeley, R. W. Lichvar, C. V. Noble, and J. F. Berkowitz. ERDC/EL TR-12-1. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

[3] Cowardin, L. M., V. Carter, F. C. Golet, E. T. LaRoe. 1979. Classification of wetlands and deepwater habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. 131pp.

100 GPS unit, which is capable of sub-meter accuracy. The collected GPS data are used to create a wetland delineation map.

WETLANDS OF SPECIAL SIGNIFICANCE

In Maine, Wetlands of Special Significance (WoSS) are regulated by the Maine Department of Environmental Protection under Chapter 310 of the Maine Natural Resources Protection Act. All coastal wetlands and great ponds (inland bodies of water >10 acres in size) are classified as WoSS. In addition, a freshwater wetland may be considered one of special significance if it: (1) contains a natural community that is critically imperiled or imperiled as defined by the Maine Natural Areas Program; (2) contains significant wildlife habitat; (3) is located within 250 feet of a coastal wetland; (4) is located within 250 feet of a great pond; (5) contains at least 20,000 square feet of aquatic vegetation, emergent marsh vegetation, or open water; (6) is inundated with floodwater during a 100-year flood event based on flood insurance maps; (7) is or contains peatlands; or (8) is located within 25 feet of a river, stream or brook. FBE assessed the Survey Area for the presence of WoSS.

WETLAND FUNCTIONS AND VALUES ASSESSMENT METHODOLOGY

Wetland functional assessments were performed pursuant to the approach described by the Army Corps Highway Methodology Workbook Supplement: Wetland Functions and Values.[4] In this "Descriptive Approach" to functional assessment, evaluators first determine if specific functions and values are present and why, followed by a determination of what functions and values are principal and why. Functions and values can be considered "principal" if they are an important physical component of a wetland ecosystem (function only), and/or are considered of special value to society, from a local, regional, and/or national perspective.

Functions are self-sustaining properties of a wetland ecosystem that exist in the absence of society and that result from both living and non-living components of a specific wetland resource. These include all processes necessary for the self-maintenance of the wetland ecosystem such as primary productivity and nutrient cycling, among others. Therefore, functions relate to the ecological significance of wetland properties without regard to subjective human values.

Values are benefits that derive from one or more functions and the physical characteristics associated with a wetland. Most wetlands have corresponding societal value. The value of a particular wetland function, or combination of functions, is based on human judgment of the worth, merit, quality, or importance attributed to those functions. The 13 functions and values associated with a wetland functional assessment are described below:

---

[4] U.S. Army Corps of Engineers. (1995). *The Highway Methodology Workbook Supplement: Wetland Functions and Values – A Descriptive Approach* (Publication No. NAEEP-360-1-30a). U.S. Army Corps of Engineers, New England Division. Available at: https://www.nae.usace.army.mil/Portals/74/docs/regulatory/Forms/HighwaySupplement6Apr2015.pdf

1. ***Groundwater Recharge/Discharge***: This function considers the potential for a wetland to serve as a groundwater recharge and/or discharge area. It refers to the fundamental interaction between wetlands and aquifers, regardless of the size or importance of either.
2. ***Floodflow Alteration (Storage & Desynchronization)***: This function considers the effectiveness of a wetland in reducing flood damage by attenuation of floodwaters for prolonged periods following precipitation events and the gradual release of floodwaters. It adds to the stability of the wetland ecosystem or its buffering characteristics and provides social or economic value relative to erosion and/or flood prone areas.
3. ***Fish and Shellfish Habitat***: This function considers the effectiveness of seasonal or permanent watercourses associated with a wetland in providing fish and shellfish habitat.
4. ***Sediment/Toxicant/Pathogen Retention***: This function reduces or prevents degradation of water quality. It relates to the effectiveness of a wetland in trapping sediments, toxicants, or pathogens in runoff water from surrounding uplands, or upstream erosive wetland areas.
5. ***Nutrient Removal/Retention/Transformation***: This function considers the effectiveness of a wetland as a trap for nutrients in runoff water from surrounding uplands or contiguous wetlands and the ability of the wetland to process these nutrients into other forms or trophic levels. One aspect of this function is to prevent ill effects of nutrients entering aquifers or surface waters such as ponds, lakes, streams, rivers, or estuaries.
6. ***Production Export***: This function evaluates the effectiveness of a wetland to produce food or usable products for man or other living organisms.
7. ***Sediment/Shoreline Stabilization***: This function considers the effectiveness of a wetland in stabilizing stream banks and shorelines against erosion.
8. ***Wildlife Habitat***: This function considers the effectiveness of a wetland to provide habitat for various types and populations of animals typically associated with wetlands and wetland edges. Both resident and migrating species are considered.
9. ***Recreation***: This value considers the suitability of a wetland and associated watercourses to provide recreational opportunities such as hiking, canoeing, boating, fishing, hunting, and other active or passive recreational activities.
10. ***Educational/Scientific Value***: This value considers the suitability of a wetland as a site for an "outdoor classroom" or as a location for scientific study or research.
11. ***Uniqueness/Heritage***: This value considers the effectiveness of a wetland or its associated waterbodies to provide certain special values, including archaeological sites, critical habitat for endangered species, its overall health and appearance, its role in the ecological system of the area, or its relative importance as a typical wetland class for the geographic location.
12. ***Visual Quality/Aesthetics***: This value considers the visual and aesthetic quality or usefulness of a wetland.
13. ***Endangered Species Habitat***: This value considers suitability of a wetland to support threatened or endangered species.

RESULTS

Stream 1 (Unnamed tributary to Taylor Brook)

The portion of Stream 1 within the Survey Area is classified as an upper perennial riverine system with an unconsolidated bottom, consisting of cobble-gravel, sand, and mud (R3UB1/2/3). The top-of-bank width ranges from approximately 7 to 20 feet, with water depths between 2 and 10 inches. Toward the center of the site, Stream 1 enters and exits a culvert beneath an area of fill before flowing into Taylor Brook. In this vicinity, streambanks are indiscernible due to the placement and reworking of fill material.

Wetland C

Wetland C is a riparian system associated with Stream 1 that encompasses 0.67 acres within the Survey Area. It is an intermittently flooded palustrine forested wetland with broad-leaved deciduous vegetation (PFO1J). The wetland extends beyond the eastern Survey Area boundary into an area that has been filled by a residence located upslope from the wetland. Highly invasive Japanese knotweed (*Fallopia japonica*) was observed throughout the wetland complex. Portions of Wetland C located within 25 feet of Stream 1 qualify as wetlands of special significance under Maine's Natural Resources Protection Act (NRPA).

At the USACE plot location, the overstory is primarily composed of Norway maple (*Acer platanoides*), with some white pine (*Pinus strobus*) also present. Norway maple occurs only sparsely in the sapling and shrub layer. The herbaceous layer is dominated by sensitive fern (*Onoclea sensibilis*), with the remaining ground surface largely covered by leaf litter.

Soil in Wetland C meet the criteria for hydric soil indicator F6 – Redox Dark Surface as the soil profile consists of a 9-inch layer of depleted silt loam with redox near the surface, underlain by a 16 plus-inch layer of sand. The primary indicator of hydrology was B9 – Water-Stained Leaves.

Based on field investigation, Wetland C provides the following functions and values:

Principal Functions and Values

- Floodflow Alteration: The wetland contributes to floodwater attenuation within the riparian system of Stream 1. Its position in the landscape allows it to temporarily retain stormwater and slow runoff, reducing downstream flooding potential.
- Sediment/Toxicant Retention: Wetland C plays a role in trapping sediments and pollutants carried by surface water. The presence of fine-textured soils and vegetative cover helps to filter runoff before it reaches Stream 1.
- Nutrient Removal/Retention/Transformation: The wetland likely contributes to water quality improvement by assimilating and transforming excess nutrients, reducing the risk of eutrophication in downstream water bodies.
- Sediment/Shoreline Stabilization: Vegetation in Wetland C helps stabilize soil and reduce erosion along the adjacent streambank.

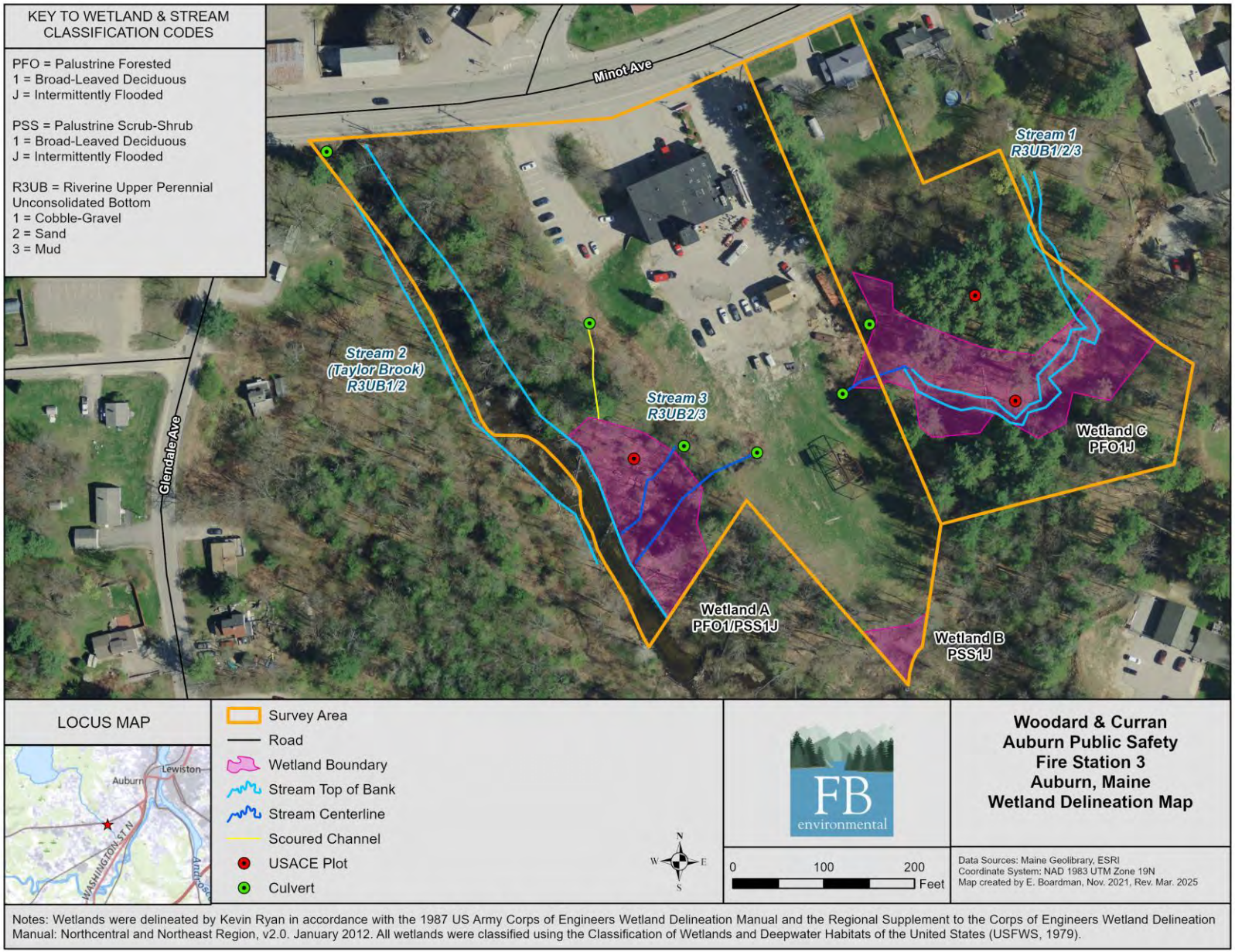
Additional Functions and Values

- Wildlife Habitat: The wetland provides habitat for a range of wildlife species. Observations of cyprinid fish in the adjacent brook indicate the potential for fish habitat connectivity.
- Fish and Shellfish Habitat: Stream 1, which is hydrologically connected to Wetland C, was observed to contain cyprinid fish.
- Production Export: The wetland contributes organic material, including leaf litter and woody debris, which supports nutrient cycling and energy transfer within the system.

Limited or Absent Functions and Values

- Groundwater Recharge/Discharge: Wetland C lacks strong indicators of groundwater recharge or discharge.
- Educational/Scientific Value: The wetland is not currently used as a research or educational resource.
- Visual Quality/Aesthetics: The presence of invasive species such as Japanese knotweed degrades the wetland's aesthetic value.
- Endangered Species Habitat: No known records of state or federally listed species exist for the wetland.
- Uniqueness/Heritage: The wetland is not known to contain rare or unique ecological, historical, or cultural features.
- Recreation: The wetland is not suitable for recreational activities due in part to its small size and lack of access.

ATTACHMENT 1. REVISED WETLAND DELINEATON MAP



ATTACHMENT 2. COMPLETED WETLAND FUNCTION-VALUE EVALUATION FORM

Wetland Function-Value Evaluation Form

Total area of wetland 0.67ac Human made? No Is wetland part of a wildlife corridor? _____ or a "habitat island"? X

Adjacent land use Municipal (fire station) & residential Distance to nearest roadway or other development <100 feet

Dominant wetland systems present Palustrine Forested & Scrub-Shrub Contiguous undeveloped buffer zone present _____

Is the wetland a separate hydraulic system? No If not, where does the wetland lie in the drainage basin? Mid-basin

How many tributaries contribute to the wetland? n/a Wildlife & vegetation diversity/abundance (see attached list)

Wetland I.D. Auburn Fire Sta. 3 Wetland C

Latitude 44.08194 Longitude 70.24634

Prepared by: KR, EB Date 3 March 2025

Wetland Impact:
Type _____ Area _____

Evaluation based on:
Office _____ Field X

Corps manual wetland delineation completed? Y X N _____

Function/Value	Suitability Y / N	Rationale (Reference #)*	Principal Function(s)/Value(s)	Comments
Groundwater Recharge/Discharge	N	1,4,7		
Floodflow Alteration	Y	3,4,5,6,8,9,10,11,13	X	
Fish and Shellfish Habitat	Y	4,8,9,10,12,14,15,16,17		Observed Cyprinids in brook (likely a species of dace).
Sediment/Toxicant Retention	Y	1,2,4,6,8,10,12	X	
Nutrient Removal	Y	3,4,5,7,10	X	
Production Export	Y	1,2,4,6		
Sediment/Shoreline Stabilization	Y	1,3,4,7,9	X	
Wildlife Habitat	Y	6,8,11,17		
Recreation	N			
Educational/Scientific Value	N			
Uniqueness/Heritage	N			
Visual Quality/Aesthetics	N			
ES Endangered Species Habitat	N			There are no known records of endangered species for the wetland.
Other				

Notes:

* Refer to backup list of numbered considerations.

ATTACHMENT 3. COMPLETED WETLAND DETERMINATION DATA FORM

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Auburn Engine #3 City/County: Auburn/Androscoggin Sampling Date: 3 Nov. 2021

Applicant/Owner: Woodard & Curran / City of Auburn State: ME Sampling Point: C-1 (wet)

Investigator(s): Kevin Ryan, Elliott Boardman Section, Township, Range:

Landform (hillside, terrace, etc.): Floodplain Local relief (concave, convex, none): None Slope %: 0

Subregion (LRR or MLRA): LRR R Lat: Long: Datum:

Soil Map Unit Name: Scantic Silt Loam NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	**Is the Sampled Area**
Hydric Soil Present?	Yes X	No	**within a Wetland?** **Yes** X **No**
Wetland Hydrology Present?	Yes X	No	If yes, optional Wetland Site ID:

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- X Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ____	No X	Depth (inches): ____
Water Table Present?	Yes ____	No X	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No X	Depth (inches): ____

Wetland Hydrology Present? **Yes** X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Stream is within 15' of soil pit.

VEGETATION – Use scientific names of plants.

Sampling Point: C-1 (wet)

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1. *Acer platanoides*	25	Yes	UPL
2. *Pinus strobus*	5	No	FACU
3.			
4.			
5.			
6.			
7.			
	30	=Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1. *Acer platanoides*	5	Yes	UPL
2.			
3.			
4.			
5.			
6.			
7.			
	5	=Total Cover	
Herb Stratum (Plot size: 5')			
1. *Onoclea sensibilis*	75	Yes	FACW
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	75	=Total Cover	
Woody Vine Stratum (Plot size:)			
1.			
2.			
3.			
4.			
		=Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33.3% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	75	x 2 =	150
FAC species	0	x 3 =	0
FACU species	5	x 4 =	20
UPL species	30	x 5 =	150
Column Totals:	110 (A)		320 (B)

Prevalence Index = B/A = 2.91

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

X 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** X **No** ___

Remarks: (Include photo numbers here or on a separate sheet.)
Remaining ground cover for herb layer is leaf litter.

SOIL

Sampling Point C-1 (wet)

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-9	2.5YR 2.5/1	95	7.5YR 4/6	95	C	M	Loamy/Clayey	Redox near surface, Texture = Silt loam
9-16	2.5YR 2.5/1	100					Sandy	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ High Chroma Sands (S11) (**LRR K, L)**
- ___ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) (**LRR K, L**)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ___ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ___ Polyvalue Below Surface (S8) (**LRR K, L**)
- ___ Thin Dark Surface (S9) (**LRR K, L**)
- ___ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ___ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ___ Mesic Spodic (TA6) (**MLRA 144A, 145, 149B**)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** ___

Remarks:

This data form is revised from Northcentral and Northeast Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

AUBURN FIRE STATION 3

WETLAND AND STREAM RESTORATION PLAN

AUGUST 2025



Prepared by

FB Environmental Associates

For

Woodard & Curran

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1. Purpose

This document provides guidance for restoring forested and scrub-shrub wetlands and stream ecosystems impacted by the Auburn Engine 3 Fire Station redevelopment project. A planting plan with the rationale for species selection, plant size, and spacing, as well as recommended planting methods are included. Additionally, recommendations for stream substrate and in-stream habitat restoration are provided.

2. Existing Site Conditions

Existing conditions and vegetation at the site were documented by Kevin Ryan, Elliott Boardman, and Mindee Goodrum during visits to the site during November 2021, March 2025, and August 2025. The area to be restored corresponds with delineated features Stream 1, Stream 3, Wetland C, and Wetland A, as described in FB Environmental's Wetland Delineation Report(s) for the site, which were submitted to Woodard & Curran on 23 November 2021 and 25 March 2025.

The portion of Stream 1 within the project area has a mixed substrate of cobble, gravel, sand, and mud. Toward the center of the site, Stream 1 enters and exits a culvert that passes beneath an area of fill before continuing to Taylor Brook. Extensive debris (including bricks, metal, and trash) was observed in the stream channel downstream of the culvert. During the August 2025 site visit, Stream 1 was dry downstream of the culvert, with flow instead occurring through the channel of Stream 3 via a crushed culvert under the central area of fill. It is likely that the formation of Stream 3's channel is a result of structural degradation and under sizing of the culvert system that conveys Stream 1 and Stream 3.

Wetland C is a riparian wetland that is associated with Stream 1. It is an intermittently flooded forested wetland with broad-leaved deciduous vegetation, namely red maple (*Acer ruburm*), green ash (*Fraxinus pennsylvanica*), and American elm (*Ulmus americana*). The wetland extends beyond the eastern project area boundary into an area that has been filled by a private residence located upslope from the wetland. Invasive, non-native Japanese knotweed (*Fallopia japonica*) was observed throughout the wetland complex.

Wetland A is an area of floodplain associated with Taylor Brook. Prominent vegetation within the wetland includes red maple (*Acer rubrum*) and yellow birch (*Betula alleghaniensis*) in the canopy, and speckled alder (*Alnus incana*) and non-native, invasive Morrow's honeysuckle (*Lonicera morrowii*) in the understory. Sensitive fern (*Onoclea sensibilis*) and royal fern (*Osmunda spectabilis*) are prominent within the herbaceous layer.

Additional wetland vegetation observed within Wetlands C and A during the August 2025 site visit include silky dogwood (*Cornus amomum*), white ash (*Fraxinus americana*), arrowwood viburnum *(Viburnum dentatum*), and American pussy willow (*Salix discolor*). The site also contains dense non-native, invasive vegetation. In addition to the Japanese knotweed and Morrow's honeysuckle mentioned above, additional invasive species observed include multiflora rose (*Rosa multiflora*), Asiatic bittersweet (*Celastrus orbiculatus*), Norway maple (*Acer platanoides*), and creeping Jenny (*Lysimachia nummularia*).

Photographs of existing site conditions are provided in Appendix A.

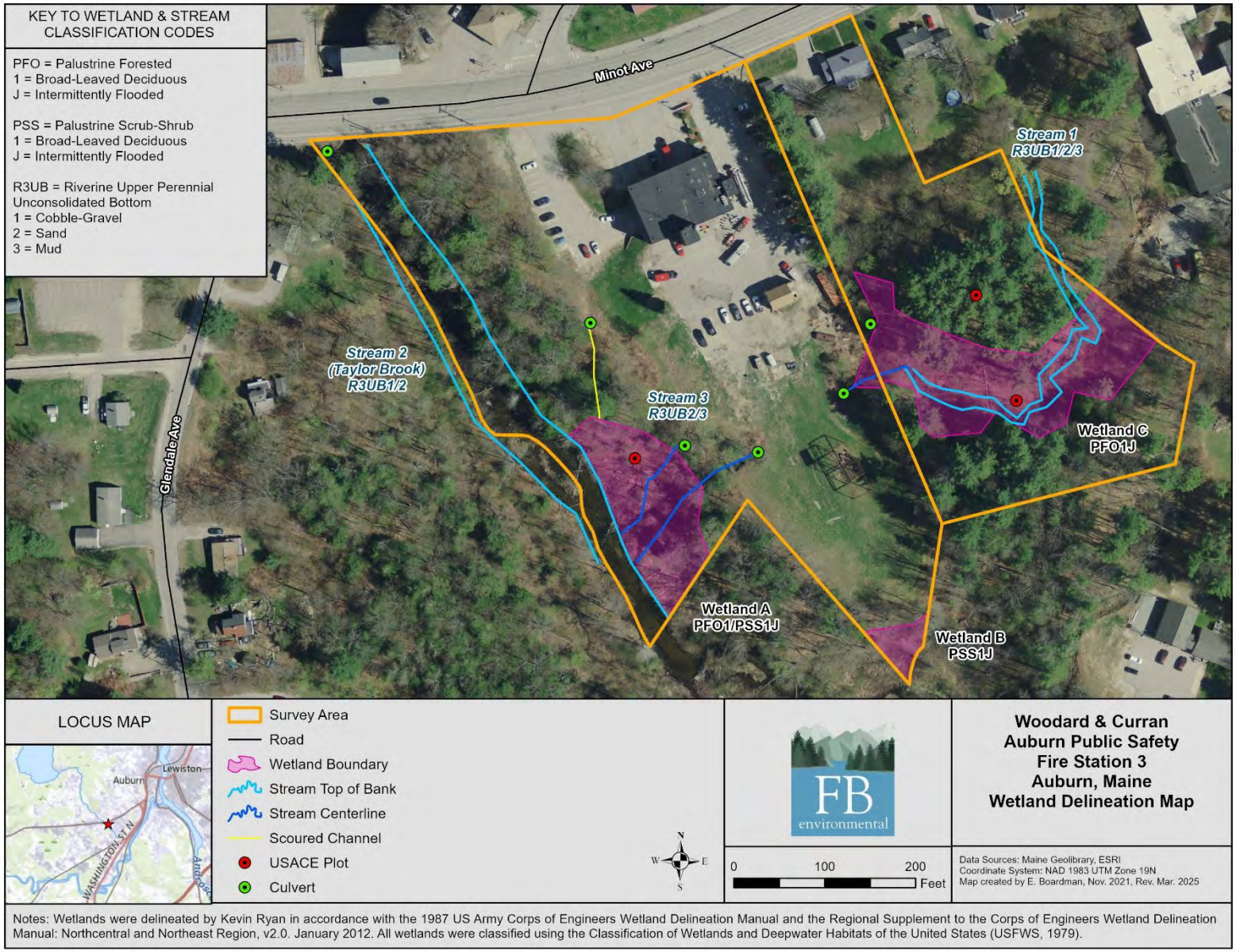


FIGURE 1. FB ENVIRONMENTAL WETLAND DELINEATION MAP DEPICTING EXISTING SITE CONDITIONS.

3. Restoration Area

Wetland boundaries at the site were delineated by Kevin Ryan and Elliott Boardman of FB Environmental. The restoration area for the project includes both floodplain wetlands and streambanks (Figure 2).

Wetland creation within Wetland C is proposed upstream of the existing culvert and downstream of the existing culvert within Wetland A. Invasive species management and debris removal is strongly recommended for this section of the property to restore natural functions and values to the wetlands and stream. The wetland restoration zones are divided into two distinct Areas (Area 1 and Area 2) for purposes of the replanting plan. Area 1 represents areas should be replanted to reestablish a forested wetland ecosystem with a variably dense understory including shade-tolerant species. Area 2 represents those that will have an open canopy in portions of created wetland surrounding Stream 1 as it is rerouted through the existing area of fill. The created wetland will contain dense scrub-shrub vegetation surrounding the stream. Species to be planted in Area 2 are those that thrive best in full sun.

A 50-foot section of Stream 1 is proposed to be daylight from the existing 48" corrugated metal culvert, which will be shortened and converted to an embedded box culvert sized to 1.2 bankfull width. It is recommended that live stakes are planted along the streambank to promote bank stabilization, stream shading, and instream habitat.

Specific restoration strategies are presented in the following sections.

4. Wetland Restoration

General restoration strategies for impacted or created wetland habitats in Area 1 include planting of large wetland trees (red maple, white ash, and American elm) interspersed with a dense shrub understory (speckled alder, silky dogwood, pussy willow, arrowwood viburnum). Invasive species management is strongly recommended within the impact areas to ensure they do not outcompete newly planted native species.

In newly established wetland areas that are expected to have a more open canopy (Area 2), it is recommended to establish riparian scrub-shrub wetland habitat. Silky dogwood, speckled alder, meadowsweet (*Spiraea alba*), steeplebush (*Spiraea tomentosa*), spotted joe pye weed (*Eupatorium maculatum*), and common boneset (*Eupatorium perfoliatum*) are the recommended native plant species in this zone. These species prefer full sun conditions and will provide a range of flowering seasons and food sources for various pollinators and wildlife species.

See Section 6 for details on native plant species and planting methodology.

Within created or impacted wetland areas, a groundcover seed mix is also recommended to populate the herbaceous vegetation layer. The New England Wetmix from New England Wetland Plants is recommended to establish a robust and resilient herbaceous layer (Appendix B). The mix contains a variety of native seeds of wetland plants suitable for moist sites that are not permanently flooded.

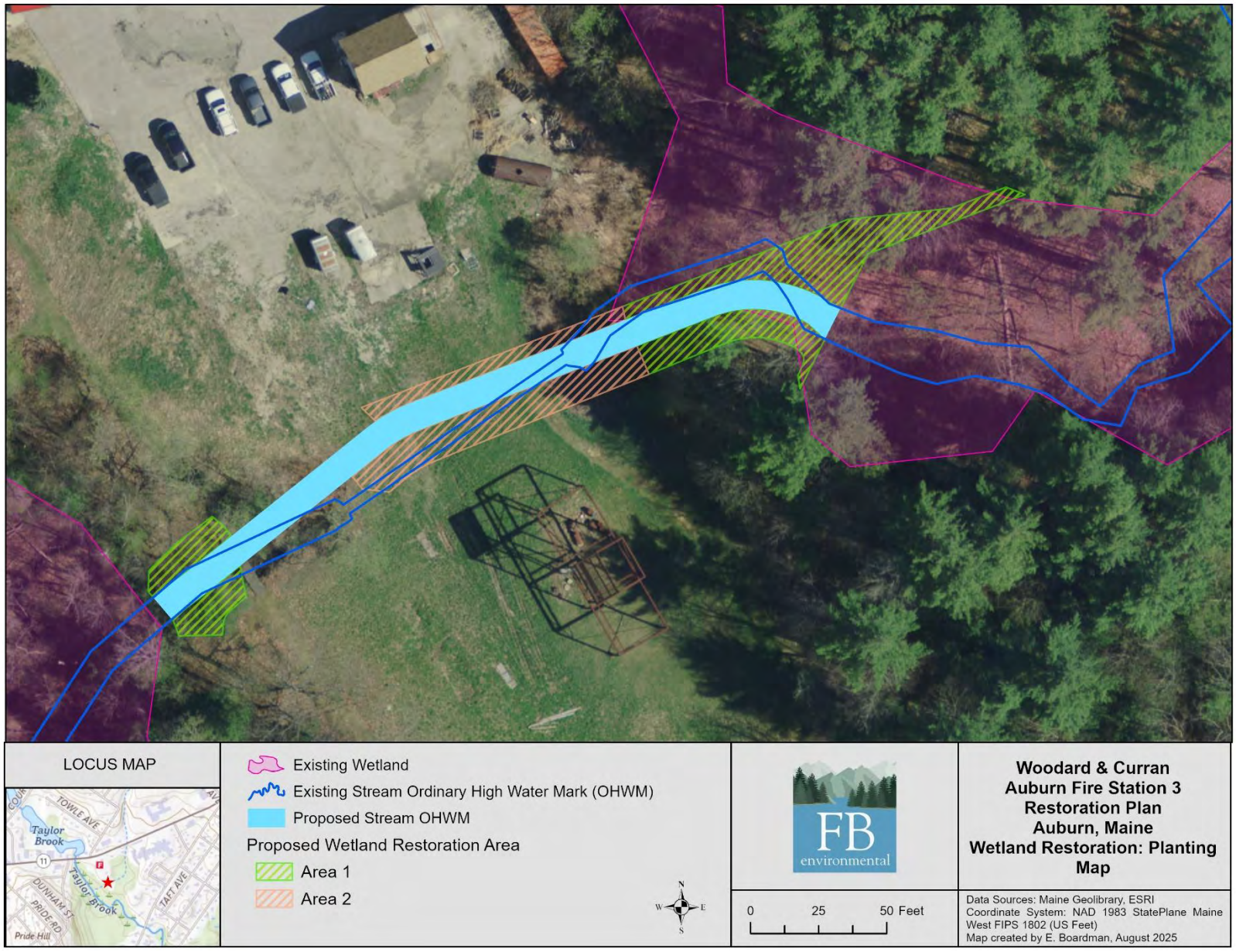


FIGURE 2. AUBURN FIRE STATION 3 RESTORATION PLAN MAP.

5. Stream Restoration

The area of stream to be impacted contains a mixed substrate of silt and sand throughout of the channel with a prominent build up within depositional zones along the stream margins. Some coarse gravel and small cobbles are present within the stream channel but at large are relatively absent in the project area when compared to the stream composition of an observed reference reach upstream of Minot Avenue.

Downstream of the existing culvert, there is currently an extensive build-up of anthropogenic debris (masonry, metal, etc.) within the stream channel (Figure 3). This debris should be removed prior to channel restoration. Hand removal of the debris is recommended where feasible to minimize impacts to wetland and stream resources, but machinery is likely needed to remove some of the larger and more embedded pieces.

Restoration efforts should use the natural substrate on site to the greatest extent possible on the restored sections of the tributary stream, with a focus on enhancing the roughness of the stream channel through the installation of additional small boulders, cobbles, and gravel of various sizes. Additionally, a mixture of large gravel and small cobbles (up to 5 inches in width) should be placed within the box culvert embedment after construction. Within the stream channel, 4-6 clusters of branches or stems from vegetation cleared during construction activity should be placed within the stream channel, preferably within an existing or constructed pool. A trunk or larger branch may also be used at one of these locations if available to provide greater habitat diversity and pool formation. If a large trunk or branch is to be used it is recommended that the feature is anchored to either bank of the stream channel to allow for the formation of a riffle before the feature and a pool below.

Along the restored streambank (from ordinary high water to approximately three feet above), dense live staking of silky dogwood and pussy willow are recommended to provide stabilization, stream shading, and other habitat benefits. Interspersed shrubs of speckled alder are also recommended. See the following section for more details on planting methodology.



FIGURE 3. DEBRIS INCLUDING MASONRY AND SCRAP METAL WITHIN THE STREAM.

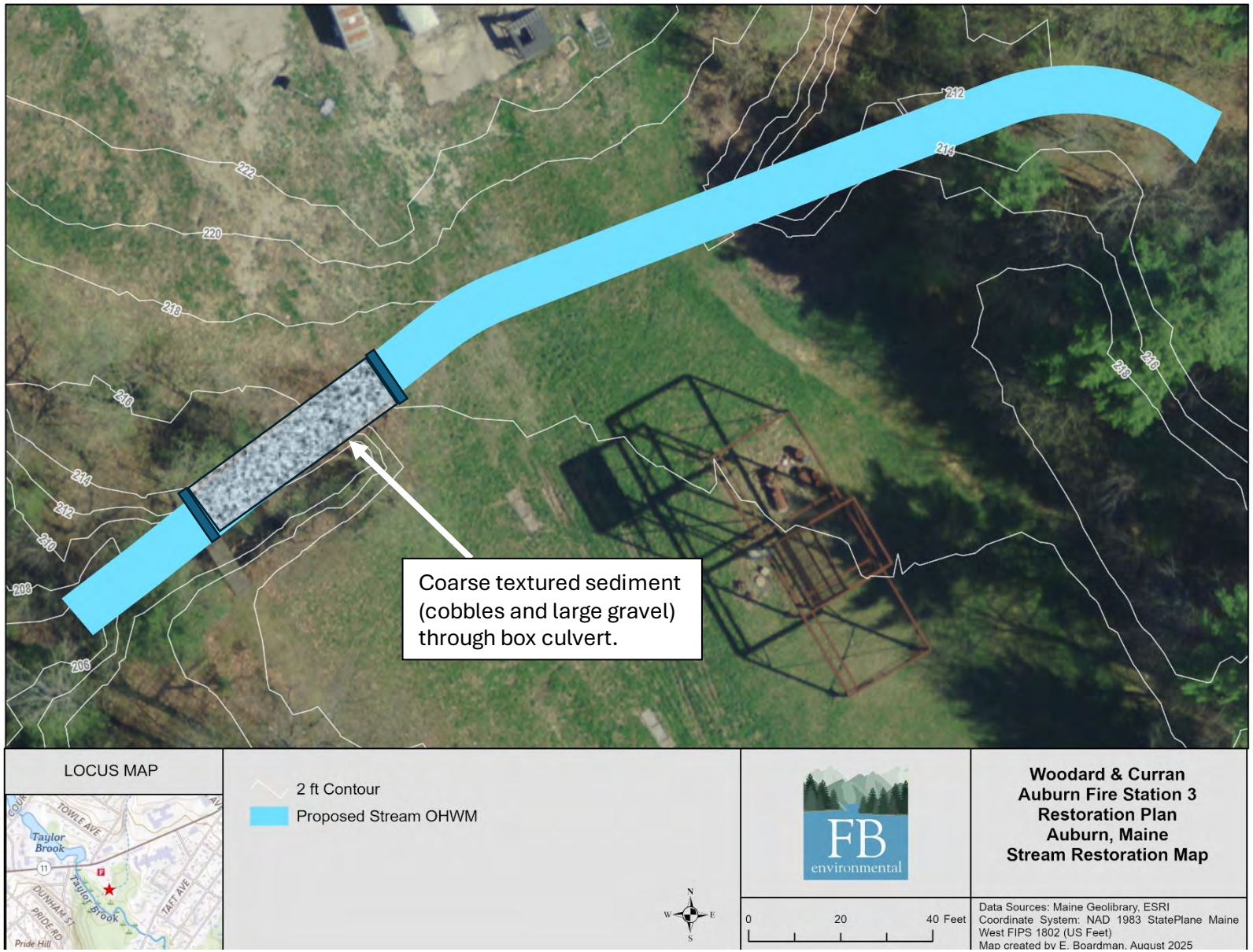


FIGURE 4. STREAM RESTORATION AREA.

6. Planting Methodology and Species Information

Prior to planting, the restoration area should be cleared of trash, debris, and non-native, invasive species to the greatest practical extent. All equipment must be cleaned on-site to prevent the spread of non-native, invasive species. Planting zones are shown in Figure 2. Planting methodology is also summarized in Table 1.

TABLE 1. RECOMMENDED NATIVE PLANT SPECIES FOR WETLAND RESTORATION, SPACING RECOMMENDATIONS, AND PLANTING ZONE.

Plant Common Name	Plant Scientific Name	Spacing Recommendation (feet)	Planting Area		
			1	2	Streambank
Red Maple	*Acer rubrum*	20-40	✓		
American Elm	*Ulmus americana*	20-40	✓		
White Ash	*Fraxinus americana*	20-40	✓		
Speckled Alder	*Alnus incana*	12-15	✓	✓	✓
Silky Dogwood	*Cornus amomum*	5-6 (potted), 1-2 (live stakes)	✓	✓	✓
Arrowwood Viburnum	*Viburnum dentatum*	5-6	✓		
Pussy Willow	*Salix discolor*	5-6 (potted), 1-2 (live stakes)	✓	✓	✓
Meadowsweet	*Spiraea alba*	1-3		✓	
Steeplebush	*Spiraea tomentosa*	1-3		✓	
Spotted Joe Pye Weed	*Eupatorium maculatum*	1-3		✓	
Common Boneset	*Eupatorium perfoliatum*	1-3		✓	

Area 1 Species

Red Maple (*Acer rubrum*)

- **Planting Zone**: It is most abundant on bottomlands and is tolerant of waterlogged soils and flooding, but it is a "supergeneralist," growing on the widest variety of sites and in the greatest range of conditions (sunny or shady, high or low nutrients, dry or moist) of any North American species.

- **Spacing & Layout**:
    - **Spacing**: Space 20–40 feet apart, center to center.
    - **Growth & Arrangement**: Red maple can grow to 60-90 feet tall and 30-60 feet wide.
- **Planting Method**:
    - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

White Ash (*Fraxinus americana*)

- **Planting Zone**: White ash is adaptable to a wide range of soil types, including wet and dry sites. It prefers rich, well-drained soils with a slightly acidic pH. Prefers full sun to light shade.
- **Spacing & Layout**:
    - **Spacing**: Space 20–40 feet apart, center to center.
    - **Growth & Arrangement**: White ash can grow 60- 80 feet tall and 40-70 feet wide.
- **Planting Method**:
    - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

American Elm (*Ulmus americana*)

- **Planting Zone**: White ash grows best on deep, well drained, moist soils. The seedlings are shade tolerant but can also establish in full sun. Mature individuals are shade intolerant.
- **Spacing & Layout**:
    - **Spacing**: Space 20–40 feet apart, center to center.
    - **Growth & Arrangement**: White ash can grow 60- 90 feet tall and 50-75 feet wide.
- **Planting Method**:
    - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

Silky Dogwood (*Cornus amomum*)

- **Planting Zone**: It performs best in soils that are moist, somewhat poorly drained, moderately acidic to neutral, and in areas that have medium to coarse soils. It is highly tolerant of shade but not of droughty conditions.
- **Spacing & Layout**:
    - **Spacing**:
        - **Potted or bare root plants:** Space 5-6 feet apart, center to center.
        - **Live stakes:** Space 1-2 feet apart. Stakes should be 2-3 long, longer if using in a shaded environment.
    - **Growth & Arrangement**: Silky dogwood can grow 6-10 feet tall and wide.

- **Planting Method**:
    - **Potted or bare root plants**: Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.
    - **Live stakes**: Push the pointed end of each live stake into the streambank. Push with a mallet or use a metal rod to create a hole if needed. Stakes should be planted at a 90-degree angle with ¼ of the stake (including a few buds) sticking out of the ground. Should be planted while dormant and within 24 hours of collection for best results.

Speckled Alder (*Alnus incana*)

- **Planting Zone**: Speckled alder colonizes stream banks, lake shores, and damp meadows and also occurs in bogs and nutrient-rich swamp communities. It grows abundantly in various soil types, from sandy to gravelly, loamy, clayey, and mucky, and it can tolerate periods of flooding as well as occasional droughts. It tolerates shade but grows most vigorously in full sun and may form dense thickets.
- **Spacing & Layout**:
    - **Spacing**: Space 12-15 feet apart, center to center.
    - **Growth & Arrangement**: Speckled alder can grow to 20-35 feet tall and wide.
- **Planting Method**:
    - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

Pussy Willow (*Salix discolor*)

- **Planting Zone**: Grows in average, medium to wet, well-drained soils in full sun to part shade. Prefers full sun. Thrives in moist soil, but tolerates somewhat drier soils better than most other willows
- **Spacing & Layout**:
    - **Spacing**:
        - **Potted or bare root plants:** Space 5-6 feet apart, center to center.
        - **Live stakes:** Space 1-2 feet apart. Stakes should be 2-3 long, longer if used in a shaded environment.
    - **Growth & Arrangement**: Pussy willow grows 6-15 feet tall and 4-12 feet wide.
- **Planting Method**:
    - **Potted or bare root plants**: Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.
    - **Live stakes**: Push the pointed end of each live stake into the streambank. Push with a mallet or use a metal rod to create a hole if needed. Stakes should be planted at a 90-degree angle with ¼ of the stake (including a few buds) sticking out of the ground. Should be planted while dormant and within 24 hours of collection for best results.

Arrowwood Viburnum (*Viburnum dentatum*)

- **Planting Zone**: Arrowwood viburnum prefers loamy, neutral to acid soil with ample moisture, but is adaptable to a range of conditions from dry to fairly wet soil. They most commonly occur in partial shade but can be grown in full sun.
- **Spacing & Layout**:
    - **Spacing**: Space 5-6 feet apart, center to center.
    - **Growth & Arrangement**: Arrowwood viburnum grows 3-10 feet tall and 4-7 feet wide.
- **Planting Method**:
    - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

Area 2 Species

Silky Dogwood (*Cornus amomum*)

- **Planting Zone**: It performs best in soils that are moist, somewhat poorly drained, moderately acidic to neutral, and in areas that have medium to coarse soils. It is highly tolerant of shade but not of droughty conditions.
- **Spacing & Layout**:
    - **Spacing**:
        - **Potted or bare root plants:** Space 5-6 feet apart, center to center.
        - **Live stakes:** Space 1-2 feet apart. Stakes should be 2-3 long, longer if used in a shaded environment.
    - **Growth & Arrangement**: Silky dogwood can grow 6-10 feet tall and wide.
- **Planting Method**:
    - **Potted or bare root plants**: Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.
    - **Live stakes**: Push the pointed end of each live stake into the streambank. Push with a mallet or use a metal rod to create a hole if needed. Stakes should be planted at a 90-degree angle with ¼ of the stake (including a few buds) sticking out of the ground. Should be planted while dormant and within 24 hours of collection for best results.

Speckled Alder (*Alnus incana*)

- **Planting Zone**: Speckled alder colonizes stream banks, lake shores, and damp meadows and occurs in bogs and nutrient-rich swamp communities. It grows abundantly in various soil types, from sandy to gravelly, loamy, clayey, and mucky, and it can tolerate periods of flooding as well as occasional droughts. It tolerates shade but grows most vigorously in full sun and may form dense thickets.
- **Spacing & Layout**:
    - **Spacing**: Space 12-15 feet apart, center to center.
    - **Growth & Arrangement**: Speckled alder can grow to 20-35 feet tall and wide.

- **Planting Method**:
    - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

Pussy Willow (*Salix discolor*)

- **Planting Zone**: Grows in average, medium to wet, well-drained soils in full sun to part shade. Prefers full sun. Thrives in moist soil, but tolerates somewhat drier soils better than most other willows
- **Spacing & Layout**:
    - **Spacing**:
        - **Potted or bare root plants:** Space 5-6 feet apart, center to center.
        - **Live stakes:** Space 1-2 feet apart. Stakes should be 2-3 long, longer if used in a shaded environment.
    - **Growth & Arrangement**: Pussy willow grows 6-15 feet tall and 4-12 feet wide.
- **Planting Method**:
    - **Potted or bare root plants**: Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.
    - **Live stakes**: Push the pointed end of each live stake into the streambank. Push with a mallet or use a metal rod to create a hole if needed. Stakes should be planted at a 90-degree angle with ¼ of the stake (including a few buds) sticking out of the ground. Should be planted while dormant and within 24 hours of collection for best results.

Meadowsweet (*Spiraea alba*)

- **Planting Zone**: Meadowsweet thrives in full sun and is adapted to wet to moist sites along stream edges.
- **Spacing & Layout**:
    - **Spacing**: Space 1-3 feet apart, center to center.
    - **Growth & Arrangement**: Meadowsweet grows 2-4 feet in height and 3-6 feet in width.
- **Planting Method**:
    - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

Steeplebush (*Spiraea tomentosa*)

- **Planting Zone**: Steeplebush thrives in full sun and is adapted to wet to moist sites along stream edges.
- **Spacing & Layout**:
    - **Spacing**: Space 1-3 feet apart, center to center.
    - **Growth & Arrangement**: Steeplebush grows 2-4 feet in height and 3-5 feet in width.
- **Planting Method**:
    - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

Spotted Joe Pye Weed (*Eupatorium maculatum*)

- **Planting Zone**: Spotted Joe pye weed prefers moist to wet soils and full sun to part shade.
- **Spacing & Layout**:
  - **Spacing**: Space 1-3 feet apart, center to center.
  - **Growth & Arrangement**: Spotted Joe pye weed grows 2-6 feet in height and 3-4 feet in width.
- **Planting Method**:
  - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

Common boneset (*Eupatorium perfoliatum*)

- **Planting Zone**: Common boneset prefers moist to wet soils and full sun to shade.
- **Spacing & Layout**:
  - **Spacing**: Space 1-3 feet apart, center to center.
  - **Growth & Arrangement**: Common boneset grows 3-6 feet in height and 3-4 feet in width.
- **Planting Method**:
  - Dig a hole equal to or slightly larger than the root ball, ensuring the top of the root ball is flush with or up to two inches below ground level. Pack soil firmly around the plant for stability.

New England Wetmix Seed Mix

The seeds can be sown by hand, with a handheld spreader, or hydro-seeded. A light raking is recommended to ensure optimal seed to soil contact, and a light mulch of clean straw is recommended to protect seeds from predation and to provide moist conditions for seed germination. If sowing in the fall or winter, seeds will germinate the following spring. If sowing in the spring or summer, watering may be required until germination. Seeds should be applied at a rate of 1 pound per 2,500 square feet.

Appendix A: Site Photographs



Photo 1. A representative view of the Stream 1 culvert inlet.



Photo 2. The Stream 1 culvert is completely crushed in the interior.



Photo 3. The culvert outlet of Stream 1 is deteriorating and surrounded by unstable banks.



Photo 4. The culvert outlet of Stream 3 has collapsed and is causing undercutting of the bank.



Photo 5. Wetland C contains dense stands of non-native, invasive species such as Japanese knotweed (*Fallopia japonica*).



Photo 6. Wetland C is a forested wetland with a dense shrub understory.



Photo 7. Stream 1 flowing within Wetland C in the restoration area.



Photo 8. Large woody debris has created several pools within Stream 1, a beneficial aquatic habitat.



Photo 9. Stream 1 downstream of the culvert contains large accumulations of masonry and metal debris.



Photo 10. Stream 1 substrate is primarily composed of a silt/sand mixture, with some coarse gravel and small cobble deposits.

Appendix B: New England Wetmix Specifications

NEW ENGLAND WETLAND PLANTS, INC

14 Pearl Lane South Hadley, MA 01075

PHONE: 413-548-8000 FAX 413-549-4000

EMAIL: INFO@NEWP.COM WEB ADDRESS: WWW.NEWP.COM

New England Wetmix (Wetland Seed Mix)

Botanical Name	Common Name	Indicator
Carex vulpinoidea	Fox Sedge	OBL
Carex scoparia	Blunt Broom Sedge	FACW
Carex lurida	Lurid Sedge	OBL
Carex lupulina	Hop Sedge	OBL
Poa palustris	Fowl Bluegrass	FACW
Bidens frondosa	Beggar Ticks	FACW
Scirpus atrovirens	Green Bulrush	OBL
Asclepias incarnata	Swamp Milkweed	OBL
Carex crinita	Fringed Sedge	OBL
Vernonia noveboracensis	New York Ironweed	FACW+
Juncus effusus	Soft Rush	FACW+
Aster lateriflorus (Symphyotrichum lateriflorum)	Starved/Calico Aster	FACW
Iris versicolor	Blue Flag	OBL
Glyceria grandis	American Mannagrass	OBL
Mimulus ringens	Square Stemmed Monkey Flower	OBL
Eupatorium maculatum (Eutrochium maculatum)	Spotted Joe Pye Weed	OBL

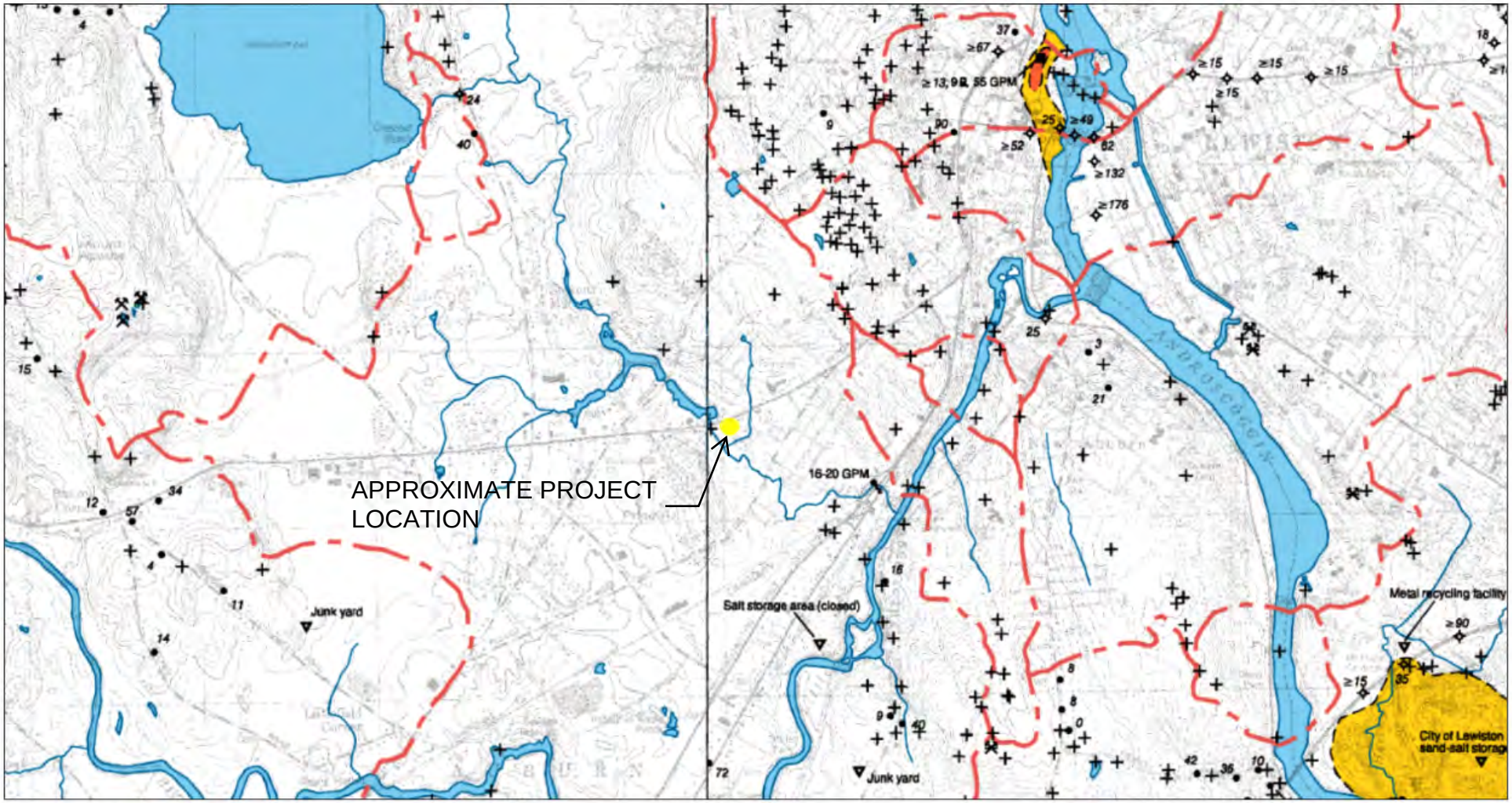
APPLY: 18 LBS/ACRE :2500 sq ft/lb

The New England Wetmix (Wetland Seed Mix) contains a wide variety of native seeds that are suitable for most wetland restoration sites that are not permanently flooded. All species are best suited to moist ground as found in most wet meadows, scrub shrub, or forested wetland restoration areas. The mix is well suited for detention basin borders and the bottom of detention basins not generally under standing water. The seeds will not germinate under inundated conditions. If planted during the fall months the seed mix will germinate the following spring. During the first season of growth several species will produce seeds while other species will produce seeds after the second growing season. Not all species will grow in all wetland situations. This mix is comprised of the wetland species most likely to grow in created/restored wetlands and should produce more than 75% ground cover in two full growing seasons.

The wetland seeds in this mix can be sown by hand, with a hand-held spreader, or hydro-seeded on large or hard to reach sites. Lightly rake to insure good seed-to-soil contact. Seeding can take place on frozen soil, as the freezing and thawing weather of late fall and late winter will work the seed into the soil. If spring conditions are drier than usual watering may be required. If sowing during the summer months supplemental watering will likely be required until germination. A light mulch of clean, weed free straw is recommended.

New England Wetland Plants, Inc. may modify seed mixes at any time depending upon seed availability. The design criteria and ecological function of the mix will remain unchanged. Price is $/bulk pound, FOB warehouse, Plus SH and applicable taxes.

ATTACHMENT 13: SIGNIFICANT SAND AND GRAVEL AQUIFER MAP



5/9/2025, 9:43:08 AM

1:30,000

0 0.28 0.55 1.1 mi

0 0.42 0.85 1.7 km

Significant Sand and Gravel Aquifers

SIGNIFICANT SAND AND GRAVEL AQUIFERS
(yields greater than 10 gallons per minute)

Approximate boundary of surficial deposits with significant saturated thickness where potential ground-water yield is moderate to excellent.

Surficial deposits with good to excellent potential ground-water yield; yields generally greater than 50 gallons per minute to a properly constructed well. Deposits consist primarily of glacial sand and gravel, but can include areas of sandy till and alluvium; yield zones are based on subsurface data where available, and may vary from mapped extent in areas where data are unavailable.

Surficial deposits with moderate to good potential ground-water yield; yields generally greater than 10 gallons per minute to a properly constructed well. Deposits consist primarily of glacial sand and gravel, but can include areas of sandy till and alluvium; yields may exceed 50 gallons per minute in deposits hydraulically connected with surface-water bodies, or in extensive deposits where subsurface data are available.

SURFICIAL DEPOSITS WITH LESS FAVORABLE AQUIFER CHARACTERISTICS
(yields less than 10 gallons per minute)

Areas with moderate to low or no potential ground-water yield (includes areas underlain by till, marine deposits, eolian deposits, alluvium, swamps, thin glacial sand and gravel deposits, or bedrock); yields in surficial deposits generally less than 10 gallons per minute to a properly constructed well.

SEISMIC-LINE INFORMATION

Profiles for 12-channel seismic lines are shown in Figure 8 of Open-File Report 85-82a (Tepper and others, 1985), or may be viewed at the Maine Geological Survey. Length of 12-channel seismic lines as shown on the map is to scale. All single-channel lines ranged from 80 to 300 feet long and are not shown to scale.

63 — Depth to bedrock, in feet below land surface.

≥53 — Depth to bedrock exceeds depth shown (based on calculations)

12 — Depth to water level, in feet below land surface.

MAP-7 *131, 23* — Twelve-channel seismic line, with depth to bedrock and depth to water shown at the midpoint of the line, in feet below land surface.

69, 12 / MAP-E / *72, 12* — Single-channel seismic line, with depth to bedrock and depth to water shown at each end of the line, in feet below land surface. Unless otherwise indicated, data shown above the line-identifier box refers to the northern end of the seismic line.

Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, Maine Geological Survey

Project Location

Maine Department of Agriculture, Conservation & Forestry

Maine Geological Survey

Website
https://www.maine.gov/dacf/mgs/pubs/digital/aquifers.htm

ATTACHMENT 14: AGENCY REVIEW RESPONSES

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 04431
Phone: (207) 469-7300 Fax: (207) 902-1588

In Reply Refer To:
Project Code: 2025-0033020
Project Name: Auburn PSF

07/29/2025 15:42:34 UTC

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 04431
(207) 469-7300

PROJECT SUMMARY

Project Code: 2025-0033020
Project Name: Auburn PSF
Project Type: Culvert Repair/Replacement/Maintenance
Project Description: Public Safety Facility and Culvert Replacement
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@44.08113965,-70.24629609674426,14z



Counties: Androscoggin County, Maine

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

FISHES

NAME	STATUS
Atlantic Salmon *Salmo salar* Population: Gulf of Maine DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2097	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency:	Woodard & Curran
Name:	Amy Gerhard
Address:	12 Mountfort Street
Address Line 2:	Floor 5
City:	Portland
State:	ME
Zip:	04101
Email	agerhard@woodardcurran.com
Phone:	2075583841

Megan McDevitt, P.E.
Senior Manager/ Senior Principal
Woodard & Curran
12 Mountfort Street
Portland, ME 04101

August 25, 2025

RE: Auburn Engine 3 Fire Station Bridge/Structure Bat Assessment Survey Results

Dear Ms. McDevitt,

At your request, FB Environmental Associates (FBE) conducted a Bridge/Structure Bat Assessment Survey (herein referred to as "the assessment") at the Engine 3 Fire Station (a.k.a. Central Station) located at 550 Minot Avenue in Auburn, Maine. I (Elliott Boardman) conducted the assessment with assistance from FBE Wetland Scientist/Permitting Specialist Sarah Sullivan (Large), on 15 August 2025. The assessment was conducted in accordance with *Appendix K: Assessing and Surveying Bridges and Culverts for Bat Use* found in the *Range-wide Indiana Bat & Northern Long-Eared Bat Survey Guidelines* developed by the U.S. Fish and Wildlife Service in 2024. The assessment results are presented below.

FBE observed three culverts within the project area that are of sufficient size to be surveyed (see attached map). Of these culverts only one is in a condition to provide suitable bat roosting habitat; Culvert 1 is a 48-inch corrugated metal pipe that is located centrally within the project area and conveys a tributary of Taylor Brook to the southwest, where it ultimately discharges into Taylor Brook. The invert of the culvert is rusted out in places and multiple bolted joints have begun to collapse (see attached site photographs). The entirety of Culvert 1 was surveyed for bat presence or signs thereof (guano, urine, and/or body staining). No bats or signs of bat utilization were observed within Culvert 1 (see attached Bridge/Structure Bat Assessment Form).

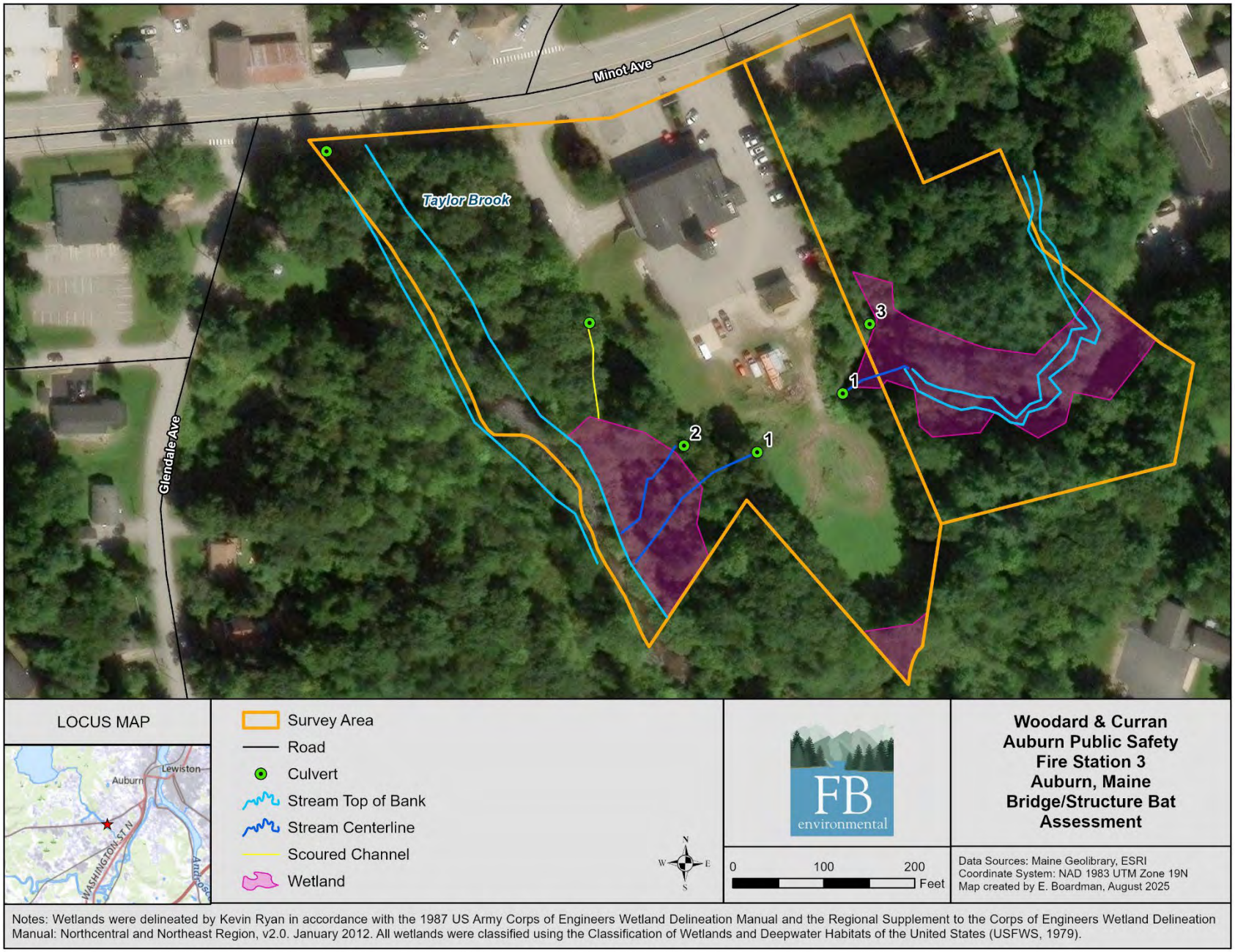
Culvert 2 is an approximately 36-inch corrugated metal pipe that is fully rusted out and collapsed. Culvert 3 is a 36-inch plastic pipe that is filled with sediment. A Bridge/Structure Bat Assessment Form was not completed for Culverts 2 and 3 as the interior of the culverts could not be accessed.

Thank you for the opportunity to assist with this project. Please feel free to reach out if you have any questions or need additional information.

Best regards,

Elliott Boardman
Project Manager and Wildlife Specialist
FB Environmental Associates

Site Map



Notes: Wetlands were delineated by Kevin Ryan in accordance with the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region, v2.0. January 2012. All wetlands were classified using the Classification of Wetlands and Deepwater Habitats of the United States (USFWS, 1979).

Site Photographs



Photo 1. A representative view of Culvert 1 looking west into the inlet.



Photo 2. A portion of Culvert 1 is collapsing at an attachment joint.



Photo 3. A representative view of Culvert 1's outlet.



Photo 4. Culvert 1 from its interior, looking east through the structure.



Photo 5. Multiple joints of Culvert 1 are separating and collapsing, filling with substrate from above.



Photo 6. Collasped joints within Culvert 1 were thoroughly surveyed for the presence of bats or signs of bat utilization.



Photo 7. Culvert 2 is completely rusted out and has collapsed as a result.



Photo 8. Culvert 3 is a plastic pipe that is entirely full of sediment.

Bridge/Structure Bat Assessment Form

Culvert 1

Date & Time of Assessment: 18 August 2025, 11am	DOT Project Number: NA	Route/Facility Carried: Auburn Fire Station 3	County: Oxford
Federal Structure ID: NA	Structure Coordinates (latitude and longitude): Inlet: 44.08164525, -70.24718606	Structure Height (approximate): 48"	Structure Length: Approx. 160'

Structure Type (check one)

Bridge Construction Style

☐	Cast-in-place	☐	Pre-stressed Girder
☐	Flat Slab/Box	☐	Steel I-beam
☐	Truss (Side View)	☐	Covered
☐	Parallel Box Beam	☐	Other:

Culvert Type

☐	Box
☐	Pipe/Round
☐	Other:

Other Structure

☐	

Structure Material (check all that apply)

Deck Material		*Beam Material*		*End/Back Wall Material*	
☐	Metal	☐	None	☐	Concrete
☐	Concrete	☐	Concrete	☐	Timber
☐	Timber	☐	Steel	☐	Stone/Masonry
☐	Open grid	☐	Timber	☐	Other:
☐	Other:	☐	Other:		

Culvert Material

☒	Metal
☐	Concrete
☐	Plastic
☐	Stone/Masonry
☐	Other:

Creosote Evidence

☐	Yes	☐	No
☐	Unknown		

Notes:

Corrugated metal pipe that has rusted out bottom. A portion of culvert has collapsed.

Crossings Traversed (check all that apply)

☐	Bare ground	☒	Open vegetation
☐	Rip-rap	☐	Closed vegetation
☐	Flowing water	☐	Railroad
☐	Standing water	☐	Road/trail - Type:
☐	Seasonal water	☐	Other:

Surrounding Habitat (check all that apply)

☐	Agricultural	☐	Grassland
☐	Commercial	☐	Ranching
☒	Residential-urban	☐	Riparian/wetland
☐	Residential-rural	☐	Mixed use
☒	Woodland/forested	☐	Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Elliott Boardman

Signature: Elliott Boardman

MDIFW Environmental Review and Resource Map Request

5. **Contact Information:**

Last name: Gerhard
First name: Amy
Relationship to project: Consultant
Organization: Woodard & Curran
Street Address: 12 Mountfort Street, Floor 5
City: Portland
State: Maine
Zip Code: 04101
Phone Number: (207) 558-3841
Email Address: agerhard@woodardcurran.com

Please provide all information requested. Omission of information may delay or prevent the ability to fulfill requests. Please submit this request and any other supplemental information (e.g. site plans, if available) to IFWEnvironmentalReview@maine.gov. Thank you.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 4431
Phone: (207) 469-7300 Fax: (207) 902-1588

In Reply Refer To: 09/09/2025 19:33:24 UTC
Project code: 2025-0033020
Project Name: Auburn PSF

Federal Nexus: yes
Federal Action Agency (if applicable): Auburn city

Subject: Technical assistance for 'Auburn PSF'

Dear Hannah Schulz:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on September 09, 2025, for 'Auburn PSF' (here forward, Project). This project has been assigned Project Code 2025-0033020 and all future correspondence should clearly reference this number. **Please carefully review this letter. Your Endangered Species Act (Act) requirements may not be complete.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat and Tricolored Bat Range-wide Determination Key (Dkey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid. Note that conservation measures for northern long-eared bat and tricolored bat may differ. If both bat species are present in the action area and the key suggests more conservative measures for one of the species for your project, the Project may need to apply the most conservative measures in order to avoid adverse effects. If unsure which conservation measures should be applied, please contact the appropriate Ecological Services Field Office***

Determination for the Northern Long-Eared Bat and Tricolored Bat

Based upon your IPaC submission and a standing analysis completed by the Service, your project has reached the following effect determination(s):

Species	Listing Status	Determination
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	NLAA

Federal agencies must consult with U.S. Fish and Wildlife Service under section 7(a)(2) of the Endangered Species Act (ESA) when an action *may affect* a listed species. Tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can *confer* under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if and when the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a NE or NLAA determination from the key to confirm that the determination is still accurate.

You have indicated that you must remove a hazard tree in order to prevent imminent loss of human life. Be advised that the Act's implementing regulations (50 CFR part 17) include a take exemption pursuant to the defense of human life (for endangered species, see 50 CFR 17.21(c)(2)): ''any person may take endangered [or threatened] wildlife in defense of his own life or the lives of others.''). The regulations at 50 CFR 17.21(c)(4) require that any person taking, including killing, listed wildlife in defense of human life under this exception must notify our headquarters Office of Law Enforcement, at the address provided at 50 CFR 2.1(b), in writing, within 5 days. In addition, section 11 of the Act enumerates the penalties and enforcement of the Act. In regard to civil penalties, section 11(a)(3) of the Act states, ''Notwithstanding any other provision of this [Act], no civil penalty shall be imposed if it can be shown by a preponderance of the evidence that the defendant committed an act based on a good faith belief that he was acting to protect himself or herself, a member of his or her family, or any other individual from bodily harm, from any endangered or threatened species'' (16 U.S.C. 1540(a)(3)). Section 11(b)(3) of the Act contains similar language in regard to criminal violations (see 16 U.S.C. 1540(b)(3)). If you think incidental take of listed bats was reasonably certain to have occurred as a result of your hazard tree removal, we advise you to contact the Office of Law Enforcement as outlined above. In the future, we recommend planning ahead so that tree removal of potentially hazardous trees does not become an emergency. If you determine an emergency exists, however, and human life is in imminent danger, do not delay action. Also do not delay action if removal of the hazard tree is part of a federal response to a situation involving an act of God, disaster, casualty, national defense or security emergency, etc. - coordinate with the local USFWS field office as soon as practicable after the emergency is under control.

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination key for the northern long-eared bat and tricolored bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Atlantic Salmon *Salmo salar* Endangered

- Monarch Butterfly *Danaus plexippus* Proposed Threatened

You may coordinate with our Office to determine whether the Action may cause prohibited take of the animal species listed above. Note that if a new species is listed that may be affected by the identified action before it is complete, additional review is recommended to ensure compliance with the Endangered Species Act.

Next Steps

Consultation with the Service is necessary. The project has a federal nexus (e.g., Federal funds, permit, etc.), but you are not the federal action agency or its designated (in writing) non-federal representative. Therefore, the ESA consultation status is incomplete and no project activities should occur until consultation between the Service and the Federal action agency (or designated non-federal representative), is completed.

As the federal agency or designated non-federal representative deems appropriate, they should submit their determination of effects to the Service by doing the following.

1. Log into IPaC using an agency email account and click on My Projects, click "Search by record locator" to find this Project using **101-169717593**. (Alternatively, the originator of the project in IPaC can add the agency representative to the project by using the Add Member button on the project home page.)
2. Review the answers to the Northern Long-eared Bat and Tricolored Bat Range-wide Determination Key to ensure that they are accurate.
3. Click on Review/ Finalize to convert the ‘not likely to adversely affect’ technical assistance letter to a concurrence letter. Download the concurrence letter for your files if needed.

If no changes occur with the Project or there are no updates on listed species, no further consultation/coordination for this project is required for the northern long-eared bat. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place before project implements any changes which are final or commits additional resources.

If you have any questions regarding this letter or need further assistance, please contact the Maine Ecological Services Field Office and reference Project Code 2025-0033020 associated with this Project.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Auburn PSF

2. Description

The following description was provided for the project 'Auburn PSF':

> Public Safety Facility and Culvert Replacement

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@44.0817729,-70.24677798640064,14z



DETERMINATION KEY RESULT

Based on the answers provided, the proposed Action is consistent with a determination of “may affect, but not likely to adversely affect” for a least one species covered by this determination key.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed bats or any other listed species?

   Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

   No

2. Is the action area wholly within Zone 2 of the year-round active area for northern long-eared bat and/or tricolored bat?

   Automatically answered
   No

3. Does the action area intersect Zone 1 of the year-round active area for northern long-eared bat and/or tricolored bat?

   Automatically answered
   No

4. Does any component of the action involve leasing, construction or operation of wind turbines? Answer 'yes' if the activities considered are conducted with the intention of gathering survey information to inform the leasing, construction, or operation of wind turbines.

   No

5. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

   Note for projects in Pennsylvania: Projects requiring authorization under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act would be considered as having a federal nexus. Since the U.S. Army Corps of Engineers (Corps) has issued the Pennsylvania State Programmatic General Permit (PASPGP), which may be verified by the PA Department of Environmental Protection or certain Conservation Districts, the need to receive a Corps authorization to perform the work under the PASPGP serves as a federal nexus. As such, if proposing to use the PASPGP, you would answer ‘yes’ to this question.

   Yes

6. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) funding or authorizing the proposed action, in whole or in part?

   No

7. Are you an employee of the federal action agency or have you been officially designated in writing by the agency as its designated non-federal representative for the purposes of Endangered Species Act Section 7 informal consultation per 50 CFR § 402.08?

   Note: This key may be used for federal actions and for non-federal actions to facilitate section 7 consultation and to help determine whether an incidental take permit may be needed, respectively. This question is for information purposes only.

   No

8. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)? Is the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC) funding or authorizing the proposed action, in whole or in part?

   No

9. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

   No

10. [Semantic] Is the action area located within 0.5 miles of a known bat hibernaculum or winter roost? Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your state wildlife agency.

    Automatically answered

    No

11. Does the action area contain any winter roosts or caves (or associated sinkholes, fissures, or other karst features), mines, rocky outcroppings, or tunnels that could provide habitat for hibernating bats?

    No

12. Does the action area contain (1) talus or (2) anthropogenic or naturally formed rock shelters or crevices in rocky outcrops, rock faces or cliffs?

    No

13. Will the action cause effects to a bridge?

    Note: Covered bridges should be considered as bridges in this question.

    No

14. Will the action result in effects to a culvert or tunnel at any time of year?

    Yes

15. Does the culvert or tunnel equal or exceed 23 feet (7.0 meters) in length?

    Yes

16. Do the interior dimensions of the culvert or tunnel **equal or exceed 3.0 feet (0.9 meters) in height (minimum height for tricolored bat)**?

    Yes

17. Has the local Service Field Office confirmed that culvert surveys are not needed because project activities are not expected to impact bats, or because NLEBs and TCBs are not using culverts within the action area?

    Yes

18. Are trees present within 1000 feet of the action area?

    Note: If there are trees within the action area that are of a sufficient size to be potential roosts for bats answer "Yes". If unsure, additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

19. Does the action include the intentional exclusion of bats from a building or building-like structure? **Note:** Exclusion is conducted to deny bats' entry or reentry into a building. To be effective and to avoid harming bats, it should be done according to established standards. If your action includes bat exclusion and you are unsure whether northern long-eared bats or tricolored bats are present, answer "Yes." Answer "No" if there are no signs of bat use in the building/structure. If unsure, contact your local Ecological Services Field Office to help assess whether northern long-eared bats or tricolored bats may be present. Contact a Nuisance Wildlife Control Operator (NWCO) for help in how to exclude bats from a structure safely without causing harm to the bats (to find a NWCO certified in bat standards, search the Internet using the search term "National Wildlife Control Operators Association bats"). Also see the White-Nose Syndrome Response Team's guide for bat control in structures.

    No

20. Does the action involve removal, modification, or maintenance of a human-made building-like structure (barn, house, or other building) **known or suspected to contain roosting bats?**

    No

21. Will the action cause construction of one or more new roads open to the public?

    For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.).

    No

22. Will the action include or cause any construction or other activity that is reasonably certain to increase average night-time traffic permanently or temporarily on one or more existing roads? **Note:** For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.). .

    Yes

23. Will the increased vehicle traffic occur on any road that lies between any two areas of contiguous forest that are each greater than or equal to 10 acres in extent and are separated by less than 1,000 feet? Bats may cross a road by flying between forest patches that are up to 1,000 feet apart.

    Note: "Contiguous forest" of 10 acres or more may includes areas where multiple forest patches are separated by less than 1,000 feet of non-forested area if the forested patches, added together, comprise at least 10 acres.

    Yes

24. For every 1,000 feet of road where increased traffic is expected, will there be at least one place where bats could cross the road corridor by flying less than 33 feet (10 meters) between trees whose tops are at least 66 feet (20 meters) higher than the road surface?

    Yes

25. Will the proposed Action involve the creation of a new water-borne contaminant source (e.g., leachate pond, pits containing chemicals that are not NSF/ANSI 60 compliant)?

    Note: For information regarding NSF/ANSI 60 please visit https://www.nsf.org/knowledge-library/nsf-ansi-standard-60-drinking-water-treatment-chemicals-health-effects

    No

26. Will the proposed action involve the creation of a new point source discharge from a facility other than a water treatment plant or storm water system?

    No

27. Will the action include drilling or blasting?

    Yes

28. Will the drilling or blasting produce noise or vibrations above existing background levels that will affect suitable summer habitat for northern long-eared bats and/or tricolored bats?

    Note: Additional information defining suitable suitable summer habitat for the northern long-eared bat and/or tricolored bat, can be found in Appendix A in the USFWS' Range-wide Indiana Bat and Northern long-eared Bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines

    No

29. Will the action involve military training (e.g., smoke operations, obscurant operations, exploding munitions, artillery fire, range use, helicopter or fixed wing aircraft use at night)?

    No

30. Will the proposed action involve the use of herbicides or pesticides (e.g., fungicides, insecticides, or rodenticides)?

    No

31. Will the action include or cause activities that are reasonably certain to cause chronic or intense nighttime noise (above current levels of ambient noise in the area) in suitable summer habitat for the northern long-eared bat or tricolored bat during the active season?

    Chronic noise is noise that is continuous or occurs repeatedly again and again for a long time. Sources of chronic or intense noise that could cause adverse effects to bats may include, but are not limited to: road traffic; trains; aircraft; industrial activities; gas compressor stations; loud music; crowds; oil and gas extraction; construction; and mining.

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    No

32. Does the action include, or is it reasonably certain to cause, the use of permanent or temporary artificial lighting within 1000 feet of suitable northern long-eared bat or tricolored bat roosting habitat?

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    No

33. Will the action include tree cutting or other means of knocking down or bringing down trees, tree topping, or tree trimming?

    Yes

34. Is the project related to the production of coal, including projects that support the mining of coal, as well as the production and/or distribution of energy produced from coal?

    No

35. Will the proposed action occur exclusively in an already established and currently maintained utility right-of-way?

    No

36. Does the action include emergency cutting or trimming of hazard trees in order to remove an imminent threat to human safety or property? See hazard tree note at the bottom of the key for text that will be added to response letters

    Note: A "hazard tree" is a tree that is an immediate threat to lives, public health and safety, or improved property.

    Yes

37. Does the project intersect with the 0- 9.9% forest density category?

    Automatically answered
    No

38. Does the project intersect with the 10.0- 19.9% forest density category map?

    Automatically answered
    No

39. Does the project intersect with the 20.0- 29.9% forest density category map?

    Automatically answered
    No

40. Does the project intersect with the 30.0- 100% forest density category map?

    Automatically answered
    Yes

41. Will the action cause trees to be cut, knocked down, or otherwise brought down across an area greater than 100 acres in total extent?

    No

42. Will the proposed action result in the use of prescribed fire?

    Note: If the prescribed fire action includes other activities than application of fire (e.g., tree cutting, fire line preparation) please consider impacts from those activities within the previous representative questions in the key. This set of questions only considers impacts from flame and smoke.

    Yes

43. Will the prescribed fire affect suitable summer habitat for the northern long-eared bat and/or tricolored bat?

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    No

44. Does the action area intersect the tricolored bat species list area?

    Automatically answered
    Yes

45. Is the action area located within 0.5-mile of radius of an entrance/opening to any known tricolored bat hibernacula or winter roost?

    Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your state wildlife agency.

    Automatically answered
    No

46. [Semantic] Is the action area located within 0.25 miles of a culvert that is known to be occupied by northern long-eared or tricolored bats? **Note:** The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency.

    Automatically answered
    No

47. Has a presence/probable absence bat survey targeting the tricolored bat and following the Service's Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines been conducted within the project area?

    Yes

48. Was the presence/probable absence survey conducted within the last 5 years?

    Yes

49. Did you coordinate with your Ecological Services Field Office (ESFO) and receive approval of the results? If NO, please contact the appropriate local ESFO before completing this determination key - you may change your answer to 'yes' only after coordinating with the ESFO and uploading survey results.

    Yes

50. Did survey results demonstrate the probable absence of tricolored bats?

    Yes

51. Do you have any documents that you want to include with this submission?

    Yes

    SUBMITTED DOCUMENTS

    - *FBE_AuburnStation3_Bat_BridgeStructure_Survey_Report_25Aug2025.pdf https://ipac.ecosphere.fws.gov/project/MKUMQTBZUNAI7ACBTTUYQZRJSU/projectDocuments/168956155*
    - *Auburn Public Safety Facility - ESA Section 7 Review Email Confirmation.pdf https://ipac.ecosphere.fws.gov/project/MKUMQTBZUNAI7ACBTTUYQZRJSU/projectDocuments/169717543*

PROJECT QUESTIONNAIRE

Enter the extent of the action area (in acres) from which trees will be removed - round up to the nearest tenth of an acre. For this question, include the entire area where tree removal will take place, even if some live or dead trees will be left standing.

1.4

IPAC USER CONTACT INFORMATION

Agency: Portland city
Name: Hannah Schulz
Address: 12 Mountfort Street
City: Portland
State: ME
Zip: 04101
Email hschulz@woodardcurran.com
Phone: 2075584240

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Auburn city

JANET T. MILLS
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
353 WATER STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041

JUDITH CAMUSO
COMMISSIONER

October 21, 2025

Amy Gerhard
Woodard & Curran
12 Mountfort Street Floor 6
Portland, ME 04101

RE: Information Request - 550 Minot Avenue, Municipal Development, Auburn Project ID 5610-10921

Dear Amy:

Per your request received on **August 12, 2025**, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information sources for known locations of Endangered, Threatened, and Special Concern (Rare) species; designated Essential and Significant Wildlife Habitats; inland fisheries and aquatic habitats; and other protected natural resource concerns within the vicinity of the ***550 Minot Avenue, Municipal Development, Auburn*** project, pursuant to MDIFW's authority. Our Department also conducted a site visit on October 3, 2025 and was provided additional plans for restoration (FB Environmental, August 2025) and grading and drainage (Woodard and Curran, August 2025) on October 7, 2025. It is understood that the project proposes the demolition of two existing buildings and the construction of a Public Safety Facility, tactical training facility, fire training building, and burn structure. Additionally, a culvert will be replaced and a streambed reconstructed as shown in the provided plan sets. It is understood tree clearing is required for this project and wetland and waterbody impacts are proposed. Given this scope, we have tailored our review accordingly. Please note our comments should be considered preliminary.

Our Department has not mapped any Essential Habitats that would be affected by this project.

ENDANGERED, THREATENED, AND SPECIAL CONCERN SPECIES

Bat Species

Of the eight species of bats that occur in Maine, four species are afforded protection under Maines Endangered Species Act (MESA, 12 M.R.S 12801 et. seq.): little brown bat (State Endangered), northern long-eared bat (State Endangered), eastern small-footed bat (State Threatened), and tri-colored bat (State Threatened). The four remaining bat species are designated as Species of Special Concern: big brown bat, red bat, hoary bat, and silver-haired bat. While a comprehensive statewide inventory for bats has not been completed, based on historical evidence it is likely that several of these species occur within the project area during spring/fall migration, the summer breeding season, and/or for overwintering. However, our Agency does not anticipate significant impacts to any of the bat species as a result of this project.

SIGNIFICANT WILDLIFE HABITAT

Significant Vernal Pools

At this time MDIFW Significant Wildlife Habitat (SWH) maps indicate no known presence of Significant Vernal Pools (SVPs) in the project search area. However, a comprehensive statewide inventory for Significant Vernal Pools has not been completed. SVPs are not included on MDIFW maps until project areas have been surveyed using approved methods and the survey results confirmed. Therefore, their absence from resource maps is not necessarily indicative of an absence on the ground. It is understood that vernal pool surveys have been completed and none were located. Based on this information, our Department anticipates minimal impacts to this habitat as a result of this project.

AQUATIC RESOURCES

Fish Habitat

We recommend that 100-foot undisturbed vegetated buffers be maintained along streams. Buffers should be measured from the edge of stream or associated fringe and floodplain wetlands. Maintaining and enhancing buffers along streams is critical to the protection of water temperatures, water quality, natural inputs of coarse woody debris, and various forms of aquatic life necessary to support conditions required by many fish species. Currently, the provided plan set does not meet these recommendations, especially along the realigned stream and restored wetland area, where buffers do not exceed 25 feet in some areas. MDIFW provided feedback during the site visit reiterating the need for wider and more substantial riparian buffers in the project design.

The applicant proposes a stream smart structure which meets MDIFW recommendations for stream crossings. MDIFW understands the Applicant intends to conduct instream work between July 15 and October 1; MDIFW is supportive of this timing.

We generally do not recommend stream realignment as a form of restoration. However, given the current condition of the stream, intense disturbance, and collapsed culvert systems, our Department anticipates minimal impacts to inland fisheries and fish habitat as a result of a stream realignment as shown in the provided plan set (Woodard and Curran, August 2025). The restoration plan set (FB Environmental, August 2025) shows that disturbed buffers will be replanted and stabilized with appropriate native vegetation with a similar canopy structure to existing conditions. MDIFW recommends adding diversity in transitional tree canopy species to include species such as yellow birch (*Betula alleghaniensis*) and eastern hemlock (*Tsuga canadensis*) in addition to white ash (*Fraxinus americana*), given the potential for emerald ash borer impacts in the project area.

Construction Best Management Practices should be closely followed to avoid erosion, sedimentation, alteration of stream flow, and other impacts as eroding soils from construction activities can travel significant distances as well as transport other pollutants resulting in direct impacts to fisheries and aquatic habitat. In addition, we recommend stormwater treatment facilities be utilized for all potential drainages into streams.

This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance, we recommend additional consultation with the municipality, and other state resource and regulatory agencies including the Maine Natural Areas Program and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance. For information on federally listed species, contact the U.S. Fish and Wildlife Service's Maine Field Office (207-469-7300, mainefieldoffice@fws.gov).

Please feel free to contact my office if you have any questions regarding this information, or if I can be of any further assistance.

Best regards,

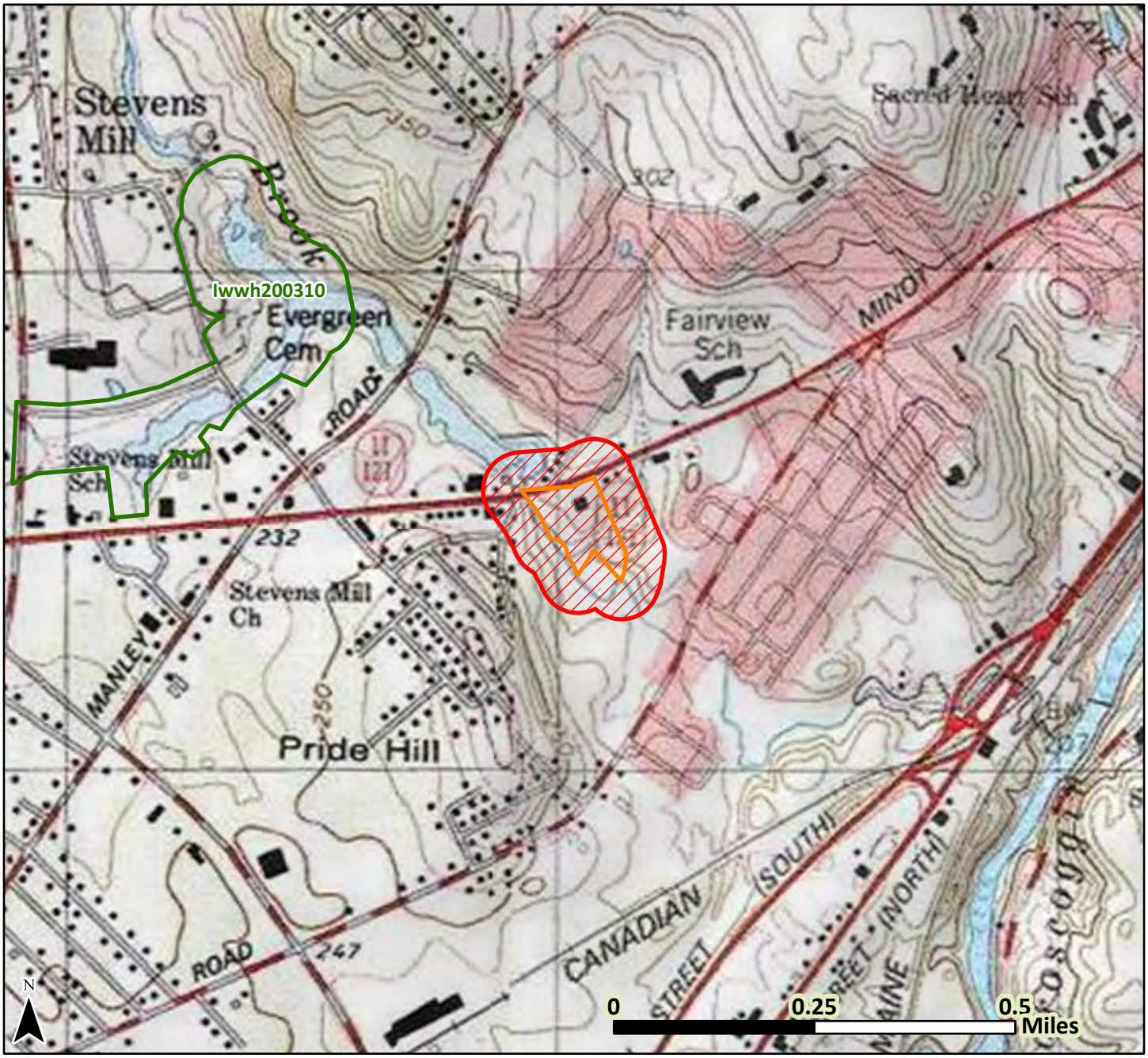


Laura Hatmaker
Natural Resource Biologist

Maine Department of Inland Fisheries and Wildlife
Project Area Review of Fish and Wildlife Observations and Priority Habitats

550 Minot Avenue, Municipal Development, Auburn

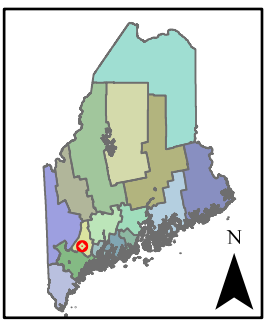
Project ID 5610, Version ID 10921



Legend only lists resources visible in the map; see response letter for all resources that were evaluated.

- County Boundary
- Township Boundary
- Project Footprint
- Search Area
- Inland Waterfowl/Wading Bird

Date: 8/18/2025
UTM Zone 19N, NAD83



This map contains sensitive information - do not distribute it beyond the project applicant, consultant, or the permitting agency.

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

JANET T. MILLS
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

September 8, 2025

Ms. Amy Gerhard
Woodard & Curran
12 Mountfort St
Portland, ME 04101

Project: MHPC #1347-25 City of Auburn; 550 Minot Ave
Demolition of Existing Buildings; Construction of New Public Safety Building

Town: Auburn, ME

Dear Ms. Gerhard:

In response to your recent request, I have reviewed the information received August 22, 2025 to continue consultation on the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

After review of the materials provided, our office has determined that the Auburn Central Fire Station is eligible for listing in the National Register of Historic Places under Criterion C, architecture for its brutalist style, type and period of construction.

The Commission concludes that the proposed demolition of the Fire Station will have an adverse effect pursuant to 36 CFR Part 800.5(a)(2) due to the physical alteration of the property.

Pursuant to the Section 106 regulations, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

In accordance with 36 CFR Part 800.6(a), the responsible lead federal agency, must seek ways to avoid, minimize or mitigate the adverse effects on this historic property.

If measures to avoid or minimize the adverse effect cannot be undertaken, we request that the lead federal agency enter into a Memorandum of Agreement (MOA) with our office for this undertaking which includes stipulations for mitigation for this project.

Per the Section 106 regulations, the lead federal agency must notify the Advisory Council on Historic Preservation (ACHP) of our adverse effect finding and invite them to participate in consultation pursuant to 36 CFR Part 800.6(a)(1). They must include with their notice to the ACHP all the documentation specified in 36 CFR Part 800.11(e). There is a 15-day period for their review from day of receipt.

We look forward to continuing consultation with you. If you have any questions, please contact Megan M. Rideout of this office at megan.m.rideout@maine.gov or (207) 287-2992.

Sincerely,

Kirk F. Mohney
State Historic Preservation Officer

PHONE: (207) 287-2132 FAX: (207) 287-2335

STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
177 STATE HOUSE STATION
AUGUSTA, MAINE 04333

JANET T. MILLS
GOVERNOR

AMANDA E. BEAL
COMMISSIONER

August 1, 2025

Amy Gerhard
Woodard & Curran
12 Mountfort St.
Portland, ME 04101

Via email: agerhard@woodardcurran.com

Re: Rare and exemplary botanical features in proximity to: #233981.23, Auburn Public Safety Facility Upgrades, City of Auburn, Auburn, Maine.

Dear Amy Gerhard:

I have searched the Maine Natural Areas Program's Biological and Conservation Data System files in response to your request received July 30, 2025 for information on the presence of rare or unique botanical features documented from the vicinity of the project in Auburn, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

MOLLY DOCHERTY, DIRECTOR
MAINE NATURAL AREAS PROGRAM
90 BLOSSOM LANE, DEERING BUILDING

PHONE: (207) 287-8044
WWW.MAINE.GOV/DACF/MNAP

The Maine Natural Areas Program (MNAP) is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. MNAP welcomes coordination with individuals or organizations proposing environmental alteration or conducting environmental assessments. If, however, data provided by MNAP are to be published in any form, the Program should be informed at the outset and credited as the source.

The Maine Natural Areas Program has instituted a fee structure of $75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for $150.00 for two hours of our services.

Thank you for using MNAP in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,

Abby Stepanauskas

Abby Stepanauskas | Ecologist | Maine Natural Areas Program
207-287-8048 | abby.stepanauskas@maine.gov

Rare and Exemplary Botanical Features within 4 miles of

Project: #233981.23, Auburn Public Safety Facility Upgrades, City of Auburn, Auburn, Maine.

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Broad Beech Fern						
	SC	S2	G5	1991-06	18	Hardwood to mixed forest (forest, upland)
	SC	S2	G5	1895-09	13	Hardwood to mixed forest (forest, upland)
Fern-leaved False Foxglove						
	SC	S3	G5	1895	12	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
	SC	S3	G5	1938-08-18	11	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
Large Whorled Pogonia						
	PE	SX	G5	1895	2	Hardwood to mixed forest (forest, upland)
Scarlet Oak						
	E	S1	G5	1893	1	Hardwood to mixed forest (forest, upland)
Small Whorled Pogonia						
	E	S2	G2G3	2022-06-17	32	Hardwood to mixed forest (forest, upland)
Swamp White Oak						
	T	S1	G5	2017-08-30	15	Forested wetland

Tiny Lovegrass					
PE	SH	G5	1908-11	5	Old field/roadside (non-forested, wetland or upland),Dry barrens (partly forested, upland)
Upright Bindweed					
T	S2	G4G5	1958-06-22	10	Dry barrens (partly forested, upland),Old field/roadside (non-forested, wetland or upland)
Vasey's Pondweed					
SC	S2	G4	1800	6	Open water (non-forested, wetland)

Date Exported: 8/1/2025 3:43 PM

Conservation Status Ranks

State and Global Ranks: This ranking system facilitates a quick assessment of a species' or habitat type's rarity and is the primary tool used to develop conservation, protection, and restoration priorities for individual species and natural habitat types. Each species or habitat is assigned both a state (S) and global (G) rank on a scale of critically imperiled (1) to secure (5). Factors such as range extent, the number of occurrences, intensity of threats, etc., contribute to the assignment of state and global ranks. The definitions for state and global ranks are comparable but applied at different geographic scales; something that is state imperiled may be globally secure.

The information supporting these ranks is developed and maintained by the Maine Natural Areas Program (state ranks) and NatureServe (global ranks).

Rank	Definition
S1 **G1**	**Critically Imperiled** – At very high risk of extinction or elimination due to very restricted range, very few populations or occurrences, very steep declines, very severe threats, or other factors.
S2 **G2**	**Imperiled** – At high risk of extinction or elimination due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors.
S3 **G3**	**Vulnerable** – At moderate risk of extinction or elimination due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or other factors.
S4 **G4**	**Apparently Secure** – At fairly low risk of extinction or elimination due to an extensive range and/or many populations or occurrences, but with possible cause for some concern as a result of local recent declines, threats, or other factors.
S5 **G5**	**Secure** – At very low risk of extinction or elimination due to a very extensive range, abundant populations or occurrences, and little to no concern from declines or threats.
SX **GX**	**Presumed Extinct** – Not located despite intensive searches and virtually no likelihood of rediscovery.
SH **GH**	**Possibly Extinct** – Known from only historical occurrences but still some hope of rediscovery.
S#S# **G#G#**	**Range Rank** – A numeric range rank (e.g., S2S3 or S1S3) is used to indicate any range of uncertainty about the status of the species or ecosystem.
SU **GU**	**Unrankable** – Currently unrankable due to lack of information or due to substantially conflicting information about status or trends.
GNR **SNR**	**Unranked** – Global or subnational conservation status not yet assessed.
SNA **GNA**	**Not Applicable** – A conservation status rank is not applicable because the species or ecosystem is not a suitable target for conservation activities (e.g., non-native species or ecosystems.
Qualifier	**Definition**
S#? **G#?**	**Inexact Numeric Rank** – Denotes inexact numeric rank.
Q	**Questionable taxonomy that may reduce conservation priority** – Distinctiveness of this entity as a taxon or ecosystem type at the current level is questionable. The "Q" modifier is only used at a global level.
T#	**Infraspecific Taxon (trinomial)** – The status of infraspecific taxa (subspecies or varieties) are indicated by a "T-rank" following the species' global rank.

State Status: Endangered and Threatened are legal status designations authorized by statute. Please refer to MRSA Title 12, §544 and §544-B.

Status	Definition
E	**Endangered** – Any native plant species in danger of extinction throughout all or a significant portion of its range within the State or Federally listed as Endangered.
T	**Threatened** – Any native plant species likely to become endangered within the foreseeable future throughout all or a significant portion of its range in the State or Federally listed as Threatened.
SC	**Special Concern** – A native plant species that is rare in the State, but not rare enough to be considered Threatened or Endangered.
PE	**Potentially Extirpated** – A native plant species that has not been documented in the State in over 20 years, or loss of the last known occurrence.

Element Occurrence (EO) Ranks: Quality assessments that designate viability of a population or integrity of habitat. These ranks are based on size, condition, and landscape context. Range ranks (e.g., AB, BC) and uncertainty ranks (e.g., B?) are allowed. The Maine Natural Areas Program tracks all occurrences of rare plants and natural communities/ecosystems (S1-S3) as well as exemplary common natural community types (S4-S5 with EO ranks A/B).

Rank	Definition
A	**Excellent** – Excellent estimated viability/ecological integrity.
B	**Good** – Good estimated viability/ecological integrity.
C	**Fair** – Fair estimated viability/ecological integrity.
D	**Poor** – Poor estimated viability/ecological integrity.
E	**Extant** – Verified extant, but viability/ecological integrity not assessed.
H	**Historical** – Lack of field information within past 20 years verifying continued existence of the occurrence, but not enough to document extirpation.
X	**Extirpated** – Documented loss of population/destruction of habitat.
U	**Unrankable** – Occurrence unable to be ranked due to lack of sufficient information (e.g., possible mistaken identification).
NR	**Not Ranked** – An occurrence rank has not been assigned.

Visit the Maine Natural Areas Program website for more information
http://www.maine.gov/dacf/mnap

maine DEPARTMENT OF Agriculture Conservation & Forestry
NATURAL AREAS

Woodard & Curran

woodardcurran.com

24x36

CITY OF AUBURN

AUBURN, ME

PUBLIC SAFETY FACILITY

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

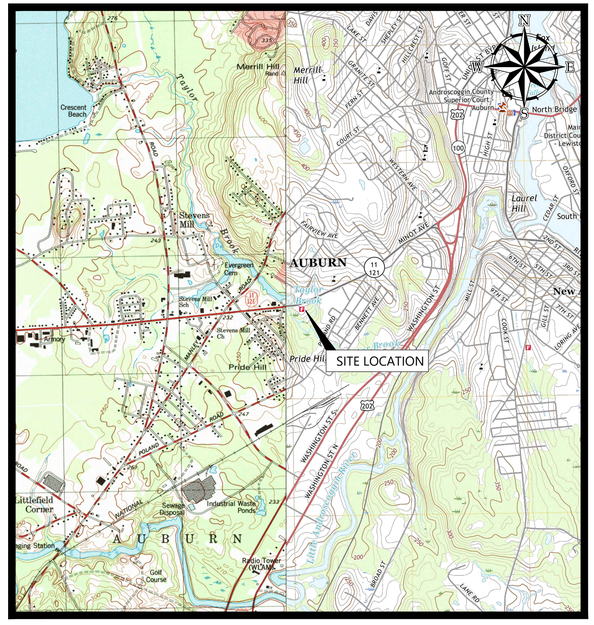
MARCH 2026



PROJECT LOCATION MAP

SHEET INDEX

SHEET NUMBER	SHEET DESCRIPTION
GENERAL	
G-000	COVER
G-001	NOTES, LEGEND & ABBREVIATIONS
CIVIL	
C-001	EXISTING CONDITIONS
C-002	SITE PREPARATION PLAN - 1
C-003	SITE PREPARATION PLAN - 2
C-100	OVERALL SITE LAYOUT PLAN
C-101	SITE LAYOUT PLAN - 1
C-102	SITE LAYOUT PLAN - 2
C-201	SITE UTILITY PLAN - 1
C-202	SITE UTILITY PLAN - 2
C-301	SITE GRADING & DRAINAGE PLAN - 1
C-302	SITE GRADING & DRAINAGE PLAN - 2
C-303	STRUCTURE & PIPE TABLES
C-401	SECTION VIEWS - 1
C-402	SECTION VIEWS - 2
C-500	SITE DETAILS-1
C-501	SITE DETAILS-2
C-502	SITE DETAILS-3
C-503	SITE DETAILS-4
C-504	SITE DETAILS-5
C-505	SITE DETAILS-6
C-506	SITE DETAILS-7
C-507	SITE DETAILS-8
C-508	SITE DETAILS-9
C-509	SITE DETAILS-10
C-510	SITE DETAILS - 11



SITE LOCATION MAP

SOURCE: USGS TOPO QUADRANGLE

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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ARCHITECT:
PORT CITY ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101

MEP:
Allied Engineering
A Salas O'Brien Company
160 VERANDA STREET
PORTLAND, ME 04103

GEOTECHNICAL ENGINEER:
S.W. COLE ENGINEERING, INC.
286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
REGISTERED PROFESSIONAL ENGINEER

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
DATE:	MARCH 2026
SCALE:	AS NOTED
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	G-000.dwg

DRAWING TITLE:
GENERAL
COVER

DRAWING NO:
G-000

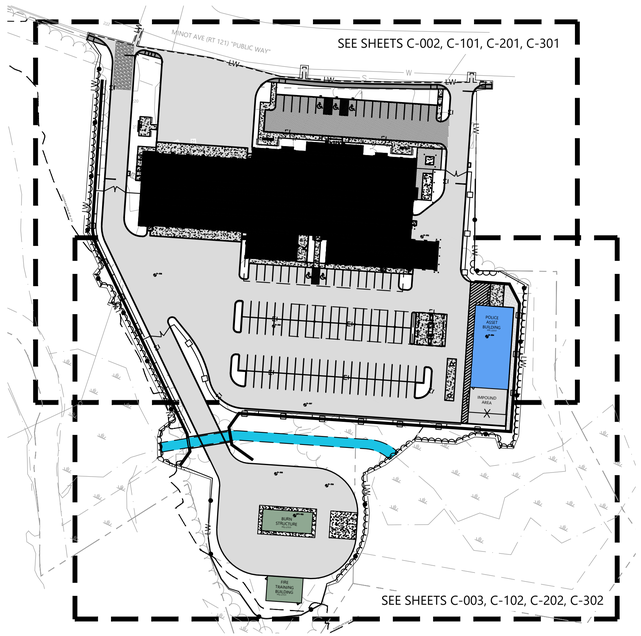
\\woodardcurran.net\shared\Projects\0233981.23 Auburn ME Public Safety Fac\wip\Drawings\General\G-000.dwg, Feb 27, 2026 - 11:00am BMCDEVITT

ABBREVIATIONS*

&	AND
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ADA	AMERICANS WITH DISABILITIES ACT
A.G.	ABOVE GROUND
A.F.F.	ABOVE FINISHED FLOOR
APPROX: ±	APPROXIMATELY
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
B-#	BORING NUMBER
B.C.	BOTTOM OF CURB
BCB	BITUMINOUS CONCRETE BERM
BCC	BITUMINOUS CONCRETE CURB
BIT	BITUMINOUS
BLDG	BUILDING
B.M.	BENCH MARK
B.O.A.	BOTTOM OF FOOTING
B.O.S.	BOTTOM OF SILL
BOT	BOTTOM
B.S.	BOTTOM OF STEPS
B.W.	BOTTOM OF WALL
B/W	BETWEEN
℄	CENTERLINE
CB	CATCH BASIN
C.C.	CONCRETE CURB
C.D.F.	CONTROL DENSITY FILL
C.I.	CAST IRON
C.L.	CLEARING LIMITS
C.L.D.I.	CEMENTED LINED DUCTILE IRON
C.L.F.	CHAIN LINK FENCE
CLR	CLEAR
C.M.P.	CORRUGATED METAL PIPE
C.M.U.	CONCRETE MASONRY UNIT
CO	CLEANOUT
COL	COLUMN
CONC	CONCRETE
CONT	CONTINUOUS
DEMO	DEMOLISH
D.I.	DUCTILE IRON
DIA, Ø	DIAMETER
DMH	DRAINAGE MANHOLE
DWL	DOUBLE WHITE LINE
DYL	DOUBLE YELLOW LINE
EA	EACH
ECC	ECCENTRIC
EL. ELEV	ELEVATION
ELEC	ELECTRICAL
E.O.P.	EDGE OF PAVEMENT/EDGE OF PIPE
EOR	ENGINEER OF RECORD
EXIST, EX, EXG	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
F.D.	FLOOR DRAIN
FDN	FOUNDATION
F.E.S	FLARED END SECTION
F.F., FIN. FLR.	FINISH FLOOR
FL. FLR	FLOOR
FT	FOOT/ FEET
FTG	FITTING
GAL	GALLON
G.G.	GAS GATE VALVE
GPD	GALLONS PER DAY
GRAN	GRANITE
GRND	GROUND
H.A.T.	HIGHEST ANNUAL TIDE
HDPE	HIGH DENSITY POLYETHYLENE
HH	HANDHOLE
H.M.A.	HOT MIX ASPHALT
H P	HIGH POINT
HT	HEIGHT
HWY	HIGHWAY
H:V	HORIZONTAL TO VERTICAL
HYD	HYDRANT
I.A.	INSIDE DIAMETER
IN	INCHES
INF	INFLUENT
INT	INTERIOR
INV	INVERT
I.P.	IRON PIPE
L	LENGTH
LA	LANDSCAPE
LB	POUND
L.D.	LINEAR FEET
L P	LOW POINT
LW, L.O.W.	LIMIT OF WORK
L.W.L.	LOW WATER LEVEL
MAX	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
MECH	MECHANICAL
MFG	MANUFACTURER
MH	MANHOLE
M.H.H.H.	MEAN HIGHER HIGH WATER
M.H.W.	MEAN HIGH WATER
MIL	MILLIMETER
MIN	MINIMUM
M.J.	MECHANICAL JOINT
MLLW	MEAN LOWER LOW WATER
MLW	MEAN LOW WATER
MON	MONUMENT
M.P.H.	MILES PER HOUR
M.S.L.	MEAN SEA LEVEL
N/A	NOT APPLICABLE
NAD	NORTH AMERICAN DATUM
NAVD	NORTH AMERICAN VERTICAL DATUM
N/F	NOW OR FORMERLY
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
N.T.S.	NOT TO SCALE
OC	ON CENTER
OCEW	ON CENTER EACH WAY
OD	OUTSIDE DIAMETER
OHE	OVERHEAD ELECTRIC
OH	OVERHEAD
PCC	PRECAST CONCRETE CURB
PE	POLYETHYLENE
P.L.S.	PROFESSIONAL LAND SURVEYOR
PROP	PROPOSED
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
P.R.	PRESSURE TREATED/POINT
PVC	POLYVINYL CHLORIDE
R=/RIM	RIM ELEVATION
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
R.D.	ROOF DRAIN
RED	REDUCER
RET	RETAINING WALL
REQ'D	REQUIRED
R.O.W., R/W	RIGHT-OF-WAY
RT, RTE	ROUTE
S	SLOPE (FT./FT.)
SCH	SCHEDULE
SD	STORM DRAIN
S.D.R.	STANDARD DIMENSION RATIO
SECT	SECTION
SGC	SLOPED GRANITE CURB
S.H.G.W.T.	SEASONAL HIGH GROUND WATER TABLE
SHT	SHEET
SMH	SEWER MANHOLE
S.P.D.	SUMP PUMP DISCHARGE
SPEC	SPECIAL
SPEC'S	SPECIFICATIONS
SQ	SQUARE
SS	SANITARY SEWER
S.S./SST	STAINLESS STEEL
STA	STATION
STD	STANDARD
SQ. FT.	SQUARE FEET
SWL	SINGLE WHITE LINE
SYL	SINGLE YELLOW LINE
T.SL.	TOP OF CURB
T.O.F.	TOP OF FOOTING
T.O.P.	TOP OF PLATE
T.O.W., T.W.	TOP OF WALL
TP-#	TEST PIT
T.S.	TOP OF STEPS
TYP	TYPICAL
U.C.	UNDERGROUND CABLE
U.N.O.	UNLESS NOTED OTHERWISE
U.P.	UTILITY POLE
V.W.	VAPOR BARRIER
V.X.	VITRIFIED CLAY
VGC	VERTICAL GRANITE CURB
VERT	VERTICAL
V.T.A.	VENT TO ATMOSPHERE
W/	WITH
W	WEST/WATER/WATERMAIN
WF-#	WETLAND FLAG NUMBER
W.G.	WATER GATE VALVE
W.S.	WATER SERVICE/WATER STOP/WATER SURFACE
W.V.	WATER VALVE

LINETYPE LEGEND

EXISTING		PROPOSED
122	CONTOUR (1' OR 2' INTERVAL)	122
120	CONTOUR (10' INTERVAL)	120
S	SANITARY SEWER	S
FM	FORCE MAIN	FM
SD	STORM DRAIN	SD
UD	UNDERDRAIN	UD
FD	FOUNDATION DRAIN	FD
W	WATER MAIN	W
E	UNDERGROUND ELECTRIC	E
G	GAS LINE	G
OE	OVERHEAD ELECTRIC	OE
	PROPERTY LINE	
	BUILDING SETBACK	
	EASEMENT	
	EDGE OF VEGETATION	
	CHAIN LINK FENCE	
	ORNAMENTAL FENCE	
	WOOD FENCE	
	CENTERLINE	
	RETAINING WALL	
	GRANITE CURB	
	EDGE OF PAVEMENT	
	EDGE OF GRAVEL	
	GUARDRAIL	
	EROSION CONTROL SEDIMENT BARRIER	
	LIMIT OF WORK	LW
	ABANDON IN PLACE	
	UTILITY REMOVE AND DISPOSE	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
W	FLOODPLAIN	
	WETLAND FLAG	
	WETLAND HATCHING	
	75 FT. SETBACK FROM TAYLOR BROOK	
	STREAM/WATERCOURSE	
	SCOURED CHANNEL	
	STREAM ORDINARY HIGH WATER MARK (OHWM)	
	REMOVE AND DISPOSE PAVEMENT	
	REMOVE BUILDING/CEMENT PAD	
	HEAVY DUTY BITUMINOUS PAVEMENT	
	STANDARD DUTY BITUMINOUS PAVEMENT	
	STONE DUST TRAIL	
	CONCRETE	
	RIPRAP	
	GRAVEL	
	CRUSHED STONE	
	WETLAND IMPACT	



SITE PLAN INDEX

SCALE: 1"=80'

SYMBOLS LEGEND

EXISTING		PROPOSED
	ABANDON MANHOLE	X
	ABANDON CATCH BASIN	X
XXX.XX	SPOT ELEVATION	XXX.XX
SCD	STONE CHECK DAM	SCD
S CO	SANITARY SEWER MANHOLE	S CO
	CLEANOUT	
D	DRAINAGE MANHOLE	D
	CATCH BASIN	
	DOUBLE GRATE CATCH BASIN	
	CURB INLET CATCH BASIN	
	INLET PROTECTION	
RD	ROOF DRAIN	RD
	ACCESS COVER HATCH	
T	TELEPHONE MANHOLE	T
T	TELEPHONE STAND BOX	T
	TRANSFORMER	
E	ELECTRICAL MANHOLE	E
	UTILITY POLE	
	UTILITY POLE WITH GUY	
	LIGHT POST/LIGHT POLE	
G	GAS METER BOX	G
	GAS VENT	
	GAS GATE VALVE	
	CURB STOP	
	REDUCER	
	COUPLING	
	THRUST BLOCK	
	HYDRANT	
W	WATER WELL	W
W	WATER METER BOX	W
	WATER GATE VALVE	
MF	PROPERTY MONUMENT	MS
IPF	IRON PIN	IPS
	SURVEY STATION	
	TEMPORARY BENCH MARK	
	MAILBOX	
	BOLLARD	
	STREET AND MISCELLANEOUS SIGNS	
	ACCESSIBLE PARKING	
TP	FLAGPOLE	TP
	DECIDUOUS TREE/SHRUB	
	CONIFEROUS TREE/SHRUB	
	TREE PROTECTION	
	TREE REMOVAL	
TP-X	TEST PIT AND NUMBER	TP-X
B-X	BORING AND NUMBER	B-X
MW-X	MONITORING WELL AND NUMBER	MW-P

NOTE: THIS IS A GENERAL LIST OF SYMBOLS AND ABBREVIATIONS. NOT ALL ITEMS SHOWN HERE APPEAR ON THE CONTRACT DOCUMENT

DEMOLITION NOTES

1. PRIOR TO THE START OF DEMOLITION, THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND/OR APPROVALS FROM THE CITY OF AUBURN, AND ALL OTHER AUTHORITIES HAVING JURISDICTION.
2. CONSTRUCTION/DEMOLITION DEBRIS NOT APPROVED FOR REUSE ON-SITE, SHALL BE REMOVED AND DISPOSED OFF SITE IN ACCORDANCE WITH THE REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION. WASTE MANIFEST FORMS DOCUMENTING PROPER OFF-SITE DISPOSAL SHALL BE PROVIDED TO THE SITE/CIVIL ENGINEER AND THE CITY OF AUBURN.
3. PRIOR TO THE START OF DEMOLITION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES TO BE DEMOLISHED OR TO REMAIN PROTECTED DURING CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING OF THE CONFLICT.
4. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES TO REMAIN. ANY TEMPORARY SHUT DOWNS REQUIRED TO FACILITATE THE PROPOSED CONSTRUCTION, WHICH MAY AFFECT USES ON ADJACENT PROPERTIES SHALL BE COORDINATED BY THE CONTRACTOR AND THE CITY OF AUBURN.
5. CONTRACTOR SHALL REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES DAMAGED DURING CONSTRUCTION, THE CONTRACTOR SHALL PROCEED WITH CAUTION WITHIN THE PROPOSED WORK AREA TO PREVENT ANY INTERRUPTION TO EXISTING UTILITY SERVICE.
6. CONTRACTOR SHALL COVER CONSTRUCTION DUMPSTERS AND ROLL-OFF CONTAINERS, AND STORE ALL CONSTRUCTION CHEMICALS INSIDE THE CONSTRUCTION TRAILER OR UNDER A COVERED AREA DURING PERIODS WHEN CONSTRUCTION CEASES.

GENERAL NOTES

1. EXISTING CONDITIONS SHOWN HEREON HAVE BEEN PROVIDED FROM A FIELD SURVEY PREPARED BY SGC ENGINEERING, LLC, IN NOVEMBER AND DECEMBER 2021.
2. VERTICAL DATUM IS REFERENCED TO NORTH AMERICAN VERTICAL DATAUM OF 1988 (NAVD 88). HORIZONTAL DATUM IS REFERENCED TO STATE PLANE NAD 1983 (FEET), MAINE WEST ZONE.
3. WETLANDS SHOWN HEREON HAVE BEEN DELINEATED BY FB ENVIRONMENTAL, IN NOVEMBER 2021, WITH ADDITIONAL STREAM BANK DELINEATION IN MARCH 2025.
4. A PORTION OF THE PROJECT AREA IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL 23001C0328E WITH AN EFFECTIVE DATE OF 7/8/2013, 100-YEAR FLOODPLAIN BOUNDARY BY BASE FLOOD ELEVATION WAS OBTAINED FROM TOPOGRAPHIC SURVEY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING ALL CONTROL POINTS AND BENCH MARKS NECESSARY FOR THE WORK.
6. EXISTING UTILITIES SHOWN ON THESE PLANS WERE COMPILED FROM A FIELD SURVEY PREPARED BY SGC ENGINEERING, LLC. THESE PLANS DO NOT NECESSARILY DEPICT THE EXACT LOCATIONS OF ALL UTILITIES, WHICH MAY EXIST AT THIS TIME WITHIN THE SURVEY LIMITS. THERE MAY BE EXISTING LINES OTHER THAN THOSE INDICATED. THE LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES SHALL BE CONSIDERED APPROXIMATE AND MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY UTILITY CONNECTIONS OR CROSSINGS OF PROPOSED OR EXISTING UTILITIES. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER IN WRITING. THE CONTRACTOR SHALL CONTACT THE RESPECTIVE UTILITY COMPANIES RELATIVE TO THE LOCATIONS AND ELEVATIONS OF THESE LINES. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND ACTUAL FIELD CONDITIONS ENCOUNTERED. THE CONTRACTOR IS RESPONSIBLE FOR HIS/HER OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE EXISTING UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE AND TO FACILITATE THE PROPOSED CONNECTION(S).
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE SITE DRAWINGS, INCLUDING BUT NOT LIMITED TO ALL UTILITIES, STORM INFRASTRUCTURE, SIGNS, UTILITY POLES, FENCES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COSTS SHALL BE INCURRED BY THE CONTRACTOR.
8. THE CONTRACTOR SHALL CALL "DIG SAFE. MAINE" AT 888-344-7233 AT LEAST 72 HOURS PRIOR TO EXCAVATION IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL SAFETY CODES.
9. LAND OUTSIDE THE PROPOSED LIMIT OF WORK SHALL NOT BE DISTURBED BY THE CONTRACTOR.
10. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT ALL WALKS, STREETS, PAVEMENTS, CURBING, TREES, PLANTINGS, LAWN, FENCING AND STRUCTURES TO REMAIN ON OR OFF THE PREMISES, AND SHALL REPAIR AND REPLACE AT HIS/HER OWN EXPENSE, AS DIRECTED BY THE ENGINEER, ANY ITEMS DAMAGED AS A RESULT OF THE CONTRACTOR'S WORK.
11. RESTORE ALL AREAS DISTURBED BY CONTRACTOR'S OPERATIONS TO ORIGINAL FINISH (GRAVEL, PAVEMENT, RIPRAP, GRASS, ETC.) UNLESS OTHERWISE NOTED ON PLANS. RESTORATION OF ALL AREAS DAMAGED BY CONTRACTOR SHALL BE INCIDENTAL TO THE PROJECT.
12. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL SAFETY CODES, REGULATIONS, LEGAL REQUIREMENTS, PERMIT CONDITIONS, ETC.
13. SAWCUTS IN EXISTING PAVEMENT SHALL BE SMOOTH AND STRAIGHT.
14. WORK WITHIN PUBLIC RIGHT-OF-WAY SHALL COMPLY WITH APPLICABLE MUNICIPAL AND STATE REQUIREMENTS.
15. IF IMPORTED FILL MATERIAL IS REQUIRED, IT SHALL BE CERTIFIED IN WRITING BY A STATE OF MAINE LICENSED PROFESSIONAL ENGINEER AS NON-CONTAMINATED, CLEAN FILL SUITABLE FOR THE INTENDED USE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TESTING OF ENVIRONMENTAL PARAMETERS AS OUTLINED IN THE PROJECT SPECIFICATIONS.
16. ALL STORMWATER MANAGEMENT AND SOIL EROSION AND SEDIMENT CONTROL FEATURES INCLUDED IN THE PROJECT ARE THE RESPONSIBILITY OF THE CONTRACTOR. THIS INCLUDES, BUT IS NOT LIMITED TO, SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE, WATER QUALITY STRUCTURE, STORM INLET PROTECTION, SUBSURFACE DRAINAGE PIPES AND LAND GRADING.
17. PROPERLY PROTECT AND DO NOT DISTURB PROPERTY IRONS, MONITORING WELLS, AND MONUMENTS. IF DISTURBED, THE PROPERTY MONUMENT WILL BE RESET AT THE CONTRACTOR'S EXPENSE BY A REGISTERED LAND SURVEYOR APPROVED BY THE ENGINEER.
18. ALL MATERIAL SHALL BE FURNISHED BY CONTRACTOR UNLESS OTHERWISE NOTED.
19. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.
20. CLEAN AND/OR FLUSH ALL MANHOLES AND SITE PIPING AFTER THE WORK HAS BEEN COMPLETED. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
21. BRACING OF UTILITY POLES, WHERE REQUIRED, SHALL BE INCIDENTAL TO THE INSTALLATION OF THE WORK, NO SEPARATE PAYMENT SHALL BE MADE.
22. THE CONTRACTOR SHALL SUBMIT A PROPOSED TRAFFIC CONTROL PLAN TO THE CITY ENGINEER AT LEAST 7 DAYS BEFORE BEGINNING CONSTRUCTION ACTIVITIES. THE PROPOSED TRAFFIC CONTROL PLAN SHALL PROVIDE FOR SAFE MOVEMENT OF BOTH VEHICLES AND PEDESTRIANS DURING CONSTRUCTION ACTIVITIES. THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE SUBJECT TO APPROVAL BY THE CITY ENGINEER, WHO MAY ATTACH SPECIAL CONDITIONS TO, OR REQUIRE MODIFICATIONS OF, THE TRAFFIC CONTROL PLAN. WORK SHALL NOT BEGIN UNTIL THE PLAN IS APPROVED BY THE CITY ENGINEER.
23. DO NOT PARK, IMPEDE ACCESS TO, OR STORE EQUIPMENT BEYOND LIMIT OF WORK, UNLESS PERMISSION HAS BEEN GRANTED IN WRITING BY CITY AND/OR LAND OWNER.
24. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS FROM THE CITY. PERMIT APPLICATIONS SHALL BE SUBMITTED WITH ADEQUATE TIME AS NOT TO DELAY CONSTRUCTION.
25. ALL WORK ASSOCIATED WITH THE PROJECT SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF AUBURN BYLAW AND LOCAL REGULATIONS.
26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING STREETS FREE OF SEDIMENT. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT ALL ACCESS POINTS OF MATERIAL STAGING AREAS AND STREETS WILL BE SWEPT ON A DAILY BASIS OR AT A MORE FREQUENT RATE AS NECESSARY OR AS REQUESTED BY THE CITY OF AUBURN.
27. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING HELD AT THE PROJECT SITE WITH THE CONTRACTOR, ENGINEER, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE, AND CRITICAL ASPECTS OF THE PROJECT.
28. CONTRACTOR TO PROVIDE A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER FOR REVIEW AND APPROVAL PRIOR TO BEGINNING WORK.
29. ALL DRAINAGE AND SANITARY STRUCTURE INTERIOR DIAMETERS (4' MIN.) SHALL BE DETERMINED BY THE MANUFACTURER BASED ON THE PIPE CONFIGURATIONS SHOWN ON THESE PLANS AND LOCAL MUNICIPAL STANDARDS. FOR MANHOLES THAT ARE 20 FEET IN DEPTH AND GREATER, THE MINIMUM DIAMETER SHALL BE 5 FEET.
30. THE CONTRACTOR SHALL COORDINATE SHUTOFFS WITH AUBURN WATER AND SEWERAGE DISTRICT AND NOT OPERATE VALVES DIRECTLY. THE AUBURN WATER & SEWERAGE DISTRICT WILL OPERATE EXISTING VALVES AND HYDRANTS TO ISOLATE SECTIONS OF THE WORK. CONTRACTOR TO PROVIDE A MINIMUM 72-HOUR ADVANCE NOTICE TO OWNER WHEN REQUESTING OPERATION OF EXISTING VALVES AND HYDRANTS.
31. ALL IN-WATER WORK MUST OCCUR WITHIN THE DESIGNATED TIME-OF-YEAR (TOY) WINDOW FOR NON-TIDAL WATERS, FROM JULY 15 TO SEPTEMBER 30.
32. DESIGN FROST DEPTH PER GEOTECHNICAL REPORT PREPARED BY S.W.COLE ENGINEERING, INC. DATED FEBRUARY 2, 2026: 4.5 FEET.
33. CONTRACTOR SHALL PREPARE AND SUBMIT A MAINE CONSTRUCTION GENERAL PERMIT (MCGP) NOTICE OF INTENT PRIOR TO DISTURBANCE OF ONE ACRE, AND PROVIDE AND MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES AND STORMWATER POLLUTION PREVENTION SYSTEMS IN COMPLIANCE WITH THE MCGP. CONTRACTOR SHALL PREPARE AND SUBMIT A NOTICE OF TERMINATION TO MAINE DEP UPON PROJECT COMPLETION. COPIES OF MCGP DOCUMENTS SHALL BE PROVIDED TO THE ENGINEER FOR RECORD.

LAYOUT NOTES

1. SYMBOLS AND LEGENDS OF PROJECT FEATURES ARE GRAPHIC REPRESENTATIONS AND MAY NOT BE SCALED TO ACTUAL DIMENSIONS OR EXACT LOCATIONS ON THE DRAWINGS. THE CONTRACTOR SHALL REFER TO DETAIL DIMENSIONS, MANUFACTURERS' LITERATURE, SHOP DRAWINGS, AND FIELD MEASUREMENTS OF SUPPLIED PRODUCTS FOR LAYOUT OF THE PROJECT FEATURES.
2. CONTRACTOR SHALL NOT RELY SOLELY ON ELECTRONIC VERSIONS OF DRAWINGS, SPECIFICATIONS, AND DATA FILES OBTAINED FROM THE ENGINEER AND SHALL FIELD VERIFY THE LOCATION OF PROJECT FEATURES.
3. THE CONTRACTOR SHALL VERIFY THE PROPOSED LAYOUT WITH ITS RELATIONSHIP TO THE DEPICTED EXISTING SITE CONDITIONS AND VERIFY ALL DIMENSIONS, SITE CONDITIONS, AND MATERIAL SPECIFICATIONS. NOTIFY THE ENGINEER OF ANY DISCREPANCIES BEFORE COMMENCING OR PROCEEDING WITH WORK. CONTRACTOR SHALL ESTABLISH AND MAINTAIN TEMPORARY BENCHMARKS FOR CONSTRUCTION CONTROL. CONTRACTOR SHALL ALSO VERIFY ALL LAYOUT LOCATIONS AND ELEVATIONS THROUGHOUT CONSTRUCTION.
4. DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, FACE OF WALL, AND CENTER LINE OF PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.

CIVIL ENGINEER:
Woodard & Curran
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SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
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CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
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PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
PROFESSIONAL ENGINEER

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

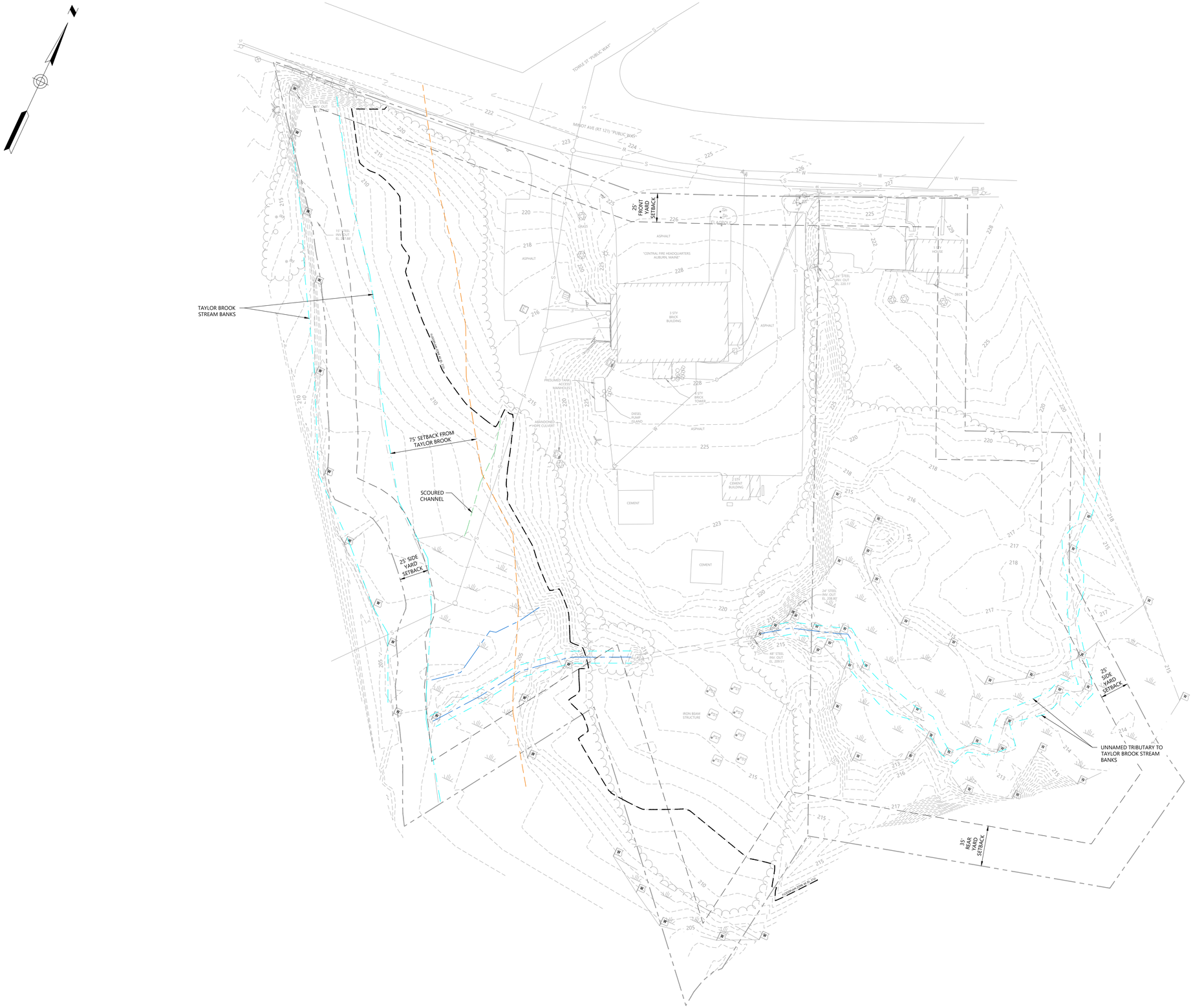
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SCALE:	AS NOTED
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	G-001.dwg

DRAWING TITLE:
GENERAL NOTES, LEGEND & ABBREVIATIONS

DRAWING NO:
G-001

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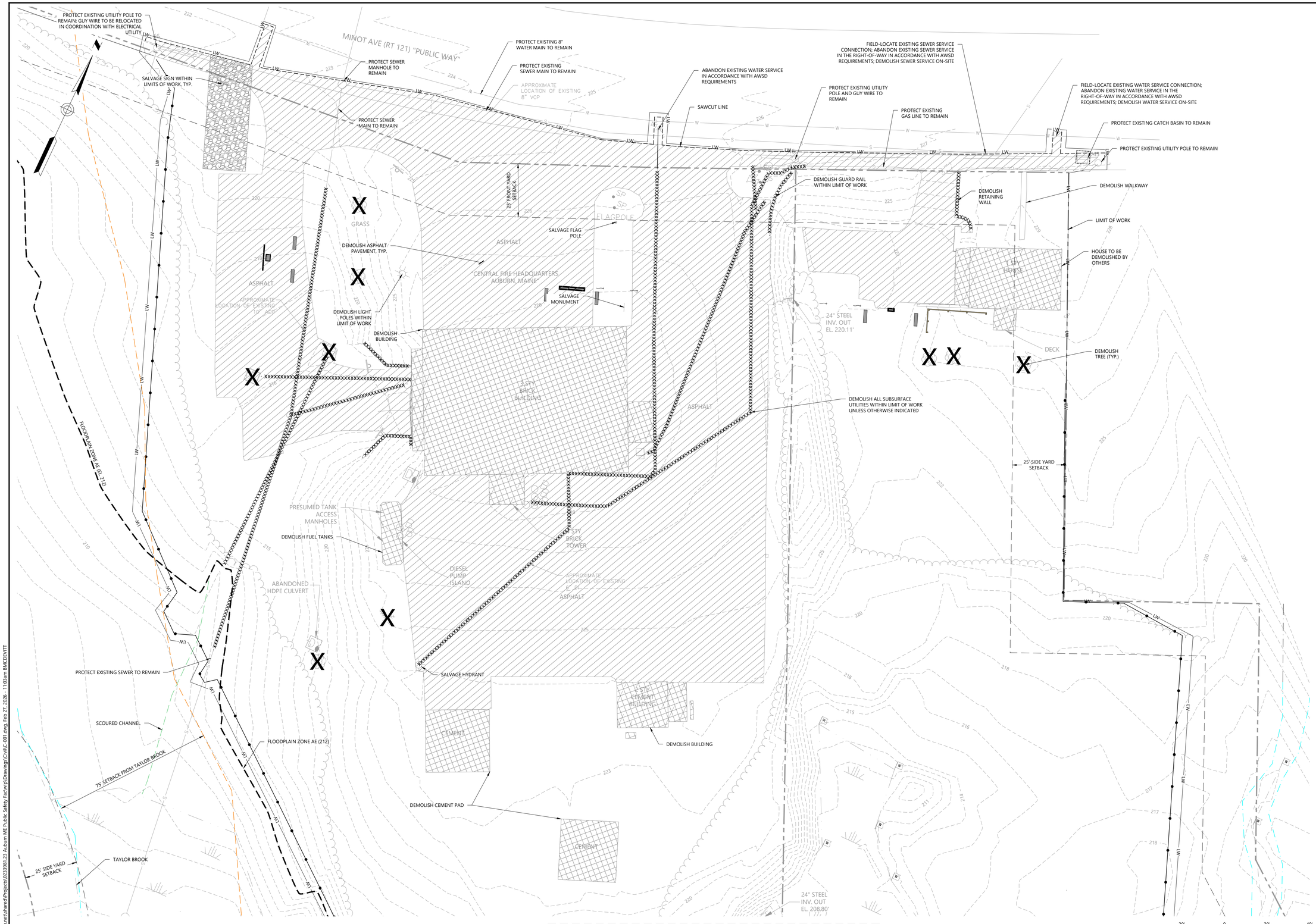
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CIVIL
EXISTING CONDITIONS

DRAWING NO:
C-001

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SEE SHEET C-003

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FILENAME:	C-001.dwg

DRAWING TITLE:
CIVIL
SITE PREPARATION PLAN - 1

DRAWING NO:
C-002

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SEE SHEET C-002

DEMOLISH EXISTING SEWER TO BE RELOCATED

ABANDONED HDPE CULVERT

DEMOLISH CULVERT

DEMOLISH TREE, TYP.

DEMOLISH DIESEL PUMP ISLAND AND UNDERGROUND STORAGE TANKS

DIESEL PUMP ISLAND

BRICK TOWER

ASPHALT

DEMOLISH WATER SERVICE

SALVAGE HYDRANT

CEMENT

CITY CEMENT BUILDING

DEMOLISH ASPHALT, TYP.

DEMOLISH BUILDING, TYP.

DEMOLISH CEMENT PAD, TYP.

75' SETBACK FROM TAYLOR BROOK

CEMENT

24" STEEL INV. OUT EL. 208.80'

DEMOLISH 48" CMP CULVERT

48" STEEL INV. OUT EL. 209.51'

PROVIDE TURBIDTY BARRIER

IRON BEAM STRUCTURE

PROVIDE COFFERDAM (SEE DEWATERING NOTES THIS SHEET)

25' SIDE YARD SETBACK

35' REAR YARD SETBACK

DEWATERING NOTES:
1. CONTRACTOR SHALL SUBMIT A WATER CONTROL MANAGEMENT PLAN FOR THE PROJECT. THE PLAN SHALL INCLUDE A DESCRIPTION FOR DEWATERING AND BYPASSING THE STREAM DURING CONSTRUCTION.

20' 0 20' 40'

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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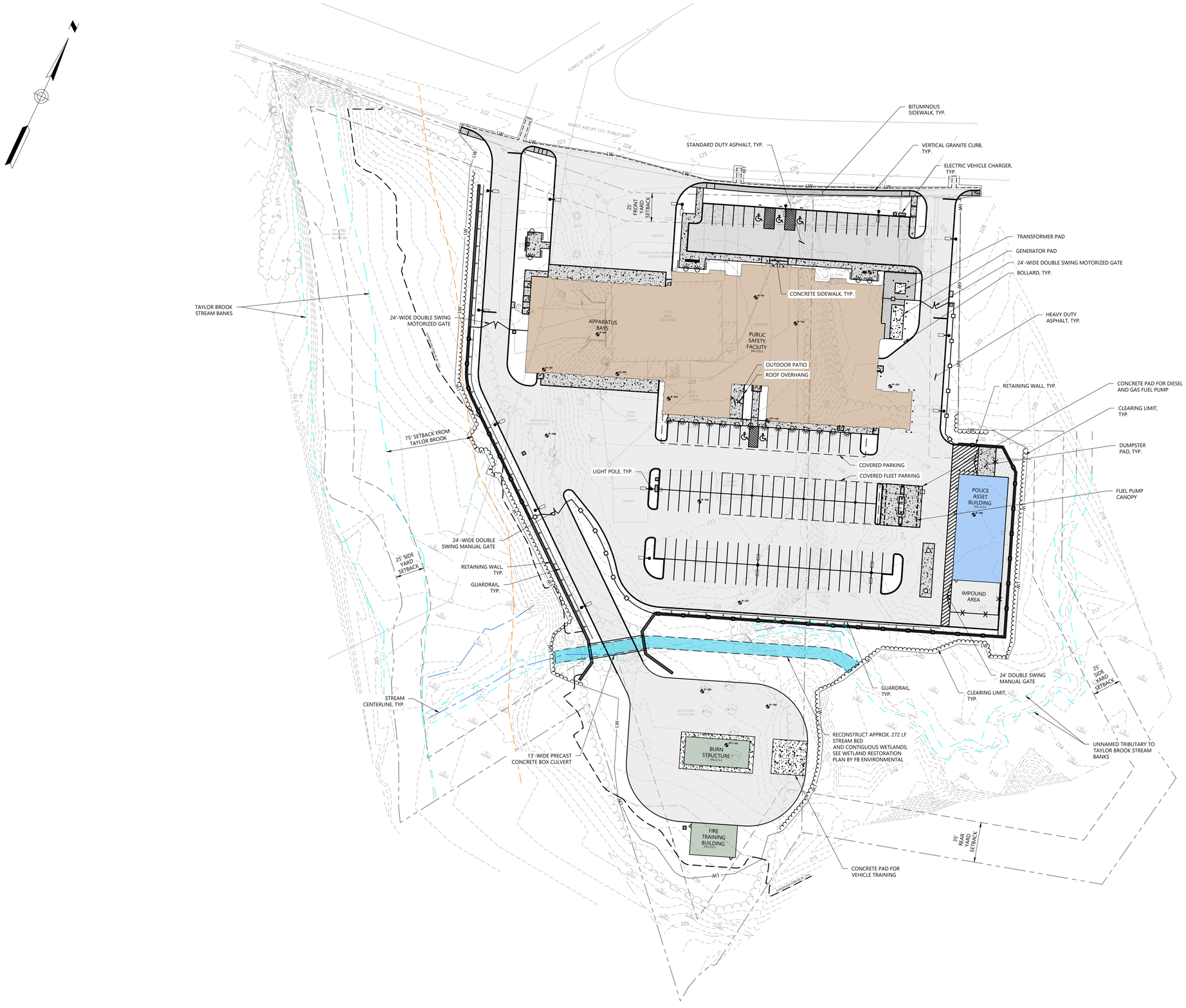
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CIVIL
SITE PREPARATION PLAN - 2

DRAWING NO:
C-003

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40' 0 40' 80'

BAR SCALE
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CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

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DRAWING TITLE:
CIVIL
OVERALL SITE LAYOUT PLAN

DRAWING NO:
C-100

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NOTES:

1. CONTRACTOR SHALL PREPARE ENGINEERED SHOP DRAWINGS OF THE RETAINING WALLS FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO PROCUREMENT OF MATERIALS AND EFFECTIVE WORK.
2. ELECTRICAL VEHICLE CHARGER SHALL BE CP6000 DUAL PORT CHARGER, AS MANUFACTURED BY CHARGE POINT, OR APPROVED EQUAL.

MINOT AVE (RT 121) "PUBLIC WAY"

STOP SIGN, TYP.

WOOD GUARDRAIL

24.0'

9/11 MEMORIAL, SEE LANDSCAPE PLANS

106.3'

STONE BENCH, TYP SEE LANDSCAPE PLANS

25' FRONT YARD SETBACK

ACCESSIBLE PARKING SPACE, TYP.

PROVIDE SIDEWALK WITH MIN. 3' CLEARANCE AROUND UTILITY POLE; CONTRACTOR TO LAY OUT CURB AND SIDEWALK FOR REVIEW AND APPROVAL BY ENGINEER PRIOR TO CONSTRUCTION

BITUMINOUS SIDEWALK, TYP.

VERTICAL GRANITE CURB, TYP.

DUAL PORT ELECTRIC VEHICLE CHARGER, TYP., SEE NOTE 2

5.0'

18.0'

24.0'

6.0'

FIRE FIGHTER MEMORIAL, SEE LANDSCAPE PLANS

CONCRETE SIDEWALK, TYP.

POLICE MEMORIAL, SEE LANDSCAPE PLANS

6' TALL SOLID CEDAR SLAT FENCE, FLAT TOP

TUMBLED STONE GROUND COVER, SEE LANDSCAPE PLANS

TRANSFORMER PAD

BOLLARD, TYP.

CONCRETE PAD FOR GATE KEYPAD

GENERATOR & TRIPLE SWITCH PAD

24'-WIDE DOUBLE SWING MOTORIZED GATE

HEAVY DUTY ASPHALT, TYP.

24.0'

25' SIDE YARD SETBACK

CLEARING LIMIT, TYP.

RETAINING WALL, TYP., SEE NOTE 1

DUMPSTER PAD, TYP.

15.0'

25.0'

UNNAMED TRIBUTARY TO TAYLOR BROOK STREAM BANKS

"CENTRAL FIRE HEADQUARTERS" AUBURN, MAINE

1 STY HOUSE

24" STEEL INV. OUT EL. 220.11'

3 STY BRICK BUILDING

APPARATUS BAYS

B-201

PUBLIC SAFETY FACILITY

FFE=225.5

B-101

B-102

B-103

B-301

B-202

B-303

4 STY BRICK TOWER

OUTDOOR PATIO

ROOF OVERHANG

B-302

23.2'

DIESEL PUMP ISLAND

ABANDONED HDPE CULVERT

B-308

CPT-102

5.0'

18.0'

24.0'

9.0'

CONCRETE SIDEWALK WITH MONOLITHIC CURB

COVERED PARKING, SEE ARCHITECTURAL PLANS

COVERED FLEET PARKING, SEE STRUCTURAL PLANS

24'-WIDE DOUBLE SWING MANUAL GATE

ROLLARDS BY FUEL STATION VENDOR

DIESEL SINGLE HOSE FLEET DISPENSER

BLUE1 DEF CUBE

GAS DUAL HOSE FLEET DISPENSER

FUEL STATION CANOPY

36'LX35'WX6"D CONCRETE PAD AT FUEL STATION, COORDINATE WITH FUEL STATION VENDOR

47'L X 10'W X 8"D CONCRETE PAD OVER FUEL TANK, COORDINATE WITH TANK VENDOR

POLICE ASSET BUILDING

FFE=225.0

B-304

2 STY CEMENT BUILDING

LIGHT POLE, TYP.

B-309

CEMENT

20' STEEL INV. OUT EL. 208.80'

IMPOUND AREA

8.0'

75' SETBACK FROM TAYLOR BROOK

SCOURED CHANNEL

TAYLOR BROOK STREAM BANK

RETAINING WALL, TYP.

WOOD GUARDRAIL TYP.

24'-WIDE DOUBLE SWING MANUAL GATE

25' SIDE YARD SETBACK

FLOODPLAIN ZONE AE (212)

CONCRETE PAD FOR GATE KEYPAD

STOP BAR, TYP.

24'-WIDE DOUBLE SWING MOTORIZED GATE

FLOODPLAIN ZONE AE (EL=212)

24.0'

SEE SHEET C-102

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING
20' 0 20' 40'

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501 COUNTY ROAD
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CONSTRUCTION MANAGER:
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P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
REGISTERED PROFESSIONAL ENGINEER

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
DATE:	MARCH 2026
SCALE:	1"=20'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	C-10X.dwg

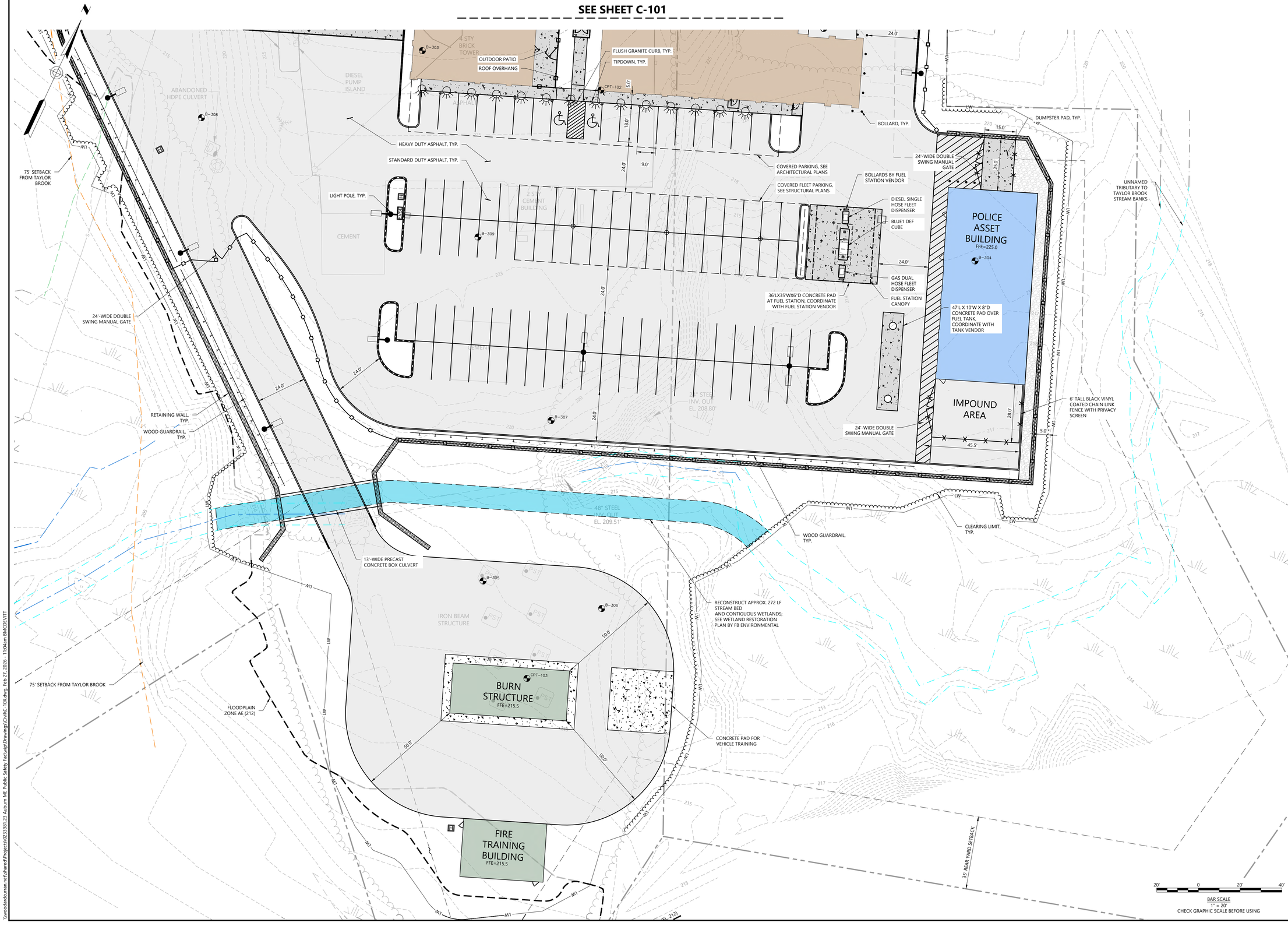
DRAWING TITLE:
CIVIL
SITE LAYOUT PLAN - 1

DRAWING NO:
C-101

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24x36

SEE SHEET C-101



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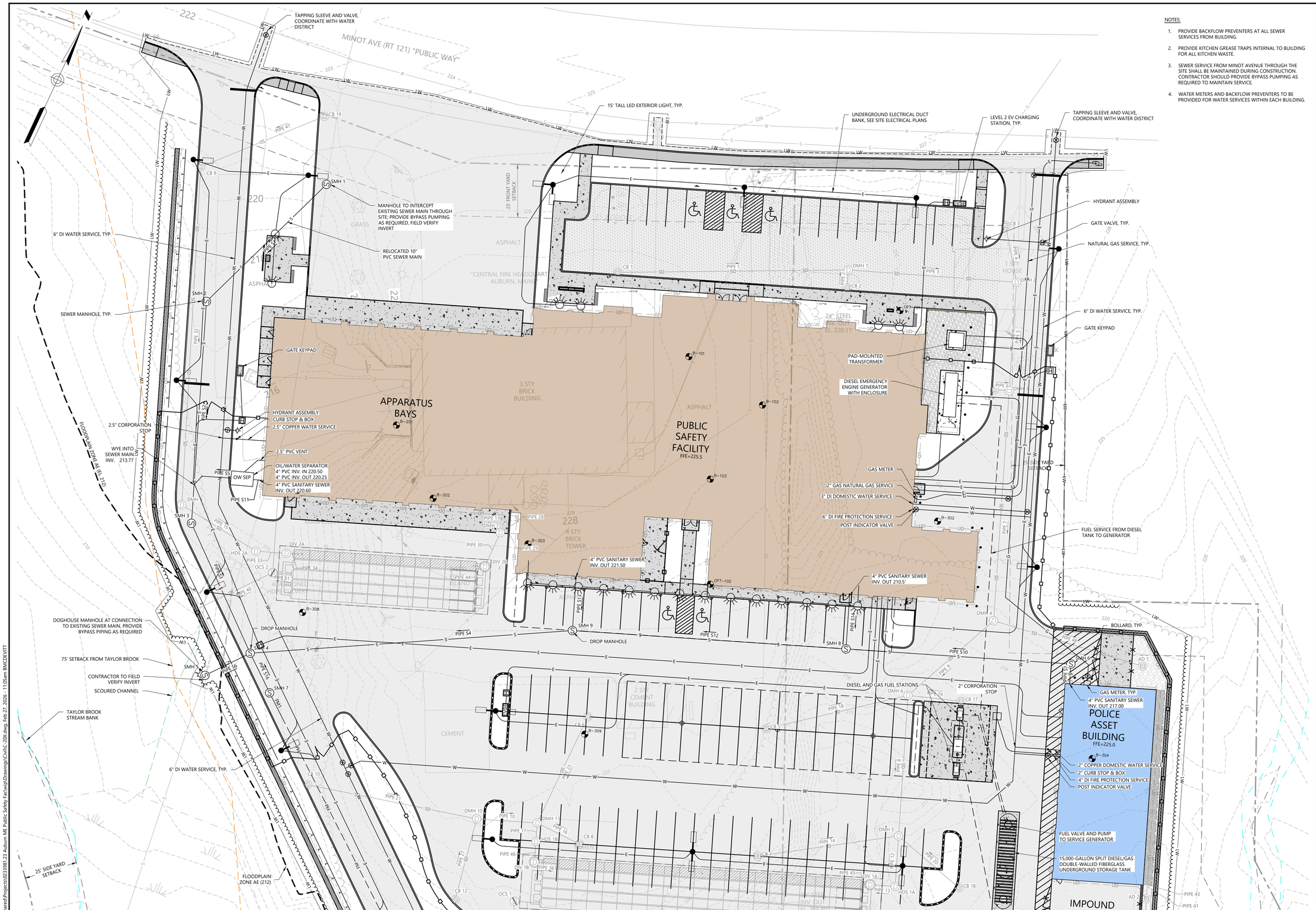
DRAWING TITLE:

CIVIL
SITE LAYOUT PLAN - 2

DRAWING NO:

C-102

24x36



NOTES:

1. PROVIDE BACKFLOW PREVENTERS AT ALL SEWER SERVICES FROM BUILDING.
2. PROVIDE KITCHEN GREASE TRAPS INTERNAL TO BUILDING FOR ALL KITCHEN WASTE.
3. SEWER SERVICE FROM MINOT AVENUE THROUGH THE SITE SHALL BE MAINTAINED DURING CONSTRUCTION. CONTRACTOR SHOULD PROVIDE BYPASS PUMPING AS REQUIRED TO MAINTAIN SERVICE.
4. WATER METERS AND BACKFLOW PREVENTERS TO BE PROVIDED FOR WATER SERVICES WITHIN EACH BUILDING.

SEE SHEET C-202

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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REV	MM/DD/YY	DESCRIPTION

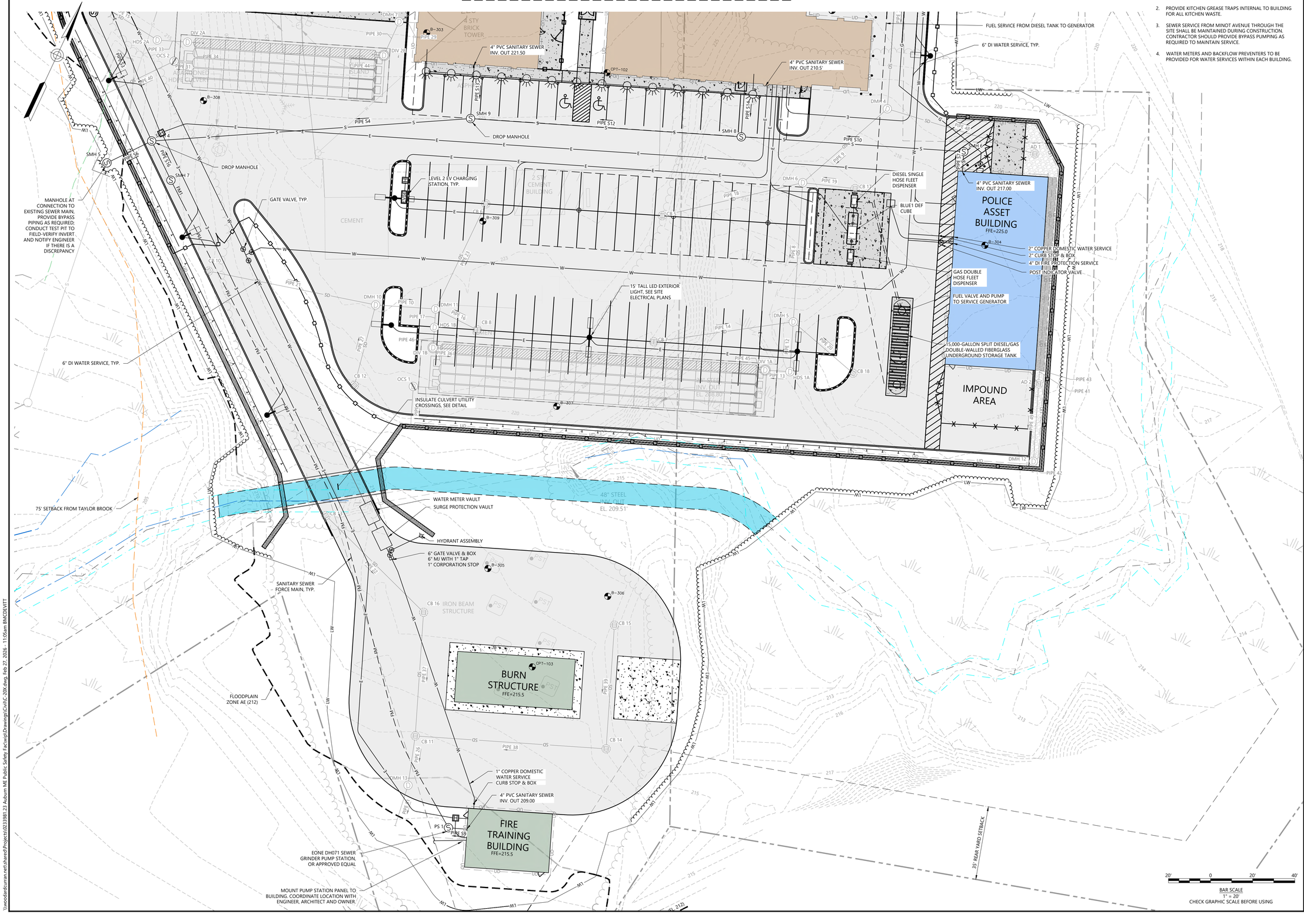
JOB NO:	0233891.23
DATE:	MARCH 2026
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FILENAME:	C-20X.dwg

DRAWING TITLE:
CIVIL
SITE UTILITY PLAN - 1

DRAWING NO:
C-201

24x36

SEE SHEET C-201



NOTES:

1. PROVIDE BACKFLOW PREVENTERS AT ALL SEWER SERVICES FROM BUILDING.
2. PROVIDE KITCHEN GREASE TRAPS INTERNAL TO BUILDING FOR ALL KITCHEN WASTE.
3. SEWER SERVICE FROM MINOT AVENUE THROUGH THE SITE SHALL BE MAINTAINED DURING CONSTRUCTION. CONTRACTOR SHOULD PROVIDE BYPASS PUMPING AS REQUIRED TO MAINTAIN SERVICE.
4. WATER METERS AND BACKFLOW PREVENTERS TO BE PROVIDED FOR WATER SERVICES WITHIN EACH BUILDING.

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	C-20X.dwg

DRAWING TITLE:
CIVIL
SITE UTILITY PLAN - 2

DRAWING NO:
C-202

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24x36

NOTE:

1. PROVIDE BACKFLOW PREVENTERS AT ALL ROOF DRAIN OUTLETS FROM BUILDING.
2. REFER TO STRUCTURAL DRAWINGS FOR FOUNDATION DRAIN LOCATION AND SECTION.

MINOT AVE (RT 121) "PUBLIC WAY"

STABILIZED CONSTRUCTION ENTRANCE

REVISED FLOOD PLAIN ZONE AE (EL 212)

75' SETBACK FROM TAYLOR BROOK

RETAINING WALL FOUNDATION DRAIN 1 INV OUT: 210.95

RIPRAP OUTLET STABILIZATION

OUTFALL 1 WITH INLINE BACKFLOW PREVENTION VALVE (TIDEFLEX OR EQUAL)18" HDPE INV. OUT 210.90

RETAINING WALL FOUNDATION DRAIN 2 INV OUT: 210.95

SCOURED CHANNEL

TAYLOR BROOK STREAM BANK

25' SIDE YARD SETBACK

25' FRONT YARD SETBACK

25' SIDE YARD SETBACK

INLET PROTECTION DEVICE, TYP.

HYDRODYNAMIC SEPARATOR (HDS 2A)

DIVERSION MANHOLE (DIV 2A)

SAND FILTER 2 (SF 2) INV. IN 216.7

SAND FILTER 2 ADS SC-800 CHAMBERS OVER SUBSURFACE SAND FILTER

OUTLET CONTROL STRUCTURE

DIVERSION MANHOLE (DIV 2B)

SD OUTLET 1 6" HDPE ROOF DRAIN INV. OUT 221.80

SD OUTLET 2 8" HDPE ROOF DRAIN INV. OUT 219.85

DOUBLE GRATE CATCH BASIN, TYP.

OUTLET CONTROL STRUCTURE

SAND FILTER 1 ADS SC-800 CHAMBERS OVER SUBSURFACE SAND FILTER

HYDRODYNAMIC SEPARATOR

DIVERSION MANHOLE (DIV 1)

CATCH BASIN, TYP.

DRAINAGE MANHOLE, TYP.

FOUNDATION DRAIN 1 4" DIA PERFORATED PVC FOUNDATION DRAIN INV. 220.0

PERIMETER BARRIER, TYP.

ROOF DRIPLINE FILTER

FOUNDATION DRAIN 2 4" DIA PERFORATED PVC FOUNDATION DRAIN INV. 219.5

APPARATUS BAYS
B-201

3 STY BRICK BUILDING

PUBLIC SAFETY FACILITY
FFE=225.5
B-101
B-102
B-103

POLICE ASSET BUILDING
FFE=225.0
B-304

IMPOUND AREA

2 STY CEMENT BUILDING

ASPHALT

GRASS

CEMENT

B-301
B-202
B-302
B-308
B-309

SEE SHEET C-302

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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PE SEAL:
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AMY N. GERHARD
17065
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SCALE:	1"=20'
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FILENAME:	C-30X.dwg

DRAWING TITLE:
CIVIL
SITE GRADING & DRAINAGE PLAN - 1

DRAWING NO:
C-301

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24x36

SEE SHEET C-301

NOTE:

1. PROVIDE BACKFLOW PREVENTERS AT ALL ROOF DRAIN OUTLETS FROM BUILDING.
2. REFER TO STRUCTURAL DRAWINGS FOR FOUNDATION DRAIN LOCATION AND SECTION.

OUTFALL 1
WITH INLINE BACKFLOW PREVENTION VALVE (TIDEFLEX OR EQUAL)
18" HDPE INV. OUT 210.90

HYDRODYNAMIC SEPARATOR (HDS 2A)

DIVERSION MANHOLE (DIV 2A)

SAND FILTER 2 (SF 2)
INV. IN 216.70

SAND FILTER 2
ADS SC-800 CHAMBERS OVER SUBSURFACE SAND FILTER

OUTLET CONTROL STRUCTURE

RETAINING WALL FOUNDATION DRAIN 1
INV OUT: 210.95

RIPRAP OUTLET STABILIZATION

RETAINING WALL FOUNDATION DRAIN 2
INV OUT: 210.95

RETAINING WALL FOUNDATION DRAIN 3
INV OUT: 212.10

PROVIDE 13'X6'X50' PRECAST CONCRETE BOX CULVERT; SEE DETAILS

PROVIDE TURBIDTY BARRIER

REVISED FLOOD PLAIN ZONE AE (EL 212)

OUTFALL 2
WITH INLINE BACKFLOW PREVENTION VALVE (TIDEFLEX OR EQUAL)
18" HDPE INV. OUT 212.75
PROVIDE FLARED END SECTION

RETAINING WALL FOUNDATION DRAIN 4
INV OUT: 212.82

RIPRAP OUTLET STABILIZATION

DIVERSION MANHOLE (DIV 2B)

DIVERSION MANHOLE (DIV 1B)

HYDRODYNAMIC SEPARATOR (HDS 1B)

DOUBLE GRATE CATCH BASIN, TYP.

SAND FILTER 1 (SF 1)
INV. IN 216.15

SAND FILTER 1
ADS SC-800 CHAMBERS OVER SUBSURFACE SAND FILTER

OUTLET CONTROL STRUCTURE

HYDRODYNAMIC SEPARATOR (HDS 1A)

DIVERSION MANHOLE (DIV 1A)

FOUNDATION DRAIN, TYP.
SEE NOTE 2

SEDIMENT BARRIER, TYP.

ROOF DRIPLINE FILTER

PROVIDE COFFERDAM
(SEE DEWATERING NOTES SHEET C-003)

OUTFALL 4
12" HDPE INV. OUT 217.00

RIPRAP OUTLET STABILIZATION

PIPE 41
PROVIDE END CAP ON 4" UNDERDRAIN PIPE WITH 0.6" ORIFICE

POLICE ASSET BUILDING
FFE=225.0

IMPOUND AREA

BURN STRUCTURE
FFE=215.5

FIRE TRAINING BUILDING
FFE=215.5

2 STY BRICK TOWER

2 STY CEMENT BUILDING

CEMENT

48" STEEL
INV. OUT
EL. 209.51'

INV. OUT
EL. 208.85'

IRON BEAM STRUCTURE

FLEXSTORM PURE BAG OR ENGINEER APPROVED EQUAL, TYP. OF 4

35' REAR YARD SETBACK

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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FILENAME:	C-30X.dwg

DRAWING TITLE:

CIVIL
SITE GRADING & DRAINAGE PLAN - 2

DRAWING NO:

C-302

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STRUCTURE TABLE				
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO
AD 1	4'	224.90		221.40/12"HDPE/DMH 4
AD 2	4'	224.50	222.60/6"HDPE/ RDF 220.50/4"HDPE/ RDF 219.50/6"HDPE/	219.40/12"HDPE/DMH 12
CB 1	4'	224.30		220.30/12"HDPE/DMH 1
CB 2	4'	224.70		220.70/12"HDPE/DMH 1
CB 3	4'	226.60		222.27/12"HDPE/DMH 2
CB 4	4'	224.02		220.02/12"HDPE/DMH 3
CB 5	4'	222.86		218.20/12"HDPE/DMH 6
CB 6	4'	222.86		217.50/12"HDPE/DMH 11
CB 7	5'	221.70		217.70/12"HDPE/DMH 5
CB 8	5'	221.70		217.35/12"HDPE/DMH 11
CB 9	4'	221.96	218.46/12"HDPE/CB 19	218.46/12"HDPE/DMH 9
CB 10	4'	221.70		217.85/12"HDPE/DMH 10
CB 11	4'	215.00	211.10/12"HDPE/CB 16 211.10/12"HDPE/CB 14	210.90/12"HDPE/DMH 13
CB 12	4'	221.50		217.65/12"HDPE/DMH 10
CB 13	4'	215.40		211.90/12"HDPE/CB 16
CB 14	4'	215.00	211.50/12"HDPE/CB 15	211.50/12"HDPE/CB 11
CB 15	4'	215.00		211.80/12"HDPE/CB 14
CB 16	4'	215.00	211.50/12"HDPE/CB 13	211.40/12"HDPE/CB 11
CB 17	4'	224.20		218.50/12"HDPE/DMH 6
CB 18	4'	223.90		217.60/12"HDPE/DMH 5
CB 19	4'	223.90		218.76/12"HDPE/CB 9
DIV 1A	4'	222.97	217.00/18"HDPE/HDS 1A	217.00/18"HDPE/
DIV 1B	4'	222.10	217.00/15"HDPE/HDS 1B	217.00/15"HDPE/SF INLET 1B
DIV 2A	4'	224.82	217.25/12"HDPE/HDS 2A	217.20/12"HDPE/SF INLET 2A
DIV 2B	4'	225.00	217.25/12"HDPE/DMH 7	217.20/12"HDPE/SF INLET 2B
DMH 1	4'	224.56	219.76/12"HDPE/CB 1 220.68/12"HDPE/CB 2	219.66/12"HDPE/DMH 2
DMH 2	4'	225.53	219.24/12"HDPE/DMH 1 221.44/12"HDPE/CB 3	219.14/12"HDPE/DMH 3
DMH 3	4'	225.29	218.74/12"HDPE/DMH 2 219.52/12"HDPE/CB 4	218.64/12"HDPE/DMH 4
DMH 4	4'	225.10	218.16/12"HDPE/DMH 3 221.00/12"HDPE/AD 1	218.06/12"HDPE/DMH 6
DMH 5	6'	223.25	217.35/15"HDPE/DMH 6 217.35/12"HDPE/CB 7 217.35/12"HDPE/CB 18	217.25/18"HDPE/HDS 1A
DMH 6	6'	224.23	217.80/12"HDPE/CB 17 217.80/12"HDPE/DMH 4 217.80/12"HDPE/CB 5	217.70/15"HDPE/DMH 5
DMH 7	4'	225.07	221.52/8"HDPE/ 219.70/8"HDPE/SD OUTLET 2	217.40/12"HDPE/DIV 2B
DMH 9	4'	224.10	217.65/12"HDPE/CB 9	217.55/12"HDPE/HDS 2A
DMH 10	4'	222.50	217.45/12"HDPE/CB 12 217.45/12"HDPE/CB 10	217.35/12"HDPE/DMH 11
DMH 11	6'	222.25	217.20/12"HDPE/DMH 10 217.20/12"HDPE/CB 8 217.20/12"HDPE/CB 6	217.10/15"HDPE/HDS 1B
DMH 12	2'	223.97	219.00/12"HDPE/AD 2 217.45/4"HDPE/	217.35/12"HDPE/
DMH 13	4'	215.45	210.80/12"HDPE/CB 11	210.80/12"HDPE/
HDS 1A	4'	223.25	217.12/18"HDPE/DMH 5	217.12/18"HDPE/DIV 1A
HDS 1B	4'	222.05	217.05/15"HDPE/DMH 11	217.05/15"HDPE/DIV 1B
HDS 2A	4'	224.68	217.30/12"HDPE/DMH 9	217.30/12"HDPE/DIV 2A
OCS 1	5'	222.10	213.50/18"HDPE/SF OUTLET 1B	213.40/18"HDPE/
OCS 2	5'	224.55	211.50/18"HDPE/SF OUTLET 2 218.80/4"HDPE/FD	211.40/18"HDPE/

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 1	12" HDPE	108'	0.0050
PIPE 2	12" HDPE	8'	0.0025
PIPE 3	12" HDPE	77'	0.0055
PIPE 4	12" HDPE	23'	0.0361
PIPE 5	12" HDPE	49'	0.0082
PIPE 6	12" HDPE	7'	0.0714
PIPE 7	12" HDPE	108'	0.0044
PIPE 8	15" HDPE	60'	0.0058
PIPE 9	12" HDPE	50'	0.0052
PIPE 10	12" HDPE	26'	0.0058
PIPE 11	8" HDPE	8'	0.0250
PIPE 12	18" HDPE	21'	0.0062
PIPE 13	18" HDPE	12'	0.0100
PIPE 14	12" HDPE	61'	0.0057
PIPE 15	12" HDPE	37'	0.0068
PIPE 16	12" HDPE	17'	0.0088
PIPE 17	15" HDPE	6'	0.0083
PIPE 18	12" HDPE	66'	0.0061
PIPE 19	12" HDPE	20'	0.0350
PIPE 20	12" HDPE	34'	0.0074
PIPE 21	12" HDPE	81'	0.0049
PIPE 22	12" HDPE	63'	0.0063
PIPE 23	12" HDPE	52'	0.0058
PIPE 24	18" HDPE	9'	0.0167
PIPE 26	12" HDPE	22'	0.0045
PIPE 27	12" HDPE	39'	0.0051
PIPE 28	6" HDPE	2"	0.0400
PIPE 29	8" HDPE	4'	0.0375
PIPE 30	12" HDPE	16'	0.0094
PIPE 31	18" HDPE	6'	0.3383
PIPE 32	12" HDPE	157'	0.0052
PIPE 33	12" HDPE	12'	0.0042
PIPE 33 (2)	4" HDPE	30'	0.0400
PIPE 34	12" HDPE	6'	0.0000
PIPE 35	18" HDPE	18'	0.0283
PIPE 36	15" HDPE	11'	0.0000
PIPE 37	12" HDPE	55'	0.0055
PIPE 38	12" HDPE	89'	0.0045
PIPE 39	12" HDPE	57'	0.0053
PIPE 40	18" HDPE	38'	0.0079
PIPE 41	6" HDPE	9'	0.0111
PIPE 41 (2)	6" HDPE	5'	0.6400
PIPE 42	12" HDPE	4'	0.0250
PIPE 43	4" HDPE	11'	0.0091
PIPE 44	12" HDPE	4'	0.0000
PIPE 45	18" HDPE	3'	0.0000
PIPE 46	15" HDPE	10'	0.0050
PIPE 47	12" HDPE	63'	0.0048
PIPE 48	12" HDPE	73'	0.0055
PIPE 49	12" HDPE	34'	0.0118
PIPE 50 (1)	4" HDPE	2'	1.4200
PIPE 51	12" HDPE	20'	0.0050

STRUCTURE TABLE				
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO
OW SEP	???'	224.76	220.10/4"PVC/SS INLET 1	219.85/6"PVC/
PS 1	4'	215.00	208.11/4"PVC/SMH 7 208.95/4"PVC/SS OUTLET	
SMH 1	4'	224.48	215.70/10"PVC/	215.60/10"PVC/SMH 2
SMH 2	4'	222.76	214.80/10"PVC/SMH 1	214.70/10"PVC/SMH 3
SMH 3	4'	224.22	213.60/10"PVC/SMH 2	213.50/10"PVC/SMH 4
SMH 4	6'	224.40	212.80/10"PVC/SMH 3 205.20/4"PVC/SMH 7 207.07/8"PVC/SMH 9	205.10/10"PVC/SMH 5
SMH 5	4'	210.88	204.70/10"PVC/SMH 4	204.60/10"PVC/
SMH 6	4'	220.08	216.90/4"PVC/SS OUTLET 2	216.80/4"PVC/SMH 8
SMH 7	6'	222.75		219.40/4"PVC/PS 1 205.41/4"PVC/SMH 4
SMH 8	4'	219.30	215.61/4"PVC/SMH 6 210.20/4"PVC/SS OUTLET 4	210.10/8"PVC/SMH 9
SMH 9	4'	213.89	208.90/8"PVC/SMH 8 210.20/4"PVC/SS OUTLET 3	208.80/8"PVC/SMH 4

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
EX S PIPE 1	10" PVC	7'	0.0286
EX S PIPE 2	10" PVC	11'	0.0182
FM1	3" HDPE	330'	0.0342
PIPE S1	10" PVC	79'	0.0101
PIPE S2	10" PVC	105'	0.0105
PIPE S3	10" PVC	67'	0.0104
PIPE S4	8" PVC	152'	0.0114
PIPE S5	6" PVC	17'	0.3324
PIPE S6	10" PVC	24'	0.0167
PIPE S7	4" PVC	7'	0.0143
PIPE S9	4" PVC	7'	0.0071
PIPE S10	4" PVC	104'	0.0114
PIPE S11	4" PVC	4'	0.1250
PIPE S12	8" PVC	129'	0.0093
PIPE S13	4" PVC	25'	0.4520
PIPE S14	4" PVC	25'	0.0120
PIPE S16	4" PVC	18'	0.0117

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
REGISTERED PROFESSIONAL ENGINEER

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CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

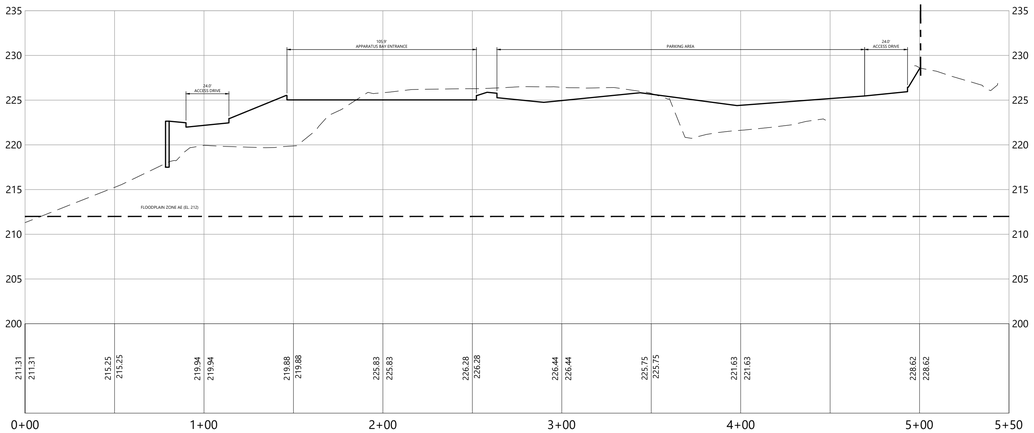
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DATE:	MARCH 2026
SCALE:	AS NOTED
DESIGNED BY:	ANG
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CHECKED BY:	MDLM
FILENAME:	C-30X.dwg

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STRUCTURE & PIPE TABLES

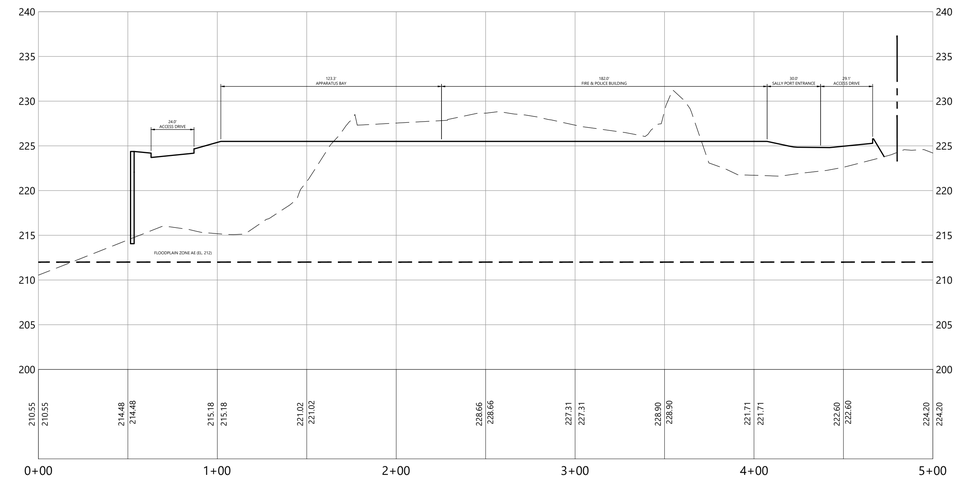
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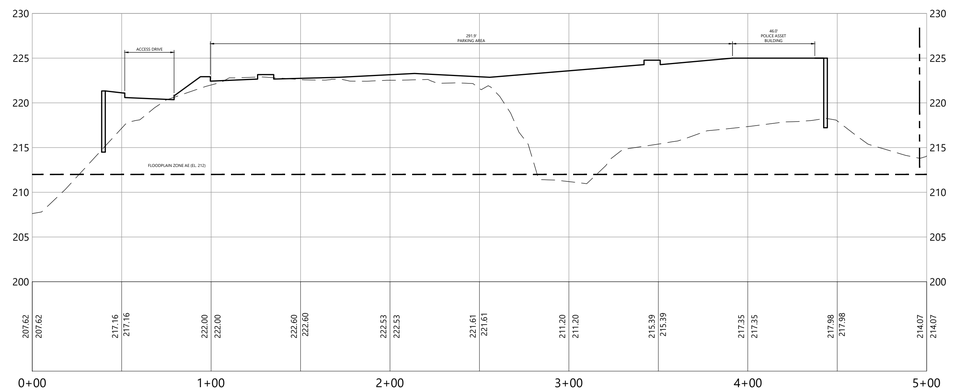
SECTION 1-PROFILE STA. 0+00 TO STA. 5+50

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'



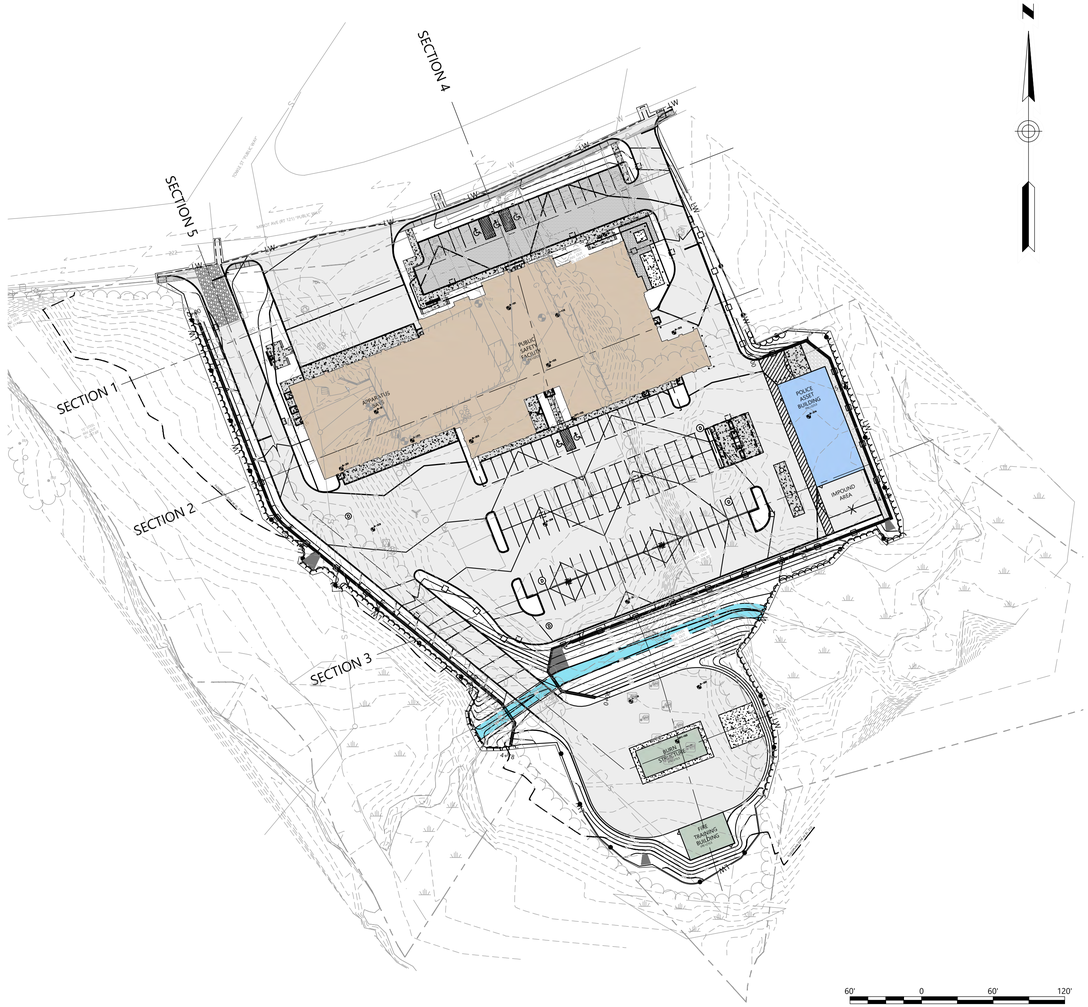
SECTION 2-PROFILE STA. 0+00 TO STA. 5+00

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'



SECTION 3-PROFILE STA. 0+00 TO STA. 5+00

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'



1" = 60'
CHECK GRAPHIC SCALE BEFORE USING

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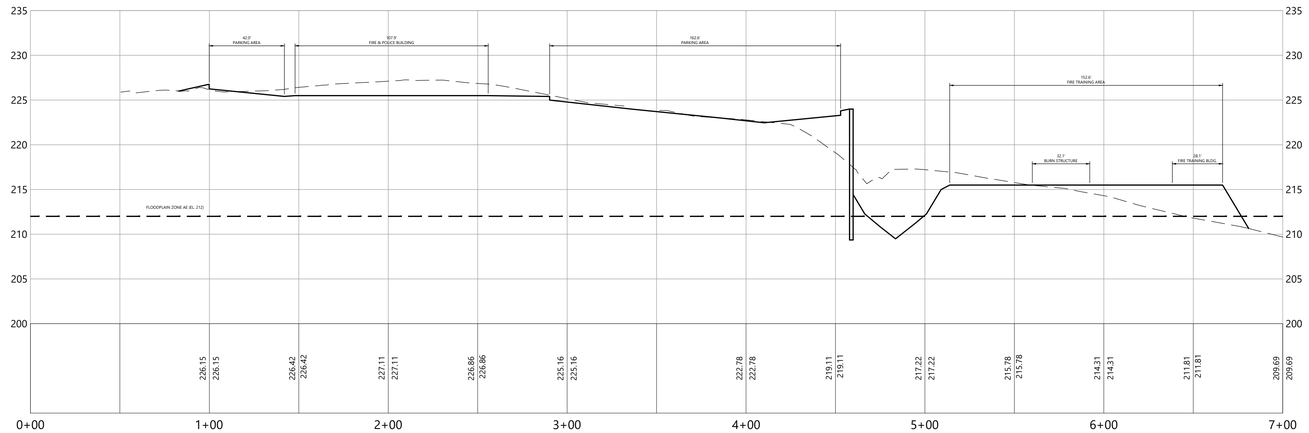
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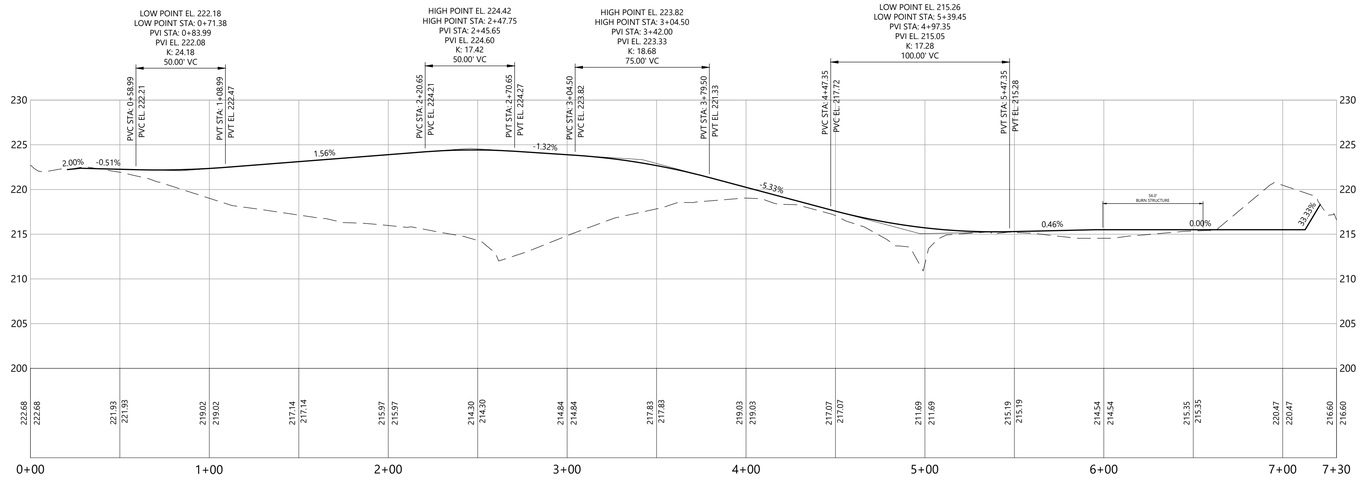
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SECTION 4-PROFILE STA. 0+00 TO STA. 7+00

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'



SECTION 5-PROFILE STA. 0+00 TO STA. 7+30

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

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17065
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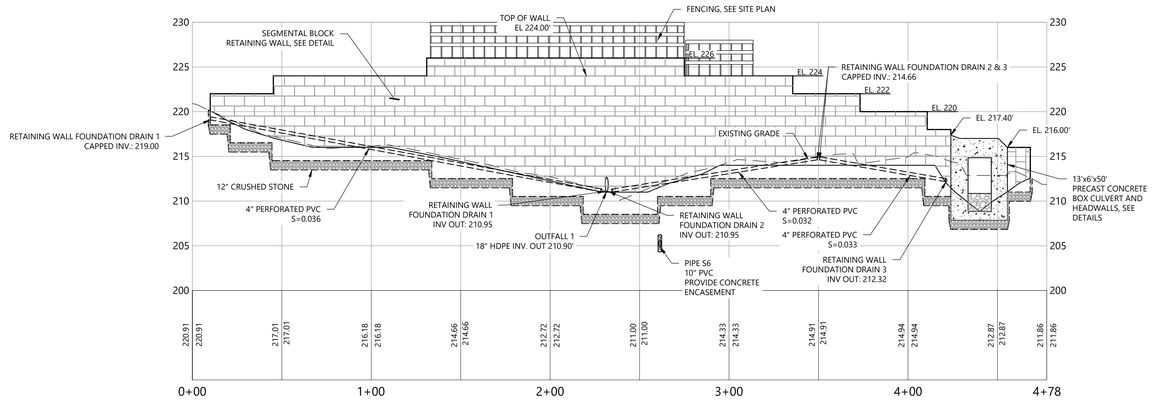
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DATE:	MARCH 2026
SCALE:	AS NOTED
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	C-40X.dwg

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SECTION VIEWS - 2

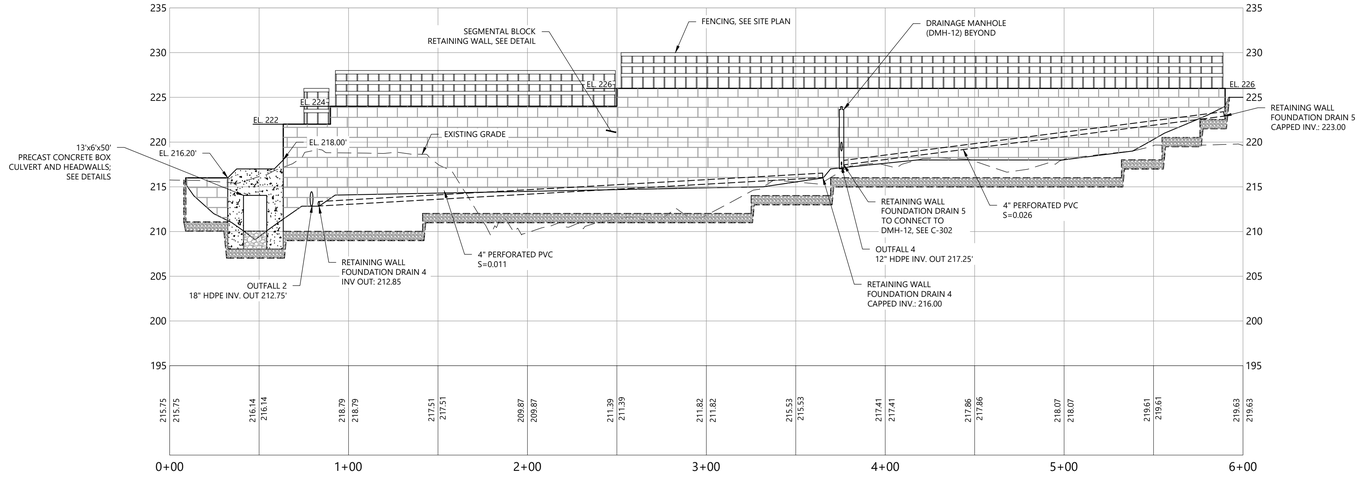
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ALIGNMENT - RET WALL 1-PROFILE STA. 0+00 TO STA. 4+78

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'



ALIGNMENT - RET WALL 2-PROFILE STA. 0+00 TO STA. 6+00

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

NOTES:

1. SEGMENTAL BLOCK RETAINING WALL SYSTEM, INCLUDING ALL GEOMETRY, PROFILES, EMBEDMENT, REINFORCEMENT, DRAINAGE, AND STRUCTURAL DETAILS, SHALL BE COORDINATED WITH THE SELECTED WALL MANUFACTURER.
2. FINAL RETAINING WALL DESIGN SHALL BE PREPARED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE.
3. UNDERDRAIN LAYOUT SHALL BE COORDINATED WITH MANUFACTURER.

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SURVEYOR:
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WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
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SCARBOROUGH, ME 04070

PE SEAL:

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17065
REGISTERED PROFESSIONAL ENGINEER

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CLIENT INFO:

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AUBURN, ME

PUBLIC SAFETY FACILITY

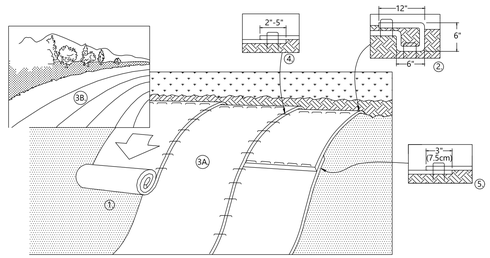
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CHECKED BY:	XXX
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RETAINING WALL PROFILES

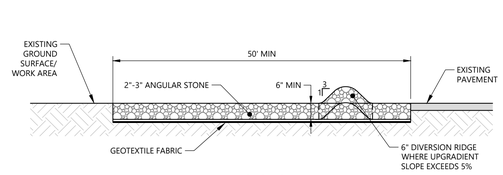
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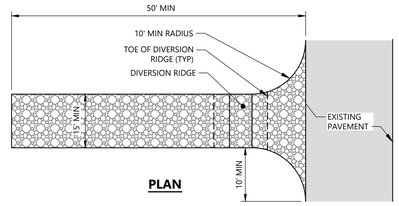


1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP's), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED AS WELL AS REMOVING ANY PROTRUDING ROCKS, STUMPS OR ROOTS. DURING THE GROWING SEASON (APRIL 15- SEPTEMBER 15) USE RECP'S ON THE BASE OF GRASSED WATERWAYS, SOIL SLOPES HAVING A GRADE GREATER THAN 15%, OR ANYWHERE WHERE HAY MULCH HAS PROVEN TO BE INEFFECTIVE AT CONTROLLING SHEET EROSION. RECP'S ARE A MANUFACTURED COMBINATION OF MULCH AND NETTING DESIGNED TO PREVENT EROSION AND RETAIN SOIL MOISTURE. FOR OVER WINTER PROTECTION, APPLY RECP'S ON THE BASE AND SIDE SLOPES OF GRASSED WATERWAYS AND ON SLOPES STEEPER THAN AN 8% GRADE.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP's IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF RECP's EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP's WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF RECP's BACK OVER SEED AND COMPACTED SOIL. SECURE RECP's OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE RECP's.
3. ROLL THE RECP's (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP's WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP's MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL RECP's MUST BE STAPLED WITH APPROXIMATELY 2" - 5" OVERLAP DEPENDING ON RECP's TYPE.
5. CONSECUTIVE RECP's SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE RECP's WIDTH. NOTE: *IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE RECP's.
6. UNTIL GRASS IS ABUNDANT, INSPECT PERIODICALLY AND AFTER EACH RAINSTORM TO CHECK FOR EROSION. IMMEDIATELY REPAIR AND ADD MORE MULCH UNTIL GRASSES ARE FIRMLY ESTABLISHED. DO NOT MOW THE FIRST YEAR.

ROLLED EROSION CONTROL MATTING
N.T.S.



SECTION

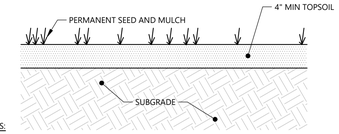


PLAN

NOTES:

1. GRADE TOWARDS SEDIMENT BARRIER WHEN NECESSARY TO MANAGE FLOW.
2. INCREASE MINIMUM LENGTH TO 100' WHERE TRACKED SEDIMENTS CONTAIN LESS THAN 80% SAND OR AS NECESSARY FOR HEAVY CONSTRUCTION.

STABILIZED CONSTRUCTION ENTRANCE
N.T.S.



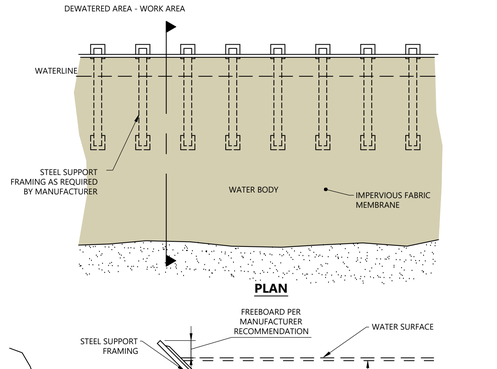
NOTES:

1. AVOID COMPACTION, UNLESS OTHERWISE NOTED ON PLANS.
2. TOPSOIL SHALL BE FERTILE, FRIABLE SOIL, TYPICAL OF PRODUCT SOILS IN THE SURROUNDING AREA AND SHALL CONTAIN BETWEEN 5% AND 20% ORGANIC MATTER.
3. TOPSOIL SHALL HAVE A MAXIMUM STONE SIZE OF 1" AND SHALL CONFORM TO THE FOLLOWING GRADATION:

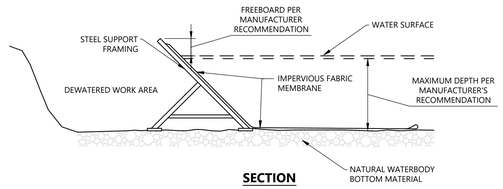
SIEVE	% PASSING
1"	100
NO. 4	85-100
NO. 40	60-85
NO. 100	38-60
NO. 200	28-40

4. TOPSOIL SHALL NOT BE DISTRIBUTED OVER PARTLY OR FULLY FROZEN, MUDDY, SNOWY, ICY OR EXCESSIVELY WET SURFACES.
5. SOD AND SEED MIXTURE(S) SHALL BE APPROPRIATE FOR GROWING SEASON, CLIMATE AND SOIL CONDITIONS, AND SURFACE USAGE. REFER TO STATE GUIDELINES.
6. SEED SHALL BE APPLIED AT RATES RECOMMENDED BY STATE GUIDELINES.
7. APPLY MULCH OVER SEEDED AREAS IN ACCORDANCE WITH STATE GUIDELINES.
8. SODDING SHALL BE INSTALLED IN ACCORDANCE WITH SUPPLIER'S GUIDELINES. AT A MINIMUM, LAY SOD IN STAGGERED ROWS OVER DAMPENED AND LOOSENED/SCARIFIED TOPSOIL. PLACE STRIPS PERPENDICULAR TO THE DIRECTION OF FLOW. ON SLOPES, ANCHOR SOD TO HOLD IN PLACE UNTIL SECURED BY PLANT GROWTH.
9. INSTALL AND/OR REPAIR EROSION AND SEDIMENT CONTROL MEASURES BEFORE LAYING TOPSOIL. MAINTAIN EROSION CONTROL MEASURES DURING TOPSOILING.
10. MAXIMUM SLOPE TOPSOIL CAN BE USED IS 2:1.

TOPSOIL RESTORATION
N.T.S.



PLAN

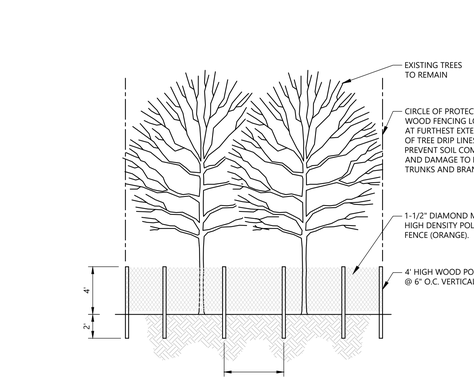


SECTION

NOTE:

1. COFFERDAM DETAIL SHOWN FOR REFERENCE PURPOSES. CONTRACTOR SHALL PROVIDE DESIGN OF TEMPORARY COFFERDAMS, STAMPED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MAINE.

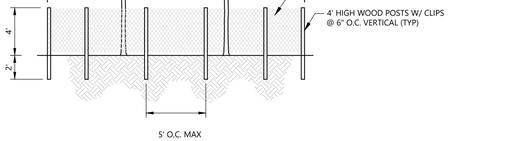
TEMPORARY FRAME & FABRIC COFFERDAM DETAIL
N.T.S.
TO BE INSTALLED AROUND WORK AREA IN ACCORDANCE WITH CONTRACTOR'S WORK PLAN



NOTES:

1. INSTALL SILTSACK PER MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS.
2. EMPTY OR REMOVE SEDIMENT FROM SILTSACK WHEN RESTRAINT CORD IS NO LONGER VISIBLE. CLEAN, RINSE, AND REPLACE AS NEEDED.
3. SILT SACKS TO BE INSTALLED WHEN THE POTENTIAL FOR SEDIMENT TO ENTER EXISTING & PROPOSED BASINS EXISTS.

INLET PROTECTION
N.T.S.



NOTES:

1. NO MATERIAL OR EQUIPMENT SHALL BE STORED OR STOCKPILED WITHIN THE AREA SURROUNDED BY TREE PROTECTION FENCING.
2. FENCE MUST REMAIN AND BE MAINTAINED THROUGHOUT CONSTRUCTION OR ANY OTHER ACTIVITY THAT MAY AFFECT TREES.

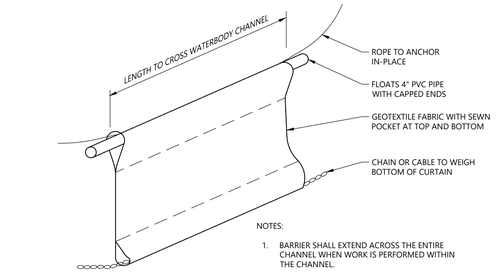
TREE PROTECTION
N.T.S.



NOTES:

1. STOCKPILES SHALL BE SURROUNDED BY SILT FENCE.
2. STOCKPILES SHALL HAVE A MAXIMUM 2:1 (H:V) SIDE SLOPE.
3. REPAIR OR REPLACE DAMAGED SILT FENCE DUE TO CONSTRUCTION ACTIVITIES OR STOCKPILE MITIGATION.
4. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION MANAGEMENT PLAN DETAILING THEIR LAYDOWN STAGING, SITE ACCESS PLAN, AND SITE SECURITY FOR REVIEW AND APPROVAL OF THE ENGINEER AND CITY OF AUBURN PRIOR TO MOBILIZING ON SITE.

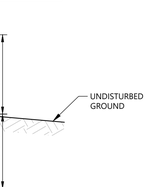
TEMPORARY SOIL STOCKPILE
N.T.S.



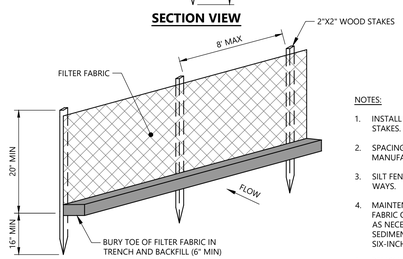
NOTES:

1. BARRIER SHALL EXTEND ACROSS THE ENTIRE CHANNEL WHEN WORK IS PERFORMED WITHIN THE CHANNEL.
2. ROPE SHALL BE 1/2" NYLON OR MANILA.

FLOATING TURBIDITY BARRIER
N.T.S.



SECTION VIEW

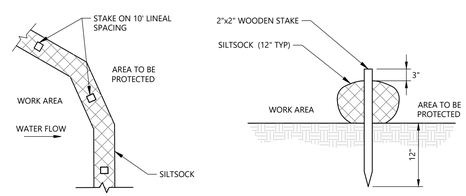


ISOMETRIC VIEW

NOTES:

1. INSTALL FABRIC ON UPHILL SIDE OF WOOD STAKES.
2. SPACING BETWEEN WOOD STAKES PER MANUFACTURER'S RECOMMENDATION.
3. SILT FENCE SHALL NOT BE USED IN DRAINAGE WAYS.
4. MAINTENANCE: INSPECT FOR TEARS IN THE FABRIC OR DAMAGE TO SUPPORTS. REPAIR AS NECESSARY. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES A DEPTH OF SIX-INCHES OR MORE.
5. REMOVAL: WHEN UPSLOPE AREAS ARE STABILIZED, THE STRUCTURE AND ANY ACCUMULATED SEDIMENT SHALL BE REMOVED.

SILT FENCE
N.T.S.



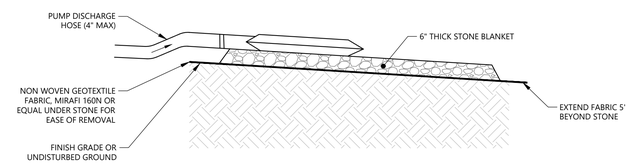
PLAN VIEW

SECTION

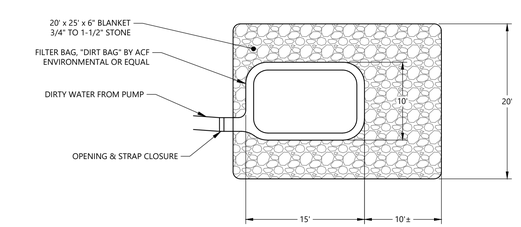
NOTE:

1. WHEN STAKING IS NOT POSSIBLE, HEAVY CONCRETE BLOCKS SHALL BE USED BEHIND THE SEDIMENT CONTROL TO HELP STABILIZE DURING RAINFALL/RUNOFF EVENTS.

SEDIMENT FILTER TUBE
N.T.S.



SECTION



PLAN VIEW

DEWATERING NOTES:

1. LOCATE DISCHARGE SITE ON FLAT UPLAND AREAS AS FAR AWAY AS POSSIBLE FROM STREAMS, WETLANDS, OTHER RESOURCES AND POINTS OF CONCENTRATED FLOW.
2. NEVER DISCHARGE TO AREAS THAT ARE BARE OR NEWLY VEGETATED.
3. DIRT BAG MATERIAL BASED ON PARTICLE SIZE IN DIRTY WATER, I.E., FOR COARSE PARTICLES A WOVEN MATERIAL; FOR SILTS/CLAYS A NON-WOVEN MATERIAL.
4. DO NOT OVER PRESSURIZE DIRT BAG OR USE BEYOND CAPACITY.
5. CHANNELS DUG FOR DISCHARGING WATER FROM THE EXCAVATED AREA NEED TO BE STABLE. IF FLOW VELOCITIES CAUSE EROSION WITHIN THE CHANNEL THEN A DITCH LINING SHOULD BE USED.
6. BUCKETED WATER SHOULD BE DISCHARGED IN A STABLE MANNER TO THE SEDIMENT REMOVAL AREA. A SPLASH PAD OF RIPRAP UNDERLAIN WITH GEOTEXTILE MAY BE NECESSARY TO PREVENT SCOURING OF SOIL.
7. DEWATERING IN PERIODS OF INTENSE, HEAVY RAIN, WHEN THE INFILTRATIVE CAPACITY OF THE SOIL IS EXCEEDED, SHOULD BE AVOIDED.
8. INSTALL DIVERSION DITCHES OR BERMS TO MINIMIZE THE AMOUNT OF CLEAN STORMWATER RUNOFF ALLOWED INTO THE EXCAVATED AREA.
9. DURING THE ACTIVE DEWATERING PROCESS, INSPECTION OF THE DEWATERING FACILITY SHOULD BE REVIEWED FREQUENTLY. SPECIAL ATTENTION SHOULD BE PAID TO THE BUFFER AREA FOR ANY SIGN OF EROSION AND CONCENTRATION OF FLOW THAT MAY COMPROMISE THE BUFFER AREA. OBSERVE WHERE POSSIBLE THE VISUAL QUALITY OF THE EFFLUENT AND DETERMINE IF ADDITIONAL TREATMENT CAN BE PROVIDED.
10. EROSION CONTROL REQUIRED AROUND DEWATERING DISCHARGE SEDIMENT CONTROL DEVICE.

DEWATERING DISCHARGE SEDIMENT CONTROL
N.T.S.

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
REGISTERED PROFESSIONAL ENGINEER

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:
CITY OF AUBURN
AUBURN, ME
PUBLIC SAFETY FACILITY

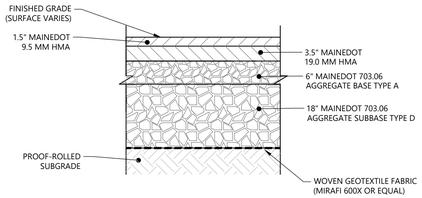
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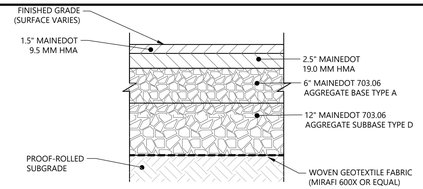
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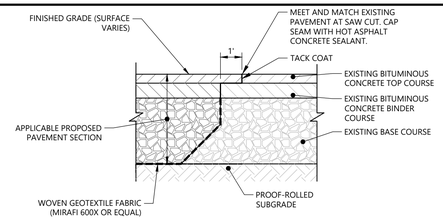
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HEAVY DUTY ASPHALT
N.T.S.

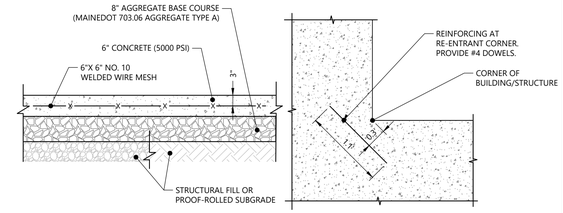


STANDARD DUTY ASPHALT
N.T.S.



NOTES:
1. EXISTING, ADJOINING PAVEMENT SHALL BE DRY AND FREE OF DEBRIS.

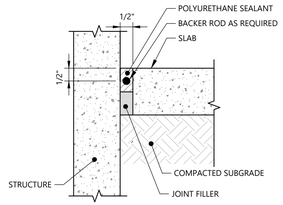
PAVEMENT REPLACEMENT AT SAWCUT LINE
N.T.S.



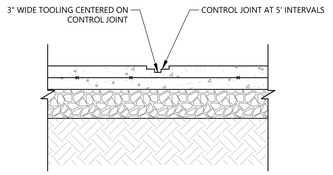
ADDITIONAL REINFORCEMENT AT BUILDING CORNER

NOTES:
1. SEE PLANS FOR PROPOSED CONCRETE SIDEWALK LIMITS.
2. SEE GENERAL NOTES FOR MATERIAL REQUIREMENTS.
3. SAWCUT CONTROL JOINTS TO 1/4 OF SLAB THICKNESS AT 5'-0" ± O.C. OR AS INDICATED ON PLANS.
4. PLACE PRE-FORMED ½" EXPANSION JOINT AT 30' O.C. SPACING AND WHERE INDICATED ON PLANS.
5. ½" PRE-FORMED EXPANSION JOINT SHALL BE INSTALLED AT ALL INTERSECTIONS OF BUILDING, WALKS, UTILITY PENETRATIONS, AND ANY OTHER FIXED STRUCTURE.
6. SUBMIT CONTROL JOINT PLAN FOR ENGINEER APPROVAL PRIOR TO CONSTRUCTION.

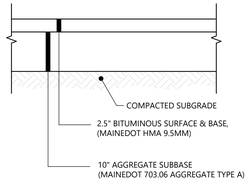
CONCRETE SIDEWALK
N.T.S.



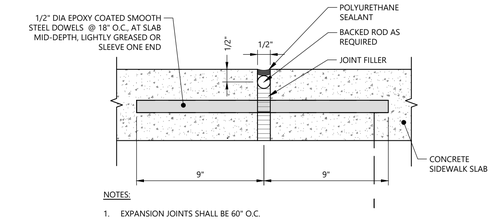
SLAB ISOLATION JOINT
N.T.S.



SIDEWALK CONTROL JOINT
N.T.S.

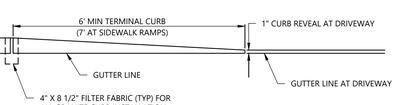


TYPICAL BITUMINOUS SIDEWALK DETAIL
N.T.S.

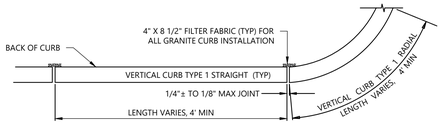


NOTES:
1. EXPANSION JOINTS SHALL BE 60" O.C.
2. DISCONTINUE REINFORCING AT EACH SIDE OF JOINT.
3. DOWELS SHALL BE CUT STRAIGHT AND DEBURRED.

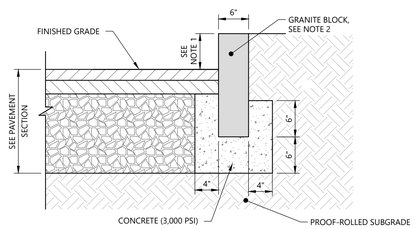
CONCRETE SIDEWALK EXPANSION JOINT
N.T.S.



TERMINAL CURB PROFILE



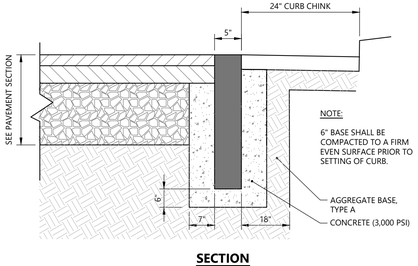
VERTICAL GRANITE CURB PLAN VIEW



VERTICAL GRANITE CURB CROSS SECTION

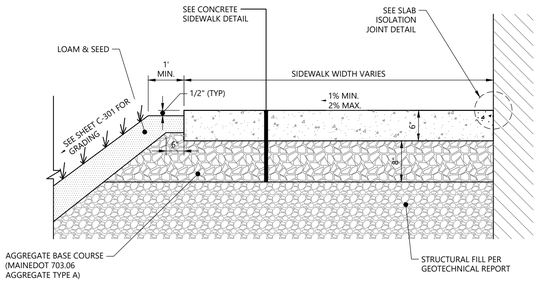
VERTICAL GRANITE CURB
N.T.S.

NOTES:
1. PROVIDE 6" TYP CURB REVEAL UNLESS OTHERWISE INDICATED. IF NECESSARY TO MAKE SIDEWALK GRADES ACCESSIBLE, CURB REVEAL BETWEEN 4 AND 7 INCHES IS ACCEPTABLE. CURB REVEALS LARGER THAN 6" ARE ACCEPTABLE WHERE INDICATED ON THE DRAWINGS OR WITH WRITTEN APPROVAL FROM ENGINEER.
2. GRANITE BLOCKS SHALL BE SUFFICIENT SIZE AND DEPTH TO PREVENT OVERTURNING.

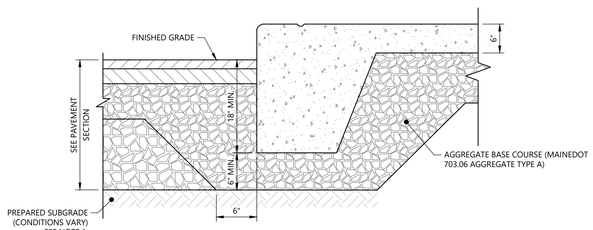


SECTION

TYPICAL FLUSH CURB INSTALLATION
N.T.S.
NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

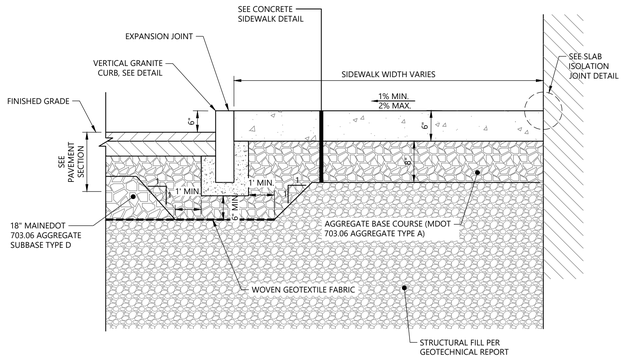


TYPICAL CONCRETE SIDEWALK WITH NO CURB DETAIL
N.T.S.

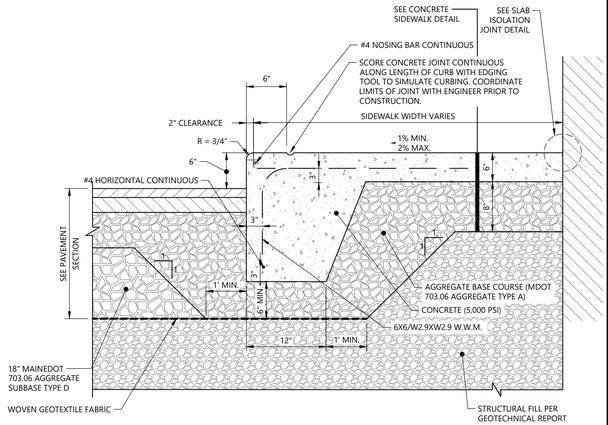


NOTES:
1. REFER TO GEOTECHNICAL REPORT FOR SUBGRADE PREPARATION.
2. PRECAST BOLLARDS WILL REQUIRE ISOLATION JOINTS TO PREVENT CRACKING IN SIDEWALK. CONTRACTOR SHALL SUBMIT A JOINTING PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER AND ARCHITECT PRIOR TO CONSTRUCTION.

MONOLITHIC CONCRETE CURB
N.T.S.



TYPICAL CONCRETE SIDEWALK WITH CURBING DETAIL
N.T.S.



TYPICAL CONCRETE SIDEWALK WITH MONOLITHIC CURBING DETAIL
N.T.S.

CIVIL ENGINEER:
Woodard & Curran
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Portland, Maine 04101
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REGISTERED PROFESSIONAL ENGINEER
CIVIL

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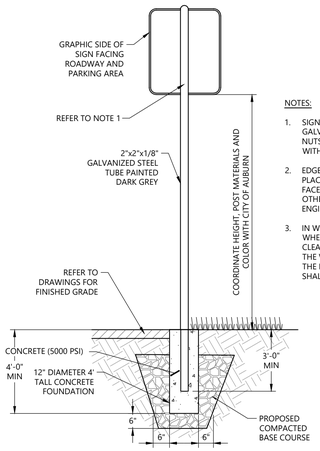
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DESIGNED BY:	ANG
DRAWN BY:	BCM
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CIVIL
SITE DETAILS-2

DRAWING NO:
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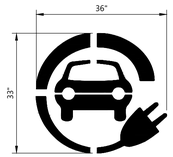
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NOTES:

1. SIGN BOLTS SHALL BE GALVANIZED STEEL WITH NUTS AND LOCK WASHERS WITH A DIAMETER OF 5/16".
2. EDGE OF SIGN SHALL BE PLACED 2 FEET BEHIND THE FACE OF WALKWAY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. IN WALKWAY OR PATH AREAS WHERE THIS HORIZONTAL CLEARANCE IS NOT FEASIBLE, THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SIGN SHALL BE 8'.

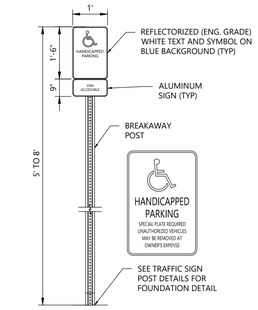
TRAFFIC SIGN POST
N.T.S.



NOTES

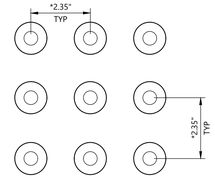
1. CONFIRM PAINT COLORS AND DIMENSIONS WITH OWNER PRIOR TO CONSTRUCTION.

ELECTRIC VEHICLE (EV) PARKING SPACE SYMBOL
N.T.S.

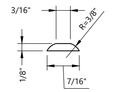


NOTE: MAXIMUM MOUNTING DISTANCE FROM HEAD OF STALL IS 10'

ACCESSIBLE PARKING SIGN
N.T.S.



PATTERN PLAN
SQUARE PATTERN PARALLEL TO DIRECTION OF TRAVEL
*DIMENSIONS ARE CENTER TO CENTER

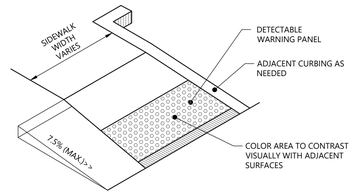


DOME SECTION

NOTES:

1. CONTRACTOR TO SUBMIT PRODUCT FOR EOR OR OWNER APPROVAL PRIOR TO PURCHASE.
2. MATERIAL USED SHALL BE OF VISUAL CONTRAST (LIGHT ON DARK / DARK ON LIGHT) TO THE ADJOINING SURFACE AND SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
3. WARNING SURFACE TO BE FIRM AND SLIP RESISTANT, MAY INCLUDE, BUT NOT LIMITED TO THE FOLLOWING SURFACES: NATURAL STONE OR STONE COMPOSITE, CERAMIC TILE, DURABLE PRECAST CONCRETE SCALES RIGID OR FLEXIBLE COMPOSITES.
4. FASTEN ALL SURFACE MOUNTED APPLICATIONS IN STRICT ACCORDANCE WITH MANUFACTURER SPECIFICATIONS.
5. REFER TO ADA ACCESSIBILITY GUIDELINES SECTION 4.29 FOR SPECIFICATIONS AND INSTALLATION DETAILS. VERTICAL TRANSITIONS DUE TO INSTALLATION TO COMPLY WITH ALL APPLICABLE ADAAG SPECIFICATIONS, AND 2010 ADA STANDARDS FOR ACCESSIBILITY DESIGN.
6. INSTALL DETECTABLE WARNING PANEL PER MANUFACTURERS RECOMMENDATIONS.

DETECTABLE WARNING PANEL
N.T.S.



NOTES:

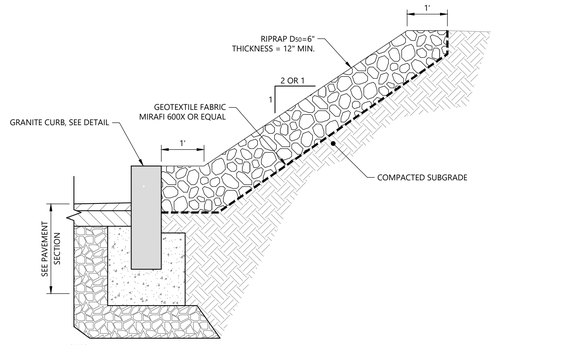
1. THE MAXIMUM ALLOWABLE SIDEWALK AND CURB RAMP CROSS SLOPES SHALL BE 1.5% (1% MIN)
2. THE MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE EXCLUDING CURB RAMPS SHALL BE 5%.
3. THE MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE CURB RAMPS SHALL BE 7.5%.
4. A MINIMUM OF 3 FEET CLEAR SHALL BE MAINTAINED AT ANY PERMANENT OBSTACLE IN ACCESSIBLE ROUTE (I.E. HYDRANTS, UTILITY POLES, TREE WELLS, SIGNS, ETC.)
5. BASE OF RAMP SHALL BE GRADED TO PREVENT PONDING.
6. ADJACENT SURFACES AT TRANSITIONS SHALL BE FLUSH WITH CURB RAMPS.
7. SEE TYPICAL SIDEWALK SECTION FOR RAMP CONSTRUCTION.
8. WHERE ACCESSIBLE ROUTES ARE LESS THAN 5' IN WIDTH (EXCLUDING CURBING) A 5'x5' PASSING AREA SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 200 FEET.
9. ELIMINATE ALL CURBING AT RAMP (OTHER THAN VERTICAL CURBING, WHICH SHALL BE SET FLUSH) WHERE IT ABUTS ROADWAY OR OTHERWISE INDICATED.
10. DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
11. TRUNCATED DOMES AND ALL RELATED INSTALLED SURFACES TO BE INSTALLED ACCORDING TO MANUFACTURER'S SPECIFICATIONS. ALL DETECTABLE WARNING SURFACE INSTALLATIONS SHALL BE AT A MINIMUM AT LEAST AS NON SKID AS THE SURROUNDING PEDESTRIAN SURFACES.
12. FOR ALLOWABLE SLOPE OF ACCESSIBLE ROUTE ON EXISTING SITE, SEE SECTION 405 OF THE ADA STANDARD FOR ACCESSIBLE DESIGN.

ACCESSIBLE CURB RAMP
N.T.S.

INTERNATIONAL SYMBOL OF ACCESSIBILITY NOTES:

A. SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL.
B. BOTTOM OF SYMBOL TO BE LOCATED 6'-6" FROM ACCESS DRIVE, INTO PARKING SPACE.
C. SYMBOL IS REQUIRED TO CONTRAST WITH BACKGROUND.

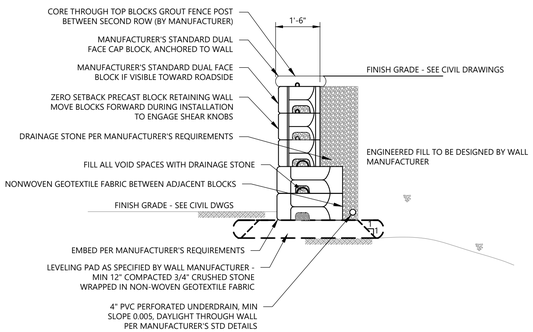
TYPICAL PAVEMENT STRIPING
N.T.S.



NOTES:

1. CONTRACTOR SHALL PROVIDE SHORING OR SUPPORT AS REQUIRED TO STABILIZE SLOPE WHILE EXCAVATING BELOW TOP OF PAVEMENT SUBBASE. SUPPORT CURB EVENLY ON EACH SIDE TO PREVENT UNBALANCED LOAD CONDITIONS
2. PREPARE SUBGRADE IN ACCORDANCE WITH EARTHWORK SPECIFICATION SECTION 31 00 00.

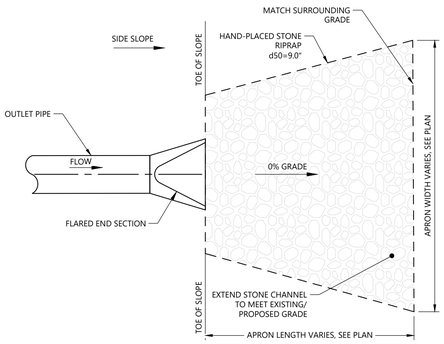
RIPRAP SLOPE
N.T.S.



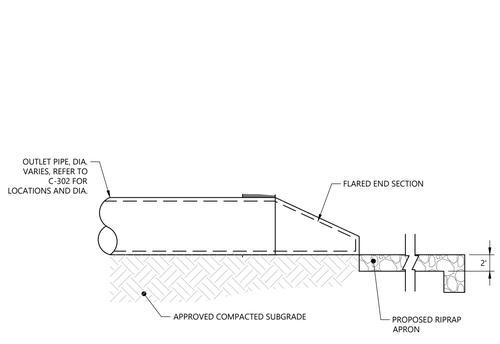
NOTES:

1. RETAINING WALL SHALL BE CONSTRUCTED OF A PRECAST GRAVITY WALL SYSTEM MANUFACTURED BY STONE STRONG SYSTEMS OR APPROVED EQUAL AS SPECIFIED. WALL FINISH TEXTURE SHALL BE SELECTED BY OWNER.
2. RETAINING WALL SECTIONS ARE FOR REFERENCE PURPOSES TO AID IN LAYOUT AND DEVELOPMENT OF MANUFACTURER DETAILS. GRAVITY WALL SYSTEM MANUFACTURER SHALL PROVIDE FINAL WALL DESIGN AND CALCULATIONS, STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE SUBJECT TO REVIEW OF THE ENGINEER.
3. REFER TO SHEET C-101 AND C-102 FOR PLAN VIEW, AND C-403 FOR SECTION VIEW OF PROPOSED RETAINING WALLS.
4. PREPARE SUBGRADE IN ACCORDANCE WITH EARTHWORK SPECIFICATION SECTION 31 00 00

PRECAST GRAVITY WALL DETAIL
N.T.S.



PLAN



SECTION

NOTE:

1. GEOTEXTILE FABRIC OR FILTER MATERIAL SHALL BE PLACED BETWEEN RIPRAP AND SOIL.

RIPRAP APRON AT PIPE END
N.T.S.

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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160 VERANDA STREET
PORTLAND, ME 04103

GEOTECHNICAL ENGINEER:
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286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
REGISTERED PROFESSIONAL ENGINEER

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

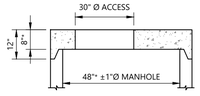
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DATE:	MARCH 2026
SCALE:	AS NOTED
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	C-50X DETAILS.dwg

DRAWING TITLE:
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SITE DETAILS-3

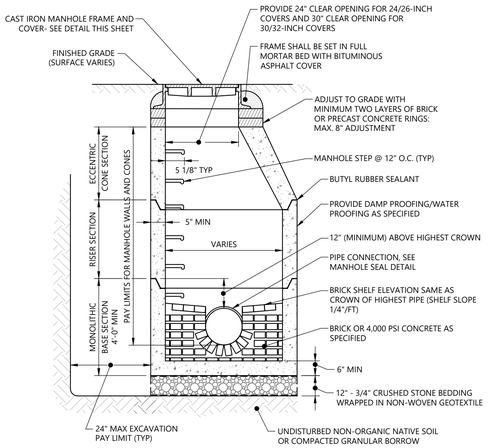
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C-502

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* VARIES BASED ON MH DIAMETER

ALTERNATIVE TOP SLAB (STEEL REINFORCED FOR HS-20 LOADING)

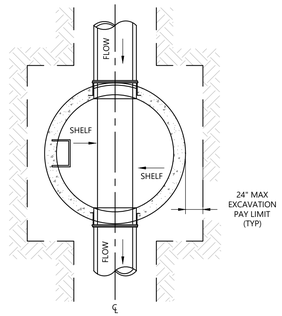


SECTION

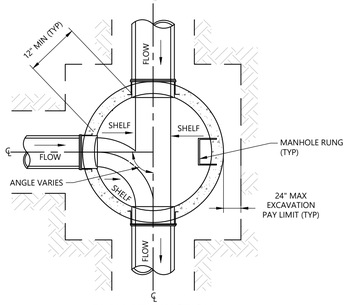
NOTES:

1. SEE SPECIFICATIONS FOR REQUIREMENTS.

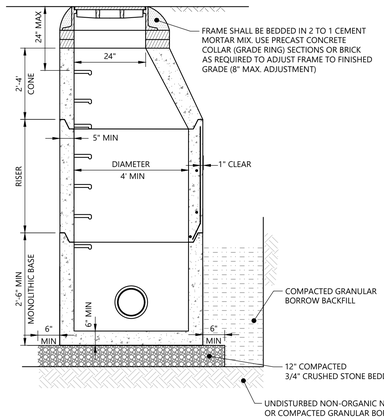
SEWER MANHOLE
N.T.S.



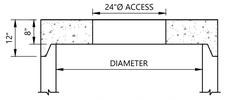
PLAN PIPE THROUGH



PLAN AT JUNCTION



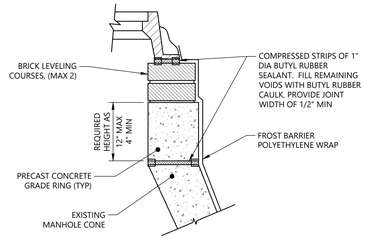
PRECAST DRAINAGE MANHOLE
N.T.S.



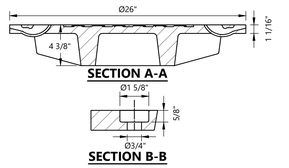
ALTERNATIVE TOP SLAB

NOTES:

1. PRECAST CONCRETE STRUCTURES AND CASTINGS SHALL BE SUITABLE FOR HS-20 LOADINGS.
2. PRECAST CONCRETE STRUCTURES SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C-478.
3. ALTERNATE TOP SLAB MAY BE USED AS DICTATED BY DESIGN AND/OR FIELD CONDITIONS.
4. UNLESS OTHERWISE NOTED, MANHOLES SHALL BE 48-INCH IN DIA.
5. MANHOLE FRAME AND GRATE(S) SHALL MEET MUNICIPAL AND STATE SPECIFICATIONS WHEN APPLICABLE.
6. 16" ALUMINUM OR REINFORCED PLASTIC MANHOLE STEPS 12" ON CENTER.

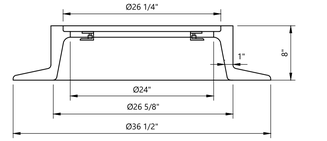


STANDARD FRAME FASTENING
N.T.S.

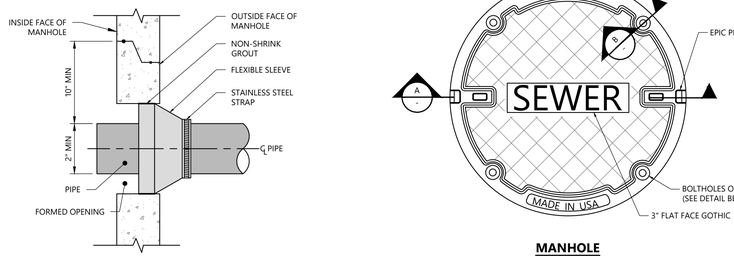


SECTION A-A

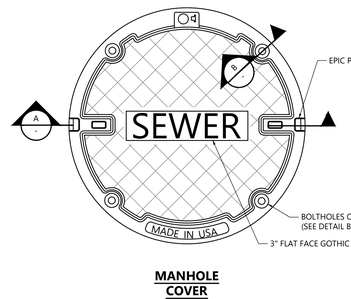
SECTION B-B



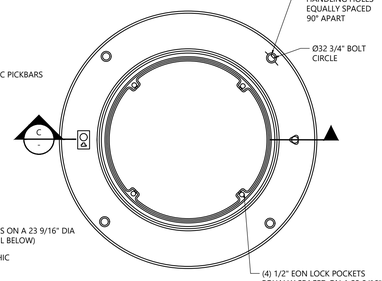
SECTION C-C



NEW PIPE TO EXISTING MANHOLE CONNECTION
N.T.S.

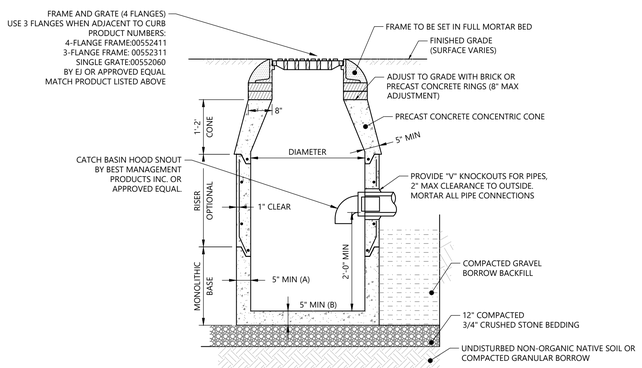


MANHOLE COVER



FRAME

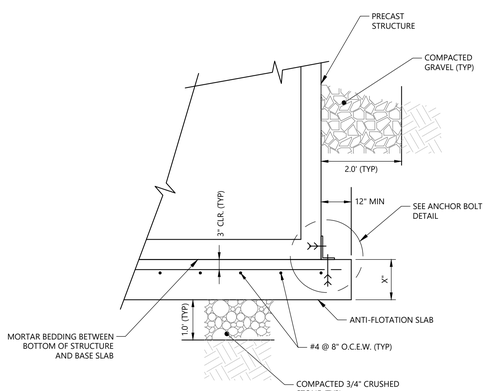
STANDARD SEWER MANHOLE FRAME AND COVER
N.T.S.



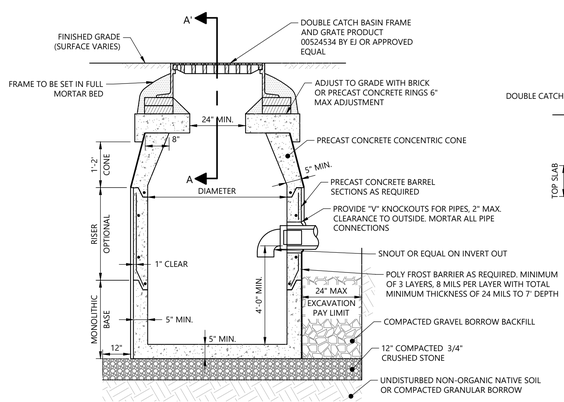
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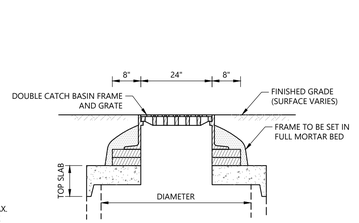
1. PRECAST CONCRETE STRUCTURES AND CASTINGS SHALL BE SUITABLE FOR HS-20 LOADINGS.
2. PRECAST CONCRETE STRUCTURES SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C-478.
3. ALTERNATE TOP SLAB MAY BE USED AS DICTATED BY DESIGN AND/OR FIELD CONDITIONS.
4. JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE BUTYL RUBBER.
5. CATCH BASIN FRAME AND GRATE(S) SHALL MEET MUNICIPAL AND STATE SPECIFICATIONS WHEN APPLICABLE.

PRECAST CONCRETE CATCH BASIN
N.T.S.

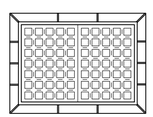


ANTI-FLOATING SLAB
N.T.S.





SECTION A-A'



PLAN VIEW

NOTES:

1. PRECAST CONCRETE STRUCTURES AND CASTINGS SHALL BE SUITABLE FOR HS-20 LOADINGS.
2. PRECAST CONCRETE STRUCTURES SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C-478.
3. ALTERNATE TOP SLAB MAY BE USED AS DICTATED BY DESIGN AND/OR FIELD CONDITIONS.
4. JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE BUTYL RUBBER.
5. STANDARD DOUBLE CATCH BASIN FRAME AND GRATE(S) SHALL MEET MUNICIPAL AND STATE SPECIFICATIONS WHEN APPLICABLE.

DOUBLE GRATE CATCH BASIN
N.T.S.

CIVIL ENGINEER:
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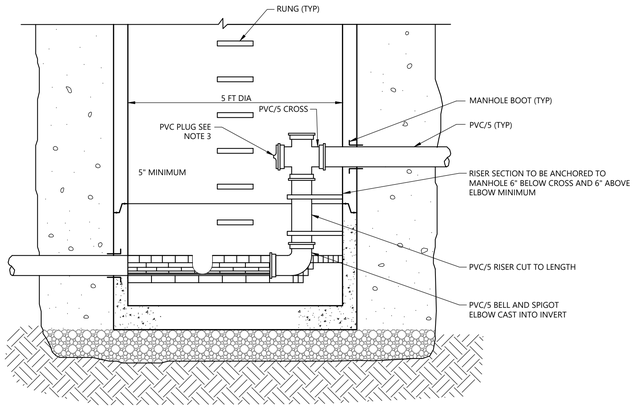
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DATE:	MARCH 2026
SCALE:	AS NOTED
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SITE DETAILS-4

DRAWING NO:
C-503

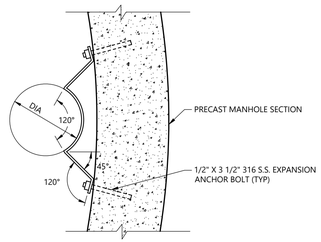
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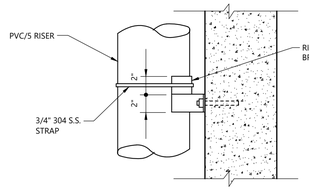
NOTES:

1. SEE PRECAST MANHOLE SECTION FOR TYPICAL MANHOLE INFORMATION, INCLUDING NOTES.
2. PROVIDE DROP PIPE FOR ALL INVERT DIFFERENTIALS OF 2' OR GREATER OR AS APPROVED BY THE ENGINEER.
3. SECURE PLUG WITH STAINLESS STEEL SCREWS. CUT OFF TOP 1/3 OF PIPE PLUG.

TYPICAL PRECAST MANHOLE WITH INSIDE DROP
N.T.S.



PLAN

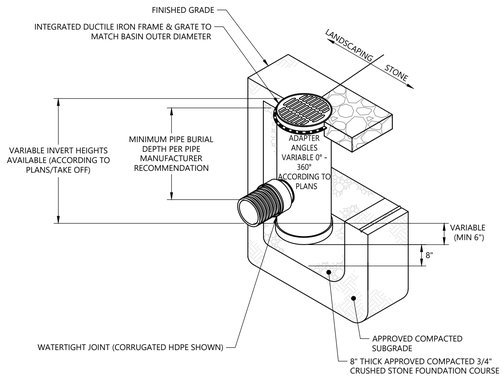


ELEVATION

NOTES:

- BRACKET SHALL BE FABRICATED FROM TYPE 304, 10 GAUGE STAINLESS STEEL SHEET.
- RISER SHALL BE FASTENED TO BRACKET WITH ADJUSTABLE S.S. STRAPS.
- VERTICAL SPACING OF RISER SUPPORTS NOT TO EXCEED 36" WITH A MINIMUM OF TWO BRACKETS & STRAPS PER DROP.

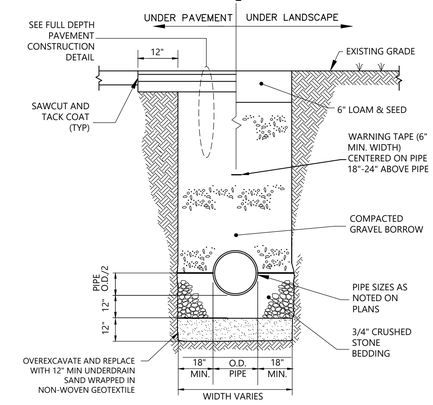
TYPICAL RISER SUPPORT BRACKET
N.T.S.



NOTES:

1. INSTALL BASIN IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
2. PRODUCT SHALL BE NYLOPLAST DRAIN BASIN MANUFACTURED BY ADVANCED DRAINAGE SYSTEMS (ADS) OR APPROVED EQUAL.
3. GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
4. FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
5. DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS.
6. DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS & HANCOR DUAL WALL) & SDR 35 PVC.
7. ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°.

AREA DRAIN
N.T.S.



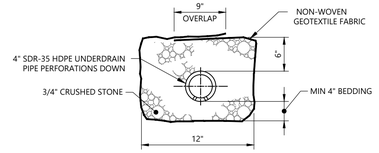
TRENCH WIDTHS	
PIPE SIZE	MAX (ONE PIPE) (a)
24" OR LESS	5'-0"
30"	6'-0"
MANHOLES	10' X 10'

(a) FOR ROCK EXCAVATION SUBTRACT 1'-0"

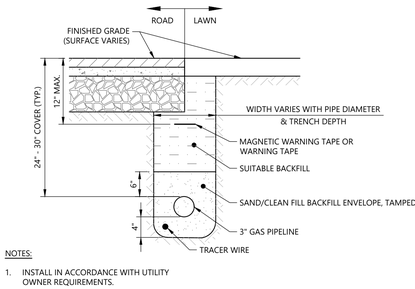
NOTES:

1. MAINTAIN UNIFORM TRENCH WIDTH TO 6" OVER PIPE.
2. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE O.S.H.A. SAFETY REGULATIONS. ALL SUCH TRENCH PROTECTION TO BE RESPONSIBILITY OF CONTRACTOR. CONTRACTOR TO PROVIDE SHOP DRAWINGS OF TRENCH SUPPORT SYSTEMS ENDORSED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE.
3. CONTRACTOR SHALL OBTAIN TRENCHING PERMIT AND SATISFY ALL PERMITTING REQUIREMENTS.
4. ALL TRENCHING SUPPORT SHALL BE REMOVED FROM TRENCH AS INSTALLATION PROGRESSES. NO SUPPORTS SHALL REMAIN WITHIN THE R.O.W.
5. MINIMUM 5' OF COVER ON WATER AND SEWER PIPING. PIPES WITH LESS THAN 5' OF COVER SHALL RECEIVE RIGID INSULATION.

TRENCH DETAIL (WATER & SEWER)
N.T.S.



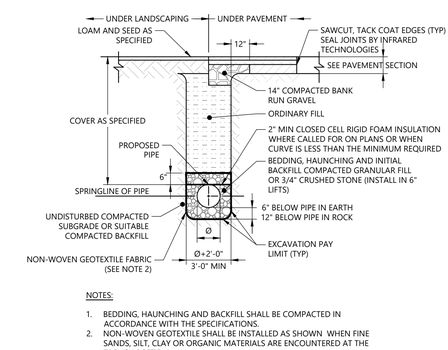
UNDERDRAIN
N.T.S.



NOTES:

1. INSTALL IN ACCORDANCE WITH UTILITY OWNER REQUIREMENTS.

GAS PIPE TRENCH
N.T.S.



NOTES:

1. BEDDING, HAUNCHING AND BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFICATIONS.
2. NON-WOVEN GEOTEXTILE SHALL BE INSTALLED AS SHOWN WHEN FINE SANDS, SILT, CLAY OR ORGANIC MATERIALS ARE ENCOUNTERED AT THE TRENCH BOTTOM.

DRAINAGE PIPE TRENCH
N.T.S.

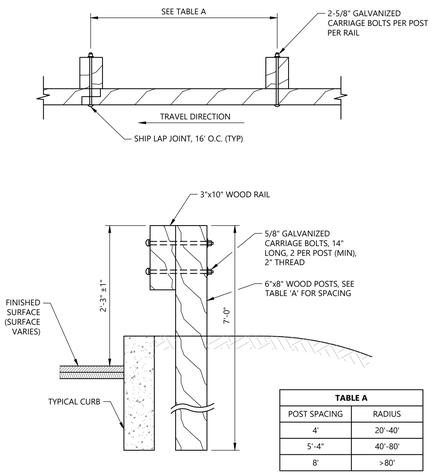
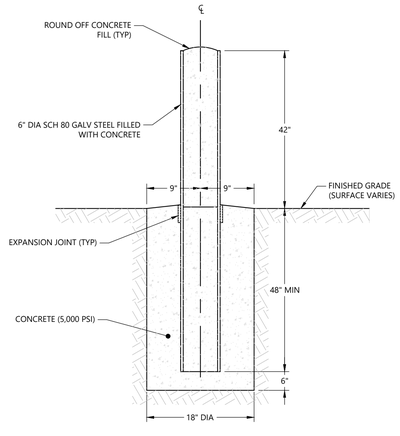


TABLE A	
POST SPACING	RADIUS
4'	20'-40'
5'-4"	40'-80'
8'	>80'

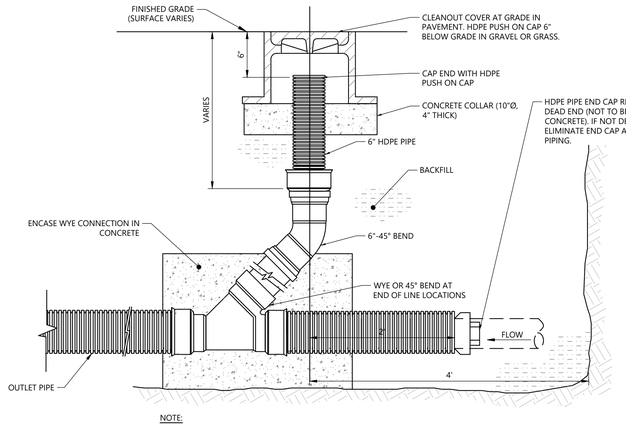
WOOD GUARDRAIL
N.T.S.



NOTE:

1. ALL BOLLARDS SHALL BE PAINTED. COLOR SELECTED BY OWNER.

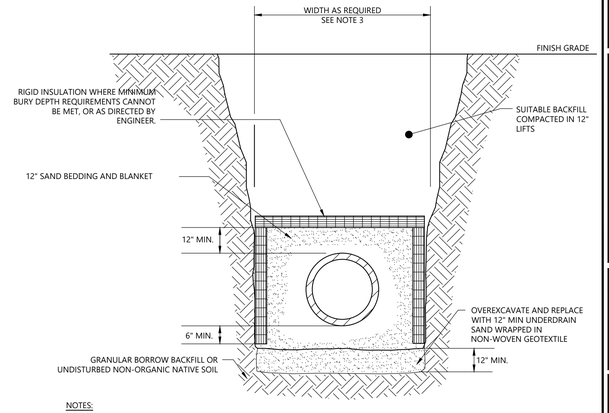
6" DIA BOLLARD
N.T.S.



NOTE:

1. REFER TO C-303 FOR PIPE SIZES AND COORDINATE WYE AND OTHER FITTING SIZE ACCORDINGLY.

STORM DRAIN CLEANOUT THROUGH PIPE
N.T.S.



NOTES:

1. SEWER AND WATER LINES SHALL BE INSULATED WITH 2" RIGID INSULATION EXTRUDED POLYSTYRENE R-12 MIN WHEN COVER IS LESS THAN FIVE (5) FEET AND WHERE SHOWN ON THE PLANS.
2. INSTALL MORE THAN ONE LAYER OF 2" RIGID INSULATION AS REQUIRED TO MAINTAIN THE INSULATION VALUE OF 5' OF COVER.
3. INSULATION TO BE 2 FEET WIDE FOR PIPES LESS THAN 6 INCHES IN DIAMETER AND 4 FEET WIDE FOR PIPES 6 INCHES IN DIAMETER AND LARGER, OR AS DIRECTED BY ENGINEER.

TYPICAL TRENCH DETAIL FOR PIPE INSULATION
N.T.S.

CIVIL ENGINEER:
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12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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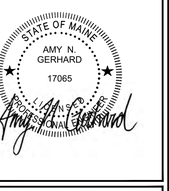
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PORTLAND, ME 04103

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AUBURN, ME

PUBLIC SAFETY FACILITY

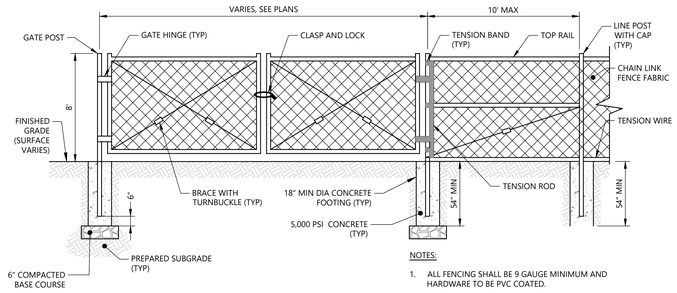
REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
DATE:	MARCH 2026
SCALE:	AS NOTED
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	C-50X DETAILS.dwg

DRAWING TITLE:
CIVIL
SITE DETAILS-5

DRAWING NO:
C-504

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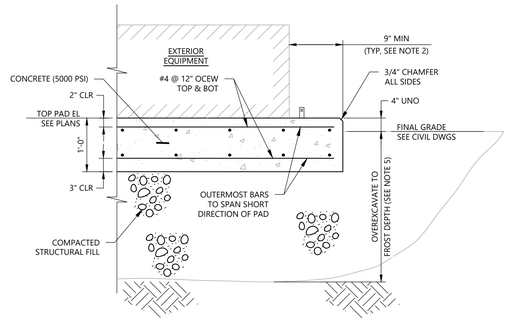


NOTES:

1. ALL FENCING SHALL BE 9 GAUGE MINIMUM AND HARDWARE TO BE PVC COATED.
2. INSTALL ALL FENCING AND HARDWARE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

CHAIN LINK FENCE AND GATE

N.T.S.

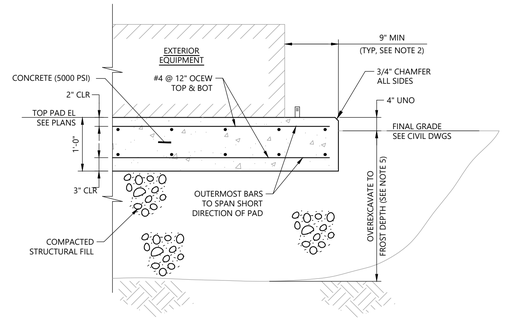


NOTES:

1. SEE MECHANICAL, PLUMBING, ELECTRICAL, CIVIL, AND STRUCTURAL DRAWINGS FOR EQUIPMENT LOCATIONS, QUANTITIES, AND LAYOUT.
2. PAD SHALL PROJECT A MINIMUM OF 9-INCH BEYOND MECHANICAL EQUIPMENT FOOTPRINT, UNLESS NOTED OTHERWISE. FOR ANCHOR RODS 5/8" DIA OR LESS, PAD PROJECTIONS MAY BE REDUCED FROM 9-INCH TO 6-INCH.
3. TOP OF PAD SHALL BE LEVEL WITHIN 1/8-INCH.
4. PROVIDE SACK-RUBBED FINISH TO ALL EXPOSED SIDES OF EQUIPMENT PAD AND A TROWEL FINISH TO THE TOP SURFACE.
5. PROVIDE COMPACTED STRUCTURAL FILL UNDER PAD FOOTPRINT TO FROST DEPTH TO PREVENT FROST HEAVE. IF OVER-EXCAVATION IS NOT FEASIBLE, EXCAVATE 15.5", PROVIDE 3.5-INCH MINIMUM RIGID INSULATION UNDER ENTIRE PAD AND EXTENDING A MINIMUM OF 4.5-FT BEYOND ALL SIDES OF THE EQUIPMENT PAD, AND PROVIDE 12" COMPACTED STRUCTURAL FILL.
6. PROVIDE SAWED JOINT (SJ) IN EQUIPMENT PADS, IF SHOWN AND NOTED ON PLANS.
8. ANCHOR RODS SHALL BE 316 AISI STAINLESS STEEL, UNLESS NOTED OTHERWISE.
9. PRIOR TO EQUIPMENT INSTALLATION, APPLY CURE AND SEAL COMPOUND OR WATERPROOFING TO EQUIPMENT PAD SURFACES.

TRANSFORMER PAD

N.T.S.

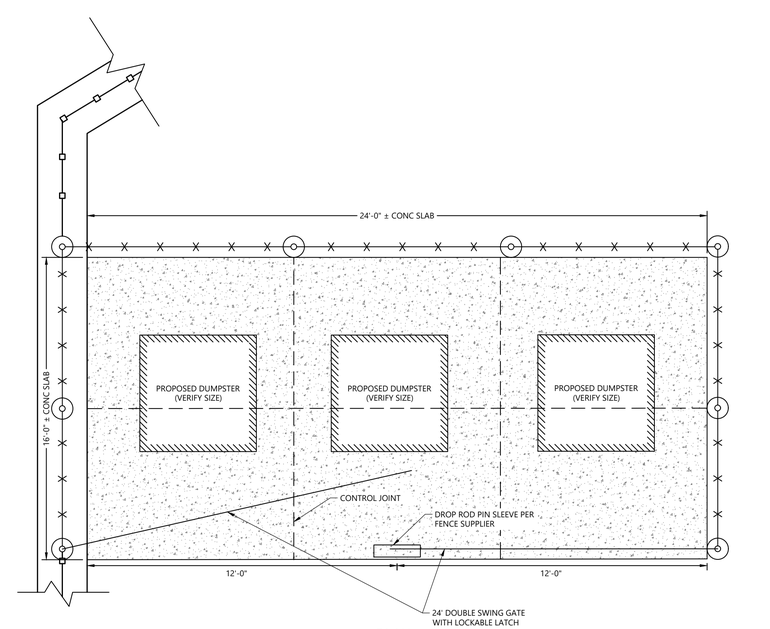


NOTES:

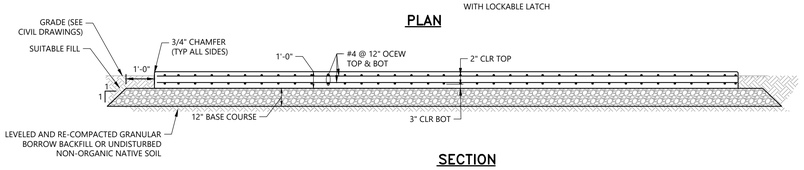
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9. PRIOR TO EQUIPMENT INSTALLATION, APPLY CURE AND SEAL COMPOUND OR WATERPROOFING TO EQUIPMENT PAD SURFACES.

GENERATOR PAD

N.T.S.



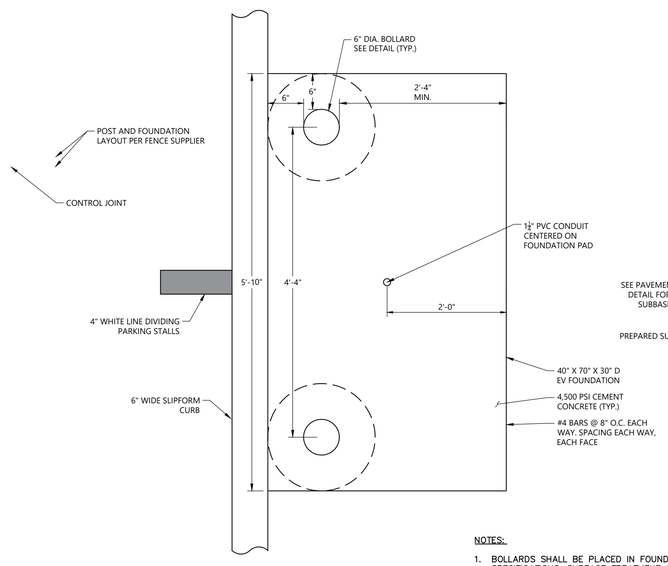
PLAN

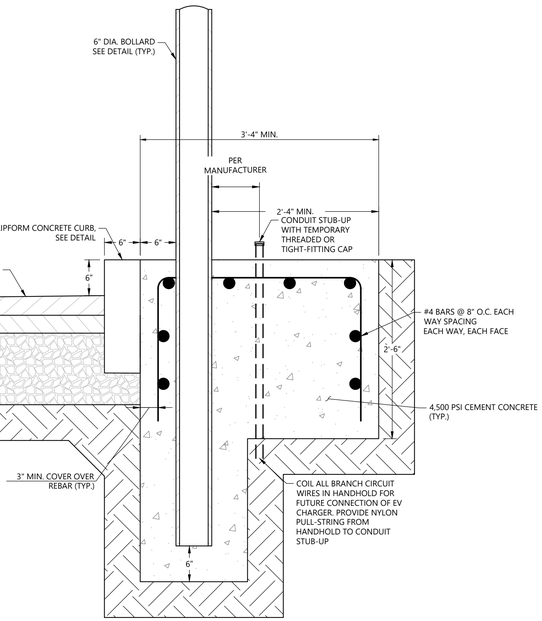


SECTION

CONCRETE DUMPSTER PAD

N.T.S.





NOTES:

1. BOLLARDS SHALL BE PLACED IN FOUNDATION PER MANUFACTURER SPECIFICATIONS. SURFACE TREATMENT OF CONCRETE AS APPROVED BY THE OWNER AND ENGINEER.

DUAL ELECTRIC VEHICLE CHARGING PORT FOUNDATION

N.T.S.

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
PROFESSIONAL ENGINEER

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CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

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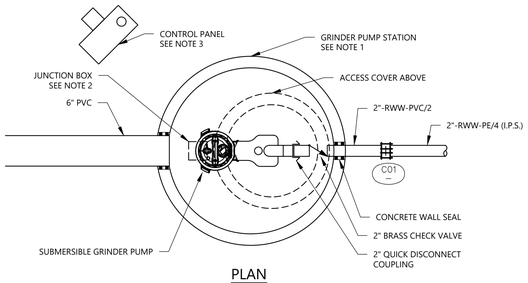
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CIVIL
SITE DETAILS-6

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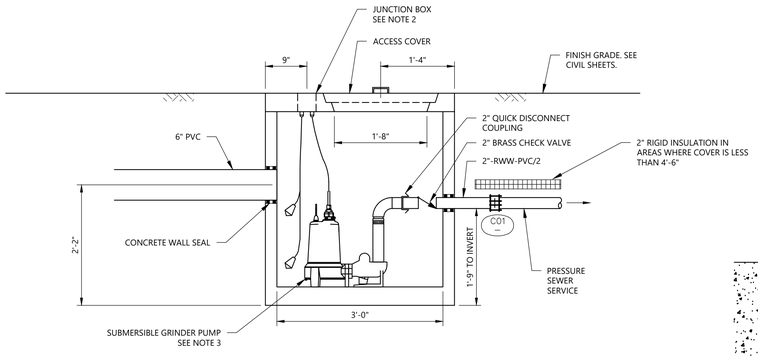
\\woodardcurran.net\shared\Projects\0233981.23 Auburn ME Public Safety Fac\wip\Drawings\Civil\C-50X Details.dwg, Feb 27, 2026 - 11:09am BMCDEVITT

NOTES:

1. PROVIDE PACKAGE GRINDER PUMP STATION INCLUDING PRECAST CONCRETE WET WELL, SUBMERSIBLE PUMP, CONTROL PANEL, PIPING, VALVES, INSTRUMENTATION AND RELATED APPURTENANCES. PACKAGE STATION TO BE AS MANUFACTURED BY AMERICAN CONCRETE INDUSTRIES OR EQUAL.
2. CAST 4"x4"x4" PVC JUNCTION BOX INTO CONCRETE COVER. ALL CONNECTIONS INSIDE BOX SHALL BE HEAT SHRINK BUTT CONNECTED.
3. PROVIDE GRINDER PUMP RATED FOR 20 GPM. PUMP SHALL BE AS MANUFACTURED BY LIBERTY PUMPS OR EQUAL.

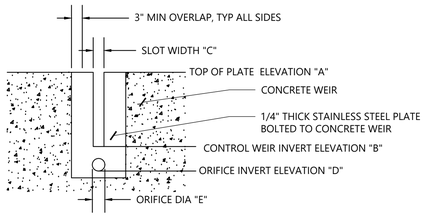


PLAN

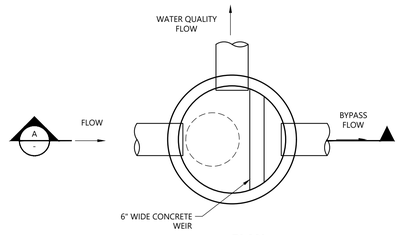


GRINDER PUMP STATION

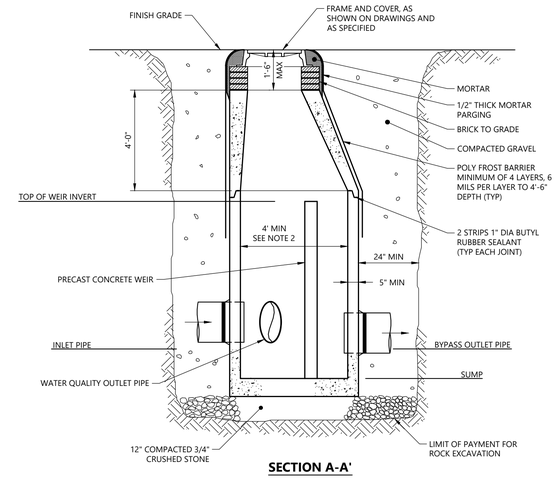
N.T.S.



CONTROL WEIR SECTION



PLAN



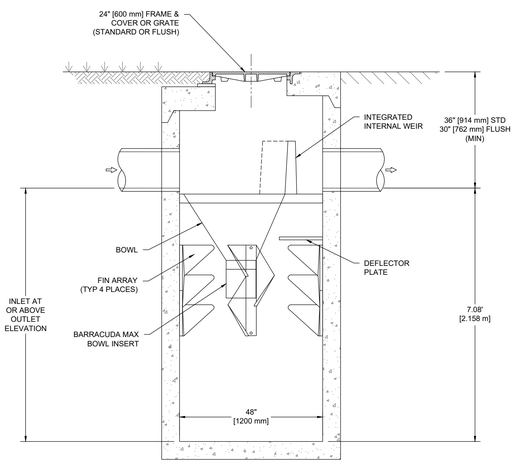
SECTION A-A'

NOTES:

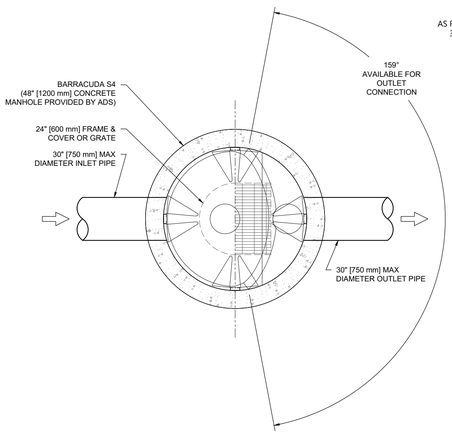
1. SEE STRUCTURE TABLE FOR DIMENSIONS.
2. CATCH BASINS SHALL BE SIZED SUCH THAT WATER DRAINING THROUGH THE GRATE DRAINS TO WATER QUALITY INVERT AND NOT BYPASS.
3. INLET PIPES SHALL BE ON SAME SIDE OF WEIR AS WATER QUALITY OUTLET PIPE UNLESS OTHERWISE NOTED.

DIVERSION HANDHOLE DETAIL

N.T.S.



SECTION VIEW A-A



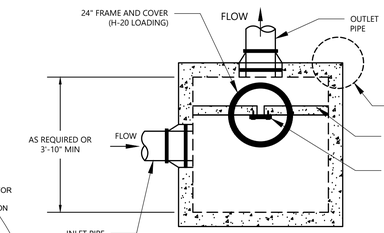
PLAN VIEW

NOTES:

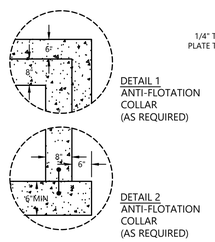
- ENGINEER / CONTRACTOR TO CONFIRM PIPE MATERIALS AND APPLICABLE ADAPTERS
- CONTRACTOR IS RESPONSIBLE FOR MATERIAL AND LABOR TO BRING CASTINGS TO FINISHED GRADE
- CONTRACTOR TO MEASURE HEIGHT OF STRUCTURE TO ENSURE THAT DEPTH OF EXCAVATION IS CORRECT.
- UNIT SHALL CONFORM TO HS20-44 LOAD RATINGS.

HYDRODYNAMIC SEPARATOR

N.T.S.

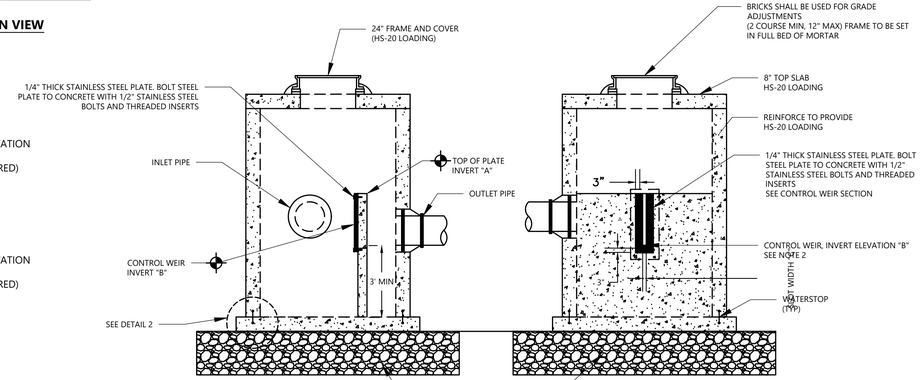


PLAN VIEW



NOTES:

1) ALL CEMENT CONCRETE TO BE 4000 PSI (MIN).
2) CONTROL WEIR SHALL BE SIZED TO MITIGATE DESIGN STORM AS REQUIRED BY THE REGULATIONS AND IN ACCORDANCE WITH THE APPROVED DRAINAGE CALCULATIONS. STAINLESS STEEL PLATE SHALL BE USED FOR CONTROL WEIRS LESS THAN 2 INCHES WIDE.
3) ALL STAINLESS STEEL SHALL BE GRADE 316.
4) SEE STRUCTURE TABLE FOR RIMS AND INVERTS.



SECTION 1

SECTION 2

LOCATION	TOP OF PLATE A (ELEV)	CONTROL WEIR INVERT B (ELEV)	CONTROL WEIR SLOT WIDTH C (IN)	ORIFICE INVERT D (ELEV)	ORIFICE DIAMETER E (IN)	GRATE/COVER TYPE
OCS1	219.25	217.75	1	213.57	4	TYPE 'A' CAST IRON COVER
OSC2	219.19	217.50	2 3/8	213.37	2 1/2	TYPE 'A' CAST IRON COVER

OUTLET CONTROL STRUCTURE

N.T.S.

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
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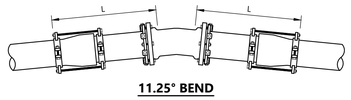
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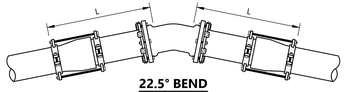
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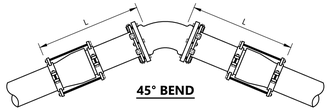
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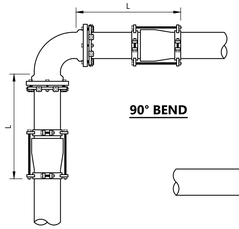
11.25° BEND



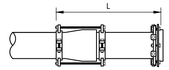
22.5° BEND



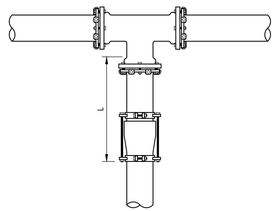
45° BEND



90° BEND



DEAD END



TEE

DIAMETER	REQUIRED LENGTH OF RESTRAINED JOINT PIPE ON BOTH SIDES OF FITTING				REQUIRED LENGTH OF RESTRAINED JOINT PIPE
	HORIZONTAL BEND				
	11.25°	22.5°	45°	TEE/90°	DEAD END
6"	2'	4'	9'	21'	51'
8"	3'	6'	11'	27'	67'
10"	4'	7'	14'	32'	81'
12"	4'	8'	16'	38'	96'
16"	5'	10'	20'	48'	123'

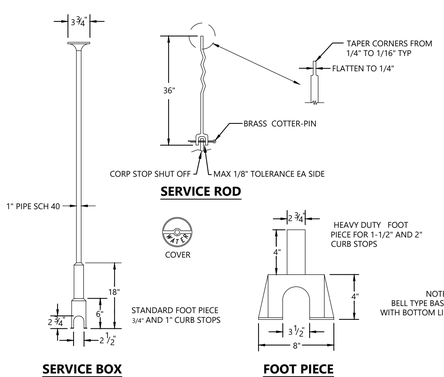
ASSUMED PARAMETERS:	
LAYING CONDITION	TYPE 5
SOIL DESIGNATION	SILT 1
DEPTH COVER	5 FT
DESIGN PRESSURE	200 PSI
SAFETY FACTOR	1.5

NOTES:

1. RESTRAINED JOINTS SHALL BE MECHANICAL JOINT OR PUSH-ON RESTRAINED JOINT AS SPECIFIED IN SECTION 33 14 11.01.

THRUST RESTRAINT DETAIL

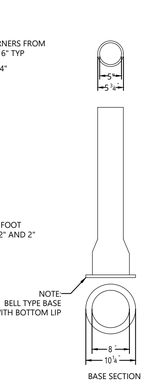
N.T.S.



SERVICE ROD

SERVICE BOX

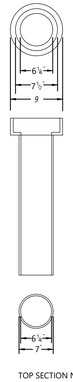
FOOT PIECE



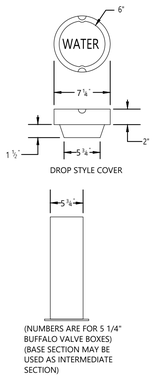
BASE SECTION NO. 645



INTERMEDIATE SECTION NO.58



TOP SECTION NO.56



(NUMBERS ARE FOR 5 1/4" BUFFALO VALVE BOXES) (BASE SECTION MAY BE USED AS INTERMEDIATE SECTION)

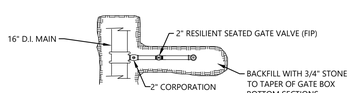
NOTES:

ANY EXTENSION OF SERVICE BOX REQUIRES:
1) 1" FEMALE IRON PIPE COUPLING.
2) 1" THREADED PIPE.

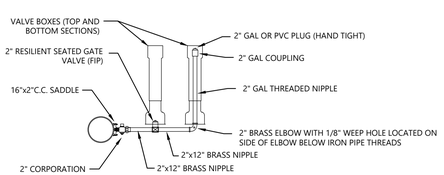
(THIS IS TO BE A NON-WELDED, TWO PIECE ARRANGEMENT. SLIP ON ADAPTERS ARE NOT PERMISSIBLE.)

VALVE BOX & COVER

N.T.S.



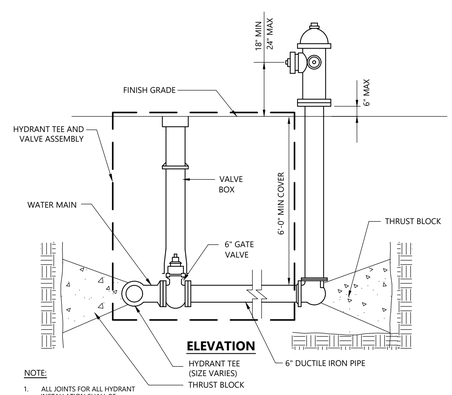
TOP VIEW



SIDE VIEW

SIDE-ARM BLOW-OFF 4" & LARGER MAINS

N.T.S.



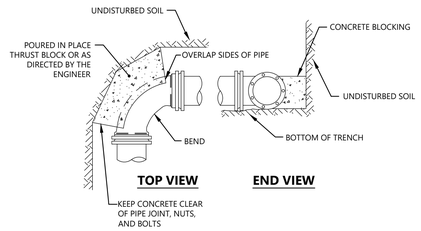
ELEVATION

NOTE:

1. ALL JOINTS FOR ALL HYDRANT INSTALLATION SHALL BE RESTRAINED AS SPECIFIED.

HYDRANT ASSEMBLY

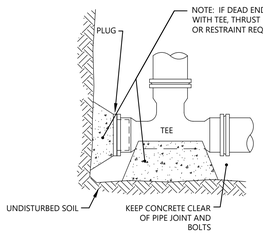
N.T.S.



TOP VIEW END VIEW

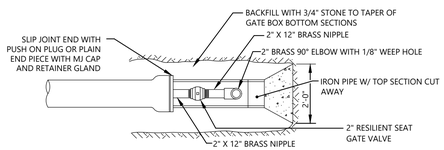
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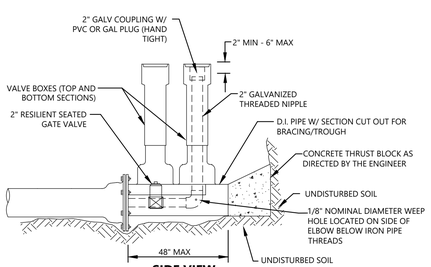


STANDARD TEE BLOCKING

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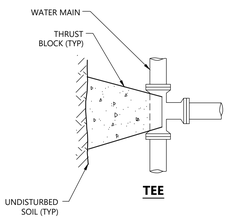
TOP VIEW



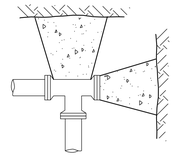
SIDE VIEW

STANDARD 2" BLOW OFF

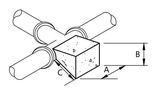
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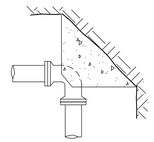
TEE



TEE (PLUGGED)



TEE



BEND

NOMINAL PIPE SIZE (INCHES)	MAXIMUM PIPE OD (INCHES)	REQUIRED BEARING AREA (SQ FT)					
		90 DEG	60 DEG	45 DEG	30 DEG	22.30 DEG	11.25 DEG
3	3.96	2.0	1.4	1.1	0.7	0.5	0.3
4	4.80	2.9	2.0	1.6	1.1	0.8	0.4
6	6.90	6	4	3	2.2	1.6	0.8
8	9.05	10	7	6	4	3	1.4
10	11.10	15	11	8	6	4	2.1
12	13.20	22	15	12	8	6	3
14	15.30	29	21	16	11	8	4
16	17.40	38	27	20	14	10	5
18	19.50	48	34	26	17	13	7
20	21.60	58	41	32	21	16	8
24	25.80	83	59	45	30	23	12
30	32.00	128	90	69	47	35	18
36	38.30	183	130	99	67	51	25

NOTES:

1. MAXIMUM TEST PRESSURE = 1.5x150 PSI.
2. MINIMUM ALLOWABLE SOIL BEARING PRESSURE = 2000 PSF.
3. BEARING AREA = AxB.
4. C SHALL BE GREATER THAN A/2 AND B/2.
5. WRAP FITTINGS WITH POLYETHYLENE PRIOR TO CONSTRUCTING THRUST BLOCKS. NO JOINTS SHALL BE COVERED WITH CONCRETE.

THRUST BLOCKS FOR HORIZONTAL BENDS AND LOWER VERTICAL BENDS

N.T.S.

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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SURVEYOR:
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CONSTRUCTION MANAGER:
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PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
REGISTERED PROFESSIONAL ENGINEER

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

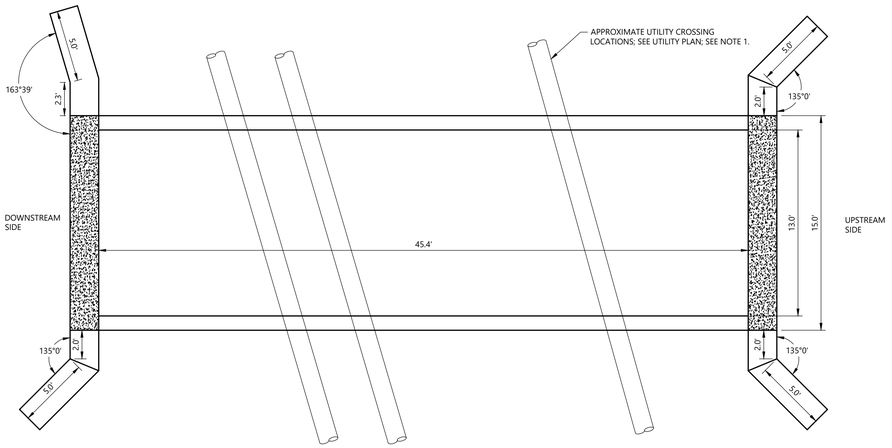
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DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	C-50X DETAILS.dwg

DRAWING TITLE:
CIVIL
SITE DETAILS-8

DRAWING NO:
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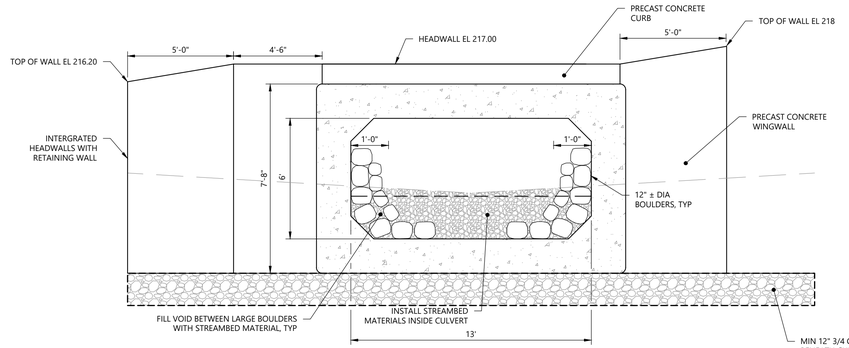
NOTE:
1. INSTALL UTILITIES BELOW CULVERT PRIOR TO INSTALLATION OF CULVERT (SEE PIPE SECTIONS FOR INSULATION REQUIREMENTS); OR PROVIDE INSULATION PIPE SLEEVE FOR UTILITIES 2 FEET BELOW CULVERT AND EXTENDING FIVE FEET BEYOND CULVERT.

PRECAST CULVERT WITH WINGWALL (PLAN VIEW)

N.T.S.

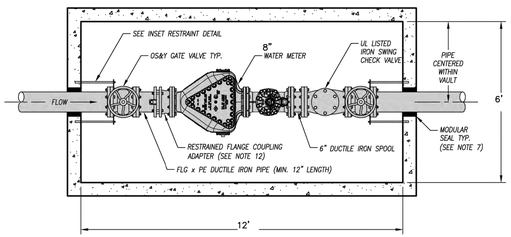
BOX CULVERT NOTES:

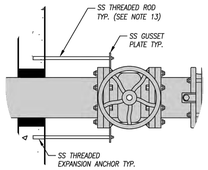
1. THE PRE-CAST CONCRETE BOX CULVERT SHALL BE DESIGNED AND MANUFACTURED BY AN EXPERIENCED CONCRETE BOX CULVERT MANUFACTURER AS SPECIFIED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE MANUFACTURER WITH REGARD TO ORDERING, MANUFACTURING, AND DELIVERING THE BOX CULVERT SECTIONS TO THE SITE. THE CONTRACTOR SHALL WORK WITH THE MANUFACTURER TO DEVELOP DETAILED SHOP DRAWINGS COMPLETE WITH DESIGN CALCULATIONS TO BE SUBMITTED FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO MANUFACTURE AND DELIVERY OF THE BOX CULVERT. THE DESIGN CRITERIA AND SUBMITTAL SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
   - DESIGNED TO MEET AASHTO HL-93 LOADS
   - 5,000 PSI, 28 DAY STRENGTH CONCRETE
   - GRADE 60 REBAR WITH 2" COVER ON ALL FACES
   - DCI CORROSION INHIBITOR ADDITIVE SHALL BE USED IN MIX DESIGN
   - PROVISION FOR LIFTING AND PLACING SECTIONS INTO PLACE (I.E. LIFTING RINGS, LIFTING HOLES, ETC.)
2. MEMBRANE WATERPROOFING WITH A WATERPROOFING PROTECTIVE COURSE SHALL BE USED WHERE ROADWAY PAVEMENT IS DIRECTLY ON THE STRUCTURE. USE BITUMINOUS DAMP-PROOFING WHERE ROADWAY PAVEMENT IS NOT DIRECTLY ON THE STRUCTURE.
3. THE HORIZONTAL AND VERTICAL HAUNCH DIMENSIONS SHALL BE EQUAL TO THE SIDEWALL THICKNESS IN INCHES. IF HAUNCHES WITH OTHER DIMENSIONS ARE USED, A SPECIAL REINFORCEMENT DESIGN FOR THE ACTUAL DIMENSIONS SHALL BE COMPLETED.
4. THE CONTRACTOR SHALL VERIFY THE DIMENSIONS SHOWN ON THE DESIGN PLANS WITH THE FIELD CONDITIONS PRIOR TO ORDERING THE BOX CULVERT. ANY DISCREPANCIES SHALL BE REPORTED TO ENGINEER IMMEDIATELY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING THE BOX CULVERT IN GENERAL CONFORMITY TO THE LINES AND GRADES SHOWN ON THE DESIGN PLANS AND IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER.
6. ALL JOINTS SHALL BE SECURELY SEATED TOGETHER TO ACHIEVE A SILT-TIGHT JOINT ALL AROUND. A SILT-TIGHT JOINT IS DEFINED AS A JOINT IN WHICH THE GASKET IS COMPRESSED TO A MINIMUM OF ONE HALF OF ITS UNCOMPRESSED WIDTH. THE GASKET SHALL BE UNIFORMLY COMPRESSED ALONG ALL VERTICAL AND HORIZONTAL SURFACES. A POSITIVE MEANS, THROUGH THE USE OF SEATING DEVICES, SHALL BE USED FOR PULLING ONE SECTION AGAINST ANOTHER TO ASSURE AN ADEQUATE SILT-TIGHT JOINT. EACH JOINT BETWEEN TWO BOX CULVERT SECTIONS SHALL BE COVERED WITH A MINIMUM 12-INCH WIDE JOINT WRAP. THE WRAP SHALL MEET THE SPECIFICATIONS OF ASTM C-877. THE JOINT SHALL BE COVERED COMPLETE AROUND THE ENTIRE STRUCTURE.
7. INSTALLATION OF NEW BOX CULVERT SHALL OCCUR DURING DRY WEATHER OR DRY EXCAVATION CONDITIONS. CONTRACTOR IS RESPONSIBLE FOR ANY WATER DIVERSION AND MANAGEMENT REQUIRED.
8. CONTRACTOR TO VERIFY STREAMBED ELEVATION PRIOR TO SETTING STRUCTURE.



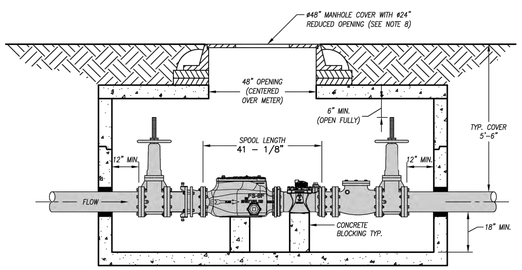
PRECAST CULVERT WITH WINGWALL (UPSTREAM SIDE)

N.T.S.





RESTRAINT DETAIL

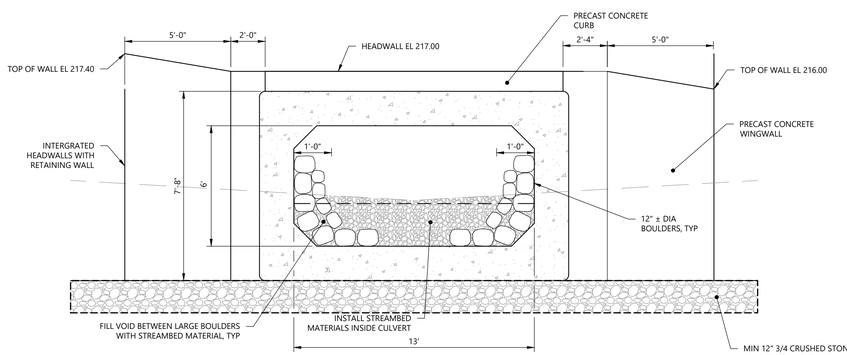


WATER METER VAULT

N.T.S.

NOTES:

1. THE VAULT SHALL BE MADE OF PRECAST CONCRETE. CONTRACTOR SHALL SUBMIT SHOP DRAWING TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
2. DUCTILE IRON PIPE SHALL BE USED THROUGHOUT VAULT. ALL PIPE JOINTS BETWEEN THE SERVICE VALVE AND THE METER VAULT SHALL BE RESTRAINED PER SPECIFICATION SECTION 33 14 11.01 PART 2.05.
3. VICTAULIC COUPLINGS ARE NOT APPROVED WITHIN METER VAULTS. DUCTILE IRON PIPE JOINTS WITHIN VAULT SHALL BE FLANGED.
4. ALL SEAMS BETWEEN CONCRETE SECTIONS SHALL BE SEALED WITH MASTIC JOINT. ALL OPENINGS IN THE CONCRETE FOR SERVICE PIPING SHALL BE SEALED WITH A MODULAR SEAL (LINK–SEAL OR SIMILAR). OPENINGS TO BE WATER TIGHT.
5. ENTRY COVER FOR PAVED SURFACES SHALL BE EAST JORDAN IRON WORKS MODEL V7048–2 OR EQUAL. THE COVER SHALL BE CAST IRON OR STEEL AND SHALL BE EITHER PERMANENTLY LABELED "WATER" OR HAVE NO LABEL. STEEL PLATE MATERIAL SHALL BE COATED WITH A RUST INHIBITOR PAINT.
6. WALL–MOUNTED LADDER RUNGS ARE NOT TO BE INSTALLED WITHIN METER VAULT.
7. METER VAULT AND COVER SHALL BE AASHTO HS–20 RATED.
8. RESTRAINED FLANGE COUPLING ADAPTER SHALL BE FORD MODEL RFAD UNLESS OTHERWISE APPROVED BY CITY OF AUBURN.
9. PIPING IN AND OUT OF VAULT SHALL BE MECHANICALLY RESTRAINED TO INTERIOR VAULT WALL (TYP OF 4 EACH WALL). SEE RESTRAINT DETAIL.
10. ONLY GATE VALVES SHALL BE USED. GATE VALVES SHALL BE OPEN RIGHT.
11. PIPE SUPPORTS SHOULD NOT BE WITHIN 6" OF FLANGES TO PREVENT INTERFERENCE WITH BOLT PATTERNS.
12. ONLY CITY OF AUBURN PERSONNEL ARE AUTHORIZED TO INSTALL WATER METERS. CITY OF AUBURN PERSONNEL ARE ADDITIONALLY AUTHORIZED TO OPERATE METER VALVES AS NEEDED FOR INSTALLATION AND MAINTENANCE.
13. CITY OF AUBURN WILL SUPPLY THE WATER METER. ALL OTHER PIPE, EQUIPMENT, AND FITTINGS SHALL BE SUPPLIED AND INSTALLED BY CONTRACTOR.
14. METER LAYING LENGTH SHOULD BE CONFIRMED WITH CITY OF AUBURN PRIOR TO SETTING PIPE. CITY OF AUBURN REQUIRES THAT A FLANGED METER SPOOL PIECE BE INSTALLED PRIOR TO METER SET TO ENSURE PROPER SPACING. THE METER SPOOL WILL BE PROVIDED BY CITY OF AUBURN.



PRECAST CULVERT WITH WINGWALL (DOWNSTREAM SIDE)

N.T.S.

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800.426.4262 | www.woodardcurran.com

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GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
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WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
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PE SEAL:

STATE OF MAINE
AMY N. GERHARD
17065
REGISTERED PROFESSIONAL ENGINEER

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

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DATE:	MARCH 2026
SCALE:	AS NOTED
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
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SITE DETAILS-9

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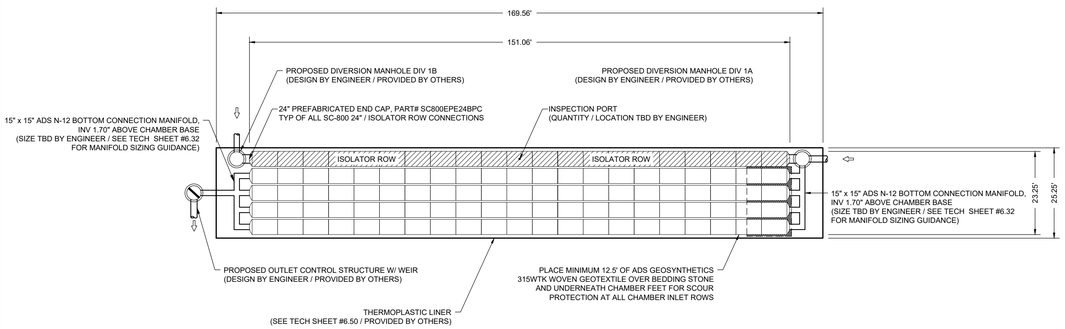
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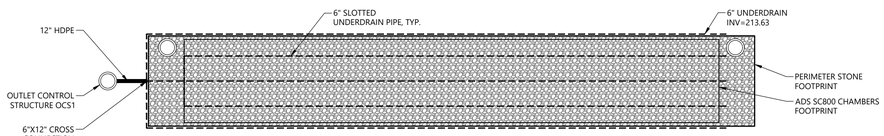
CONCEPTUAL LAYOUT - SAND FILTER 1

(105) STORMTECH SC-800 CHAMBERS
(10) STORMTECH SC-800 END CAPS
INSTALLED WITH 6" COVER STONE, 6" BASE STONE, 40% STONE VOID
INSTALLED SYSTEM VOLUME: 9629 CF
AREA OF SYSTEM: 4281 **FT²**
PERIMETER OF SYSTEM: 390 **FT**

SAND FILTER NOTES

- SAND FILL PLACED UNDER STORMTECH CHAMBER SYSTEMS MUST BE PROPERLY SPECIFIED AND COMPACTED SUCH THAT THE STRUCTURAL REQUIREMENTS SPECIFIED IN THE STORMTECH DESIGN MANUAL ARE MET.
- STRUCTURAL BEDDING STONE AND SEPARATION GEOTEXTILE IS REQUIRED OVER SAND FILL AND MUST BE INSTALLED AS PER THE STORMTECH DESIGN MANUAL.
- STORMTECH DOES NOT DESIGN SAND FILTER SYSTEMS AND CANNOT PROVIDED TECHNICAL INFORMATION ON HYDRAULIC PERFORMANCE, FILTER LONGEVITY, OR EFFECTIVENESS OF SAND FILTERS.





UNDERDRAIN LAYOUT

SAND FILTER 1

1"=20'

SC-800 STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH SC-800.
2. CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
3. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
4. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
5. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
6. CHAMBERS SHALL BE DESIGNED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
7. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 550 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
8. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
   - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
   - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
   - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
9. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-800 SYSTEM

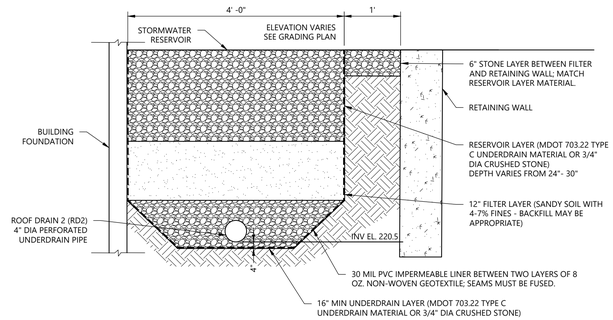
1. STORMTECH SC-800 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH SC-800 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
   - STONESHOOTER LOCATED OFF THE CHAMBER BED.
   - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
   - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE 3/4-2" (20-50 mm).
8. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
9. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

1. STORMTECH SC-800 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
2. THE USE OF CONSTRUCTION EQUIPMENT OVER SC-800 CHAMBERS IS LIMITED:
   - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
   - NO RUBBER TIRED LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
   - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO THE CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

CONTACT STORMTECH AT 1-888-892-2694 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.



BUILDING ROOF DRIPLINE FILTER

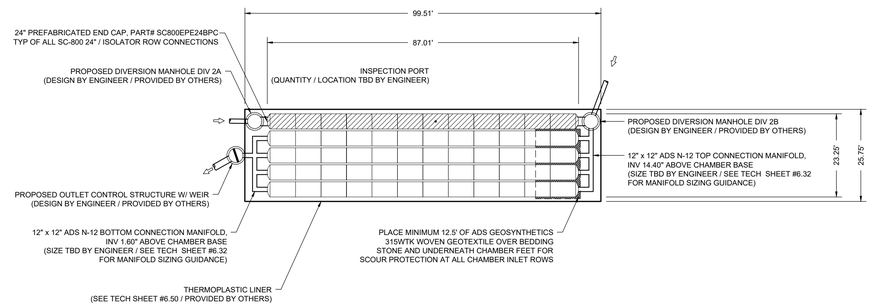
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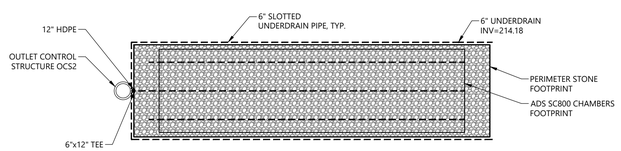
CONCEPTUAL LAYOUT - SAND FILTER 2

(60) STORMTECH SC-800 CHAMBERS
(10) STORMTECH SC-800 END CAPS
INSTALLED WITH 6" COVER STONE, 6" BASE STONE, 40% STONE VOID
INSTALLED SYSTEM VOLUME: 5685 CF
AREA OF SYSTEM: 2562 **FT²**
PERIMETER OF SYSTEM: 251 **FT**

SAND FILTER NOTES

- SAND FILL PLACED UNDER STORMTECH CHAMBER SYSTEMS MUST BE PROPERLY SPECIFIED AND COMPACTED SUCH THAT THE STRUCTURAL REQUIREMENTS SPECIFIED IN THE STORMTECH DESIGN MANUAL ARE MET.
- STRUCTURAL BEDDING STONE AND SEPARATION GEOTEXTILE IS REQUIRED OVER SAND FILL AND MUST BE INSTALLED AS PER THE STORMTECH DESIGN MANUAL.
- STORMTECH DOES NOT DESIGN SAND FILTER SYSTEMS AND CANNOT PROVIDED TECHNICAL INFORMATION ON HYDRAULIC PERFORMANCE, FILTER LONGEVITY, OR EFFECTIVENESS OF SAND FILTERS.





UNDERDRAIN LAYOUT

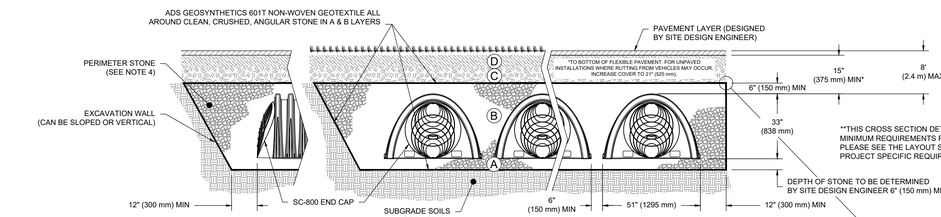
SAND FILTER 2

1"=20'

ACCEPTABLE FILL MATERIALS: STORMTECH SC-800 CHAMBER SYSTEMS

MATERIAL LOCATION		DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 15" (375 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[5]	AASHTO M43[3] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[5]	AASHTO M43[3] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

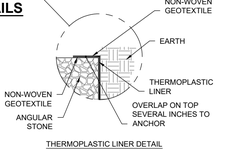
PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



SEE ENGINEER'S CROSS-SECTION FOR SUBSURFACE SAND FILTER / UNDERDRAIN LAYOUT & DETAILS

NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-800 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 550 LBS/FT/%. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.



THERMOPLASTIC LINER DETAIL

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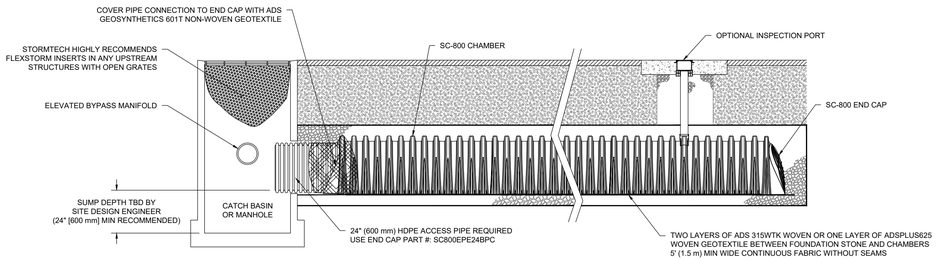
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SITE DETAILS-10

DRAWING NO:
C-509

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SC-800 ISOLATOR ROW DETAIL
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

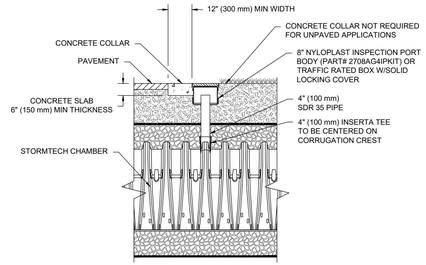
STEP 2) CLEAN OUT ISOLATOR ROW USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

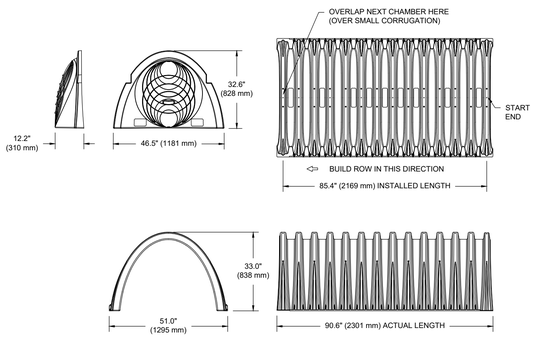
1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



NOTE:
INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION CREST.

4" PVC INSPECTION PORT DETAIL (SC SERIES CHAMBER)
NTS

SC-800 TECHNICAL SPECIFICATION
NTS



NOMINAL CHAMBER SPECIFICATIONS

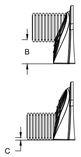
SIZE (W X H X INSTALLED LENGTH)	51.0" X 33.0" X 85.4"	(1295 mm X 838 mm X 2169 mm)
CHAMBER STORAGE	50.6 CUBIC FEET	(1.43 m³)
MINIMUM INSTALLED STORAGE*	81.0 CUBIC FEET	(2.29 m³)
WEIGHT	81.8 lbs.	(37.1 kg)

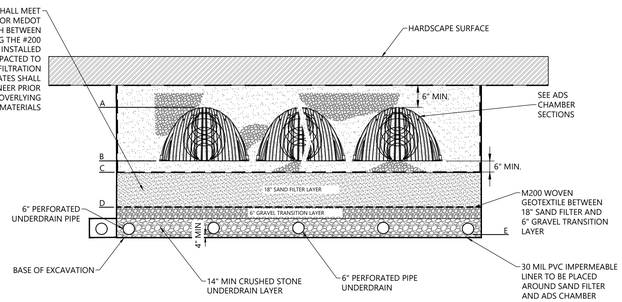
*ASSUMES 6" (152 mm) STONE ABOVE, BELOW, AND BETWEEN CHAMBERS

PRE-CORED HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PRE-CORED HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"

PART #	STUB	B	C
SC800EPE06TPC	6" (150 mm)	21.4" (544 mm)	---
SC800EPE06BPC		---	0.9" (23 mm)
SC800EPE08TPC	8" (200 mm)	19.2" (488 mm)	---
SC800EPE08BPC		---	1.0" (25 mm)
SC800EPE10TPC	10" (250 mm)	17.0" (432 mm)	---
SC800EPE10BPC		---	1.2" (30 mm)
SC800EPE12TPC	12" (300 mm)	14.4" (366 mm)	---
SC800EPE12BPC		---	1.6" (41 mm)
SC800EPE15TPC	15" (375 mm)	11.3" (287 mm)	---
SC800EPE15BPC		---	1.7" (43 mm)
SC800EPE18TPC	18" (450 mm)	8.0" (203 mm)	---
SC800EPE18BPC		---	2.0" (51 mm)
SC800EPE24BPC	24" (600 mm)	---	2.3" (58 mm)
SC800EPE	NONE	SOLID END CAP	

NOTE: ALL DIMENSIONS ARE NOMINAL



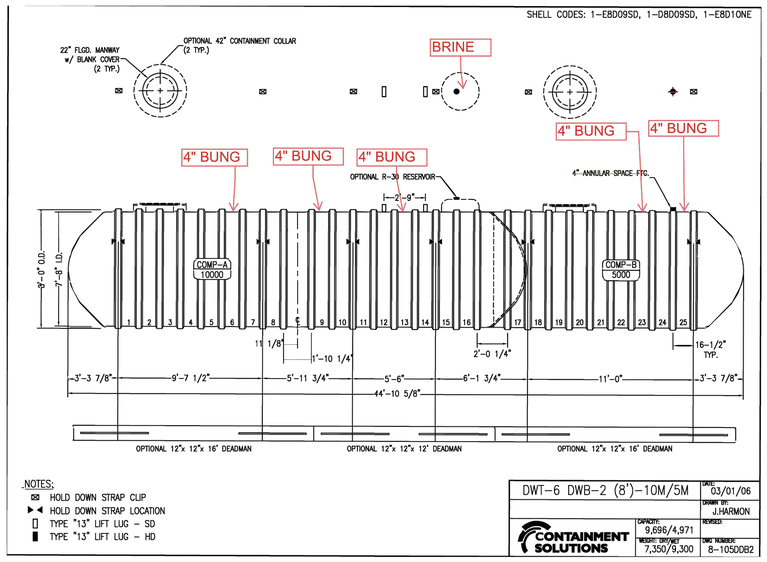


NOTE:

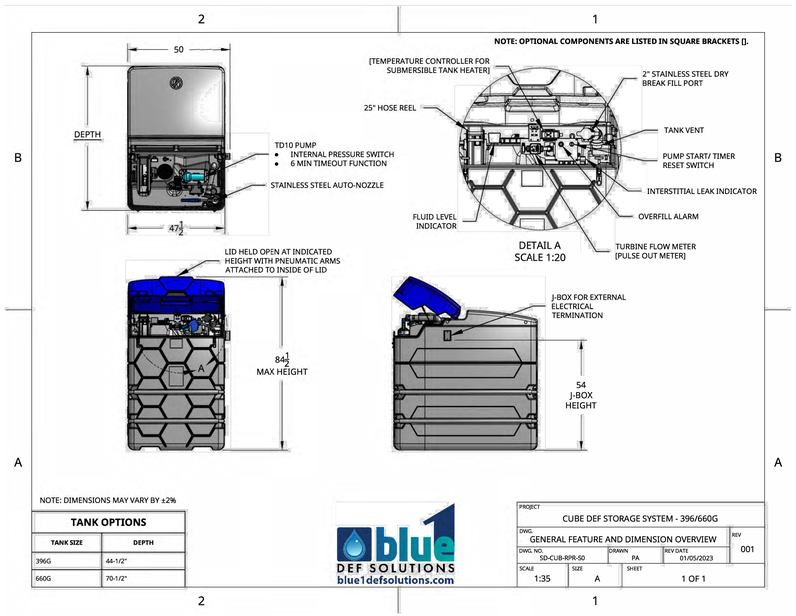
1. SAND FILTER MEDIA SHALL MEET SPECIFICATIONS FOR MEDOT AGGREGATE #703.01, WITH BETWEEN 8-10% FINES PASSING THE #200 SIEVE; MATERIAL SHALL BE INSTALLED IN TWO LIFTS AND COMPACTED TO 92% PROCTOR AND INFILTRATION TESTED; INFILTRATION RATES SHALL BE APPROVED BY ENGINEER PRIOR TO INSTALLATION OF OVERLYING MATERIALS.

ELEVATION	SAND FILTER 1	SAND FILTER 2
A	219.65	219.45
B	216.90	216.70
C	216.40	216.20
D	214.90	214.70
E	213.57	213.36

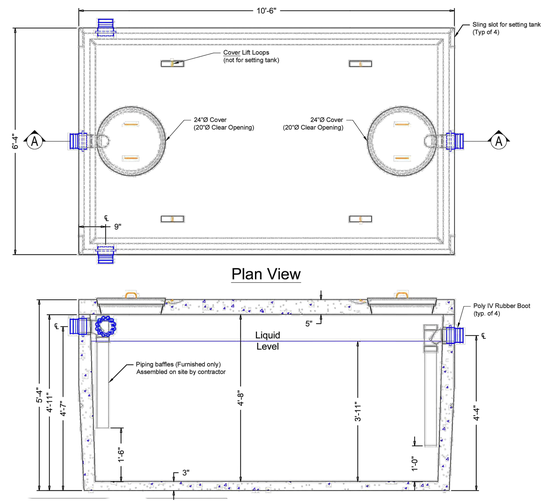
SUBSURFACE SAND FILTER SECTION
N.T.S.



FUEL TANK
N.T.S.



FUEL STORAGE SYSTEM
N.T.S.



1500 GAL OIL WATER SEPARATOR
N.T.S.

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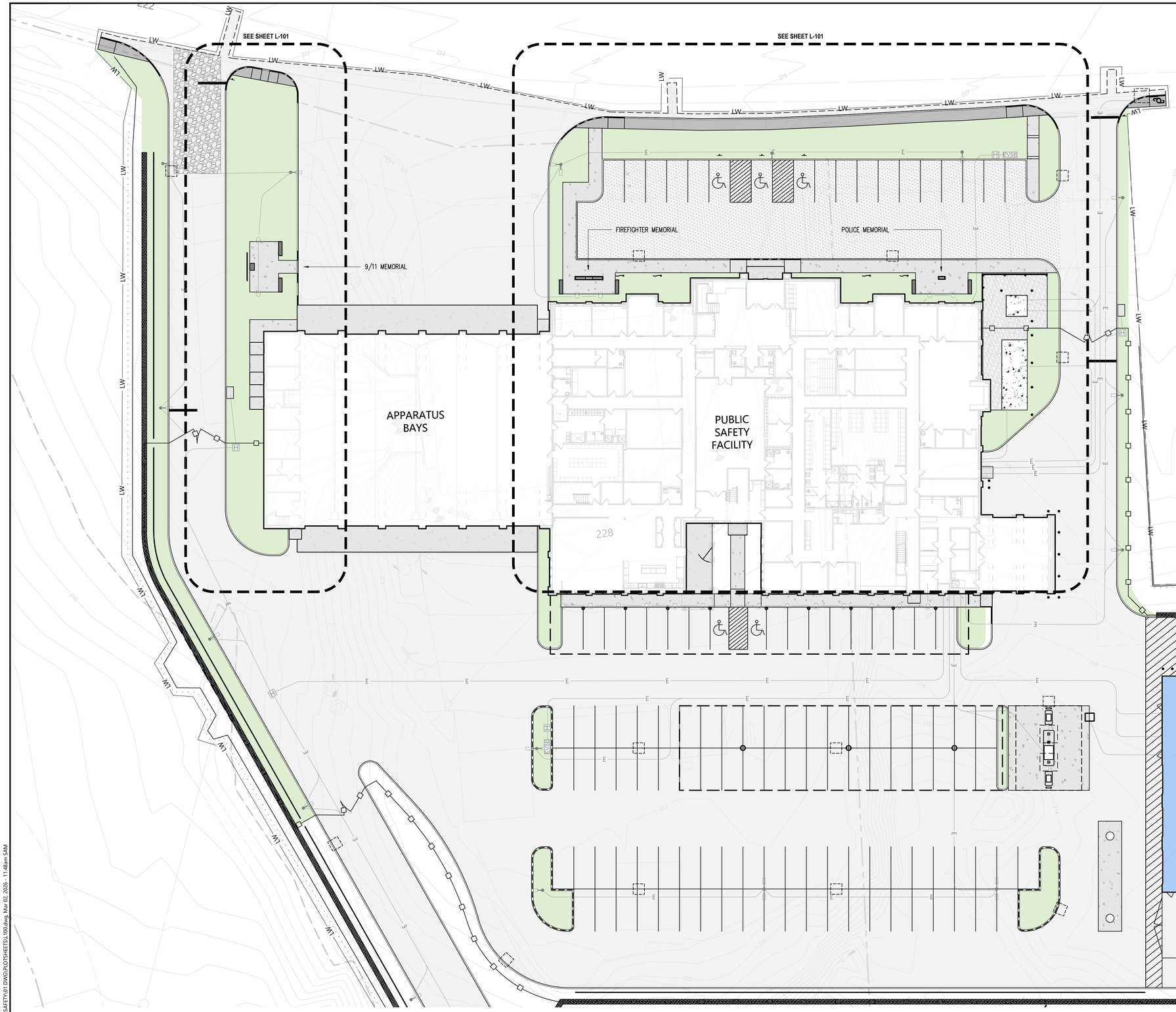
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NORTH

BAR SCALE
1" = 20'
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20' 0 20' 40'

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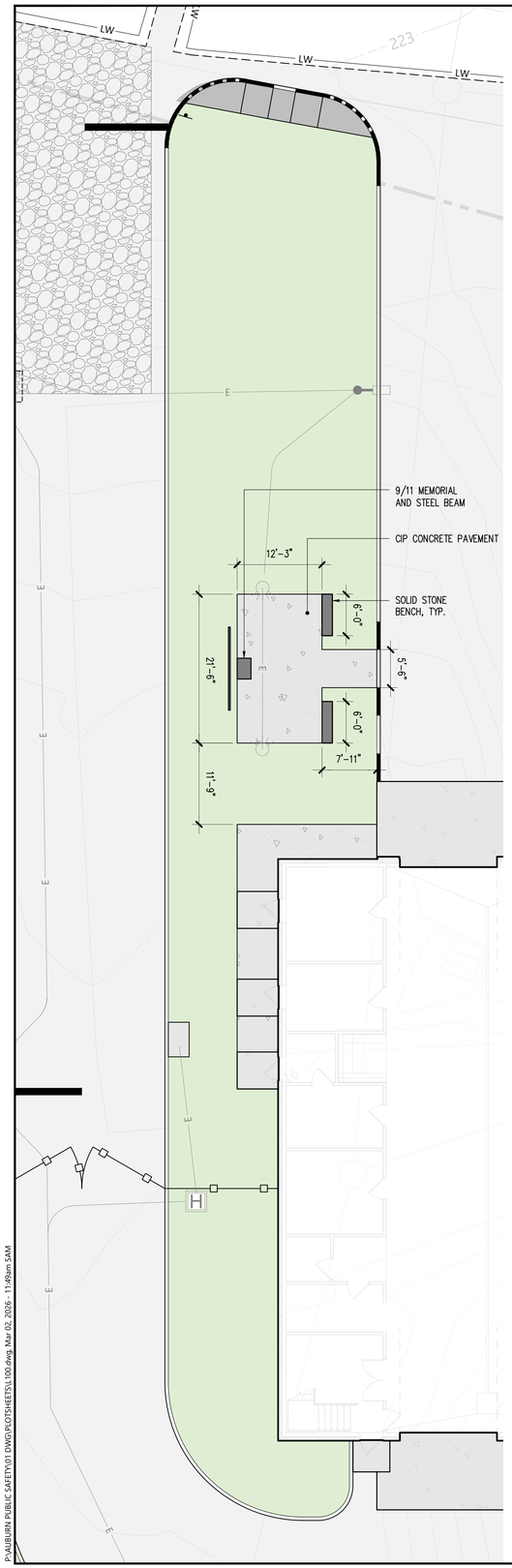
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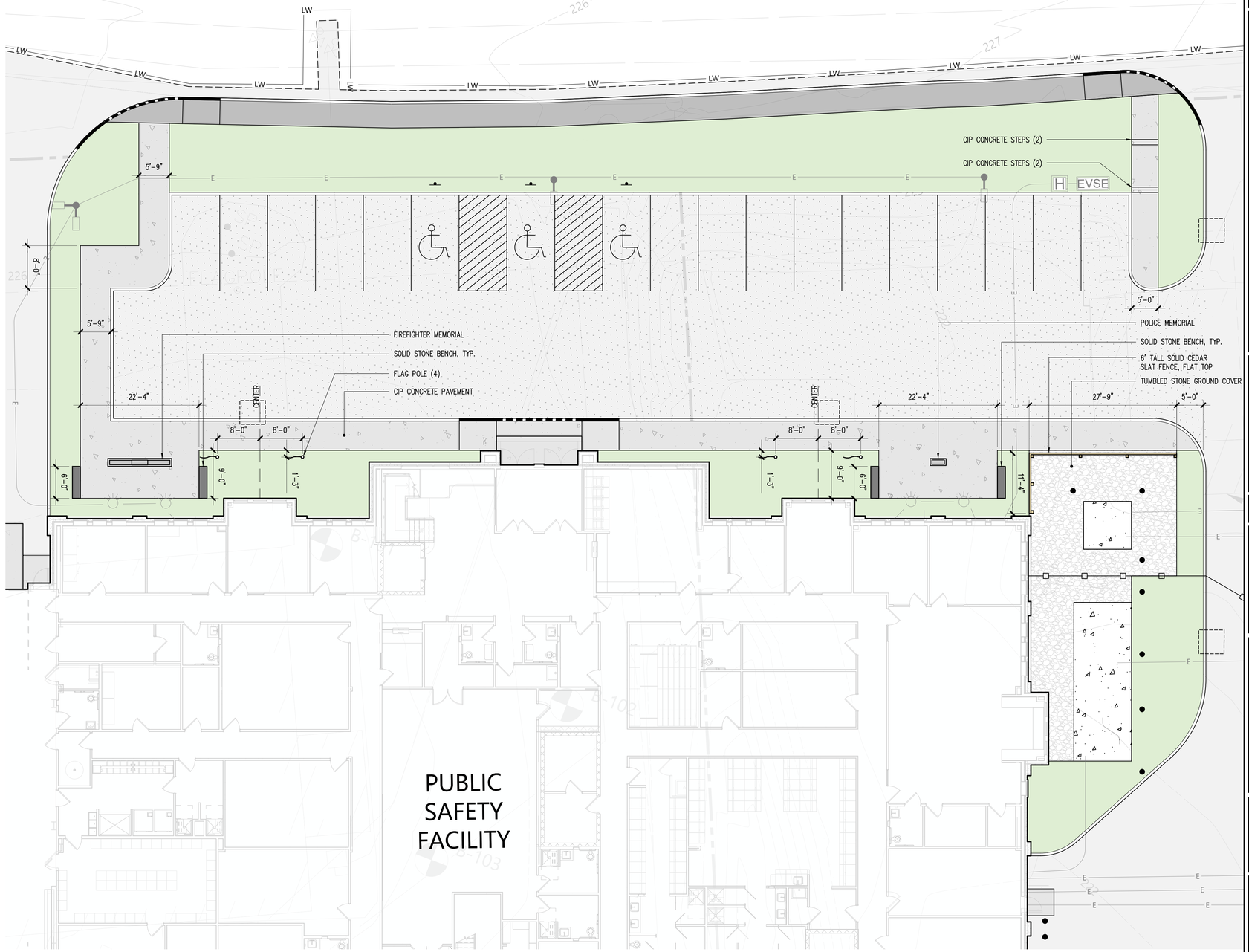
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L-100

24x36





NORTH

BAR SCALE
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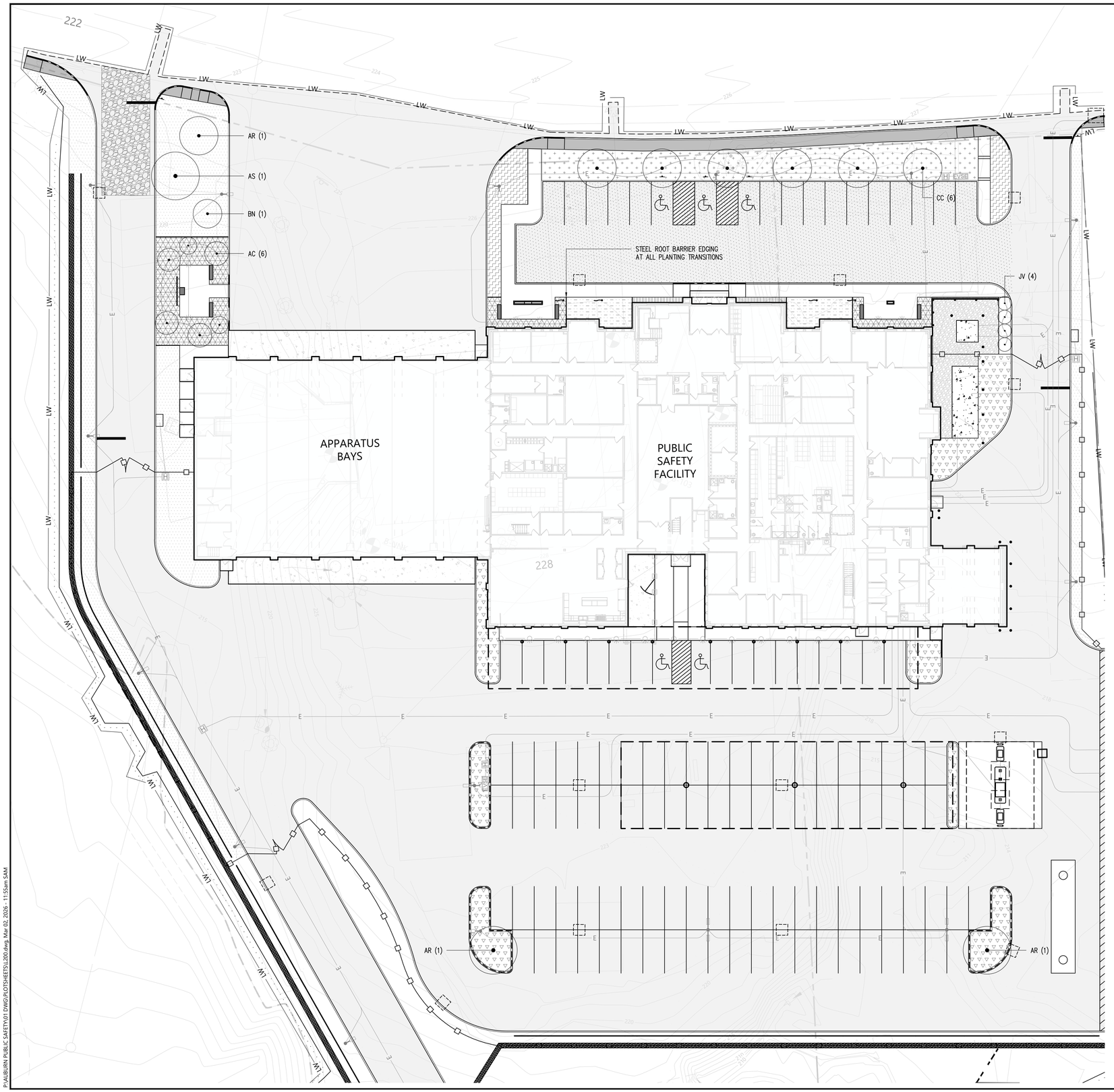
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LANDSCAPE LAYOUT AND MATERIALS PLAN

DRAWING NO:
L-101



PLANT SCHEDULE

SHRUBS

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENT
	684	Rhus aromoatica 'grow-lo'	FRAGRANT SUMAC	2 GAL.	CONT.	24"	
	468	Stephanandra incisa	LACE SHRUB	5 GAL.	CONT.	30" O.C.	
	108	Xanthorhiza simplicissima	YELLOWROOT	5 GAL.	CONT.	30" O.C.	

TREES

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENT
AR	3	Acer rubrum	RED MAPLE	3"-4"	B&B	PER PLAN	
AS	1	Acer saccharum	SUGAR MAPLE	3"-4"	B&B	PER PLAN	
AC	8	Amalanchier canadensis	SERVICEBERRY	3"-4"	B&B	PER PLAN	
BN	1	Betula nigra	RIVER BIRCH	3"-4"	B&B	PER PLAN	
CC	6	Carpinus caroliniana	IRONWOOD	3"-4"	B&B	PER PLAN	
JV	4	Juniperus virginiana 'taylor'	EASTER RED CEDAR	3"-4"	B&B	PER PLAN	

MEMORIAL GARDEN PLANTS

KEY	AREA		QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING
	1,390 SF	40%	160	Clethra alnifolia	SUMMERSWEET	1 GAL.	CONT.	24" O.C.
		20%	180	Dennstaedtia punctilobium	HAY-SCENTED FERN	1 GAL.	CONT.	16" O.C.
		20%	180	Deschampsia cespitosa	TUFTED HAIR GRASS	1 GAL.	CONT.	16" O.C.
		10%	18	Ilex glabra	INKBERRY HOLLY	5 GAL.	CONT.	36" O.C.
		10%	10	Myrica pensylvanica	NORTHERN BAYBERRY	5 GAL.	CONT.	48" O.C.

ORNAMENTAL GRASSES

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENT
	535	Schizachyrium scoparium	LITTLE BLUESTEM	1 GAL.	CONT.	16" O.C.	
	60	Deschampsia cespitosa	TUFTED HAIR GRASS	1 GAL.	CONT.	16" O.C.	

SEED MIX

KEY	AREA	BOTANICAL NAME	COMMON NAME	LBS
	2,400 SF	turfgrass lawn mix		7.3

PLANTING NOTES

1. THE CONTRACTOR SHALL PREPARE PLANTING ZONES TO THE GRADES AND DEPTHS AS INDICATED ON THE DRAWING.
2. IF THE CONTRACTOR DETERMINES THE SUB-GRADE SOIL CONDITIONS ARE DELETERIOUS TO PLANT GROWTH OR WILL INHIBIT DRAINAGE, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY AND PRIOR TO INSTALLATION OF PLANT MATERIAL.
3. TOPSOIL SHALL BE FREE FROM SUBSOIL, STONES LARGER THAN 1", OR ANY UNDESIRABLE MATERIAL, CONTAIN 5% ORGANIC MATTER AND HAVE A PH SUITABLE TO THE LOCAL GROWING CONDITIONS. MIX VARIES, SEE PLANTING PLAN AND PLANTING DETAILS.
4. ALL PLANTS TO BE SELECTED AND ACCEPTED IN THE FIELD BY THE LANDSCAPE ARCHITECT OR SELECTED BY THE LANDSCAPE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT.
5. THE PLANT LIST IS PROVIDED AS A CONVENIENCE TO THE CONTRACTOR. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT COUNT SHOWN IN THE SCHEDULE AND THE DRAWING, THE DRAWING SHALL TAKE PRECEDENCE.
6. ALL TRANSPLANTED SHRUBS SHALL BE 'HEELED IN' OR HEAVILY MULCHED IN A SHADED AREA AND WATERED AS NECESSARY UNTIL THEY CAN BE PLANTED.
7. FINAL LOCATION OF ALL PLANTS TO BE DETERMINED IN THE FIELD BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF PLANT MATERIAL.
8. PLANTS SHALL BEAR SAME RELATIONSHIP TO FINISHED GRADE AS EXISTED IN THE NURSERY.
9. CUT AND REMOVE BURLAP FROM TOP ⅓ OF BALL. CUT AND REMOVE AT LEAST ⅓ – ½ OF WIRE BASKET. NYLON ROPE AND/OR NYLON BALLING MATERIAL IS NOT ACCEPTABLE.
10. LOCATE GUY WIRES AROUND MAIN TRUNK OF TREE.
11. TOPSOIL AND SEED ALL AREAS DISTURBED AS A RESULT OF ANY AND ALL DISTURBANCES, CONSTRUCTION, OR STORAGE OF EQUIPMENT WHETHER SUCH AREAS ARE SHOWN ON THE PLANS OR NOT. (SEE GRADING PLAN)
12. ALL PLANTS AND ENTIRE SHRUB BEDS TO RECEIVE 3" LAYER OF DOUBLE SHREDDED HARDWOOD BARK MULCH.
13. UPON COMPLETION OF THE PLANT GUARANTEE PERIOD, THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ADJUSTING OR REMOVING ALL STAKES. THIS SHALL BE DONE IN CONSULTATION WITH THE LANDSCAPE ARCHITECT. ALL STAKES REMAINING SHALL THEN BECOME THE RESPONSIBILITY OF THE OWNER.
14. ALL TREE PLANTING AND REMOVAL TO COMPLY WITH THE CITY OF AUBURN ORDINANCES.
15. REFER TO PLANTING DETAILS.

NORTH

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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Allied Engineering
A Salas O'Brien Company

PE SEAL:

LICENSED LANDSCAPE ARCHITECT
JEFFREY PELLETIER
No. 3192
STATE OF MAINE
3/3/26

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

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DRAWN BY:	SG
CHECKED BY:	JP
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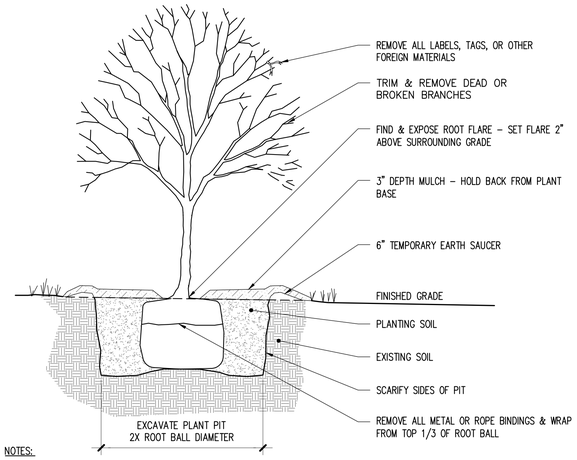
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DRAWING NO:

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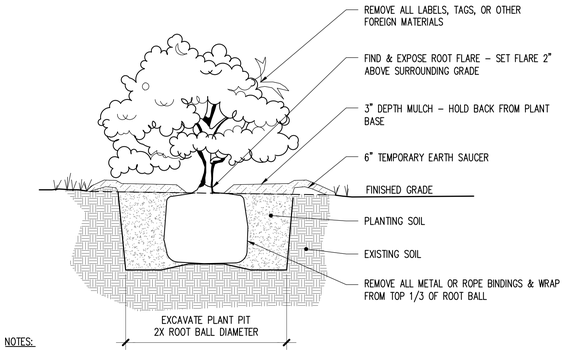
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NOTES:

1. TREE TO BE SET PLUMB.
2. SECURE TREE AS MAY BE REQUIRED ACCORDING TO TREE SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

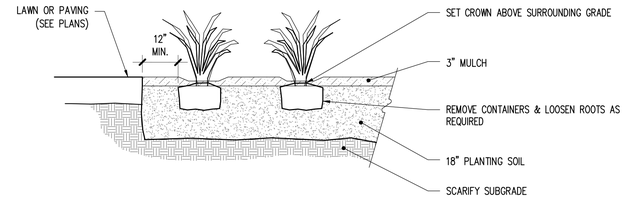
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1/2"=1'-0"



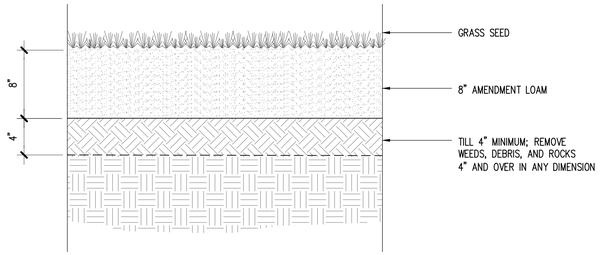
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1. SHRUB TO BE SET PLUMB.
2. SECURE SHRUB AS MAY BE REQUIRED ACCORDING TO SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.

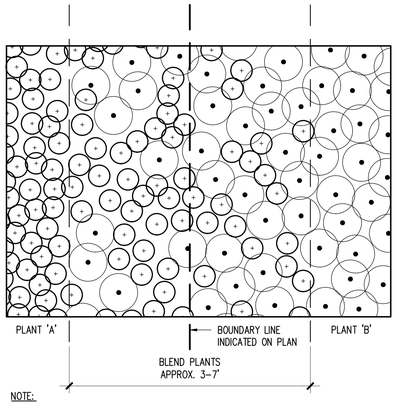
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1/2"=1'-0"



3 PERENNIAL PLANTING
1/2"=1'-0"



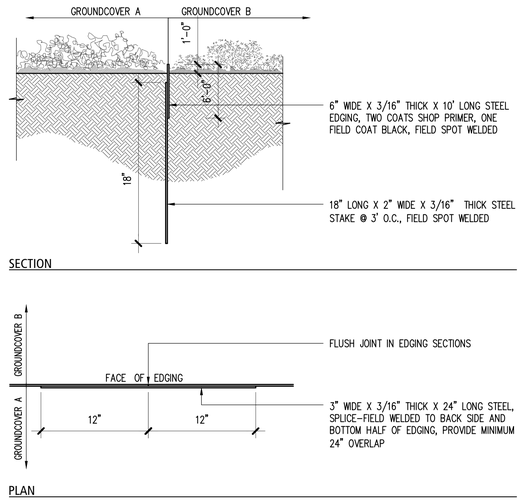
4 LOAM AND SEED TURFGRASS
1-1/2"=1'-0"



NOTE:

1. EMPLOY BLENDING STRATEGY WHEREVER TWO GROUNDCOVER AREAS ABUT EACH OTHER.

5 GROUNDCOVER BLENDING
1/2"=1'-0"



6 STEEL ROOT BARRIER EDGING
1/2"=1'-0"

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Allied Engineering
A Salas O'Brien Company

PE SEAL:

LICENSED LANDSCAPE ARCHITECT
JEFFREY PELLETIER
No. 3192
STATE OF MAINE
3/3/26

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AUBURN, ME

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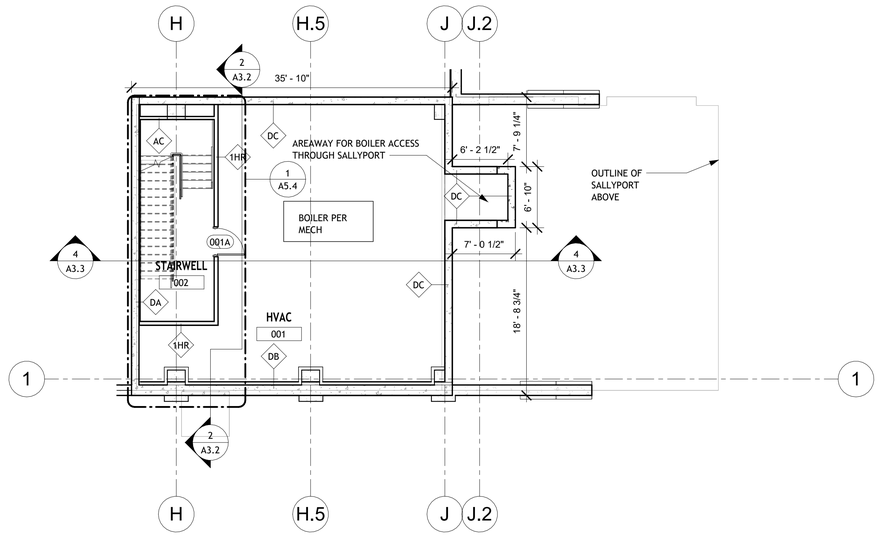
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SCALE:	D
DESIGNED BY:	SG, JP
DRAWN BY:	SG
CHECKED BY:	JP
FILENAME:	L201.dwg

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LANDSCAPE PLANTING DETAILS

DRAWING NO:
L-201

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1 Lower Level
1/8" = 1'-0"

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GEOTECHNICAL ENGINEER:

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GRAY, ME 04039

SURVEYOR:

SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:

ALLIED COOK CONSTRUCTION
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SCARBOROUGH, ME 04070

PE SEAL:

REGISTERED ARCHITECT
ANDREW C. HYLAND #2037
STATE OF MAINE

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JOB NO:	24401
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SCALE:	1/8" = 1'-0"
DESIGNED BY:	Designer
DRAWN BY:	C.R.
CHECKED BY:	ACH
FILENAME:	

DRAWING TITLE:

Floor Plans

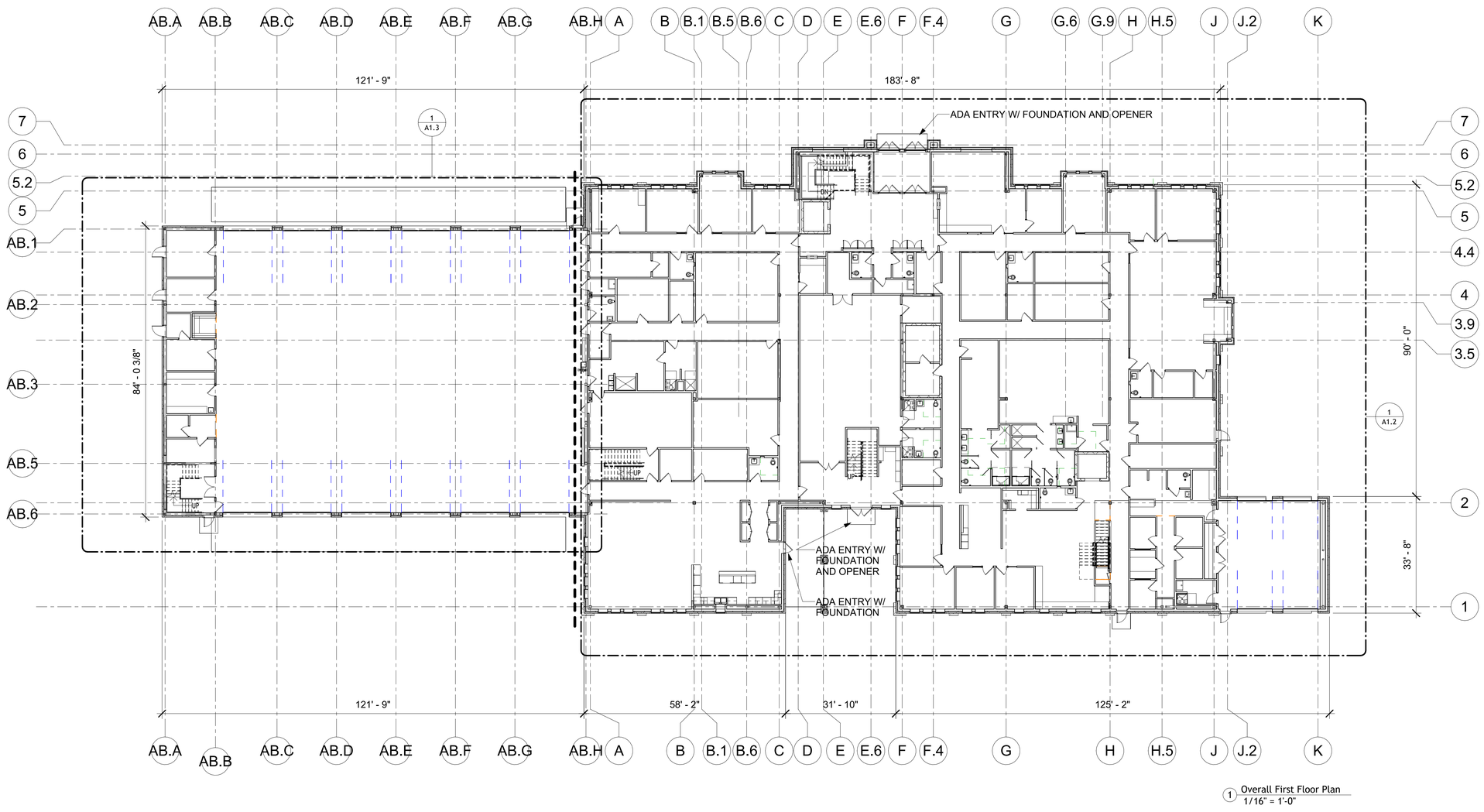
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NOTE: ARCHITECTURAL 100'-0" IS
EQUAL TO 225.5 ON CIVIL DRAWINGS



1 Overall First Floor Plan
1/16" = 1'-0"

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DATE:	MARCH 2026
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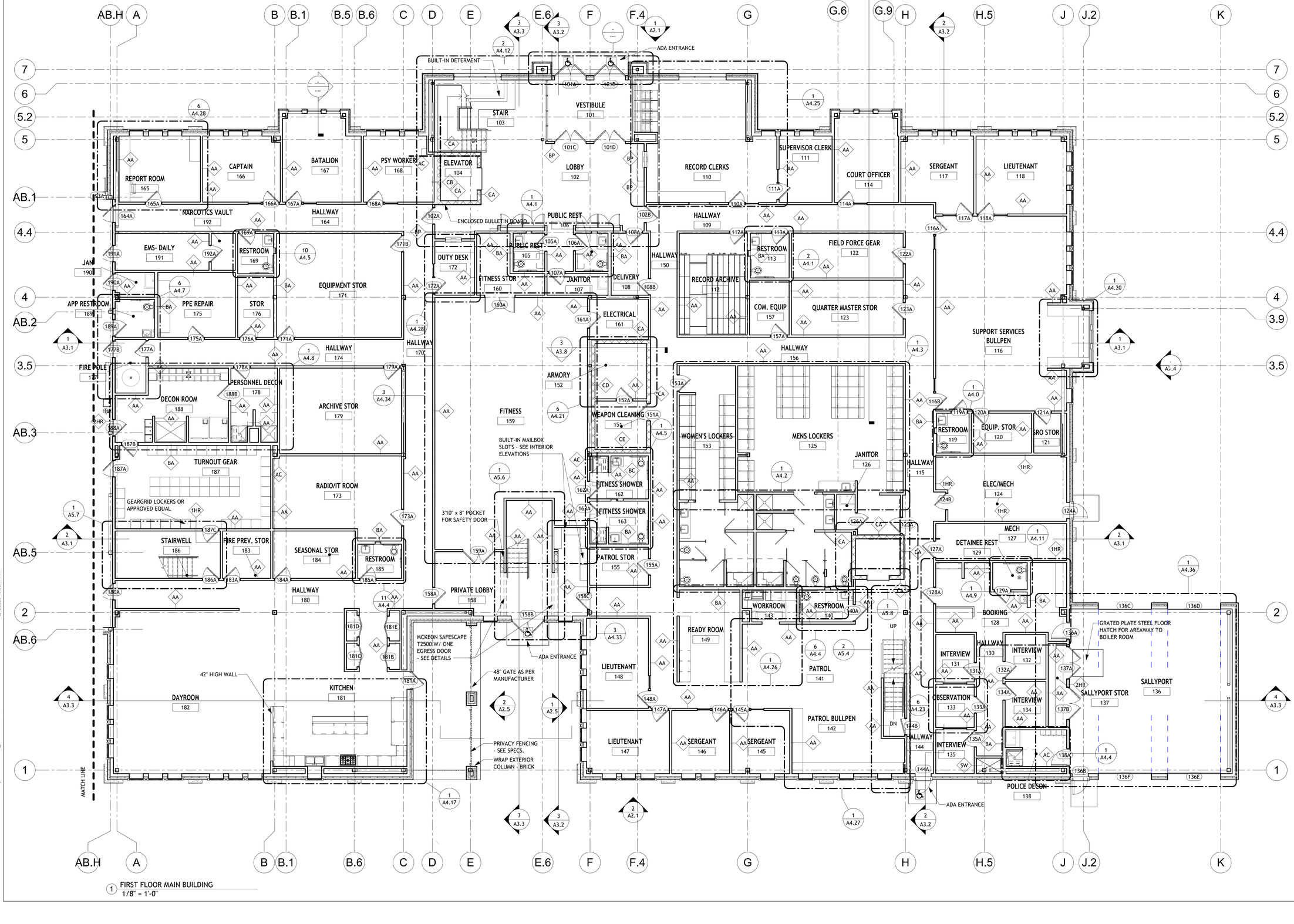
DRAWING TITLE:

Overall Floor Plan

DRAWING NO:

A1.1

NOTE: ARCHITECTURAL 100'-0" IS
EQUAL TO 225.5 ON CIVIL DRAWINGS



1 FIRST FLOOR MAIN BUILDING
1/8" = 1'-0"

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SCALE:	1/8" = 1'-0"
DESIGNED BY:	Designer
DRAWN BY:	C.R.
CHECKED BY:	ACH
FILENAME:	

DRAWING TITLE:
Partial First Floor Plan

DRAWING NO:
A1.2

183' - 8" BRICK TO BRICK

13' - 1 1/4" STUD TO STUD

REPORT ROOM 165 · CAPTAIN 166 · BATALION 167 · PSY WORKER 168 · ELEVATOR 104 · STAIR 103 · VESTIBULE 101 · LOBBY 102 · PUBLIC REST 106 · RECORD CLERKS 110 · SUPERVISOR CLERK 111 · COURT OFFICER 114 · SERGEANT 117 · LIEUTENANT 118

NARCOTICS VAULT 192 · HALLWAY 164 · EMS- DAILY 191 · RESTROOM 169 · DUTY DESK 172 · PUBLIC REST 105 · FITNESS STOR 160 · JANITOR 107 · DELIVERY 108 · HALLWAY 109 · RESTROOM 113 · FIELD FORCE GEAR 122 · RECORD ARCHIVE 112 · COM. EQUIP 157 · QUARTER MASTER STOR 123

LAN 190 · PPE REPAIR 175 · STOR 176 · EQUIPMENT STOR 171 · ELECTRICAL 161 · APP RESTROOM 189 · HALLWAY 174 · HALLWAY 170 · HALLWAY 156 · SUPPORT SERVICES BULLPEN 116

FIRE POLE 177 · PERSONNEL DECON 178 · ARMORY 152 · HALLWAY 115

DECON ROOM 188 · ARCHIVE STOR 179 · FITNESS 159 · WEAPON CLEANING 151 · MENS LOCKERS 125 · WOMEN'S LOCKERS 153 · JANITOR 126 · RESTROOM 119 · EQUIP. STOR 120 · SRO STOR 121

TURNOUT GEAR 187 · RADIO/IT ROOM 173 · FITNESS SHOWER 162 · FITNESS SHOWER 163 · HALLWAY 150 · ELEC/MECH 124

STAIRWELL 186 · FIRE PREV. STOR 183 · SEASONAL STOR 184 · RESTROOM 185 · STAIRWELL 158A · PATROL STOR 155 · ELEVATOR 139 · DETAINEE REST 129 · MECH 127

HALLWAY 180 · PRIVATE LOBBY 158 · READY ROOM 149 · WORKROOM 143 · RESTROOM 140 · BOOKING 128

DAYROOM 182 · KITCHEN 181 · LIEUTENANT 148 · PATROL 141 · STAIRWAY 144A · INTERVIEW 131 · HALLWAY 130 · INTERVIEW 132 · SALLYPORT STOR 137

OBSERVATION 133 · INTERVIEW 134 · SALLYPORT 136

LIEUTENANT 147 · SERGEANT 146 · SERGEANT 145 · PATROL BULLPEN 142 · HALLWAY 144 · INTERVIEW 135 · POLICE DECON 138

1 DIMENSIONED FIRST FLOOR MAIN BUILDING
1/8" = 1'-0"

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PE SEAL:
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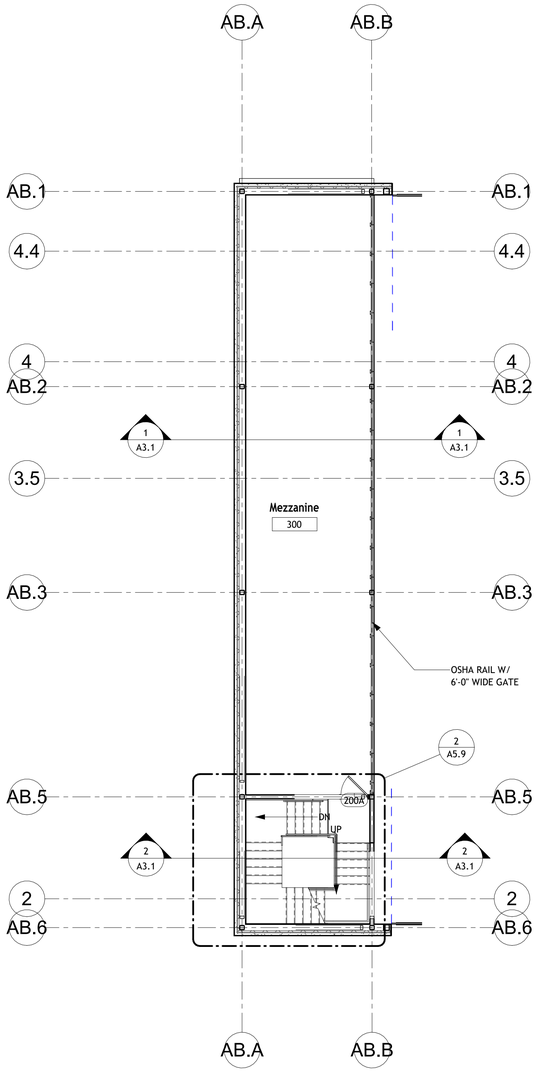
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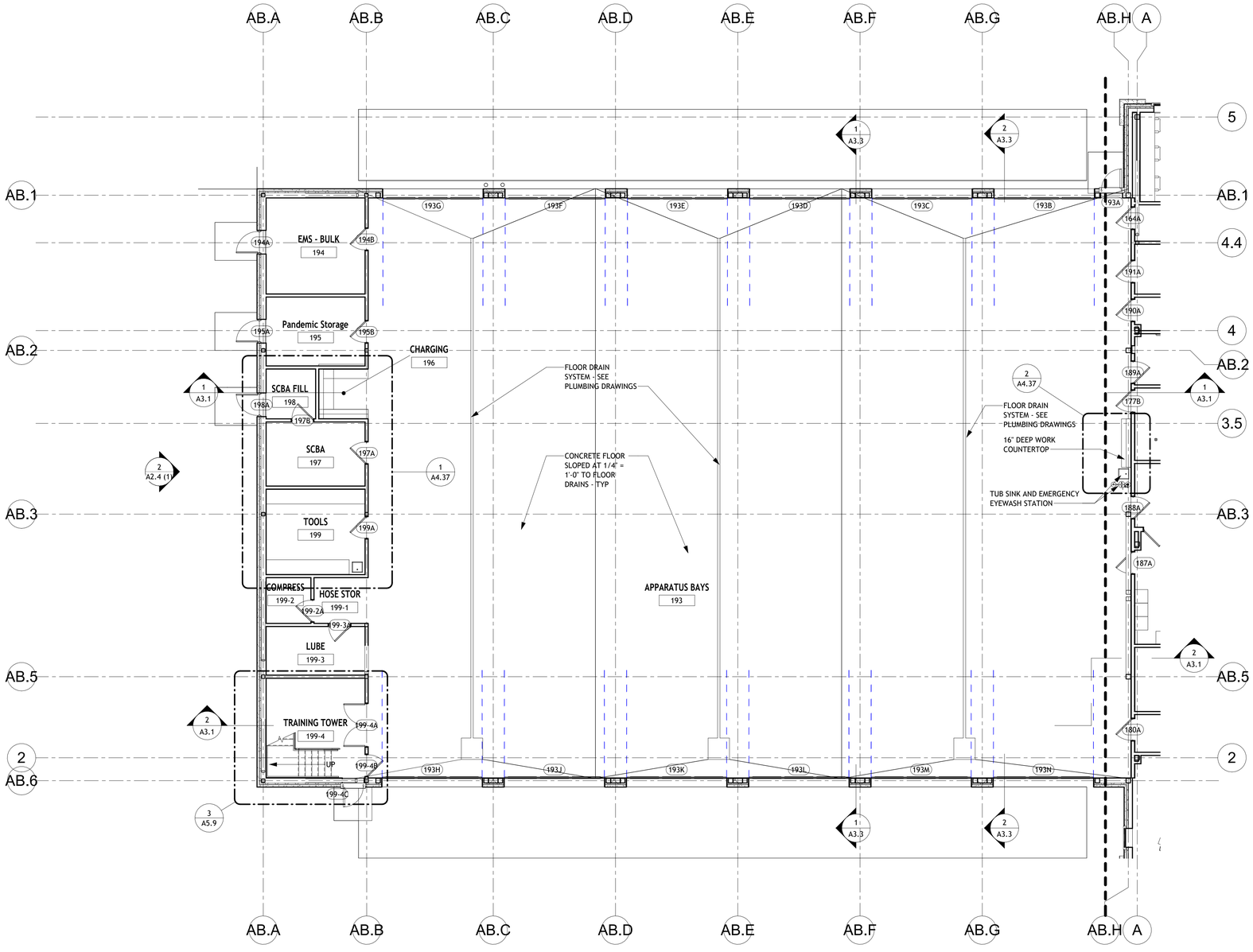
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DESIGNED BY:	ACH
DRAWN BY:	C.R.
CHECKED BY:	ACH
FILENAME:	

DRAWING TITLE:
Dimensioned Partial First Floor Plan

DRAWING NO:
A1.2a



2 Mezzanine Floor Plan
1/8" = 1'-0"



1 FIRST FLOOR APPARATUS BAY
1/8" = 1'-0"

3/4/2026 10:06:20 AM

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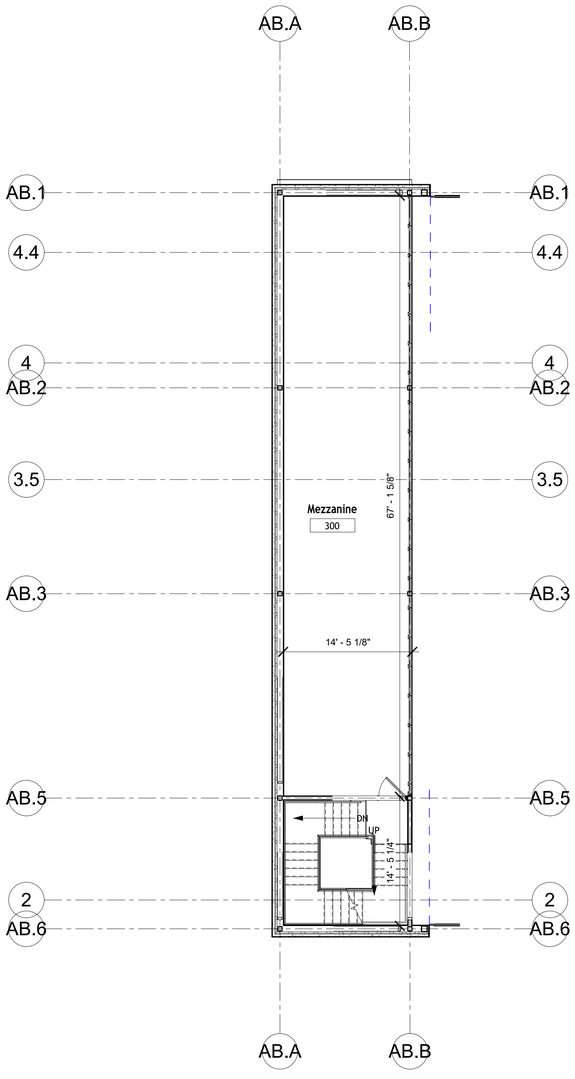
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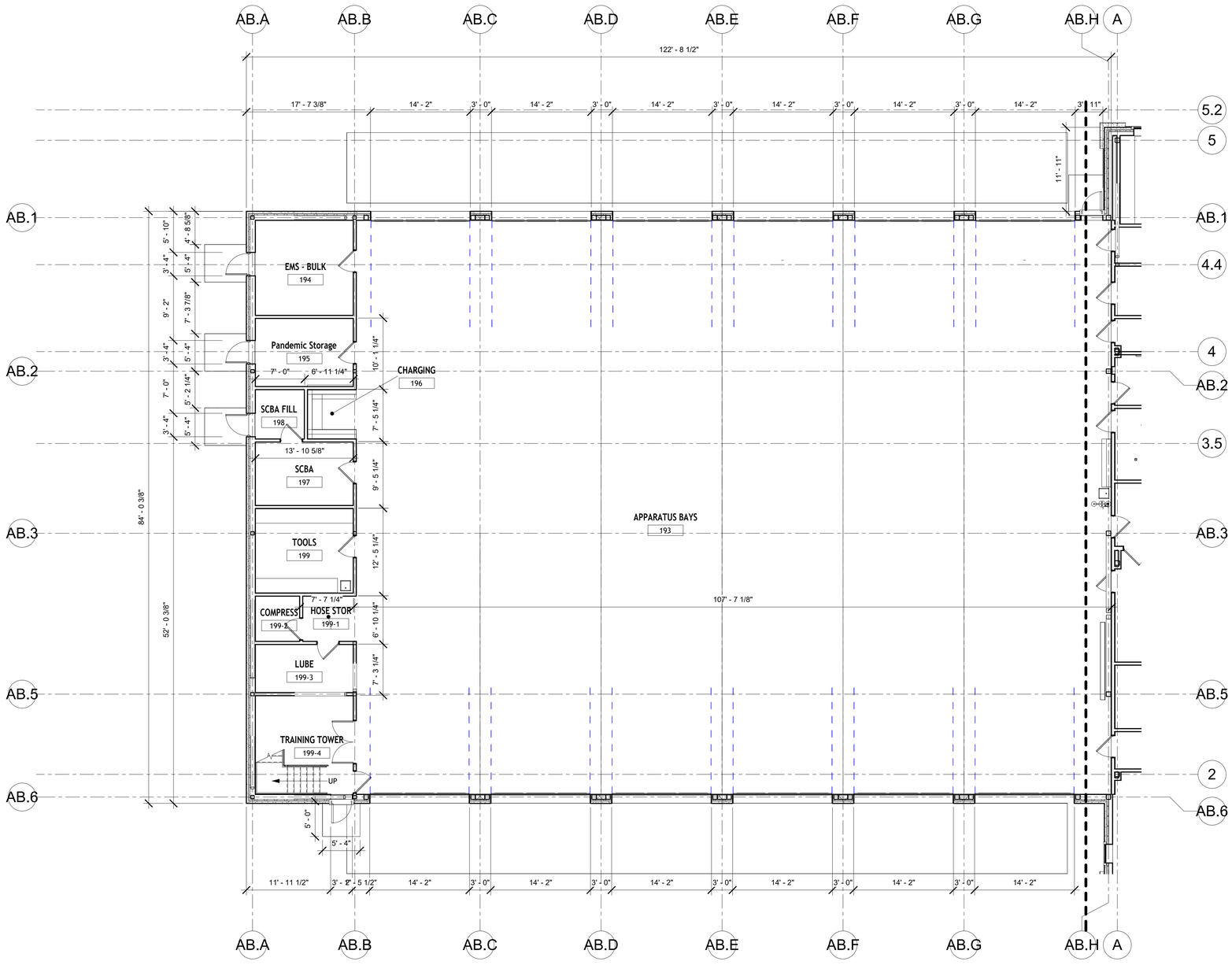
Partial First Floor Plan

DRAWING NO:

A1.3



2 DIMENSIONED MEZZANINE PLAN
1/8" = 1'-0"



1 DIMENSIONED FIRST FLOOR APPARATUS
1/8" = 1'-0"

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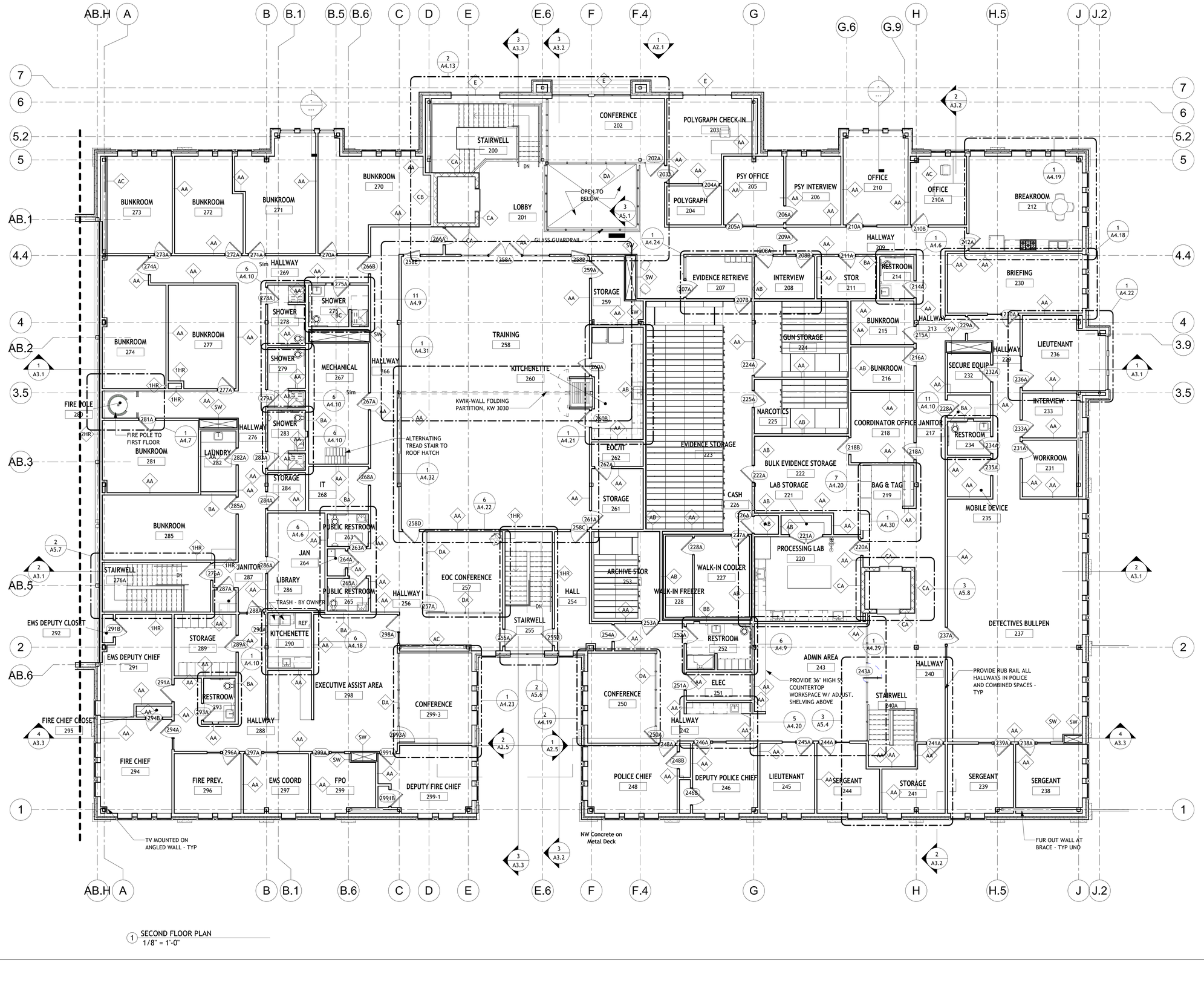
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DESIGNED BY:	Designer
DRAWN BY:	C.R.
CHECKED BY:	ACH
FILENAME:	

DRAWING TITLE:
Dimensioned Partial First Floor Plans

DRAWING NO:
A1.3a

3/4/2026 10:06:21 AM
C:\Users\curti\OneDrive\Documents\Auburn Public Safety - Central Model_Curtis3J8GZ.rvt



1 SECOND FLOOR PLAN
1/8" = 1'-0"

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PORTLAND, ME 04103

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286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:

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501 COUNTY ROAD
WESTBROOK, ME 04092

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ALLIED COOK CONSTRUCTION
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STATE OF MAINE

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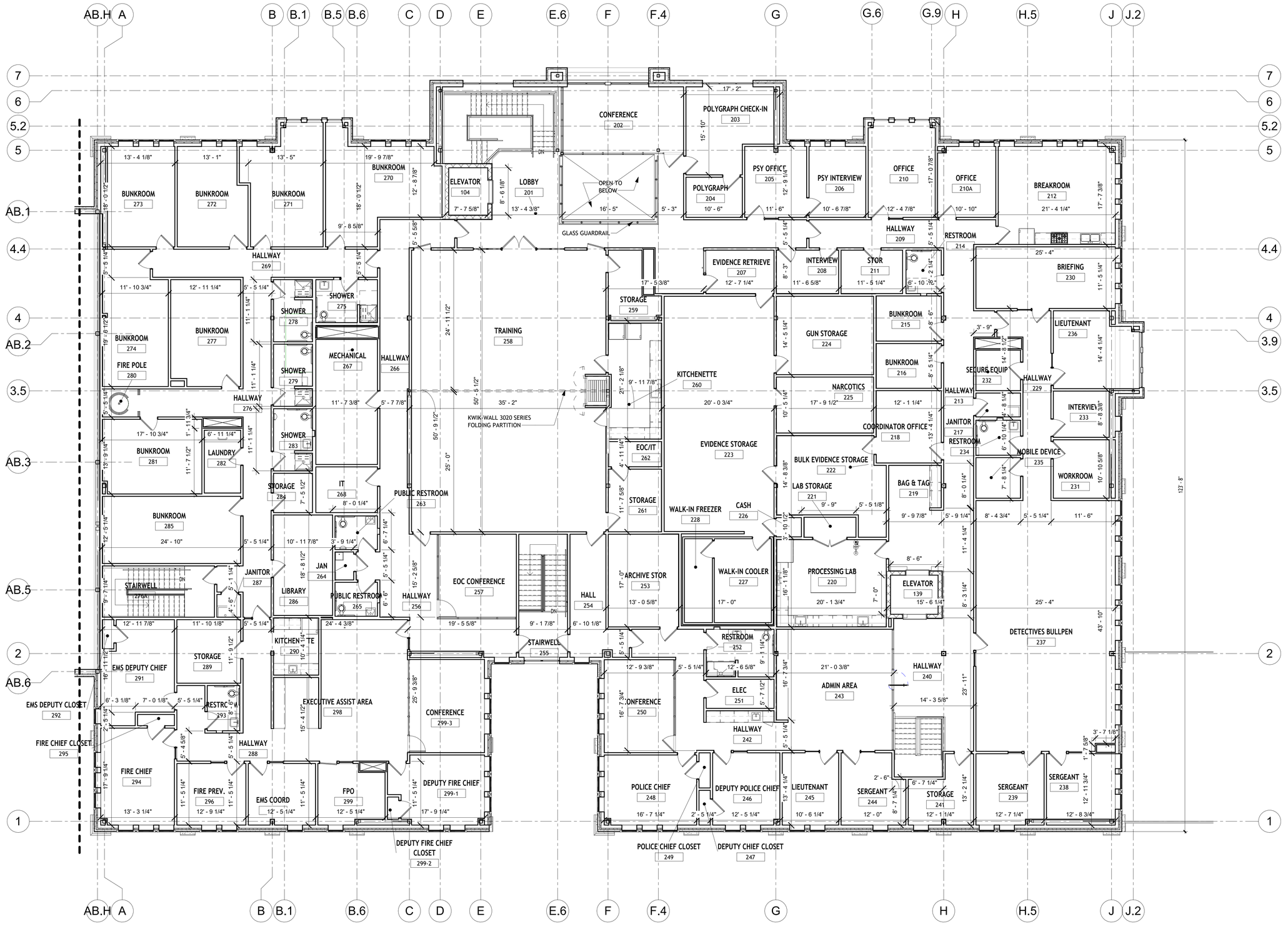
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DESIGNED BY:	Designer
DRAWN BY:	Author
CHECKED BY:	Checker
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DRAWING TITLE:

Second Floor Plan

DRAWING NO:

A1.4



1 DIMENSIONED SECOND FLOOR PLAN
1/8" = 1'-0"

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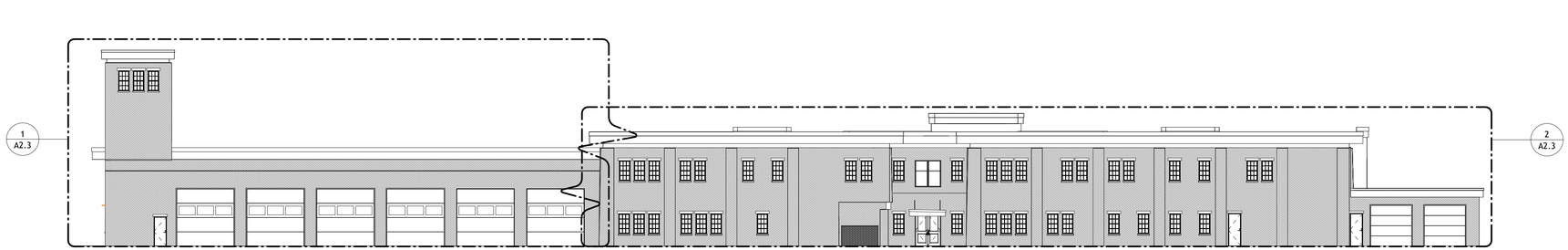
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JOB NO:	24401
DATE:	MARCH 2026
SCALE:	1/8" = 1'-0"
DESIGNED BY:	Designer
DRAWN BY:	Author
CHECKED BY:	Checker
FILENAME:	

DRAWING TITLE:
Dimensioned Second Floor Plan

DRAWING NO:
A1.4a



2 South Architectural Building Elevation
1/16" = 1'-0"



1 North Architectural Building Elevation
1/16" = 1'-0"

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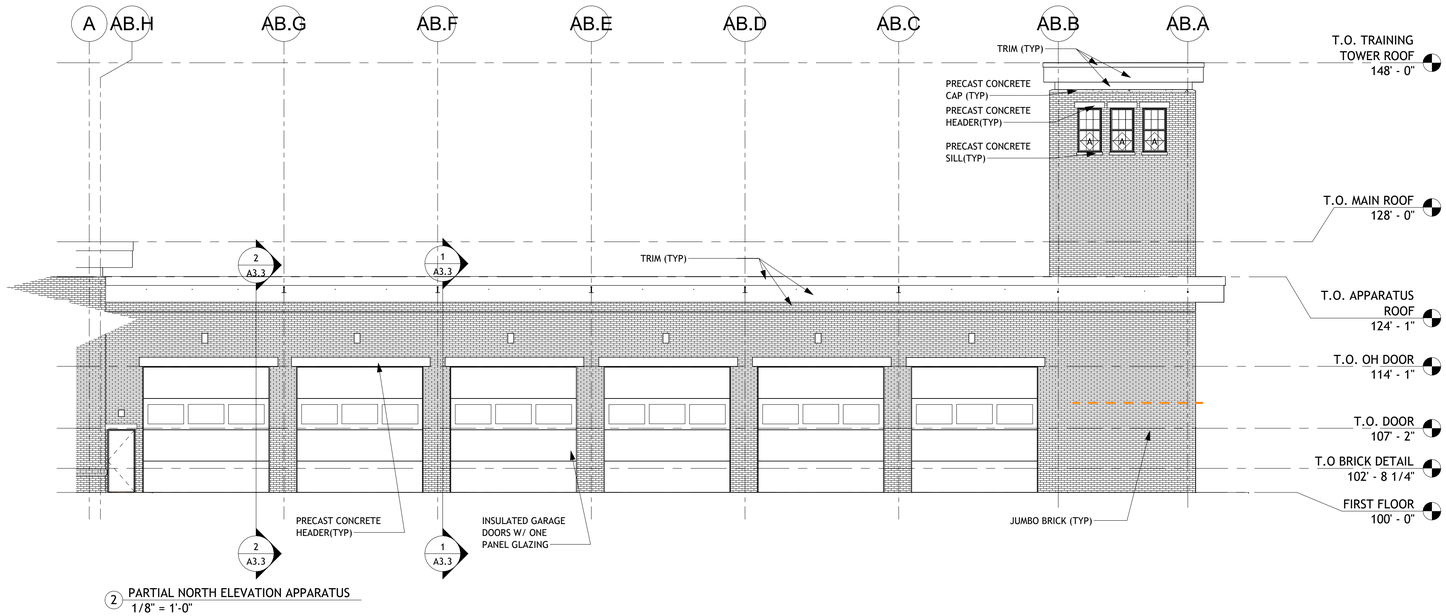
Overall Building Elevations

DRAWING NO:

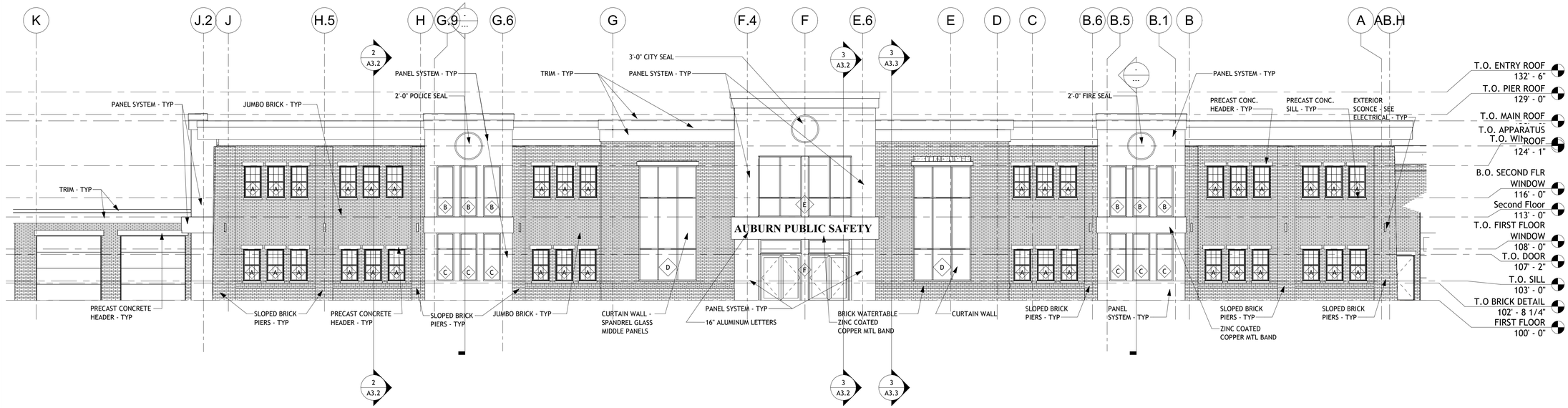
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3/4/2026 10:06:27 AM

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2 PARTIAL NORTH ELEVATION APPARATUS
1/8" = 1'-0"



1 PARTIAL NORTH ELEVATION ENTRY
1/8" = 1'-0"

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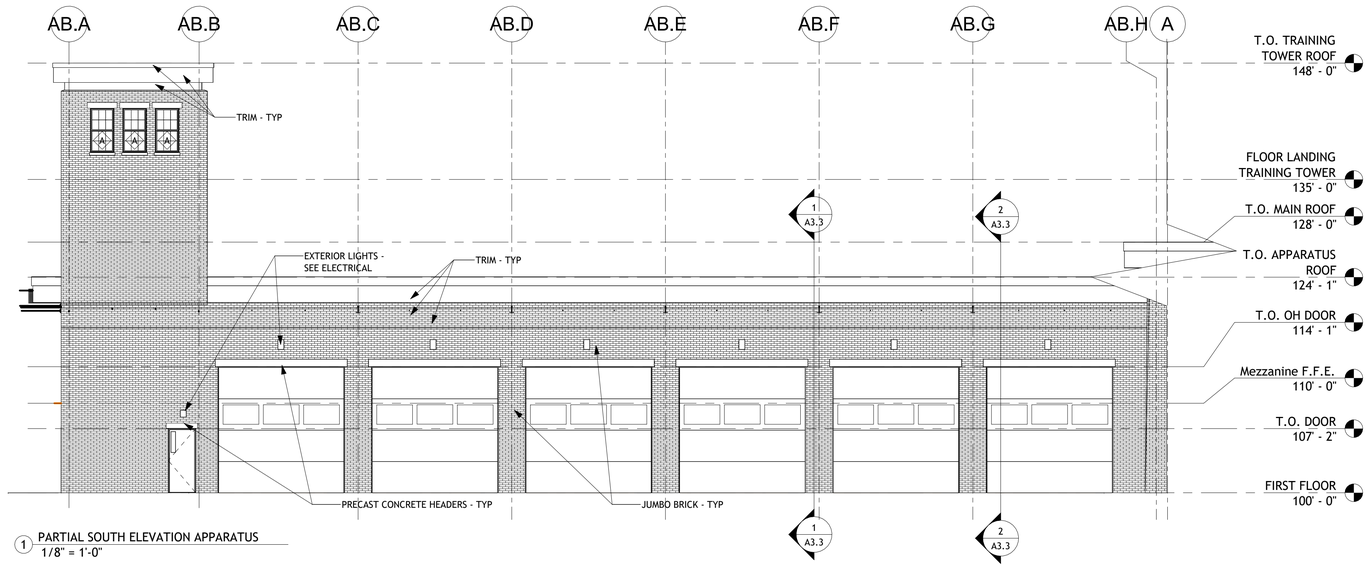
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DATE:	MARCH 2026
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DRAWN BY:	Author
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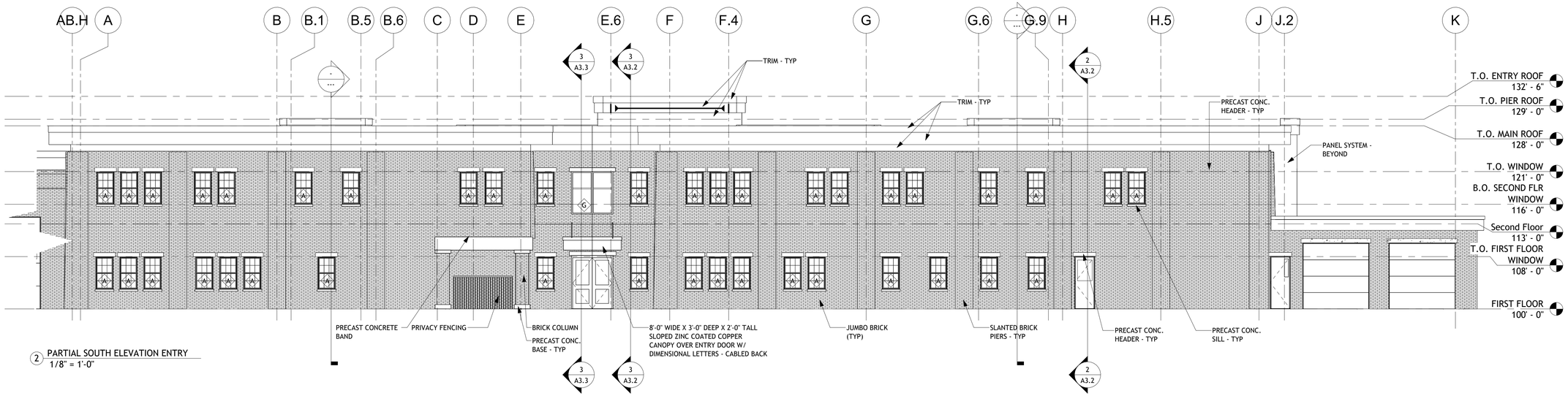
Building Elevations

DRAWING NO:

A2.2



1 PARTIAL SOUTH ELEVATION APPARATUS
1/8" = 1'-0"



2 PARTIAL SOUTH ELEVATION ENTRY
1/8" = 1'-0"

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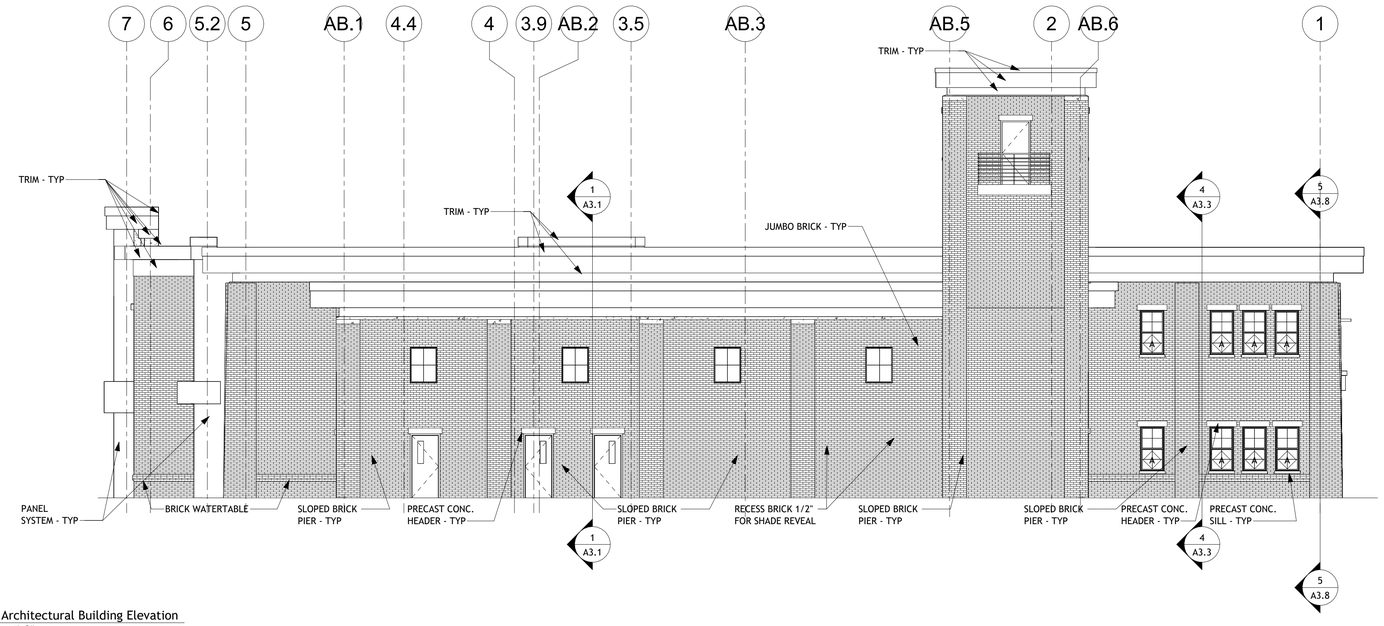
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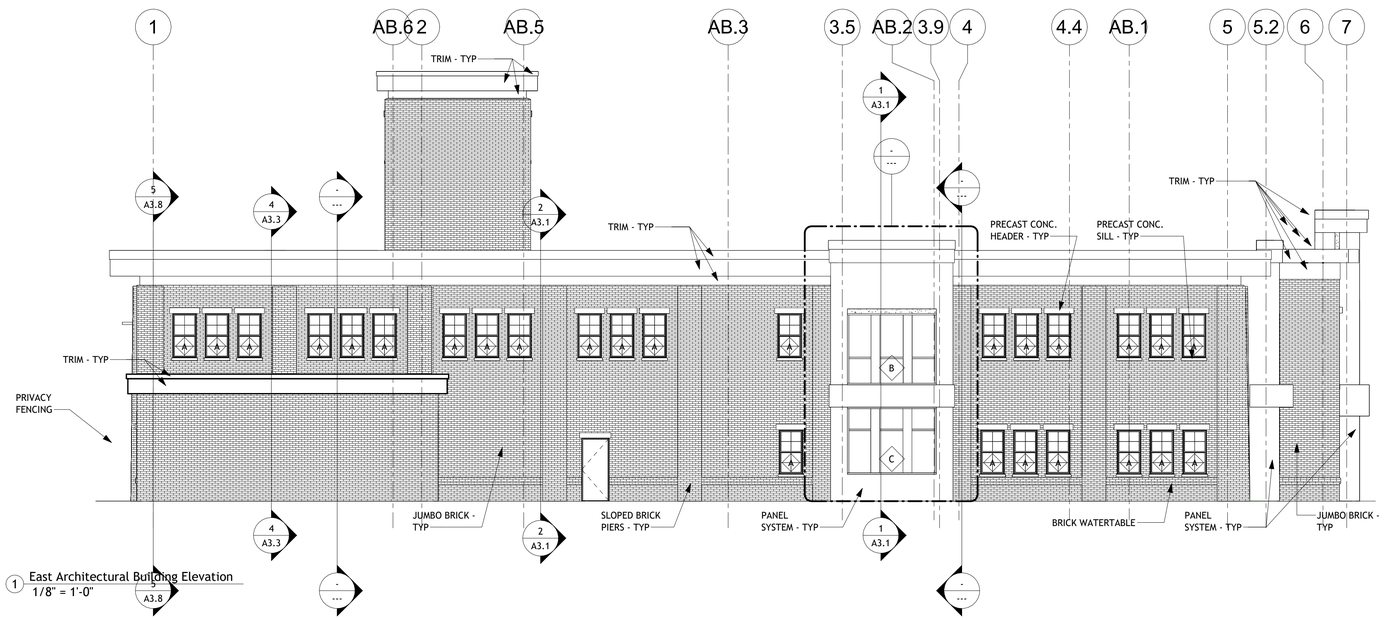
Building Elevations

DRAWING NO:

A2.3



2 West Architectural Building Elevation
1/8" = 1'-0"



1 East Architectural Building Elevation
1/8" = 1'-0"

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DATE:	MARCH 2026
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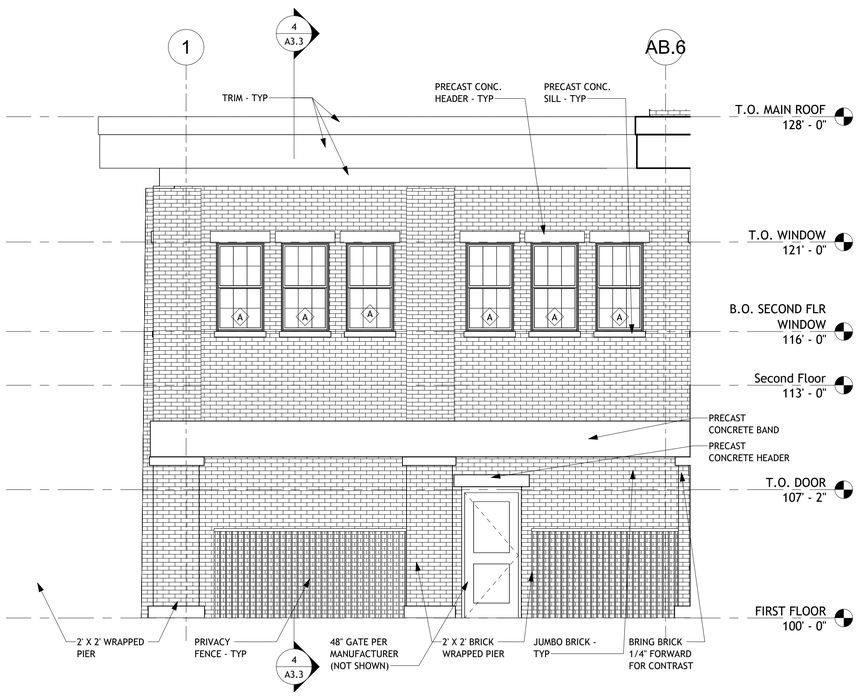
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Building Elevations

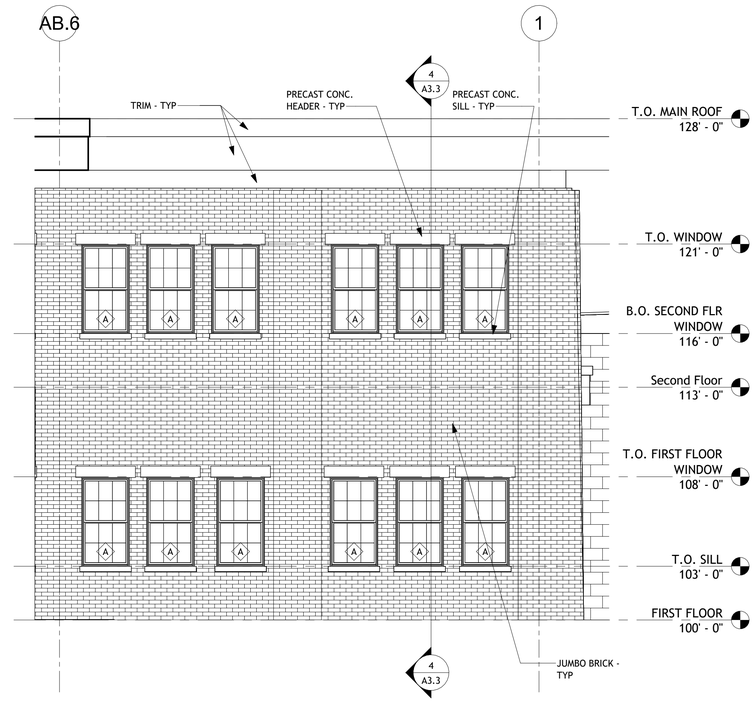
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A2.4

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2 PARTIAL ELEVATION AT COURTYARD
1/4" = 1'-0"



1 PARTIAL ELEVATION AT REAR ENTRY
1/4" = 1'-0"

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DRAWING TITLE:

Building Elevations

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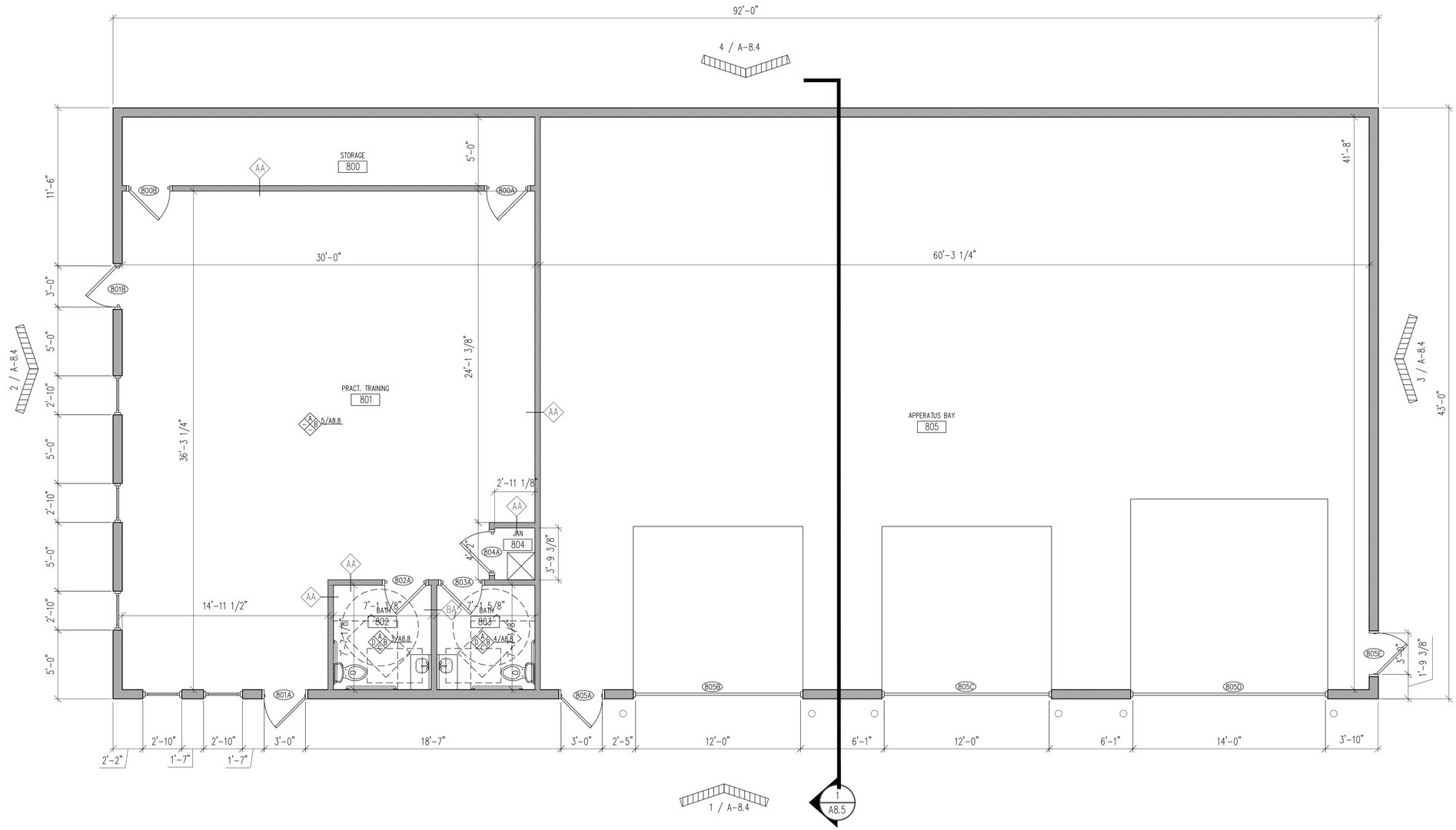
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AUBURN PUBLIC SAFETY


AUBURN PUBLIC SAFETY




AUBURN PUBLIC SAFETY



1 PLAN

0 4'

SCALE: 1/4" = 1'-0"

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REV	MM/DD/YY	DESCRIPTION

JOB NO:	24401
DATE:	02/13/2026
SCALE:	AS NOTED
DESIGNED BY:	PCA
DRAWN BY:	CR
CHECKED BY:	LAS
FILENAME:	A8 X ROLLING ASSET BUIL*.dwg

DRAWING TITLE:

ROLLING ASSET FLOOR PLAN

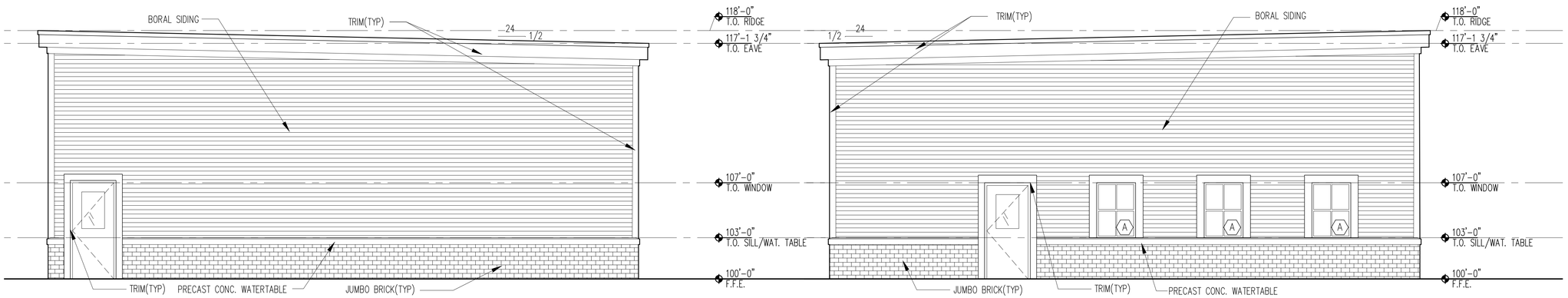
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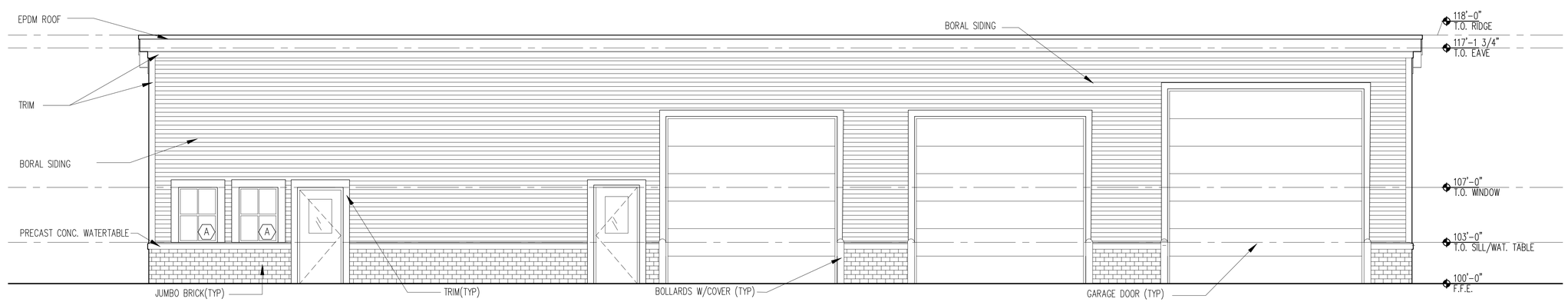


4 ROLLING ASSET – ELEVATION
0 4' SCALE: 1/4" = 1'-0"



3 ROLLING ASSET – ELEVATION
0 4' SCALE: 1/4" = 1'-0"

2 ROLLING ASSET – ELEVATION
0 4' SCALE: 1/4" = 1'-0"



1 ROLLING ASSET – ELEVATION
0 4' SCALE: 1/4" = 1'-0"

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PE SEAL:
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STATE OF MAINE

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AUBURN, ME

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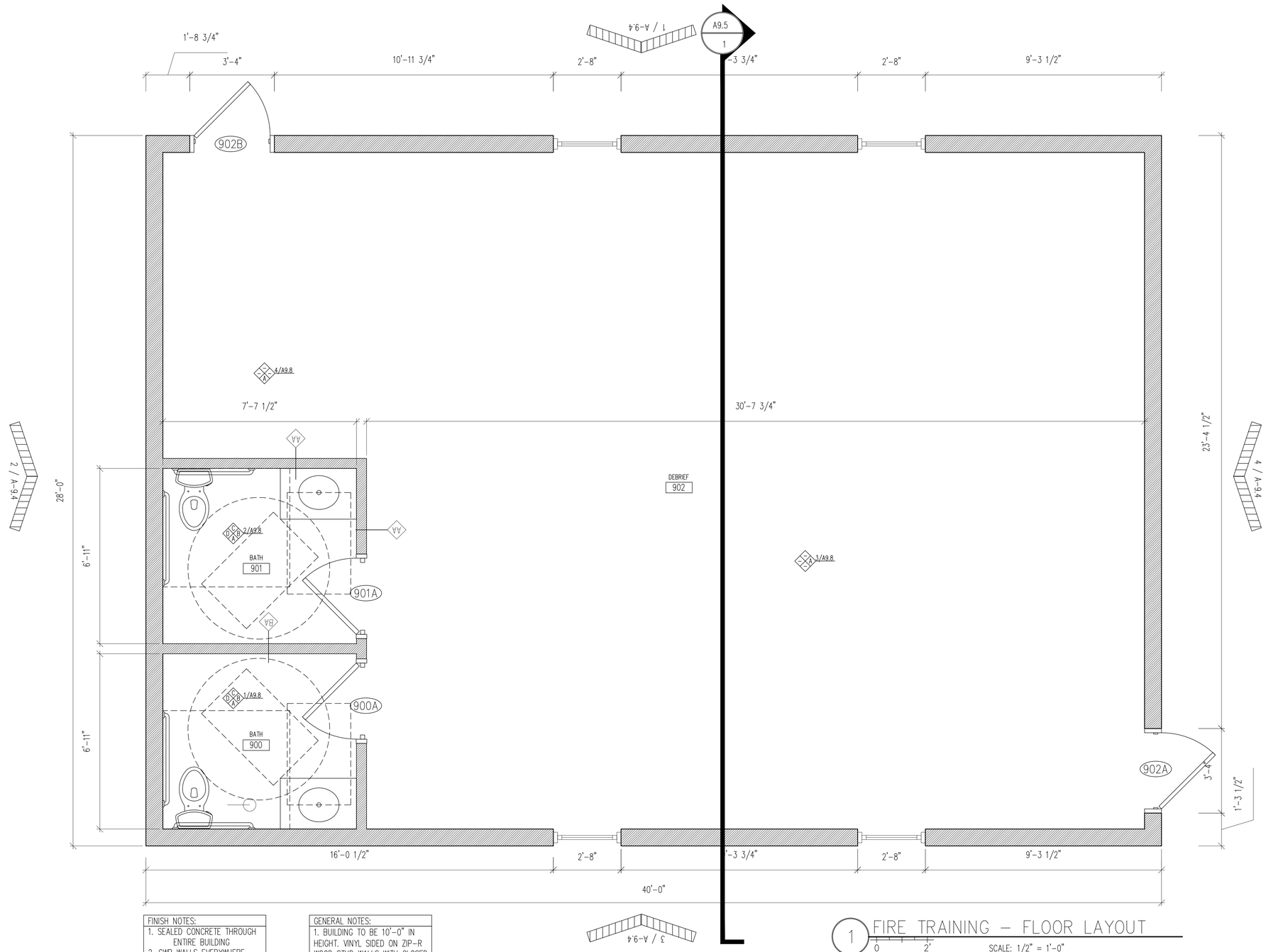
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JOB NO:	24401
DATE:	02/13/2026
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DRAWING TITLE:
ROLLING ASSET ELEVATIONS

DRAWING NO:
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FINISH NOTES:
1. SEALED CONCRETE THROUGH ENTIRE BUILDING
2. GWB WALLS EVERYWHERE EXCEPT RESTROOMS
3. RESTROOMS TILED TO 5'-0" AT FIXTURE WALL

GENERAL NOTES:
1. BUILDING TO BE 10'-0" IN HEIGHT. VINYL SIDED ON ZIP-R WOOD STUD WALLS WITH CLOSED CELL SPRAY FOAM WITH WOOD TRUSS ROOF MONO SLOPING WITH METAL ROOFING

1 FIRE TRAINING – FLOOR LAYOUT

0 2' SCALE: 1/2" = 1'-0"

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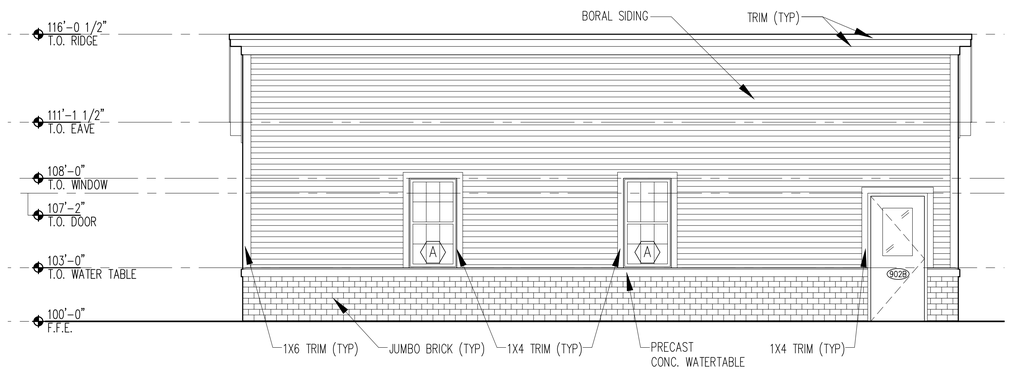
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SCALE:	AS NOTED
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CHECKED BY:	LAS
FILENAME:	A9 X FIRE.dwg

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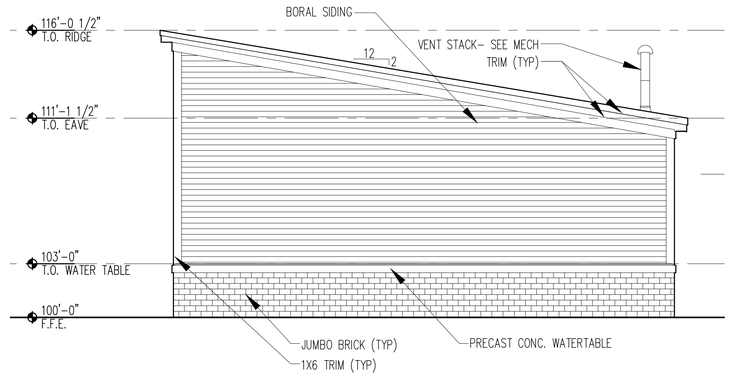
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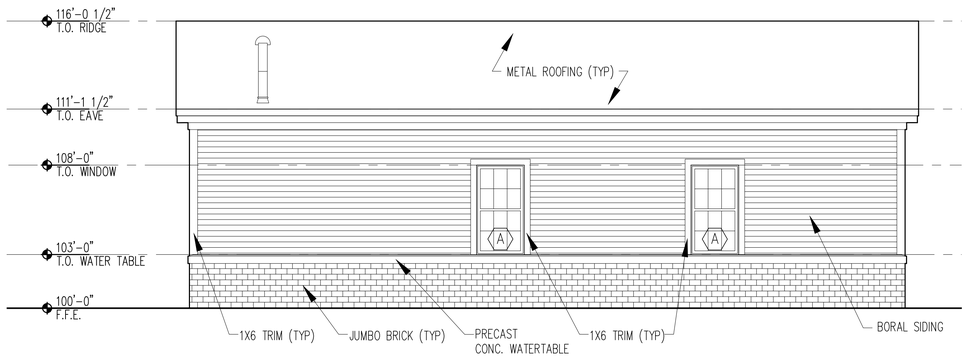
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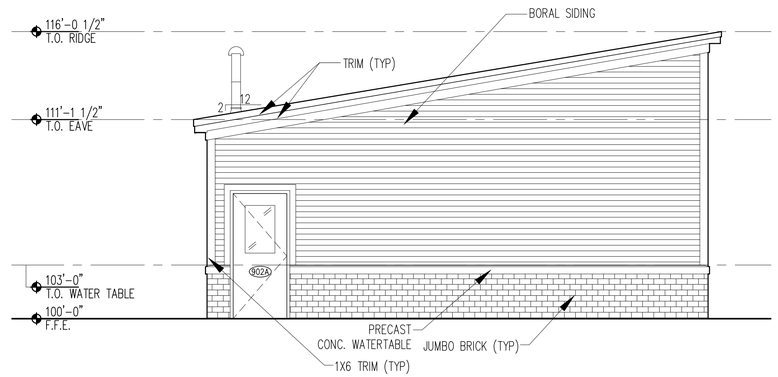
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4 FIRE TRAINING – ELEVATION

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ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

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CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

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City of Auburn, Maine

Stormwater Management Report

Auburn Public Safety Facility



Prepared for:
City of Auburn
60 Court Street
Auburn, Maine 04210

Prepared By:
Woodard & Curran
12 Mountfort Street
Portland, ME 04101

0233981.23
March 2026

woodardcurran.com

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1. INTRODUCTION & BACKGROUND

On behalf of the City of Auburn (the Applicant), this narrative report is provided for the proposed Auburn Public Safety Facility Project (the Project) located at 550 Minot Avenue in Auburn, Maine (the Site) in support of City Development Review and Maine DEP Site Location of Development (SLOD) Permit Applications. This Stormwater Management Plan (SWMP) describes existing site conditions, the proposed development, compliance with applicable stormwater standards, and inspection and maintenance requirements for the proposed stormwater system.

The Project aims to consolidate and enhance the City's emergency services infrastructure to better serve the community's evolving public safety needs. The Project includes demolition of the existing central fire station building and single-family residence onsite to facilitate the construction of a dual-purpose facility to serve as the central fire station and police headquarters. Site improvements include driveways; parking for public, staff, fleet, and emergency vehicles; retaining walls; fencing; guardrail; site lighting; grading; landscaping; associated utilities for sewer, electrical, gas, fuel, and water services; and the subsurface stormwater management systems describe herein. To accommodate site grading, retaining walls up to 13 feet in height are required along the eastern, western and southern sides of the site.

The Project is required to manage stormwater on Site in accordance with the Maine Department of Environmental Protection (Maine DEP) and City of Auburn regulations. The following report demonstrates how the development of the Site meets the stormwater standards outlined in the City of Auburn Code of Ordinances Sec. 46-209 and Maine DEP's Chapter 500 Stormwater Regulations.

2. EXISTING CONDITIONS

The Site is bounded by Minot Avenue to the north, Taylor Brook to the west, a residential property to the east, and wetlands and an unnamed tributary perennial stream to Taylor Brook (the Stream) to the southeast. Of the 8.4-acre Site, approximately 3.7 acres is previously developed. The Site is comprised of a three-story brick fire station building, a two-story cement fire training structure, a single-family residential building, a diesel pump station, paved parking lots, driveways, and lawn. The remaining 4.7 acres are primarily forested, including approximately 1.1 acres of forested wetlands. No stormwater treatment systems exist on the Site. Aerial imagery of the Site is provided below in Figure 2-1.



FIGURE 2-1: PROJECT LOCATION AERIAL IMAGERY

The existing Site consists of several different land cover conditions including pavement, roof, grass, and wooded area. Topography of the Site generally slopes from north to south with the highest grades at the fire station building at elevation 228 +/-. The lowest grades are by the stream running through the Site at elevation 209+/-. Runoff flows via sheet flow from the existing buildings at the high point in the following general directions: areas north of the buildings drain north towards Minot Avenue, areas west of the fire station building drain southwest towards Taylor Brook, and areas south of the buildings drain south towards the stream. The stream flows along the eastern property boundary before cutting west through the Site. An existing 101-foot-long 48" diameter corrugated metal pipe (CMP) conveys the stream through the development. Once the stream daylights from the culvert, it flows the remaining 200 linear feet into Taylor Brook.

Existing drainage areas and associated Time of Concentration flow paths are shown on the Pre-Development Watershed Figure provided in **Appendix A.**

3. PROPOSED DEVELOPMENT

The new public safety facility will include an approximately 34,000 square foot two-story main building, standalone support structures, and associated site improvements. The facility will provide a centralized, modernized hub for the city's Fire Department, Police Department, and Emergency Operations Center (EOC). The proposed facility has been designed to include:

- Enhanced Police Department Spaces:
  - Sally Port, booking and detainee processing areas.
  - Evidence and weapons storage.
- Modernized Fire Department Features:
  - Larger drive-thru apparatus bays to accommodate current and future needs.
  - Crew quarters and privacy upgrades to support a diverse staff.
  - Health and safety upgrades including decontamination facilities.
- Shared Building Facilities (resulting in approximately 9,500 square foot savings):
  - Efficient, centralized public entry, lobby, and reception areas.
  - Core Function spaces (conference rooms, training rooms, and fitness center).
  - Shared support spaces and systems (mechanical, electrical, sprinkler, etc.).
  - Emergency Operations Center to coordinate response during critical incidents.
- Standalone Support Structures:
  - Police Asset Building, Burn Structure and Fire Training Building

Site improvements include paved driveways and parking areas, retaining walls, fencing, guardrails, site lighting, utilities, and stormwater management systems. Retaining walls are proposed on the western, southern, and eastern sides of the driveways and parking lot areas south of the Public Safety Facility. Site improvements also include realignment and restoration of the Stream and the replacement of a deteriorating 4-foot diameter corrugated metal culvert with a proposed 13-foot-wide, 6-foot-high cast-in-place concrete box culvert.

The proposed drainage conveyance system is comprised of catch basins, drainage manholes, subsurface piping, and subsurface stormwater management systems that provide treatment and detention before discharging to one of four outfalls. Stormwater treatment for the Site is provided by two subsurface sand filters and a roof dripline filter. The post-development drainage patterns consist of the following:

- Runoff from the upper visitor parking lot and staff parking south of the Public Safety Facility is collected and directed to Sand Filter 1, which discharges runoff south through an outfall along the southern retaining wall before entering the unnamed stream that flows southwest through the site.

- Roof drains and catch basins convey runoff from the Public Safety Facility roof and western driveway to Sand Filter 2. Additional runoff from the driveway north of the apparatus bay is split, with approximately half of the runoff entering a catch basin routed to Sand Filter 2, while the remaining half sheet flows northeast toward Minot Avenue. The outfall for Sand Filter 2 is located along the western retaining wall, where treated stormwater flows southwest towards Taylor Brook.

- Runoff from the Police Asset Building roof is treated by a roof dripline filter and discharged south through the southern retaining wall into the unnamed stream.

The proposed stormwater management systems are discussed in further detail in the following sections.

4. STORMWATER STANDARDS

The project will disturb 4.7 acres and result in 4.0 acres of impervious area, inclusive of a net increase of approximately 2.4 acres of impervious area and is therefore subject to the MaineDEP Chapter 500 and City of Auburn regulations, including the Basic, General, and Flooding Standards. The Project is not located within the direct watersheds of Lake Auburn or Taylor Pond; therefore, the City's phosphorous control standard does not apply. This Project does not discharge to an urban impaired stream; therefore, the MaineDEP Chapter 500 Urban Impaired Stream standard does not apply.

4.1 Basic Standard (Soil Erosion & Sediment Control)

A variety of erosion and sediment control measures will be utilized during construction, including but not limited to the following:

- Stabilized construction entrances;
- Up-gradient runoff diversion barriers;
- Downgradient sediment barriers;
- Catch basin inlet protection devices;
- Preservation and maintenance of vegetated areas to the maximum extent possible;
- Temporary stabilization of inactive disturbed areas to be exposed for more than seven days;
- Placement of erosion control blanket for steeply graded slopes (greater than 3:1);
- Placement of angular riprap for steeply graded slopes (greater than 2:1);
- Placement of a turbidity curtain downstream of the in-stream work;
- Controls for fugitive dust, debris, and other materials; and
- Inspection of all measures until the Site is permanently stabilized.

Structural measures will be installed as shown on the design drawings. Details and specifications for these measures are included on the design drawings.

The Project will disturb 4.7 acres; therefore, a Maine Construction General Permit (MCGP) will be required. The Project is less than five acres and does not qualify as a "large construction activity". In accordance with the MCGP, the Operator will submit a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) for Maine DEP review and approval prior to construction. All measures will be implemented in accordance with the "Maine Erosion and Sedimentation Handbook for Construction: Best Management Practices", latest edition. All temporary measures will be installed prior to any earth-disturbing activities and will be removed upon permanent stabilization of the Site. The Contractor will be responsible for implementing and maintaining all erosion and sediment control measures in an effective operating condition during construction. Permanent erosion control measures will include vegetation and pavement. After construction, the Owner will be responsible for inspecting and maintaining the Site as described in Section 5 of this Report.

4.2 General & Redevelopment Standards (Stormwater Quality)

The proposed project is subject to the MaineDEP redevelopment standards for stormwater. A figure showing the area of redevelopment is included in **Appendix A** of this Report. Calculations demonstrating compliance with stormwater quality standards are provided in **Appendix B**.

4.2.1 Maine DEP Redevelopment Standards

Calculations have been prepared in accordance with Section 4.C(2)(d) of the MaineDEP Chapter 500 Stormwater Standards to determine how much treatment is required for the proposed redevelopment project. The project has been evaluated as a "Site" project as it exceeds the threshold requiring a Site Location of Development Permit. Based on the impact analysis calculations provided in **Appendix B** of this Report, the project is required to provide treatment for 70% of the total redevelopment area. Figures showing existing and proposed pollutant ranking areas are provided in **Appendix A**. With the proposed stormwater management system, greater than 70% of the redevelopment area will be captured and treated. Runoff from proposed driveways, parking areas, and building roofs was prioritized for treatment; a figure showing redevelopment and treatment area is provided in **Appendix A**.

4.2.2 Proposed Treatment Systems

Stormwater treatment will be provided via two subsurface sand filters and one roof dripline filter. The proposed stormwater systems have been designed based on Volume III of the DEP Stormwater BMP Manual; calculations demonstrating compliance with the BMP design requirements are provided in **Appendix B** and design details are provided on the drawings.

Detention of the water quality volume is provided above the subsurface sand filters via proprietary ADS Stormtech SC-800 Chamber systems. Diversion structures are provided upgradient of proposed subsurface sand filters to manage runoff beyond the 1-inch water quality storm event. A letter that demonstrates manufacturer review and approval of the design is provided in **Appendix B**. The subsurface sand filters have been designed with a drain-down time of 24-48 hours for the design storm, in accordance with the MaineDEP Stormwater Manual Volume III Chapter 7.3. Treatment volume and filter area calculations are provided in **Appendix B**.

The StormTech SC-800 Isolator Row (IR) serves as the pretreatment component for the subsurface sand filter systems in accordance with MaineDEP's Chapter 500 Stormwater Standards and the BMP Manual (Volume III, Section 7.3). MaineDEP requires that the IR be sized to treat, without overflow, the one-year, 24-hour peak flow from its contributing drainage area. This size is based on flow rate capacity rather than storage volume because the IR is hydraulically integrated with the chamber system through the surrounding stone.

Per a letter from the MaineDEP Director of Land Resources dated July 29, 2016, each chamber in the IR has an approved flow capacity of 0.2 cubic feet per second (cfs) for SC-800 series chambers. The letter is provided in **Appendix B**. The design of the sand filter uses this flow rate to determine the number of chambers needed to handle the water quality flow (WQf) during the water quality event. These capacities ensure that each pretreatment row can convey the required WQf without bypassing flow, meeting MaineDEP's requirement that the IR treat the one-year peak flow before overflow occurs.

For this project:

Sand Filter 1: 19 chambers × 0.2 cfs = 3.80 cfs capacity

Sand Filter 2: 12 chambers × 0.2 cfs = 2.40 cfs capacity

The roof dripline filter collects and treats stormwater from the Police Asset Building roof. In accordance with the MaineDEP Stormwater Manual Volume III Chapter 7.5, the filter is sized to treat one inch of runoff, and

an overflow is provided via a perforated underdrain pipe. The filter has been designed to drain within 24-48 hours.

The proposed design includes multiple best management practices to reduce sediment loading upgradient of the subsurface sand filter systems, including deep-sump catch basins, hydrodynamic separators, and pretreatment isolator rows. The isolator rows are designed to manage the water quality flow rate. The sediment pretreatment devices have been sized in accordance with the Maine DEP BMP Manual. Sizing calculations are provided in **Appendix B**.

4.3 Flooding Standard (Stormwater Quantity)

Stormwater models were prepared for the pre-development and post-development Site conditions. Adequate provisions have been made to collect and control stormwater via the subsurface detention systems and a roof dripline filter, as described in the following sections.

4.3.1.1 Stormwater Modeling Methodology

Stormwater modeling was completed using the HydroCAD 10.20-5g Stormwater Modeling System by HydroCAD Software Solutions, LLC., which uses TR-20 runoff calculation methodology. The HydroCAD output for both the pre- and post-development models are provided in **Appendix B**. A 24-hour duration and Type III rainfall distribution was applied to the rainfall depths for the 2-year, 10-year, and 25-year storm events from Appendix H of the DEPs Chapter 500 Rules.

HydroCAD provides a lookup table for curve number (CN), which is a measure of the retention and runoff properties of various surfaces based on the Hydrological Soil Group (HSG) and land cover type using TR-55 methodology. The Site contains subsurface soils within Hydrologic Soil Group B, C, and D based on Natural Resources Conservation Service (NRCS) Web Soil Survey. The area of each land cover type was delineated utilizing topographical survey information and HydroCAD computed the final CN for each subcatchment based on an area-weighted average. The NRCS soils map and Geotechnical Report prepared by S.W. Cole are provided in **Appendix C**.

The Time of Concentration (Tc) is the time required for runoff to travel from the most hydrologically distant point of a watershed to the point of discharge. The longest hydraulic flow path is partitioned into segments based on flow types, land cover, and slopes. The Tc for each watershed is computed within HydroCAD as the sum of the travel times for each consecutive flow segment along the longest hydraulic flow path. The primary types of flow consist of sheet flow, shallow concentrated flow, and channel flow. Sheet flow typically occurs within the first 100-feet of runoff. A minimum Tc of six minutes was utilized in accordance with TR-55 methodology.

As previously described, runoff from the project area discharges into one of three locations; these three discharge points have been utilized as the Design Points for the stormwater analysis:

- Design Point 1L: Minot Avenue in the northwest corner of the Site.
- Design Point 2L: Unnamed tributary to Taylor Brook through the Site.
- Design Point 3L: Taylor Brook along the southwestern edge of the Site.

The stream discharges to Taylor Brook approximately 200 linear feet downstream of the proposed culvert; therefore, the associated design points have been hydraulically connected. Existing and proposed drainage

patterns, subcatchments, soils, and time of concentration flow paths are shown in the figures provided in **Appendix A**.

4.3.1.2 Pre- and Post-Development Peak Runoff Rate Results

The table below provides a summary of the peak runoff rates for the 24-hour, 2-, 10-, and 25-year Type III storm events:

TABLE 4-1: PRE-DEVELOPMENT AND POST-DEVELOPMENT PEAK RUNOFF RATE (CFS)

Design Point		Peak Runoff Rate (CFS)		
		2-Year Storm	10-Year Storm	25-Year Storm
1L	Pre-Development	1.87	2.8	3.59
	Post-Development	1.17	1.74	2.21
	Net Change	-0.7	-1.06	-1.38
2L	Pre-Development	3.03	6.05	8.83
	Post-Development	2.33	4.01	6.82
	Net Change	-0.7	-2.04	-2.01
3L	Pre-Development	5.19	10.46	15.31
	Post-Development	4.69	7.88	11.75
	Net Change	-0.5	-2.58	-3.56

The proposed stormwater management system has been designed to maintain current runoff conditions to the maximum extent possible. The table above demonstrates an overall reduction in the net peak runoff rates from the Site during the 2-, 10- and 25-year storm events.

The proposed stormwater conveyance system is sized to convey the 25-year storm and the proposed Site has been designed to mitigate peak discharge flow rates for the 25-year storm in compliance with City of Auburn Code of Ordinances Sec. 46-210(a)(3).

5. INSPECTION & MAINTENANCE REQUIREMENTS

General inspection and maintenance of stormwater systems will take place during and after construction. During construction, the Contractor will be responsible for inspecting and maintaining the Site, as described in Section 4.1 of this Report.

During construction, the Contractor will be responsible for conducting inspections in accordance with the provided Stormwater Erosion & Sediment Control Inspection Report Form (or equivalent). Inspections shall be performed at least once a week, as well as before and after storm events. A person with knowledge of stormwater management and erosion and sediment control, including the standards and conditions of the permit approvals, shall conduct the inspections and perform maintenance of the facilities. If maintenance or modifications are necessary, implementation will be completed within seven days, and prior to any rainfall event. After construction, the Owner will be responsible for inspecting and maintaining the Site's stormwater system.

An example Erosion & Sediment Control Inspection Report Form is provided on the following page. Upon completion of construction, the property owner will be responsible for implementing the Inspection and Maintenance Plan for the proposed stormwater management system, which is provided in Appendix D of this Report.

EROSION & SEDIMENT CONTROL
INSPECTION REPORT FORM

Inspectors:

Date: ___ / ___ / _____

_____ of _____ (Project Owner)
_____ of _____ (Contractor)
_____ of _____
_____ of _____

Storm Event? ☐ Yes ☐ No Rainfall Amount _____ Storm Duration _____ hours

Visual Observations of Activity and Site Conditions:

Disturbed Soil Areas:

Storage Of Soils:

Sediment & Erosion Control Measures:

Construction Site Entrance:

Surface Stabilization:

Corrective Action Taken:

Attachments (if any):

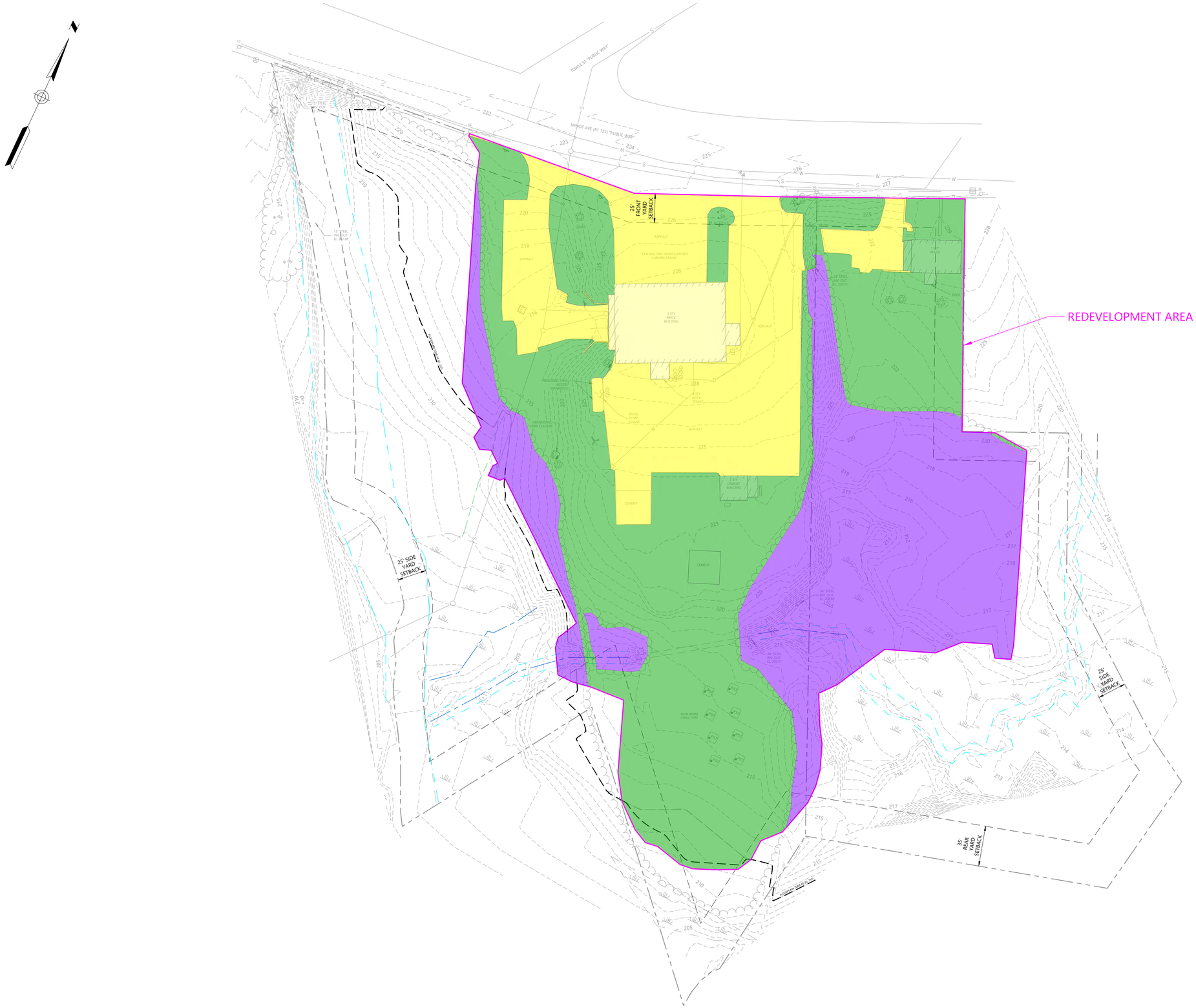
Signature:

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Name Title Date

APPENDIX A: FIGURES

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AUBURN, ME

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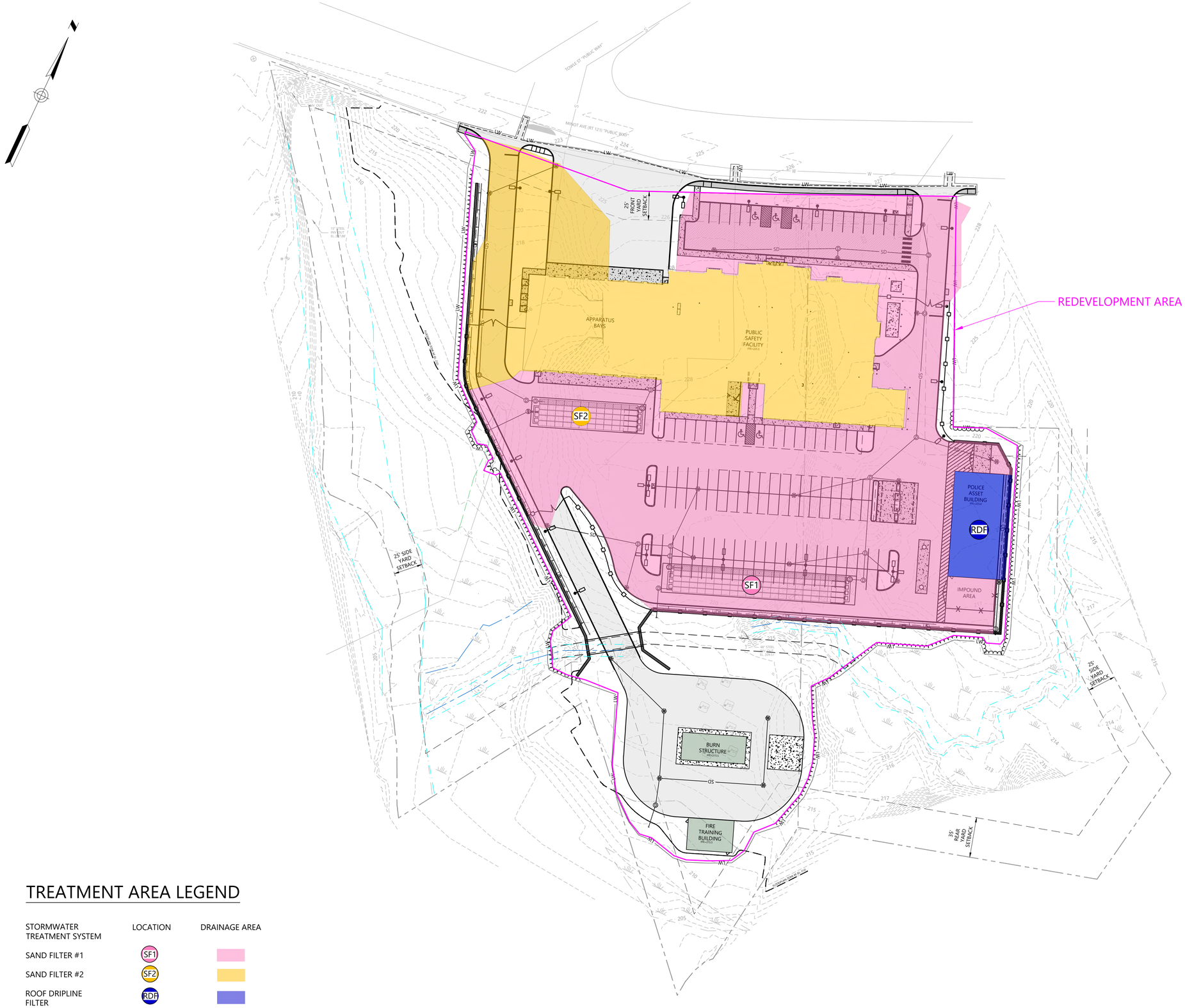
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TREATMENT AREA LEGEND

STORMWATER TREATMENT SYSTEM	LOCATION	DRAINAGE AREA
SAND FILTER #1	SF1	
SAND FILTER #2	SF2	
ROOF DRIPLINE FILTER	RDF	

40' 0 40' 80'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

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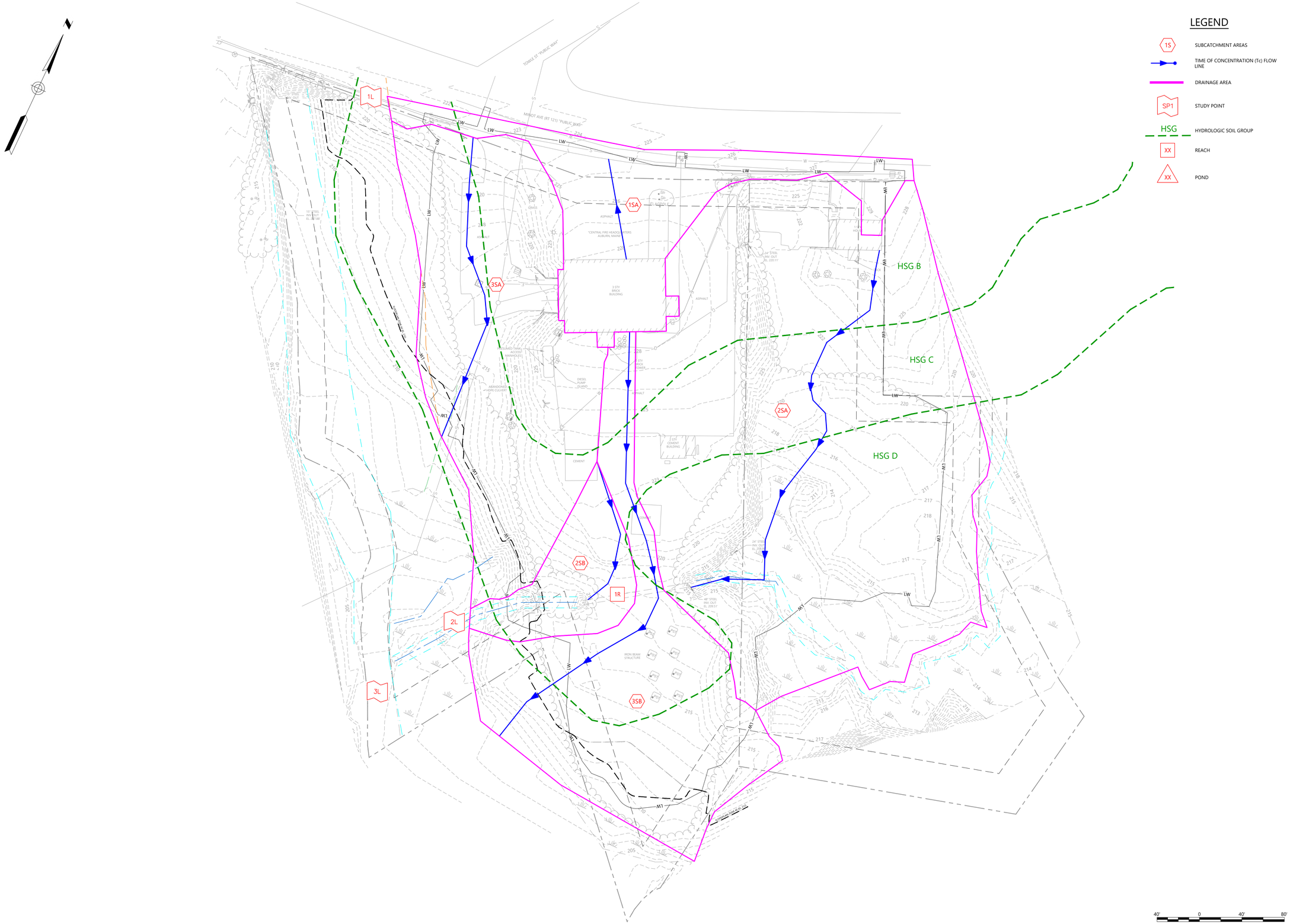
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STORMWATER TREATMENT AREA FIGURE

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SCARBOROUGH, ME 04070

PE SEAL:

50% DESIGN DEVELOPMENT - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
DATE:	AUGUST 2025
SCALE:	1"=40'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	0233981.23-FIGURE PRE D*.dwg

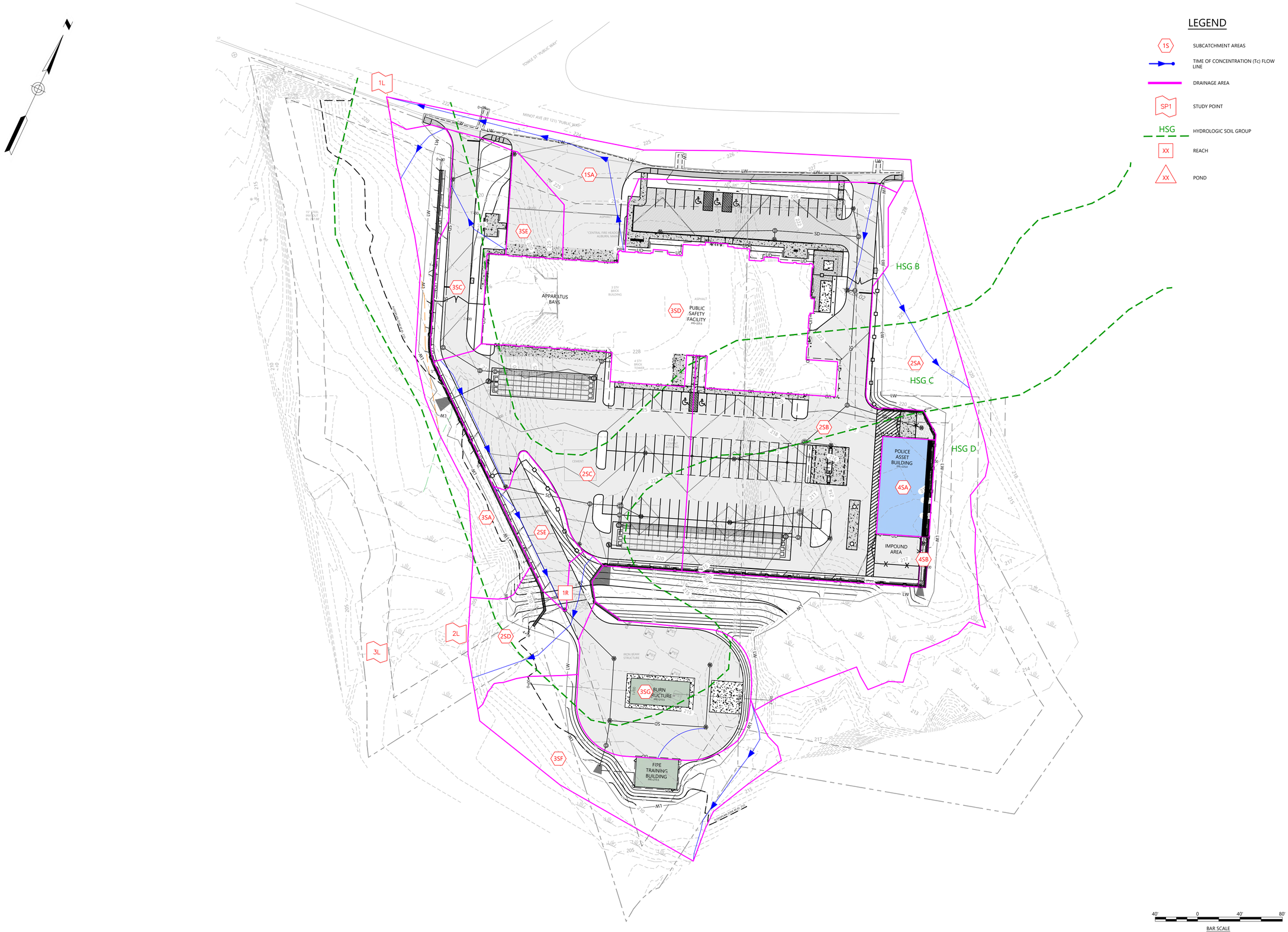
DRAWING TITLE:

FIGURES
PRE-DEVELOPMENT
WATERSHED FIGURE

DRAWING NO:

SW-4

24x36



\\woodardcurran.net\shared\Projects\0233981.23 Auburn ME Public Safety Facility\p3\Drawings\Figures\0233981.23 Figure Post Dev Watershed.dwg, Mar 09, 2026 - 1:14pm BMCDEVITT

CIVIL ENGINEER:
Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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A Salas O'Brien Company
160 VERANDA STREET
PORTLAND, ME 04103

GEOTECHNICAL ENGINEER:
S.W. COLE ENGINEERING, INC.
286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

PERMITTING SET
NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
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FILENAME:	0233981.23-FIGURE POST *.dwg

DRAWING TITLE:

FIGURES
POST-DEVELOPMENT
WATERSHED FIGURE

DRAWING NO:

SW-5

APPENDIX B: STORMWATER CALCULATIONS

Woodard & Curran
12 MOUNTFORT STREET
PORTLAND, MAINE 04101

CLIENT: City of Auburn
PROJECT: Auburn Public Safety Facility
CALCS BY: HKS/ANG
DATE: 3/9/2026
PROJECT NO.: 233981.23

Redevelopment Treatment Calculations - Per Section 4.C.2.d of the MaineDEP Chapter 500 Rules

Area of Redevelopment (acres) = 4.66

a. Existing Pollutant Impact

Land Use	Pollutant Ranking		Impact
High Use Roads/Parking Lot	5	0.00	0.00
Other Roads/Medium Use Parking Lot	4	0.00	0.00
Other Parking Lots/Flat Asphalt Roofs/Industrial Roofs	3	1.18	3.54
Other Roofs/Landscaped Area/Paved Walkway	2	2.08	4.17
Non-grass Landscaping/Stormwater	1	0.00	0.00
Forest/Meadow	0	1.39	0.00
		4.66	7.71

b. Proposed Pollutant Impact

Land Use	Pollutant Ranking		Impact
High Use Roads/Parking Lot	5	0.00	0.00
Other Roads/Medium Use Parking Lot	4	1.29	5.14
Other Parking Lots/Flat Asphalt Roofs/Industrial Roofs	3	2.28	6.83
Other Roofs/Landscaped Area/Paved Walkway	2	1.05	2.09
Non-grass Landscaping/Stormwater	1	0.05	0.05
Forest/Meadow	0	0.00	0.00
		4.66	14.11

c. Existing Impact/Total Redevelopment Acres

1.655

d. Proposed Impact/Total Redevelopment Acres

3.029

e. Item D Minus Item C

1.37

Ranked Impact Change Due to Redevelopment	Percentage of Developed Area that Must be Treated
0.0 or less	0% (Stormwater projects)
	50% (Site projects)
≥ 0.0 to ≤ 1.0	60%
> 1.0 to ≤ 2.0	70%
> 2.0 to ≤ 3.0	80%
> 3.0	Same treatment level as for new development

Stormwater Treatment Summary	Area (SF)	Treatment Percentage	Treated Area Required (SF)	Treated Area Provided (SF)
Redeveloped Area	202,925	70.0%	142,048	146,000

WQV Summary	Subsurface Sand Filter 1	Subsurface Sand Filter 2	Roof Dripline Filter
Proposed Treated Area (SF)	92,080	49,330	4,590
Impervious Area Treated (SF)	80,630	44,090	4,590
WQV Required (CF)	7,101	3,849	383
WQV Provided (CF)	8,139	4,837	610

12 MOUNTFORT STREET
PORTLAND, MAINE 04101

CLIENT: City of Auburn
PROJECT: Auburn Public Safety Facility
CALCS BY: HKS/ANG
DATE: 2/27/2026
PROJECT NO.: 233981.23

Sizing Calculations

Water Quality Volume for Subsurface System 1

WQV = (1" * Impervious Area) + (0.4" * Pervious Area)

Impervious Area =	80630	SF
Pervious Area =	11450	SF
WQV Required =	**7101**	CF
WQV Provided =	**8139**	CF

Surface Area = (5%*Impervious Area) + (2%*Pervious Area)

Filter Surface Area Required=	**4261**	SF
Filter Surface Area Provided=	**4281**	SF

Sediment Pre-treatment = (55.6 CF/Acre) * (acres of non-roof impervious)

Non-Roof Impervious Area (total) =	80,630	SF
Total Volume Required =	**103**	CF

Method: Hydrodynamic Separators and Pretreatment Row
Please see manufacturer letter addressing compliance included in this Appendix.

Water Quality Volume for Subsurface System 2

WQV = (1" * Impervious Area) + (0.4" * Pervious Area)

Impervious Area =	44090	SF
Pervious Area =	5240	SF
WQV Required =	**3849**	CF
WQV Provided =	**4837**	CF

Surface Area = (5%*Impervious Area) + (2%*Pervious Area)

Filter Surface Area Required=	**2309**	SF
Filter Surface Area Provided=	**2562**	SF

Sediment Pre-treatment = (55.6 CF/Acre) * (acres of non-roof impervious)

Non-Roof Impervious Area (total) =	9,705	SF
Total Volume Required =	**12**	CF

Method: Hydrodynamic Separators and Pretreatment Row
Please see manufacturer letter addressing compliance included in this Appendix.

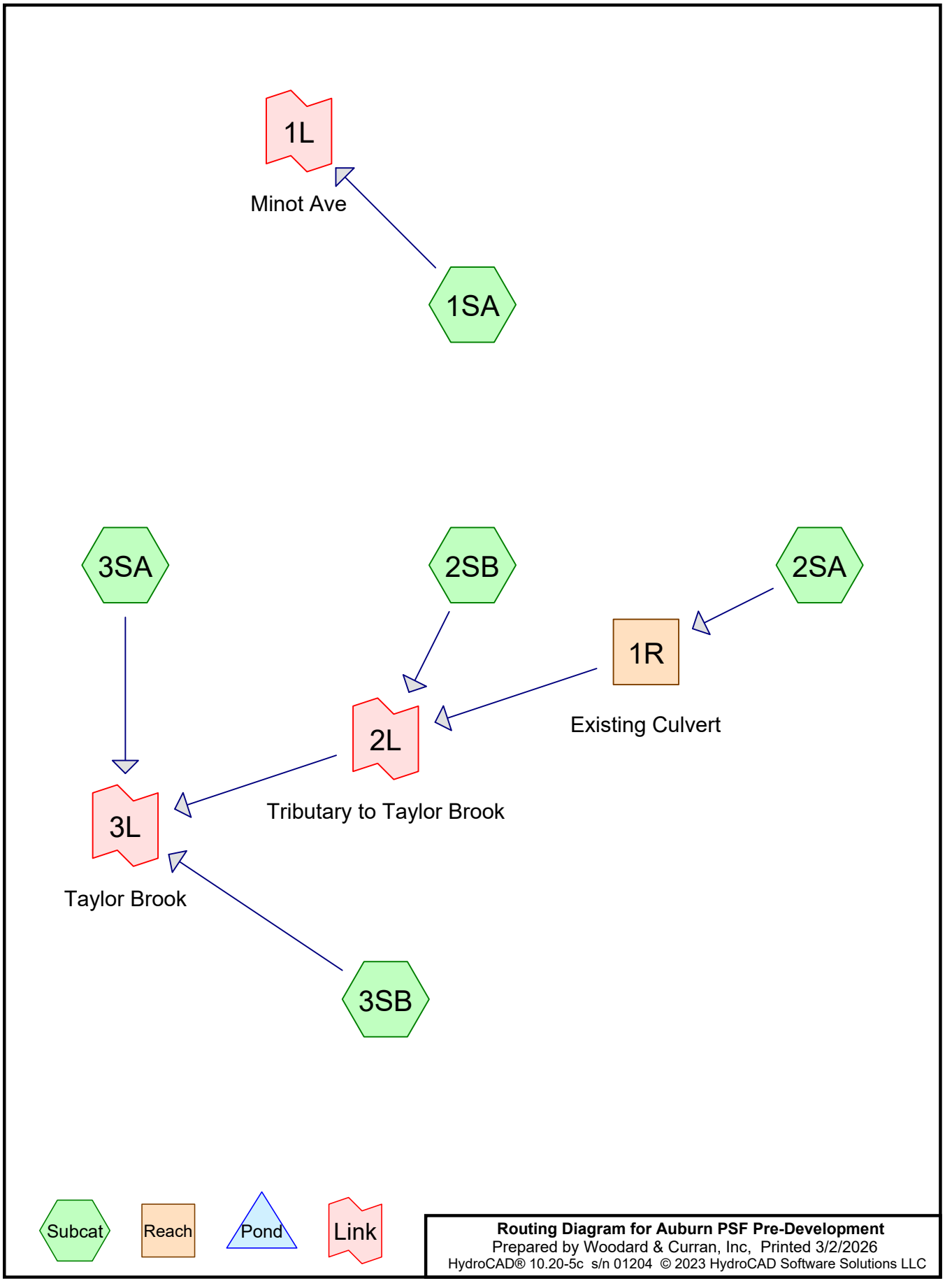
Water Quality Volume for Roof Dripline Filter

WQV = (1" * Impervious Area) + (0.4" * Pervious Area)

Impervious Area =	4590	SF
Pervious Area =	0	SF
WQV Required =	**383**	CF
WQV Provided =	**610**	CF

Surface Area = (5%*Impervious Area) + (2%*Pervious Area)

Filter Surface Area Required=	**230**	SF
Filter Surface Area Provided=	**460**	SF



Routing Diagram for Auburn PSF Pre-Development
Prepared by Woodard & Curran, Inc, Printed 3/2/2026
HydroCAD® 10.20-5c s/n 01204 © 2023 HydroCAD Software Solutions LLC

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2-Year Storm	Type III 24-hr		Default	24.00	1	3.00	2
2	10-Year Storm	Type III 24-hr		Default	24.00	1	4.30	2
3	25-Year Storm	Type III 24-hr		Default	24.00	1	5.40	2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.757	61	>75% Grass cover, Good, HSG B (1SA, 2SA, 3SA, 3SB)
1.191	74	>75% Grass cover, Good, HSG C (1SA, 2SA, 2SB, 3SA, 3SB)
0.487	80	>75% Grass cover, Good, HSG D (2SA, 2SB, 3SB)
1.076	98	Paved parking, HSG B (1SA, 2SA, 3SA, 3SB)
0.245	98	Paved parking, HSG C (1SA, 2SA, 2SB, 3SA, 3SB)
0.018	98	Paved parking, HSG D (2SA, 3SB)
0.202	98	Roof, HSG B (1SA, 2SA)
0.043	55	Woods, Good, HSG B (2SA)
0.726	70	Woods, Good, HSG C (2SA, 2SB, 3SA, 3SB)
1.667	77	Woods, Good, HSG D (2SA, 2SB, 3SA, 3SB)
6.412	**79**	**TOTAL AREA**

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1SA: Runoff Area=31,360 sf 89.97% Impervious Runoff Depth=2.35"
Tc=6.0 min CN=94 Runoff=1.87 cfs 0.141 af

Subcatchment2SA: Runoff Area=129,660 sf 16.37% Impervious Runoff Depth=1.07"
Flow Length=421' Tc=12.7 min CN=77 Runoff=2.86 cfs 0.266 af

Subcatchment2SB: Runoff Area=12,540 sf 0.68% Impervious Runoff Depth=0.86"
Flow Length=147' Tc=9.6 min CN=73 Runoff=0.23 cfs 0.021 af

Subcatchment3SA: Runoff Area=56,545 sf 25.42% Impervious Runoff Depth=1.02"
Flow Length=290' Tc=6.3 min CN=76 Runoff=1.44 cfs 0.110 af

Subcatchment3SB: Runoff Area=49,200 sf 6.50% Impervious Runoff Depth=1.13"
Flow Length=455' Tc=6.0 min CN=78 Runoff=1.43 cfs 0.106 af

Reach 1R: Existing Culvert Avg. Flow Depth=0.63' Max Vel=2.26 fps Inflow=2.86 cfs 0.266 af
48.0" Round Pipe n=0.025 L=100.0' S=0.0051 '/' Capacity=53.34 cfs Outflow=2.83 cfs 0.266 af

Link 1L: Minot Ave Inflow=1.87 cfs 0.141 af
Primary=1.87 cfs 0.141 af

Link 2L: Tributary to Taylor Brook Inflow=3.03 cfs 0.286 af
Primary=3.03 cfs 0.286 af

Link 3L: Taylor Brook Inflow=5.19 cfs 0.502 af
Primary=5.19 cfs 0.502 af

Total Runoff Area = 6.412 ac Runoff Volume = 0.643 af Average Runoff Depth = 1.20"
75.98% Pervious = 4.872 ac 24.02% Impervious = 1.540 ac

Summary for Subcatchment 1SA:

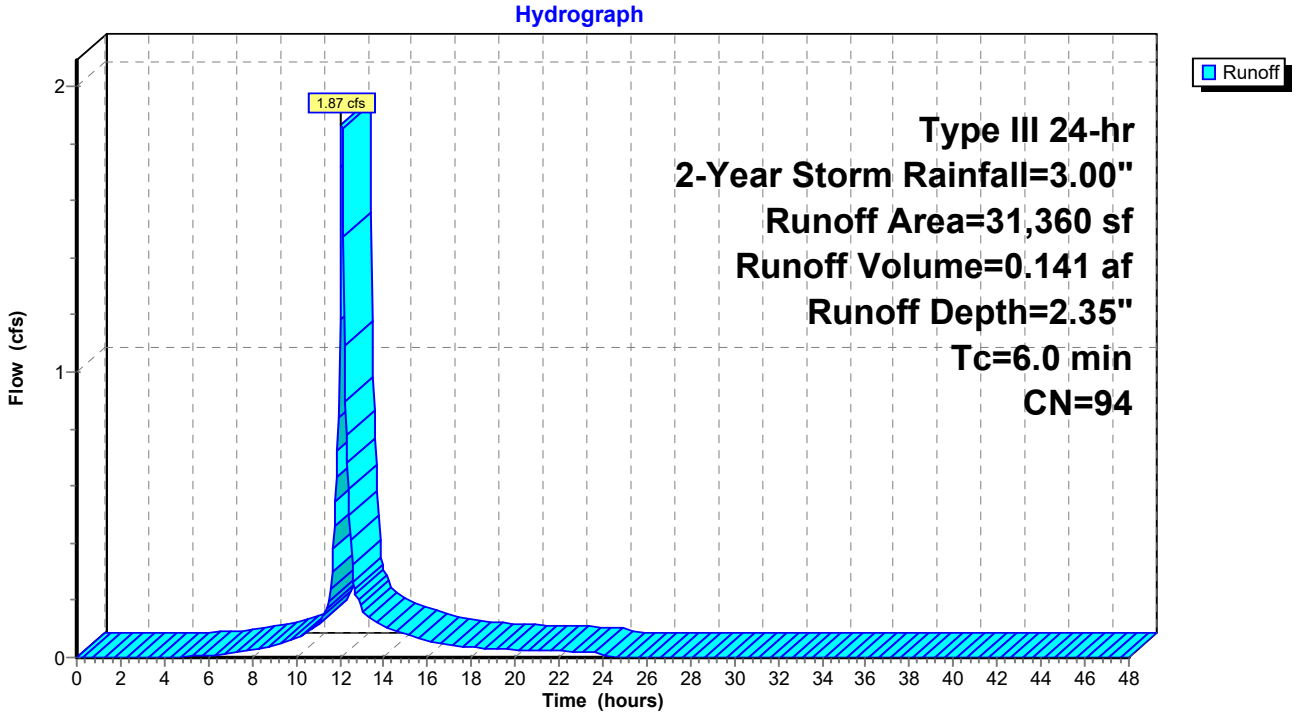
Runoff = 1.87 cfs @ 12.09 hrs, Volume= 0.141 af, Depth= 2.35"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

	Area (sf)	CN	Description
	2,825	61	>75% Grass cover, Good, HSG B
	19,575	98	Paved parking, HSG B
*	7,580	98	Roof, HSG B
	320	74	>75% Grass cover, Good, HSG C
	1,060	98	Paved parking, HSG C
	31,360	94	Weighted Average
	3,145		10.03% Pervious Area
	28,215		89.97% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 1SA:



Summary for Subcatchment 2SA:

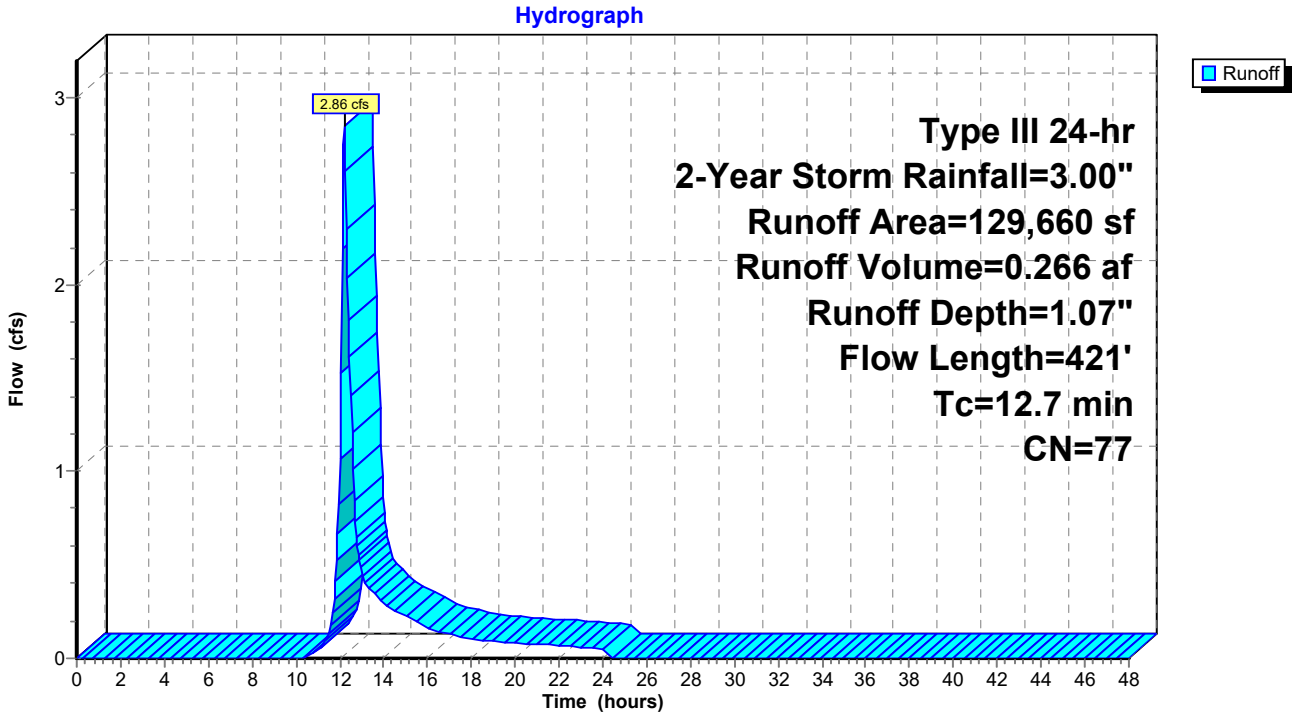
Runoff = 2.86 cfs @ 12.19 hrs, Volume= 0.266 af, Depth= 1.07"
Routed to Reach 1R : Existing Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

	Area (sf)	CN	Description
	18,810	61	>75% Grass cover, Good, HSG B
	1,870	55	Woods, Good, HSG B
	13,565	98	Paved parking, HSG B
*	1,235	98	Roof, HSG B
	13,870	74	>75% Grass cover, Good, HSG C
	10,235	70	Woods, Good, HSG C
	6,090	98	Paved parking, HSG C
	5,130	80	>75% Grass cover, Good, HSG D
	58,525	77	Woods, Good, HSG D
	330	98	Paved parking, HSG D
	129,660	77	Weighted Average
	108,440		83.63% Pervious Area
	21,220		16.37% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.5	41	0.0366	1.34		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.3	111	0.0856	1.46		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
3.3	100	0.0100	0.50		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
0.6	69	0.0150	1.84		**Shallow Concentrated Flow,** Grassed Waterway Kv= 15.0 fps
12.7	421	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB:

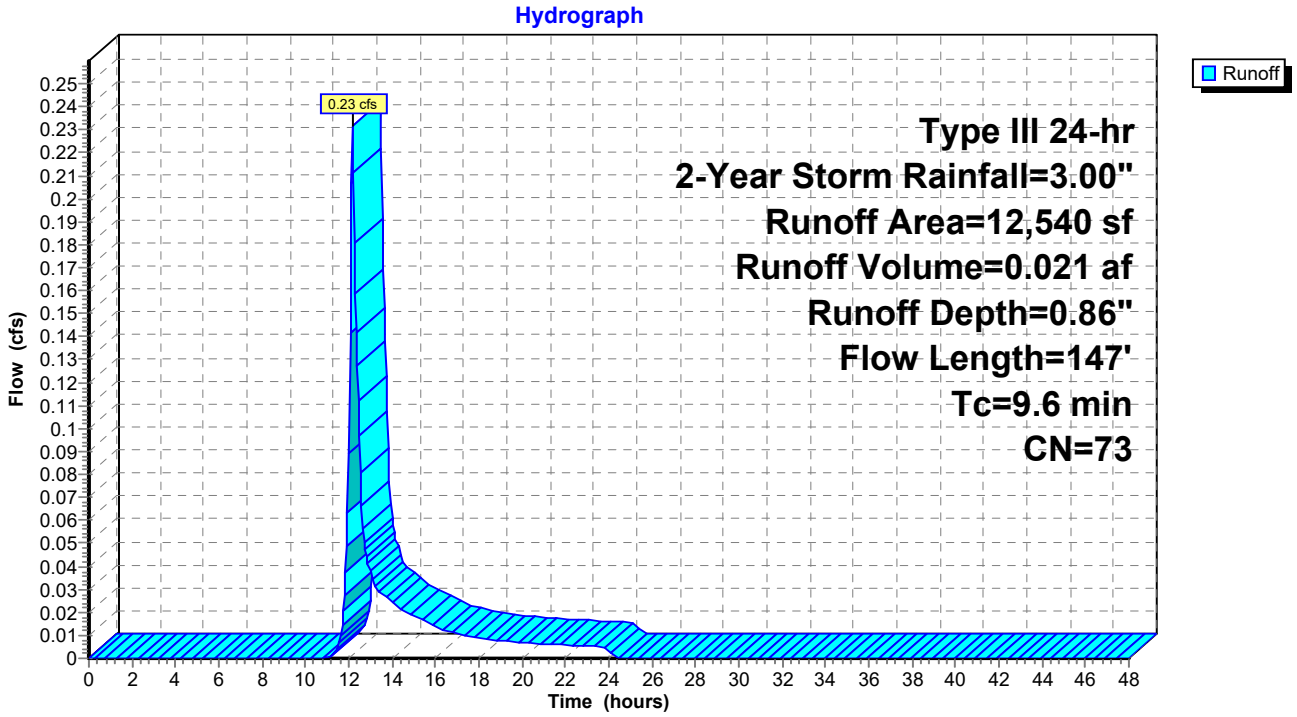
Runoff = 0.23 cfs @ 12.15 hrs, Volume= 0.021 af, Depth= 0.86"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
8,215	74	>75% Grass cover, Good, HSG C
3,460	70	Woods, Good, HSG C
85	98	Paved parking, HSG C
30	80	>75% Grass cover, Good, HSG D
750	77	Woods, Good, HSG D
12,540	73	Weighted Average
12,455		99.32% Pervious Area
85		0.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.3	100	0.0250	0.18		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.0	6	0.3333	4.04		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.3	41	0.1220	2.44		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
9.6	147	Total			

Subcatchment 2SB:



Summary for Subcatchment 3SA:

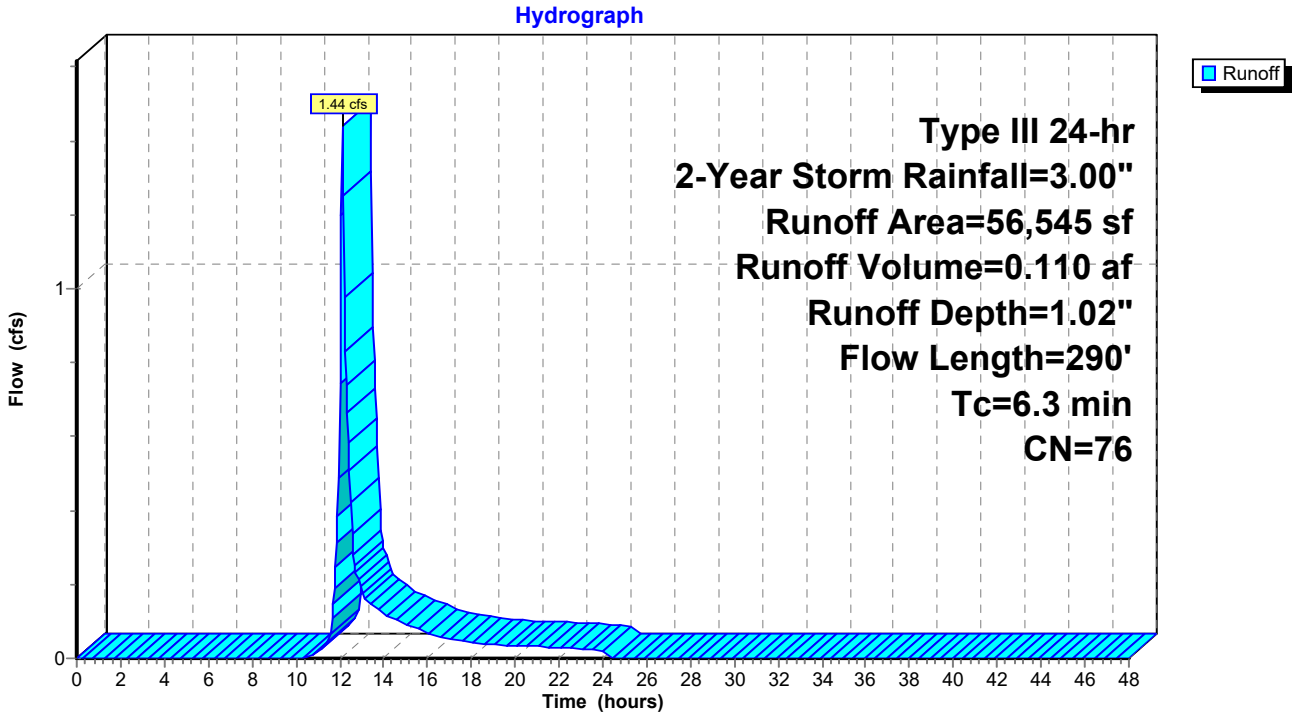
Runoff = 1.44 cfs @ 12.10 hrs, Volume= 0.110 af, Depth= 1.02"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
11,215	61	>75% Grass cover, Good, HSG B
11,075	98	Paved parking, HSG B
13,065	74	>75% Grass cover, Good, HSG C
17,470	70	Woods, Good, HSG C
3,300	98	Paved parking, HSG C
420	77	Woods, Good, HSG D
56,545	76	Weighted Average
42,170		74.58% Pervious Area
14,375		25.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.5	40	0.0450	0.19		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.7	60	0.0300	1.41		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	75	0.0250	3.21		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.8	50	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.9	65	0.0615	1.24		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
6.3	290	Total			

Subcatchment 3SA:



Summary for Subcatchment 3SB:

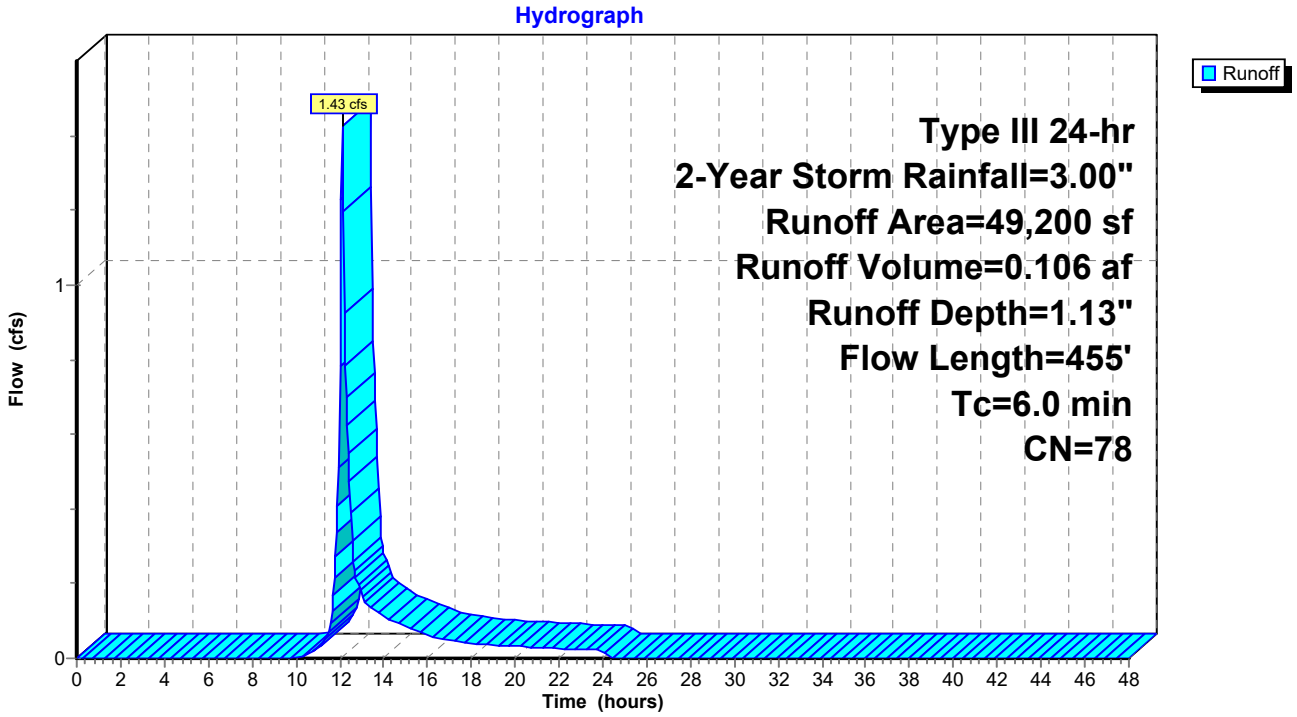
Runoff = 1.43 cfs @ 12.10 hrs, Volume= 0.106 af, Depth= 1.13"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
140	61	>75% Grass cover, Good, HSG B
2,640	98	Paved parking, HSG B
16,430	74	>75% Grass cover, Good, HSG C
450	70	Woods, Good, HSG C
125	98	Paved parking, HSG C
16,040	80	>75% Grass cover, Good, HSG D
12,940	77	Woods, Good, HSG D
435	98	Paved parking, HSG D
49,200	78	Weighted Average
46,000		93.50% Pervious Area
3,200		6.50% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	100	0.0450	1.84		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.1	65	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.2	30	0.0230	3.08		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	60	0.0867	2.06		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.8	135	0.0320	1.25		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.8	65	0.0800	1.41		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
5.3	455	Total, Increased to minimum Tc = 6.0 min			

Subcatchment 3SB:



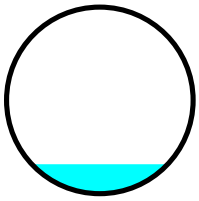
Summary for Reach 1R: Existing Culvert

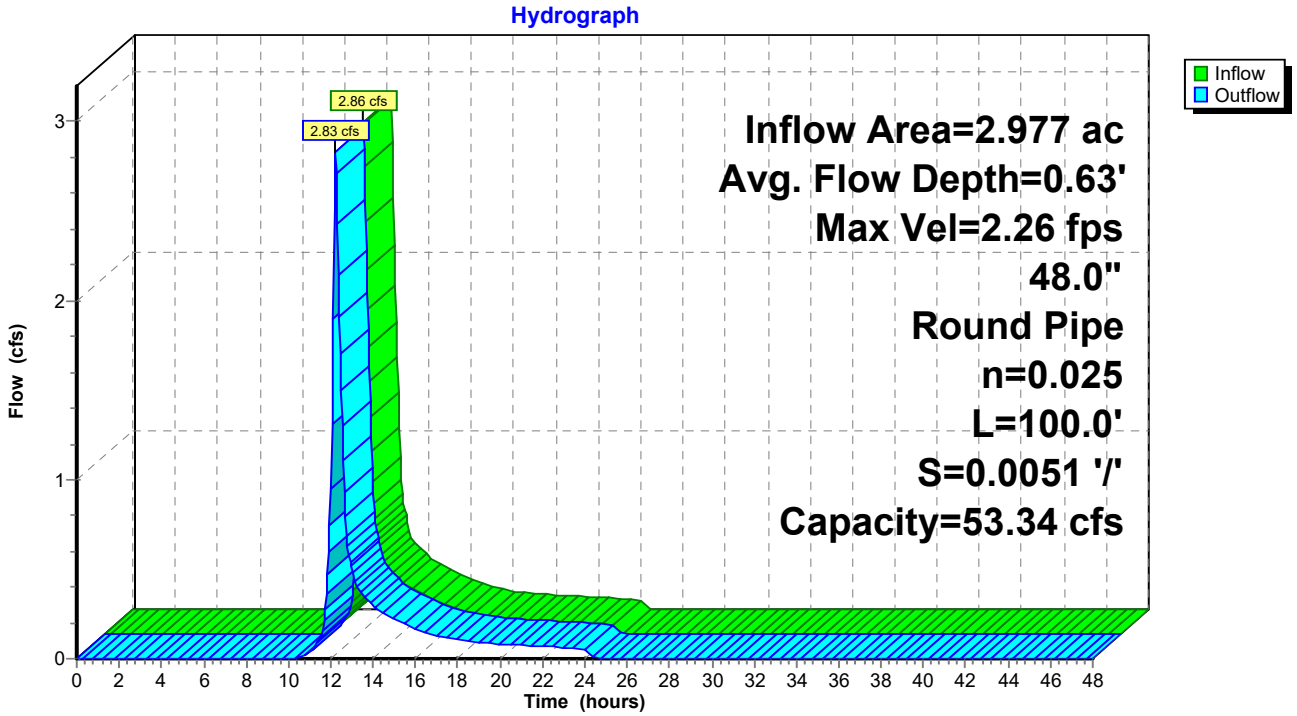
Inflow Area = 2.977 ac, 16.37% Impervious, Inflow Depth = 1.07" for 2-Year Storm event
Inflow = 2.86 cfs @ 12.19 hrs, Volume= 0.266 af
Outflow = 2.83 cfs @ 12.21 hrs, Volume= 0.266 af, Atten= 1%, Lag= 1.3 min
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.26 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 0.90 fps, Avg. Travel Time= 1.9 min

Peak Storage= 127 cf @ 12.20 hrs
Average Depth at Peak Storage= 0.63' , Surface Width= 2.91'
Bank-Full Depth= 4.00' Flow Area= 12.6 sf, Capacity= 53.34 cfs

48.0" Round Pipe
n= 0.025 Corrugated metal
Length= 100.0' Slope= 0.0051 '/'
Inlet Invert= 209.51', Outlet Invert= 209.00'



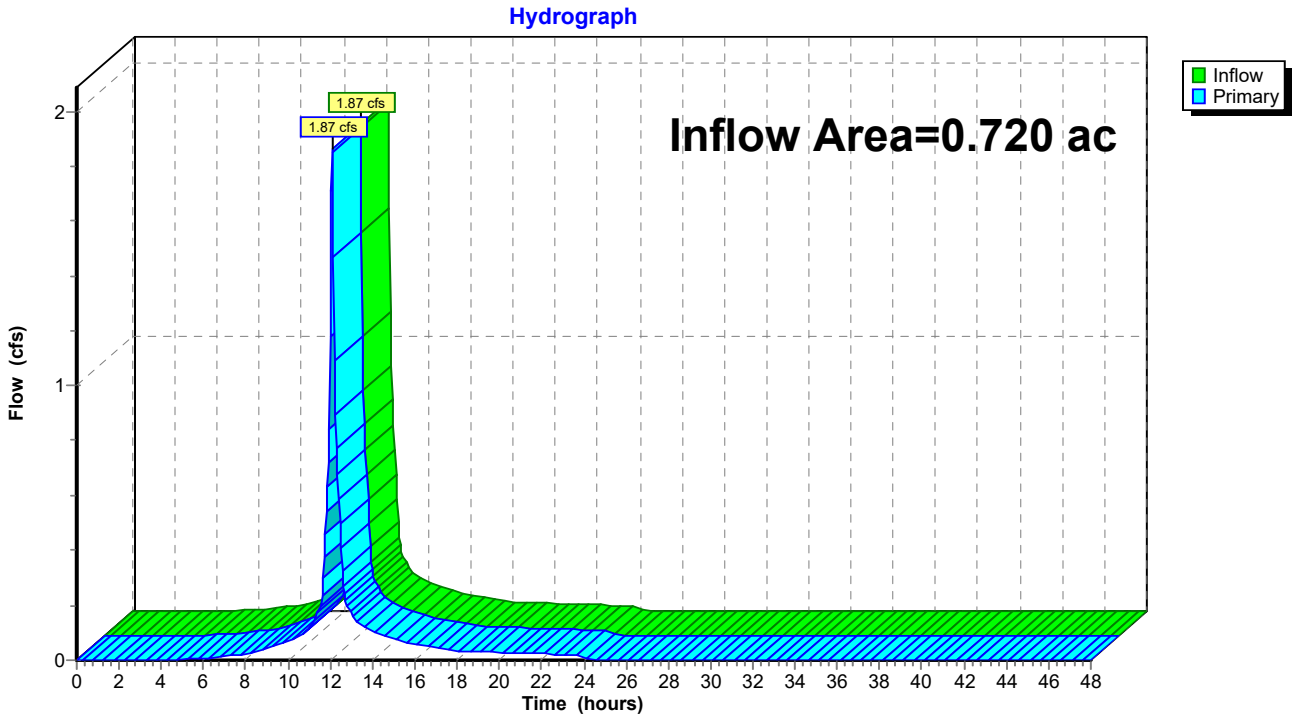


Summary for Link 1L: Minot Ave

Inflow Area = 0.720 ac, 89.97% Impervious, Inflow Depth = 2.35" for 2-Year Storm event
Inflow = 1.87 cfs @ 12.09 hrs, Volume= 0.141 af
Primary = 1.87 cfs @ 12.09 hrs, Volume= 0.141 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 1L: Minot Ave

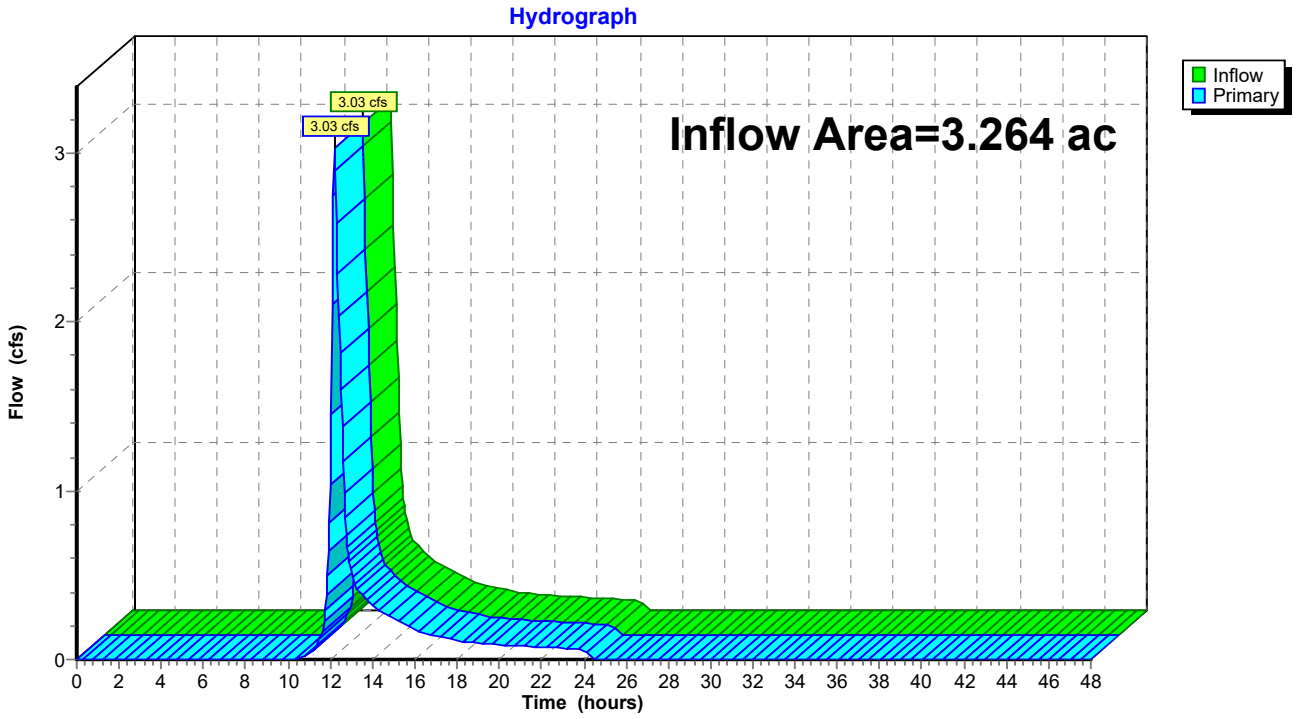


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.264 ac, 14.98% Impervious, Inflow Depth = 1.05" for 2-Year Storm event
Inflow = 3.03 cfs @ 12.21 hrs, Volume= 0.286 af
Primary = 3.03 cfs @ 12.21 hrs, Volume= 0.286 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 2L: Tributary to Taylor Brook

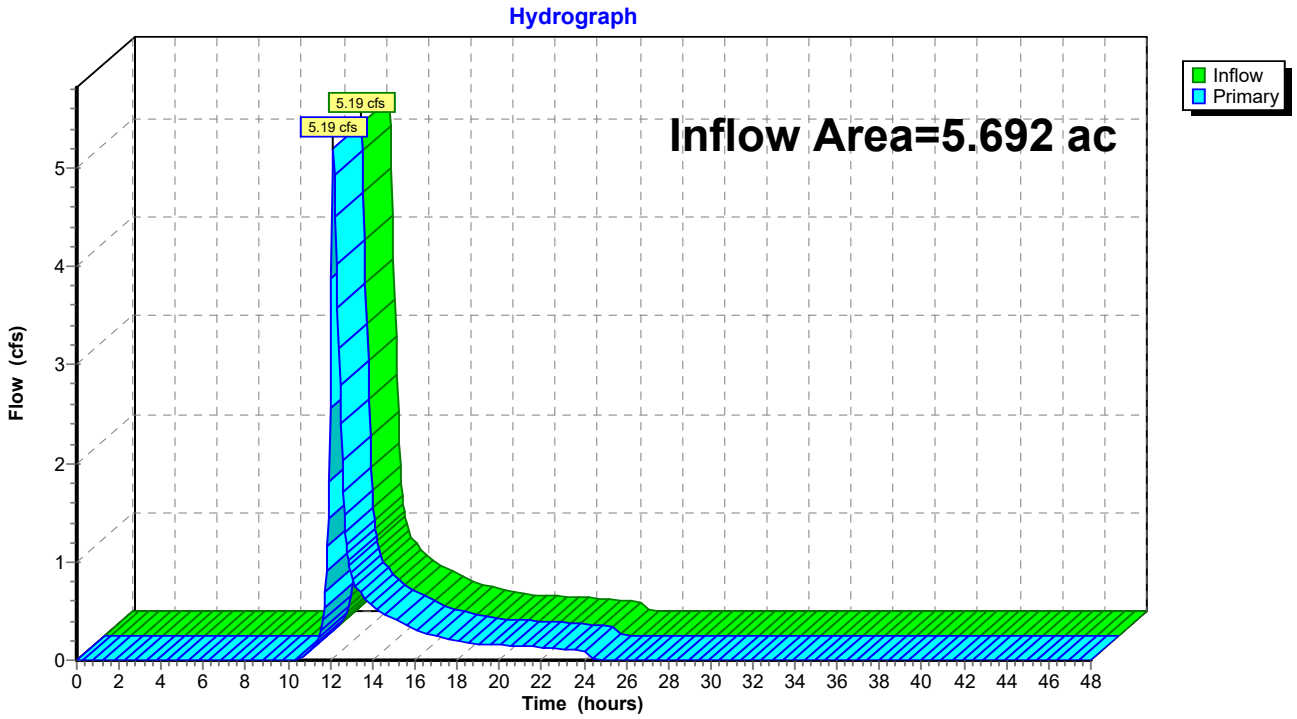


Summary for Link 3L: Taylor Brook

Inflow Area = 5.692 ac, 15.68% Impervious, Inflow Depth = 1.06" for 2-Year Storm event
Inflow = 5.19 cfs @ 12.15 hrs, Volume= 0.502 af
Primary = 5.19 cfs @ 12.15 hrs, Volume= 0.502 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 3L: Taylor Brook



Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1SA: Runoff Area=31,360 sf 89.97% Impervious Runoff Depth=3.62"
Tc=6.0 min CN=94 Runoff=2.80 cfs 0.217 af

Subcatchment2SA: Runoff Area=129,660 sf 16.37% Impervious Runoff Depth=2.05"
Flow Length=421' Tc=12.7 min CN=77 Runoff=5.66 cfs 0.508 af

Subcatchment2SB: Runoff Area=12,540 sf 0.68% Impervious Runoff Depth=1.75"
Flow Length=147' Tc=9.6 min CN=73 Runoff=0.50 cfs 0.042 af

Subcatchment3SA: Runoff Area=56,545 sf 25.42% Impervious Runoff Depth=1.97"
Flow Length=290' Tc=6.3 min CN=76 Runoff=2.90 cfs 0.213 af

Subcatchment3SB: Runoff Area=49,200 sf 6.50% Impervious Runoff Depth=2.13"
Flow Length=455' Tc=6.0 min CN=78 Runoff=2.76 cfs 0.200 af

Reach 1R: Existing Culvert Avg. Flow Depth=0.88' Max Vel=2.76 fps Inflow=5.66 cfs 0.508 af
48.0" Round Pipe n=0.025 L=100.0' S=0.0051 '/' Capacity=53.34 cfs Outflow=5.60 cfs 0.508 af

Link 1L: Minot Ave Inflow=2.80 cfs 0.217 af
Primary=2.80 cfs 0.217 af

Link 2L: Tributary to Taylor Brook Inflow=6.05 cfs 0.550 af
Primary=6.05 cfs 0.550 af

Link 3L: Taylor Brook Inflow=10.46 cfs 0.964 af
Primary=10.46 cfs 0.964 af

Total Runoff Area = 6.412 ac Runoff Volume = 1.181 af Average Runoff Depth = 2.21"
75.98% Pervious = 4.872 ac 24.02% Impervious = 1.540 ac

Summary for Subcatchment 1SA:

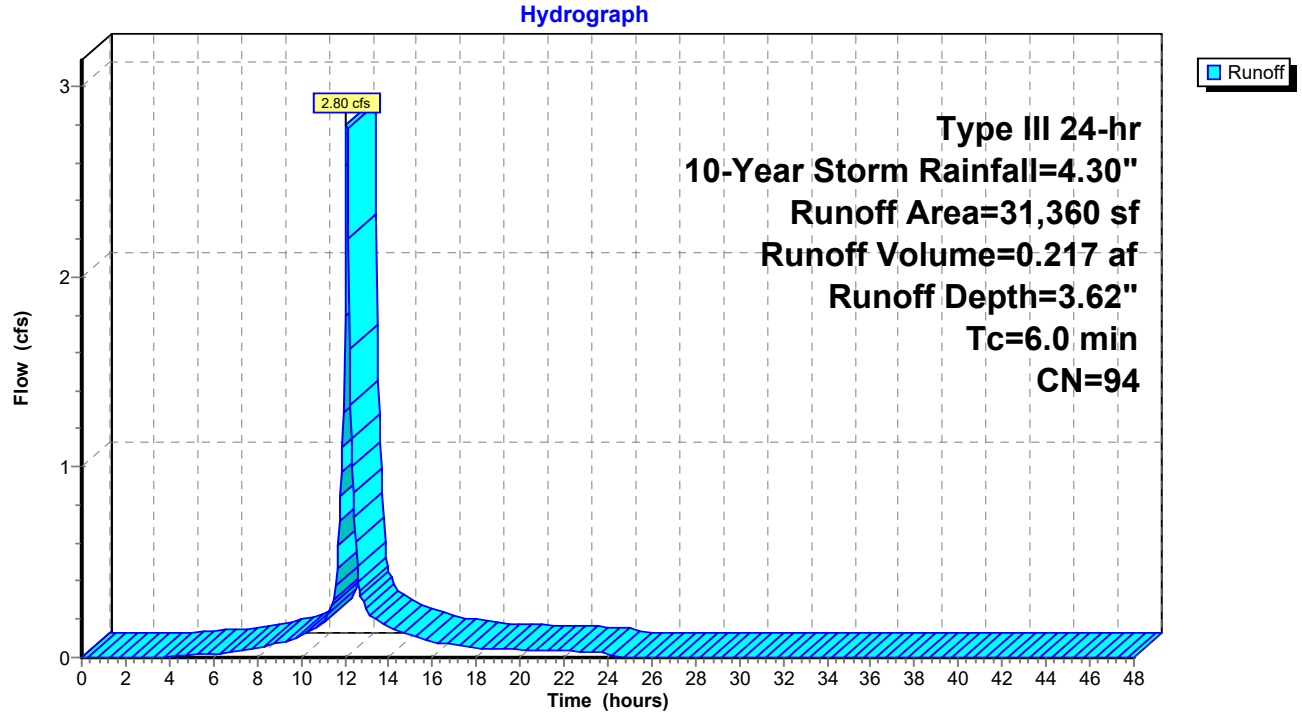
Runoff = 2.80 cfs @ 12.09 hrs, Volume= 0.217 af, Depth= 3.62"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

	Area (sf)	CN	Description
	2,825	61	>75% Grass cover, Good, HSG B
	19,575	98	Paved parking, HSG B
*	7,580	98	Roof, HSG B
	320	74	>75% Grass cover, Good, HSG C
	1,060	98	Paved parking, HSG C
	31,360	94	Weighted Average
	3,145		10.03% Pervious Area
	28,215		89.97% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 1SA:



Summary for Subcatchment 2SA:

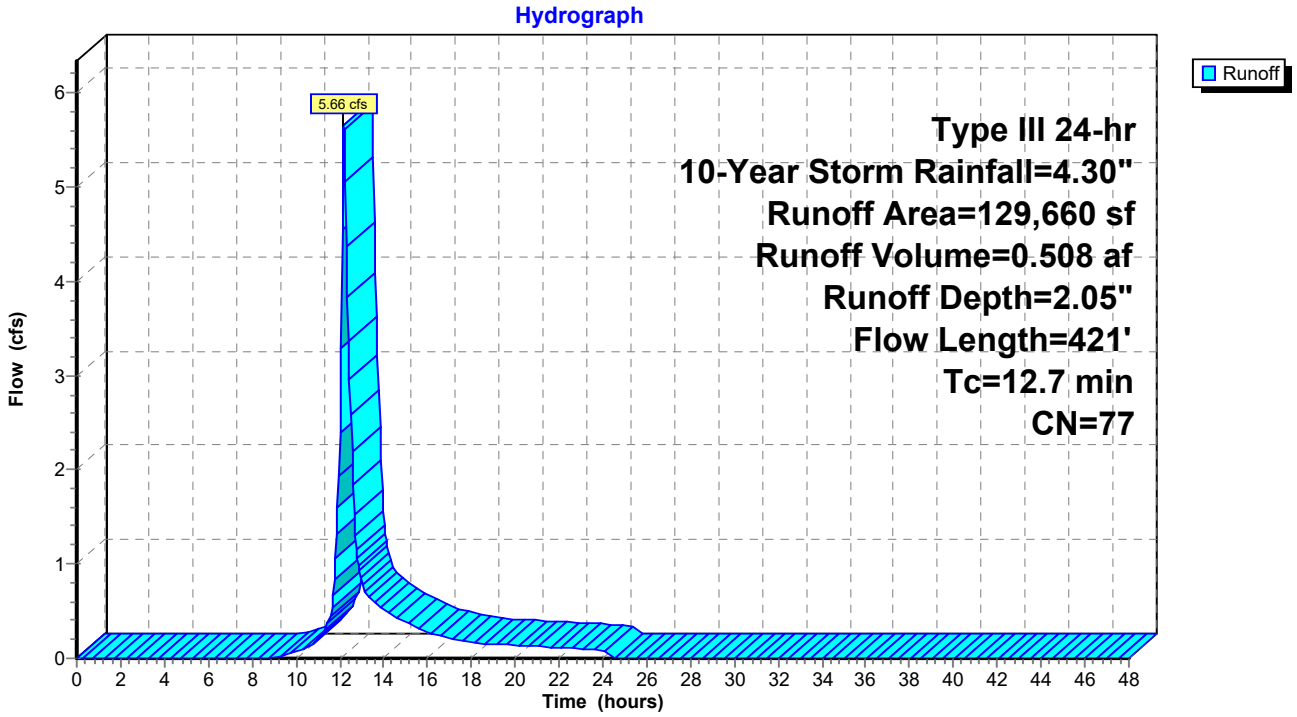
Runoff = 5.66 cfs @ 12.18 hrs, Volume= 0.508 af, Depth= 2.05"
Routed to Reach 1R : Existing Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

	Area (sf)	CN	Description
	18,810	61	>75% Grass cover, Good, HSG B
	1,870	55	Woods, Good, HSG B
	13,565	98	Paved parking, HSG B
*	1,235	98	Roof, HSG B
	13,870	74	>75% Grass cover, Good, HSG C
	10,235	70	Woods, Good, HSG C
	6,090	98	Paved parking, HSG C
	5,130	80	>75% Grass cover, Good, HSG D
	58,525	77	Woods, Good, HSG D
	330	98	Paved parking, HSG D
	129,660	77	Weighted Average
	108,440		83.63% Pervious Area
	21,220		16.37% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.5	41	0.0366	1.34		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.3	111	0.0856	1.46		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
3.3	100	0.0100	0.50		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
0.6	69	0.0150	1.84		**Shallow Concentrated Flow,** Grassed Waterway Kv= 15.0 fps
12.7	421	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB:

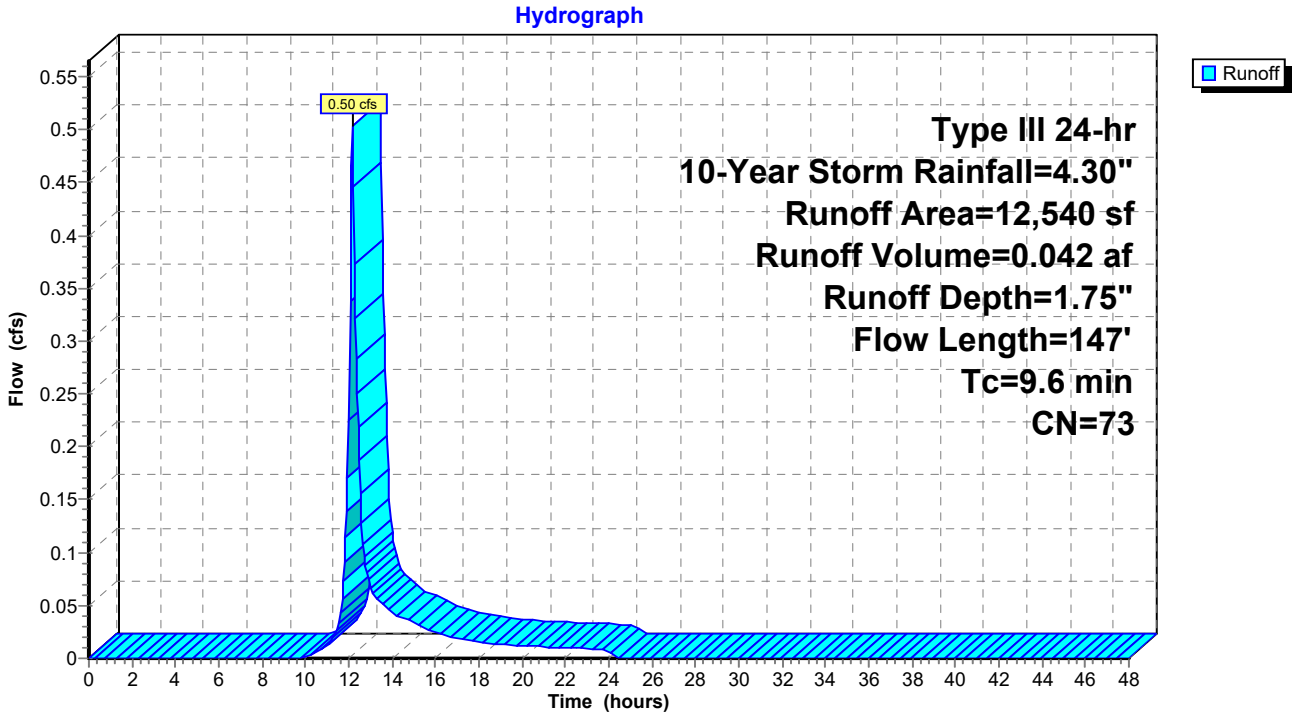
Runoff = 0.50 cfs @ 12.15 hrs, Volume= 0.042 af, Depth= 1.75"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
8,215	74	>75% Grass cover, Good, HSG C
3,460	70	Woods, Good, HSG C
85	98	Paved parking, HSG C
30	80	>75% Grass cover, Good, HSG D
750	77	Woods, Good, HSG D
12,540	73	Weighted Average
12,455		99.32% Pervious Area
85		0.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.3	100	0.0250	0.18		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.0	6	0.3333	4.04		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.3	41	0.1220	2.44		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
9.6	147	Total			

Subcatchment 2SB:



Summary for Subcatchment 3SA:

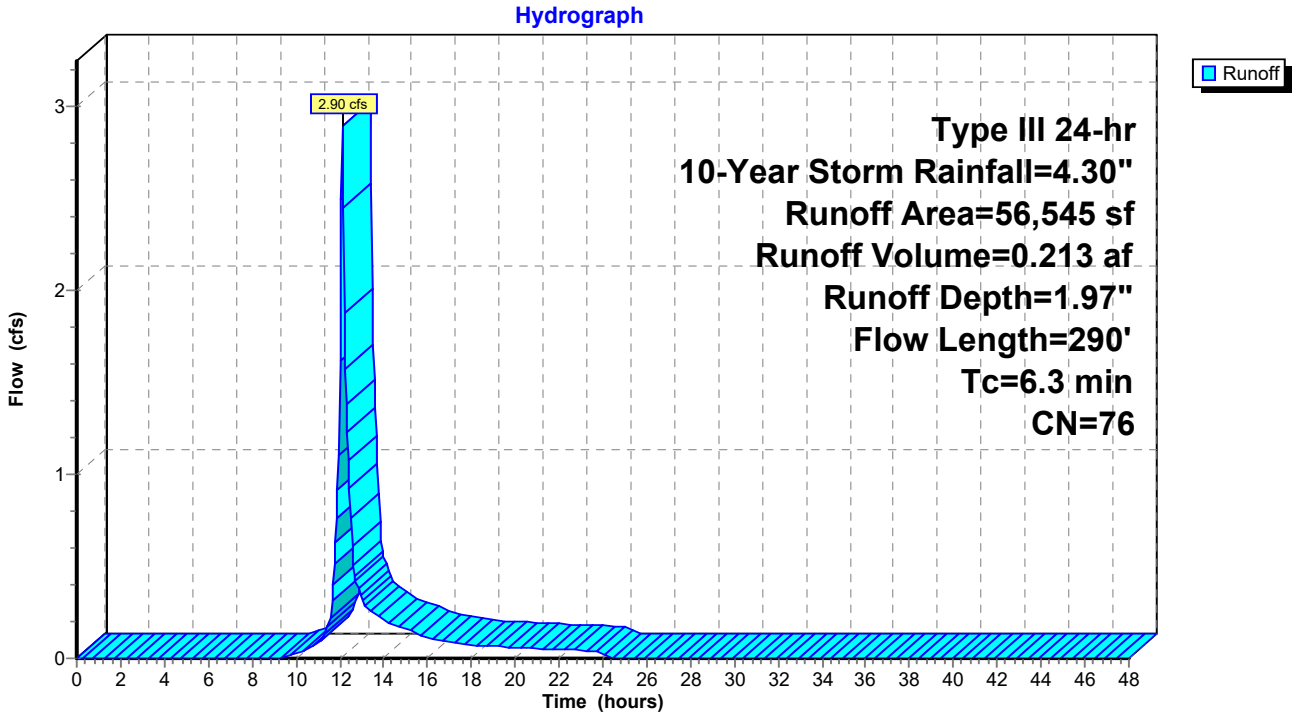
Runoff = 2.90 cfs @ 12.10 hrs, Volume= 0.213 af, Depth= 1.97"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
11,215	61	>75% Grass cover, Good, HSG B
11,075	98	Paved parking, HSG B
13,065	74	>75% Grass cover, Good, HSG C
17,470	70	Woods, Good, HSG C
3,300	98	Paved parking, HSG C
420	77	Woods, Good, HSG D
56,545	76	Weighted Average
42,170		74.58% Pervious Area
14,375		25.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.5	40	0.0450	0.19		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.7	60	0.0300	1.41		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	75	0.0250	3.21		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.8	50	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.9	65	0.0615	1.24		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
6.3	290	Total			

Subcatchment 3SA:



Summary for Subcatchment 3SB:

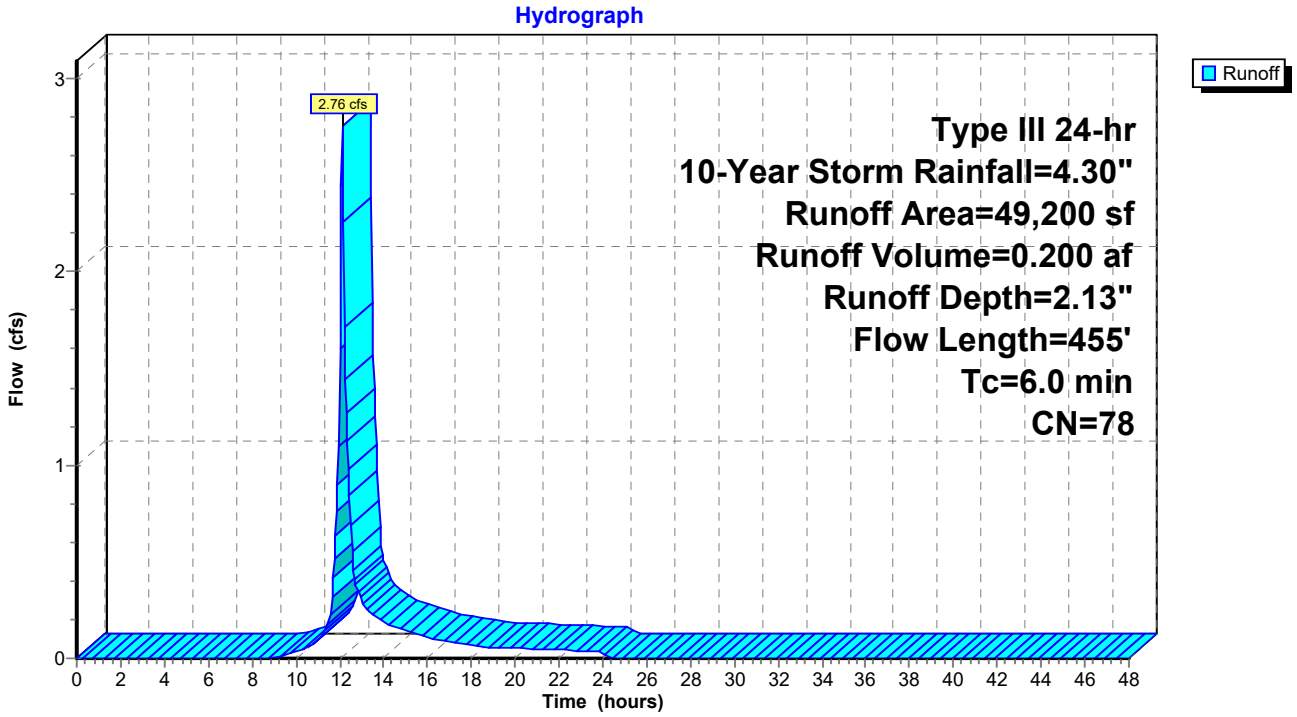
Runoff = 2.76 cfs @ 12.09 hrs, Volume= 0.200 af, Depth= 2.13"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
140	61	>75% Grass cover, Good, HSG B
2,640	98	Paved parking, HSG B
16,430	74	>75% Grass cover, Good, HSG C
450	70	Woods, Good, HSG C
125	98	Paved parking, HSG C
16,040	80	>75% Grass cover, Good, HSG D
12,940	77	Woods, Good, HSG D
435	98	Paved parking, HSG D
49,200	78	Weighted Average
46,000		93.50% Pervious Area
3,200		6.50% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	100	0.0450	1.84		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.1	65	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.2	30	0.0230	3.08		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	60	0.0867	2.06		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.8	135	0.0320	1.25		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.8	65	0.0800	1.41		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
5.3	455	Total, Increased to minimum Tc = 6.0 min			

Subcatchment 3SB:



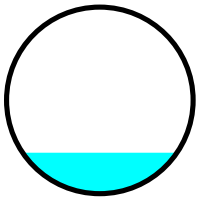
Summary for Reach 1R: Existing Culvert

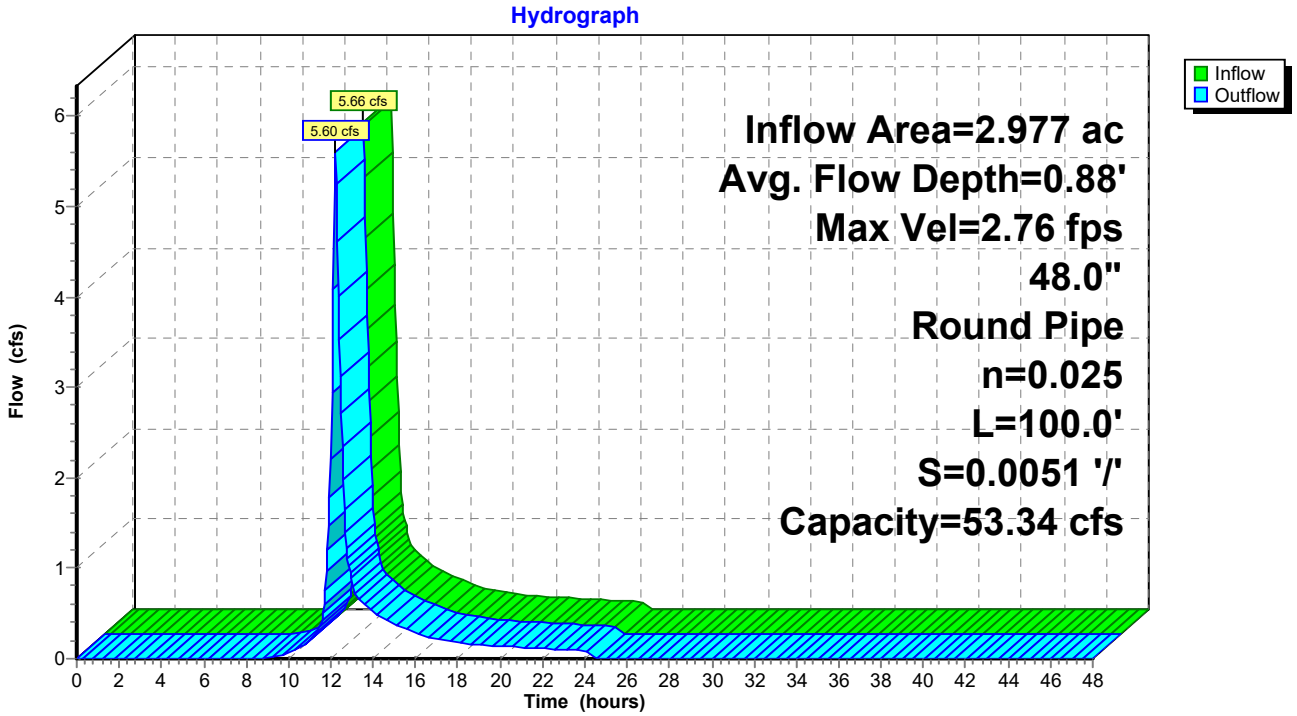
Inflow Area = 2.977 ac, 16.37% Impervious, Inflow Depth = 2.05" for 10-Year Storm event
Inflow = 5.66 cfs @ 12.18 hrs, Volume= 0.508 af
Outflow = 5.60 cfs @ 12.20 hrs, Volume= 0.508 af, Atten= 1%, Lag= 1.2 min
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.76 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.04 fps, Avg. Travel Time= 1.6 min

Peak Storage= 205 cf @ 12.19 hrs
Average Depth at Peak Storage= 0.88' , Surface Width= 3.31'
Bank-Full Depth= 4.00' Flow Area= 12.6 sf, Capacity= 53.34 cfs

48.0" Round Pipe
n= 0.025 Corrugated metal
Length= 100.0' Slope= 0.0051 '/'
Inlet Invert= 209.51', Outlet Invert= 209.00'



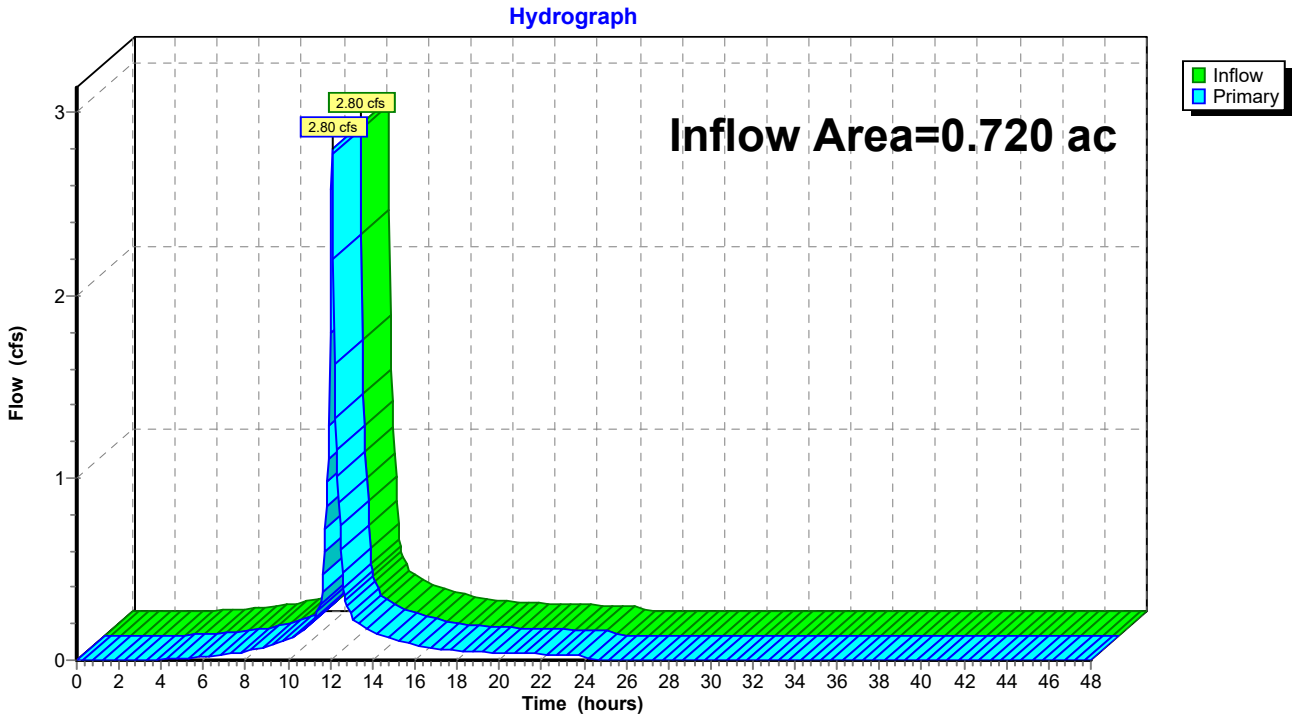


Summary for Link 1L: Minot Ave

Inflow Area = 0.720 ac, 89.97% Impervious, Inflow Depth = 3.62" for 10-Year Storm event
Inflow = 2.80 cfs @ 12.09 hrs, Volume= 0.217 af
Primary = 2.80 cfs @ 12.09 hrs, Volume= 0.217 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 1L: Minot Ave

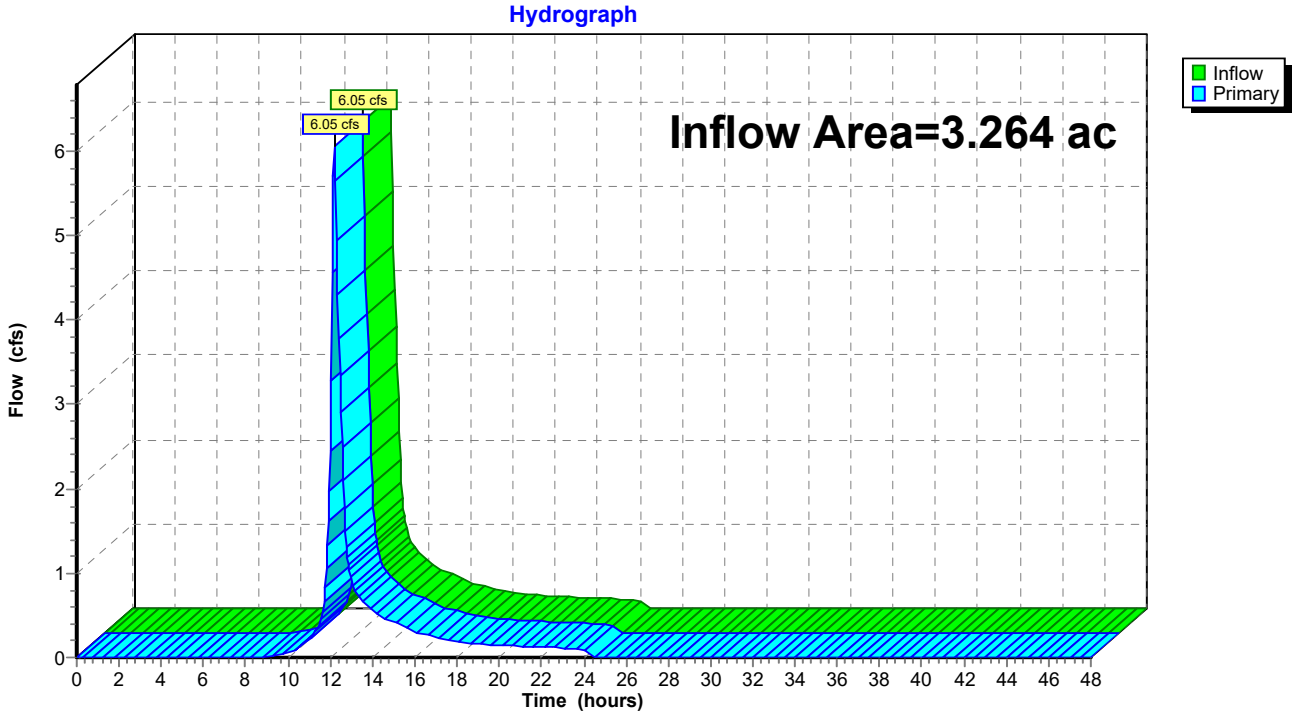


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.264 ac, 14.98% Impervious, Inflow Depth = 2.02" for 10-Year Storm event
Inflow = 6.05 cfs @ 12.20 hrs, Volume= 0.550 af
Primary = 6.05 cfs @ 12.20 hrs, Volume= 0.550 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 2L: Tributary to Taylor Brook

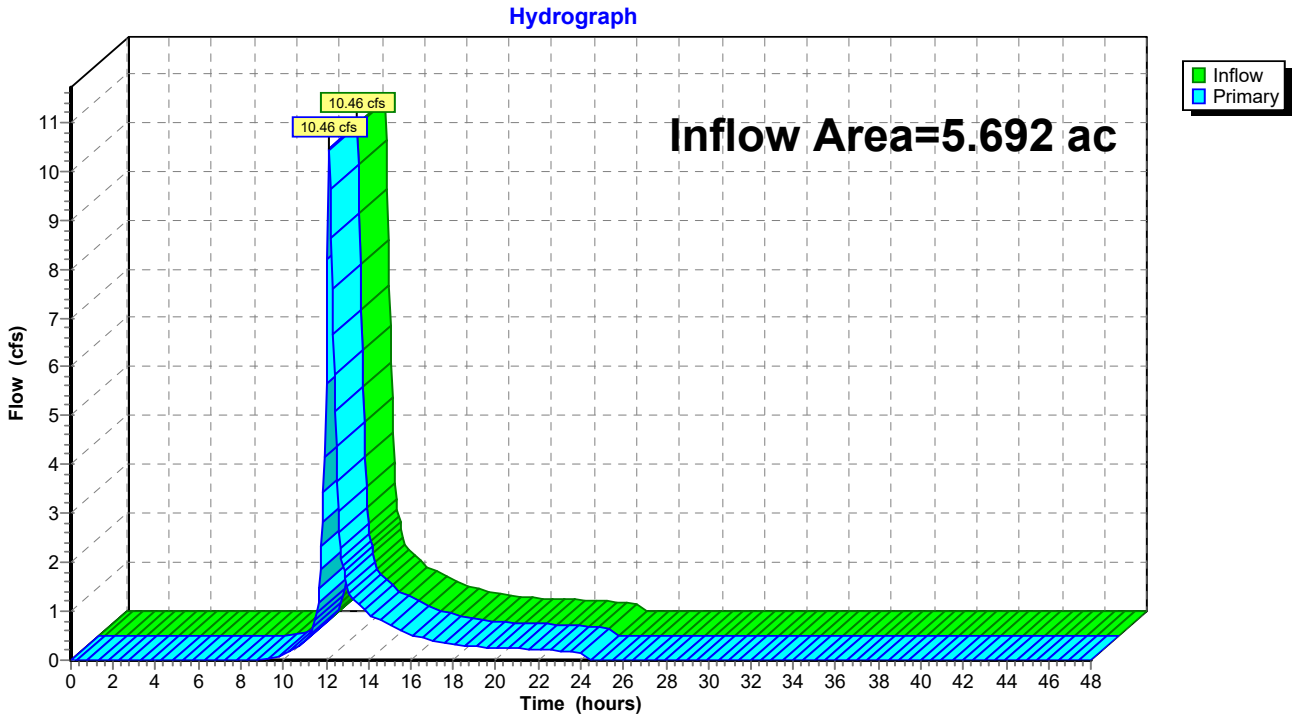


Summary for Link 3L: Taylor Brook

Inflow Area = 5.692 ac, 15.68% Impervious, Inflow Depth = 2.03" for 10-Year Storm event
Inflow = 10.46 cfs @ 12.14 hrs, Volume= 0.964 af
Primary = 10.46 cfs @ 12.14 hrs, Volume= 0.964 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 3L: Taylor Brook



Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1SA: Runoff Area=31,360 sf 89.97% Impervious Runoff Depth=4.70"
Tc=6.0 min CN=94 Runoff=3.59 cfs 0.282 af

Subcatchment2SA: Runoff Area=129,660 sf 16.37% Impervious Runoff Depth=2.96"
Flow Length=421' Tc=12.7 min CN=77 Runoff=8.22 cfs 0.734 af

Subcatchment2SB: Runoff Area=12,540 sf 0.68% Impervious Runoff Depth=2.60"
Flow Length=147' Tc=9.6 min CN=73 Runoff=0.76 cfs 0.062 af

Subcatchment3SA: Runoff Area=56,545 sf 25.42% Impervious Runoff Depth=2.87"
Flow Length=290' Tc=6.3 min CN=76 Runoff=4.25 cfs 0.310 af

Subcatchment3SB: Runoff Area=49,200 sf 6.50% Impervious Runoff Depth=3.05"
Flow Length=455' Tc=6.0 min CN=78 Runoff=3.96 cfs 0.287 af

Reach 1R: Existing Culvert Avg. Flow Depth=1.06' Max Vel=3.07 fps Inflow=8.22 cfs 0.734 af
48.0" Round Pipe n=0.025 L=100.0' S=0.0051 '/' Capacity=53.34 cfs Outflow=8.15 cfs 0.734 af

Link 1L: Minot Ave Inflow=3.59 cfs 0.282 af
Primary=3.59 cfs 0.282 af

Link 2L: Tributary to Taylor Brook Inflow=8.83 cfs 0.797 af
Primary=8.83 cfs 0.797 af

Link 3L: Taylor Brook Inflow=15.31 cfs 1.395 af
Primary=15.31 cfs 1.395 af

Total Runoff Area = 6.412 ac Runoff Volume = 1.677 af Average Runoff Depth = 3.14"
75.98% Pervious = 4.872 ac 24.02% Impervious = 1.540 ac

Summary for Subcatchment 1SA:

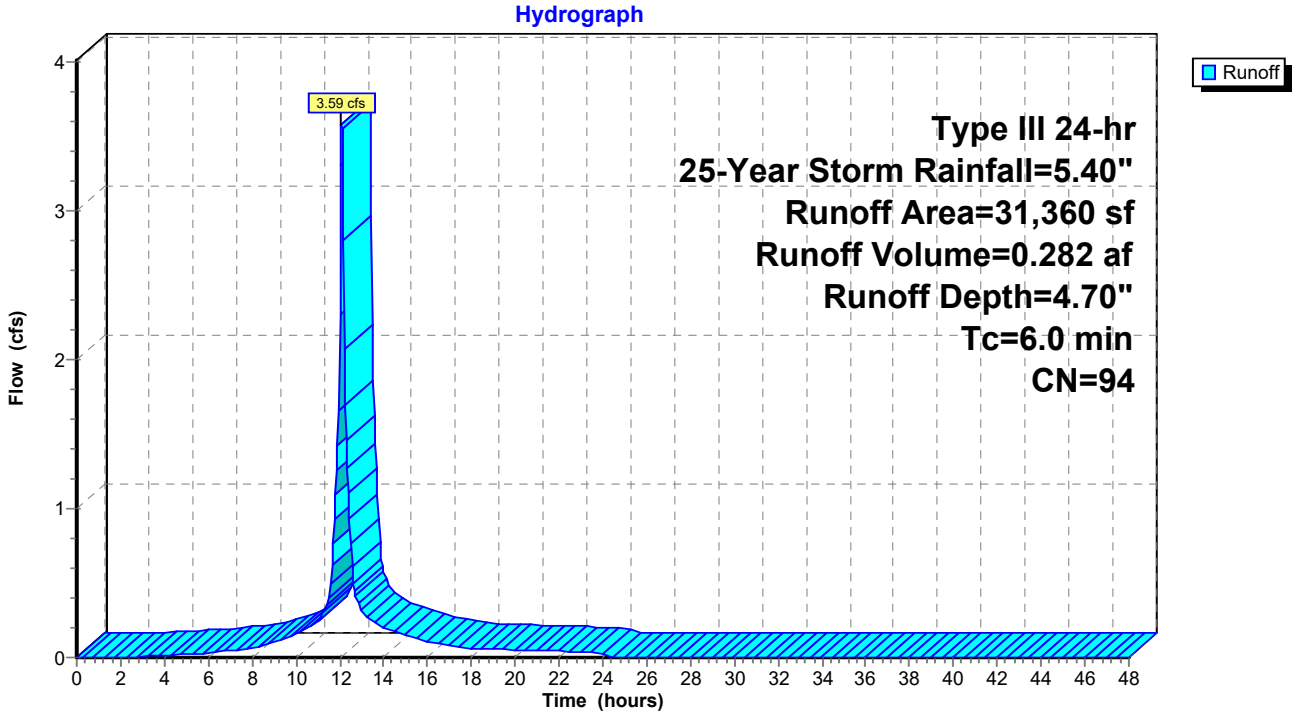
Runoff = 3.59 cfs @ 12.09 hrs, Volume= 0.282 af, Depth= 4.70"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

	Area (sf)	CN	Description
	2,825	61	>75% Grass cover, Good, HSG B
	19,575	98	Paved parking, HSG B
*	7,580	98	Roof, HSG B
	320	74	>75% Grass cover, Good, HSG C
	1,060	98	Paved parking, HSG C
	31,360	94	Weighted Average
	3,145		10.03% Pervious Area
	28,215		89.97% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 1SA:



Summary for Subcatchment 2SA:

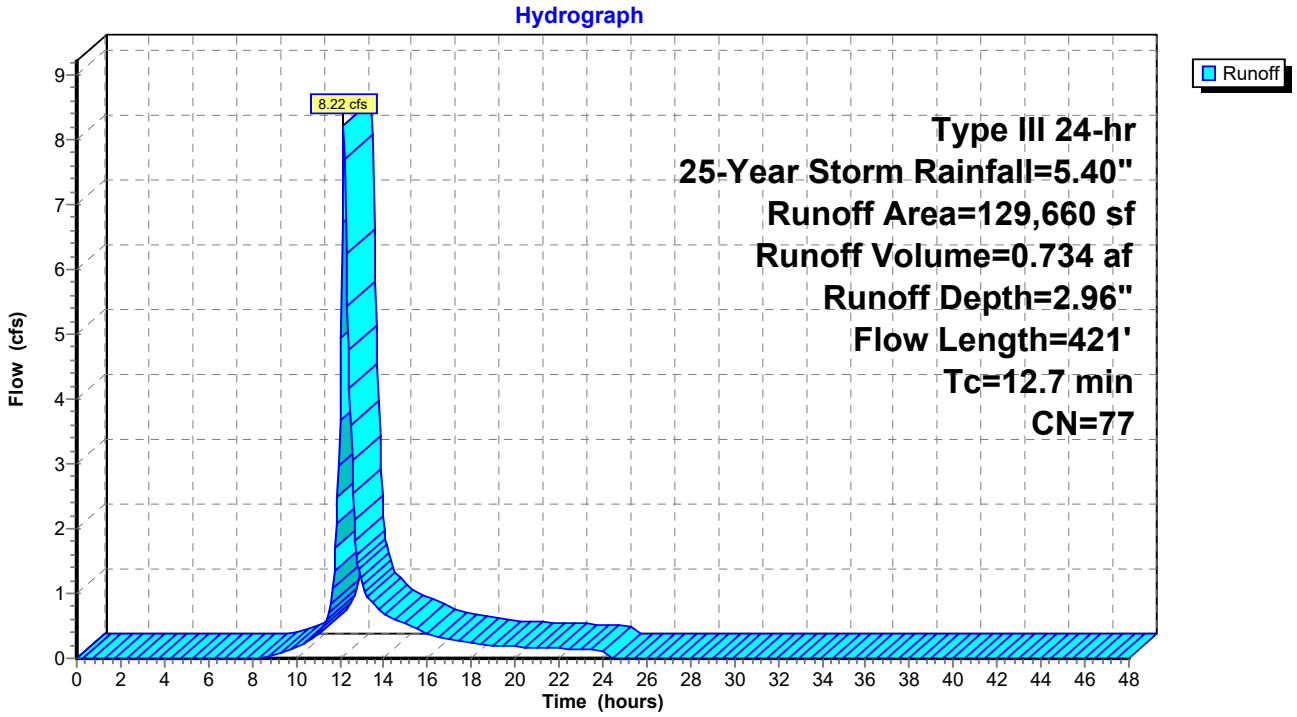
Runoff = 8.22 cfs @ 12.18 hrs, Volume= 0.734 af, Depth= 2.96"
Routed to Reach 1R : Existing Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

	Area (sf)	CN	Description
	18,810	61	>75% Grass cover, Good, HSG B
	1,870	55	Woods, Good, HSG B
	13,565	98	Paved parking, HSG B
*	1,235	98	Roof, HSG B
	13,870	74	>75% Grass cover, Good, HSG C
	10,235	70	Woods, Good, HSG C
	6,090	98	Paved parking, HSG C
	5,130	80	>75% Grass cover, Good, HSG D
	58,525	77	Woods, Good, HSG D
	330	98	Paved parking, HSG D
	129,660	77	Weighted Average
	108,440		83.63% Pervious Area
	21,220		16.37% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.5	41	0.0366	1.34		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.3	111	0.0856	1.46		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
3.3	100	0.0100	0.50		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
0.6	69	0.0150	1.84		**Shallow Concentrated Flow,** Grassed Waterway Kv= 15.0 fps
12.7	421	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB:

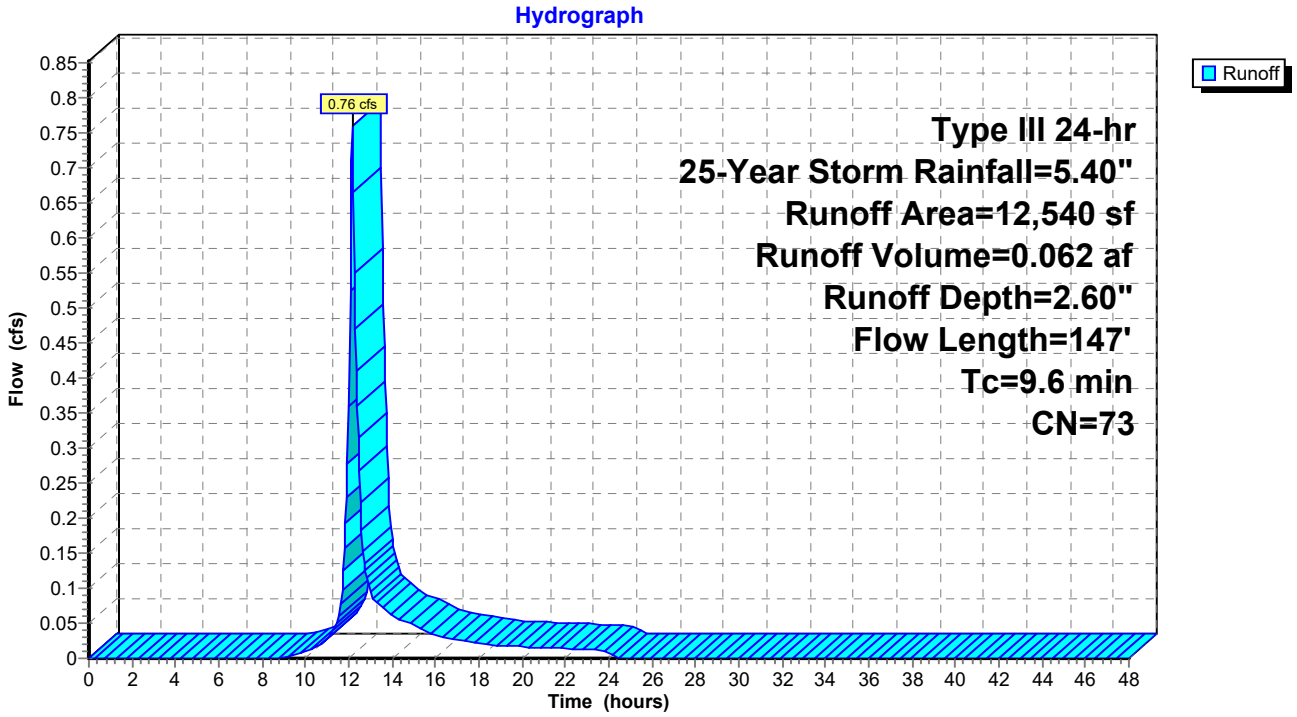
Runoff = 0.76 cfs @ 12.14 hrs, Volume= 0.062 af, Depth= 2.60"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
8,215	74	>75% Grass cover, Good, HSG C
3,460	70	Woods, Good, HSG C
85	98	Paved parking, HSG C
30	80	>75% Grass cover, Good, HSG D
750	77	Woods, Good, HSG D
12,540	73	Weighted Average
12,455		99.32% Pervious Area
85		0.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.3	100	0.0250	0.18		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.0	6	0.3333	4.04		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.3	41	0.1220	2.44		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
9.6	147	Total			

Subcatchment 2SB:



Summary for Subcatchment 3SA:

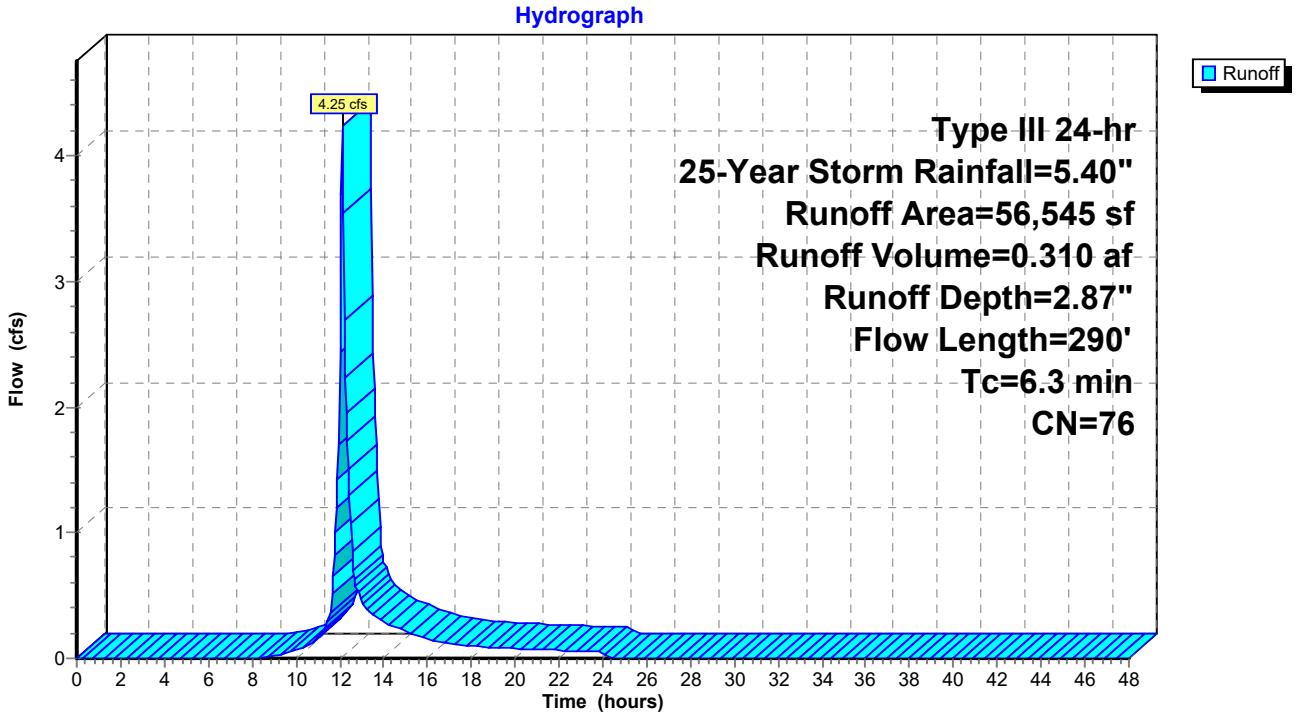
Runoff = 4.25 cfs @ 12.10 hrs, Volume= 0.310 af, Depth= 2.87"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
11,215	61	>75% Grass cover, Good, HSG B
11,075	98	Paved parking, HSG B
13,065	74	>75% Grass cover, Good, HSG C
17,470	70	Woods, Good, HSG C
3,300	98	Paved parking, HSG C
420	77	Woods, Good, HSG D
56,545	76	Weighted Average
42,170		74.58% Pervious Area
14,375		25.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.5	40	0.0450	0.19		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
0.7	60	0.0300	1.41		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	75	0.0250	3.21		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.8	50	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.9	65	0.0615	1.24		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
6.3	290	Total			

Subcatchment 3SA:



Summary for Subcatchment 3SB:

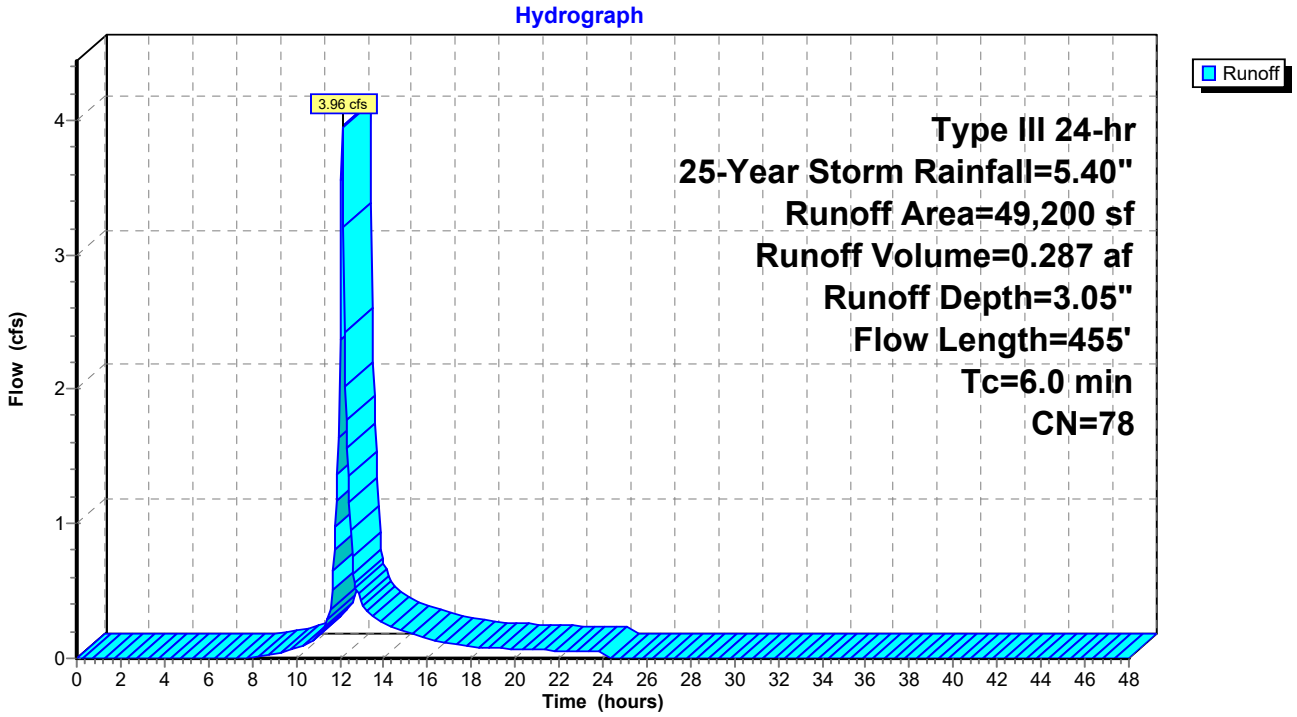
Runoff = 3.96 cfs @ 12.09 hrs, Volume= 0.287 af, Depth= 3.05"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
140	61	>75% Grass cover, Good, HSG B
2,640	98	Paved parking, HSG B
16,430	74	>75% Grass cover, Good, HSG C
450	70	Woods, Good, HSG C
125	98	Paved parking, HSG C
16,040	80	>75% Grass cover, Good, HSG D
12,940	77	Woods, Good, HSG D
435	98	Paved parking, HSG D
49,200	78	Weighted Average
46,000		93.50% Pervious Area
3,200		6.50% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	100	0.0450	1.84		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.1	65	0.0200	0.99		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.2	30	0.0230	3.08		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.5	60	0.0867	2.06		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
1.8	135	0.0320	1.25		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
0.8	65	0.0800	1.41		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps
5.3	455	Total, Increased to minimum Tc = 6.0 min			

Subcatchment 3SB:



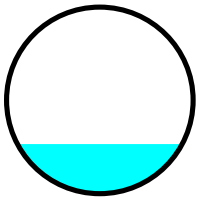
Summary for Reach 1R: Existing Culvert

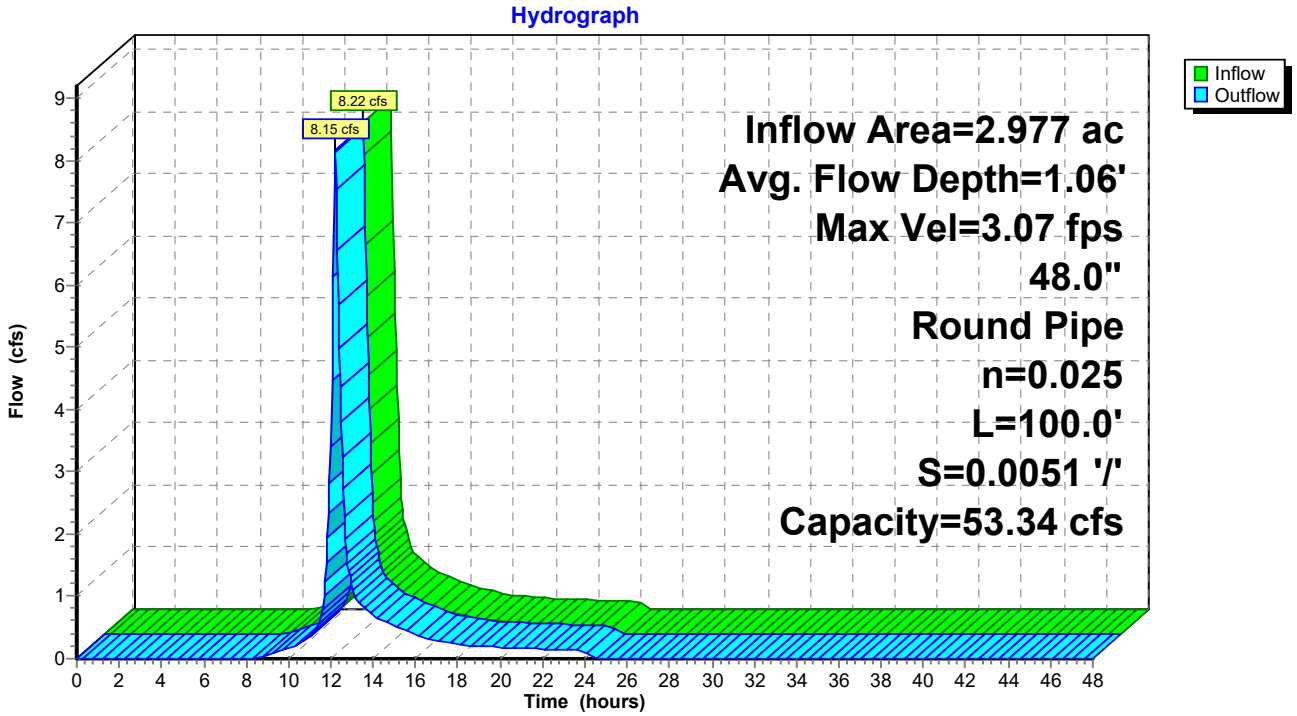
Inflow Area = 2.977 ac, 16.37% Impervious, Inflow Depth = 2.96" for 25-Year Storm event
Inflow = 8.22 cfs @ 12.18 hrs, Volume= 0.734 af
Outflow = 8.15 cfs @ 12.20 hrs, Volume= 0.734 af, Atten= 1%, Lag= 1.1 min
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 3.07 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 1.13 fps, Avg. Travel Time= 1.5 min

Peak Storage= 267 cf @ 12.19 hrs
Average Depth at Peak Storage= 1.06' , Surface Width= 3.53'
Bank-Full Depth= 4.00' Flow Area= 12.6 sf, Capacity= 53.34 cfs

48.0" Round Pipe
n= 0.025 Corrugated metal
Length= 100.0' Slope= 0.0051 '/'
Inlet Invert= 209.51', Outlet Invert= 209.00'



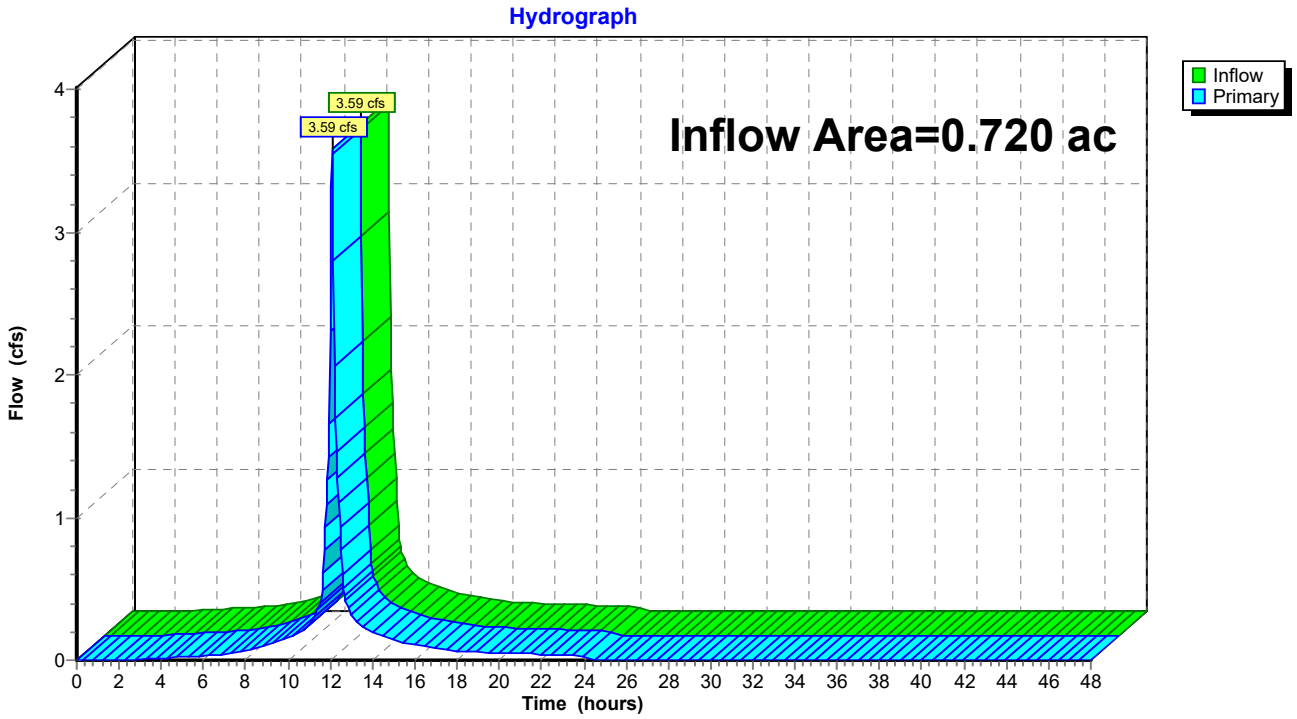


Summary for Link 1L: Minot Ave

Inflow Area = 0.720 ac, 89.97% Impervious, Inflow Depth = 4.70" for 25-Year Storm event
Inflow = 3.59 cfs @ 12.09 hrs, Volume= 0.282 af
Primary = 3.59 cfs @ 12.09 hrs, Volume= 0.282 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 1L: Minot Ave

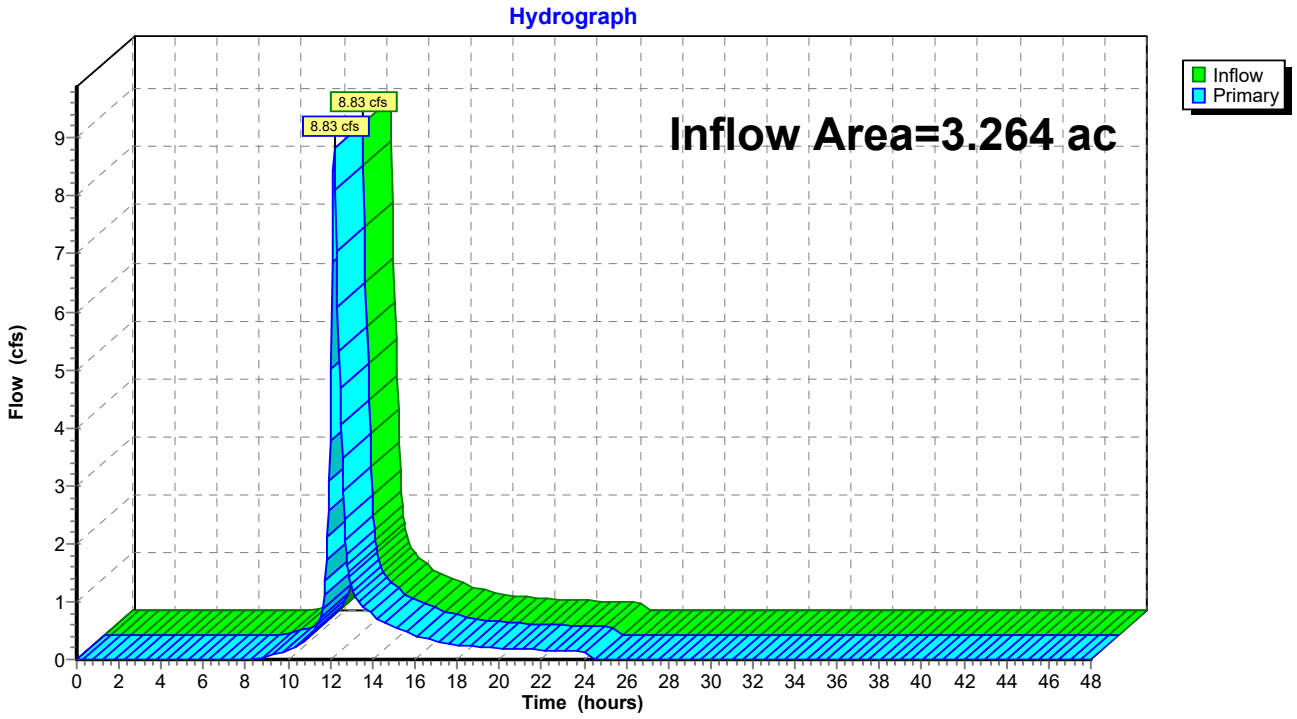


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.264 ac, 14.98% Impervious, Inflow Depth = 2.93" for 25-Year Storm event
Inflow = 8.83 cfs @ 12.19 hrs, Volume= 0.797 af
Primary = 8.83 cfs @ 12.19 hrs, Volume= 0.797 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 2L: Tributary to Taylor Brook

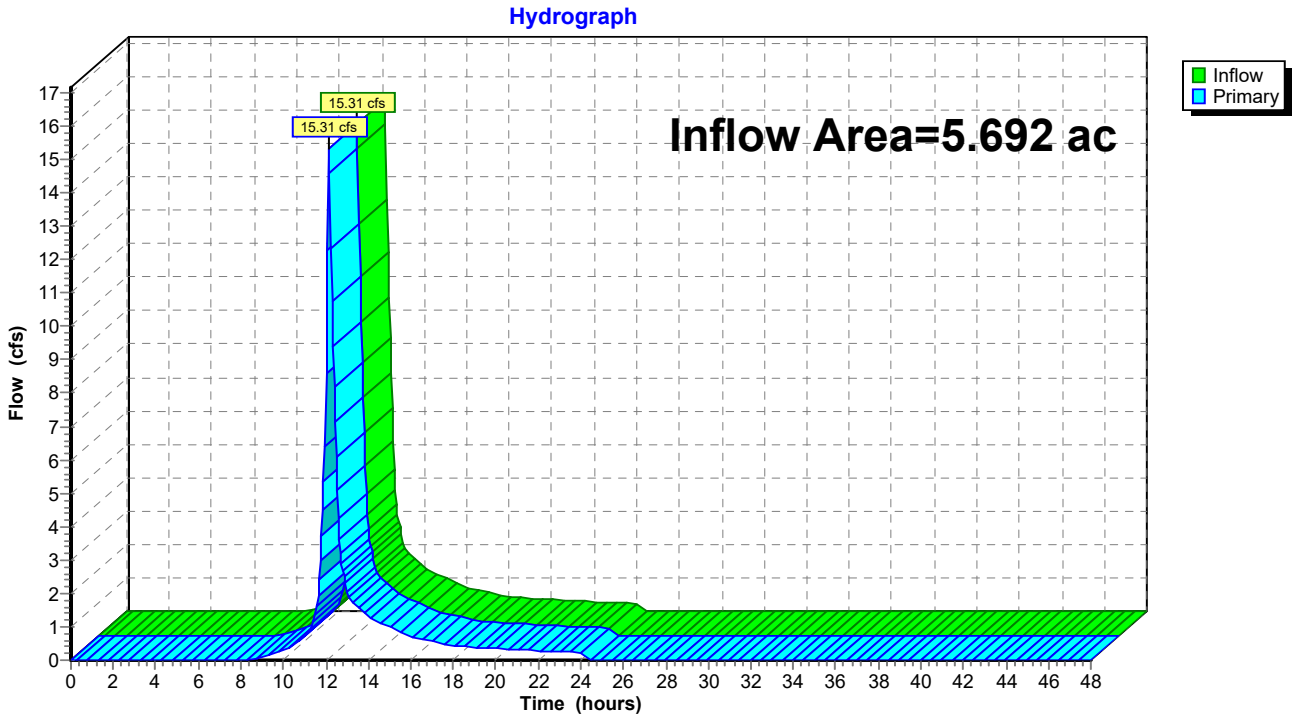


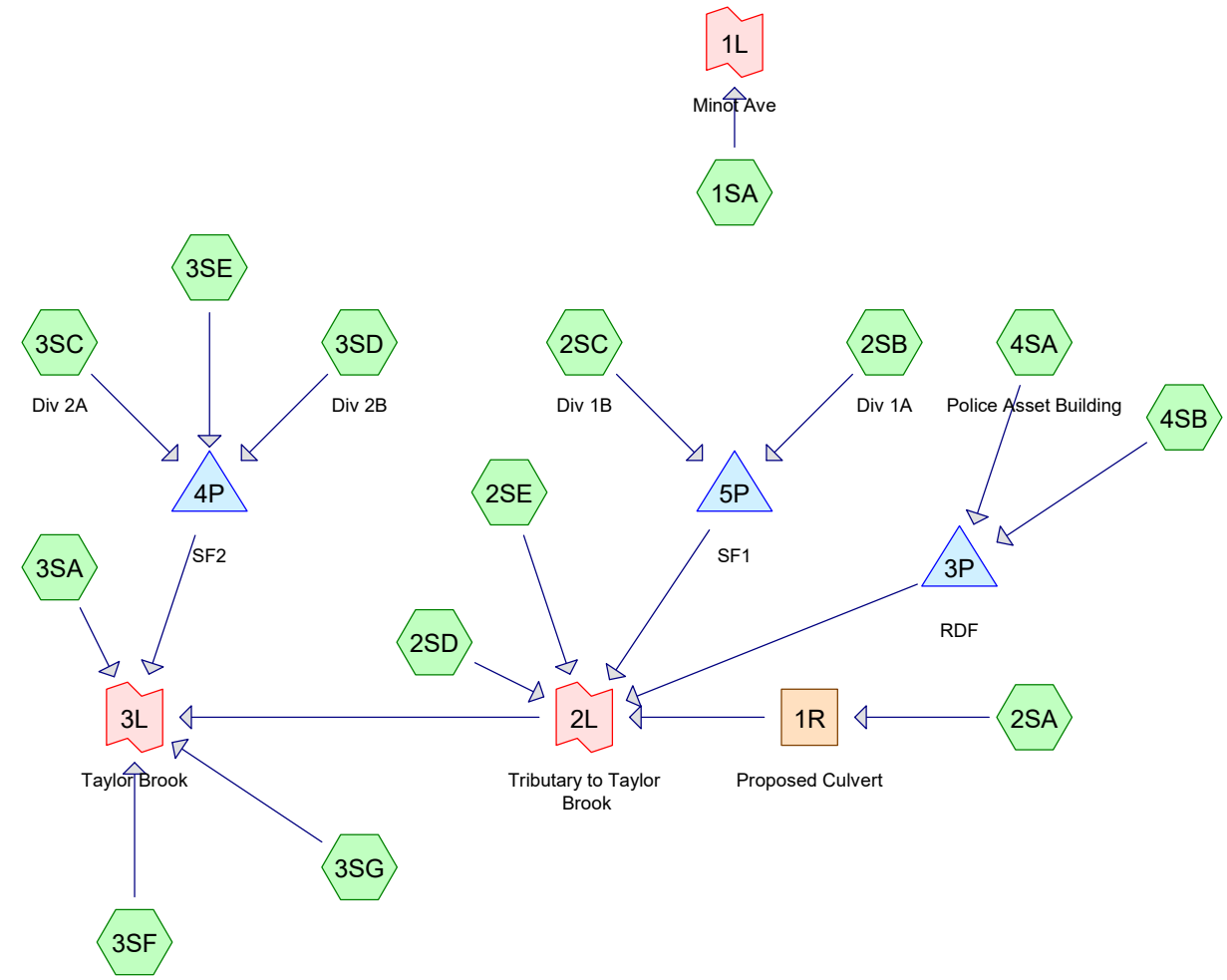
Summary for Link 3L: Taylor Brook

Inflow Area = 5.692 ac, 15.68% Impervious, Inflow Depth = 2.94" for 25-Year Storm event
Inflow = 15.31 cfs @ 12.13 hrs, Volume= 1.395 af
Primary = 15.31 cfs @ 12.13 hrs, Volume= 1.395 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 3L: Taylor Brook





Subcat Reach Pond Link

Routing Diagram for Auburn PSF Post-Development
Prepared by Woodard & Curran, Inc, Printed 3/4/2026
HydroCAD® 10.20-6a s/n 01204 © 2024 HydroCAD Software Solutions LLC

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2-Year Storm	Type III 24-hr		Default	24.00	1	3.00	2
2	10-Year Storm	Type III 24-hr		Default	24.00	1	4.30	2
3	25-Year Storm	Type III 24-hr		Default	24.00	1	5.40	2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.393	61	>75% Grass cover, Good, HSG B (1SA, 2SA, 2SB, 2SC, 3SC)
0.503	74	>75% Grass cover, Good, HSG C (1SA, 2SA, 2SB, 2SC, 2SD, 2SE, 3SA, 3SC, 3SF, 3SG)
0.304	80	>75% Grass cover, Good, HSG D (2SA, 2SB, 2SC, 3SF, 3SG)
1.037	98	Paved parking, HSG B (1SA, 2SB, 2SC, 3SC, 3SE)
1.203	98	Paved parking, HSG C (1SA, 2SA, 2SB, 2SC, 2SD, 2SE, 3SA, 3SC, 3SG)
0.833	98	Paved parking, HSG D (2SB, 2SC, 3SG, 4SA, 4SB)
0.648	98	Roofs, HSG B (3SD)
0.141	98	Roofs, HSG C (3SD)
0.116	98	Roofs, HSG D (3SF, 4SA)
0.315	70	Woods, Good, HSG C (2SA, 2SD, 3SA)
0.918	77	Woods, Good, HSG D (2SA, 2SD, 3SA, 3SF)
6.412	**89**	**TOTAL AREA**

Time span=0.00-80.00 hrs, dt=0.01 hrs, 8001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1SA: Runoff Area=18,745 sf 91.78% Impervious Runoff Depth=2.45"
Flow Length=305' Tc=6.1 min CN=95 Runoff=1.17 cfs 0.088 af

Subcatchment 2SA: Runoff Area=46,660 sf 0.26% Impervious Runoff Depth=0.91"
Flow Length=140' Slope=0.0500 '/' Tc=7.4 min CN=74 Runoff=1.01 cfs 0.081 af

Subcatchment 2SB: Div 1A Runoff Area=58,760 sf 85.07% Impervious Runoff Depth=2.25"
Tc=6.0 min CN=93 Runoff=3.47 cfs 0.253 af

Subcatchment 2SC: Div 1B Runoff Area=33,320 sf 91.96% Impervious Runoff Depth=2.55"
Tc=6.0 min CN=96 Runoff=2.14 cfs 0.163 af

Subcatchment 2SD: Runoff Area=9,910 sf 18.47% Impervious Runoff Depth=1.13"
Tc=6.0 min CN=78 Runoff=0.29 cfs 0.021 af

Subcatchment 2SE: Runoff Area=5,640 sf 81.12% Impervious Runoff Depth=2.25"
Tc=6.0 min CN=93 Runoff=0.33 cfs 0.024 af

Subcatchment 3SA: Runoff Area=13,725 sf 5.90% Impervious Runoff Depth=0.86"
Tc=6.0 min CN=73 Runoff=0.29 cfs 0.023 af

Subcatchment 3SC: Div 2A Runoff Area=10,905 sf 51.95% Impervious Runoff Depth=1.45"
Tc=6.0 min CN=83 Runoff=0.42 cfs 0.030 af

Subcatchment 3SD: Div 2B Runoff Area=34,385 sf 100.00% Impervious Runoff Depth=2.77"
Tc=6.0 min CN=98 Runoff=2.29 cfs 0.182 af

Subcatchment 3SE: Runoff Area=4,040 sf 100.00% Impervious Runoff Depth=2.77"
Tc=6.0 min CN=98 Runoff=0.27 cfs 0.021 af

Subcatchment 3SF: Runoff Area=19,025 sf 5.89% Impervious Runoff Depth=1.19"
Tc=6.0 min CN=79 Runoff=0.60 cfs 0.043 af

Subcatchment 3SG: Runoff Area=19,265 sf 93.41% Impervious Runoff Depth=2.66"
Tc=6.0 min CN=97 Runoff=1.26 cfs 0.098 af

Subcatchment 4SA: Police Asset Building Runoff Area=4,590 sf 100.00% Impervious Runoff Depth=2.77"
Tc=6.0 min CN=98 Runoff=0.31 cfs 0.024 af

Subcatchment 4SB: Runoff Area=335 sf 100.00% Impervious Runoff Depth=2.77"
Tc=6.0 min CN=98 Runoff=0.02 cfs 0.002 af

Reach 1R: Proposed Culvert Avg. Flow Depth=0.03' Max Vel=2.23 fps Inflow=1.01 cfs 0.081 af
56.0" x 72.0" Box Pipe w/ 24.0" inside fill n=0.011 L=50.0' S=0.0200 '/' Capacity=1,318.74 cfs Outflow=1.01 cfs 0.081 af

Pond 3P: RDF Peak Elev=224.01' Storage=651 cf Inflow=0.33 cfs 0.026 af
Outflow=0.02 cfs 0.026 af

Pond 4P: SF2 Peak Elev=217.36' Storage=4,410 cf Inflow=2.99 cfs 0.234 af
Outflow=0.32 cfs 0.233 af

Pond 5P: SF1 Peak Elev=217.50' Storage=7,238 cf Inflow=5.60 cfs 0.416 af
Outflow=0.82 cfs 0.416 af

Link 1L: Minot Ave Inflow=1.17 cfs 0.088 af
Primary=1.17 cfs 0.088 af

Link 2L: Tributary to Taylor Brook Inflow=2.33 cfs 0.569 af
Primary=2.33 cfs 0.569 af

Link 3L: Taylor Brook Inflow=4.69 cfs 0.966 af
Primary=4.69 cfs 0.966 af

Total Runoff Area = 6.412 ac Runoff Volume = 1.054 af Average Runoff Depth = 1.97"
37.95% Pervious = 2.434 ac 62.05% Impervious = 3.978 ac

Summary for Subcatchment 1SA:

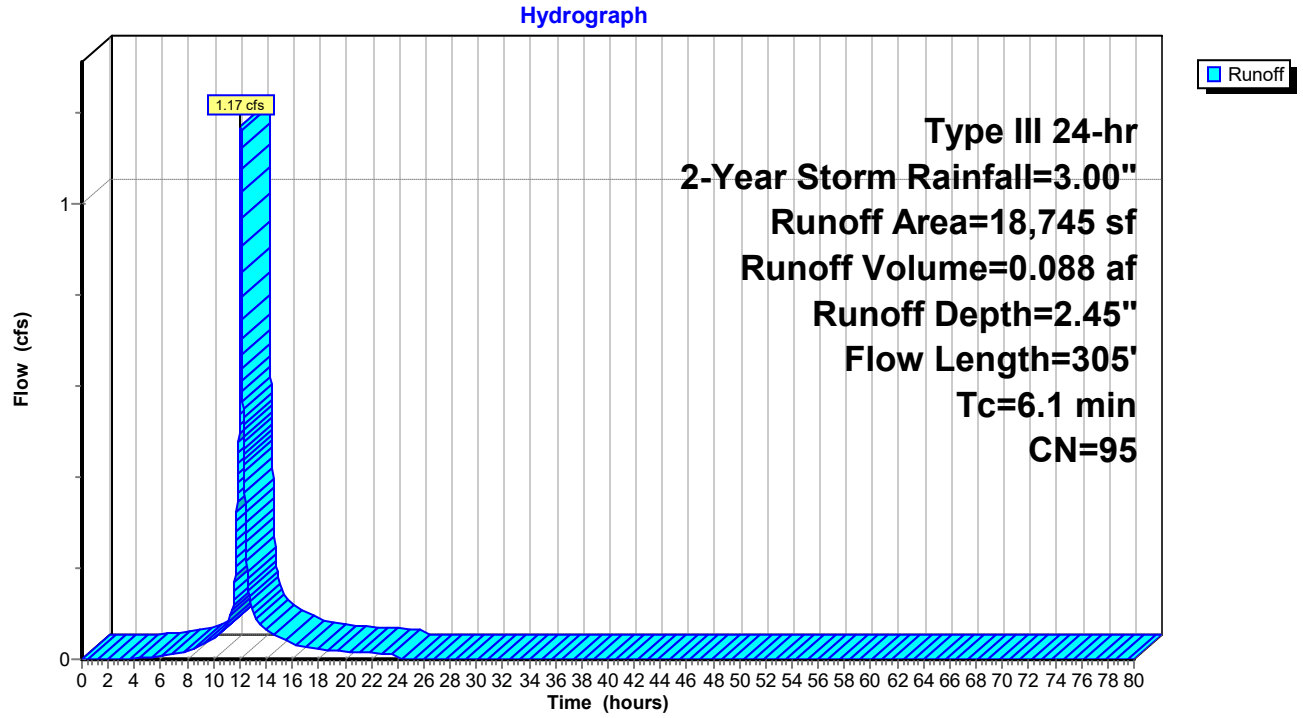
Runoff = 1.17 cfs @ 12.09 hrs, Volume= 0.088 af, Depth= 2.45"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
310	74	>75% Grass cover, Good, HSG C
1,050	98	Paved parking, HSG C
1,230	61	>75% Grass cover, Good, HSG B
16,155	98	Paved parking, HSG B
18,745	95	Weighted Average
1,540		8.22% Pervious Area
17,205		91.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.4	20	0.0125	0.10		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.3	80	0.0119	1.03		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.4	205	0.0141	2.41		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
6.1	305	Total			

Subcatchment 1SA:



Summary for Subcatchment 2SA:

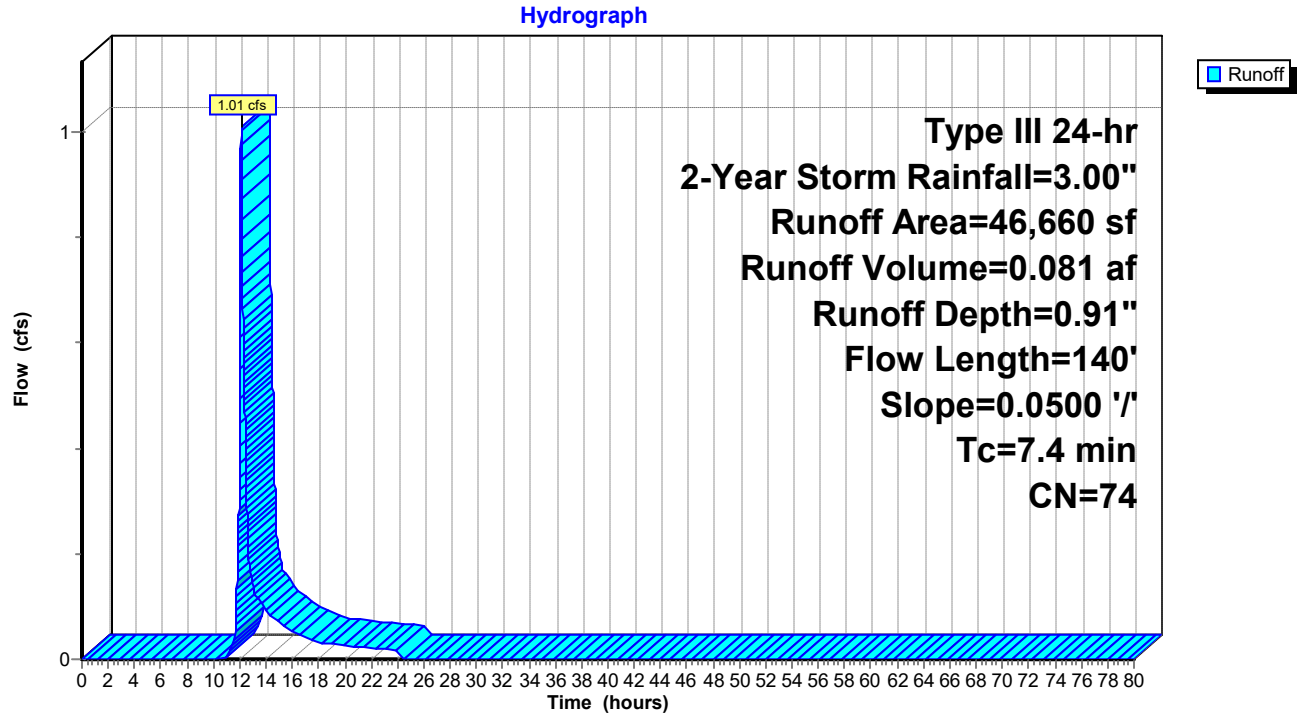
Runoff = 1.01 cfs @ 12.12 hrs, Volume= 0.081 af, Depth= 0.91"
Routed to Reach 1R : Proposed Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
5,880	61	>75% Grass cover, Good, HSG B
7,350	74	>75% Grass cover, Good, HSG C
2,860	80	>75% Grass cover, Good, HSG D
26,740	77	Woods, Good, HSG D
3,710	70	Woods, Good, HSG C
120	98	Paved parking, HSG C
46,660	74	Weighted Average
46,540		99.74% Pervious Area
120		0.26% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow, Sheet** Grass: Short n= 0.150 P2= 3.00"
0.4	40	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
7.4	140	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB: Div 1A

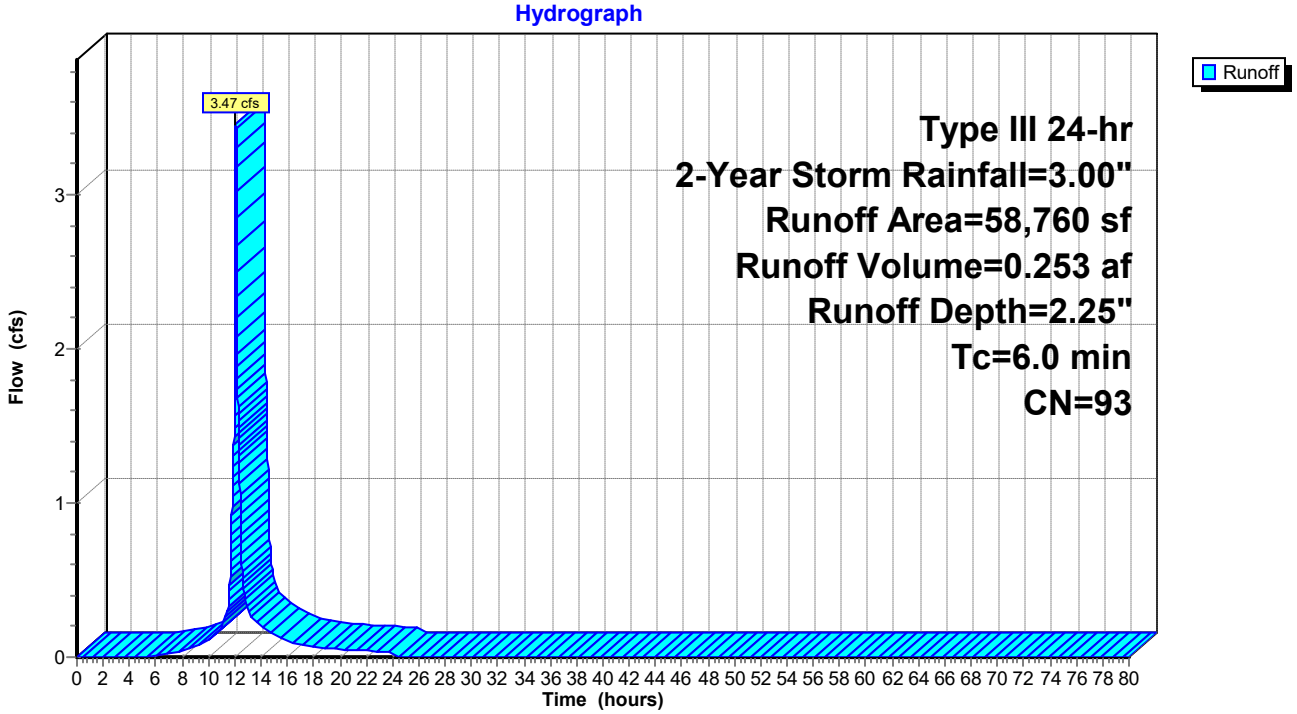
Runoff = 3.47 cfs @ 12.09 hrs, Volume= 0.253 af, Depth= 2.25"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
330	74	>75% Grass cover, Good, HSG C
11,545	98	Paved parking, HSG C
6,940	61	>75% Grass cover, Good, HSG B
14,240	98	Paved parking, HSG B
1,500	80	>75% Grass cover, Good, HSG D
24,205	98	Paved parking, HSG D
58,760	93	Weighted Average
8,770		14.93% Pervious Area
49,990		85.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SB: Div 1A



Summary for Subcatchment 2SC: Div 1B

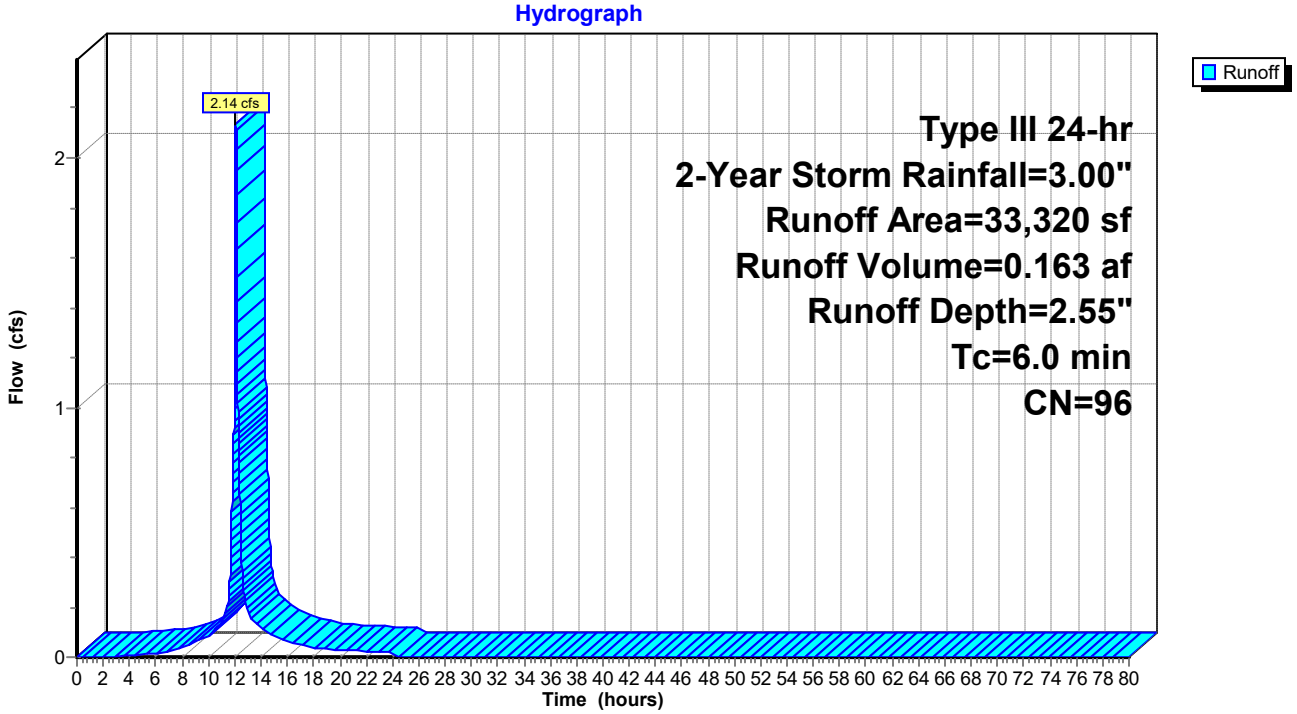
Runoff = 2.14 cfs @ 12.08 hrs, Volume= 0.163 af, Depth= 2.55"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
310	61	>75% Grass cover, Good, HSG B
9,995	98	Paved parking, HSG B
2,165	74	>75% Grass cover, Good, HSG C
16,545	98	Paved parking, HSG C
205	80	>75% Grass cover, Good, HSG D
4,100	98	Paved parking, HSG D
33,320	96	Weighted Average
2,680		8.04% Pervious Area
30,640		91.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SC: Div 1B



Summary for Subcatchment 2SD:

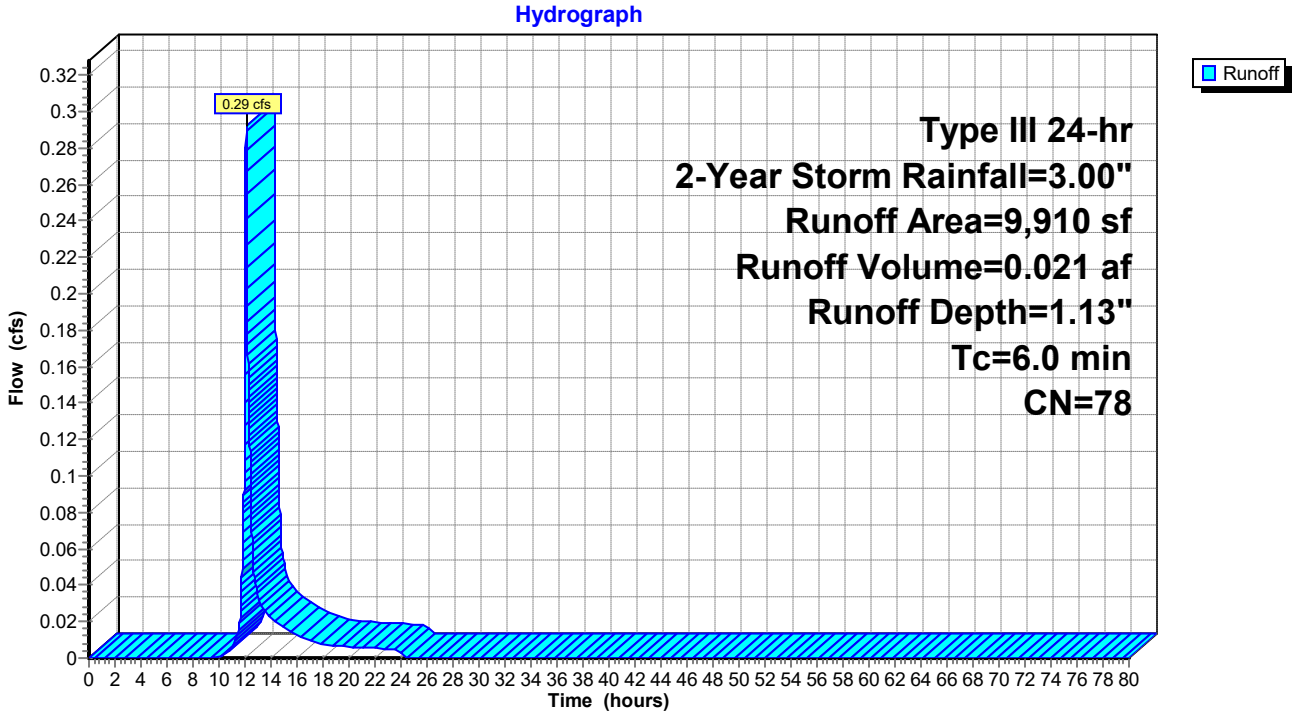
Runoff = 0.29 cfs @ 12.09 hrs, Volume= 0.021 af, Depth= 1.13"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
3,345	77	Woods, Good, HSG D
2,420	70	Woods, Good, HSG C
2,315	74	>75% Grass cover, Good, HSG C
1,830	98	Paved parking, HSG C
9,910	78	Weighted Average
8,080		81.53% Pervious Area
1,830		18.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SD:



Summary for Subcatchment 2SE:

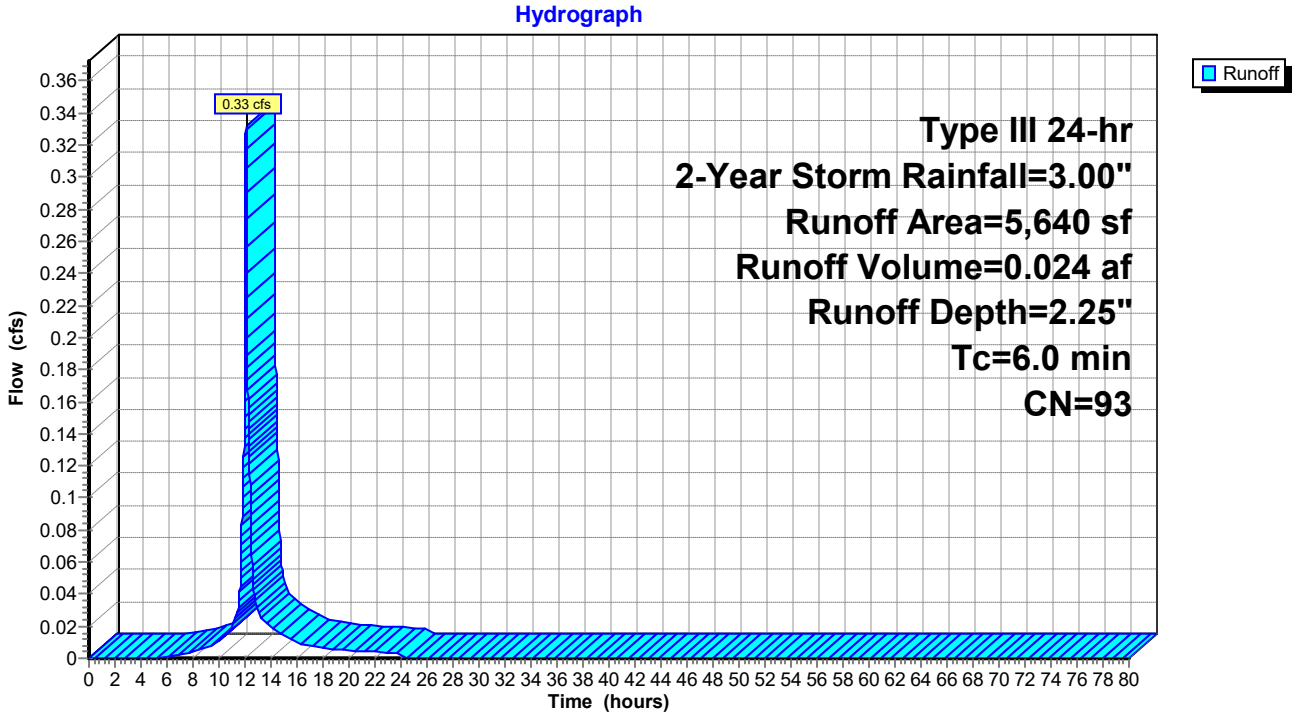
Runoff = 0.33 cfs @ 12.09 hrs, Volume= 0.024 af, Depth= 2.25"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
1,065	74	>75% Grass cover, Good, HSG C
4,575	98	Paved parking, HSG C
5,640	93	Weighted Average
1,065		18.88% Pervious Area
4,575		81.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SE:



Summary for Subcatchment 3SA:

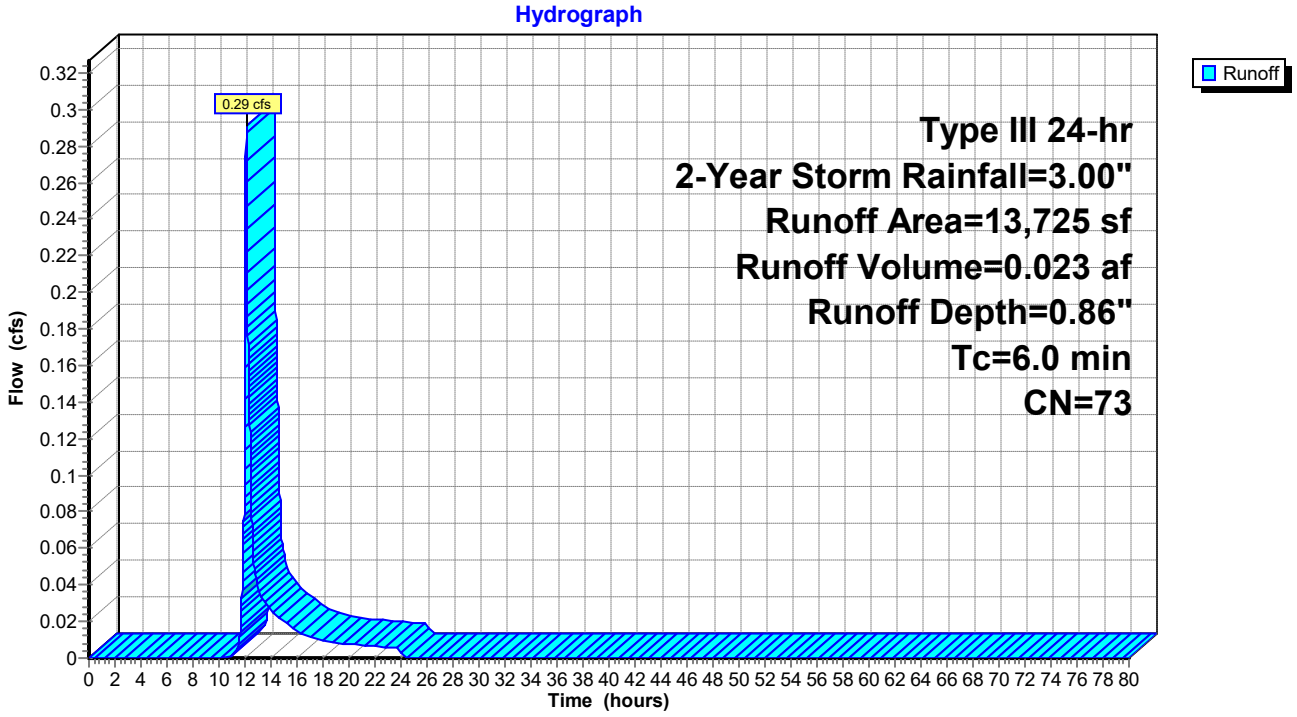
Runoff = 0.29 cfs @ 12.10 hrs, Volume= 0.023 af, Depth= 0.86"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
4,995	74	>75% Grass cover, Good, HSG C
810	98	Paved parking, HSG C
7,595	70	Woods, Good, HSG C
325	77	Woods, Good, HSG D
13,725	73	Weighted Average
12,915		94.10% Pervious Area
810		5.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SA:



Summary for Subcatchment 3SC: Div 2A

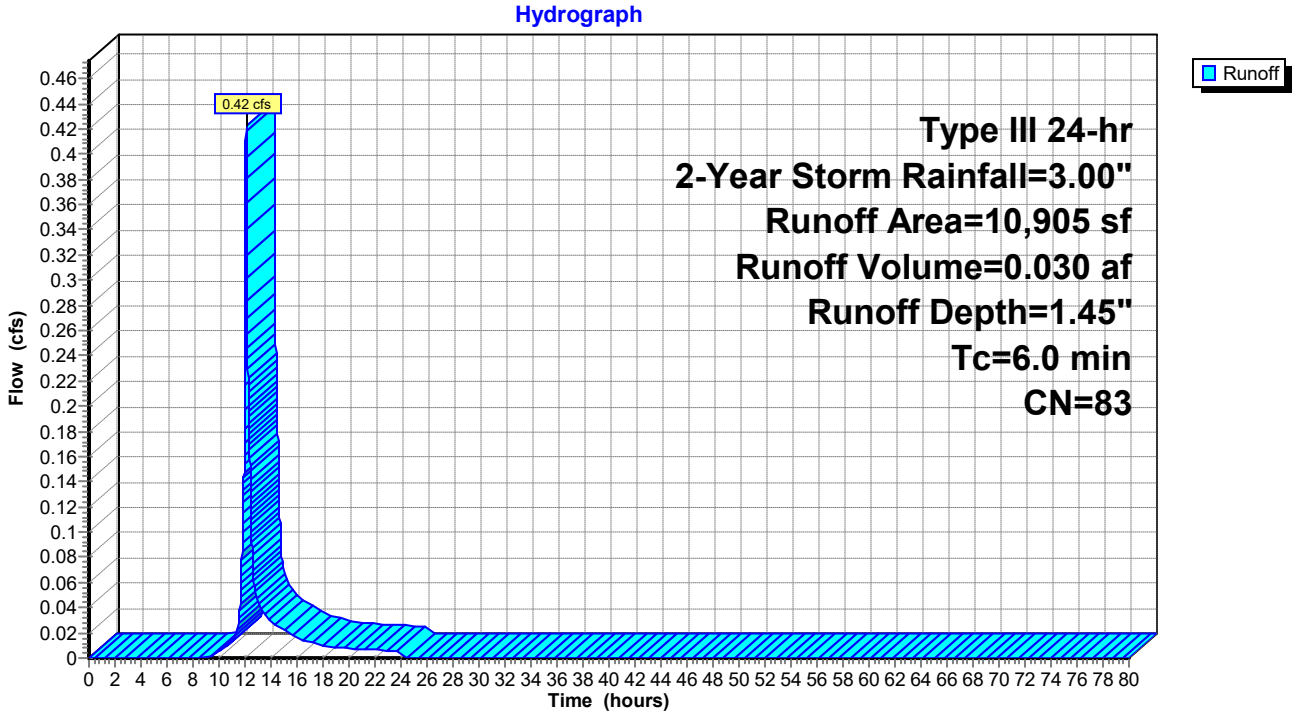
Runoff = 0.42 cfs @ 12.09 hrs, Volume= 0.030 af, Depth= 1.45"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
2,745	61	>75% Grass cover, Good, HSG B
750	98	Paved parking, HSG B
2,495	74	>75% Grass cover, Good, HSG C
4,915	98	Paved parking, HSG C
10,905	83	Weighted Average
5,240		48.05% Pervious Area
5,665		51.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SC: Div 2A



Summary for Subcatchment 3SD: Div 2B

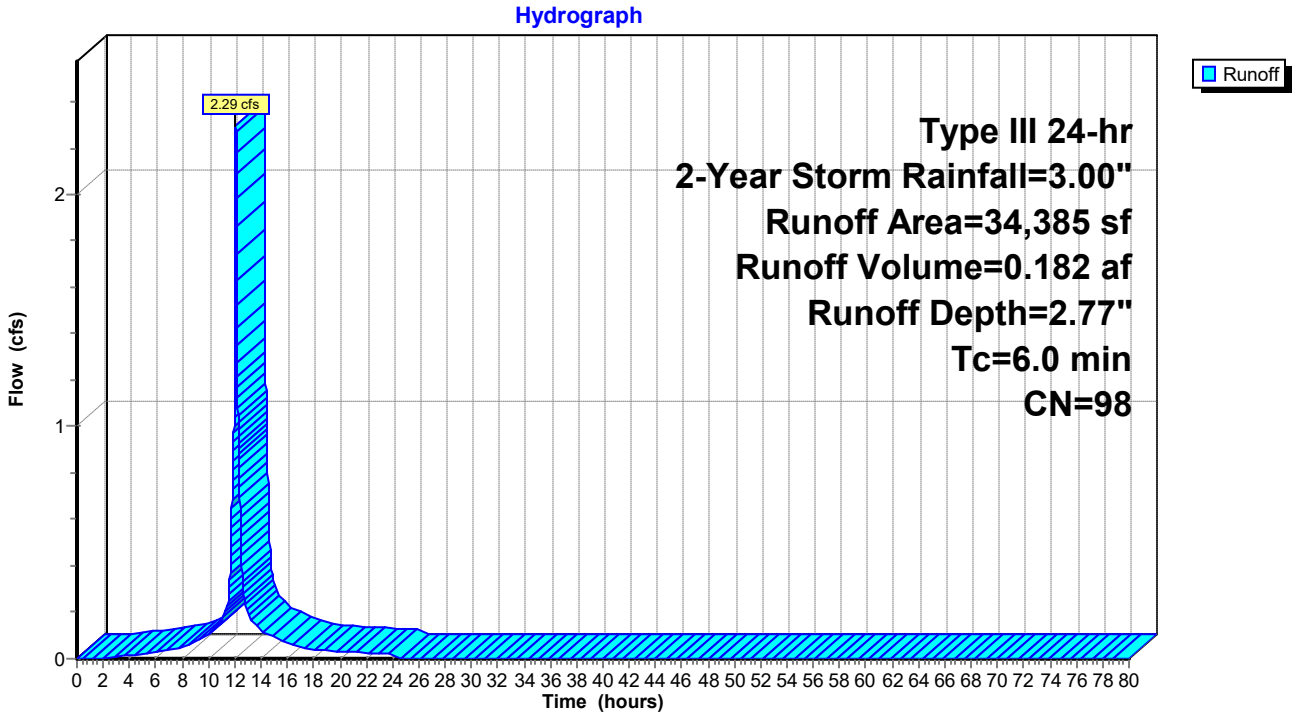
Runoff = 2.29 cfs @ 12.08 hrs, Volume= 0.182 af, Depth= 2.77"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
28,245	98	Roofs, HSG B
6,140	98	Roofs, HSG C
34,385	98	Weighted Average
34,385		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct**

Subcatchment 3SD: Div 2B



Summary for Subcatchment 3SE:

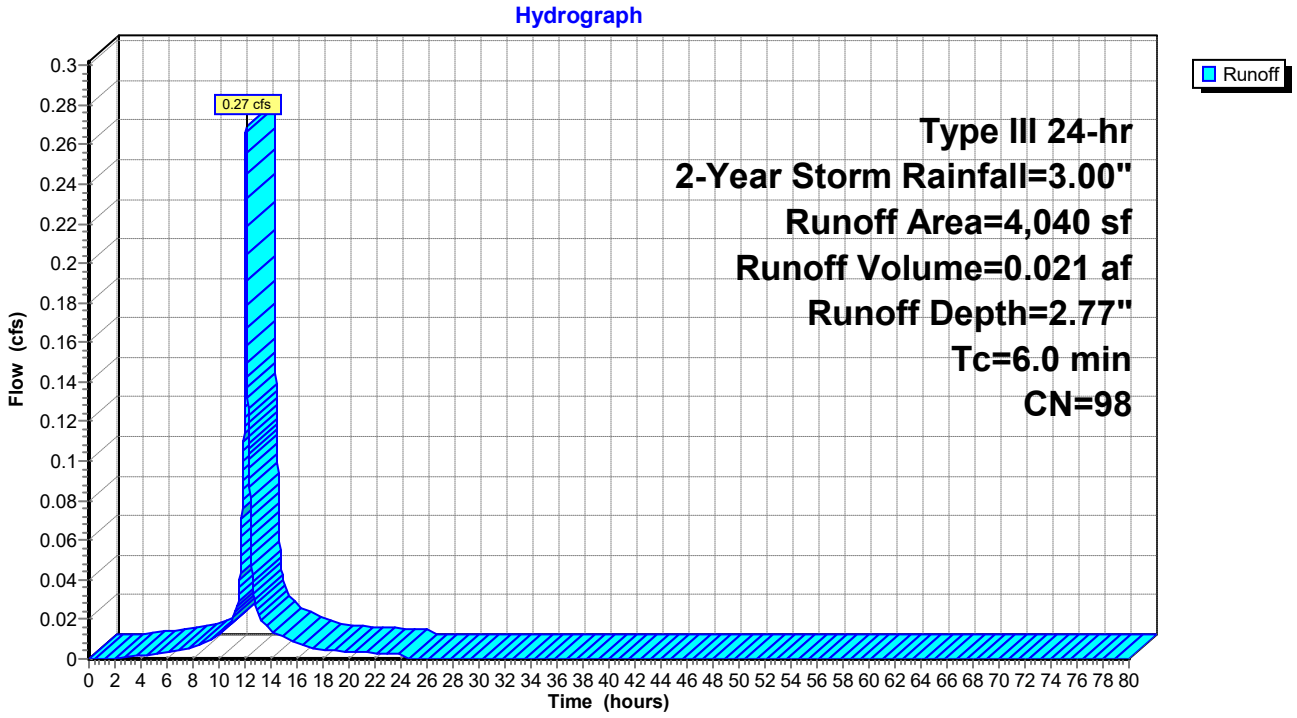
Runoff = 0.27 cfs @ 12.08 hrs, Volume= 0.021 af, Depth= 2.77"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
4,040	98	Paved parking, HSG B
4,040		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SE:



Summary for Subcatchment 3SF:

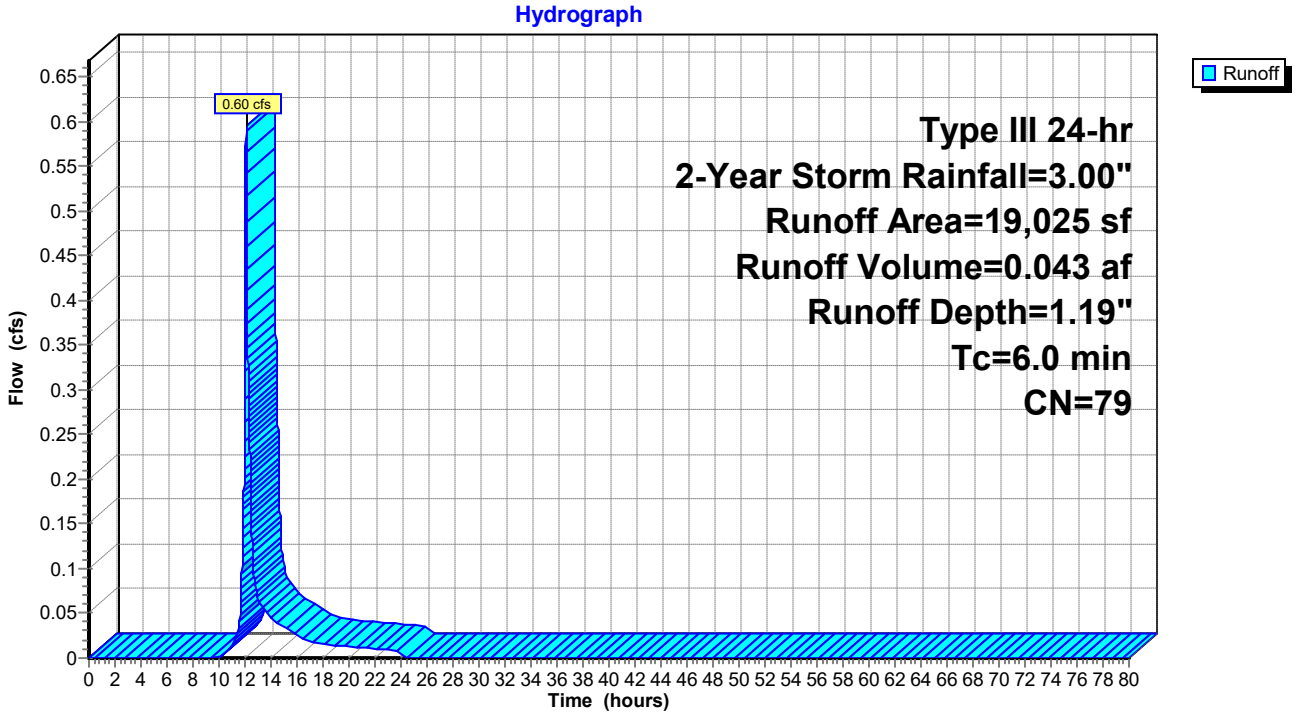
Runoff = 0.60 cfs @ 12.09 hrs, Volume= 0.043 af, Depth= 1.19"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
9,590	77	Woods, Good, HSG D
7,820	80	>75% Grass cover, Good, HSG D
495	74	>75% Grass cover, Good, HSG C
1,120	98	Roofs, HSG D
19,025	79	Weighted Average
17,905		94.11% Pervious Area
1,120		5.89% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SF:



Summary for Subcatchment 3SG:

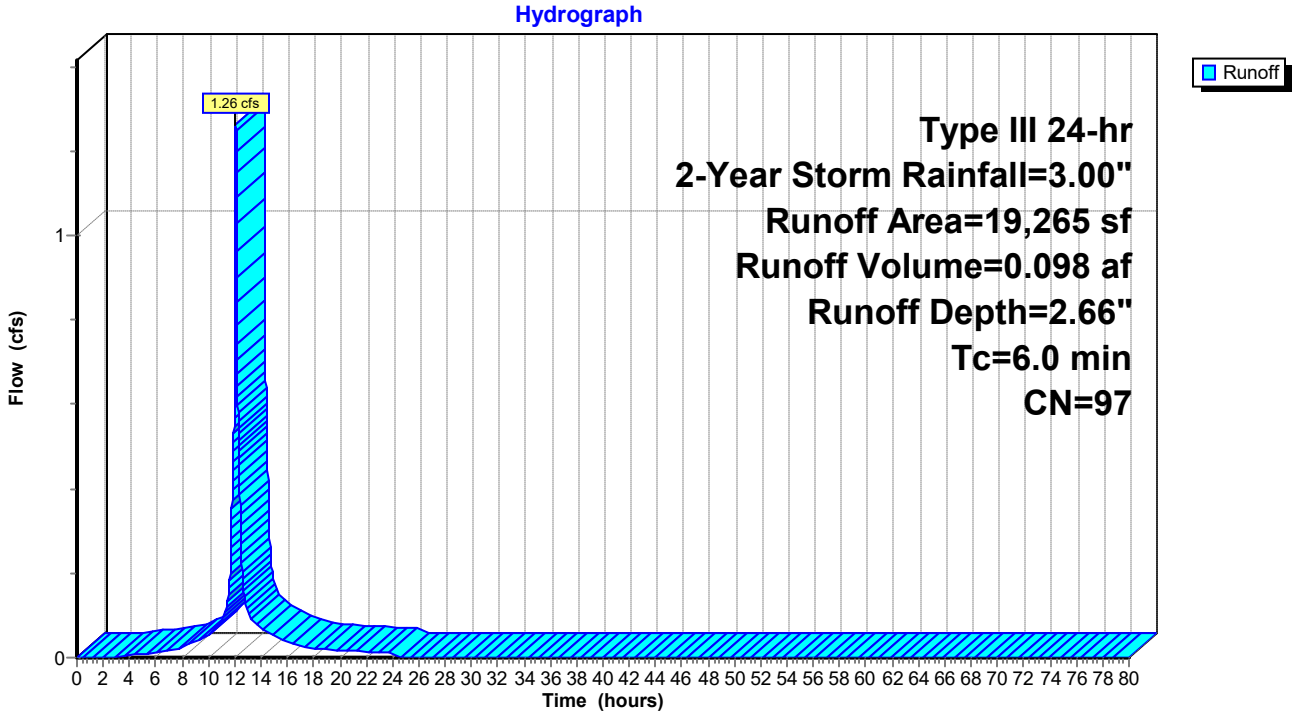
Runoff = 1.26 cfs @ 12.08 hrs, Volume= 0.098 af, Depth= 2.66"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
395	74	>75% Grass cover, Good, HSG C
11,005	98	Paved parking, HSG C
0	98	Roofs, HSG C
875	80	>75% Grass cover, Good, HSG D
6,990	98	Paved parking, HSG D
19,265	97	Weighted Average
1,270		6.59% Pervious Area
17,995		93.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SG:



Summary for Subcatchment 4SA: Police Asset Building

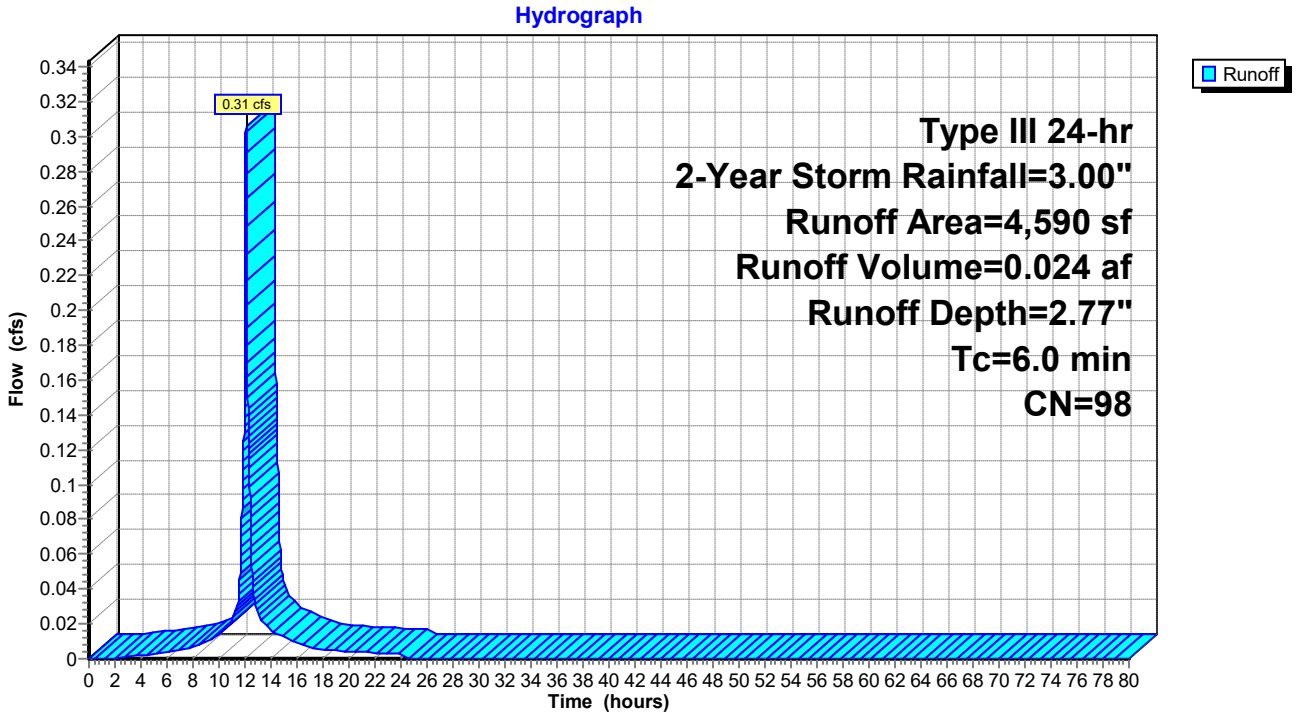
Runoff = 0.31 cfs @ 12.08 hrs, Volume= 0.024 af, Depth= 2.77"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
3,945	98	Roofs, HSG D
645	98	Paved parking, HSG D
4,590	98	Weighted Average
4,590		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SA: Police Asset Building



Summary for Subcatchment 4SB:

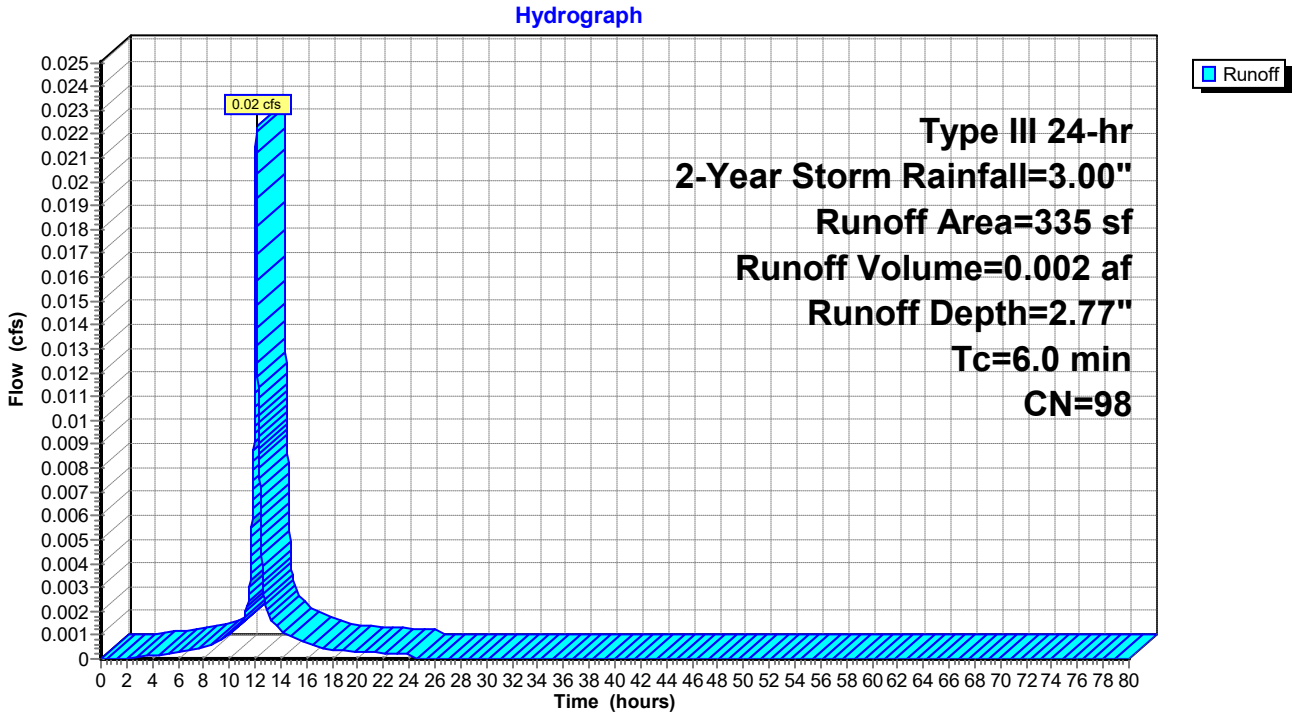
Runoff = 0.02 cfs @ 12.08 hrs, Volume= 0.002 af, Depth= 2.77"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.00"

Area (sf)	CN	Description
335	98	Paved parking, HSG D
335		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SB:



Summary for Reach 1R: Proposed Culvert

Inflow Area = 1.071 ac, 0.26% Impervious, Inflow Depth = 0.91" for 2-Year Storm event
Inflow = 1.01 cfs @ 12.12 hrs, Volume= 0.081 af
Outflow = 1.01 cfs @ 12.13 hrs, Volume= 0.081 af, Atten= 0%, Lag= 0.8 min
Routed to Link 2L : Tributary to Taylor Brook

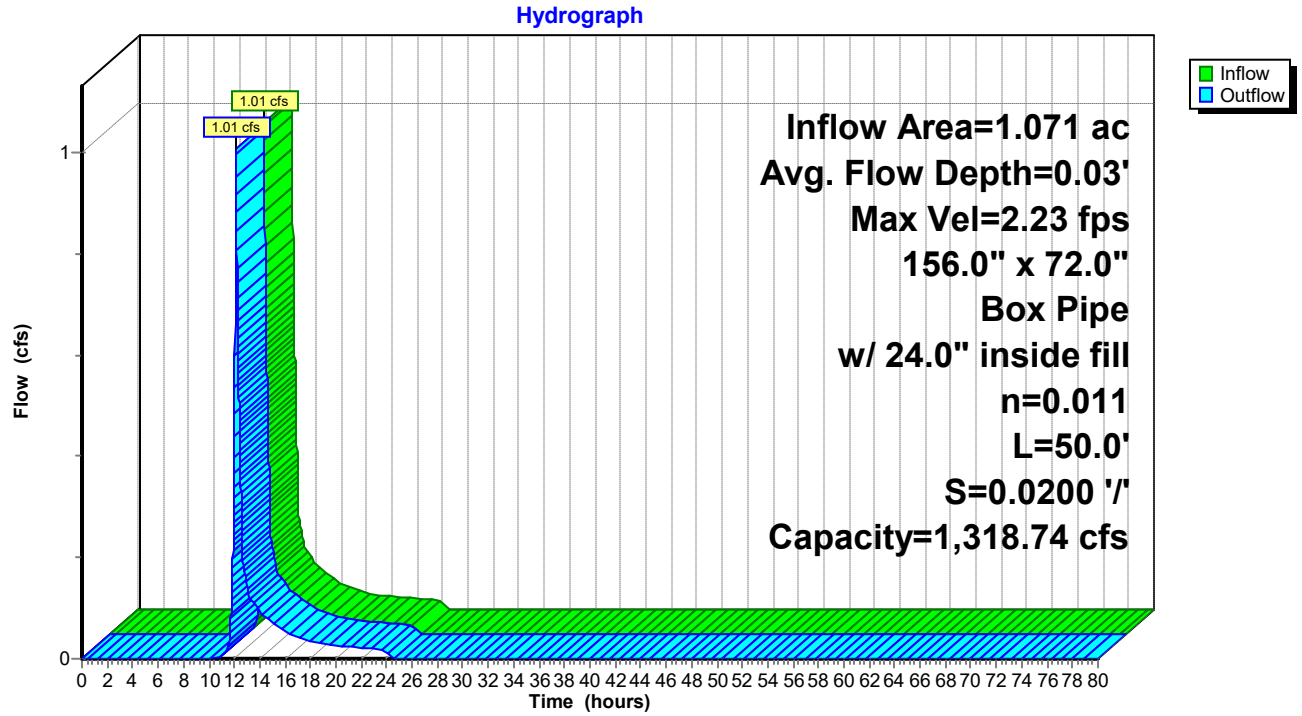
Routing by Stor-Ind+Trans method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.23 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 2.23 fps, Avg. Travel Time= 0.4 min

Peak Storage= 23 cf @ 12.12 hrs
Average Depth at Peak Storage= 2.03' above invert (0.03' above fill) , Surface Width= 13.00'
Bank-Full Depth= 6.00' above invert (4.00' above fill) Flow Area= 52.0 sf, Capacity= 1,318.74 cfs

156.0" W x 72.0" H Box Pipe w/ 24.0" inside fill
n= 0.011 Concrete pipe, straight & clean
Length= 50.0' Slope= 0.0200 '/' (101 Elevation Intervals)
Inlet Invert= 209.00', Outlet Invert= 208.00'



Reach 1R: Proposed Culvert



Summary for Pond 3P: RDF

Inflow Area = 0.113 ac,100.00% Impervious, Inflow Depth = 2.77" for 2-Year Storm event
Inflow = 0.33 cfs @ 12.08 hrs, Volume= 0.026 af
Outflow = 0.02 cfs @ 13.97 hrs, Volume= 0.026 af, Atten= 95%, Lag= 113.3 min
Primary = 0.02 cfs @ 13.97 hrs, Volume= 0.026 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 224.01' @ 13.97 hrs Surf.Area= 488 sf Storage= 651 cf
Flood Elev= 225.00' Surf.Area= 488 sf Storage= 844 cf

Plug-Flow detention time= 442.3 min calculated for 0.026 af (100% of inflow)
Center-of-Mass det. time= 442.2 min (1,200.0 - 757.8)

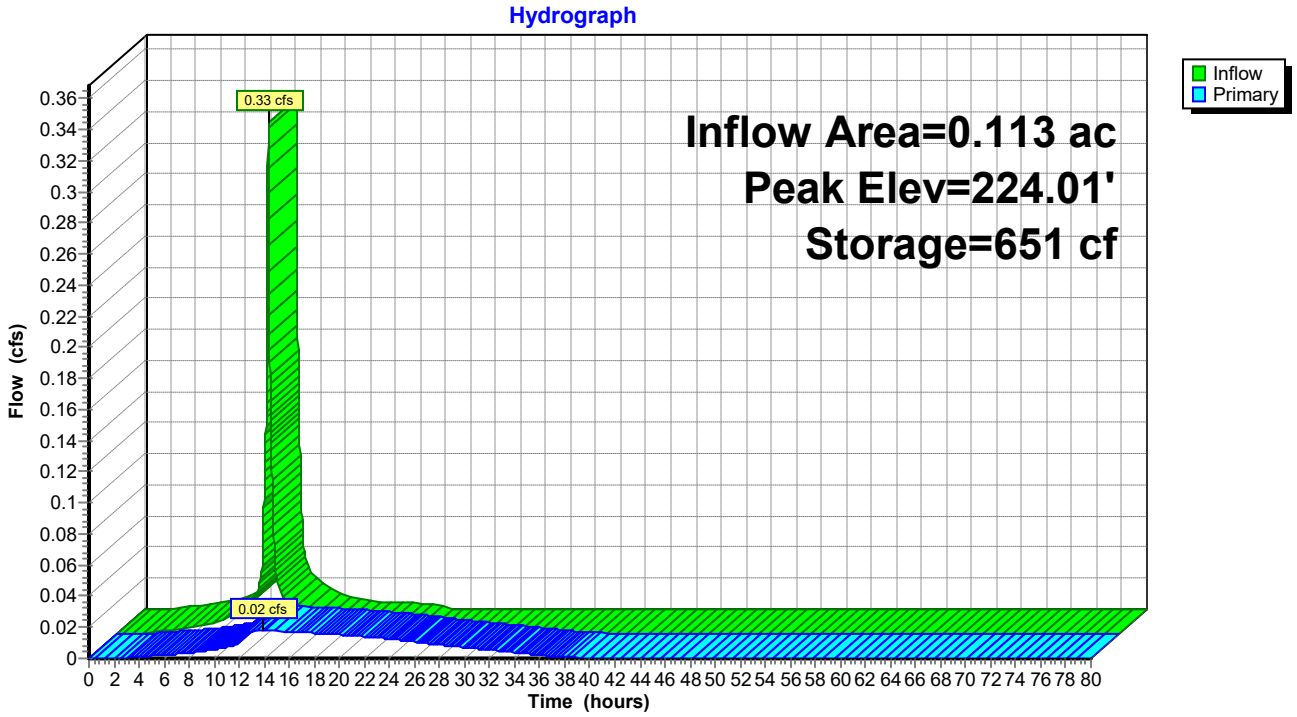
Volume	Invert	Avail.Storage	Storage Description
#1	220.50'	844 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
220.50	488	0.0	0	0
221.50	488	40.0	195	195
222.50	488	33.0	161	356
225.00	488	40.0	488	844

Device	Routing	Invert	Outlet Devices
#1	Primary	220.50'	**12.0" Round Culvert** L= 40.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 220.50' / 217.00' S= 0.0875 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	220.50'	**0.6" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Device 1	224.50'	**24.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.02 cfs @ 13.97 hrs HW=224.01' (Free Discharge)
└**1=Culvert** (Passes 0.02 cfs of 5.18 cfs potential flow)
├**2=Orifice/Grate** (Orifice Controls 0.02 cfs @ 8.99 fps)
└**3=Orifice/Grate** (Controls 0.00 cfs)

Pond 3P: RDF


Hydrograph
Inflow
Primary
0.33 cfs
0.02 cfs
Inflow Area=0.113 ac
Peak Elev=224.01'
Storage=651 cf
Flow (cfs)
0 0.02 0.04 0.06 0.08 0.1 0.12 0.14 0.16 0.18 0.2 0.22 0.24 0.26 0.28 0.3 0.32 0.34 0.36
Time (hours)
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80

Summary for Pond 4P: SF2

Inflow Area = 1.132 ac, 89.38% Impervious, Inflow Depth = 2.48" for 2-Year Storm event
Inflow = 2.99 cfs @ 12.08 hrs, Volume= 0.234 af
Outflow = 0.32 cfs @ 12.78 hrs, Volume= 0.233 af, Atten= 89%, Lag= 41.9 min
Primary = 0.32 cfs @ 12.78 hrs, Volume= 0.233 af
Routed to Link 3L : Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 217.36' @ 12.78 hrs Surf.Area= 7,606 sf Storage= 4,410 cf

Plug-Flow detention time= 149.5 min calculated for 0.233 af (100% of inflow)
Center-of-Mass det. time= 148.7 min (916.6 - 767.9)

Volume	Invert	Avail.Storage	Storage Description
#1	216.20'	2,615 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 9,608 cf Overall - 3,070 cf Embedded = 6,538 cf x 40.0% Voids
#2	216.70'	3,070 cf	**ADS_StormTech SC-800 +Cap** x 60 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 60 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.36'	1,352 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 3,379 cf Overall x 40.0% Voids
#4	214.70'	1,248 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 3,783 cf Overall x 33.0% Voids
		8,285 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.20	2,562	0	0
219.95	2,562	9,608	9,608

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.36	2,522	0	0
214.70	2,522	3,379	3,379

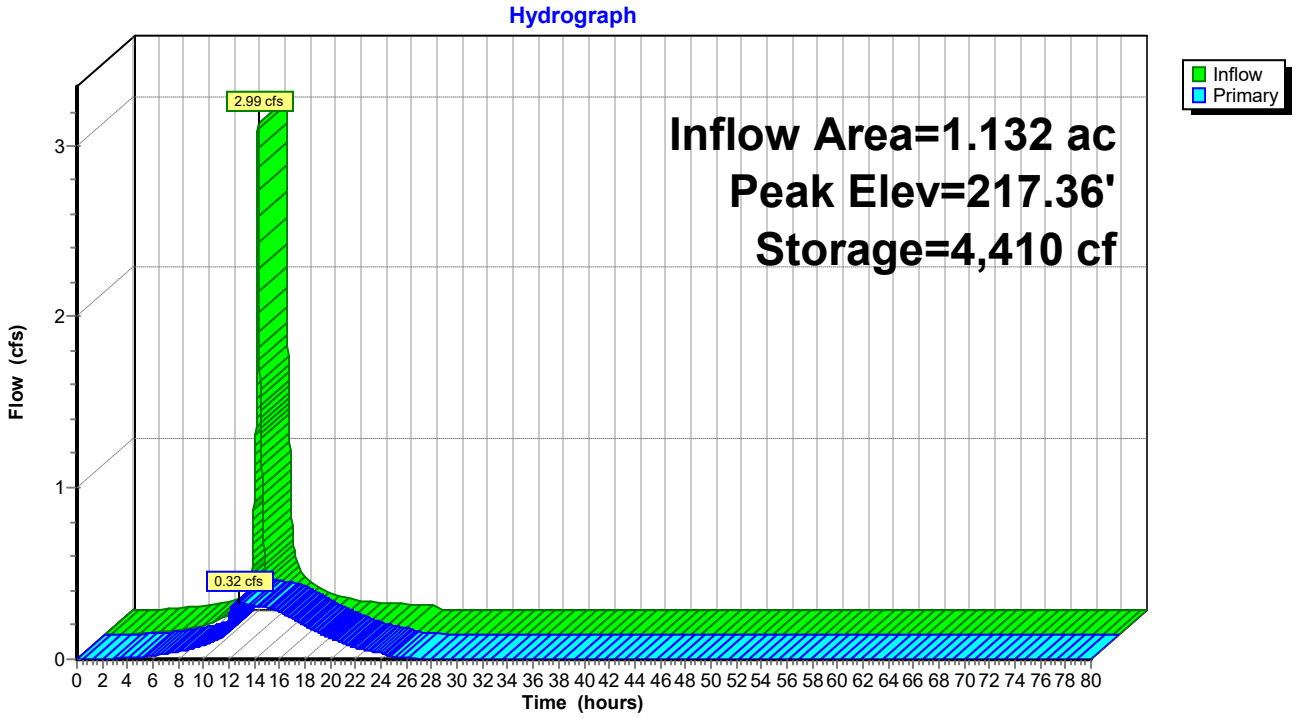
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.70	2,522	0	0
216.20	2,522	3,783	3,783

Device	Routing	Invert	Outlet Devices
#1	Primary	211.40'	**18.0" Round Culvert** L= 38.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 211.40' / 210.90' S= 0.0132 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.50'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.90 1.90 2.10 2.10 4.00 4.00 Elev. (feet) 223.19 219.19 219.19 217.50 217.50 219.19 219.19

			223.19
#3	Device 4	213.36'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.81' Phase-In= 0.10'
#4	Device 1	213.37'	**2.5" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.32 cfs @ 12.78 hrs HW=217.36' (Free Discharge)
1=Culvert (Passes 0.32 cfs of 15.34 cfs potential flow)
2=Asymmetrical Weir (Controls 0.00 cfs)
4=Orifice/Grate (Orifice Controls 0.32 cfs @ 9.49 fps)
3=Exfiltration (Passes 0.32 cfs of 5.29 cfs potential flow)

Pond 4P: SF2



Summary for Pond 5P: SF1

Inflow Area = 2.114 ac, 87.57% Impervious, Inflow Depth = 2.36" for 2-Year Storm event
Inflow = 5.60 cfs @ 12.08 hrs, Volume= 0.416 af
Outflow = 0.82 cfs @ 12.59 hrs, Volume= 0.416 af, Atten= 85%, Lag= 30.0 min
Primary = 0.82 cfs @ 12.59 hrs, Volume= 0.416 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 217.50' @ 12.59 hrs Surf.Area= 12,763 sf Storage= 7,238 cf

Plug-Flow detention time= 98.8 min calculated for 0.416 af (100% of inflow)
Center-of-Mass det. time= 98.9 min (886.4 - 787.5)

Volume	Invert	Avail.Storage	Storage Description
#1	216.40'	4,283 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 16,054 cf Overall - 5,346 cf Embedded = 10,707 cf x 40.0% Voids
#2	216.90'	5,346 cf	**ADS_StormTech SC-800 +Cap** x 105 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 105 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.57'	2,256 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 5,641 cf Overall x 40.0% Voids
#4	214.90'	2,099 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 6,362 cf Overall x 33.0% Voids
		13,985 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.40	4,281	0	0
220.15	4,281	16,054	16,054

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.57	4,241	0	0
214.90	4,241	5,641	5,641

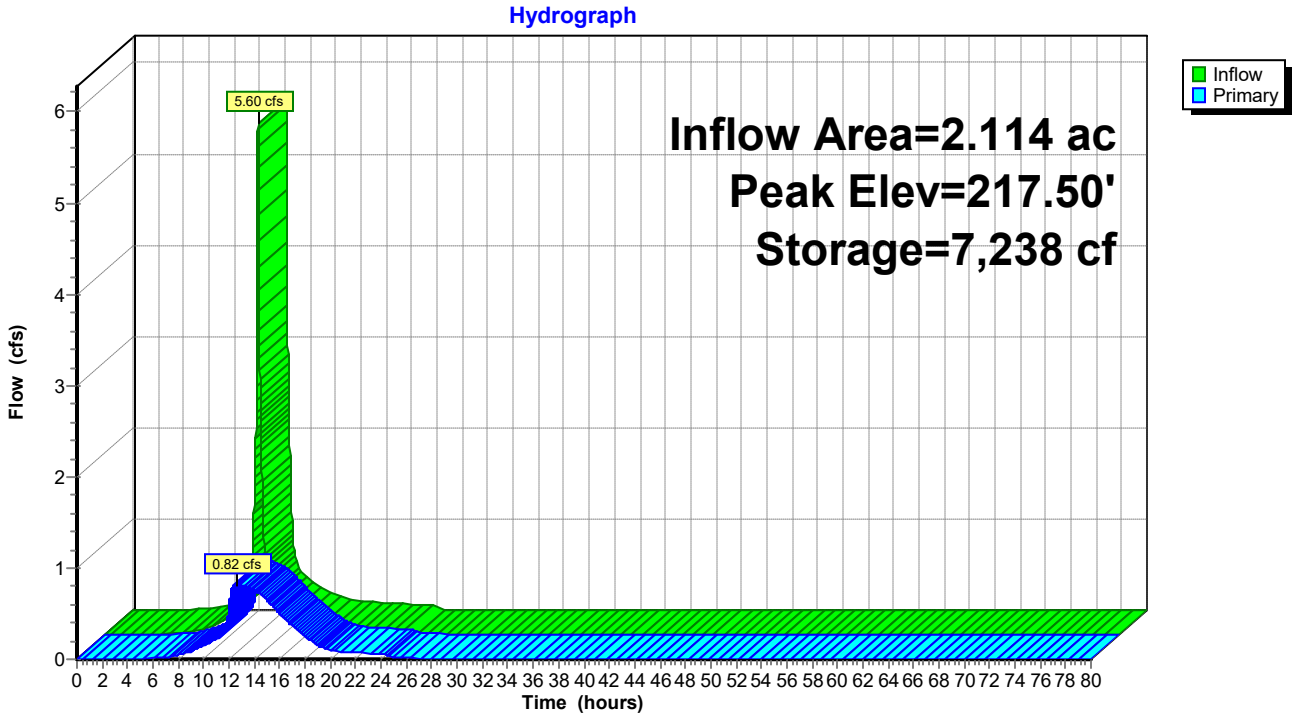
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.90	4,241	0	0
216.40	4,241	6,362	6,362

Device	Routing	Invert	Outlet Devices
#1	Primary	213.40'	**18.0" Round Culvert** L= 18.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 213.40' / 212.75' S= 0.0361 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.75'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.96 1.96 2.04 2.04 4.00 4.00 Elev. (feet) 223.49 219.25 219.25 217.75 217.75 219.25 219.25

			223.49
#3	Device 4	213.57'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.51' Phase-In= 0.10'
#4	Device 1	213.57'	**4.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.82 cfs @ 12.59 hrs HW=217.50' (Free Discharge)
└**1=Culvert** (Passes 0.82 cfs of 12.30 cfs potential flow)
└**2=Asymmetrical Weir** (Controls 0.00 cfs)
└**4=Orifice/Grate** (Orifice Controls 0.82 cfs @ 9.35 fps)
└**3=Exfiltration** (Passes 0.82 cfs of 8.88 cfs potential flow)

Pond 5P: SF1

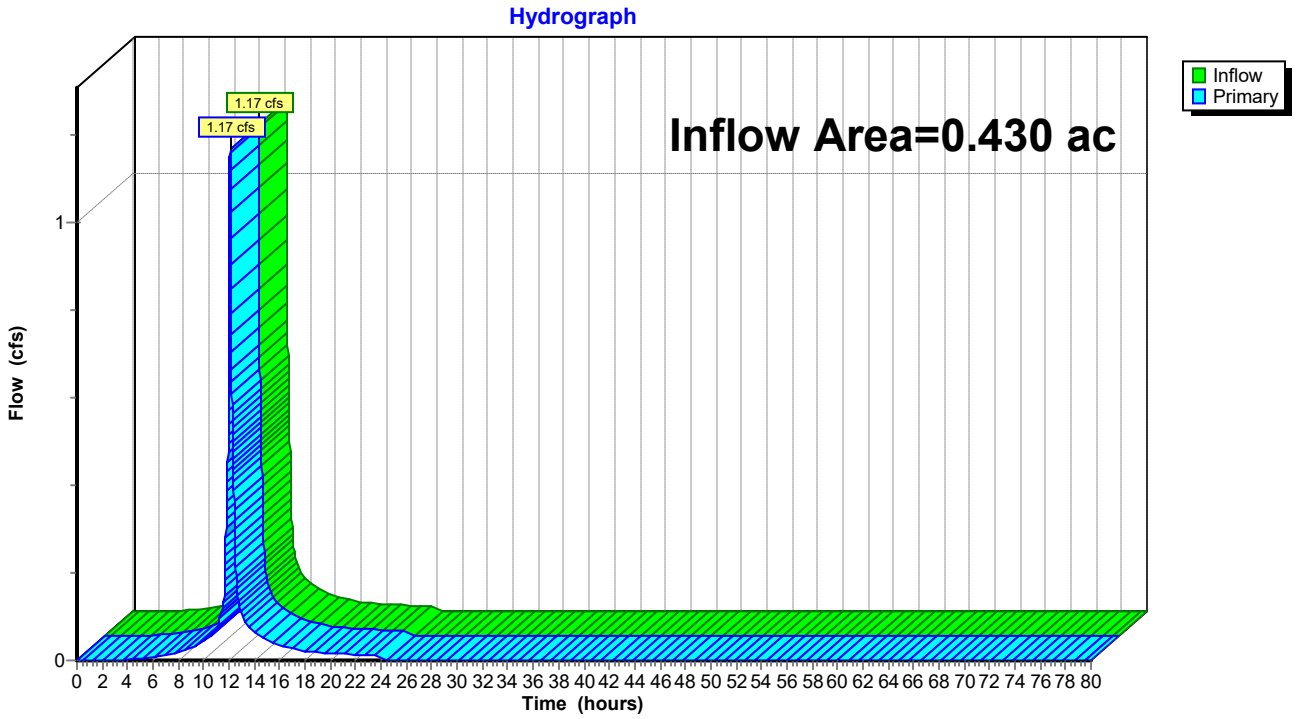


Summary for Link 1L: Minot Ave

Inflow Area = 0.430 ac, 91.78% Impervious, Inflow Depth = 2.45" for 2-Year Storm event
Inflow = 1.17 cfs @ 12.09 hrs, Volume= 0.088 af
Primary = 1.17 cfs @ 12.09 hrs, Volume= 0.088 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 1L: Minot Ave

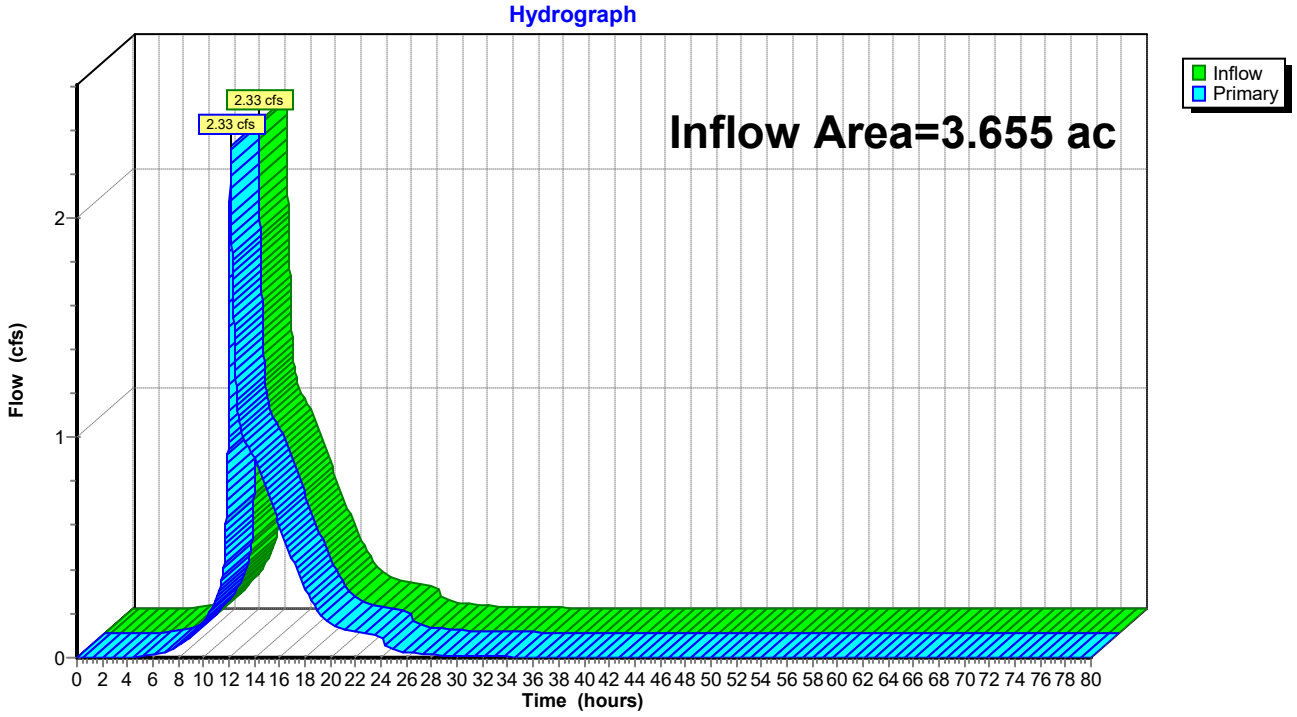


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.655 ac, 57.83% Impervious, Inflow Depth = 1.87" for 2-Year Storm event
Inflow = 2.33 cfs @ 12.12 hrs, Volume= 0.569 af
Primary = 2.33 cfs @ 12.12 hrs, Volume= 0.569 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 2L: Tributary to Taylor Brook

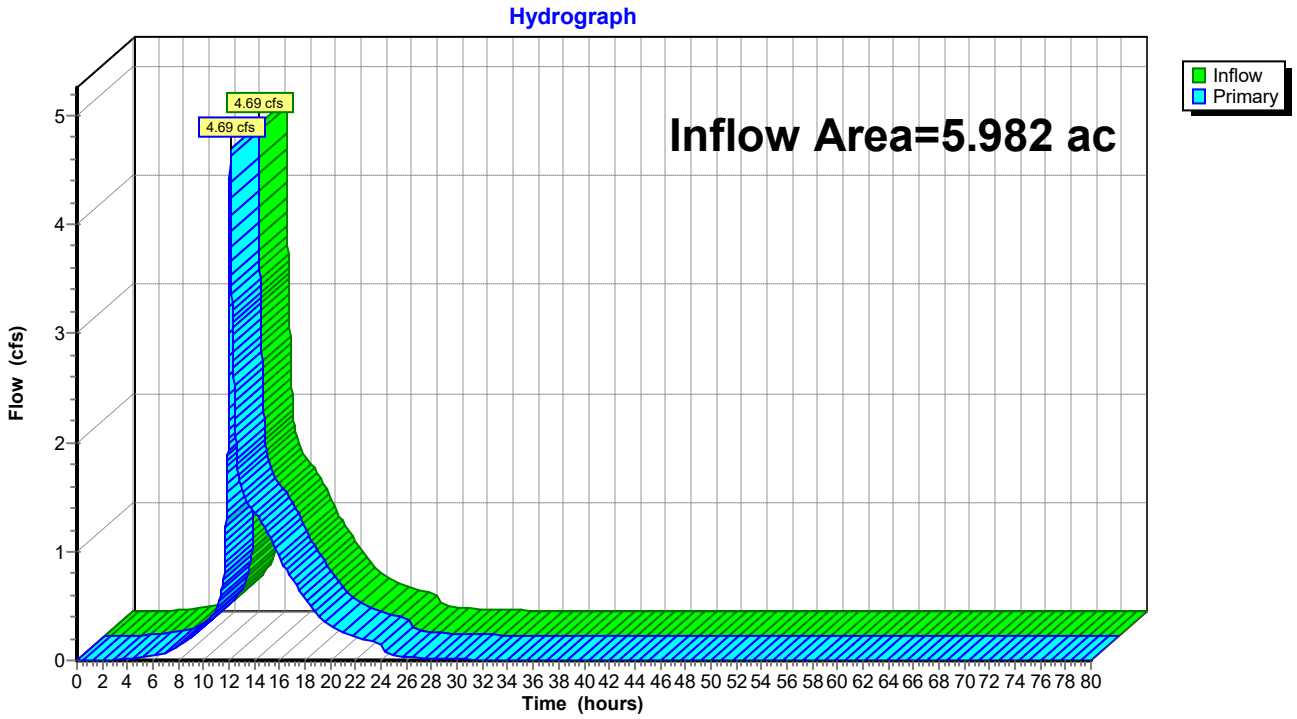


Summary for Link 3L: Taylor Brook

Inflow Area = 5.982 ac, 59.91% Impervious, Inflow Depth = 1.94" for 2-Year Storm event
Inflow = 4.69 cfs @ 12.10 hrs, Volume= 0.966 af
Primary = 4.69 cfs @ 12.10 hrs, Volume= 0.966 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 3L: Taylor Brook



Time span=0.00-80.00 hrs, dt=0.01 hrs, 8001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1SA: Runoff Area=18,745 sf 91.78% Impervious Runoff Depth=3.73"
Flow Length=305' Tc=6.1 min CN=95 Runoff=1.74 cfs 0.134 af

Subcatchment 2SA: Runoff Area=46,660 sf 0.26% Impervious Runoff Depth=1.82"
Flow Length=140' Slope=0.0500 '/' Tc=7.4 min CN=74 Runoff=2.15 cfs 0.162 af

Subcatchment 2SB: Div 1A Runoff Area=58,760 sf 85.07% Impervious Runoff Depth=3.51"
Tc=6.0 min CN=93 Runoff=5.27 cfs 0.395 af

Subcatchment 2SC: Div 1B Runoff Area=33,320 sf 91.96% Impervious Runoff Depth=3.84"
Tc=6.0 min CN=96 Runoff=3.14 cfs 0.245 af

Subcatchment 2SD: Runoff Area=9,910 sf 18.47% Impervious Runoff Depth=2.13"
Tc=6.0 min CN=78 Runoff=0.57 cfs 0.040 af

Subcatchment 2SE: Runoff Area=5,640 sf 81.12% Impervious Runoff Depth=3.51"
Tc=6.0 min CN=93 Runoff=0.51 cfs 0.038 af

Subcatchment 3SA: Runoff Area=13,725 sf 5.90% Impervious Runoff Depth=1.75"
Tc=6.0 min CN=73 Runoff=0.63 cfs 0.046 af

Subcatchment 3SC: Div 2A Runoff Area=10,905 sf 51.95% Impervious Runoff Depth=2.55"
Tc=6.0 min CN=83 Runoff=0.75 cfs 0.053 af

Subcatchment 3SD: Div 2B Runoff Area=34,385 sf 100.00% Impervious Runoff Depth=4.06"
Tc=6.0 min CN=98 Runoff=3.31 cfs 0.267 af

Subcatchment 3SE: Runoff Area=4,040 sf 100.00% Impervious Runoff Depth=4.06"
Tc=6.0 min CN=98 Runoff=0.39 cfs 0.031 af

Subcatchment 3SF: Runoff Area=19,025 sf 5.89% Impervious Runoff Depth=2.21"
Tc=6.0 min CN=79 Runoff=1.13 cfs 0.080 af

Subcatchment 3SG: Runoff Area=19,265 sf 93.41% Impervious Runoff Depth=3.95"
Tc=6.0 min CN=97 Runoff=1.84 cfs 0.146 af

Subcatchment 4SA: Police Asset Building Runoff Area=4,590 sf 100.00% Impervious Runoff Depth=4.06"
Tc=6.0 min CN=98 Runoff=0.44 cfs 0.036 af

Subcatchment 4SB: Runoff Area=335 sf 100.00% Impervious Runoff Depth=4.06"
Tc=6.0 min CN=98 Runoff=0.03 cfs 0.003 af

Reach 1R: Proposed Culvert Avg. Flow Depth=0.05' Max Vel=3.04 fps Inflow=2.15 cfs 0.162 af
56.0" x 72.0" Box Pipe w/ 24.0" inside fill n=0.011 L=50.0' S=0.0200 '/' Capacity=1,318.74 cfs Outflow=2.14 cfs 0.162 af

Pond 3P: RDF Peak Elev=224.55' Storage=755 cf Inflow=0.47 cfs 0.038 af
Outflow=0.23 cfs 0.038 af

Pond 4P: SF2 Peak Elev=218.42' Storage=6,336 cf Inflow=4.45 cfs 0.352 af
Outflow=0.95 cfs 0.352 af

Pond 5P: SF1 Peak Elev=218.90' Storage=11,475 cf Inflow=8.42 cfs 0.639 af
Outflow=1.28 cfs 0.639 af

Link 1L: Minot Ave Inflow=1.74 cfs 0.134 af
Primary=1.74 cfs 0.134 af

Link 2L: Tributary to Taylor Brook Inflow=4.01 cfs 0.918 af
Primary=4.01 cfs 0.918 af

Link 3L: Taylor Brook Inflow=7.88 cfs 1.542 af
Primary=7.88 cfs 1.542 af

Total Runoff Area = 6.412 ac Runoff Volume = 1.676 af Average Runoff Depth = 3.14"
37.95% Pervious = 2.434 ac 62.05% Impervious = 3.978 ac

Summary for Subcatchment 1SA:

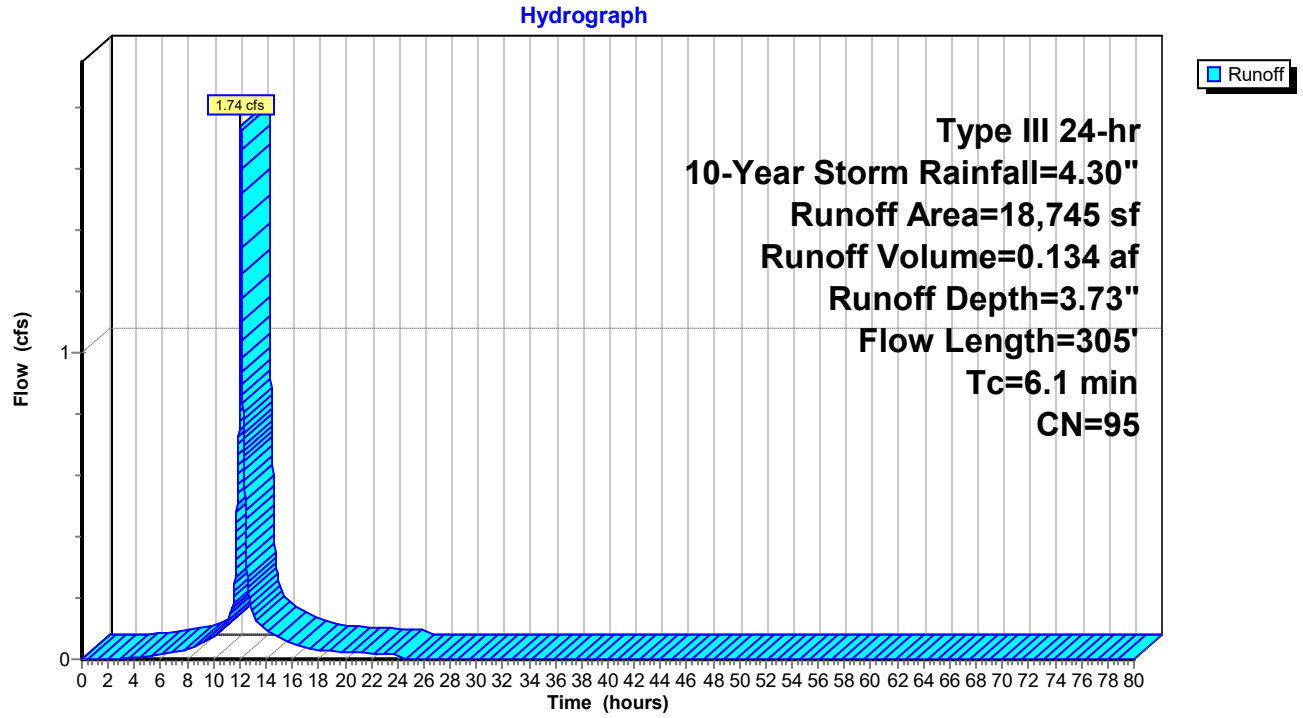
Runoff = 1.74 cfs @ 12.08 hrs, Volume= 0.134 af, Depth= 3.73"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
310	74	>75% Grass cover, Good, HSG C
1,050	98	Paved parking, HSG C
1,230	61	>75% Grass cover, Good, HSG B
16,155	98	Paved parking, HSG B
18,745	95	Weighted Average
1,540		8.22% Pervious Area
17,205		91.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.4	20	0.0125	0.10		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.3	80	0.0119	1.03		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.4	205	0.0141	2.41		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
6.1	305	Total			

Subcatchment 1SA:



Summary for Subcatchment 2SA:

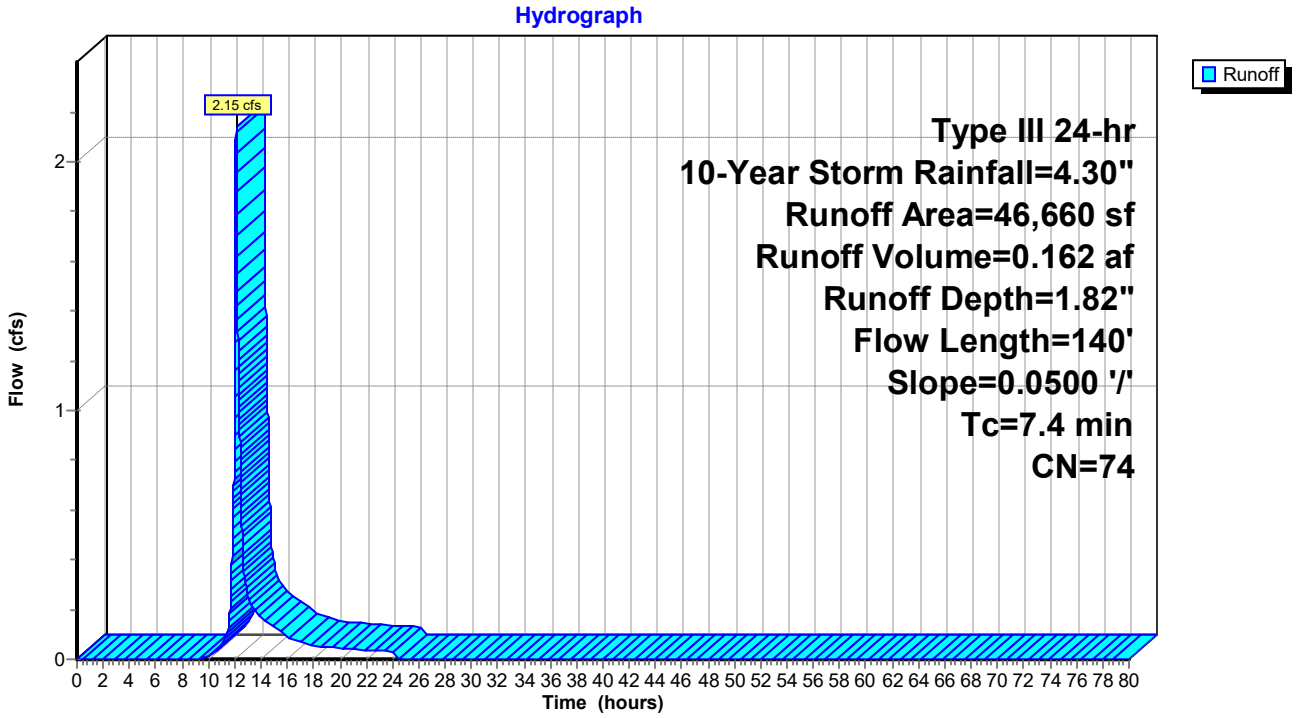
Runoff = 2.15 cfs @ 12.11 hrs, Volume= 0.162 af, Depth= 1.82"
Routed to Reach 1R : Proposed Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
5,880	61	>75% Grass cover, Good, HSG B
7,350	74	>75% Grass cover, Good, HSG C
2,860	80	>75% Grass cover, Good, HSG D
26,740	77	Woods, Good, HSG D
3,710	70	Woods, Good, HSG C
120	98	Paved parking, HSG C
46,660	74	Weighted Average
46,540		99.74% Pervious Area
120		0.26% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow, Sheet** Grass: Short n= 0.150 P2= 3.00"
0.4	40	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
7.4	140	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB: Div 1A

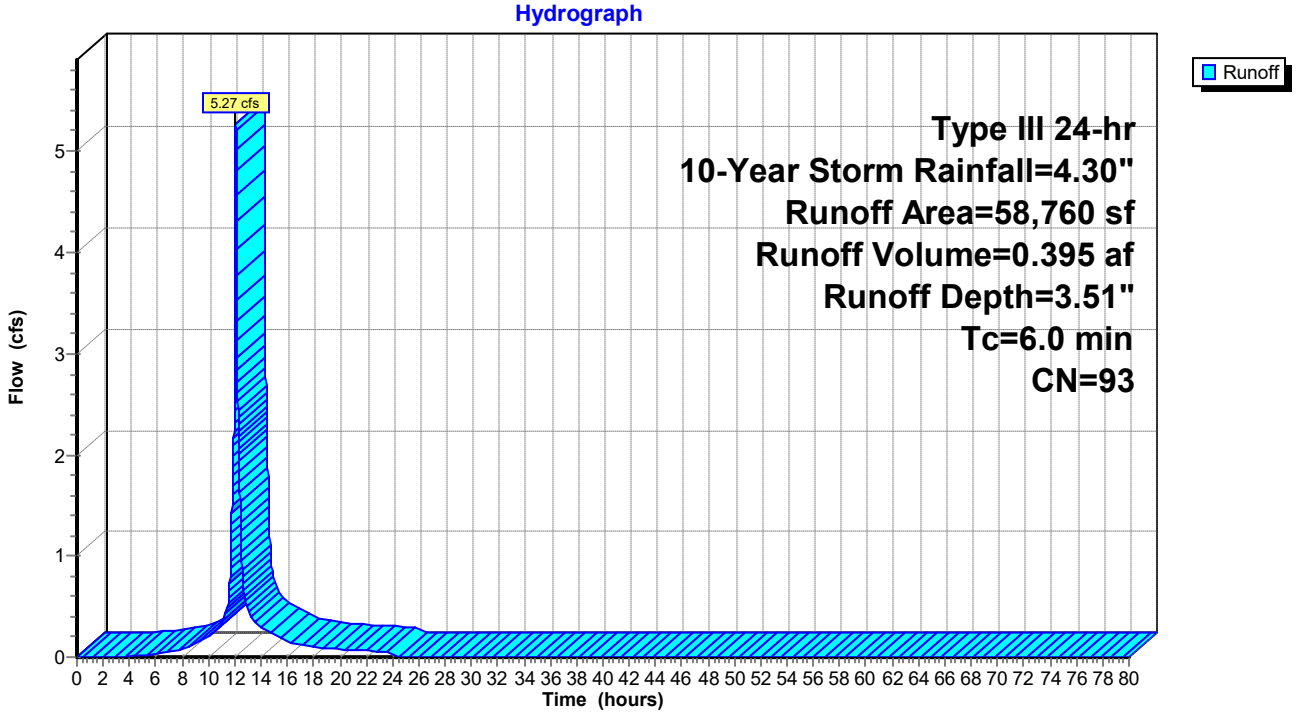
Runoff = 5.27 cfs @ 12.08 hrs, Volume= 0.395 af, Depth= 3.51"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
330	74	>75% Grass cover, Good, HSG C
11,545	98	Paved parking, HSG C
6,940	61	>75% Grass cover, Good, HSG B
14,240	98	Paved parking, HSG B
1,500	80	>75% Grass cover, Good, HSG D
24,205	98	Paved parking, HSG D
58,760	93	Weighted Average
8,770		14.93% Pervious Area
49,990		85.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SB: Div 1A



Summary for Subcatchment 2SC: Div 1B

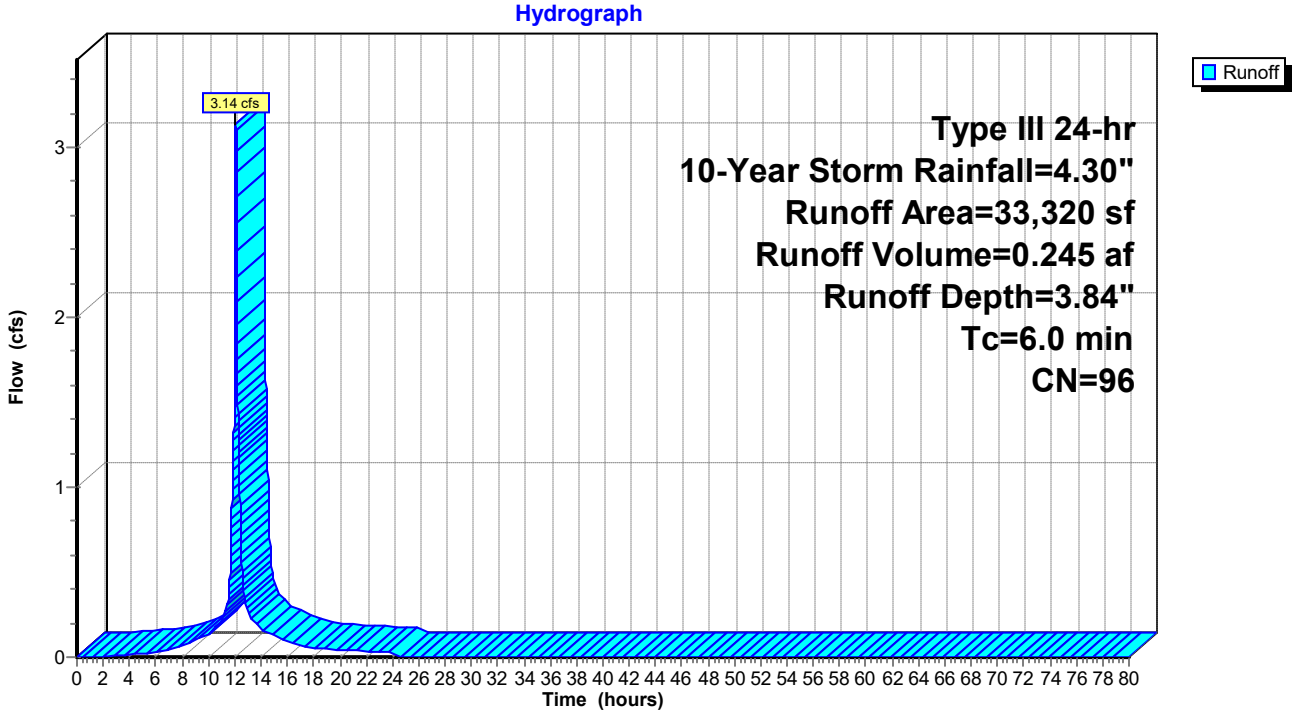
Runoff = 3.14 cfs @ 12.08 hrs, Volume= 0.245 af, Depth= 3.84"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
310	61	>75% Grass cover, Good, HSG B
9,995	98	Paved parking, HSG B
2,165	74	>75% Grass cover, Good, HSG C
16,545	98	Paved parking, HSG C
205	80	>75% Grass cover, Good, HSG D
4,100	98	Paved parking, HSG D
33,320	96	Weighted Average
2,680		8.04% Pervious Area
30,640		91.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SC: Div 1B



Summary for Subcatchment 2SD:

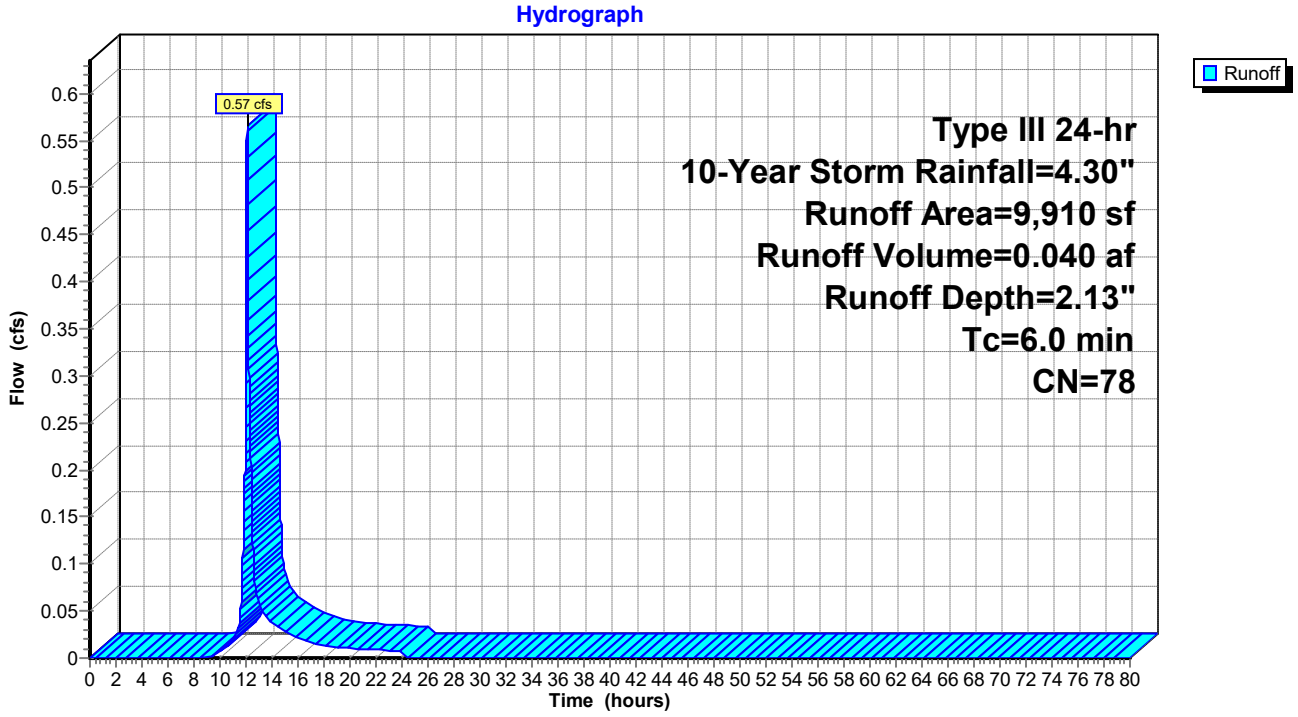
Runoff = 0.57 cfs @ 12.09 hrs, Volume= 0.040 af, Depth= 2.13"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
3,345	77	Woods, Good, HSG D
2,420	70	Woods, Good, HSG C
2,315	74	>75% Grass cover, Good, HSG C
1,830	98	Paved parking, HSG C
9,910	78	Weighted Average
8,080		81.53% Pervious Area
1,830		18.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SD:



Summary for Subcatchment 2SE:

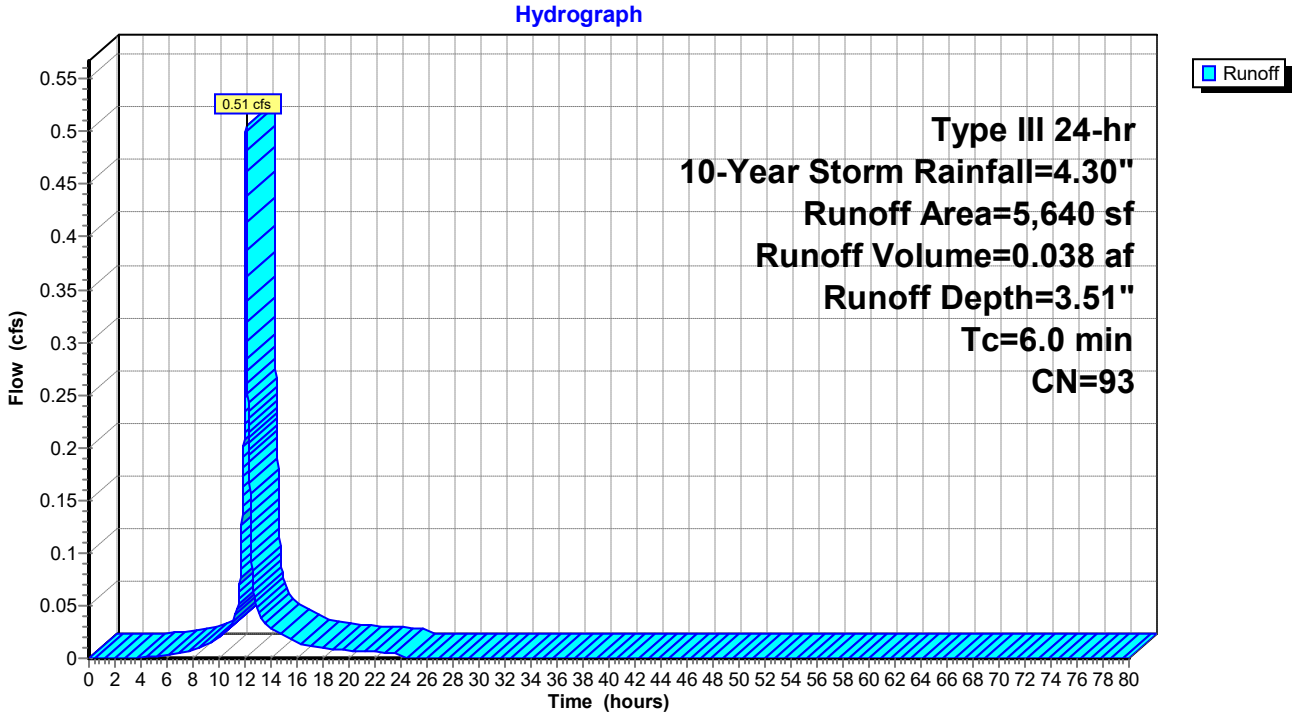
Runoff = 0.51 cfs @ 12.08 hrs, Volume= 0.038 af, Depth= 3.51"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
1,065	74	>75% Grass cover, Good, HSG C
4,575	98	Paved parking, HSG C
5,640	93	Weighted Average
1,065		18.88% Pervious Area
4,575		81.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SE:



Summary for Subcatchment 3SA:

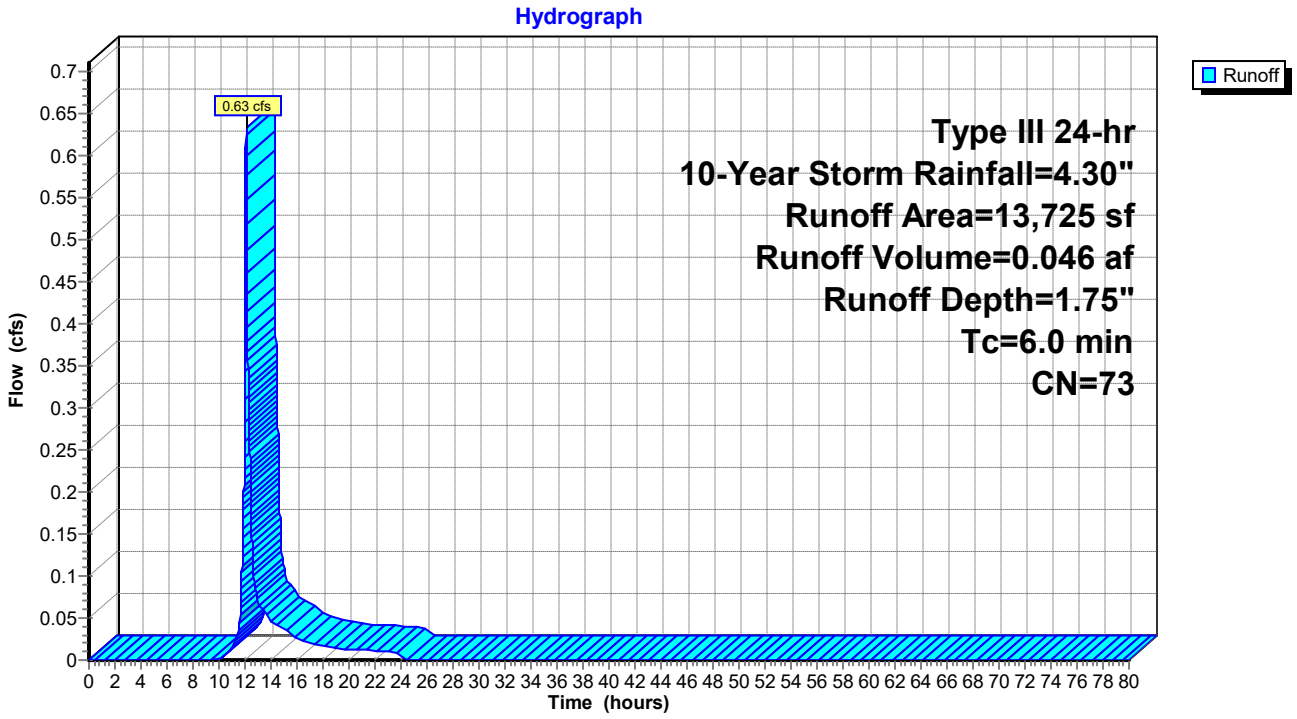
Runoff = 0.63 cfs @ 12.09 hrs, Volume= 0.046 af, Depth= 1.75"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
4,995	74	>75% Grass cover, Good, HSG C
810	98	Paved parking, HSG C
7,595	70	Woods, Good, HSG C
325	77	Woods, Good, HSG D
13,725	73	Weighted Average
12,915		94.10% Pervious Area
810		5.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SA:



Summary for Subcatchment 3SC: Div 2A

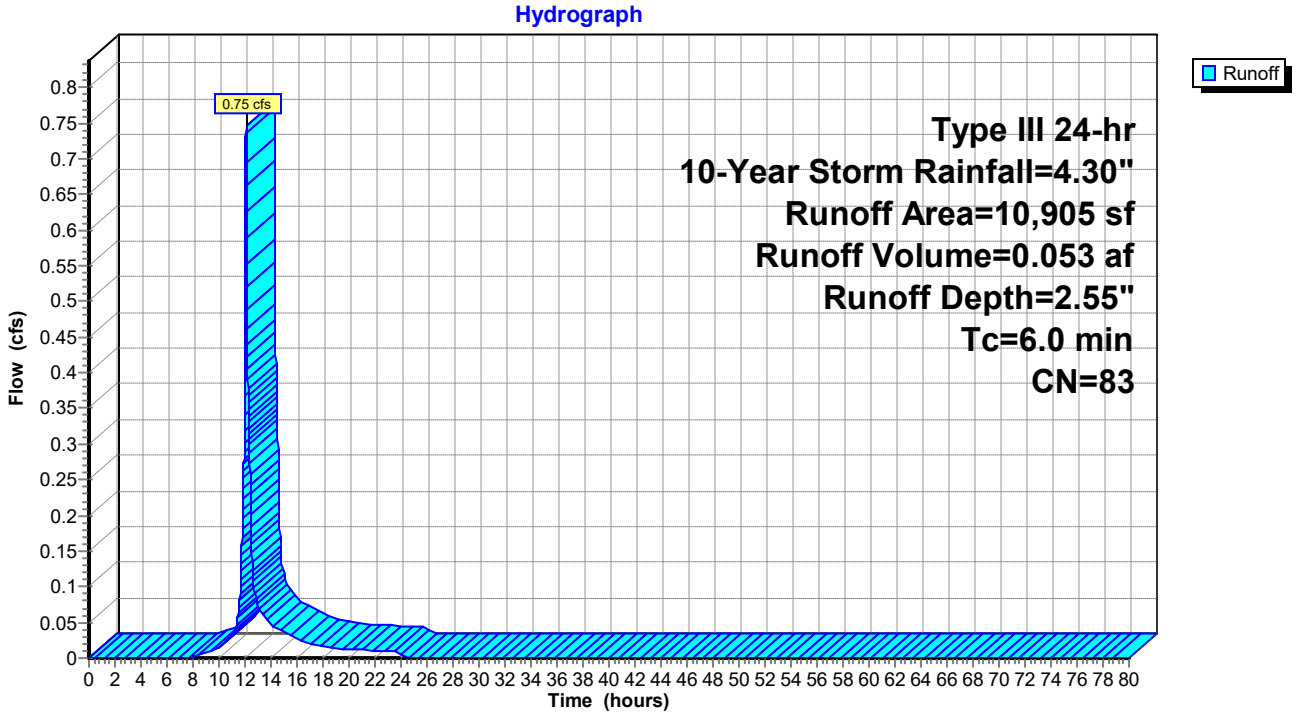
Runoff = 0.75 cfs @ 12.09 hrs, Volume= 0.053 af, Depth= 2.55"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
2,745	61	>75% Grass cover, Good, HSG B
750	98	Paved parking, HSG B
2,495	74	>75% Grass cover, Good, HSG C
4,915	98	Paved parking, HSG C
10,905	83	Weighted Average
5,240		48.05% Pervious Area
5,665		51.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SC: Div 2A



Summary for Subcatchment 3SD: Div 2B

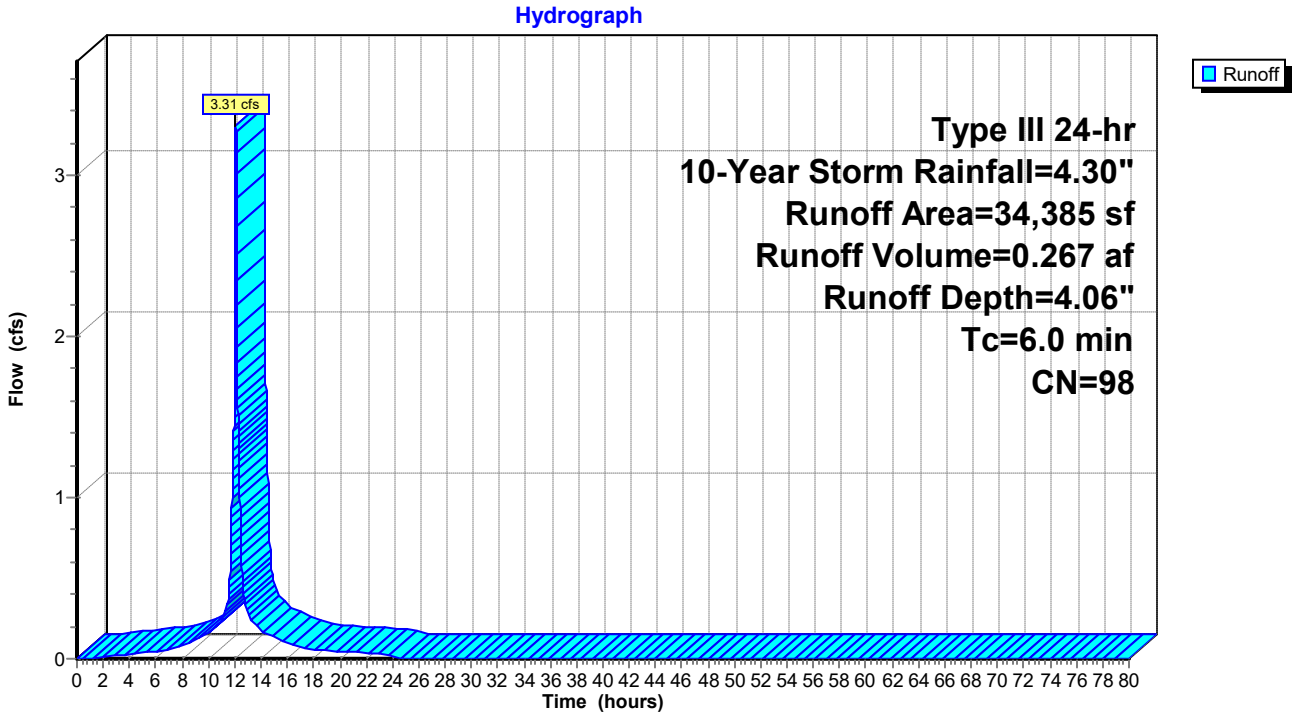
Runoff = 3.31 cfs @ 12.08 hrs, Volume= 0.267 af, Depth= 4.06"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
28,245	98	Roofs, HSG B
6,140	98	Roofs, HSG C
34,385	98	Weighted Average
34,385		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct**

Subcatchment 3SD: Div 2B



Summary for Subcatchment 3SE:

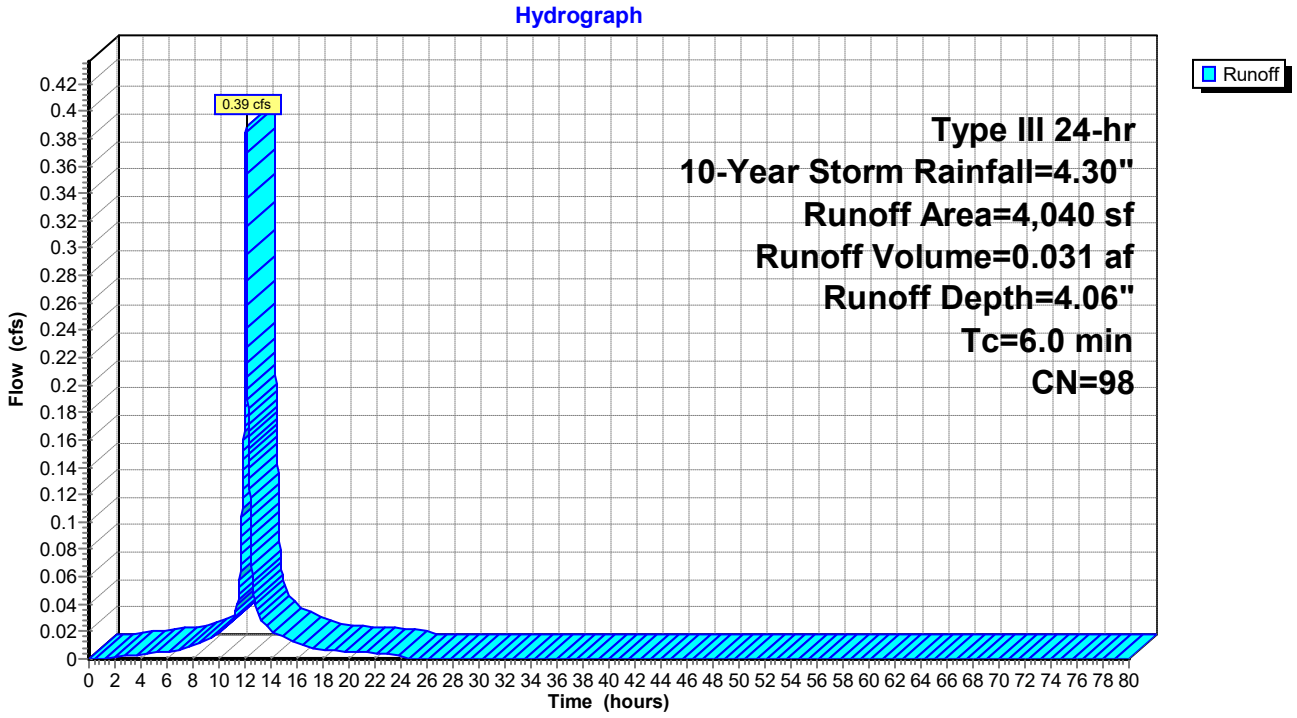
Runoff = 0.39 cfs @ 12.08 hrs, Volume= 0.031 af, Depth= 4.06"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
4,040	98	Paved parking, HSG B
4,040		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SE:



Summary for Subcatchment 3SF:

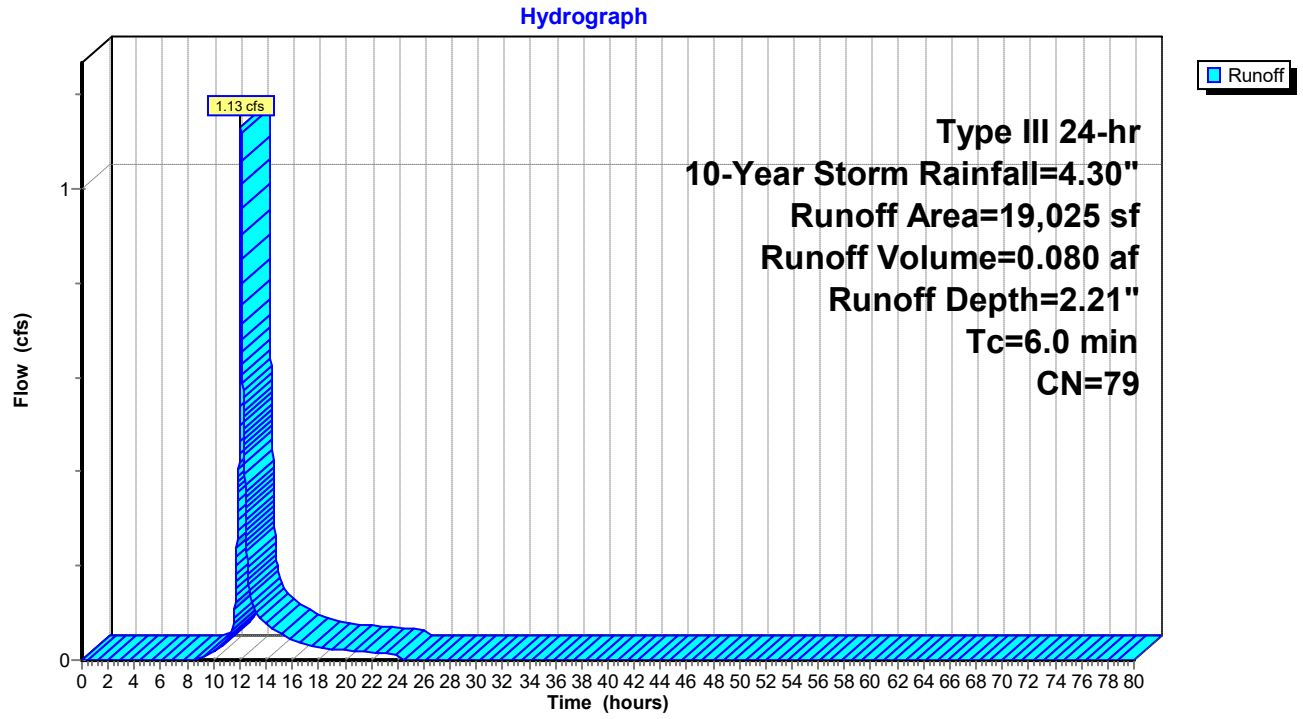
Runoff = 1.13 cfs @ 12.09 hrs, Volume= 0.080 af, Depth= 2.21"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
9,590	77	Woods, Good, HSG D
7,820	80	>75% Grass cover, Good, HSG D
495	74	>75% Grass cover, Good, HSG C
1,120	98	Roofs, HSG D
19,025	79	Weighted Average
17,905		94.11% Pervious Area
1,120		5.89% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SF:



Summary for Subcatchment 3SG:

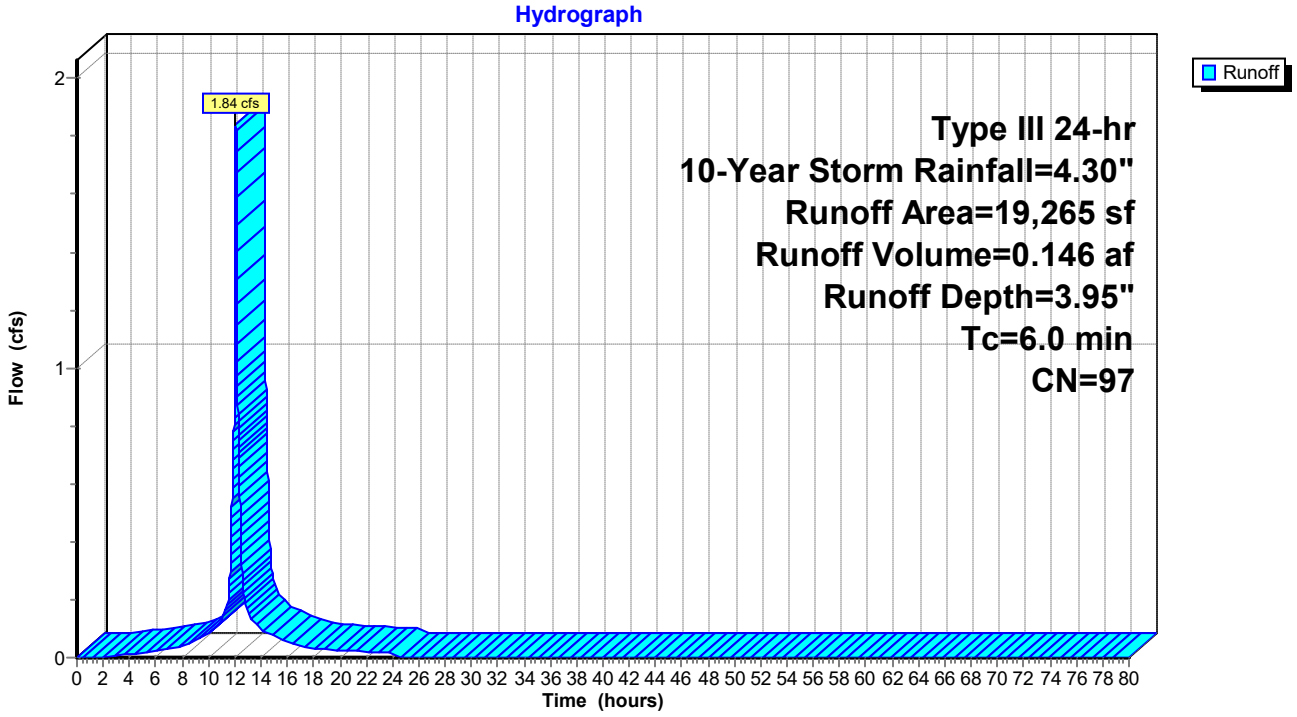
Runoff = 1.84 cfs @ 12.08 hrs, Volume= 0.146 af, Depth= 3.95"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
395	74	>75% Grass cover, Good, HSG C
11,005	98	Paved parking, HSG C
0	98	Roofs, HSG C
875	80	>75% Grass cover, Good, HSG D
6,990	98	Paved parking, HSG D
19,265	97	Weighted Average
1,270		6.59% Pervious Area
17,995		93.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SG:



Summary for Subcatchment 4SA: Police Asset Building

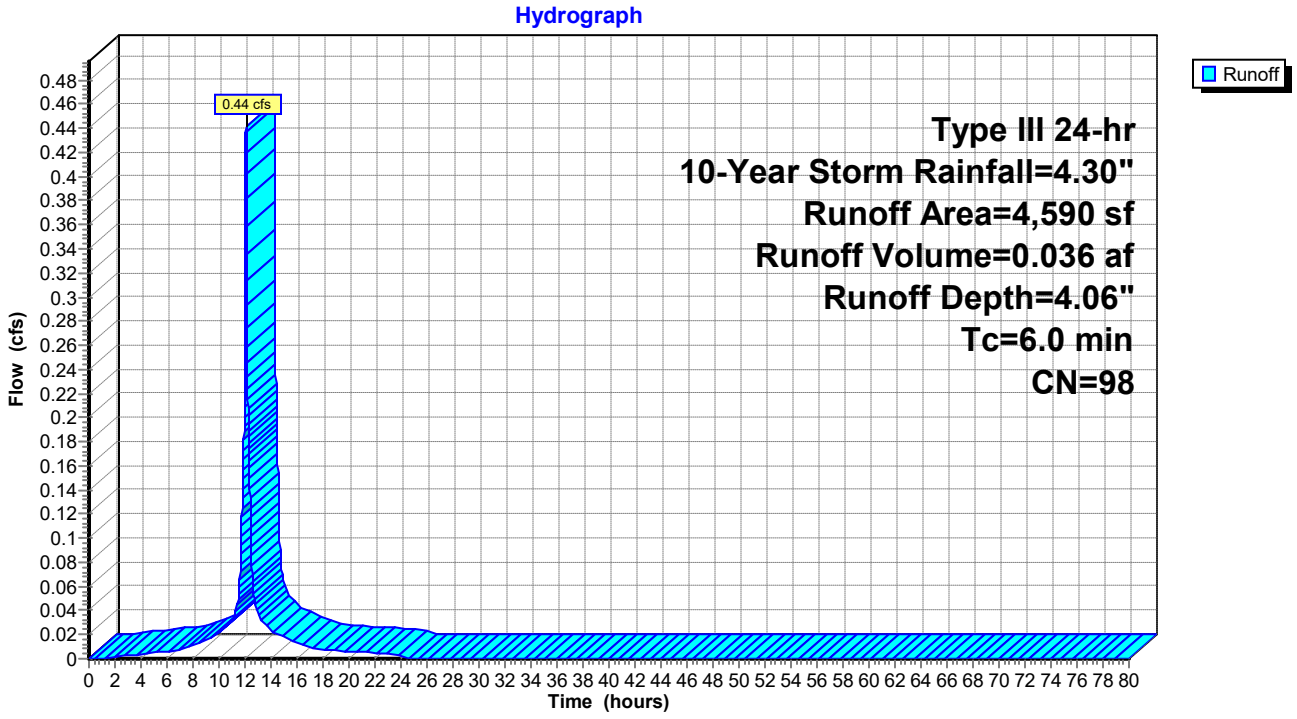
Runoff = 0.44 cfs @ 12.08 hrs, Volume= 0.036 af, Depth= 4.06"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
3,945	98	Roofs, HSG D
645	98	Paved parking, HSG D
4,590	98	Weighted Average
4,590		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SA: Police Asset Building



Summary for Subcatchment 4SB:

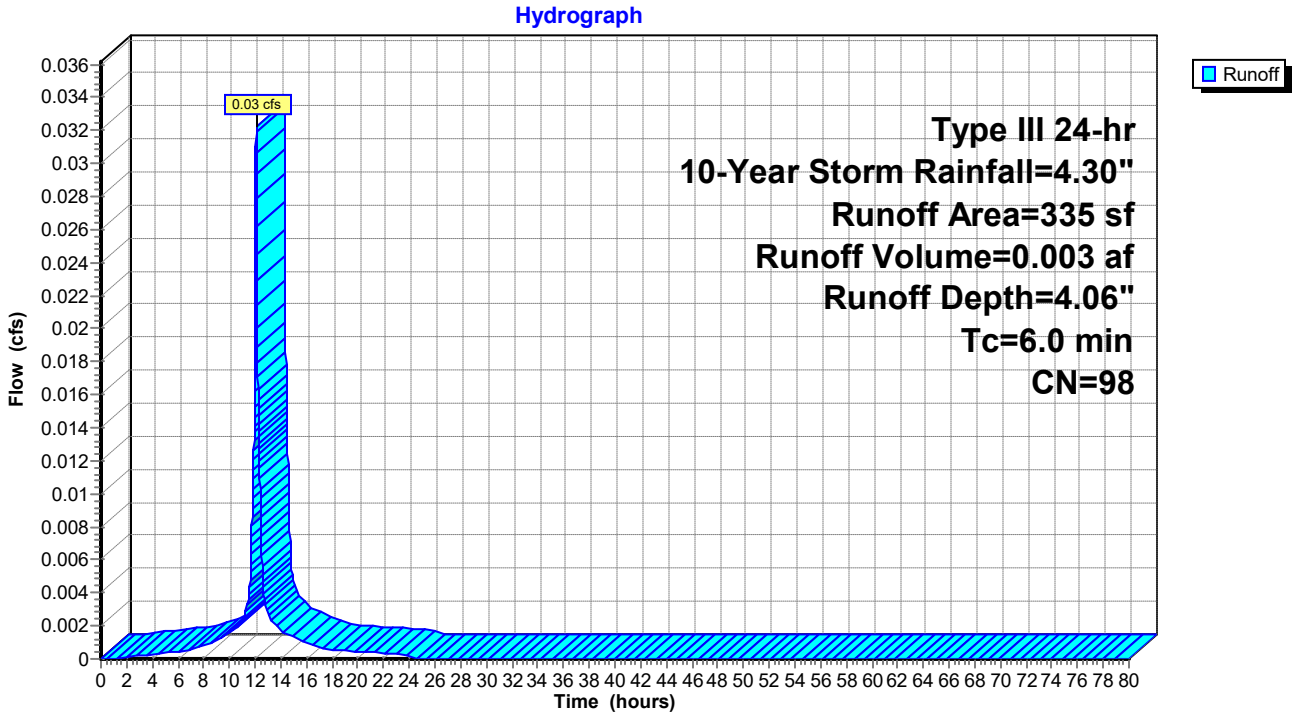
Runoff = 0.03 cfs @ 12.08 hrs, Volume= 0.003 af, Depth= 4.06"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.30"

Area (sf)	CN	Description
335	98	Paved parking, HSG D
335		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SB:



Summary for Reach 1R: Proposed Culvert

Inflow Area = 1.071 ac, 0.26% Impervious, Inflow Depth = 1.82" for 10-Year Storm event
Inflow = 2.15 cfs @ 12.11 hrs, Volume= 0.162 af
Outflow = 2.14 cfs @ 12.12 hrs, Volume= 0.162 af, Atten= 0%, Lag= 0.4 min
Routed to Link 2L : Tributary to Taylor Brook

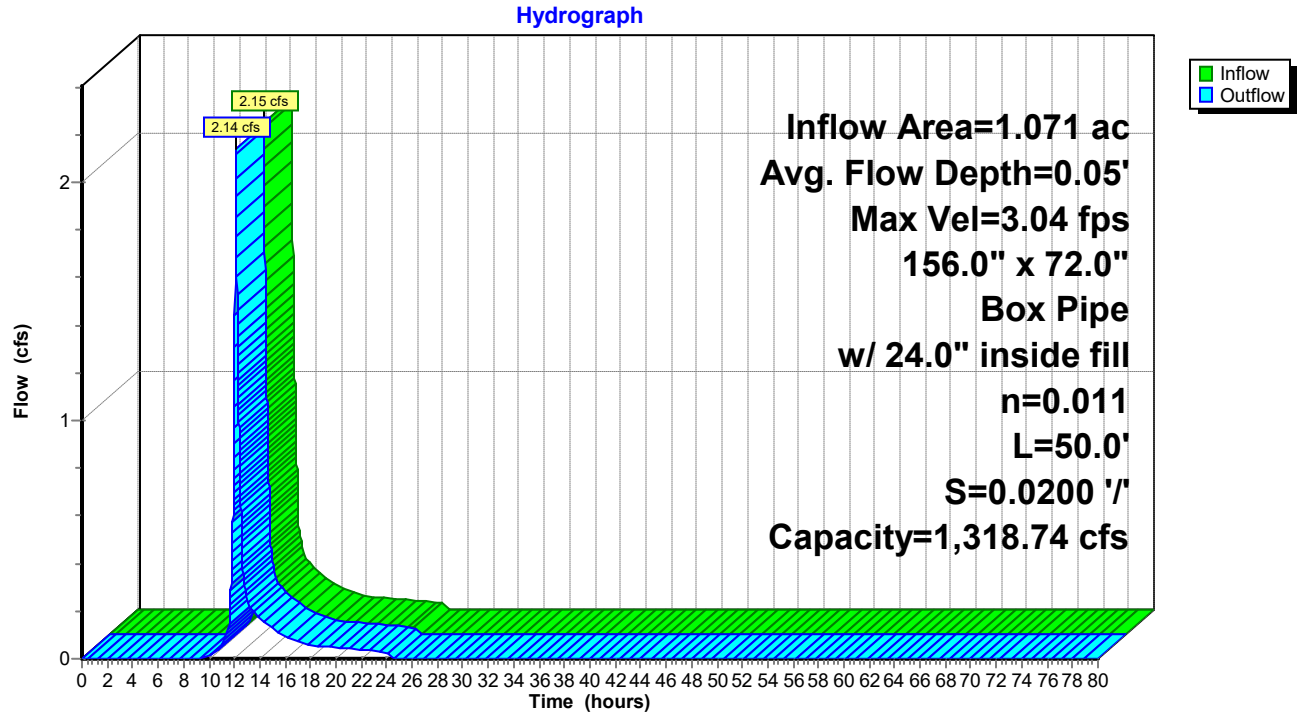
Routing by Stor-Ind+Trans method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.04 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 2.23 fps, Avg. Travel Time= 0.4 min

Peak Storage= 35 cf @ 12.11 hrs
Average Depth at Peak Storage= 2.05' above invert (0.05' above fill) , Surface Width= 13.00'
Bank-Full Depth= 6.00' above invert (4.00' above fill) Flow Area= 52.0 sf, Capacity= 1,318.74 cfs

156.0" W x 72.0" H Box Pipe w/ 24.0" inside fill
n= 0.011 Concrete pipe, straight & clean
Length= 50.0' Slope= 0.0200 '/' (101 Elevation Intervals)
Inlet Invert= 209.00', Outlet Invert= 208.00'



Reach 1R: Proposed Culvert



Summary for Pond 3P: RDF

Inflow Area = 0.113 ac,100.00% Impervious, Inflow Depth = 4.06" for 10-Year Storm event
Inflow = 0.47 cfs @ 12.08 hrs, Volume= 0.038 af
Outflow = 0.23 cfs @ 12.24 hrs, Volume= 0.038 af, Atten= 52%, Lag= 9.4 min
Primary = 0.23 cfs @ 12.24 hrs, Volume= 0.038 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 224.55' @ 12.24 hrs Surf.Area= 488 sf Storage= 755 cf
Flood Elev= 225.00' Surf.Area= 488 sf Storage= 844 cf

Plug-Flow detention time= 403.1 min calculated for 0.038 af (100% of inflow)
Center-of-Mass det. time= 403.0 min (1,153.6 - 750.6)

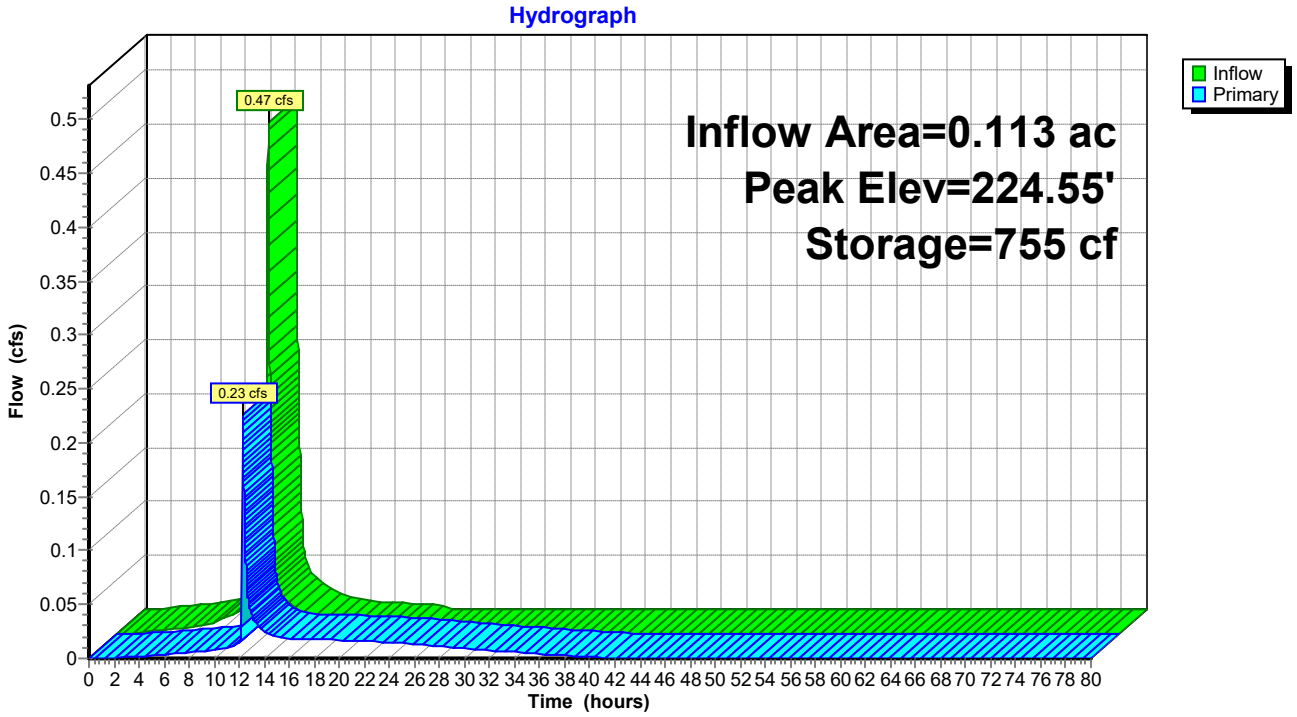
Volume	Invert	Avail.Storage	Storage Description
#1	220.50'	844 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
220.50	488	0.0	0	0
221.50	488	40.0	195	195
222.50	488	33.0	161	356
225.00	488	40.0	488	844

Device	Routing	Invert	Outlet Devices
#1	Primary	220.50'	**12.0" Round Culvert** L= 40.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 220.50' / 217.00' S= 0.0875 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	220.50'	**0.6" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Device 1	224.50'	**24.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.22 cfs @ 12.24 hrs HW=224.55' (Free Discharge)
└**1=Culvert** (Passes 0.22 cfs of 5.62 cfs potential flow)
  ├**2=Orifice/Grate** (Orifice Controls 0.02 cfs @ 9.65 fps)
  └**3=Orifice/Grate** (Weir Controls 0.20 cfs @ 0.70 fps)

Pond 3P: RDF


Hydrograph
Inflow
Primary
0.47 cfs
0.23 cfs
Inflow Area=0.113 ac
Peak Elev=224.55'
Storage=755 cf
Flow (cfs)
0 0.05 0.1 0.15 0.2 0.25 0.3 0.35 0.4 0.45 0.5
Time (hours)
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80

Summary for Pond 4P: SF2

Inflow Area = 1.132 ac, 89.38% Impervious, Inflow Depth = 3.73" for 10-Year Storm event
Inflow = 4.45 cfs @ 12.08 hrs, Volume= 0.352 af
Outflow = 0.95 cfs @ 12.50 hrs, Volume= 0.352 af, Atten= 79%, Lag= 24.8 min
Primary = 0.95 cfs @ 12.50 hrs, Volume= 0.352 af
Routed to Link 3L : Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 218.42' @ 12.50 hrs Surf.Area= 7,606 sf Storage= 6,336 cf

Plug-Flow detention time= 150.2 min calculated for 0.352 af (100% of inflow)
Center-of-Mass det. time= 149.6 min (910.7 - 761.1)

Volume	Invert	Avail.Storage	Storage Description
#1	216.20'	2,615 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 9,608 cf Overall - 3,070 cf Embedded = 6,538 cf x 40.0% Voids
#2	216.70'	3,070 cf	**ADS_StormTech SC-800 +Cap** x 60 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 60 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.36'	1,352 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 3,379 cf Overall x 40.0% Voids
#4	214.70'	1,248 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 3,783 cf Overall x 33.0% Voids
		8,285 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.20	2,562	0	0
219.95	2,562	9,608	9,608

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.36	2,522	0	0
214.70	2,522	3,379	3,379

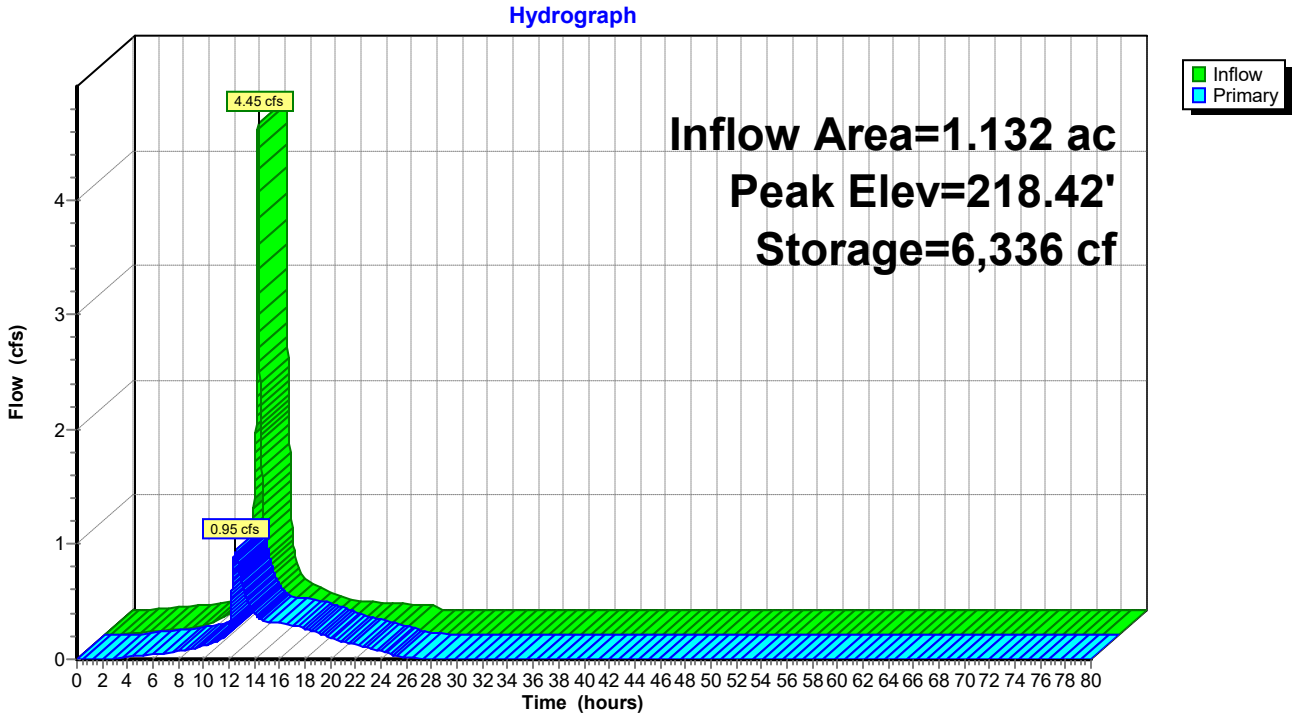
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.70	2,522	0	0
216.20	2,522	3,783	3,783

Device	Routing	Invert	Outlet Devices
#1	Primary	211.40'	**18.0" Round Culvert** L= 38.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 211.40' / 210.90' S= 0.0132 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.50'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.90 1.90 2.10 2.10 4.00 4.00 Elev. (feet) 223.19 219.19 219.19 217.50 217.50 219.19 219.19

			223.19
#3	Device 4	213.36'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.81' Phase-In= 0.10'
#4	Device 1	213.37'	**2.5" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.95 cfs @ 12.50 hrs HW=218.42' (Free Discharge)
└─**1=Culvert** (Passes 0.95 cfs of 16.83 cfs potential flow)
  └─**2=Asymmetrical Weir** (Weir Controls 0.58 cfs @ 3.14 fps)
  └─**4=Orifice/Grate** (Orifice Controls 0.37 cfs @ 10.71 fps)
    └─**3=Exfiltration** (Passes 0.37 cfs of 5.30 cfs potential flow)

Pond 4P: SF2



Summary for Pond 5P: SF1

Inflow Area = 2.114 ac, 87.57% Impervious, Inflow Depth = 3.63" for 10-Year Storm event
Inflow = 8.42 cfs @ 12.08 hrs, Volume= 0.639 af
Outflow = 1.28 cfs @ 12.57 hrs, Volume= 0.639 af, Atten= 85%, Lag= 29.1 min
Primary = 1.28 cfs @ 12.57 hrs, Volume= 0.639 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 218.90' @ 12.57 hrs Surf.Area= 12,763 sf Storage= 11,475 cf

Plug-Flow detention time= 117.0 min calculated for 0.639 af (100% of inflow)
Center-of-Mass det. time= 117.1 min (893.5 - 776.5)

Volume	Invert	Avail.Storage	Storage Description
#1	216.40'	4,283 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 16,054 cf Overall - 5,346 cf Embedded = 10,707 cf x 40.0% Voids
#2	216.90'	5,346 cf	**ADS_StormTech SC-800 +Cap** x 105 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 105 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.57'	2,256 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 5,641 cf Overall x 40.0% Voids
#4	214.90'	2,099 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 6,362 cf Overall x 33.0% Voids
		13,985 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.40	4,281	0	0
220.15	4,281	16,054	16,054

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.57	4,241	0	0
214.90	4,241	5,641	5,641

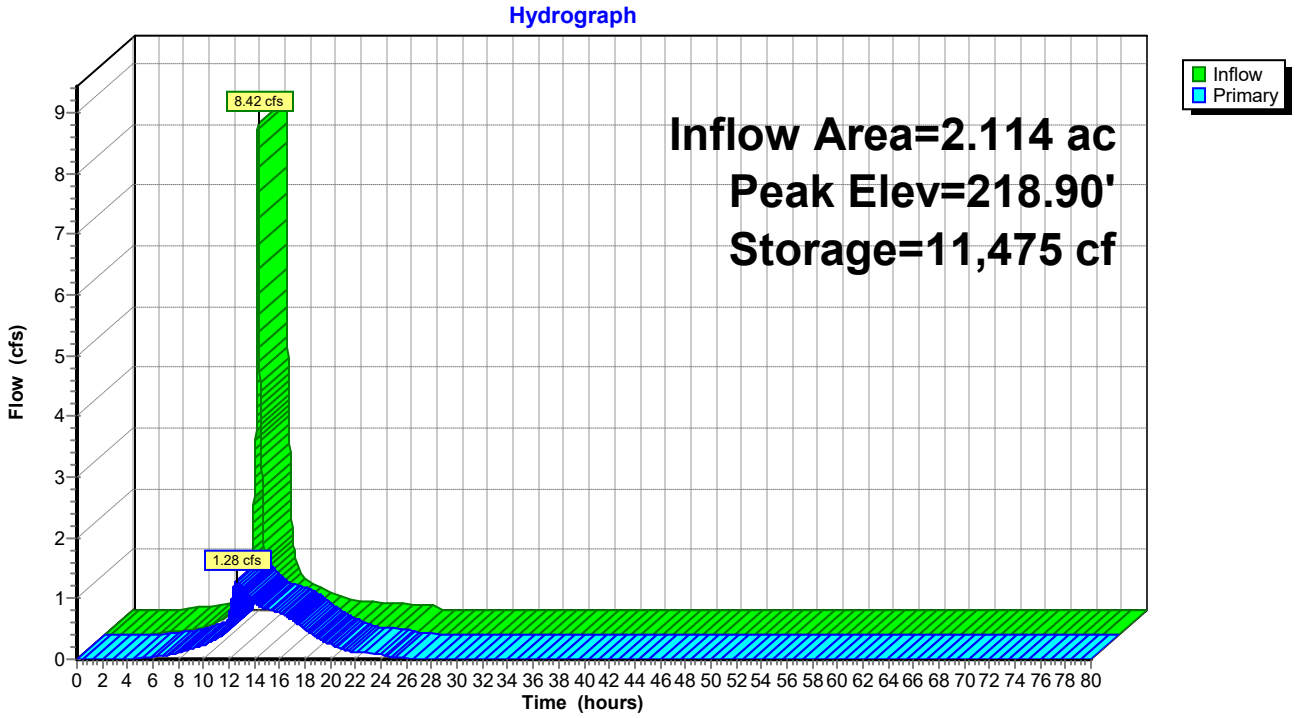
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.90	4,241	0	0
216.40	4,241	6,362	6,362

Device	Routing	Invert	Outlet Devices
#1	Primary	213.40'	**18.0" Round Culvert** L= 18.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 213.40' / 212.75' S= 0.0361 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.75'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.96 1.96 2.04 2.04 4.00 4.00 Elev. (feet) 223.49 219.25 219.25 217.75 217.75 219.25 219.25

			223.49
#3	Device 4	213.57'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.51' Phase-In= 0.10'
#4	Device 1	213.57'	**4.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.28 cfs @ 12.57 hrs HW=218.90' (Free Discharge)
└**1=Culvert** (Passes 1.28 cfs of 14.65 cfs potential flow)
└**2=Asymmetrical Weir** (Weir Controls 0.32 cfs @ 3.51 fps)
└**4=Orifice/Grate** (Orifice Controls 0.96 cfs @ 10.95 fps)
└**3=Exfiltration** (Passes 0.96 cfs of 8.89 cfs potential flow)

Pond 5P: SF1

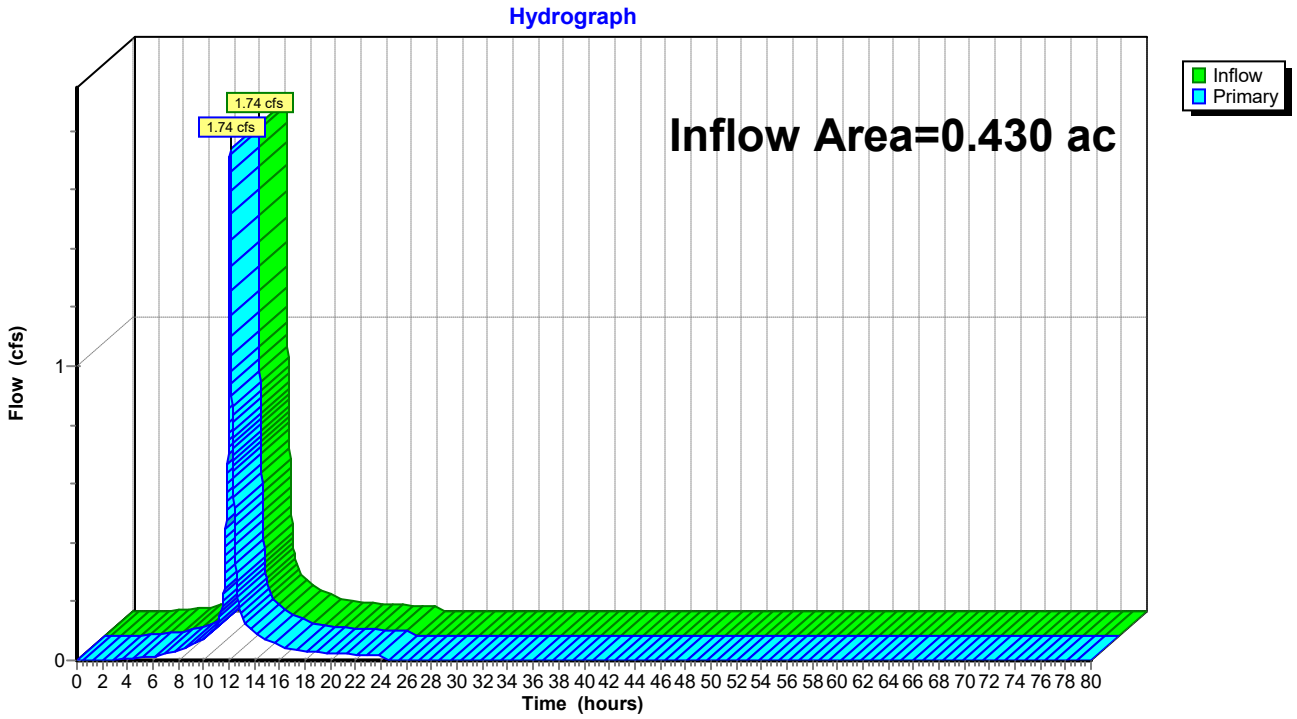


Summary for Link 1L: Minot Ave

Inflow Area = 0.430 ac, 91.78% Impervious, Inflow Depth = 3.73" for 10-Year Storm event
Inflow = 1.74 cfs @ 12.08 hrs, Volume= 0.134 af
Primary = 1.74 cfs @ 12.08 hrs, Volume= 0.134 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 1L: Minot Ave

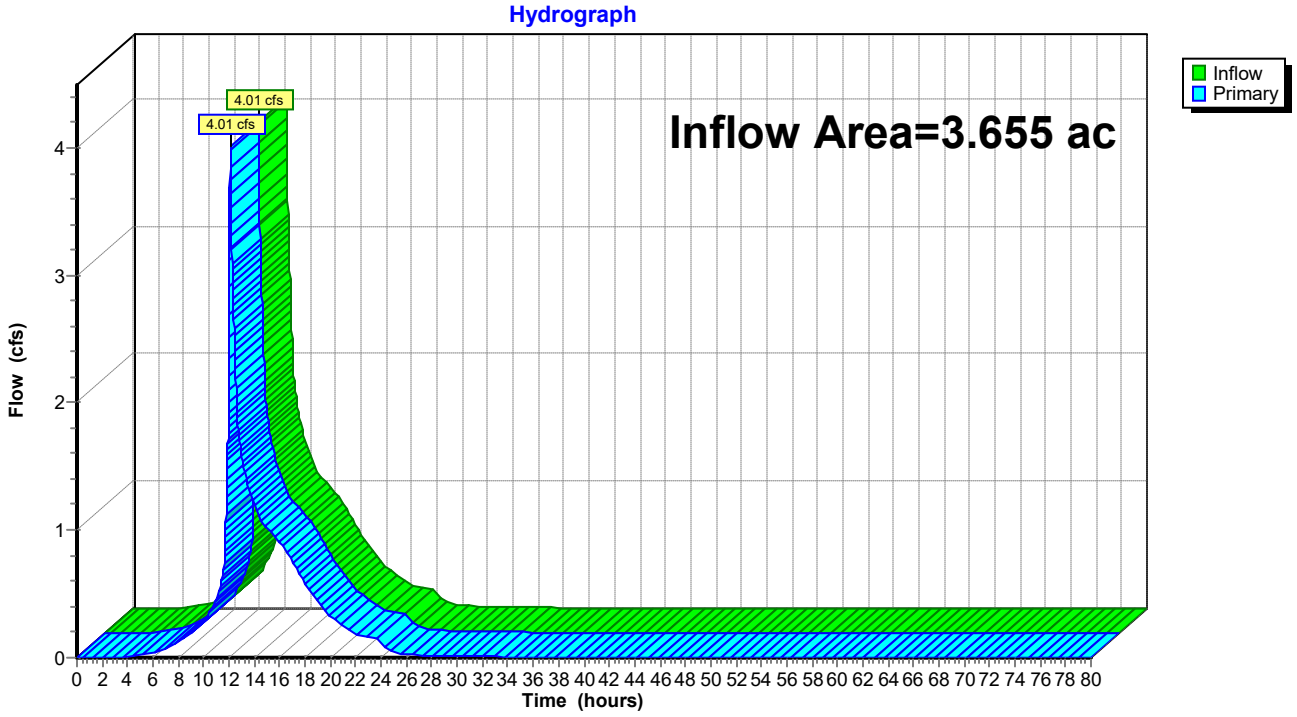


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.655 ac, 57.83% Impervious, Inflow Depth = 3.02" for 10-Year Storm event
Inflow = 4.01 cfs @ 12.11 hrs, Volume= 0.918 af
Primary = 4.01 cfs @ 12.11 hrs, Volume= 0.918 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 2L: Tributary to Taylor Brook

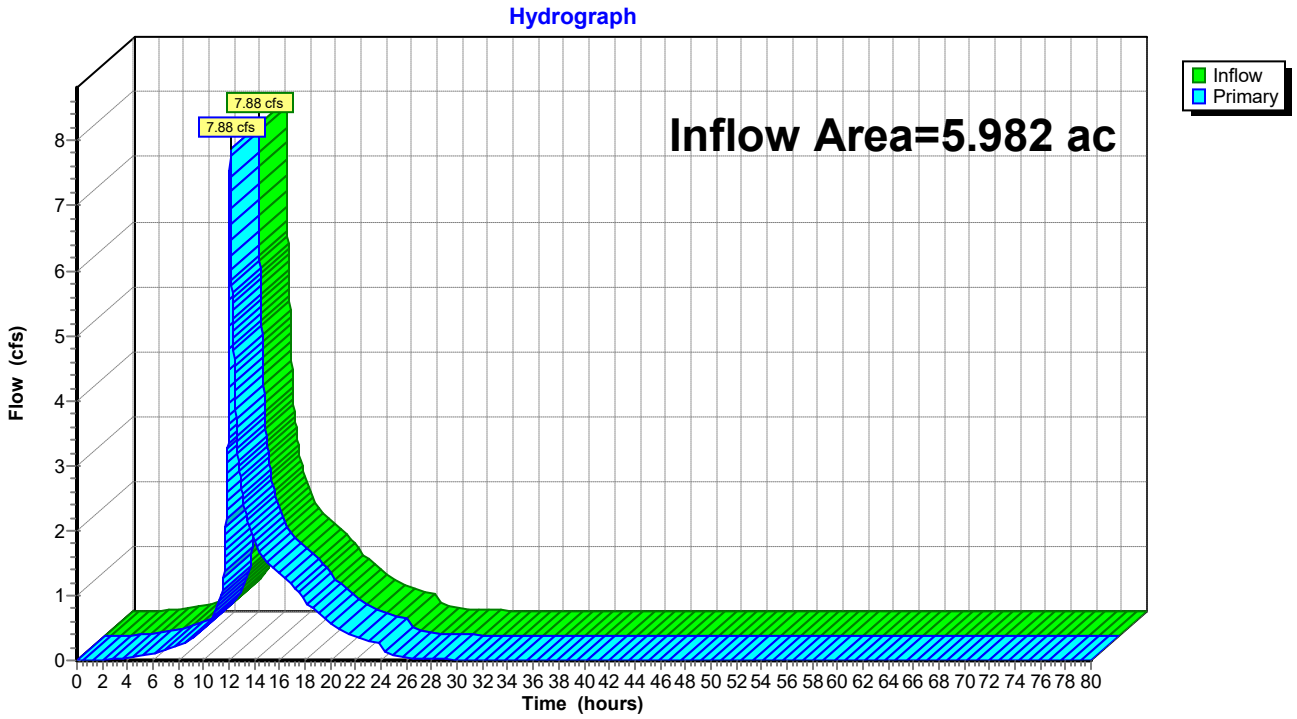


Summary for Link 3L: Taylor Brook

Inflow Area = 5.982 ac, 59.91% Impervious, Inflow Depth = 3.09" for 10-Year Storm event
Inflow = 7.88 cfs @ 12.10 hrs, Volume= 1.542 af
Primary = 7.88 cfs @ 12.10 hrs, Volume= 1.542 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 3L: Taylor Brook



Time span=0.00-80.00 hrs, dt=0.01 hrs, 8001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1SA: Runoff Area=18,745 sf 91.78% Impervious Runoff Depth=4.82"
Flow Length=305' Tc=6.1 min CN=95 Runoff=2.21 cfs 0.173 af

Subcatchment 2SA: Runoff Area=46,660 sf 0.26% Impervious Runoff Depth=2.69"
Flow Length=140' Slope=0.0500 '/' Tc=7.4 min CN=74 Runoff=3.21 cfs 0.240 af

Subcatchment 2SB: Div 1A Runoff Area=58,760 sf 85.07% Impervious Runoff Depth=4.59"
Tc=6.0 min CN=93 Runoff=6.79 cfs 0.516 af

Subcatchment 2SC: Div 1B Runoff Area=33,320 sf 91.96% Impervious Runoff Depth=4.93"
Tc=6.0 min CN=96 Runoff=3.99 cfs 0.314 af

Subcatchment 2SD: Runoff Area=9,910 sf 18.47% Impervious Runoff Depth=3.05"
Tc=6.0 min CN=78 Runoff=0.82 cfs 0.058 af

Subcatchment 2SE: Runoff Area=5,640 sf 81.12% Impervious Runoff Depth=4.59"
Tc=6.0 min CN=93 Runoff=0.65 cfs 0.050 af

Subcatchment 3SA: Runoff Area=13,725 sf 5.90% Impervious Runoff Depth=2.60"
Tc=6.0 min CN=73 Runoff=0.96 cfs 0.068 af

Subcatchment 3SC: Div 2A Runoff Area=10,905 sf 51.95% Impervious Runoff Depth=3.54"
Tc=6.0 min CN=83 Runoff=1.03 cfs 0.074 af

Subcatchment 3SD: Div 2B Runoff Area=34,385 sf 100.00% Impervious Runoff Depth=5.16"
Tc=6.0 min CN=98 Runoff=4.17 cfs 0.340 af

Subcatchment 3SE: Runoff Area=4,040 sf 100.00% Impervious Runoff Depth=5.16"
Tc=6.0 min CN=98 Runoff=0.49 cfs 0.040 af

Subcatchment 3SF: Runoff Area=19,025 sf 5.89% Impervious Runoff Depth=3.15"
Tc=6.0 min CN=79 Runoff=1.61 cfs 0.115 af

Subcatchment 3SG: Runoff Area=19,265 sf 93.41% Impervious Runoff Depth=5.05"
Tc=6.0 min CN=97 Runoff=2.32 cfs 0.186 af

Subcatchment 4SA: Police Asset Building Runoff Area=4,590 sf 100.00% Impervious Runoff Depth=5.16"
Tc=6.0 min CN=98 Runoff=0.56 cfs 0.045 af

Subcatchment 4SB: Runoff Area=335 sf 100.00% Impervious Runoff Depth=5.16"
Tc=6.0 min CN=98 Runoff=0.04 cfs 0.003 af

Reach 1R: Proposed Culvert Avg. Flow Depth=0.07' Max Vel=3.54 fps Inflow=3.21 cfs 0.240 af
56.0" x 72.0" Box Pipe w/ 24.0" inside fill n=0.011 L=50.0' S=0.0200 '/' Capacity=1,318.74 cfs Outflow=3.20 cfs 0.240 af

Pond 3P: RDF Peak Elev=224.59' Storage=764 cf Inflow=0.60 cfs 0.049 af
Outflow=0.59 cfs 0.049 af

Pond 4P: SF2 Peak Elev=219.18' Storage=7,476 cf Inflow=5.69 cfs 0.453 af
Outflow=1.83 cfs 0.453 af

Pond 5P: SF1 Peak Elev=219.59' Storage=13,030 cf Inflow=10.78 cfs 0.830 af
Outflow=4.26 cfs 0.830 af

Link 1L: Minot Ave Inflow=2.21 cfs 0.173 af
Primary=2.21 cfs 0.173 af

Link 2L: Tributary to Taylor Brook Inflow=6.82 cfs 1.226 af
Primary=6.82 cfs 1.226 af

Link 3L: Taylor Brook Inflow=11.75 cfs 2.048 af
Primary=11.75 cfs 2.048 af

Total Runoff Area = 6.412 ac Runoff Volume = 2.221 af Average Runoff Depth = 4.16"
37.95% Pervious = 2.434 ac 62.05% Impervious = 3.978 ac

Summary for Subcatchment 1SA:

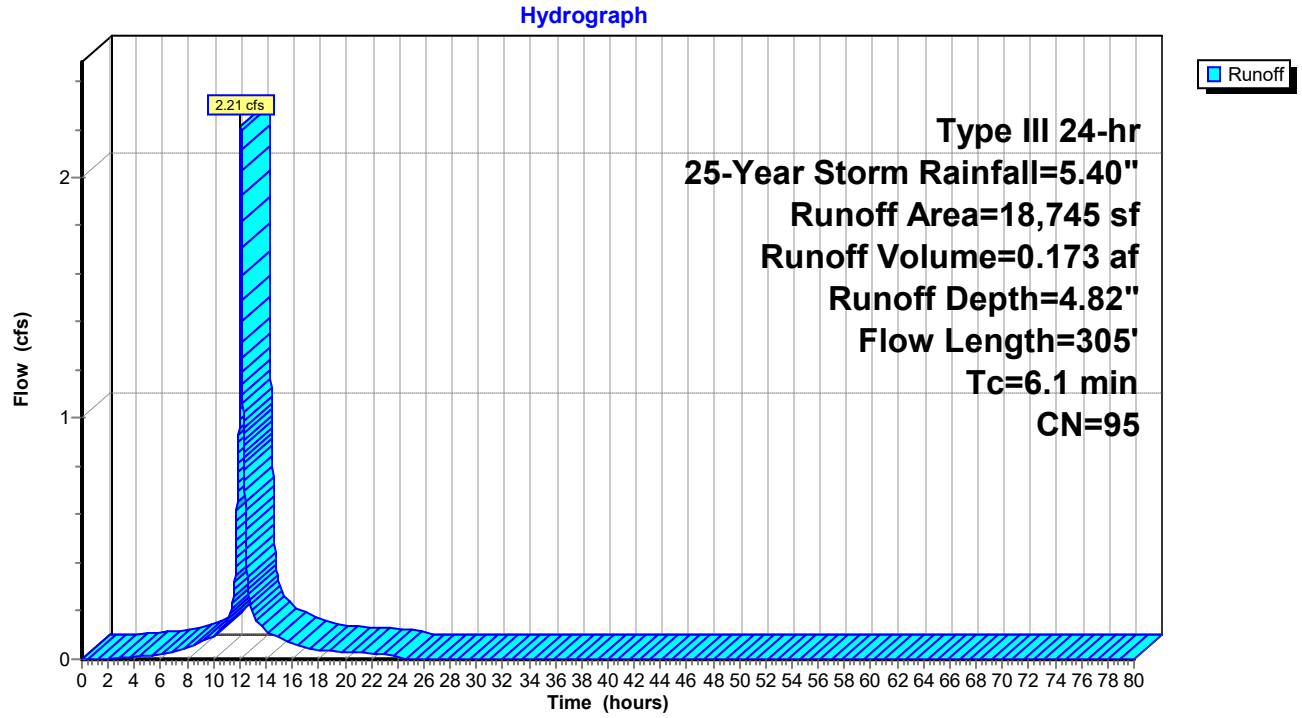
Runoff = 2.21 cfs @ 12.08 hrs, Volume= 0.173 af, Depth= 4.82"
Routed to Link 1L : Minot Ave

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
310	74	>75% Grass cover, Good, HSG C
1,050	98	Paved parking, HSG C
1,230	61	>75% Grass cover, Good, HSG B
16,155	98	Paved parking, HSG B
18,745	95	Weighted Average
1,540		8.22% Pervious Area
17,205		91.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.4	20	0.0125	0.10		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.3	80	0.0119	1.03		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
1.4	205	0.0141	2.41		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
6.1	305	Total			

Subcatchment 1SA:



Summary for Subcatchment 2SA:

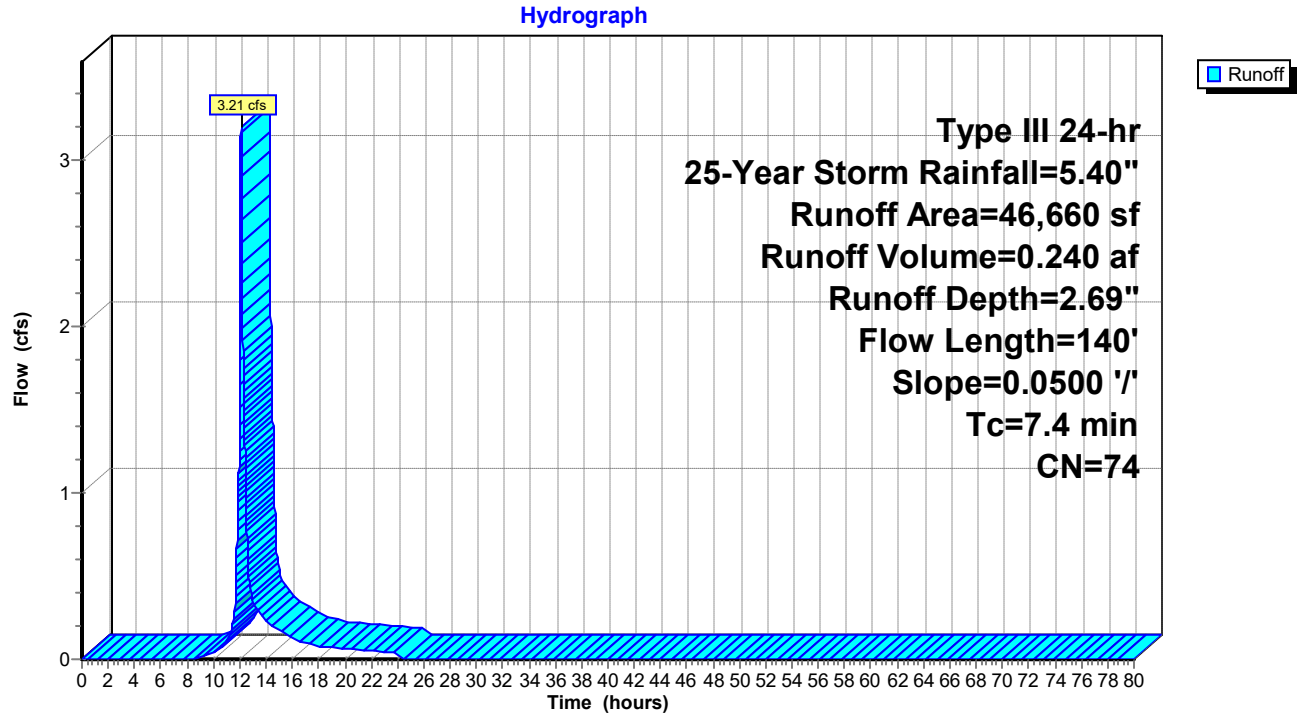
Runoff = 3.21 cfs @ 12.11 hrs, Volume= 0.240 af, Depth= 2.69"
Routed to Reach 1R : Proposed Culvert

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
5,880	61	>75% Grass cover, Good, HSG B
7,350	74	>75% Grass cover, Good, HSG C
2,860	80	>75% Grass cover, Good, HSG D
26,740	77	Woods, Good, HSG D
3,710	70	Woods, Good, HSG C
120	98	Paved parking, HSG C
46,660	74	Weighted Average
46,540		99.74% Pervious Area
120		0.26% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0	100	0.0500	0.24		**Sheet Flow, Sheet** Grass: Short n= 0.150 P2= 3.00"
0.4	40	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
7.4	140	Total			

Subcatchment 2SA:



Summary for Subcatchment 2SB: Div 1A

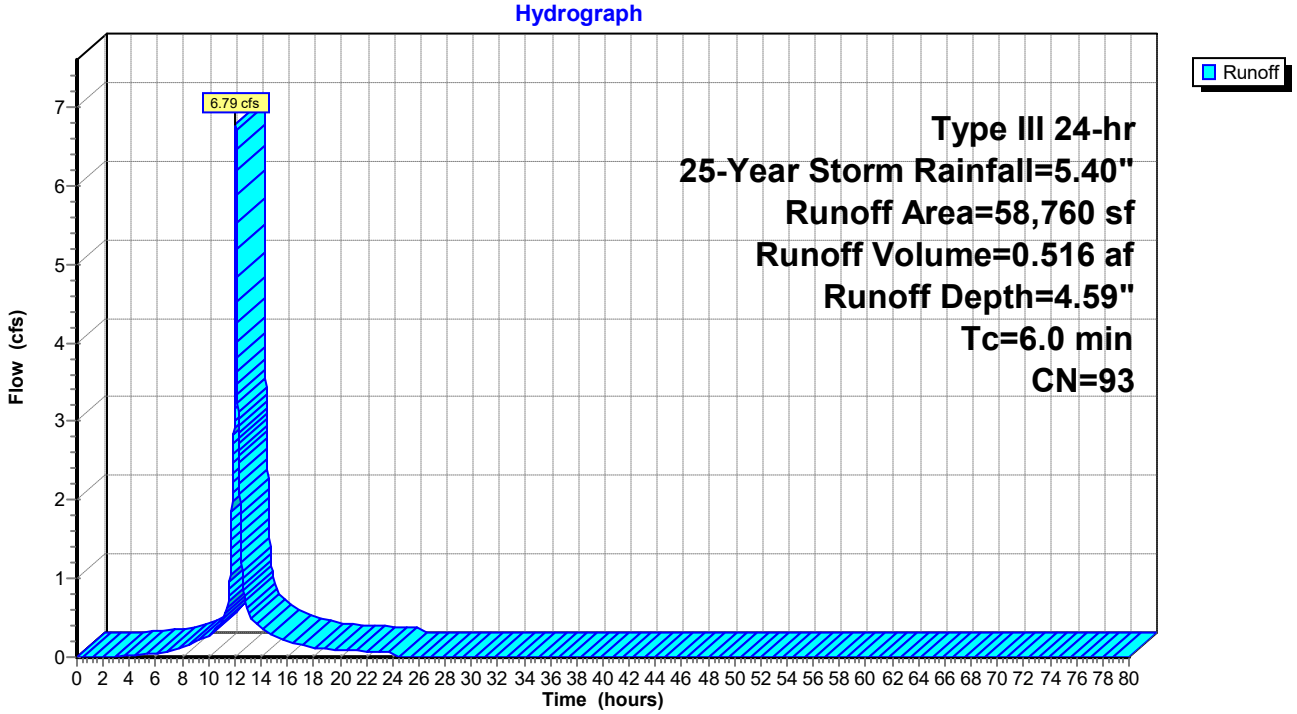
Runoff = 6.79 cfs @ 12.08 hrs, Volume= 0.516 af, Depth= 4.59"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
330	74	>75% Grass cover, Good, HSG C
11,545	98	Paved parking, HSG C
6,940	61	>75% Grass cover, Good, HSG B
14,240	98	Paved parking, HSG B
1,500	80	>75% Grass cover, Good, HSG D
24,205	98	Paved parking, HSG D
58,760	93	Weighted Average
8,770		14.93% Pervious Area
49,990		85.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SB: Div 1A



Summary for Subcatchment 2SC: Div 1B

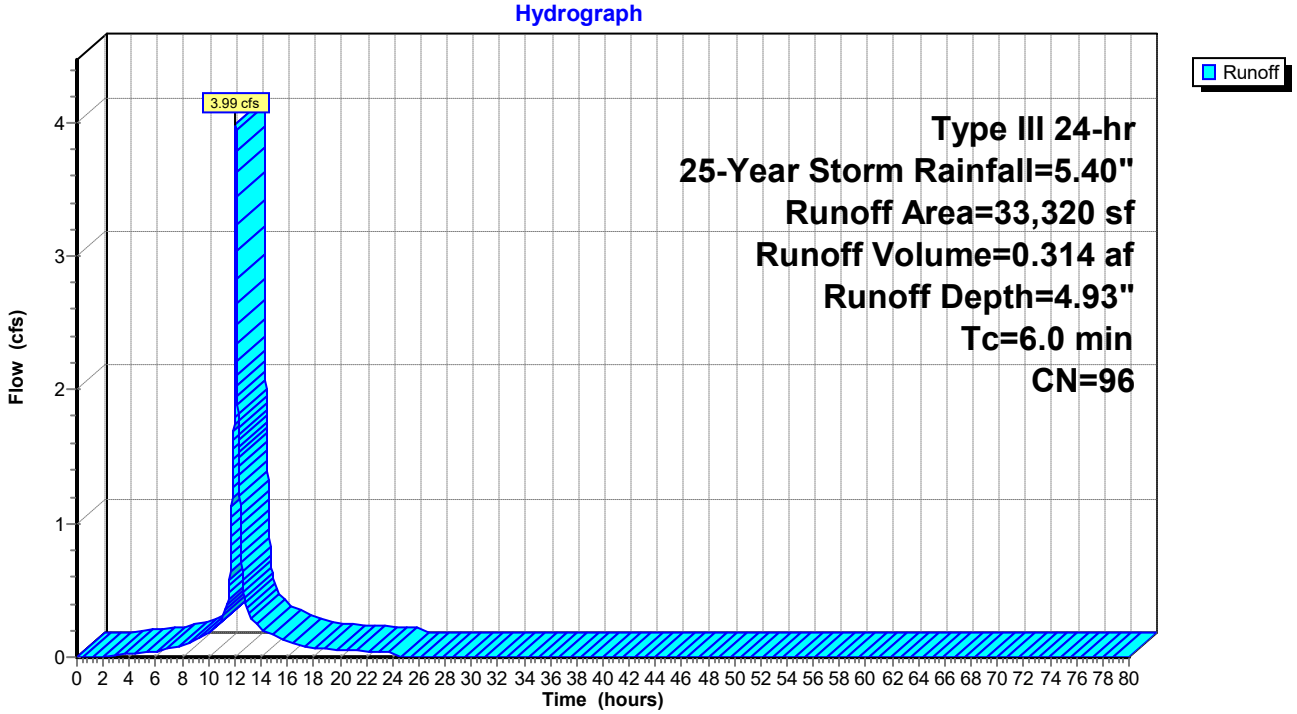
Runoff = 3.99 cfs @ 12.08 hrs, Volume= 0.314 af, Depth= 4.93"
Routed to Pond 5P : SF1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
310	61	>75% Grass cover, Good, HSG B
9,995	98	Paved parking, HSG B
2,165	74	>75% Grass cover, Good, HSG C
16,545	98	Paved parking, HSG C
205	80	>75% Grass cover, Good, HSG D
4,100	98	Paved parking, HSG D
33,320	96	Weighted Average
2,680		8.04% Pervious Area
30,640		91.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SC: Div 1B



Summary for Subcatchment 2SD:

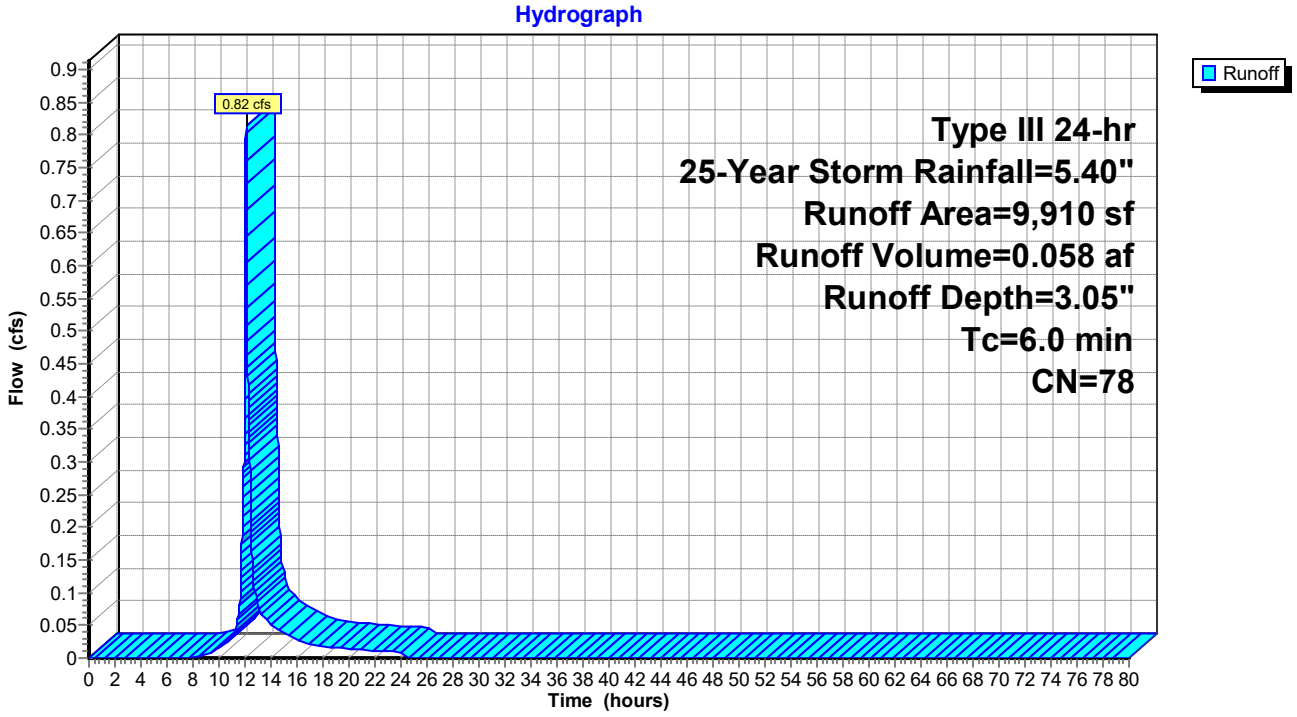
Runoff = 0.82 cfs @ 12.09 hrs, Volume= 0.058 af, Depth= 3.05"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
3,345	77	Woods, Good, HSG D
2,420	70	Woods, Good, HSG C
2,315	74	>75% Grass cover, Good, HSG C
1,830	98	Paved parking, HSG C
9,910	78	Weighted Average
8,080		81.53% Pervious Area
1,830		18.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SD:



Summary for Subcatchment 2SE:

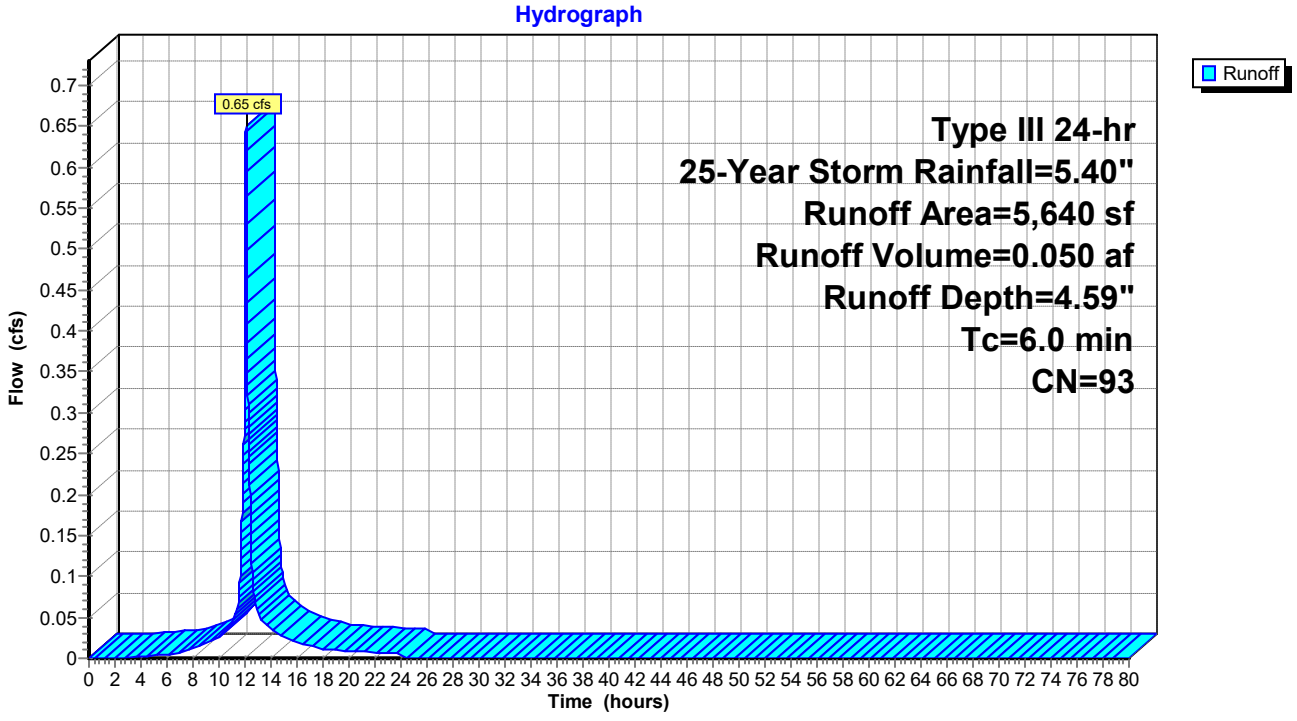
Runoff = 0.65 cfs @ 12.08 hrs, Volume= 0.050 af, Depth= 4.59"
Routed to Link 2L : Tributary to Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
1,065	74	>75% Grass cover, Good, HSG C
4,575	98	Paved parking, HSG C
5,640	93	Weighted Average
1,065		18.88% Pervious Area
4,575		81.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 2SE:



Summary for Subcatchment 3SA:

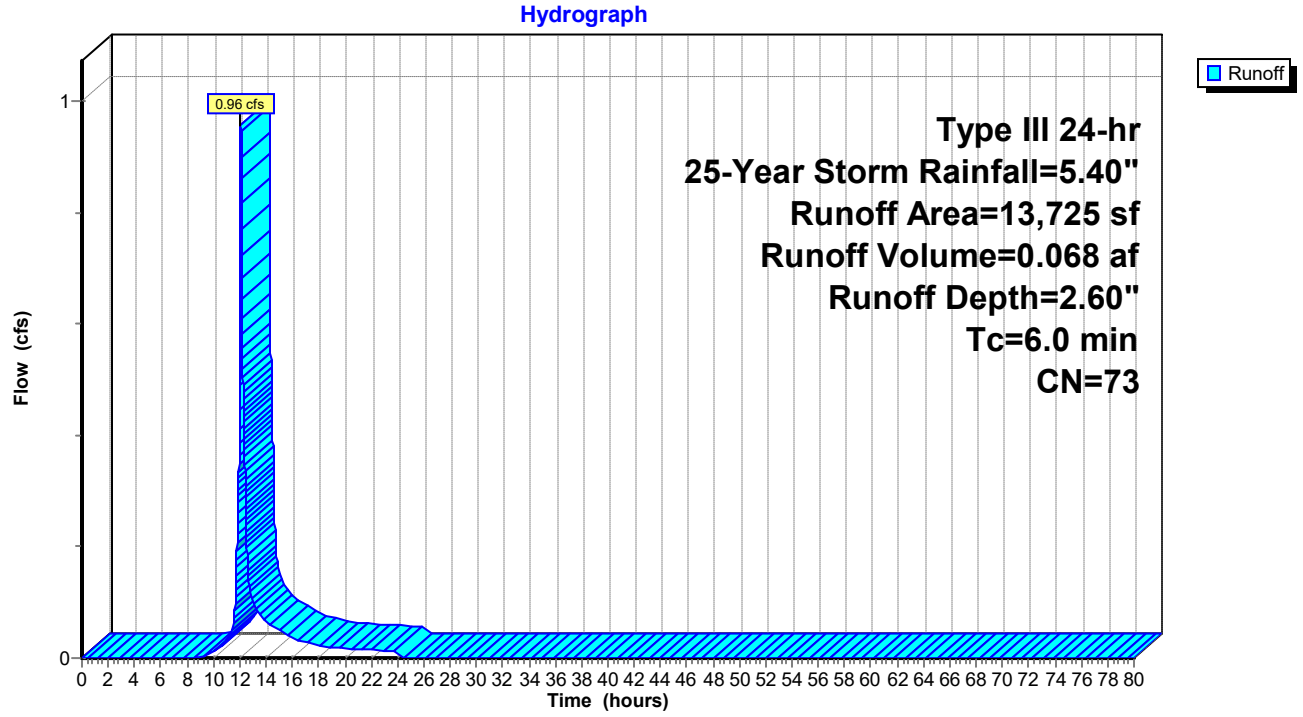
Runoff = 0.96 cfs @ 12.09 hrs, Volume= 0.068 af, Depth= 2.60"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
4,995	74	>75% Grass cover, Good, HSG C
810	98	Paved parking, HSG C
7,595	70	Woods, Good, HSG C
325	77	Woods, Good, HSG D
13,725	73	Weighted Average
12,915		94.10% Pervious Area
810		5.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SA:



Summary for Subcatchment 3SC: Div 2A

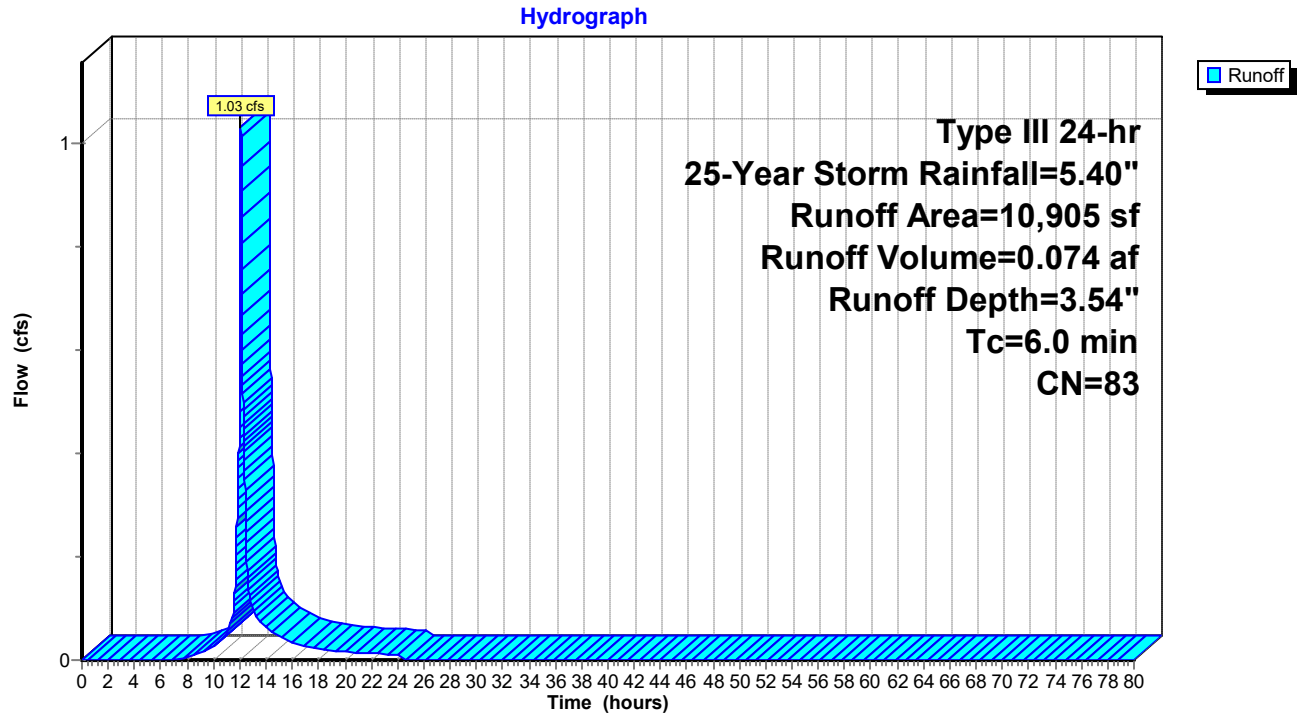
Runoff = 1.03 cfs @ 12.09 hrs, Volume= 0.074 af, Depth= 3.54"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
2,745	61	>75% Grass cover, Good, HSG B
750	98	Paved parking, HSG B
2,495	74	>75% Grass cover, Good, HSG C
4,915	98	Paved parking, HSG C
10,905	83	Weighted Average
5,240		48.05% Pervious Area
5,665		51.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SC: Div 2A



Summary for Subcatchment 3SD: Div 2B

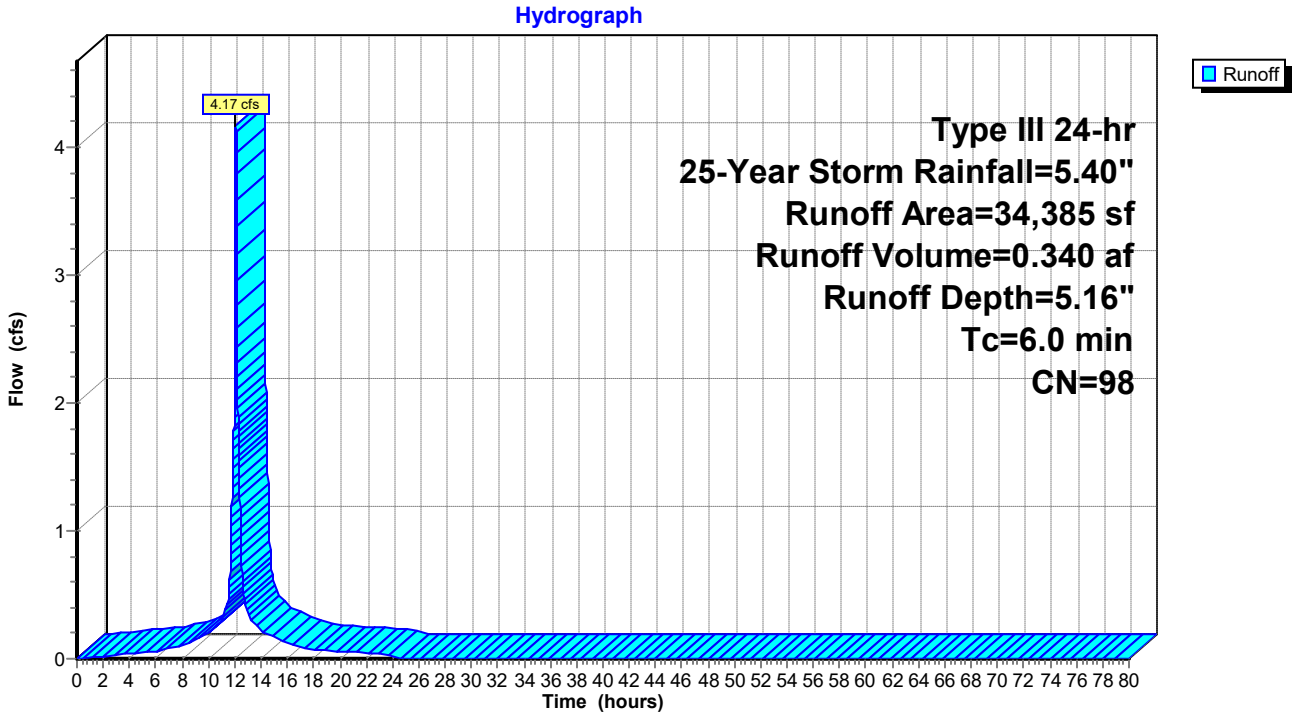
Runoff = 4.17 cfs @ 12.08 hrs, Volume= 0.340 af, Depth= 5.16"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
28,245	98	Roofs, HSG B
6,140	98	Roofs, HSG C
34,385	98	Weighted Average
34,385		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct**

Subcatchment 3SD: Div 2B



Summary for Subcatchment 3SE:

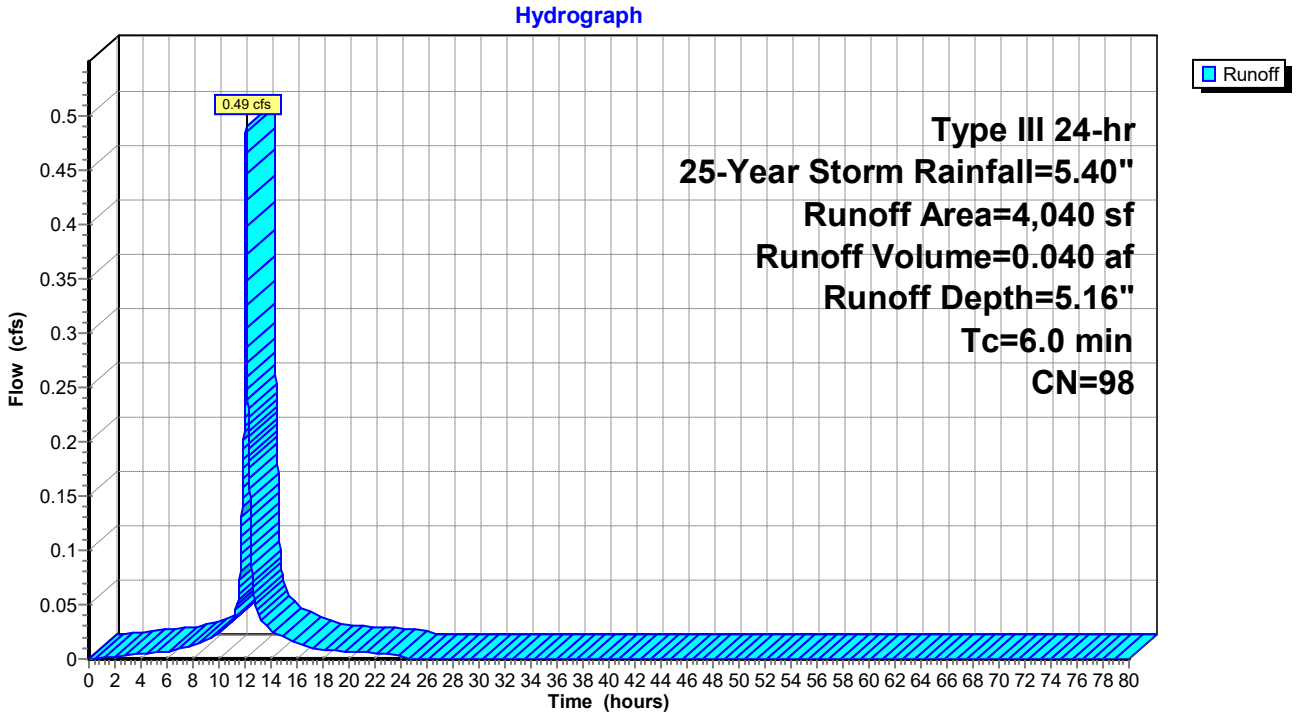
Runoff = 0.49 cfs @ 12.08 hrs, Volume= 0.040 af, Depth= 5.16"
Routed to Pond 4P : SF2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
4,040	98	Paved parking, HSG B
4,040		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SE:



Summary for Subcatchment 3SF:

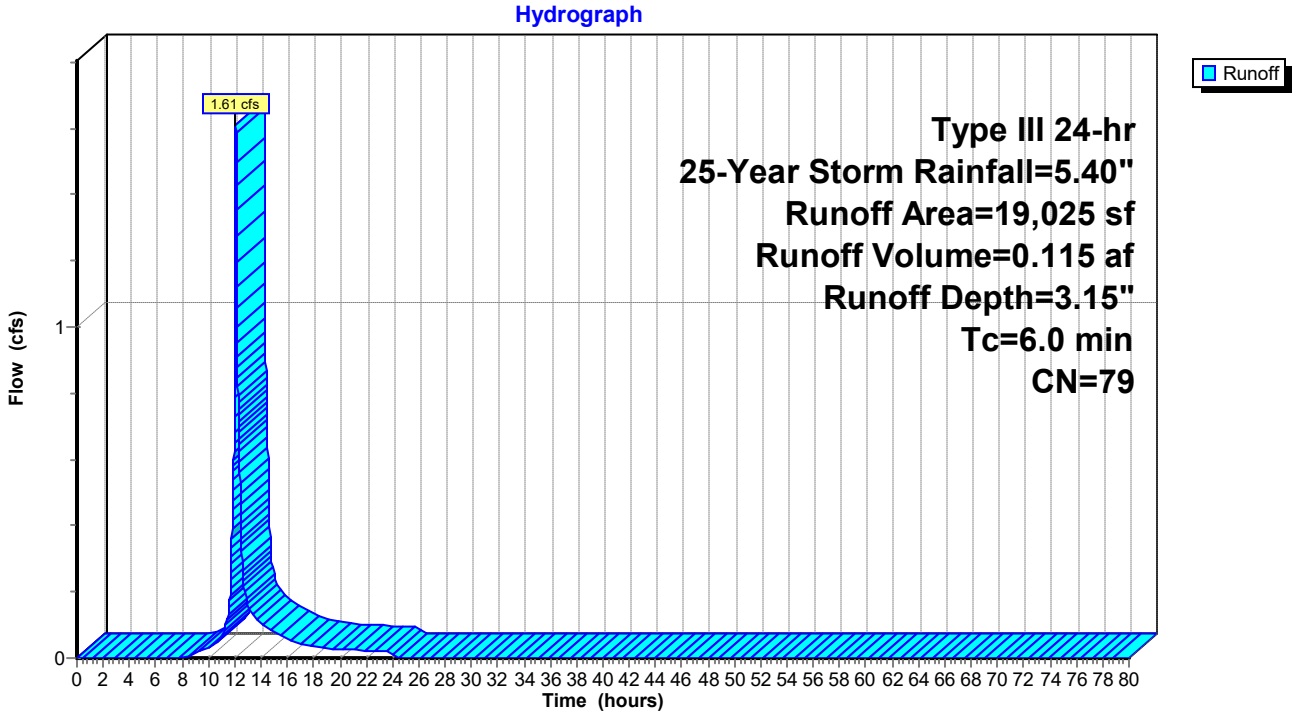
Runoff = 1.61 cfs @ 12.09 hrs, Volume= 0.115 af, Depth= 3.15"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
9,590	77	Woods, Good, HSG D
7,820	80	>75% Grass cover, Good, HSG D
495	74	>75% Grass cover, Good, HSG C
1,120	98	Roofs, HSG D
19,025	79	Weighted Average
17,905		94.11% Pervious Area
1,120		5.89% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SF:



Summary for Subcatchment 3SG:

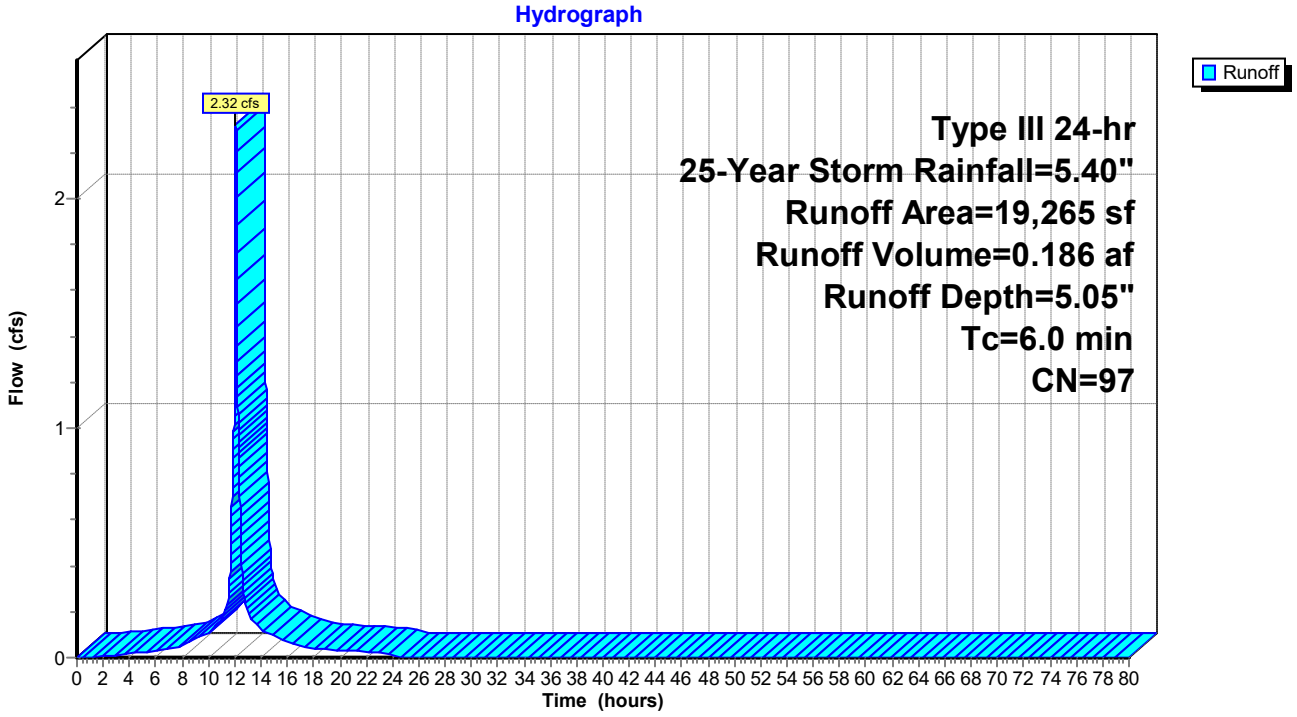
Runoff = 2.32 cfs @ 12.08 hrs, Volume= 0.186 af, Depth= 5.05"
Routed to Link 3L : Taylor Brook

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
395	74	>75% Grass cover, Good, HSG C
11,005	98	Paved parking, HSG C
0	98	Roofs, HSG C
875	80	>75% Grass cover, Good, HSG D
6,990	98	Paved parking, HSG D
19,265	97	Weighted Average
1,270		6.59% Pervious Area
17,995		93.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3SG:



Summary for Subcatchment 4SA: Police Asset Building

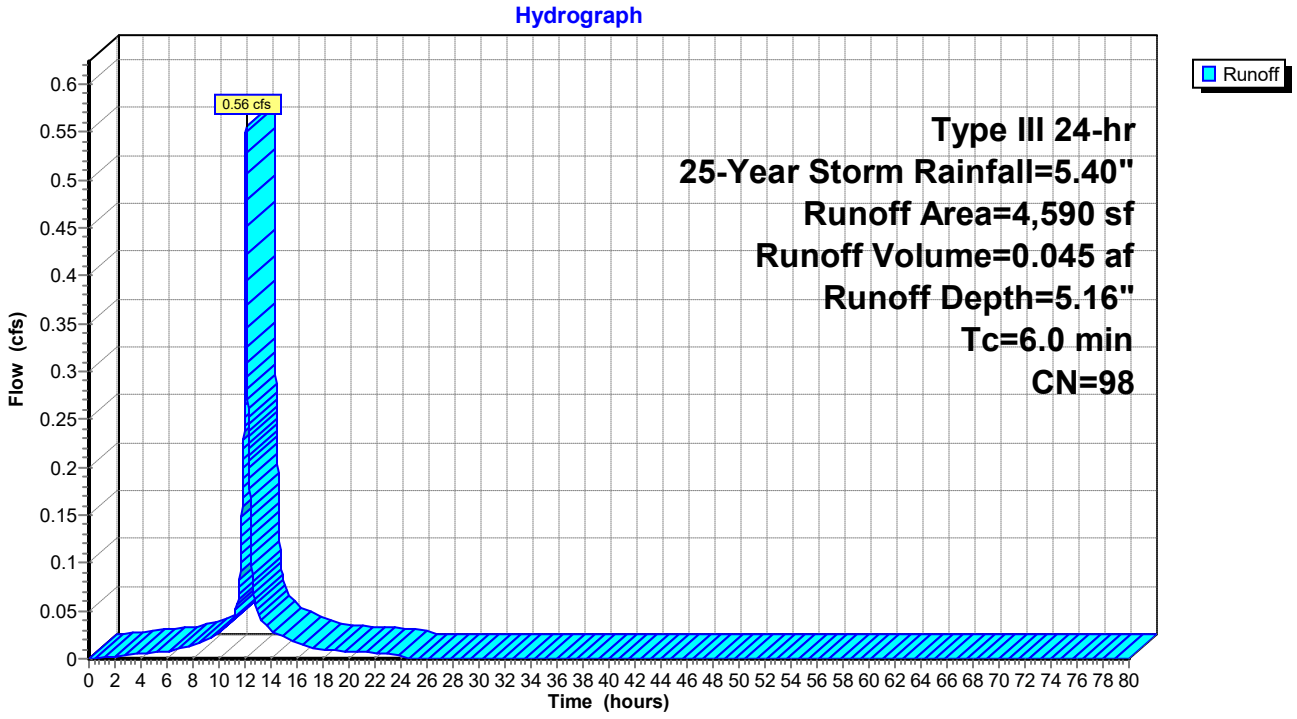
Runoff = 0.56 cfs @ 12.08 hrs, Volume= 0.045 af, Depth= 5.16"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
3,945	98	Roofs, HSG D
645	98	Paved parking, HSG D
4,590	98	Weighted Average
4,590		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SA: Police Asset Building



Summary for Subcatchment 4SB:

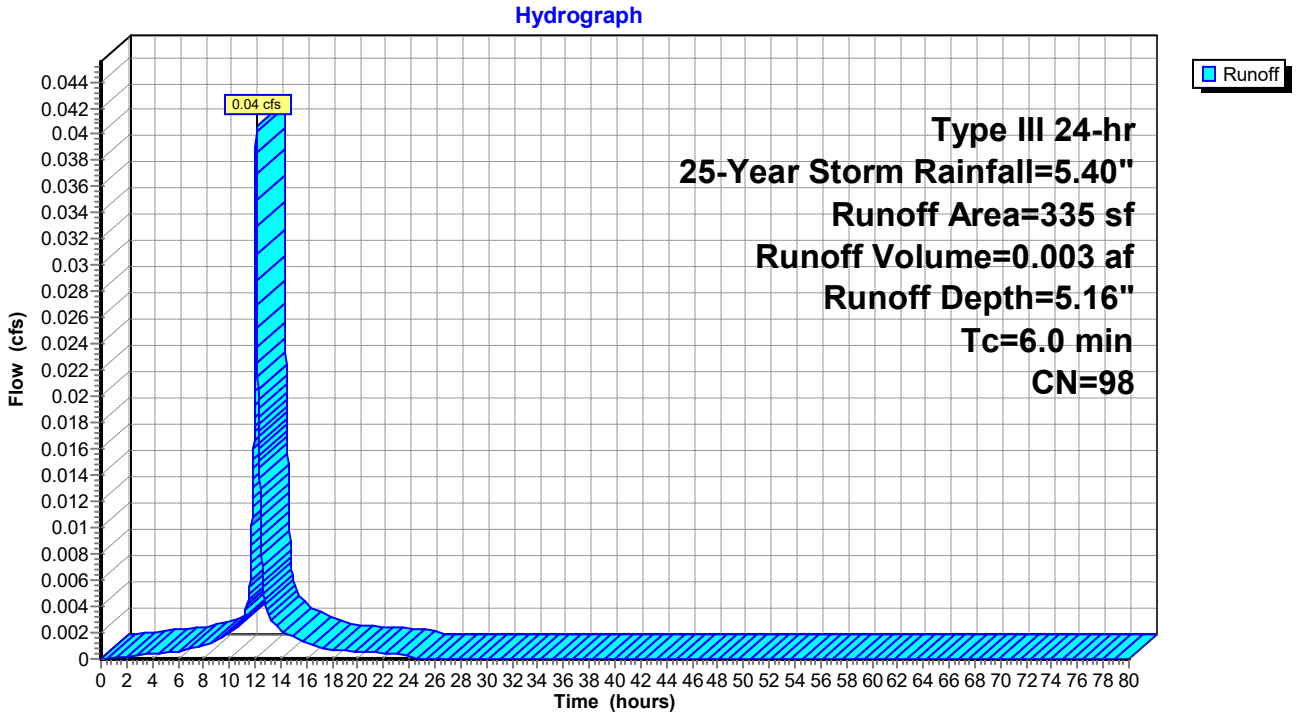
Runoff = 0.04 cfs @ 12.08 hrs, Volume= 0.003 af, Depth= 5.16"
Routed to Pond 3P : RDF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.40"

Area (sf)	CN	Description
335	98	Paved parking, HSG D
335		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 4SB:



Summary for Reach 1R: Proposed Culvert

Inflow Area = 1.071 ac, 0.26% Impervious, Inflow Depth = 2.69" for 25-Year Storm event
Inflow = 3.21 cfs @ 12.11 hrs, Volume= 0.240 af
Outflow = 3.20 cfs @ 12.11 hrs, Volume= 0.240 af, Atten= 0%, Lag= 0.4 min
Routed to Link 2L : Tributary to Taylor Brook

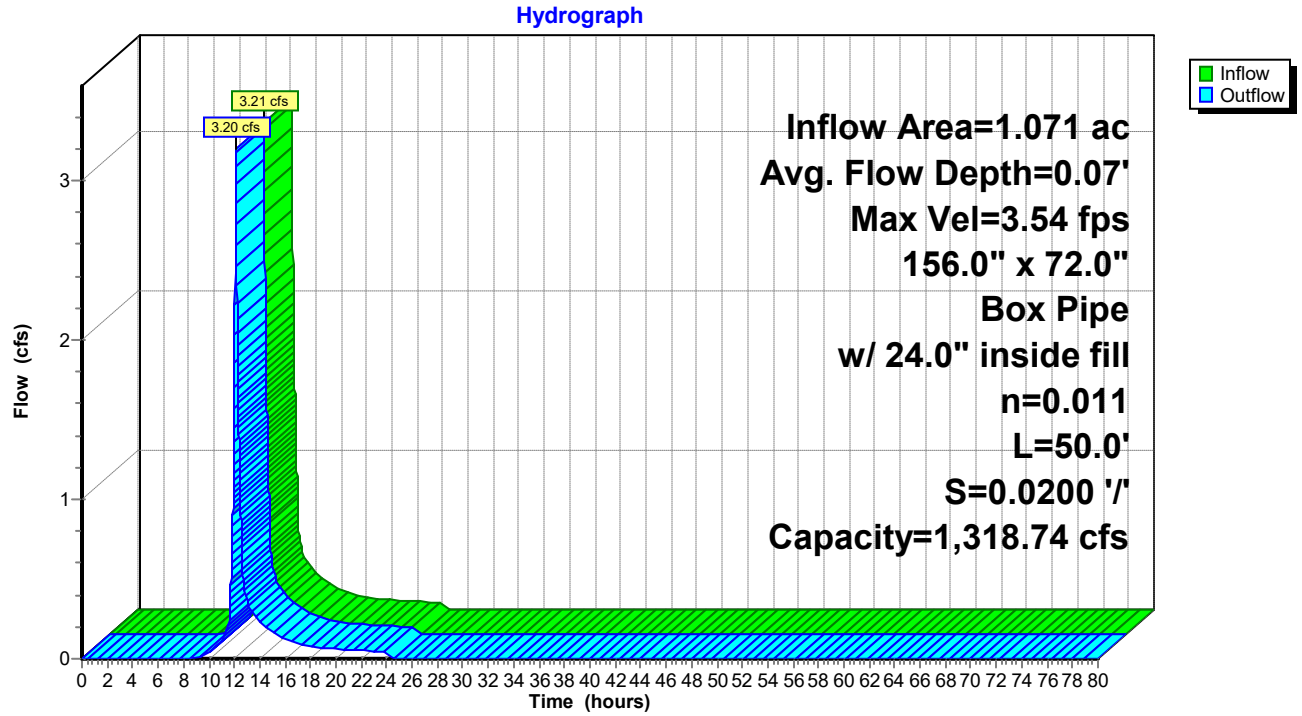
Routing by Stor-Ind+Trans method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.54 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 2.25 fps, Avg. Travel Time= 0.4 min

Peak Storage= 45 cf @ 12.11 hrs
Average Depth at Peak Storage= 2.07' above invert (0.07' above fill) , Surface Width= 13.00'
Bank-Full Depth= 6.00' above invert (4.00' above fill) Flow Area= 52.0 sf, Capacity= 1,318.74 cfs

156.0" W x 72.0" H Box Pipe w/ 24.0" inside fill
n= 0.011 Concrete pipe, straight & clean
Length= 50.0' Slope= 0.0200 '/' (101 Elevation Intervals)
Inlet Invert= 209.00', Outlet Invert= 208.00'



Reach 1R: Proposed Culvert



Summary for Pond 3P: RDF

Inflow Area = 0.113 ac,100.00% Impervious, Inflow Depth = 5.16" for 25-Year Storm event
Inflow = 0.60 cfs @ 12.08 hrs, Volume= 0.049 af
Outflow = 0.59 cfs @ 12.10 hrs, Volume= 0.049 af, Atten= 2%, Lag= 1.1 min
Primary = 0.59 cfs @ 12.10 hrs, Volume= 0.049 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 224.59' @ 12.10 hrs Surf.Area= 488 sf Storage= 764 cf
Flood Elev= 225.00' Surf.Area= 488 sf Storage= 844 cf

Plug-Flow detention time= 346.6 min calculated for 0.049 af (100% of inflow)
Center-of-Mass det. time= 346.5 min (1,093.2 - 746.8)

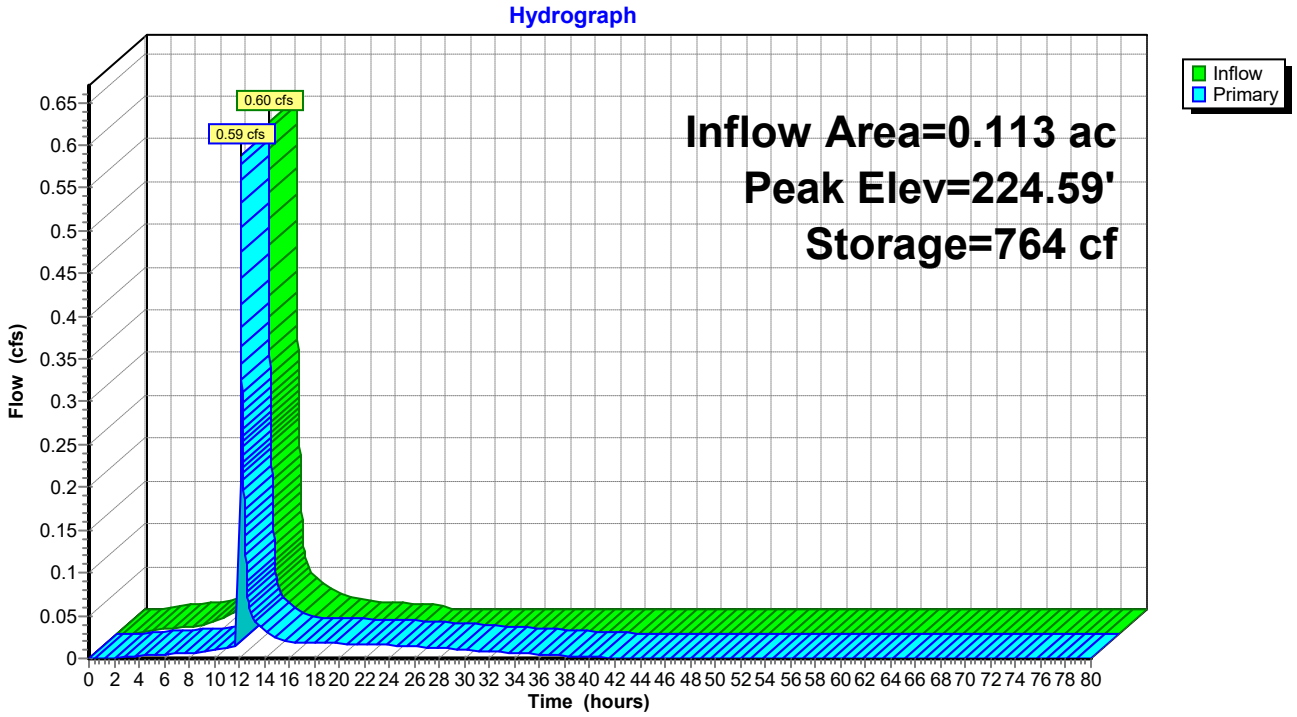
Volume	Invert	Avail.Storage	Storage Description
#1	220.50'	844 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
220.50	488	0.0	0	0
221.50	488	40.0	195	195
222.50	488	33.0	161	356
225.00	488	40.0	488	844

Device	Routing	Invert	Outlet Devices
#1	Primary	220.50'	**12.0" Round Culvert** L= 40.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 220.50' / 217.00' S= 0.0875 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	220.50'	**0.6" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Device 1	224.50'	**24.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.58 cfs @ 12.10 hrs HW=224.59' (Free Discharge)
└**1=Culvert** (Passes 0.58 cfs of 5.66 cfs potential flow)
├**2=Orifice/Grate** (Orifice Controls 0.02 cfs @ 9.71 fps)
└**3=Orifice/Grate** (Weir Controls 0.56 cfs @ 0.99 fps)

Pond 3P: RDF


Hydrograph
Inflow
Primary
0.60 cfs
0.59 cfs
Inflow Area=0.113 ac
Peak Elev=224.59'
Storage=764 cf
Flow (cfs)
0 0.05 0.1 0.15 0.2 0.25 0.3 0.35 0.4 0.45 0.5 0.55 0.6 0.65
Time (hours)
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80

Summary for Pond 4P: SF2

Inflow Area = 1.132 ac, 89.38% Impervious, Inflow Depth = 4.80" for 25-Year Storm event
Inflow = 5.69 cfs @ 12.08 hrs, Volume= 0.453 af
Outflow = 1.83 cfs @ 12.38 hrs, Volume= 0.453 af, Atten= 68%, Lag= 17.7 min
Primary = 1.83 cfs @ 12.38 hrs, Volume= 0.453 af
Routed to Link 3L : Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 219.18' @ 12.38 hrs Surf.Area= 7,606 sf Storage= 7,476 cf

Plug-Flow detention time= 137.5 min calculated for 0.453 af (100% of inflow)
Center-of-Mass det. time= 137.0 min (894.1 - 757.1)

Volume	Invert	Avail.Storage	Storage Description
#1	216.20'	2,615 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 9,608 cf Overall - 3,070 cf Embedded = 6,538 cf x 40.0% Voids
#2	216.70'	3,070 cf	**ADS_StormTech SC-800 +Cap** x 60 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 60 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.36'	1,352 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 3,379 cf Overall x 40.0% Voids
#4	214.70'	1,248 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 3,783 cf Overall x 33.0% Voids
		8,285 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.20	2,562	0	0
219.95	2,562	9,608	9,608

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.36	2,522	0	0
214.70	2,522	3,379	3,379

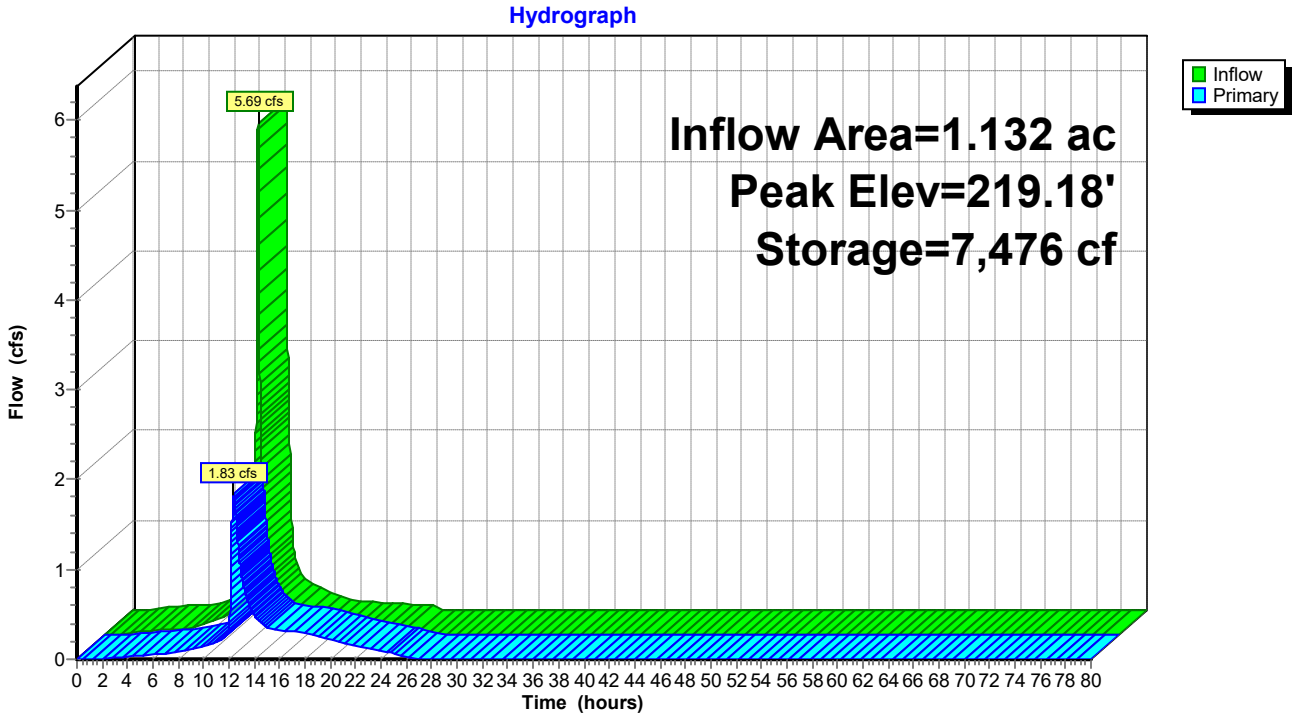
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.70	2,522	0	0
216.20	2,522	3,783	3,783

Device	Routing	Invert	Outlet Devices
#1	Primary	211.40'	**18.0" Round Culvert** L= 38.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 211.40' / 210.90' S= 0.0132 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.50'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.90 1.90 2.10 2.10 4.00 4.00 Elev. (feet) 223.19 219.19 219.19 217.50 217.50 219.19 219.19

			223.19
#3	Device 4	213.36'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.81' Phase-In= 0.10'
#4	Device 1	213.37'	**2.5" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.82 cfs @ 12.38 hrs HW=219.18' (Free Discharge)
└**1=Culvert** (Passes 1.82 cfs of 17.82 cfs potential flow)
└**2=Asymmetrical Weir** (Weir Controls 1.43 cfs @ 4.24 fps)
└**4=Orifice/Grate** (Orifice Controls 0.39 cfs @ 11.51 fps)
└**3=Exfiltration** (Passes 0.39 cfs of 5.30 cfs potential flow)

Pond 4P: SF2



Summary for Pond 5P: SF1

Inflow Area = 2.114 ac, 87.57% Impervious, Inflow Depth = 4.71" for 25-Year Storm event
Inflow = 10.78 cfs @ 12.08 hrs, Volume= 0.830 af
Outflow = 4.26 cfs @ 12.30 hrs, Volume= 0.830 af, Atten= 60%, Lag= 13.1 min
Primary = 4.26 cfs @ 12.30 hrs, Volume= 0.830 af
Routed to Link 2L : Tributary to Taylor Brook

Routing by Stor-Ind method, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs
Peak Elev= 219.59' @ 12.30 hrs Surf.Area= 12,763 sf Storage= 13,030 cf

Plug-Flow detention time= 109.5 min calculated for 0.830 af (100% of inflow)
Center-of-Mass det. time= 109.5 min (879.7 - 770.2)

Volume	Invert	Avail.Storage	Storage Description
#1	216.40'	4,283 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc) 16,054 cf Overall - 5,346 cf Embedded = 10,707 cf x 40.0% Voids
#2	216.90'	5,346 cf	**ADS_StormTech SC-800 +Cap** x 105 Inside #1 Effective Size= 45.0"W x 33.0"H => 7.11 sf x 7.12'L = 50.6 cf Overall Size= 51.0"W x 33.0"H x 7.55'L with 0.43' Overlap 105 Chambers in 5 Rows Cap Storage= 3.4 cf x 2 x 5 rows = 34.2 cf
#3	213.57'	2,256 cf	**Crushed Stone UD (Prismatic)** Listed below (Recalc) 5,641 cf Overall x 40.0% Voids
#4	214.90'	2,099 cf	**Sand Filter (Prismatic)** Listed below (Recalc) 6,362 cf Overall x 33.0% Voids
		13,985 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.40	4,281	0	0
220.15	4,281	16,054	16,054

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
213.57	4,241	0	0
214.90	4,241	5,641	5,641

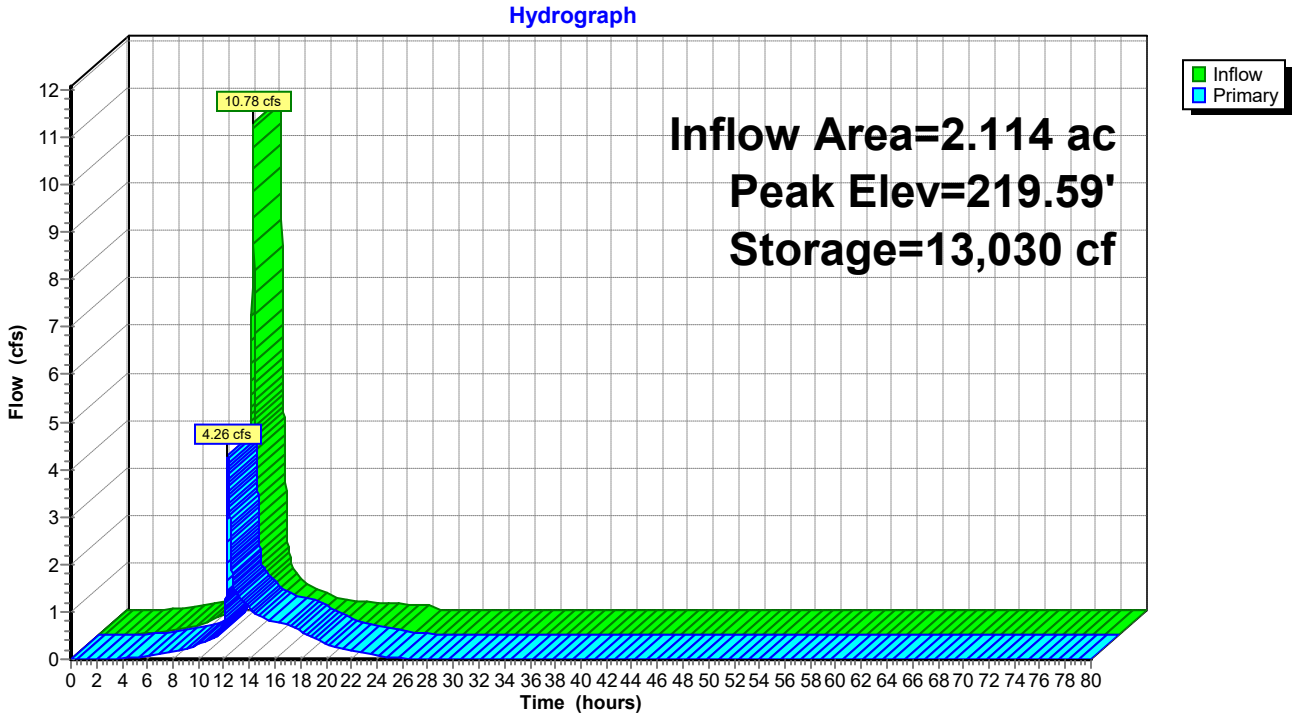
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
214.90	4,241	0	0
216.40	4,241	6,362	6,362

Device	Routing	Invert	Outlet Devices
#1	Primary	213.40'	**18.0" Round Culvert** L= 18.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 213.40' / 212.75' S= 0.0361 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 1.77 sf
#2	Device 1	217.75'	**Asymmetrical Weir, C= 3.27** Offset (feet) 0.00 0.00 1.96 1.96 2.04 2.04 4.00 4.00 Elev. (feet) 223.49 219.25 219.25 217.75 217.75 219.25 219.25

			223.49
#3	Device 4	213.57'	**30.000 in/hr Exfiltration over Surface area**
			Conductivity to Groundwater Elevation = -998.51' Phase-In= 0.10'
#4	Device 1	213.57'	**4.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=4.26 cfs @ 12.30 hrs HW=219.59' (Free Discharge)
└**1=Culvert** (Passes 4.26 cfs of 15.67 cfs potential flow)
└**2=Asymmetrical Weir** (Weir Controls 3.24 cfs @ 2.17 fps)
└**4=Orifice/Grate** (Orifice Controls 1.02 cfs @ 11.65 fps)
└**3=Exfiltration** (Passes 1.02 cfs of 8.90 cfs potential flow)

Pond 5P: SF1

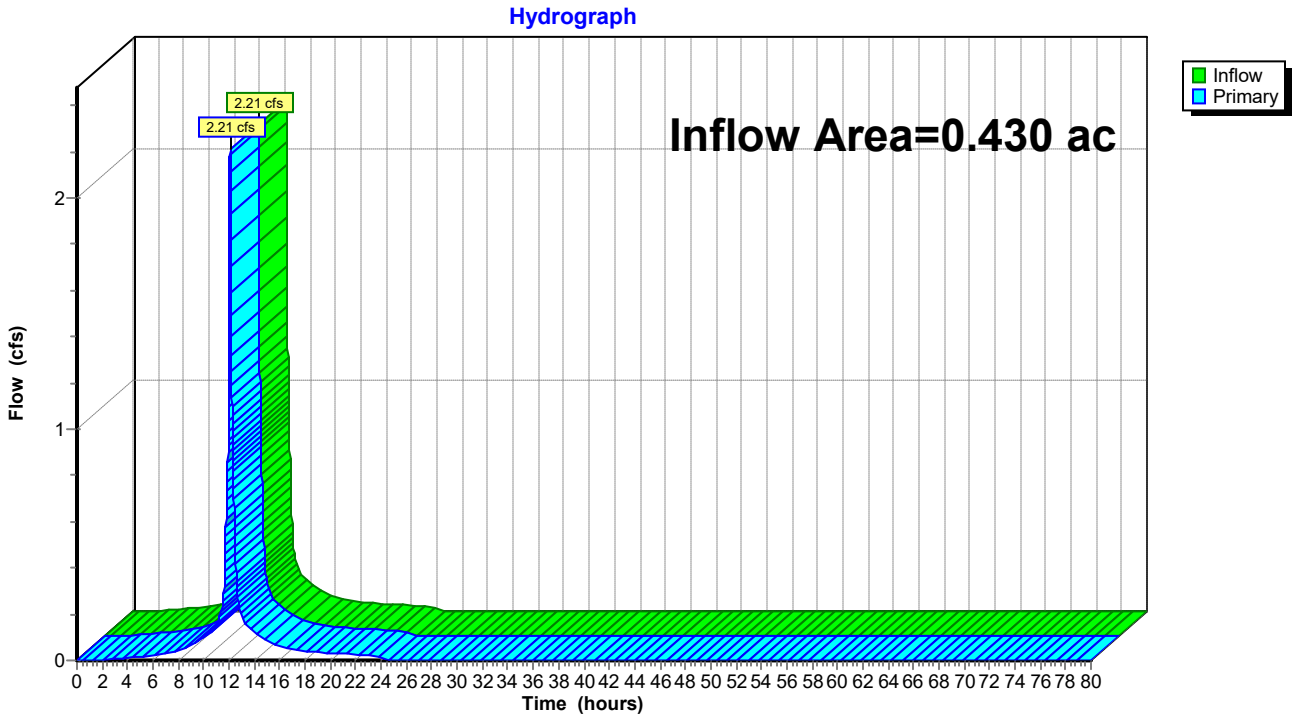


Summary for Link 1L: Minot Ave

Inflow Area = 0.430 ac, 91.78% Impervious, Inflow Depth = 4.82" for 25-Year Storm event
Inflow = 2.21 cfs @ 12.08 hrs, Volume= 0.173 af
Primary = 2.21 cfs @ 12.08 hrs, Volume= 0.173 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 1L: Minot Ave

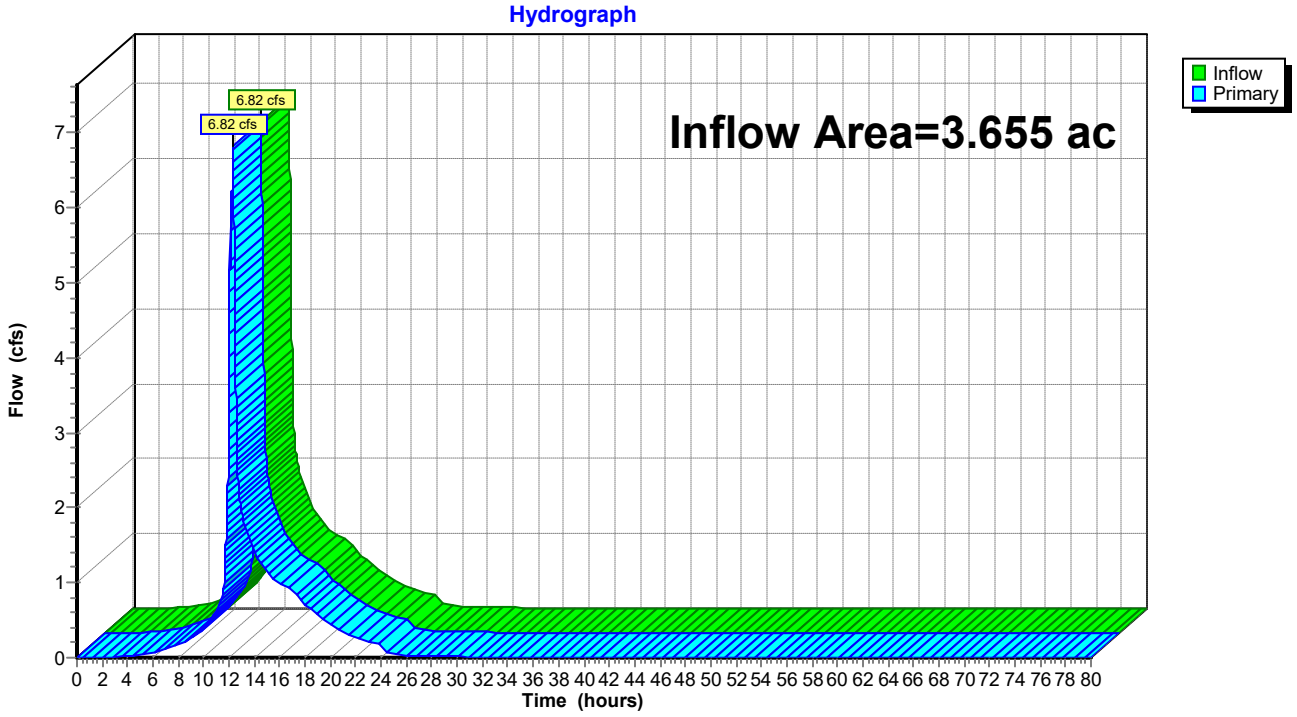


Summary for Link 2L: Tributary to Taylor Brook

Inflow Area = 3.655 ac, 57.83% Impervious, Inflow Depth = 4.03" for 25-Year Storm event
Inflow = 6.82 cfs @ 12.28 hrs, Volume= 1.226 af
Primary = 6.82 cfs @ 12.28 hrs, Volume= 1.226 af, Atten= 0%, Lag= 0.0 min
Routed to Link 3L : Taylor Brook

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 2L: Tributary to Taylor Brook

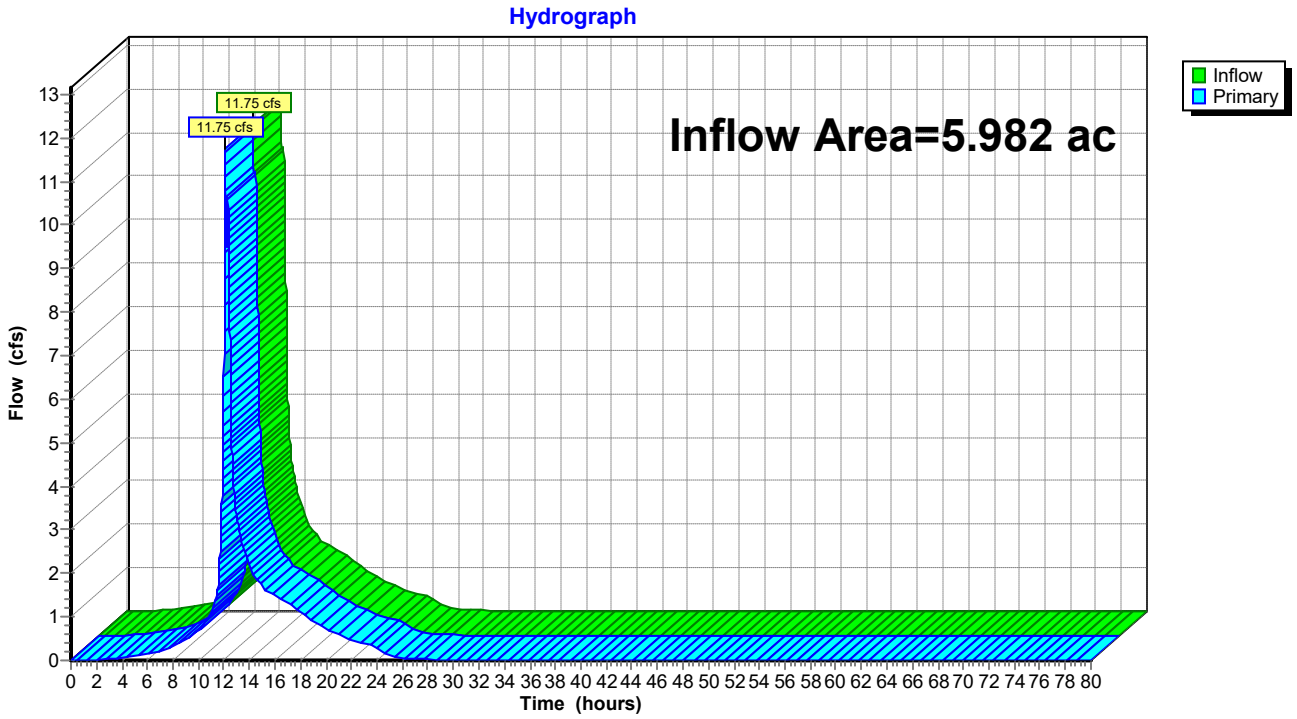


Summary for Link 3L: Taylor Brook

Inflow Area = 5.982 ac, 59.91% Impervious, Inflow Depth = 4.11" for 25-Year Storm event
Inflow = 11.75 cfs @ 12.10 hrs, Volume= 2.048 af
Primary = 11.75 cfs @ 12.10 hrs, Volume= 2.048 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-80.00 hrs, dt= 0.01 hrs

Link 3L: Taylor Brook



January 22, 2026

Hannah Schulz, P.E.
Engineer 3
Woodard and Curran
12 Mountfort Street
Portland, ME 04101

RE: City of Auburn Public Safety Facility – Auburn, ME
StormTech System

Ms. Schulz,

The intent of this letter is to provide commentary as the 'Manufacturer's Representative' on the StormTech portion of the subsurface sand filters that have been designed for the above referenced Project. Items provided for review were as follows:

- 1 – Civil Site Grading & Drainage Plan (received via email on 1-16-2026; dated November 2025)
- 2 – Civil Site Details-10 Plan (received via email on 1-16-2026; dated November 2025)
- 3 – Civil Site Details-11 Plan (received via email on 1-16-2026; dated November 2025)
- 4 – HydroCAD Model (received via email on 1-16-2026)

Specifically, this letter shall focus on comments needed to be addressed by a 'Manufacturer's Representative' within the MaineDEP StormTech Isolator Row Approval, which are as follows:

- (6) The first year of system maintenance must be provided by the manufacturer to ensure that the system is operating according to the established specifications.
- (9) Each Project must be reviewed and approved by the manufacturer for proposed use, layout and sizing of the pre-treatment row and for conformance with their design specifications.
- (10) The pre-treatment row must be installed under the manufacturer's representative supervision.

In response to the first comment, StormTech can provide the first year of System inspection and maintenance according to the established specifications. This typically includes visual inspection of the Isolator Row, as well as any inlet/outlet control structures associated with the System. Any additional maintenance measures that may be required shall be coordinated at this time. My contact information is at the bottom of this letter; please contact me a few weeks prior to coordinate the inspection.

In response to the second comment/upon review of said items documented above, the proposed use, layout and sizing of the pre-treatment rows (Isolator Rows) conform to StormTech Design Specifications. The number of Chambers provided for the Isolator Rows exceed the required number based on the flow that was documented within the HydroCAD Model. Likewise, the overall length of the rows allocated for the proposed Isolator Rows are adequate for maintenance access.

In response to the third comment, a Manufacturer's Representative can be present to observe the installation of the pre-treatment rows (Isolator Rows). Similar to the response to the first comment, my contact information is at the bottom of this letter; please contact me a few weeks prior to coordinate the inspection.

If there are any questions in regard to the contents of this letter or review of the documents provided, please do not hesitate to contact me.

Best Regards,

Aaron Cheever

Aaron Cheever, P.E.
Engineered Product Manager
Advanced Drainage Systems, Inc.
978-302-0650
aaron.cheever@adspipe.com

STATE OF MAINE
DEPARTMENT OF
ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PAUL MERCER
COMMISSIONER

July 29, 2016

StormTech, A Division of ADS, Inc.
70 Inwood Road, Suite 3
Rocky Hill, CT 06067
ATTN: David Mailhot P.E.

Dear Mr. Mailhot,

This letter replaces the letter dated March 22, 2016. It includes a slight modification in section 1 to clarify sizing requirements.

The Stormtech Isolator Row was approved by the Department of Environmental Protection (Department) in September 2009 for use as a pre-treatment row before a subsurface underdrained filter system as described in Chapter 7.3 of Volume III of the Maine Stormwater Management Best Management Practice Manual. The sizing, installation, and maintenance criteria provided in this letter replace the ones given in Chapter 7.3 of Volume III of the Maine Stormwater Management BMP Manual. The Department still authorizes the use of the StormTech Isolator Row as a pre-treatment row meeting the requirements of the General Standards (Section 4.C.) of the Stormwater Management Rules (Chapter 500) provided the system is sized, installed, and maintained in accordance with the following provisions:

1. The number of chambers within the Isolator Row pre-treatment structure must treat, without overflowing, the one-year 24-hour peak flow from the structure's drainage area. To determine the number of chambers, the one-year peak flow rate must be divided by the specific flow rate of the chamber. The acceptable flow rate for each of the Isolator Row chamber sizes are as follow:

Chamber size	Flow Rate
SC-310	0.1 cfs
SC-740 or DC-780	0.2 cfs
MC-3500	0.3 cfs

   Additional pre-treatment rows may be added based on site conditions and chamber bed layout provided each row is provided with access manhole and control structures.
2. The Isolator Row must be part of a stormwater management system that conforms to all the requirements of Chapter 7.3 of the Stormwater Management Manual and be fitted with an overflow that bypasses the pretreatment Isolator Row only when the one-year 24-hour peak flow is exceeded, and discharges to a stable outlet or is directed to a detention system/structure that will provide necessary flood storage.
3. The Isolator Row shall be underlain with a bottom surface consisting of two layers of ADS 315 woven geotextile or equivalent; and be covered with one layer of ADS 601T non-woven geotextile or equivalent.
4. The Isolator Row does not provide for the removal of hydrocarbons and should be preceded by a device or practice that will serve this function if the area draining to the Isolator Row is

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826

BANGOR
106 HOGAN ROAD, SUITE 6
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769
(207) 764-0477 FAX: (207) 760-3143

web site: www.maine.gov/dep

a likely source of hydrocarbons (i.e. parking lots, roads, drive-through commercial enterprises).
5. The Isolator Row must include an access at both ends for the removal of accumulated sediment and debris.
6. The first year of system maintenance must be provided by the manufacturer to ensure that the system is operating according to the established specifications.
7. Prior to construction, a five-year binding inspection and maintenance contract must be provided for review and approval by the Department, and must be renewed before contract expiration. The contract will be with a professional with knowledge of erosion and stormwater control, including a detailed working knowledge of the proposed system.
8. The overall stormwater management design must meet all Department criteria and sizing specifications and will be reviewed and approved by the Department prior to use.
9. Each project must be reviewed and approved by the manufacturer for proposed use, layout and sizing of the pre-treatment row and for conformance with their design specifications.
10. The pre-treatment row must be installed under the manufacturer's representative supervision.
11. This approval is conditional to on-the-ground experience confirming that the StormTech Isolator Row system's pollutant removal efficiency is appropriate. The "permit shield" provision (Section 14) of the Chapter 500 rules will apply, and the Department will not require the replacement of the system if, with proper maintenance, pollutant removals do not satisfy the General Standard Best Management Practices.

We look forward to working with you as these stormwater management structures are installed on new projects. Questions concerning this decision should be directed to Marianne Hubert at (207) 215-6485 or Jeff Dennis at (207) 215-6376.

Sincerely,

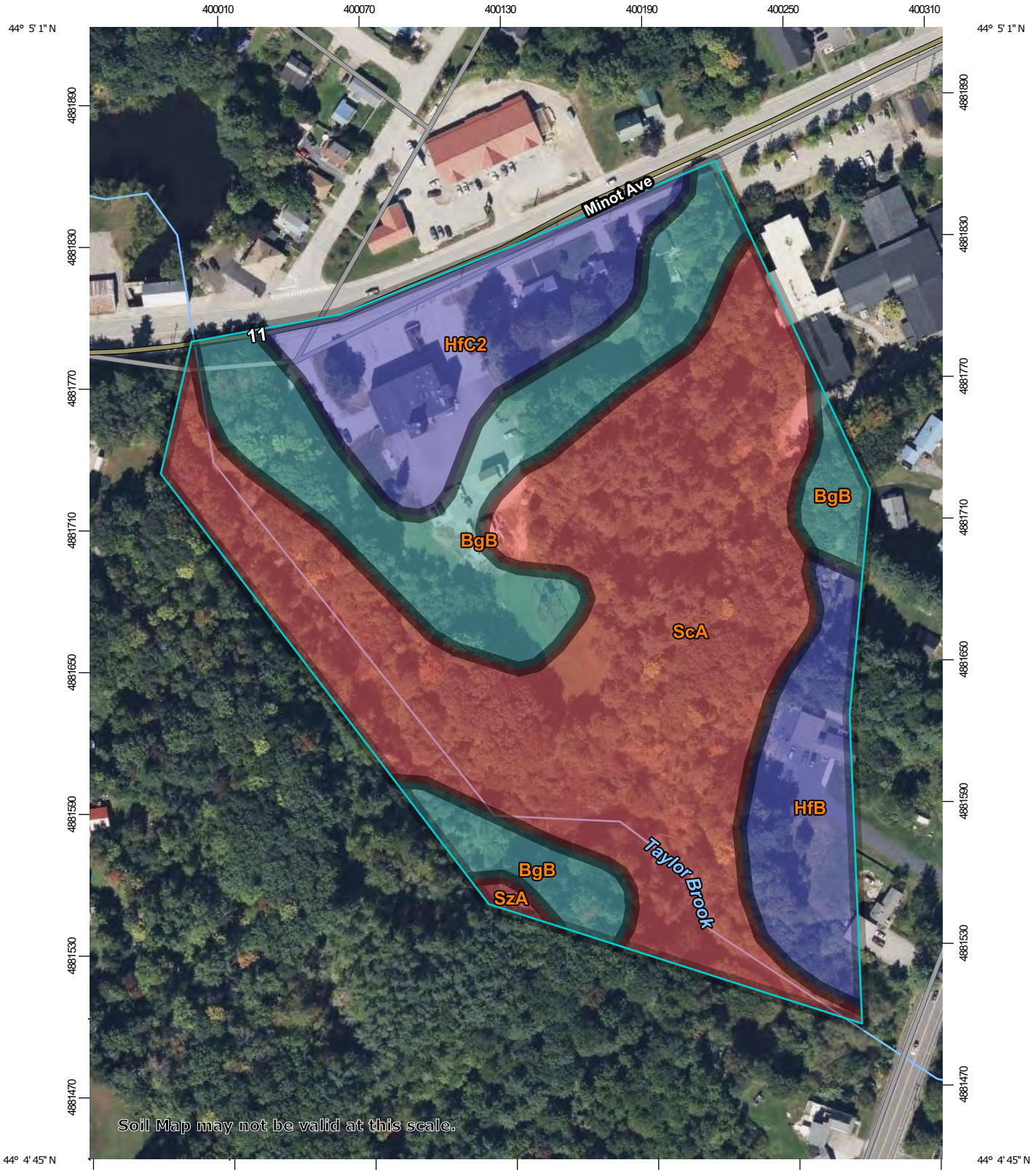
Mark R Bergeron

Mark Bergeron, P.E.
Director
Bureau of Land Resources

Cc: Don Witherill, Maine DEP
Gregg Novick, Stormwater Compliance LLC
John Whitehouse, Advanced Drainage Systems, Inc.

APPENDIX C: SOILS MAP & GEOTECHNICAL REPORT

Hydrologic Soil Group—Androscoggin and Sagadahoc Counties, Maine
(HSG)



Map Scale: 1:2,330 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 30 60 120 180

Feet
0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Lines

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Points

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Water Features

Streams and Canals

Transportation

Rails
Interstate Highways
US Routes
Major Roads
Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Androscoggin and Sagadahoc Counties, Maine
Survey Area Data: Version 25, Aug 26, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 11, 2021—Oct 29, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BgB	Nicholville very fine sandy loam, 0 to 8 percent slopes	C	4.2	24.1%
HfB	Hartland very fine sandy loam, 2 to 8 percent slopes	B	1.6	9.4%
HfC2	Hartland very fine sandy loam, 8 to 15 percent slopes, eroded	B	2.5	14.5%
ScA	Scantic silt loam, 0 to 3 percent slopes	D	8.9	51.5%
SzA	Swanton fine sandy loam, 0 to 3 percent slopes	D	0.1	0.5%
Totals for Area of Interest			**17.2**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

S.W.COLE ENGINEERING, INC.

REPORT

21-0922.1 S

February 2, 2026

Explorations and Geotechnical Engineering Services

Proposed Public Safety Facility
526 & 550 Minot Avenue
Auburn, Maine

Prepared For:
Woodard & Curran, Inc.
Attention: Megan McDevitt, P.E.
12 Mountfort Street
Portland, ME 04101

Prepared By:
S. W. Cole Engineering, Inc.
286 Portland Road
Gray, ME 04039
T: 207-657-2866

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Appendix D Laboratory Test Results

21-0922.1 S

February 2, 2026

Woodard & Curran, Inc.
Attention: Megan McDevitt, P.E.
12 Mountfort Street
Portland, ME 04101

Subject: Explorations and Geotechnical Engineering Services
Proposed Public Safety Facility
526 & 550 Minot Avenue
Auburn, Maine

Dear Megan:

In accordance with our Proposal, dated April 30, 2025, and Woodard & Curran Task Order # 57, we have performed subsurface explorations for the subject project. This report summarizes our findings and geotechnical recommendations and its contents are subject to the limitations set forth in Appendix A.

1.0 INTRODUCTION

1.1 Scope and Purpose

The purpose of our services was to obtain subsurface information at the site in order to develop geotechnical recommendations relative to foundations, earthwork, and pavement associated with the proposed construction. Our scope of services included a review of prior subsurface data, test boring and test pit explorations, cone penetration testing, soils laboratory testing, a geotechnical analysis of the subsurface findings, and preparation of this report.

1.2 Site and Proposed Construction

The site is located at 526 and 550 Minot Avenue in Auburn, Maine and is comprised of the existing Central Fire Station and an adjacent residential property. The existing Central fire station facility includes a pile-supported, multi-story building with apparatus bays and a full basement, a rear fire training yard, and associated paved and landscape

areas. The existing southerly training yard is partially separated from the northerly side of the site by a drainage feature and lower laying wet areas which appear to be partially filled in. The existing residential property includes a vacant single-story house with basement level, with associated paved driveway and lawn areas, transitioning to undeveloped wooded area to the south. Existing grades are uneven and generally slope down to the south, east and west. Taylor Brook borders the westerly side of the site.

We understand redevelopment plans include demolishing the existing fire station, fire training structures, and residential house in favor of a new public safety facility. We understand the proposed facility will include:

- A new two-story, on-grade, public safety building measuring about 340 by 140 feet in greatest plan dimensions. We understand the building will include new apparatus bays on the westerly side and will have a finish floor elevation of approximately 225.5 feet (project datum).

- A new Police Asset Building on the easterly side of the site measuring about 60 by 145 in plan dimensions. We understand this structure will have a finish floor elevation of approximately 225 feet.

- A new fire training building and burn structure on the southerly side of the site. We understand proposed finish grade in this area will be approximately elevation 215 feet.

- Associated landscape and paved parking and access drive areas around the proposed structures. We understand retaining walls approaching about 13 feet in height will be required on the southerly and westerly sides of the site.

Proposed and existing site features are shown on the “Exploration Location Plans” attached in Appendix B.

2.0 EXPLORATION AND TESTING

2.1 Explorations

S. W. Cole Engineering, Inc. (S.W.COLE) reviewed our preliminary subsurface explorations made in 2021 as they pertain to the current proposed development, and coordinated and logged additional subsurface explorations, as follows.

2.1.1 Current Explorations

Nine test borings (B-301 through B-309) and four Cone Penetration Tests (CPT-101 through CPT-104) were made at the site on May 27 through 29, 2025 by Seaboard Drilling, LLC working under subcontract to S.W.COLE. Seven test pits (TP-101 through TP-107) were made at the site on September 19, 2025 by the City of Auburn. The exploration locations were selected by S.W.COLE based on the general locations requested by Woodard & Curran. The explorations were established in the field by S.W.COLE using GPS methods. The approximate exploration locations are shown on the "Exploration Location Plan" attached in Appendix B. Logs of the explorations and a key to the notes and symbols used on the logs are attached in Appendix C. The elevations shown on the logs were estimated based on topographic information shown on the "Exploration Location Plans".

2.1.2 Prior Explorations

Five test borings (B-101 through B-103, B-201, and B-202) were logged at the site by S.W.COLE in 2021 as part of a preliminary evaluation for a prior proposed site concept. The approximate exploration locations are shown on the "Exploration Location Plans" attached in Appendix B. Logs of the explorations are attached in Appendix C.

2.2 Field Testing

The test borings were drilled using a combination of hollow stem auger and cased wash-boring techniques. The soils were sampled at 2 to 5 foot intervals using a split spoon sampler and Standard Penetration Testing (SPT) methods. Pocket Penetrometer Tests (PPT) were performed where stiffer cohesive soils were encountered. Shelby tube sampling and Vane Shear Testing (VST) was performed where softer cohesive soils were encountered. SPT blow counts, PPT, and VST results are shown on the logs.

The CPT's were made by pushing a Vertek digital cone to collect cone resistance (q_c), sleeve friction (f_s), and pore water pressure (u) data. Additionally, shear wave velocity (V_s) testing was performed at approximate 1-meter intervals during CPT advancement. CPT data is noted on the CPT logs.

2.3 Laboratory Testing

Soil samples obtained from the explorations were returned to our laboratory for further classification and testing. Atterberg Limits and moisture content test results are noted on the logs. The results of one, one-dimensional laboratory consolidation test are attached in Appendix D.

3.0 SUBSURFACE CONDITIONS

3.1 Soil and Bedrock

The subsurface explorations encountered a subsurface profile generally consisting of uncontrolled fill overlying native deposits of glaciomarine sands, silts, and clays, overlying glacial outwash and glacial till, overlying refusal surfaces. The principal soils encountered in the explorations are summarized below. Not all of the strata were encountered at each exploration; refer to the attached exploration logs for more detailed subsurface information.

Uncontrolled Fill: Underlying a surficial layer of pavement or topsoil, where encountered, the explorations made in the existing developed areas encountered uncontrolled fill extending to depths of up to 15 feet below existing ground surface (bgs). The fill was variable, consisting of silty clay, clayey silt, and sand with varying portions of silt, gravel, organics and debris including wood, brick, plastic, metal, and asphalt. In test pits TP-101 and TP-105, the uncontrolled fill included more frequent wood and logs. In test pit TP-106, the uncontrolled fill included more frequent black ash, bricks, rubble, and metal.

The uncontrolled fill appears thickest and more laden with debris, rubble, wood, logs, and organics around the drainage feature which separates the northerly and southerly sides of the site. Relatively deeper layers of relic backfill were also encountered around the existing fire station.

Glaciomarine Soils: Underlying the uncontrolled fill, where encountered and penetrated, the explorations encountered glaciomarine sands, and silts, and clays. In recent borings B-303, B-306, and B-307, and prior borings B-101, and B-202, the glaciomarine deposits included layers of relatively soft gray silty clay up to about 15 feet thick.

Glacial Outwash: Underlying the uncontrolled fill and glaciomarine soils, where encountered, the explorations encountered glacial outwash deposits consisting of loose to very dense sand with varying portions of silt, gravel, and cobbles.

Glacial Till: Underlying the glaciomarine and glacial outwash soils, where encountered, the explorations encountered glacial till consisting of medium dense to very dense sand with varying portions of silt and gravel.

Refusal Surfaces: Underlying the glacial outwash and glacial till, where penetrated, borings B-301, B-308, and B-201 encountered refusal surfaces (probable boulders or bedrock) at depths of 14.5, 18.5, and 12.8 feet bgs. Bedrock was cored to a depth of 18.6 feet bgs in boring B-301. Rock Quality Designation (RQD) results are noted on the attached log of B-301.

3.2 Groundwater

Saturated soils were encountered in the borings at depths varying from 5 to 16 feet bgs. Groundwater likely becomes perched in the uncontrolled fill and on the relatively impervious silts, clays, and glacial till encountered in the explorations. Long term groundwater information is not available. It should be anticipated that groundwater levels will fluctuate, particularly in response to periods of snowmelt and precipitation, as well as changes in site use.

4.0 EVALUATION AND RECOMMENDATIONS

4.1 General Findings

Based on the subsurface findings, the proposed construction appears feasible from a geotechnical standpoint; however, the site presents some geotechnical limitations. The principal geotechnical considerations include:

- The proposed public safety building pad is underlain by variable subsurface conditions, including layers of uncontrolled fill and relatively soft, compressible silty clay of varying thickness. As such, we recommend rigid inclusion ground improvement be installed beneath the proposed building to support spread footing foundations and on-grade floor slabs. Rigid inclusions must penetrate the uncontrolled fill and glaciomarine deposits into the underlying dense glacial outwash and glacial till.

- We understand the existing fire station is pile supported. Project planning should include demolishing and removing the existing building foundations and floor slab. Additionally, the existing steel piles may be abandoned below grade, provided new rigid inclusions can be installed to work around the abandoned piles. Alternatively, the existing piles would need to be removed to facilitate ground improvement installation.

- Portions of the proposed fire training building and burn structure are underlain by uncontrolled fill overlying native deposits of glaciomarine soils and glacial outwash. The uncontrolled fill appears to be thicker and more laden with debris, rubble, wood, logs, organics around the existing drainage feature on the northerly side of this yard. We recommend the existing uncontrolled fill, structures, and utilities be removed from beneath these structures and replaced with compacted Granular Borrow for support of spread footing foundations and on-grade floor slabs.

- The proposed Police Asset building is underlain by a relatively thick layer of topsoil and sand with organics, overlying glacial outwash soils. We anticipate thicker organics may be present on the southerly side of this structure, approaching the adjacent low laying wet area and drainage feature. We recommend all organics be removed from beneath this structure and replaced with compacted Granular Borrow for support of spread footing foundations and on-grade floor slabs. We recommend the contractor provide test pits on the southerly end of this building footprint, which was inaccessible by exploration equipment, after the site has been cleared.

- The proposed retaining walls are underlain by variable subsurface conditions, including uncontrolled fill with organics. Based on observations of the site, we anticipate additional areas of uncontrolled fill likely flank the existing drainage feature which underlies portions of the proposed retaining wall alignments. We recommend the existing fill, organics, and disturbed soils be removed from beneath the proposed retaining walls, including any reinforced zones, and replaced with compacted Granular Borrow. Alternatively, the ground beneath the proposed retaining walls may be improved with Rigid Inclusions or Stone Columns.

- To help reduce post-construction settlement, we recommend grade raise fills beneath buildings be installed to within about 2 feet of finish grades prior to excavating for foundations.

- The uncontrolled fills appear problematic for support of the proposed paved areas, particularly where supporting heavy fire apparatus. We recommend existing fills be proof-rolled beneath proposed paved areas. Areas that become soft or continue to yield after densification, as well as debris, structures, and foundations, should be removed and replaced with compacted Granular Borrow. Woven geotextile, such as Mirafi 600X, should be provided over clayey or silty pavement subgrades. Rubble, wood, organics, and organic wetland deposits must be completely removed from beneath paved areas. Contract documents should include unit rates for removal and replacement of unsuitable soils beneath paved areas. Alternatively, the existing fills beneath paved areas supporting heavy fire apparatus may be improved with rigid inclusions or stone columns.

- Subgrades across the site will consist of sensitive silts, clays, and silty sands. Earthwork and grading activities should occur during drier, non-freezing weather of Spring, Summer and Fall. Rubber tired construction equipment should not operate directly on subgrade soils when wet. Excavation of bearing surfaces should be completed with a smooth-edged bucket to lessen subgrade disturbance.

4.2 Site and Subgrade Preparation

We recommend that site preparation begin with the construction of an erosion control system to protect adjacent drainage ways and areas outside the construction limits. Surficial organics, roots and topsoil should be completely removed from areas of proposed fill and construction. As much vegetation and pavement as possible should remain outside the construction areas to lessen the potential for erosion and site disturbance.

Proposed Public Safety Building: We recommend existing organics, structures, utilities, and foundations be completely removed from beneath the entire footprint of the proposed public safety building and replaced with compacted Granular Borrow. As discussed, the proposed building is underlain by variable subsurface conditions. As such, we recommend rigid inclusion ground improvement be installed beneath the proposed building foundations, floor slabs, and entrance slabs. Following ground improvement installation, we recommend footings be excavated using a smooth-edged bucket and that footings be underlain by at least 6 inches of compacted Crushed Stone wrapped in non-woven geotextile filter fabric, such as Mirafi 180N.

Planning should also include removing the existing fire station steel piles to facilitate ground improvement installation. Alternatively, the existing piles may be abandoned below grade provided new Rigid Inclusions can be installed, without conflict or obstruction, around the abandoned piles.

Proposed Fire Training Building and Burn Structure: We recommend existing fill, organics, structures, and utilities be removed from beneath the proposed fire training building and burn structure to expose the underlying undisturbed, non-organic, native soils. The extent of removal should extend 1 foot laterally outward from outside edge of perimeter footings for every 1-foot of excavation depth (1H:1V bearing splay). The overexcavated area should be backfilled with compacted Granular Borrow. We recommend footings be excavated using a smooth-edged bucket and that footings be underlain by at least 6 inches of compacted Crushed Stone wrapped in non-woven geotextile filter fabric, such as Mirafi 180N.

Proposed Police Asset Building: As discussed, boring B-304 encountered a relatively thick layer of topsoil and organics overlying native sands. Based on site observations, we anticipate thicker layers of organics may be present approaching the adjacent low laying

wet areas and drainage feature. We recommend existing fill, organics, wetland deposits, and loose and disturbed soils be removed from beneath this building to expose the underlying undisturbed, non-organic, native soils. Overexcavations should be backfilled with compacted Granular Borrow. Initial lifts of Granular Borrow for Underwater Backfill will be needed over wet subgrades. We recommend footings be excavated using a smooth-edged bucket and that footings be underlain by at least 6 inches of compacted Crushed Stone wrapped in non-woven geotextile filter fabric, such as Mirafi 180N.

Proposed Retaining Walls: We recommend existing organics, wetland deposits, fill, structures, and utilities be removed from beneath the proposed segmental block retaining walls (SRW), including reinforced zones, to expose the underlying undisturbed, non-organic, native soils. Overexcavations should be backfilled with compacted Granular Borrow. We recommend at least 12-inches of compacted Crushed Stone be provided beneath retaining walls. Alternatively, the ground beneath proposed SRW walls may be improved with rigid inclusions or stone columns which penetrate the organics, wetland deposits, fill, and loose soils into underlying dense native soils

Paved Areas: The uncontrolled fills appear problematic for support of the proposed paved areas, particularly where supporting heavy fire apparatus. We recommend existing fills be proof-rolled beneath proposed paved areas. Areas that become soft or continue to yield after densification, as well as debris, structures, and foundations, should be removed and replaced with compacted Granular Borrow. Woven geotextile, such as Mirafi 600X, should be provided over clayey or silty pavement subgrades. Wood, organics, and organic wetland deposits must be completely removed from beneath paved areas. We anticipate the uncontrolled fill more heavily laden with bricks, rubble, wood, and logs, such as encountered in the explorations along the edge of the drainage feature separating the northerly and southerly portions of the site, will require full removal and replacement with compacted Granular Borrow. Contract documents should include unit rates for removal and replacement of unsuitable soils beneath paved areas. Alternatively, the ground beneath proposed paved areas and heavy fire apparatus may be improved with rigid inclusions or stone columns.

Utilities: Beneath pipes and utility structures with soft trench bottoms, we recommend overexcavating with a smooth edged bucket and installing at least 1 foot of Underdrain Sand below customary bedding materials wrapped in geotextile fabric. The depth of

customary bedding materials for soft trench bottoms should be at least 12 inches for pipes and 24 inches for structures.

4.3 Excavation and Dewatering

Excavation work will generally encounter existing foundations and structures, uncontrolled fills, and native sands, silts, and silty clay. Depending on final depths of proposed utilities and structures, bedrock may be encountered in the northwesterly portion of the site. Care must be exercised during construction to limit disturbance of the bearing soils. Earthwork and grading activities should occur during drier, non-freezing weather of Spring, Summer and Fall. Equipment should not operate directly on the subgrade soils when wet. Low ground pressure tracked equipment may be needed and temporary haul roads overlying geotextile fabric may be necessary. Final cuts to subgrade should be performed with a smooth-edged bucket to help reduce strength loss from soil disturbance.

Based on the subsurface findings and depending on the final design grades, we anticipate bedrock removal may be required for deeper excavations in the northwesterly portion of the site. We recommend consideration be given to removing bedrock by hydraulic hoe-ramming in lieu of blasting. Pre-construction surveys should be completed on surrounding structures, water supply wells, and infrastructure prior to excavation.

Vibrations from construction should be controlled below threshold limits of 0.5 in/sec for structures, water supply wells and infrastructure within 500 feet of the project site. More restrictive vibration limits may be warranted in specific cases with sensitive equipment, historic structures or artifacts on-site or within close proximity.

Sumping and pumping dewatering techniques should be adequate to control groundwater in shallow excavations made above the groundwater table. Controlling the water levels to at least one foot below planned excavation depths will help stabilize subgrades during construction. Excavations must be properly shored or sloped in accordance with OSHA Regulations to prevent sloughing and caving of the sidewalls during construction. Care must be taken to preclude undermining adjacent structures, utilities and roadways.

The design and planning of excavations, excavation support systems, and dewatering is the responsibility of the contractor.

4.4 Foundations

4.4.1 Public Safety Building

As presented herein, we recommend the proposed public safety building (including foundations, floor slabs, and entrance slabs) be supported on spread footing foundations bearing on ground improved with Rigid Inclusions. Footings should be underlain with at least 6 inches of Crushed Stone wrapped in non-woven geotextile filter fabric, such as Mirafi 180N, bearing on improved ground. Floor slabs in heated spaced should be founded on at least 18 inches of compacted Structural Fill overlying improved ground. Entrance slabs should be founded on compacted Structural Fill extend to 4.5 feet below grade overlying improved ground. For foundations bearing on properly prepared subgrades, we recommend the following geotechnical parameters for design consideration:

Geotechnical Parameters for Spread Footings on Improved Ground	
Design Frost Depth (100-year AFI)	4.5 feet
Net Allowable Soil Bearing Pressure (Improved Ground)	4.0 ksf
Base Friction Factor	0.4
Total Unit Weight of Backfill	125 pcf
At-Rest Lateral Earth Pressure Coefficient	0.5
Internal Friction Angle of Backfill	30°
Seismic Soil Site Class	D (IBC 2021)
Total Settlement (Improved Ground)	1-inch
Differential Settlement (Improved Ground)	½-inch

We recommend the contract documents require an engineered submittal for Rigid Inclusions to improve ground conditions to meet or exceed the geotechnical parameters for bearing capacity, floor slab subgrade reaction modulus, and settlement as recommended herein. The Rigid Inclusions submittal must include QC and modulus testing procedures. We recommend Rigid Inclusion load testing be completed prior to installing production elements. The Rigid Inclusions submittal must be prepared and sealed by a Professional Engineer licensed in the State of Maine and endorsed by the Installer.

4.4.2 Police Asset Building, Fire Training Building, and Burn Structure

We recommend the proposed police asset building, fire training building, and burn structure be supported on spread footings founded on at least 6-inches of compacted Crushed Stone fully wrapped in non-woven geotextile fabric, such as Mirafi 180N,

bearing on undisturbed, non-organic, native soils, or bearing on compacted Granular Borrow used to backfill overexcavations after removing unsuitable materials or raise grades above undisturbed, non-organic, native soils. For foundations bearing on properly prepared subgrades, we recommend the following geotechnical parameters for design consideration:

Geotechnical Parameters for Spread Footings and Foundation Walls	
Design Frost Depth (100 year AFI)	4.5 feet
Net Allowable Soil Bearing Pressure	2.0 ksf
Base Friction Factor	0.35
Total Unit Weight of Backfill	125 pcf
At-Rest Lateral Earth Pressure Coefficient	0.5
Internal Friction Angle of Backfill	30°
Seismic Soil Site Class	D (IBC 2021)
Estimated Total Settlement	1-inch
Differential Settlement	½-inch

4.5 Foundation Drainage

We recommend an underdrain system be installed on the outside edge of perimeter footings. The underdrain pipe should consist of 4-inch diameter, perforated SDR-35 foundation drain pipe bedded in Crushed Stone and wrapped in non-woven geotextile fabric. The underdrain pipe must have a positive gravity outlet protected from freezing, clogging and backflow. Surface grades should be sloped away from the building for positive surface water drainage. General underdrain details are illustrated on the "Foundation Detail Sketch" attached in Appendix B.

4.6 Slab-On-Grade

On-grade floor slabs in heated areas of the Public Safety Building may be designed using a subgrade reaction modulus of 100 pci (pounds per cubic inch) provided the slab is underlain by at least 18-inches of compacted Structural Fill placed over ground improved with Rigid Inclusions. On-grade floor slabs in heated areas of the Police Asset Building may be designed using a subgrade reaction modulus of 100 pci (pounds per cubic inch) provided the slab is underlain by at least 12-inches of compacted Structural Fill placed over properly prepared subgrades. Floor slabs in unheated areas should be underlain non-frost susceptible Structural Fill extending to 4.5 feet below grade. The structural engineer or concrete consultant must design steel reinforcing and joint spacing appropriate to slab thickness and function, as well as cracking and curling.

We recommend a sub-slab vapor retarder particularly in areas of the buildings where the concrete slab will be covered with an impermeable surface treatment or floor covering that may be sensitive to moisture vapors. The vapor retarder must have a permeance that is less than the floor cover or surface treatment that is applied to the slab. The vapor retarder must have sufficient durability to withstand direct contact with the sub-slab base material and construction activity. The vapor retarder material should be placed according to the manufacturer's recommended method, including the taping and lapping of all joints and wall connections. The architect and/or flooring consultant should select the vapor retarder products compatible with flooring and adhesive materials.

The floor slabs should be appropriately cured using moisture retention methods after casting. Typical floor slab curing methods should be used for at least 7 days. The architect or flooring consultant should assign curing methods consistent with current applicable American Concrete Institute (ACI) procedures with consideration of curing method compatibility to proposed surface treatments, flooring and adhesive materials.

4.7 Entrance Slabs and Sidewalks

Entrance slabs and sidewalks adjacent to the building must be designed to reduce the effects of differential frost action between adjacent pavement, doorways, and entrances. We recommend that non-frost susceptible Structural Fill be provided to a depth of at least 4.5 feet below the top of entrance slabs. This thickness of Structural Fill should extend the full footprint of the entrance slab, thereafter transitioning up to the bottom of the adjacent sidewalk or pavement gravels at a 3H:1V or flatter slope. General details of this frost transition zone are shown on the "Foundation Detail Sketch" attached in Appendix B.

4.8 Segmental Retaining Walls

For the proposed site retaining walls, we recommend wet-cast segmental retaining walls. We recommend the facing blocks be founded on a minimum 6-inch thick leveling course of compacted Crushed Stone overlying properly prepared subgrades as discussed herein. For design of Segmental Retaining Walls (SRW), such as Redi-Rock, we recommend the following geotechnical parameters for design:

Geotechnical Parameters for Segmental Retaining Wall		
Wall Zone	**Unit Weight (pcf)**	**Friction Angle**
Reinforced Soil	130	34
Retained Soil	125	30
Foundation Soil	125	30

Design of the retaining wall and evaluation of base sliding, overturning and internal stability of the wall are the responsibility of the wall design engineer. The wall designer must account for construction surcharge loads and future live load conditions. S.W.COLE should be retained to perform a global stability analysis of the SRW and to review the SRW submittal if designed by others.

4.9 Fill, Backfill and Compaction

We recommend the following fill and backfill materials: recycled products must also be tested in accordance with applicable environmental regulations and approved by a qualified environmental consultant.

Common Borrow: Fill to raise grades in landscape areas should be non-organic compactable earth meeting the requirements of 2020 MaineDOT Standard Specification 703.18 Common Borrow.

Granular Borrow: Fill to raise grades in building and paved areas, as well as to repair soft areas, should be sand meeting the requirements of 2020 MaineDOT Standard Specification 703.19 Granular Borrow. Initial lifts of Granular Borrow for Underwater Backfill will likely be required over wet subgrades.

Structural Fill: Backfill for foundations, slab base material, and material below exterior entrances slabs should be clean, non-frost susceptible sand and gravel meeting the gradation requirements for Structural Fill as given below:

Structural Fill	
Sieve Size	**Percent Finer by Weight**
4 inch	100
3 inch	90 to 100
¼ inch	25 to 90
No. 40	0 to 30
No. 200	0 to 6

Crushed Stone: Crushed Stone, used beneath foundations and for underdrain aggregate, should be washed ¾-inch crushed stone meeting the requirements of 2020 MaineDOT Standard Specification 703.13 Crushed Stone ¾-Inch.

Reuse of Site Soils: The existing site soils appear unsuitable for reuse in building and paved areas but may be suitable for reuse as Common Borrow provided they are free of deleterious material, organics, rubble, and debris, and are at a compactable moisture content at the time of reuse.

Placement and Compaction: Fill should be placed in horizontal lifts and compacted such that the desired density is achieved throughout the lift thickness with 3 to 5 passes of the compaction equipment. Loose lift thicknesses for grading, fill and backfill activities should not exceed 12 inches. We recommend that fill and backfill in building and paved areas be compacted to at least 95 percent of its maximum dry density as determined by ASTM D-1557. Crushed Stone should be compacted with 3 to 5 passes of a vibratory plate compactor having a static weight of at least 500 pounds.

4.10 Weather Considerations

Construction activity should be limited during wet and freezing weather and the site soils may require drying or thawing before construction activities may continue. The contractor should anticipate the need for water to temper fills in order to facilitate compaction during dry weather. If construction takes place during cold weather, subgrades, foundations and floor slabs must be protected during freezing conditions. Concrete and fill must not be placed on frozen soil; and once placed, the concrete and soil beneath the structure must be protected from freezing.

4.11 Paved Areas

We anticipate heavy duty paved areas will be subjected emergency vehicle and fire apparatus traffic and standard duty paved areas will be subjected to passenger vehicles. Considering the site soils and proposed usage, we offer the following pavement sections for consideration:

FLEXIBLE (HMA) PAVEMENT SECTION – 2020 MaineDOT Standard Specs		
Pavement Layer	**Standard Duty**	**Heavy Duty**
MaineDOT 9.5 mm Hot Mix Asphalt	1 ½ inches	1 ½ inches
MaineDOT 19.0 mm Hot Mix Asphalt	2 ½ inches	3 ½ inches
MaineDOT 703.06 Aggregate Base Type A	6 inches	6 inches
MaineDOT 703.06 Aggregate Subbase Type D	12 inches	18 inches
Woven Geotextile (Mirafi 600X) provided over silty and clayey subgrades		

Pavement subgrades must be prepared as described herein prior to constructing the new pavement sections. The base and subbase materials should be compacted to at least 95 percent of their maximum dry density as determined by ASTM D-1557. Hot mix asphalt pavement should be compacted to 92 to 97 percent of its theoretical maximum density as determined by ASTM D-2041. A tack coat should be used between successive lifts of bituminous pavement.

It should be understood that frost penetration can be on the order of 4.5 feet in this area. In the absence of full depth excavation of frost susceptible soils below paved areas and subsequent replacement with non-frost susceptible compacted fill, frost penetration into the subgrade will occur and some heaving and distress of pavement must be anticipated.

4.12 Design Review and Construction Testing

S.W.COLE should be retained to review the construction documents prior to bidding to determine that our earthwork, foundation, and pavement recommendations have been properly interpreted and implemented.

S.W.COLE should be retained to review delegated design submittals for ground improvements. S.W.COLE should also be retained to review delegated design submittals for segmental block retaining walls.

A construction materials testing and quality assurance program should be implemented during construction to observe compliance with the design concepts, plans, and specifications. S.W.COLE is available to observe earthwork activities, installation of ground improvement, the preparation of foundation bearing surfaces and pavement subgrades, as well as to provide testing and IBC Special Inspection services for soils,

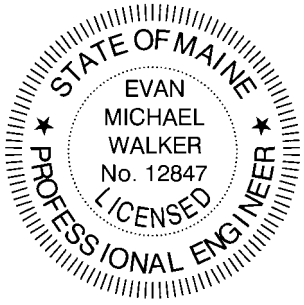
concrete, steel, spray-applied fireproofing, fire-stopping, structural masonry, and asphalt construction materials.

5.0 CLOSURE

It has been a pleasure to be of assistance to you with this phase of your project. We look forward to working with you during the construction phase of the project.

Sincerely,

S. W. Cole Engineering, Inc.



Evan M. Walker, P.E.
Senior Geotechnical Engineer

EMW:tjb

APPENDIX A

Limitations

This report has been prepared for the exclusive use of Woodard & Curran for specific application to the proposed Public Safety Building at 526 and 550 Minot Avenue in Auburn, Maine. S. W. Cole Engineering, Inc. (S.W.COLE) has endeavored to conduct our services in accordance with generally accepted soil and foundation engineering practices. No warranty, expressed or implied, is made.

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

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

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

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

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

APPENDIX B

Figures



LEGEND:

- APPROXIMATE BORING LOCATION
- APPROXIMATE CONE PENETRATION TEST LOCATION
- APPROXIMATE TEST PIT LOCATION

NOTES:

1. EXPLORATION LOCATION PLAN WAS PREPARED FROM A 1"=20' SCALE PLAN OF THE SITE TITLED "CIVIL SITE GRADING & DRAINAGE PLAN - 1," PREPARED BY WOODARD & CURRAN, DATED FEBRUARY 2025.
2. THE EXPLORATIONS WERE LOCATED IN THE FIELD BY S. W. COLE ENGINEERING, INC. USING A MAPPING GRADE GPS RECEVER.
3. THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE ASSOCIATED S. W. COLE ENGINEERING, INC. GEOTECHNICAL REPORT.
4. THE PURPOSE OF THIS PLAN IS ONLY TO DEPICT THE LOCATION OF THE EXPLORATIONS IN RELATION TO THE EXISTING CONDITIONS AND PROPOSED CONSTRUCTION AND IS NOT TO BE USED FOR CONSTRUCTION.

0 20 40 Feet

NO.	DATE	DESCRIPTION	BY
2	01/29/2026	REVISED CONCEPT ADD 100 SERIES TEST PITS AND UPDATED BORING AND CPT LOCATIONS	CEM
1	06/25/2025	REVISED CONCEPT ADD 300 SERIES BORINGS AND 100 SERIES CPT'S	CEM
0	12/30/2021	REPORT SUBMISSION	CEM

S.W.COLE ENGINEERING, INC

WOODARD & CURRAN, INC.

EXPLORATION LOCATION PLAN

PROPOSED PUBLIC SAFETY FACILITY
526 & 550 MINOT AVENUE
AUBURN, MAINE

Job No.:	21-0922.1	Scale:	1" = 20'
Date :	06/25/2025	Sheet:	1

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SEE SHEET 1

B-303
B-308
B-309
B-307
B-305
B-306
B-304
CPT-102
TP-107
TP-106
TP-101
TP-105
TP-103
CPT-103
TP-102
TP-104
POLICE ASSET BUILDING
FFE=225.0
IMPOUND AREA
BURN STRUCTURE
FFE=215.5
FIRE TRAINING BUILDING
FFE=215.5
4 STY BRICK TOWER
2 STY CEMENT BUILDING
IRON BEAM STRUCTURE
48" STEEL INV. OUT EL. 209.51'
35' REAR YARD SETBACK

LEGEND:

- APPROXIMATE BORING LOCATION
- APPROXIMATE CONE PENETRATION TEST LOCATION
- APPROXIMATE TEST PIT LOCATION

NOTES:

1. EXPLORATION LOCATION PLAN WAS PREPARED FROM A 1"=20' SCALE PLAN OF THE SITE TITLED "CIVIL SITE GRADING & DRAINAGE PLAN - 1," PREPARED BY WOODARD & CURRAN, DATED FEBRUARY 2025.
2. THE EXPLORATIONS WERE LOCATED IN THE FIELD BY S. W. COLE ENGINEERING, INC. USING A MAPPING GRADE GPS RECEVER.
3. THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE ASSOCIATED S. W. COLE ENGINEERING, INC. GEOTECHNICAL REPORT.
4. THE PURPOSE OF THIS PLAN IS ONLY TO DEPICT THE LOCATION OF THE EXPLORATIONS IN RELATION TO THE EXISTING CONDITIONS AND PROPOSED CONSTRUCTION AND IS NOT TO BE USED FOR CONSTRUCTION.

0 20 40 Feet

NO.	DATE	DESCRIPTION	BY
2	01/29/2026	REVISED CONCEPT ADD 100 SERIES TEST PITS AND UPDATED BORING AND CPT LOCATIONS	CEM
1	06/25/2025	REVISED CONCEPT ADD 300 SERIES BORINGS AND 100 SERIES CPT'S	CEM
0	12/30/2021	REPORT SUBMISSION	CEM

S.W.COLE ENGINEERING, INC.

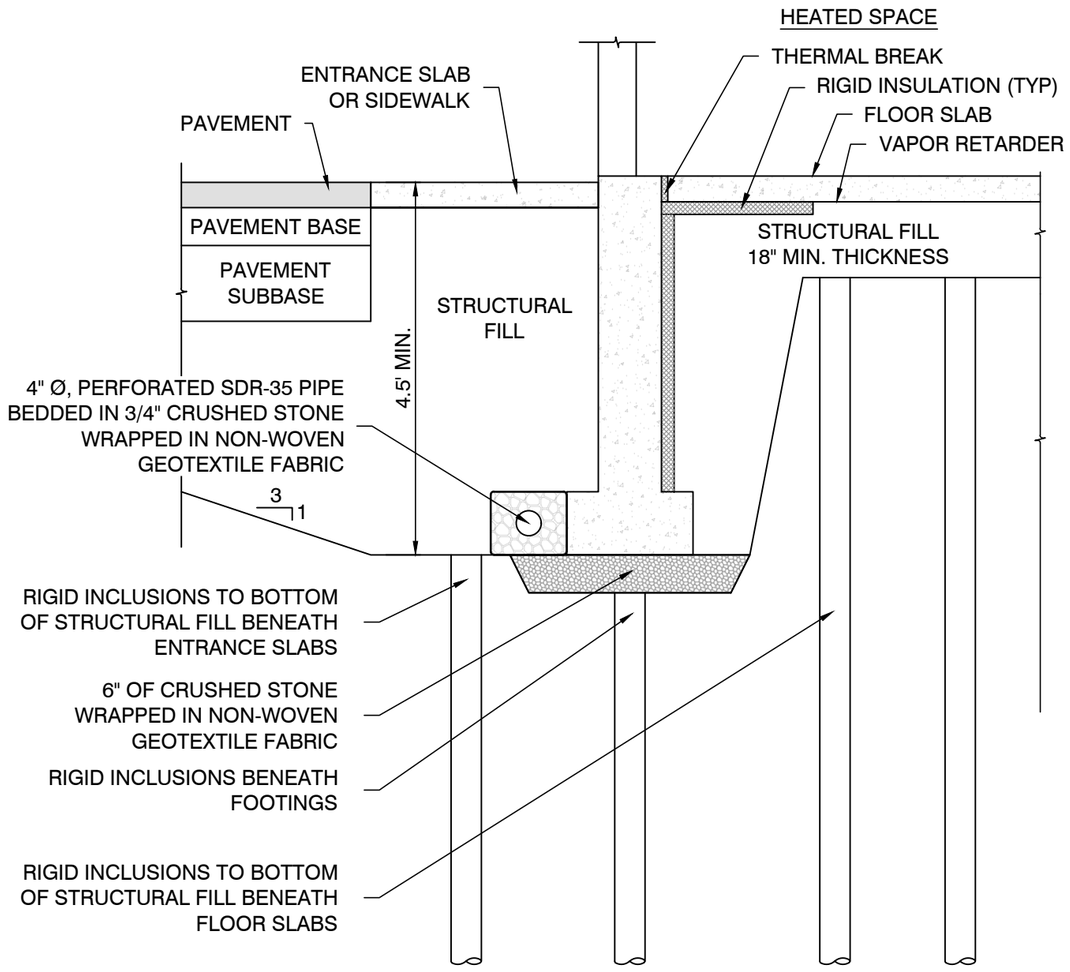
WOODARD & CURRAN, INC.

EXPLORATION LOCATION PLAN

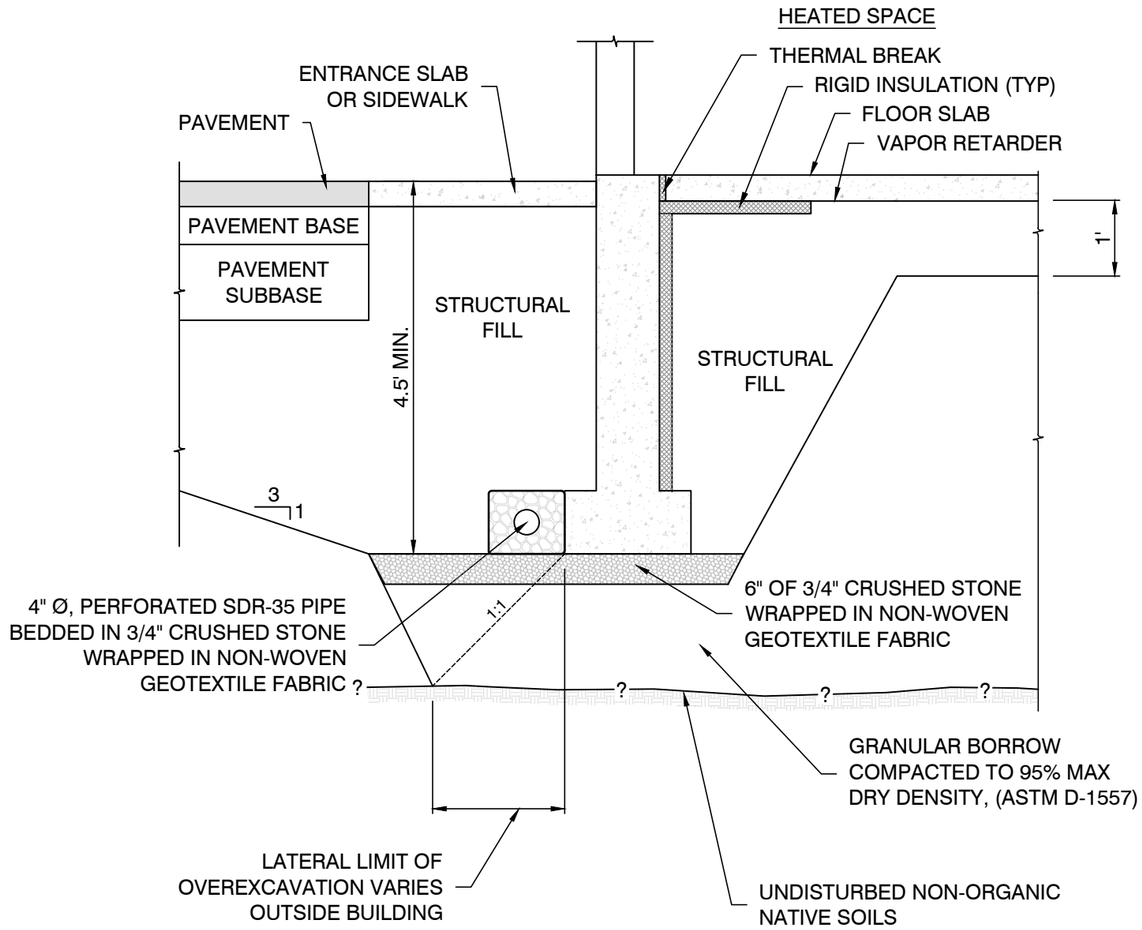
PROPOSED PUBLIC SAFETY FACILITY
526 & 550 MINOT AVENUE
AUBURN, MAINE

Job No.: 21-0922.1 Scale: 1" = 20'
Date : 06/25/2025 Sheet: 2

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RIGID INCLUSION GROUND IMPROVMENT



OVER-EXCAVATION AND REPLACEMENT

NOTE:

1. UNDERDRAIN INSTALLATION AND MATERIAL GRADATION RECOMMENDATIONS ARE CONTAINED WITHIN THIS REPORT.
2. DETAIL IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY, NOT FOR CONSTRUCTION.

S.W.COLE ENGINEERING, INC.

WOODARD & CURRAN, INC.

FOUNDATION DETAIL SKETCH

PROPOSED PUBLIC SAFETY FACILITY
526 & 550 MINOT AVENUE
AUBURN, MAINE

Job No.:	21-0922.1	Scale:	Not to Scale
Date :	02/02/2026	Sheet:	3

APPENDIX C

Exploration Logs and Key

BORING LOG

CLIENT:	Woodard & Curran, Inc.
PROJECT:	Proposed Public Safety Facility
LOCATION:	526 & 550 Minot Avenue, Auburn, Maine

BORING NO.:	**B-301**
SHEET:	1 of 1
PROJECT NO.	21-0922.1
DATE START:	5/29/2025
DATE FINISH:	5/29/2025

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 215' +/- **TOTAL DEPTH (FT):** 18.6 **LOGGED BY:** Kyle Kaserman

DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Cased Boring

RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** N/A / N/A **SAMPLER:** Standard Split-Spoon

HAMMER TYPE: Automatic / Automatic **HAMMER WEIGHT (lbs):** 140 / 140 **CASING ID/OD:** 4 in / 4 1/2 in **CORE BARREL:** NQ2

HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30 / 30

WATER LEVEL DEPTHS (ft): ▽ 3 ft Soils saturated below 3' +/-

GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Drilling
▼ At Completion of Drilling
▼ After Drilling

D = Split Spoon Sample
U = Thin Walled Tube Sample
R = Rock Core Sample
V = Field Vane Shear

Pen. = Penetration Length
Rec. = Recovery Length
bpf = Blows per Foot
mpf = Minute per Foot

WOR = Weight of Rods
WOH = Weight of Hammer
RQD = Rock Quality Designation
PID = Photoionization Detector

S_v = Field Vane Shear Strength, kips/sq.ft.
q_U = Unconfined Compressive Strength, kips/sq.ft.
Ø = Friction Angle (Estimated)
N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0-2	24/14	1-3-2-4			0.3 Vegetation / Topsoil (FILL)		
			2D		2-4	24/16	3-3-1-2	q_P=2 ksf		Loose, brown, silty SAND, with occasional gravelly sand layers, with ash (FILL)	▽	
210	5		3D		5-7	24/22	4-4-5-7	q_P=5.5-8.5 ksf		2.5 Very stiff to stiff, gray, clayey SILT, trace sand, with sand layers		
205	10		4D		10-12	24/6	10-10-9-12			10.0 Medium dense, gray, silty gravelly SAND		
200	15		1R		14.5-17	30/30	73			14.5 BEDROCK		
			2R		17-18.6	19/19	50			Fair to Poor Quality Sangerville Formation Fracture angles 40 to 90 Degrees		

Bottom of Exploration at 18.6 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-302
SHEET: 1 of 2
PROJECT NO. 21-0922.1
DATE START: 5/28/2025
DATE FINISH: 5/28/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** 221' +/- | **TOTAL DEPTH (FT):** 42.0 | **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling | **DRILLER:** Matt Bussey | **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Mobile Drill B-48 | **AUGER ID/OD:** N/A / N/A | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic / Automatic | **HAMMER WEIGHT (lbs):** 140 / 140 | **CASING ID/OD:** 4 in / 4 1/2 in | **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: | **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 10 ft Soils Moist from Surface, Saturated Below 10' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Well Diagram
220			1D		0-2	24/22	WOH-2-3-5	q_P=7 ksf		0.8 Vegetation / Topsoil (FILL) Very stiff to stiff, brown, silty CLAY		
			2D		2-4	24/24	6-8-10-12	q_P=9 ksf				
215	5		3D		5-7	24/22	4-4-7-17	q_P=5-7 ksf		6.3 Medium dense, brown, SAND, some silt	▽	
210	10		4D		10-12	24/18	7-7-6-7			Medium dense, brown SAND, some silt, some gravel		Well Screen
205	15		5D		15-17	24/16	16-17-17-20			13.0 Dense, gray-brown, silty SAND, some gravel		Filter Sand
200	20		6D		20-20.9	11/9	45-50/5"			20.0 Very dense, gray, gravelly SILT AND SAND, with frequent cobbles		Gravel
195	25											
190	30		7D		30-30.9	11/11	31-50/5"					Soil Cuttings
185	35											

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

(Continued Next Page)

BORING LOG

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

BORING NO.: B-302
SHEET: 2 of 2
PROJECT NO. 21-0922.1
DATE START: 5/28/2025
DATE FINISH: 5/28/2025

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION						Graphic Log	Sample Description & Classification	H_20 Depth	Well Diagram
			Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data				
180			8D	X	40-40.4	5/5	50/5"					

Bottom of Exploration at 42.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-303
SHEET: 1 of 1
PROJECT NO. 21-0922.1
DATE START: 5/29/2025
DATE FINISH: 5/29/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** 228' +/- | **TOTAL DEPTH (FT):** 40.0 | **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling | **DRILLER:** Matt Bussey | **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Mobile Drill B-48 | **AUGER ID/OD:** N/A / N/A | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic / Automatic | **HAMMER WEIGHT (lbs):** 140 / 140 | **CASING ID/OD:** 4 in / 4 1/2 in | **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: | **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 10 ft Soils saturated below 10' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		0-2	24/20	14-10-5-5			0.3 4" Asphalt Pavement		
										1.3 Medium dense, gray-brown, gravelly sand, some silt, with geotextile fabric (FILL)		
			2D		2-4	24/22	6-5-6-7	q_P=4-5 ksf		2.0 Medium dense, brown, silty fine SAND (FILL)		
225			3D		4-6	24/22	4-6-7-7	q_P=3-3.5 ksf		Very stiff, brown, clayey SILT, with occasional sand partings (FILL)		
	5		4D		6-8	24/24	6-5-6-6	q_P=0.5-3 ksf		6.0 Stiff, brown, silty CLAY, with occasional sand seams		
220												
	10		5D		10-12	24/24	1-3-3-4	q_P=1 ksf		10.0 Stiff to medium, gray, silty CLAY, with occasional sand layers	▽	
215												
	15		1V		14.9-14.9	0	WOH/12"-	q_P=0.5-2 ksf				No Vane Penetration at 1V
			6D		15-17	24/24	2-2					
210												
	20		1U		20-22	24/18						
								w =42 %				
			2V		22-23	12		W_L=54 W_P=31				No Vane Rotation at 2V
205												
	25		7D		25-27	24/12	6-8-15-23			25.0 Medium dense, orange-brown, fine SAND, some silt		
200												
	30		8D		30-32	24/4	15-21-19-17			30.0 Dense, gray, gravelly SILT AND SAND, with occasional cobbles (Till)		
195												
	35											
190												

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

Bottom of Exploration at 40.0 feet

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.:	**B-304**
SHEET:	1 of 1
PROJECT NO.	21-0922.1
DATE START:	5/28/2025
DATE FINISH:	5/28/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 216' +/- **TOTAL DEPTH (FT):** 22.0 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** 3 1/4 in / 6 1/2 in **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): ▽ 6 ft Soils saturated below 6' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
215			1D		0-2	24/18	1/12"-1-7			0.3 Vegetation/ Forest Duff		
			2D		2-4	24/16	9-14-25-26			Very loose, light brown, SILT AND SAND, trace gravel, with organics		
										3.0 Dense, light brown, silty SAND, some gravel, with occasional cobbles		
	5		3D		5-7	24/16	16-11-15-14			5.0 Medium dense, light brown, SAND AND GRAVEL, some silt	▽	
210										7.0 Medium dense, gray-brown, silty SAND with frequent silt layers		
	10		4D		10-12	24/20	13-11-12-20					
205												
	15		5D		15-17	24/18	15-12-13-13			15.0 Medium dense, gray, gravelly SILT AND SAND, with occasional cobbles		
200												
	20		6D		20-22	24/20	26-22-25-25			20.0 Dense, gray, SILT AND SAND, trace gravel, with occasional sand layers		
195										Bottom of Exploration at 22.0 feet		

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-305
SHEET: 1 of 1
PROJECT NO. 21-0922.1
DATE START: 5/27/2025
DATE FINISH: 5/27/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** 217' +/- | **TOTAL DEPTH (FT):** 32.0 | **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling | **DRILLER:** Matt Bussey | **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Mobile Drill B-48 | **AUGER ID/OD:** 3 1/4 in / 6 1/2 in | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic | **HAMMER WEIGHT (lbs):** 140 | **CASING ID/OD:** N/A /N/A | **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: | **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): ▽ 15 ft Soils saturated below 15' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		0-2	24/20	1-1-3-3	q_P=5.5-6.5 ksf		0.2 Vegetation/Topsoil (FILL)		
										1.0 Very loose, brown, fine SAND, some gravel, some silt (FILL)		
215			2D		2-4	24/18	4-5-8-9	q_P=5.5-6 ksf		2.0 Hard, gray-brown, silty CLAY, with roots and organics (FILL)		
	5		3D		5-7	24/24	3-4-5-7	q_P=4-6.5 ksf		Hard, brown, silty CLAY (FILL)		
210			4D		7-9	24/24	7-8-22-28	q_P=2-3.5 ksf		7.0 Very stiff, brown, silty CLAY		
	10		5D		10-12	24/8	25-28-19-16			9.0 Dense, brown, silty SAND AND GRAVEL		
205											▽	
	15		6D		15-17	24/24	6-10-11-12			15.0 Medium dense, brown, fine SAND, some silt, some gravel		
200										16.0 Medium dense, brown, silty gravelly SAND		
	20		7D		20-22	24/24	9-5-4-7			20.0 Loose to medium dense, gray-brown, SILT AND SAND, with occasional sand layers		
195												
	25		8D		25-27	24/24	2-4-7-9	q_P=1 ksf		26.0 Medium dense, gray, sandy clayey SILT		
190												
	30		9D		30-32	24/14	12-16-17-24			30.0 Medium stiff, gray, sandy SILT, some gravel, with occasional sand layers		
185										Bottom of Exploration at 32.0 feet		

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING NO.: B-305

BORING LOG

BORING NO.:	**B-306**
SHEET:	1 of 1
PROJECT NO.	21-0922.1
DATE START:	5/27/2025
DATE FINISH:	5/27/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 216' +/- **TOTAL DEPTH (FT):** 31.9 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** N/A / N/A **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic / Automatic **HAMMER WEIGHT (lbs):** 140 / 140 **CASING ID/OD:** 4 in / 4 1/2 in **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 15 ft Soils saturated below 15' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
215			1D		0-2	24/22	2-2-2-2			0.1 Grass/Topsoil (FILL)		
			2D		2-4	24/20	1-3-3-4	q_P=2.5 ksf		Very loose, brown, sandy SILT, with roots and organics, some asphalt (FILL) 2.0 Very stiff, brown-gray, silty CLAY (FILL)		
	5		3D		5-7	24/24	3-4-5-6	q_P=3-4.5 ksf		5.0 Hard to very stiff, brown, silty CLAY		
210			4D		7-9	24/24	7-7-8-8	q_P=3.5-5.5 ksf				
	10		5D		10-12	24/24	2-1-2-3	q_P=0.5 ksf		10.0 Stiff to medium, gray-brown, silty CLAY, with occasional sand seams		
205											▽	
	15		6D		15-17	24/24	WOH/24"			15.0 Medium, gray, silty CLAY		
200												
	20		1V		19.9-	0	2-4-5-4			20.0 Loose, light brown, fine SAND, some silt, with occasional silt layers		No Vane Penetration at 1V
195			7D		19.9 20-22	24/14						
	25		8D		25-27	24/14	5-7-7-11					
190												
	30		9D		30-31.9	23/12	15-22-22-50/5"			29.5 Dense, gray, gravelly SILT AND SAND, with weathered bedrock fragments		
185												

Bottom of Exploration at 31.9 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-307
SHEET: 1 of 1
PROJECT NO. 21-0922.1
DATE START: 5/27/2025
DATE FINISH: 5/27/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 220' +/- **TOTAL DEPTH (FT):** 32.0 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** N/A / N/A **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic / Automatic **HAMMER WEIGHT (lbs):** 140 / 140 **CASING ID/OD:** 4 in / 4 1/2 in **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 10 ft Soils saturated below 10' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		0-2	24/18	3-3-4-2			0.8 Loose, brown, gravelly SAND, some silt (FILL)		
			2D		2-4	24/24	4-7-3-4			2.5 Loose, dark brown, fine SAND, some silt, trace gravel (FILL)		
			3D		4-6	24/12	1-1-2-2			4.0 Very stiff, brown-gray, silty CLAY, with organics (FILL)		
215	5		4D		6-8	24/10	2-1-1-1			Very loose, dark gray, clayey SILT, with occasional sand seams and wood and organics (FILL)		
										8.0 Very loose, dark gray, SILT AND SAND, trace gravel, with occasional clay layers (FILL)		
210	10		5D		10-12	24/10	4-2-2-1				▽	
205	15		6D		15-17	24/24	1-1-1-1	q_P=1.5 ksf		15.0 Stiff, gray, silty CLAY, with occasional sand seams		
200	20		7D		20-22	24/24	WOR-WOH/12"-3			20.0 Medium, gray-brown to gray, silty CLAY, with frequent silt layers		
195	25		8D		25-27	24/12	6-11-15-18			25.0 Medium dense, gray-brown, SILT AND SAND		
190	30		9D		30-31.5	18/12	17-42-50/6"			30.0 Very dense, gray, gravelly SILT AND SAND, with frequent cobbles (Till)		

Bottom of Exploration at 32.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.:	**B-308**
SHEET:	1 of 1
PROJECT NO.	21-0922.1
DATE START:	5/29/2025
DATE FINISH:	5/29/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 212' +/- **TOTAL DEPTH (FT):** 18.5 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** 3 1/4 in / 6 1/2 in **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): ▽ 4 ft Soils saturated below 4' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		0-2	24/23	1-4-2-4	q_P=2.5-5 ksf		0.2 Vegetation / topsoil (FILL)		
										1.2 Loose, brown, sitly SAND, trace gravel (FILL)		
210			2D		2-4	24/18	3-4-5-4	q_P=4-5 ksf		Very stiff to hard, brown, clayey SILT, trace gravel, with occasional sand seams (FILL)		
										3.0	▽	
			3D		4-6	24/18	5-7-9-9	q_P=5.5-9 ksf		Hard, brown, clayey SILT, with frequent sand layers		
	5											
			4D		6-8	24/24	9-11-12-10	q_P=6.5-7.5 ksf		6.0 Medium dense, silty SAND, trace gravel		
205										6.5 Very stiff, brown, silty CLAY		
	10		5D		10-12	24/1	3-3-3-10					
200												
	15		6D		15-17	24/12	4-3-4-3			15.0 Loose, gray, gravelly, silty SAND		
195												

Refusal at 18.5 feet
Probable Boulder or Bedrock

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

BORING NO.: B-309
SHEET: 1 of 1
PROJECT NO. 21-0922.1
DATE START: 5/29/2025
DATE FINISH: 5/29/2025

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** 223' +/- **TOTAL DEPTH (FT):** 17.0 **LOGGED BY:** Kyle Kaserman
DRILLING CO.: Seaboard Drilling **DRILLER:** Matt Bussey **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Mobile Drill B-48 **AUGER ID/OD:** 3 1/4 in / 6 1/2 in **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: Automatic **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:** N/A
HAMMER CORRECTION FACTOR: **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): No free water observed
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0-2	24/8	6-10-9-8			Medium dense, brown, gravelly SAND, some silt (FILL)		
			2D		2-4	24/8	6-6-6-8	q_P=3.5-4 ksf		2.0 Very stiff, gray-brown, silty CLAY, some sand, trace gravel (FILL)		
220												
	5		3D		5-7	24/0	2-1-2-1			5.0 Loose, brown, gravelly SAND, some silt (FILL)		
			4D		7-9	24/1	9-12-14-15			7.0 Very stiff, dark gray, silty CLAY, trace gravel		
215												
	10		5D		10-12	24/10	7-10-11-14			10.0 Stiff, brown, silty CLAY		
210												
	15		6D		15-17	24/24	2-3-3-4	q_P=1.5-4 ksf		15.0 Stiff to very stiff, gray-brown, silty CLAY		

Bottom of Exploration at 17.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 10-12-2022 21-0922.1.GPJ SWCE TEMPLATE.GDT 7/9/25

BORING LOG

CLIENT: Woodard & Curran
PROJECT: Proposed Central Fire Station Additions
LOCATION: 550 Minot Avenue, Auburn, Maine

BORING NO.: B-101
SHEET: 1 of 1
PROJECT NO. 21-0922
DATE START: 12/2/2021
DATE FINISH: 12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** | **TOTAL DEPTH (FT):** 22.0 | **LOGGED BY:** Evan Walker
DRILLING CO.: S. W. Cole Explorations, LLC | **DRILLER:** Kevin Hanscom | **DRILLING METHOD:** Hollow Stem Auger
RIG TYPE: Track Mounted Diedrich D-50 | **AUGER ID/OD:** 2 1/4 in / 5 5/8 in | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: N/A | **HAMMER WEIGHT (lbs):** 140 | **CASING ID/OD:** N/A /N/A | **CORE BARREL:**
HAMMER EFFICIENCY FACTOR: | **HAMMER DROP (inch):** 30
WATER LEVEL DEPTHS (ft): ▽ 16 ft Soils Moist Below 5', Wet to Saturated Below 16' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0.4-2.4	24/16	10-8-7-6			0.4 4" Asphalt Pavement Medium dense, brown, gravelly SAND, some silt, with brick (FILL)		
			2D		2.4-4.4	24/16	5-5-5-6					
	5		3D		5-7	24/18	1-3-3-4			4.0 Stiff, brown, silty CLAY, some sand, trace gravel (FILL) 5.0 Loose, brown, SILT and fine SAND, some clay, some gravel (FILL) 7.0 Layered, brown silty CLAY and loose, gravelly silty SAND (FILL)		
	10		4D		10-12	24/6	3-4-2-2			12.0 Stiff to medium, brown silty CLAY		
	15		5D		15-17	24/24	1-1-1-1	q_p=0.5-1.5 ksf			▽	
	20		6D		20-22	24/16	6-8-9-6			20.0 Medium dense, brown, gravelly SAND, some silt		

Bottom of Exploration at 22.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 21-0922.GPJ SWCE TEMPLATE.GDT 12/30/21

BORING LOG

CLIENT: Woodard & Curran
PROJECT: Proposed Central Fire Station Additions
LOCATION: 550 Minot Avenue, Auburn, Maine

BORING NO.: B-102
SHEET: 1 of 1
PROJECT NO. 21-0922
DATE START: 12/2/2021
DATE FINISH: 12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan | **ELEVATION (FT):** | **TOTAL DEPTH (FT):** 27.0 | **LOGGED BY:** Evan Walker
DRILLING CO.: S. W. Cole Explorations, LLC | **DRILLER:** Kevin Hanscom | **DRILLING METHOD:** Cased Boring
RIG TYPE: Track Mounted Diedrich D-50 | **AUGER ID/OD:** N/A / N/A | **SAMPLER:** Standard Split-Spoon
HAMMER TYPE: N/A | **HAMMER WEIGHT (lbs):** 140 / 140 | **CASING ID/OD:** 4 in / 4 1/2 in | **CORE BARREL:**
HAMMER EFFICIENCY FACTOR: | **HAMMER DROP (inch):** 30 / 30
WATER LEVEL DEPTHS (ft): ▽ 12 ft Soils Moist Below 5', Wet to Saturated Below 12' +/-
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS: Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_20 Depth	Remarks
			1D		1-3	24/18	3-4-4-3			0.4 4.5" Asphalt Pavement Loose, brown, silty SAND AND GRAVEL (FILL)		
			2D		3-5	24/24	4-4-6-6	q_P=7 to 4 ksf		2.6 Stiff, dark brown to brown, silty CLAY, some sand (FILL)		
	5		3D		5-7	24/20	8-8-7-7	q_P=4 to 3.5 ksf		3.5 Very stiff to stiff, brown, silty CLAY		
	10		4D		10-12	24/24	2-2-2-2	q_P=1.5 to 0.5 ksf			▽	
										12.0 Stiff to medium, gray-brown to gray, silty CLAY		
	15		5D		15-17	24/18	WOH-1-1-6	q_P=0.5 ksf				
										16.8 Medium dense, brown, silty fine SAND		
	20		6D		20-22	24/15	6-6-6-10			20.0 Medium dense, orange-brown, silty SAND, some gravel		
	25		7D		25-27	24/16	13-12-15-14			25.5 Medium dense, brown and gray-brown, silty SAND, some gravel (Till)		
										Bottom of Exploration at 27.0 feet		

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 21-0922.GPJ SWCE TEMPLATE.GDT 12/30/21

BORING LOG

CLIENT:	Woodard & Curran
PROJECT:	Proposed Central Fire Station Additions
LOCATION:	550 Minot Avenue, Auburn, Maine

BORING NO.:	**B-103**
SHEET:	1 of 1
PROJECT NO.	21-0922
DATE START:	12/2/2021
DATE FINISH:	12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** **TOTAL DEPTH (FT):** 26.4 **LOGGED BY:** Evan Walker

DRILLING CO.: S. W. Cole Explorations, LLC **DRILLER:** Kevin Hanscom **DRILLING METHOD:** Hollow Stem Auger

RIG TYPE: Track Mounted Diedrich D-50 **AUGER ID/OD:** 2 1/4 in / 5 5/8 in **SAMPLER:** Standard Split-Spoon

HAMMER TYPE: N/A **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:**

HAMMER EFFICIENCY FACTOR: **HAMMER DROP (inch):** 30

WATER LEVEL DEPTHS (ft): ▽ 10 ft Soils Moist to Wet Below 5', Saturated Below 10' +/-

GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:

Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling

D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear

Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot

WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector

S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0.4-2.4	24/16	19-22-16-10			0.4 4.5" Asphalt Pavement; Dense, brown, SAND AND GRAVEL, some silt (FILL)		
			2D		2.4-4.4	24/16	9-9-8-4	q_P=1.5-3 ksf		2.0 Stiff, brown, silty CLAY		
	5		3D		5-7	24/24	2-1-2-2	q_P=1-1.5 ksf				
	10		4D		10-12	24/24	1-1-1-2	q_P=0.5-1.5 ksf; w =36.8 %		11.5 Medium, gray, silty CLAY	▽	
	15		5D		15-17	24/24	WOR-WOH/12"-1	w =41.4 %				
	20		6D		20-22	24/24	WOH-18"-3			Frequent Sand Seams Below 21'; Hydraulic Push Rod Probe Below 22'		
	25									24.4 ROD PROBE		

Depth	Resistance	Interpreted Soil Type
24.4-25.4	28	Probable Sand
25.4-26.4	48	

Bottom of Exploration at 26.4 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING LOG

CLIENT:	Woodard & Curran
PROJECT:	Proposed Central Fire Station Additions
LOCATION:	550 Minot Avenue, Auburn, Maine

BORING NO.:	**B-201**
SHEET:	1 of 1
PROJECT NO.	21-0922
DATE START:	12/2/2021
DATE FINISH:	12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** **TOTAL DEPTH (FT):** 12.8 **LOGGED BY:** Evan Walker

DRILLING CO.: S. W. Cole Explorations, LLC **DRILLER:** Kevin Hanscom **DRILLING METHOD:** Hollow Stem Auger

RIG TYPE: Track Mounted Diedrich D-50 **AUGER ID/OD:** 2 1/4 in / 5 5/8 in **SAMPLER:** Standard Split-Spoon

HAMMER TYPE: N/A **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:**

HAMMER EFFICIENCY FACTOR: **HAMMER DROP (inch):** 30

WATER LEVEL DEPTHS (ft): ▽ 3 ft Soils Wet to Saturated Below 3' +/-

GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Drilling
▼ At Completion of Drilling
▼ After Drilling

D = Split Spoon Sample
U = Thin Walled Tube Sample
R = Rock Core Sample
V = Field Vane Shear

Pen. = Penetration Length
Rec. = Recovery Length
bpf = Blows per Foot
mpf = Minute per Foot

WOR = Weight of Rods
WOH = Weight of Hammer
RQD = Rock Quality Designation
PID = Photoionization Detector

S_v = Field Vane Shear Strength, kips/sq.ft.
q_U = Unconfined Compressive Strength, kips/sq.ft.
Ø = Friction Angle (Estimated)
N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0.6-2.6	24/18	6-5-4-5			0.5 6" Asphalt Pavement Medium dense, brown, gravelly SAND, some silt (FILL)		
			2D		2.6-4.6	24/22	4-6-8-12	q_P=7 ksf		2.3 2.6 Loose, dark gray-brown to gray, clayey SILT, some sand	▽	
	5		3D		5-7	24/22	4-3-4-4	q_P=5 to 4.5 ksf		5.0 Very stiff, gray-brown, mottled, silty CLAY, with clayey silt layers Very stiff to stiff, brown, silty CLAY		
	10		4D		10-11.8	22/20	3-7-18-50/4"			10.0 10.5 Loose, brown, silty SAND, some gravel (Till) Probable Weathered Bedrock		

Refusal at 12.8 feet
Probable Bedrock

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 21-0922.GPJ SWCE TEMPLATE.GDT 12/30/21

BORING LOG

CLIENT:	Woodard & Curran
PROJECT:	Proposed Central Fire Station Additions
LOCATION:	550 Minot Avenue, Auburn, Maine

BORING NO.:	**B-202**
SHEET:	1 of 1
PROJECT NO.	21-0922
DATE START:	12/2/2021
DATE FINISH:	12/2/2021

Drilling Information

LOCATION: See Exploration Location Plan **ELEVATION (FT):** **TOTAL DEPTH (FT):** 26.0 **LOGGED BY:** Evan Walker

DRILLING CO.: S. W. Cole Explorations, LLC **DRILLER:** Kevin Hanscom **DRILLING METHOD:** Hollow Stem Auger

RIG TYPE: Track Mounted Diedrich D-50 **AUGER ID/OD:** 2 1/4 in / 5 5/8 in **SAMPLER:** Standard Split-Spoon

HAMMER TYPE: N/A **HAMMER WEIGHT (lbs):** 140 **CASING ID/OD:** N/A /N/A **CORE BARREL:**

HAMMER EFFICIENCY FACTOR: **HAMMER DROP (inch):** 30

WATER LEVEL DEPTHS (ft): ▽ 17 ft Soils Moist Below 5', Saturated Below 17' +/-

GENERAL NOTES:

KEY TO NOTES AND SYMBOLS:
Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ▼ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_U = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
			1D		0.5-2.5	24/8	11-8-6-5			0.4 Asphalt Pavement Medium dense to loose, brown gravelly SAND, some silt (FILL)		
			2D		2.5-4.5	24/0	4-3-2-2					
	5		3D		5-7	24/12	2-1-1-2			6.0 Loose, brown SILT AND SAND, trace gravel (FILL)		
	10		4D		10-12	24/24	4-6-8-9	q_P=7 to 5 ksf		10.0 Very stiff to stiff, brown, silty CLAY		
	15		5D		15-17	24/24	3-3-4-5	q_P=4 to 2 ksf				
										17.0 Medium, gray-brown to gray, silty CLAY, with sand seams	▽	
	20		6D		20-22	24/24	WOH-WOH-1-2	q_P=0.5 ksf				
										Hydraulic Push Rod Probe Below 22'		
	25									24.0		

ROD PROBE

Depth	Resistance	Interpreted Soil Type
24-25	HYD	Probable Sand
25-26	HYD	

Bottom of Exploration at 26.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING / WELL 21-0922.GPJ SWCE TEMPLATE.GDT 12/30/21

TEST PIT LOGS

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

PROJECT NO.: 21-0922.1
LOGGED BY: Evan Walker
CONTRACTOR: City of Auburn
EQUIPMENT: Case Rubber Tired Backhoe

TEST PIT TP-101

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 6.8
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		Vegetation / Topsoil (FILL)					
		0.5 Gray-brown, silty SAND, trace gravel, with cobbles, bricks, organics, roots, logs (FILL)					
5							
		6.5 Gray, clayey SILT, with organics (Possible FILL)					

Bottom of Exploration at 6.8 feet

TEST PIT TP-102

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 2.9
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		Vegetation / Topsoil					
		0.4 Brown, silty SAND, with stiff gray-brown silty CLAY layers					

Bottom of Exploration at 2.9 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Digging
▼ At Completion of Digging
▼ After Digging

q_p = Pocket Penetrometer Strength, kips/sq.ft.

TEST PIT LOGS

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

PROJECT NO.: 21-0922.1
LOGGED BY: Evan Walker
CONTRACTOR: City of Auburn
EQUIPMENT: Case Rubber Tired Backhoe

TEST PIT TP-103

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** _____ **COMPLETION DEPTH (FT):** 4.2
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:** _____

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		0.3 Vegetation / Topsoil (FILL) Gray-brown, sandy silty CLAY (FILL)					
		1.5 Stiff, brown, silty CLAY					

Bottom of Exploration at 4.2 feet

TEST PIT TP-104

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** _____ **COMPLETION DEPTH (FT):** 4.0
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:** _____

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		0.2 Vegetation / Topsoil (FILL) Brown, silty SAND, some gravel, with roots and asphalt pieces (FILL)					
		1.5 Brown, silty SAND, trace gravel					

Bottom of Exploration at 4.0 feet

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Digging
▼ At Completion of Digging
▼ After Digging

q_p = Pocket Penetrometer Strength, kips/sq.ft.

TEST PIT LOGS

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

PROJECT NO.: 21-0922.1
LOGGED BY: Evan Walker
CONTRACTOR: City of Auburn
EQUIPMENT: Case Rubber Tired Backhoe

TEST PIT TP-105

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 4.5
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		Vegetation / Topsoil (FILL)					
		0.5 Gray-brown, silty SAND, trace gravel, with cobbles, roots, wood, logs, plastic (FILL)					
		4.0 Hard, brown, silty CLAY					

Refusal at 4.5 feet
Dense Granular Soil

TEST PIT TP-106

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 7.2
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		Black and dark gray, silty gravelly SAND, with ash, brick, asphalt (FILL)					
5		4.5 Brown, silty SAND, mixed with bricks, rubble, metal, rebar (FILL)					

Bottom of Exploration at 7.2 feet
Practical Limit of Machine

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Digging
▼ At Completion of Digging
▼ After Digging

q_p = Pocket Penetrometer Strength, kips/sq.ft.

TEST PIT LOGS

CLIENT: Woodard & Curran, Inc.
PROJECT: Proposed Public Safety Facility
LOCATION: 526 & 550 Minot Avenue, Auburn, Maine

PROJECT NO.: 21-0922.1
LOGGED BY: Evan Walker
CONTRACTOR: City of Auburn
EQUIPMENT: Case Rubber Tired Backhoe

TEST PIT TP-107

DATE: 9/19/2025 **LOCATION:** See Exploration Location Plan **SURFACE ELEVATION (FT):** **COMPLETION DEPTH (FT):** 5.0
WATER LEVEL DEPTHS (FT): No Free Water Observed **REMARKS:**

Depth (feet)	Graphic Log	Stratum Description	H_20 Depth	Sample No.	Type	Sample Depth (ft)	Field / Lab Test Data
		0.2 Forest Duff / Topsoil					
		Brown, silty gravelly SAND, with roots and organics					
		1.5 Brown, silty gravelly SAND					
5		Bottom of Exploration at 5.0 feet					

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

KEY TO NOTES AND SYMBOLS:

Water Level
▽ At time of Digging
▼ At Completion of Digging
▼ After Digging

q_p = Pocket Penetrometer Strength, kips/sq.ft.

CPT-101

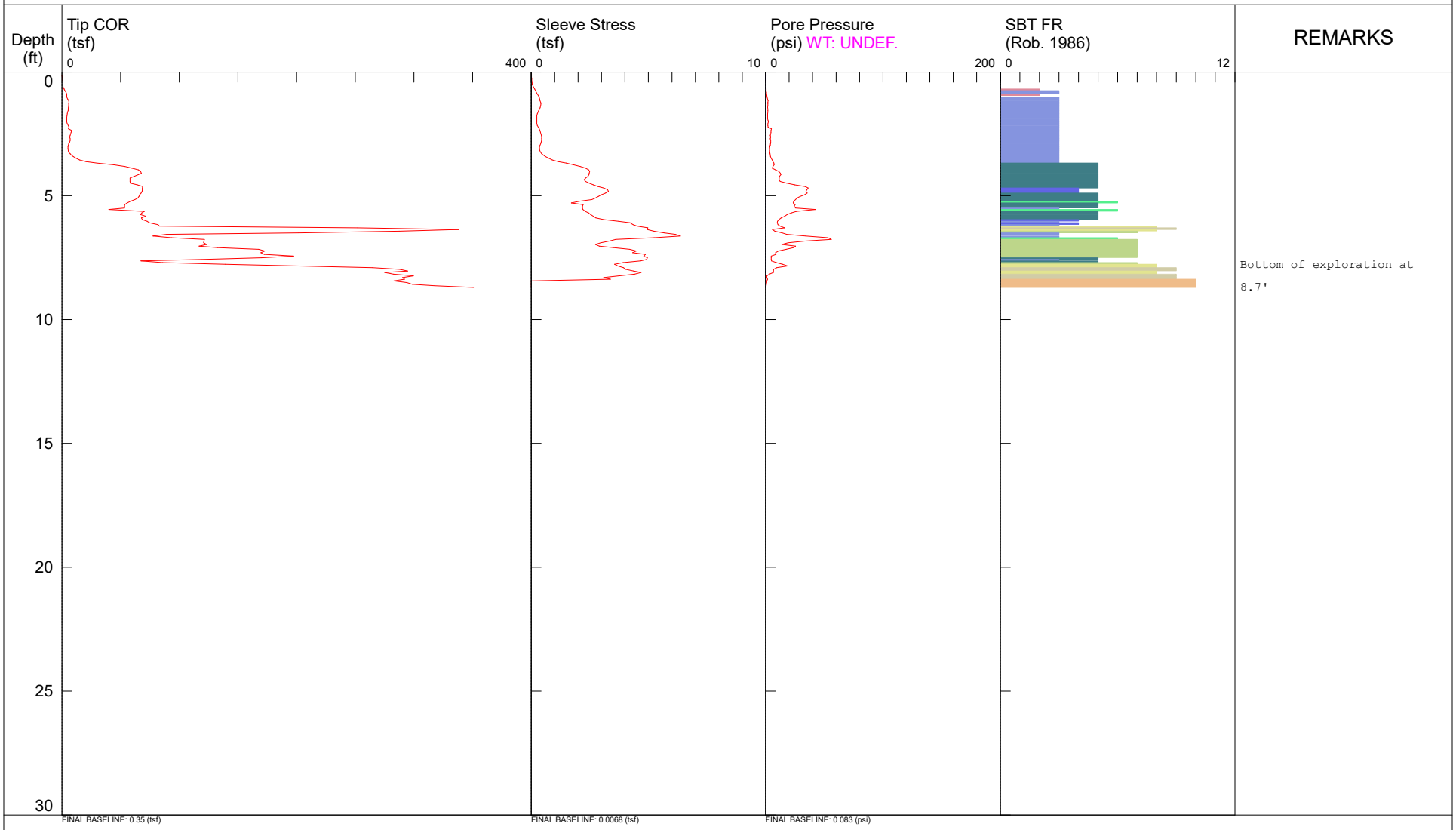
SEABOARD DRILLING

COMPANY: Seaboard Drilling LLC
PROJECT: Public Safety Facility
SITE: 526 Minot Avenue
LOCATION: Auburn, Maine
CLIENT: S. W. Cole Engineering, Inc.

OPERATOR: Kevin Hanscom

FILENAME: CPT-101.DAT

TEST ID: CPT-101
TEST DATE: Wed 28/May/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 8.701 ft



PROBE ID: 4644.163XX

1 Sensitive fine grained
2 Organic material
3 Clays
4 Silty clay to clay
5 Clayey silt to silty clay
6 Sandy silt to clayey silt
7 Silty sand to sandy silt
8 sand to silty sand
9 Sand
10 Gravelly sand to sand
11 Very stiff fine grained **
12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

CPT-102

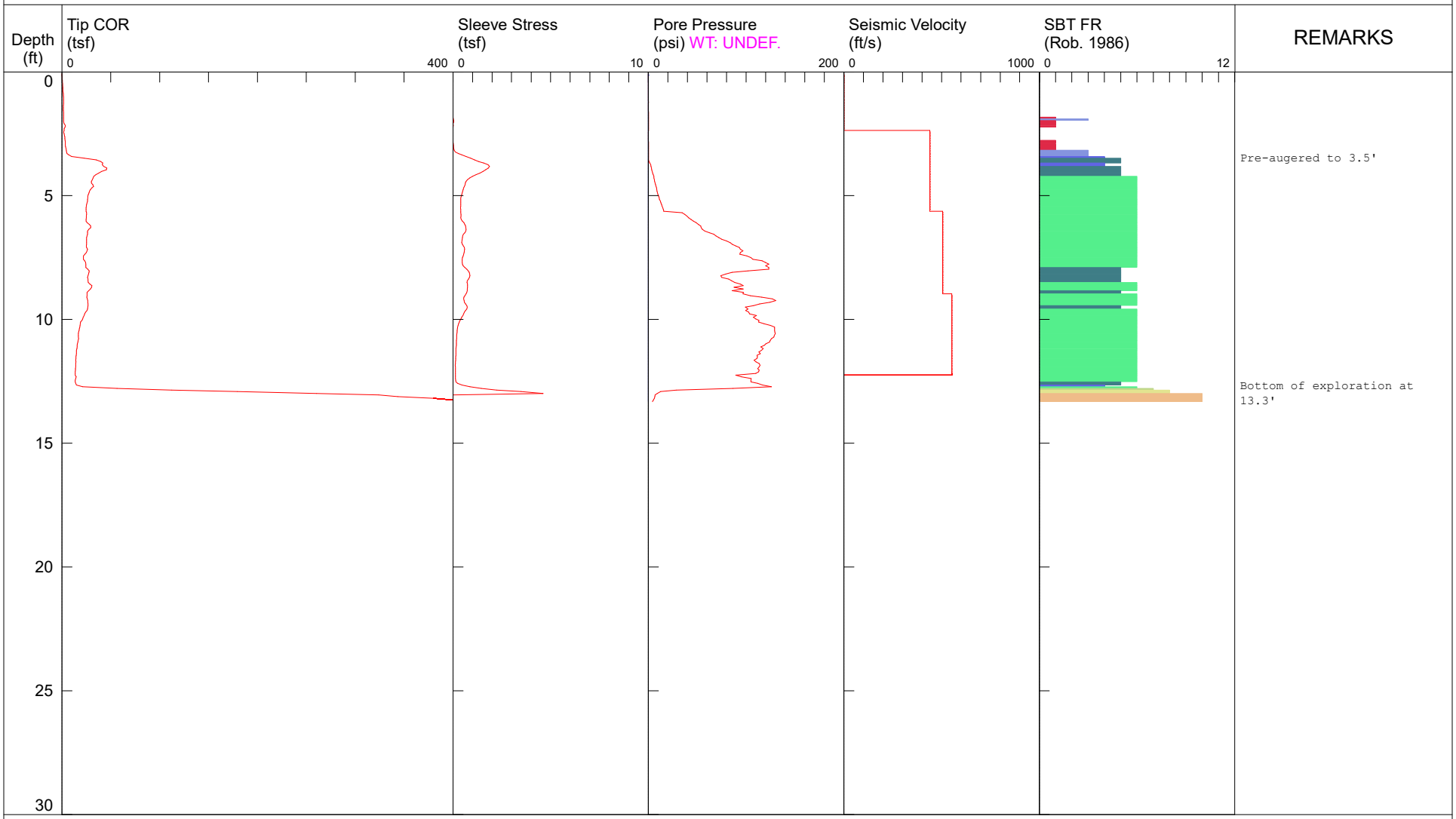
SEABOARD DRILLING

COMPANY: Seaboard Drilling LLC
PROJECT: Public Safety Facility
SITE: 526 Minot Avenue
LOCATION: Auburn, Maine
CLIENT: S. W. Cole Engineering, Inc.

OPERATOR: Kevin Hanscom

FILENAME: CPT-102.DAT

TEST ID: CPT-102
TEST DATE: Wed 28/May/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 13.319 ft



REMARKS

Pre-augered to 3.5'

Bottom of exploration at 13.3'

PROBE ID: 4644.163XX

1 Sensitive fine grained
2 Organic material
3 Clays
4 Silty clay to clay
5 Clayey silt to silty clay
6 Sandy silt to clayey silt
7 Silty sand to sandy silt
8 sand to silty sand
9 Sand
10 Gravelly sand to sand
11 Very stiff fine grained **
12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

CPT-103

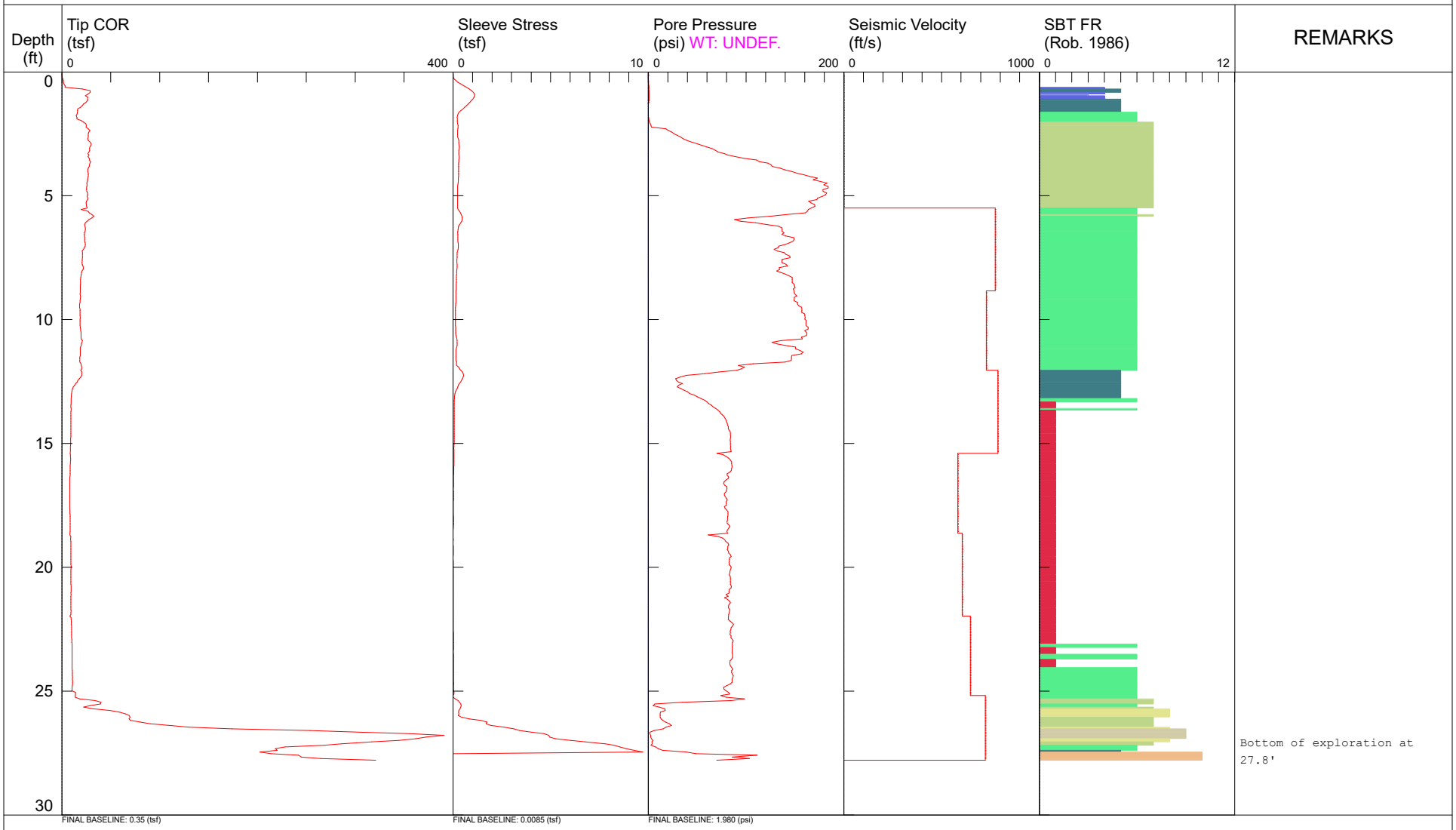
SEABOARD DRILLING

COMPANY: Seaboard Drilling LLC
PROJECT: Public Safety Facility
SITE: 526 Minot Avenue
LOCATION: Auburn, Maine
CLIENT: S. W. Cole Engineering, Inc.

OPERATOR: Kevin Hanscom

FILENAME: CPT-103.DAT

TEST ID: CPT-103
TEST DATE: Wed 28/May/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 27.792 ft



PROBE ID: 4644.163XX

1 Sensitive fine grained
2 Organic material
3 Clays
4 Silty clay to clay
5 Clayey silt to silty clay
6 Sandy silt to clayey silt
7 Silty sand to sandy silt
8 sand to silty sand
9 Sand
10 Gravelly sand to sand
11 Very stiff fine grained **
12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

CPT-104

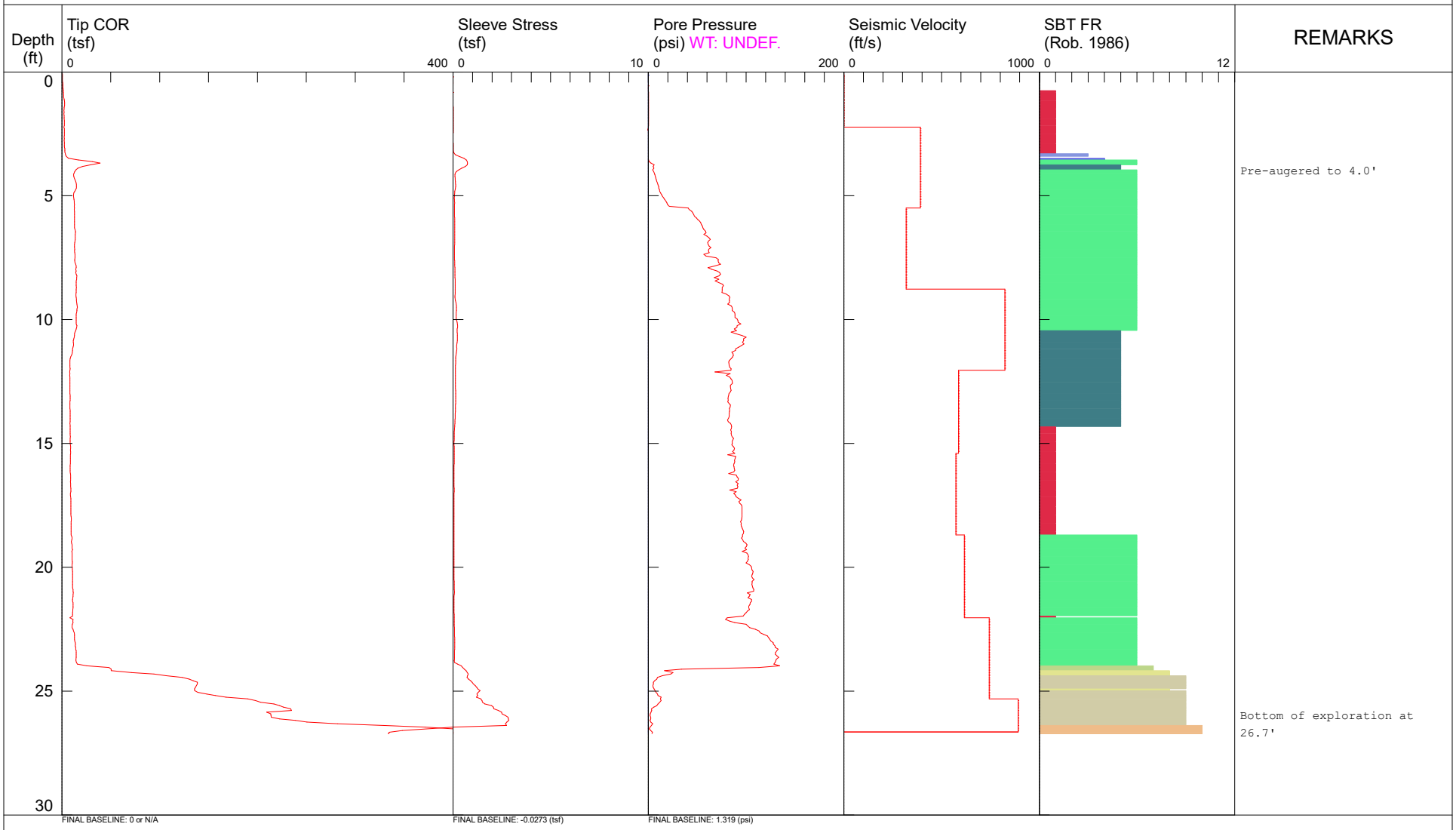
SEABOARD DRILLING

COMPANY: Seaboard Drilling LLC
PROJECT: Public Safety Facility
SITE: 526 Minot Avenue
LOCATION: Auburn, Maine
CLIENT: S. W. Cole Engineering, Inc.

OPERATOR: Kevin Hanscom

FILENAME: CPT-104.DAT

TEST ID: CPT-104
TEST DATE: Wed 28/May/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 26.721 ft



PROBE ID: 4644.163XX

1 Sensitive fine grained
2 Organic material
3 Clays
4 Silty clay to clay
5 Clayey silt to silty clay
6 Sandy silt to clayey silt
7 Silty sand to sandy silt
8 sand to silty sand
9 Sand
10 Gravelly sand to sand
11 Very stiff fine grained **
12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

KEY TO NOTES & SYMBOLS
Test Boring and Test Pit Explorations

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

Key to Symbols Used:

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

Description of Proportions:

Trace:	0 to 5%
Some:	5 to 12%
"Y"	12 to 35%
And	35+%
With	Undifferentiated

Description of Stratified Soils

Parting:	0 to 1/16" thickness
Seam:	1/16" to 1/2" thickness
Layer:	½" to 12" thickness
Varved:	Alternating seams or layers
Occasional:	one or less per foot of thickness
Frequent:	more than one per foot of thickness

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

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

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

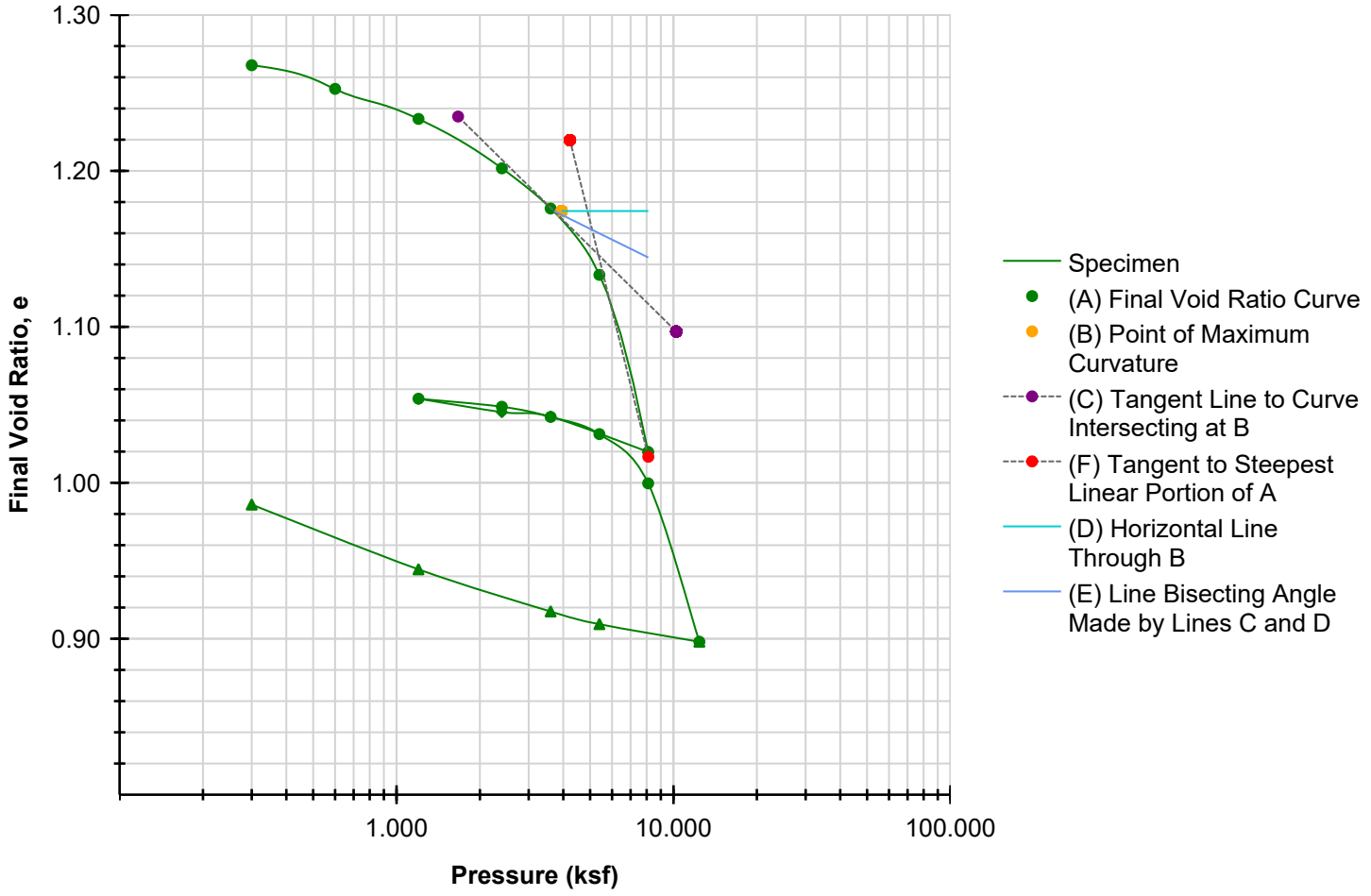
APPENDIX D

Laboratory Test Results

S. W. Cole Engineering, Inc.
10 Centre Rd
Somersworth, NH 03878
603-692-0088

Final Voids [Log]

ASTM D2435



Preconsolidation Stress (ksf)	5.086	Cc	0.660	Cr	0.068

	BEFORE	AFTER	Liquid Limits	54	Test Date 6/4/2025
Moisture (%)	42.0	41.2	Plastic Limits	31	
Dry Density (pcf)	74.4	81.0			
Saturation (%)	89.1	102.3			
Void Ratio	1.28	1.10	Specific Gravity	2.72	ASSUMED

Sample Description				
Project Number	21-0922.1	Depth	20-22 ft	Remarks
Sample Number	1U	Boring Number	B-203	
Project	Proposed Public Safety Facility			
Client	Woodard & Curran			
Location	Auburn, ME			

Project Name: Proposed Public Safety Facility Project Number: 21-0922.1

Technician: Test Date: 6/4/2025 Checked By: _____ Date: _____

APPENDIX D: STORMWATER INSPECTION & MAINTENANCE PLAN

STORMWATER MANAGEMENT SYSTEM OPERATION & MAINTENANCE PLAN

This Stormwater Management System Operations & Maintenance Plan (the Plan) assumes that the City of Auburn, Maine will maintain an effective stormwater management system at the following location:

550 Minot Avenue
Auburn, ME 04210

herein referred to as "the Site". Periodic and scheduled inspection and maintenance measures are recommended to prevent deficiencies and to promote the proper performance of the stormwater management system. Failure to implement these measures can reduce the hydraulic capacity and pollutant removal efficiency of stormwater measures, which may result in poor water quality of stormwater discharging from the Site.

Responsible Party & Estimated Annual Budget

Woodard and Curran has been informed that the City of Auburn, Maine will define responsibilities for operation and maintenance at the Site. The City of Auburn is responsible for implementing this Plan and identifying the source of necessary funding is as follows:

City of Auburn, Maine
60 Court St
Auburn, ME 04210

The estimated annual budget for implementing this Plan is $10,000 (2026 dollars).

Good Housekeeping

The Site will be maintained as clean and orderly. Routine inspections of the Site for debris and sediment accumulation shall be performed. Debris and sediment shall be disposed of in accordance with local and State requirements.

Stormwater System Maintenance

Stormwater management is provided by a subsurface drainage system, hydrodynamic separators, two subsurface sand filters, a roof dripline filter, two outlet control structures and a box culvert. Locations of these best management practices are illustrated in **FIGURE A**. Routine inspections and maintenance of the stormwater management system on site shall be performed in accordance with **Table 1** of this report. These measures are recommended to prevent deficiencies with the system that may result in poor quality stormwater runoff.

Landscape Management

Lawn and landscaped areas shall be inspected for patches of dead vegetation and erosion. If these conditions occur, affected areas shall be stabilized and replanted with vegetation to prevent sediment from entering the stormwater management system. The following additional measures are provided in an effort to minimize the potential for runoff pollution due to overwatering, dead vegetation and erosion, direct disposal of lawn clippings, and over-application of materials such as fertilizers and pesticides.

- Lawn Mowing: Maintain sharp mower blades. Grass shall not be cut shorter than 2 to 3 inches to minimize weed growth; grass can be cut lower in the spring and fall to stimulate root growth, but no shorter than 1½ inches. Practices should be employed to minimize the potential for grass clippings to enter the stormwater management system. Disposal of grass clippings within the stormwater management system is not allowed.

- Pesticides and Fertilizers: Use of pesticides and fertilizers should be minimized to the extent practicable. Application of these materials may degrade the quality of stormwater runoff and should therefore be applied judiciously. In addition, fertilizers and pesticides shall not be applied when rain is expected. These materials should be stored under cover to prevent their exposure to stormwater.

Inspections & Maintenance Measures

Attachment A provides the Inspection Form that is recommended for use during routine inspections of the system. The form includes a table (**Table 1**) that outlines specific inspection and maintenance measures for the stormwater management systems, in addition to the following information:

- Name of inspector
- Name of the site and its location
- Date and time of inspection
- Weather conditions during inspection
- Outline of items inspected
- Condition of the stormwater management measures, including corrective measures taken to maintain the system

At a minimum, inspect the stormwater management system twice a year. Completed Inspections Forms should be kept at the Site to enable both facility managers and regulatory agencies to ensure that operation of the system is compliant with permit requirements and submitted to the City Engineer's office.

Long-Term Pollution Prevention Plan

Good Housekeeping Practices

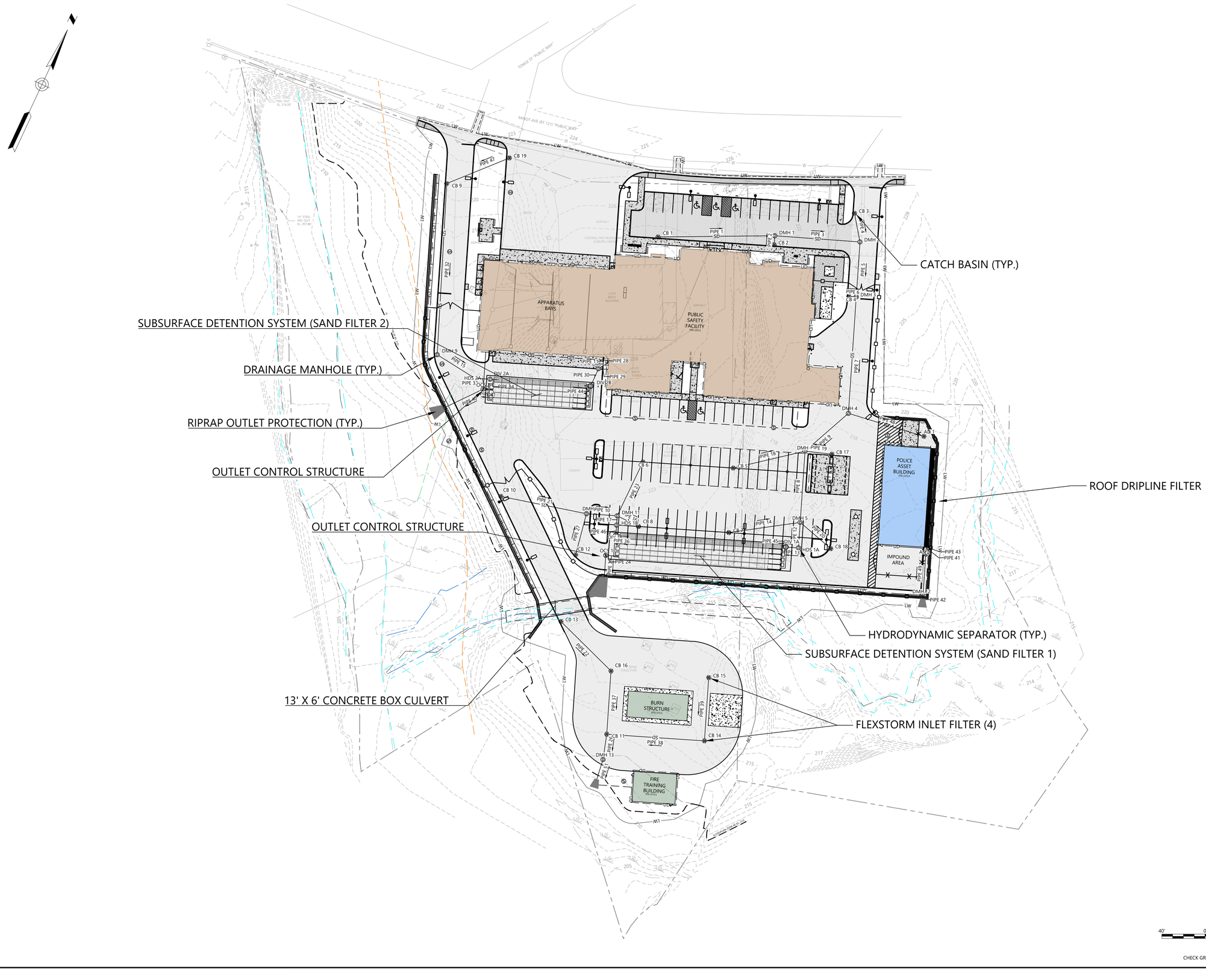
Prevent or reduce pollutant runoff from the project development through the use of street sweeping, catch basin cleaning, and erosion control methods. All materials stored on site shall be stored in a neat and orderly fashion in their appropriate containers and under a roof or other secure enclosure. Waste products should be placed in secure receptacles until they are emptied by a licensed solid waste management company in Maine.

Spill Prevention and Response Plans

Prevention: All materials and equipment stored on site shall be stored in a neat and orderly fashion in their appropriate containers and under a roof or other secure enclosure. Products will be kept in their original containers with the original manufacturer's label. Products should not be mixed with one another unless recommended by the manufacturer. If possible, all of the product should be used up before disposing of the container. The manufacturer's recommendations for proper use and disposal should be followed.

Response: Manufacturer's recommended methods for cleanup shall be followed. Spills should be cleaned up immediately after discovery. The spill area shall be kept well-ventilated, and personnel shall wear appropriate protective clothing to prevent injury from contact with a hazardous substance. Spills of toxic or hazardous material shall be reported to the appropriate State and/or local authority in accordance with local and/or State regulations.

FIGURE A – STORMWATER BEST MANAGEMENT PRACTICES



40' 0 40' 80'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

C:\Users\tschulz\OneDrive - Woodard & Curran\Desktop\Desktop Project Work\Auburn\Figures\0233981.23-Figure O&M BMP locations.dwg, Feb 24, 2026 - 5:49pm HSCHULZ

CIVIL ENGINEER:

Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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A Salas O'Brien Company
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ENGINEERING, INC.
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SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
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SCARBOROUGH, ME 04070

PE SEAL:

PERMIT DRAWINGS NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233981.23
DATE:	AUGUST 2025
SCALE:	1"=40'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	0233981.23-FIGURE O&M B*.dwg

DRAWING TITLE:

O&M STORMWATER BMP LOCATIONS

DRAWING NO:

Figure A

ATTACHMENT A – INSPECTION FORM

STORMWATER MANAGEMENT SYSTEM INSPECTION FORM

Auburn Public Safety Facility
550 Minot Avenue
Auburn, Maine

Name of Inspector: _____

Date/Time: _____

Weather: _____

Date of Last Inspection: _____

Items Inspected (Refer to Table 1. Provide additional sheets if necessary.):

Comments & Corrective Actions Taken (Provide additional sheets if necessary.):

TABLE 1 – OPERATIONS & MAINTENANCE MEASURES

Hydrodynamic Separators	
Objective: *Maintain the removal efficiency of the hydrodynamic separator.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed	• Inspect hydrodynamic separator for debris and sediment accumulation and remove as required. Sediment shall be removed at least annually and shall be disposed of in an acceptable manner. • Inspect the inlet/out of the hydrodynamic separator to ensure there is no clogging. Remove debris as required.
After Heavy Rainfall Events[1]	• Inspect in accordance with attached manufacturer requirements.
MAINTENANCE:	
As needed	• Notify Owner of any system repairs needed and/or operational problems. The City is responsible for repairs and correcting operational problems not caused by improper construction.

Roof Dripline Filter	
Objective: *Maintain the weir plate and orifice to ensure outlet control structure is unobstructed. No gutter may be installed on the roofline in the future.*	
INSPECTION:	
Frequency	***Measure***
Ongoing/As Needed	• Inspect and remove any debris within the filter course. • The filter should drain within 48 hours after a one-inch storm or greater. If the filter drains too fast, the orifice on the weir will need to be modified.
MAINTENANCE:	
Semi-Annually	• Replace any bare area or erosion rills with new filter media and crushed stone according to section. • Remove sediment and plant debris. • Harvest and prune excess weed growth.
NOTIFICATION:	
As needed	• Notify Owner of any system repairs needed and/or operational problems.

Subsurface Detention System	
Objective: *Maintain the storage capacity and removal efficiency of the proprietary structure.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed	• Remove obstructions that may limit runoff from entering the subsurface detention system, including sediment, trash, debris, and leaves. Remove sediment and other trapped pollutants at the frequency or level specified by the manufacturer. • A post-installation inspection should be performed to allow the owner to measure the invert prior to the accumulation of sediment. This survey will allow the monitoring of sediment build-up without requiring access to the detention system. The following is the recommended procedure for pre-inspections: 1) Locate the riser section or cleanouts of the retention/detention system. The riser will typically be 24" in diameter or larger and the cleanouts are usually 4", 6" or 8" in diameter. 2) Remove the lid of the riser or cleanouts. 3) Insert a measuring device into the opening and make note to a point of reference on the stick or string. (This is done so that sediment buildup can be determined in the future without having to enter the system.) • If measured sediment build-up is between 5% - 20% of the pipe diameter, cleaning should be considered; if sediment build-up exceeds 20%, cleaning should be performed at the earliest opportunity. A thorough cleaning of the system (manifolds and laterals) shall be performed by either manual methods or by a vacuum truck. • Inspect in accordance with manufacturer requirements, but no less than twice a year following installation, and no less than once a year thereafter.
After Heavy Rainfall Events[1]	• Inspect in accordance with attached manufacturer requirements.
NOTIFICATION:	
As needed	• Note any standing water that may be present in the subsurface detention system. If standing water is evident in the system, repairs may be necessary. If repairs are not deemed necessary and standing water persists, the Owner should implement a yearly mosquito spray for the system during the spring of each year using EPA-registered products that do not pose unreasonable risks to human health, wildlife, or the environment. • Notify Owner of any system repairs needed and/or operational problems. The City is responsible for repairs and correcting operational problems not caused by improper construction.

[1] *At a minimum, an event accumulating approximately 2.71 inches of rainfall in a 24-hour period*

Closed Drainage System	
Objective: *Preserve the hydraulic capacity of the closed conduit drainage systems, including maintenance of the manholes, drainage piping, deep sump hooded catch basins, and outlet control structures.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed[1]	• Inspect drainage structure grates and covers for damage. Repair as necessary. Covers and grates shall not be welded to the frame so that the structure can be inspected and maintained.
MAINTENANCE:	
Ongoing/As Needed[1]	• Avoid placement of snow on top of drainage structure grates and covers. • Remove sediment from bottom of drainage structures whenever the depth of sediment is greater than or equal to half the sump depth. Dispose of sediment in accordance with all applicable regulations. • Remove obstructions that may impede flow through grates, including trash, debris, and accumulated grass clippings and leaves. Dispose of material in accordance with all applicable regulations. • Inspect drainage piping for structural deficiency and debris accumulation. Repair piping as required. Dispose material in accordance with all applicable regulations.
Annually	• Remove sediment from bottom of drainage structures when using ½ sump depth with sediment. Dispose of sediment in accordance with all applicable regulations.

Box Culvert	
Objective: *Preserve the hydraulic capacity of the culvert, including maintenance of the streambed.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed[1]	• Inspect drainage structure for damage and obstructions. Repair as necessary.
MAINTENANCE:	
Ongoing/As Needed[1]	• Remove obstructions that may impede flow through culvert, including trash, debris, and accumulated grass clippings and leaves. Dispose of material in accordance with all applicable regulations. • Inspect drainage piping for structural deficiency and debris accumulation. Repair piping as required. Dispose material in accordance with all applicable regulations.
Annually	• Remove vegetation and sediment from bottom of culvert when necessary. Dispose of sediment in accordance with all applicable regulations.

Vegetated Areas	
Objective: *Identify active or potential erosion problems.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed	• Inspect vegetated areas, particularly slopes and embankments, for signs of erosion during the growing season or after heavy rainfall.
MAINTENANCE:	
Ongoing/As Needed	• Replace dead vegetation as needed. • Mow grass as necessary. Grass height shall not exceed 6 inches. • Reseed as necessary.
NOTIFICATION:	
As Needed	• Notify Owner of any system repairs needed and/or operational problems.

FlexStorm Inlet Filter(s)	
Objective: *Identify active or potential erosion problems.*	
Frequency	***Measure***
INSPECTION:	
Ongoing/As Needed	• Inspect in accordance with the manufacturer requirements, including grate removal, filter placement check, and confirmation of proper seating.
MAINTENANCE:	
Ongoing/As Needed	• Remove accumulated sediment, debris, and vegetation from within the FlexStorm Inlet Filter • Empty filter bags manually or using industrial vacuum per manufacturer guidance. • Remove compacted silt, flush sediment bag, and inspect for tears or punctures. • Replace sediment bag pouches as required.
NOTIFICATION:	
As Needed	• Notify Owner of any system repairs needed and/or operational problems.

Barracuda® Max & Barracuda Maintenance Guide

One of Barracuda's advantages is the ease of maintenance. Like any system that collects pollutants, the Barracuda must be maintained for continued effectiveness. Maintenance is a simple procedure performed using a vacuum truck or similar equipment. The systems were designed to minimize the volume of water removed during routine maintenance, reducing disposal costs.

Contractors can access the pollutants stored in the manhole through the manhole cover. This allows them to gain vacuum hose access to the bottom of the manhole to remove sediment and trash. There is no confined space entry necessary for inspection or maintenance.

The entire maintenance procedure typically takes 2 to 4 hours, depending on the system's size, the captured material, and the vacuum truck's capacity.

Local regulations may apply to the maintenance procedure. Safe and legal disposal of pollutants is the responsibility of the maintenance contractor. Maintenance should be performed only by a qualified contractor.

Inspection and Cleaning Cycle

Periodic inspection is needed to determine the need for and frequency of maintenance. You should begin inspecting as soon as construction is complete and then on an annual basis. Typically, the system needs to be cleaned every 1-3 years.

Excessive oils, fuels or sediments may reduce the maintenance cycle. Periodic inspection is important.

Determining When to Clean

To determine the sediment depth, the maintenance contractor should lower a stadia rod into the manhole until it contacts the top of the captured sediment and mark that spot on the rod. Then push the probe through to the bottom of the sump and mark that spot to determine sediment depth.

Maintenance should occur when the sediment has reached the levels indicated in the Storage Capacity Chart.

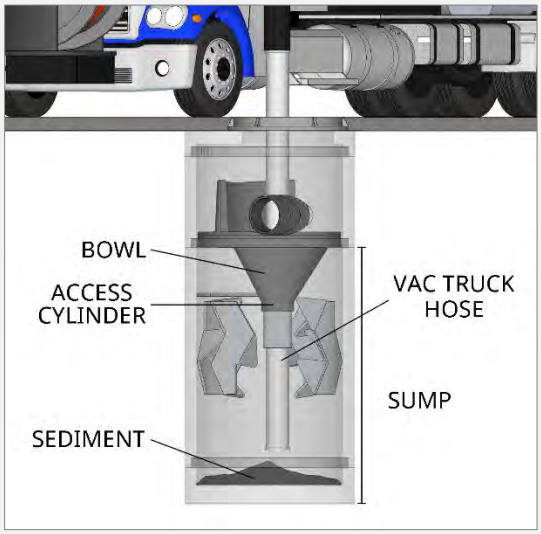
Barracuda Storage Capacities

Model	Manhole Diameter in. (mm)	Total System Volume Gallons (Liters)	Treatment Chamber Capacity Gallons (Liters)	Standard Sediment Capacity (20" depth) Yards^3 (meters^3)	NJDEP Sediment Capacity (50% of standard depth) Yards^3 (meters^3)
S3	36 (900)	264 (999)	212 (803)	0.44 (0.34)	0.22 (0.17)
S4	48 (1200)	665 (2517)	564 (2135)	0.78 (0.60)	0.39 (0.30)
S6	72 (1800)	1497 (5667)	1269 (4804)	1.75 (1.34)	0.88 (0.67)
S8	96 (2400)	4196 (15884)	3835 (14517)	3.10 (2.37)	1.55 (1.19)

Maintenance Instructions

1. Remove the manhole cover to provide access to the pollutant storage. Pollutants are stored in the sump, below the bowl assembly visible from the surface. Access this area through the 8" (200 mm), 10" (250 mm), 15" (375 mm) or 20" (500 mm) diameter access cylinder.
2. Use a vacuum truck or other similar equipment to remove all water, debris, oils and sediment. See figure 1.
3. Use a high pressure hose to clean the manhole of all the remaining sediment and debris. Then, use the vacuum truck to remove the water.
4. Fill the cleaned manhole with water until the level reaches the invert of the outlet pipe.
5. Replace the manhole cover.
6. Dispose of the polluted water, oils, sediment and trash at an approved facility.
   a. Local regulations prohibit the discharge of solid material into the sanitary system. Check with the local sewer authority for authority to discharge the liquid.
   b. Some localities treat the pollutants as leachate. Check with local regulators about disposal requirements.
   c. Additional local regulations may apply to the maintenance procedure.

Figure 1



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Isolator® Row Plus
O&M Manual



ADS StormTech™

The Isolator® Row Plus

Introduction

An important component of any Stormwater Pollution Prevention Plan is inspection and maintenance. The StormTech Isolator Row Plus is a technique to inexpensively enhance Total Suspended Solids (TSS), Total Phosphorus (TP), Total Petroluem Hydrocarbons (TPH) and Total Nitrogen (TN) removal with easy access for inspection and maintenance.

The Isolator Row Plus

The Isolator Row Plus is a row of StormTech chambers, either SC-160, SC-310, DC-780, SC-800, MC-3500, MC-4500 or MC-7200 models, are lined with filter fabric and connected to a closely located manhole for easy access. The fabric lined chambers provide for sediment settling and filtration as stormwater rises in the Isolator Row Plus and passes through the filter fabric. The open bottom chambers allow stormwater to flow vertically out of the chambers. Sediments are captured in the Isolator Row Plus protecting the adjacent stone and chambers storage areas from sediment accumulation.

ADS Isolator Row and Plus fabric are placed between the stone and the Isolator Row Plus chambers. The woven geotextile provides a media for stormwater filtration, a durable surface for maintenance, prevents scour of the underlying stone and remains intact during high pressure jetting.

The Isolator Row Plus is designed to capture the “first flush” runoff and offers the versatility to be sized on a volume basis or a flow-rate basis. An upstream manhole provides access to the Isolator Row Plus and includes a high/low concept such that stormwater flow rates or volumes that exceed the capacity of the Isolator Row Plus bypass through a manifold to the other chambers. This is achieved with an elevated bypass manifold or a high-flow weir. This creates a differential between the Isolator Row Plus row of chambers and the manifold to the rest of the system, thus allowing for settlement time in the Isolator Row Plus. After Stormwater flows through the Isolator Row Plus and into the rest of the chamber system it is either exfiltrated into the soils below or passed at a controlled rate through an outlet manifold and outlet control structure.

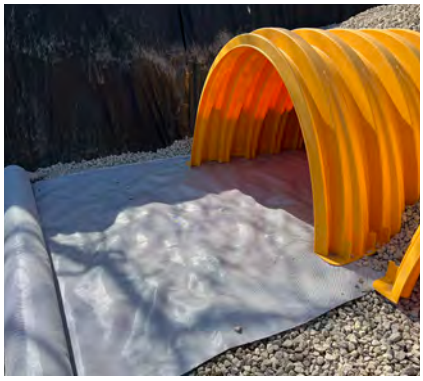
The Isolator Row Plus Flamp™ is a flared end ramp apparatus attached to the inlet pipe on the inside of the chamber end cap. The FLAMP provides a smooth transition from pipe invert to fabric bottom. It is configured to improve chamber function performance by enhancing outflow of solid debris that would otherwise collect at the chamber's end, or more difficult to remove and require confined space entry into the chamber area. It also serves to improve the fluid and solid flow into the access pipe during maintenance and cleaning and to guide cleaning and inspection equipment back into the inlet pipe when complete.

The Isolator Row Plus may be part of a treatment train system. The treatment train design and pretreatment device selection by the design engineer is often driven by regulatory requirements. Whether pretreatment is used or not, StormTech recommend using the Isolator Row Plus to minimize maintenance requirements and maintenance costs.

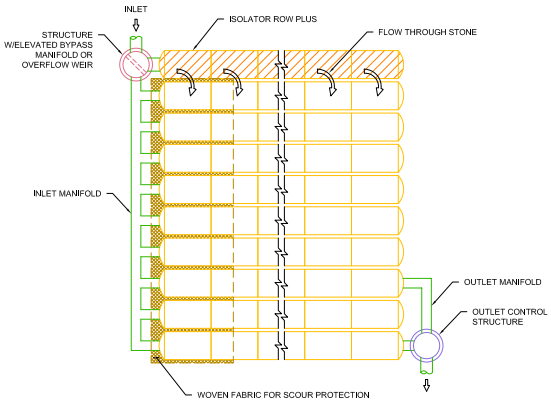
Note: *See the StormTech Design Manual for detailed information on designing inlets for a StormTech system, including the Isolator Row Plus.*



Looking down the Isolator Row Plus from the manhole opening, ADS Plus Fabric is shown between the chamber and stone base.



StormTech Isolator Row Plus with Overflow Structure (not to scale)



Isolator Row Plus Inspection/Maintenance

Inspection

The frequency of inspection and maintenance varies by location. A routine inspection schedule needs to be established for each individual location based upon site specific variables. The type of land use (i.e. industrial, commercial, residential), anticipated pollutant load, percent imperviousness, climate, etc. all play a critical role in determining the actual frequency of inspection and maintenance practices.

At a minimum, StormTech recommends annual inspections. Initially, the Isolator Row Plus should be inspected every 6 months for the first year of operation. For subsequent years, the inspection should be adjusted based upon previous observation of sediment deposition.

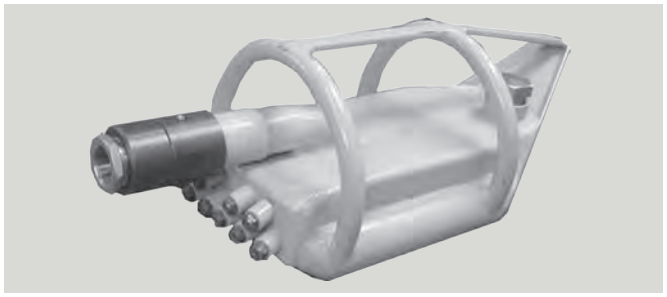
The Isolator Row Plus incorporates a combination of standard manhole(s) and strategically located inspection ports (as needed). The inspection ports allow for easy access to the system from the surface, eliminating the need to perform a confined space entry for inspection purposes.

If upon visual inspection it is found that sediment has accumulated, a stadia rod should be inserted to determine the depth of sediment. When the average depth of sediment exceeds 3" (75 mm) throughout the length of the Isolator Row Plus, clean-out should be performed.

Maintenance

The Isolator Row Plus was designed to reduce the cost of periodic maintenance. By “isolating” sediments to just one row, costs are dramatically reduced by eliminating the need to clean out each row of the entire storage bed. If inspection indicates the potential need for maintenance, access is provided via a manhole(s) located on the end(s) of the row for cleanout. If entry into the manhole is required, please follow local and OSHA rules for a confined space entry.

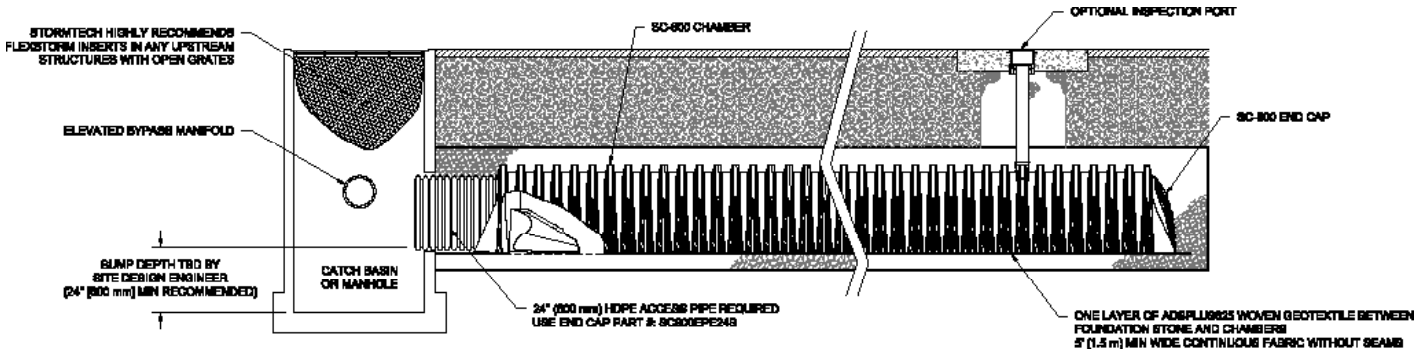
Maintenance is accomplished with the JetVac process. The JetVac process utilizes a high pressure water nozzle to propel itself down the Isolator Row Plus while scouring and suspending sediments. As the nozzle is retrieved, the captured pollutants are flushed back into the manhole for vacuuming. Most sewer and pipe maintenance companies have vacuum/JetVac combination vehicles. Selection of an appropriate JetVac nozzle will improve maintenance efficiency. Fixed nozzles designed for culverts or large diameter pipe cleaning are preferable. Rear facing jets with an effective spread of at least 45” are best. StormTech recommends a maximum nozzle pressure of 2000 psi be utilized during cleaning. JetVac reels can vary in length. For ease of maintenance, ADS recommends Isolator Row Plus lengths up to 200' (61 m). **The JetVac process shall only be performed on StormTech Isolator Row Plus that have ADS Plus Fabric (as specified by StormTech) over their angular base stone.**







StormTech Isolator Row Plus (*not to scale*)



Isolator Row Plus Step By Step Maintenance Procedures

Step 1

Inspect Isolator Row Plus for sediment.

A) Inspection ports (if present)
   i. Remove lid from floor box frame
   ii. Remove cap from inspection riser
   iii. Using a flashlight and stadia rod,measure depth of sediment and record results on maintenance log.
   iv. If sediment is at or above 3 inch depth, proceed to Step 2. If not, proceed to Step 3.

B) All Isolator Row Plus
   i. Remove cover from manhole at upstream end of Isolator Row Plus
   ii. Using a flashlight, inspect down Isolator Row Plus through outlet pipe
      1. Mirrors on poles or cameras may be used to avoid a confined space entry
      2. Follow OSHA regulations for confined space entry if entering manhole
   iii. If sediment is at or above the lower row of sidewall holes (approximately 3 inches), proceed to Step 2.
   If not, proceed to Step 3.

Step 2

Clean out Isolator Row Plus using the JetVac process.

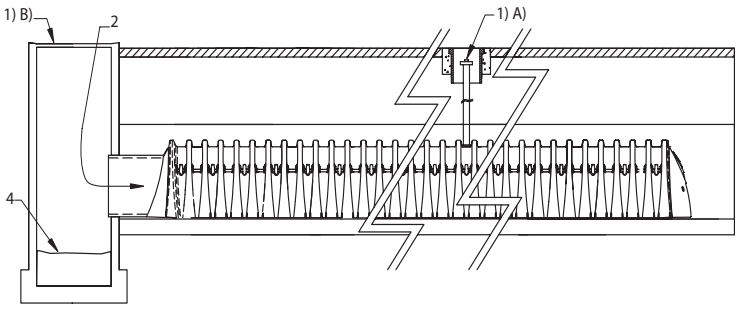
A) A fixed floor cleaning nozzle with rear facing nozzle spread of 45 inches or more is preferable
B) Apply multiple passes of JetVac until backflush water is clean
C) Vacuum manhole sump as required

Step 3

Replace all caps, lids and covers, record observations and actions.

Step 4

Inspect & clean catch basins and manholes upstream of the StormTech system.



Sample Maintenance Log

Date	Stadia Rod Readings		Sediment Depth (1)–(2)	Observations/Actions	Inspector
	Fixed point to chamber bottom (1)	Fixed point to top of sediment (2)			
3/15/11	6.3 ft	none		New installation. Fixed point is CI frame at grade	DJM
9/24/11		6.2	0.1 ft	Some grit felt	SM
6/20/13		5.8	0.5 ft	Mucky feel, debris visible in manhole and in Isolator Row Plus, maintenance due	NV
7/7/13	6.3 ft		0	System jetted and vacuumed	DJM

adspipe.com
800-821-6710

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FlexStorm® Inlet Filter Operation & Maintenance Guide

Installation Instructions

1. Remove grate from the inlet.
2. Clean debris from the ledges of the inlet.
3. Place the inlet filter onto the load bearing ledges of the structure.
4. Replace the grate and confirm it's not elevated more than 1/8" (3.2 mm).

Frequency of Inspections

1. Inspection should occur following rain events >½". (> 12.5 mm)
2. Temporary use filters should be monitored accordingly to current site runoff conditions.
3. Permanent use filter inspections to occur a minimum of 3 times per year and in snowfall affected regions, inspections prior to and after snowfall season.
4. Industrial application site inspections (loading ramps, wash racks & maintenance facilities) to be scheduled on a recurring basis no less than 4 times per year or as needed.

Maintenance Guidelines

1. Empty the filter bag manually or by industrial vacuum taking care not to damage the geotextile bag when more than half filled or during scheduled inspection period.
2. Remove compacted silt from sediment bag and flush with medium spray.
3. Permanent filter "PCP" style bags should be pressed or wrung to recover retained oils.
4. ADS oil skimmer pouches solidify and darken when saturated, indicating time for replacement.
5. Dispose of all oil contaminated products and recovered oils in accordance with EPA guidelines. ADS oil skimmer pouches, since a solidifier, will not leach & can be disposed of directly.
6. Inspect and replace bag if torn or punctured.

Sediment Bag Replacement

1. Remove the bag by loosening or cutting off clamping band.
2. Take the new correctly sized sediment bag and secure hose clamping band to the frame channel as previously removed.
3. Ensure bag is secure and there is no slack around perimeter.

Operation & Maintenance Log



Inlet ID: _____

Date	Task Performed	Initials

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Woodard & Curran

woodardcurran.com

Barton & Loguidice

TRAFFIC MOVEMENT PERMIT

FOR PROPOSED

PUBLIC SAFETY FACILITY

550 Minot Avenue, Auburn, Maine

Prepared For: **City of Auburn**
Prepared By: **Barton & Loguidice**

Date: February 2, 2026

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Public Safety Facility

550 Minot Ave, Auburn, Maine

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APPENDIX 26

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-624-3600

FOR MDOT USE
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 100-200 PCE's (Expedited)	
Traffic 200+ PCE's	

Name of Applicant: **City of Auburn**

Address: **60 Court St, Auburn ME 04210** Telephone: **(207) 333-6601 ext. 2156**

Name of local contact or agent: **Megan McDevitt, PE, Woodard & Curran**

Address: **12 Mountfort St, Portland, ME** Telephone: **(207) 558-3785 .**

Name and type of development: **Public Safety Facility**

Location of development including road, street, or nearest route number: **550 Minot Ave .**

City/Town/Plantation: **Auburn** County: **Androscoggin**, Tax Map # **209** Lot # **035**

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 **X** No __

Is this project located within a compact area of an urban compact municipality? Yes **X** No_____

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

Existing DEP or MDOT permit number (if applicable): **N/A**

Name(s) of DOT staff person(s) contacted concerning this application: **N/A**

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: **N/A**

NOTICE OF INTENT TO FILE
Traffic Movement Permit

Please take notice that

City of Auburn
60 Court St, Auburn, ME 04210
(207) 333-6601 ext. 2156

Are intending to file a Maine Department of Transportation Traffic Movement Permit with the City of Auburn under their delegated review authority pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about

February 2, 2026

The application is for the development of a 44,000 square-foot public safety building on the parcel addressed 550 Minot Avenue in the City of Auburn. The project will construct a multi-department facility which will house the local fire and police departments. In addition to the public safety building, the project will also provide a 9,00sf square foot apparatus bay (for vehicle storage and deployment), a police asset building with a 1,240sf tactical training facility and 2,710sf of storage space, and a 1,120sf fire training building. The project is anticipated to generate the following net new peak hour trips:

AM Peak Hour (Generator) = 158
PM Peak Hour (Generator) = 140

At the following location:

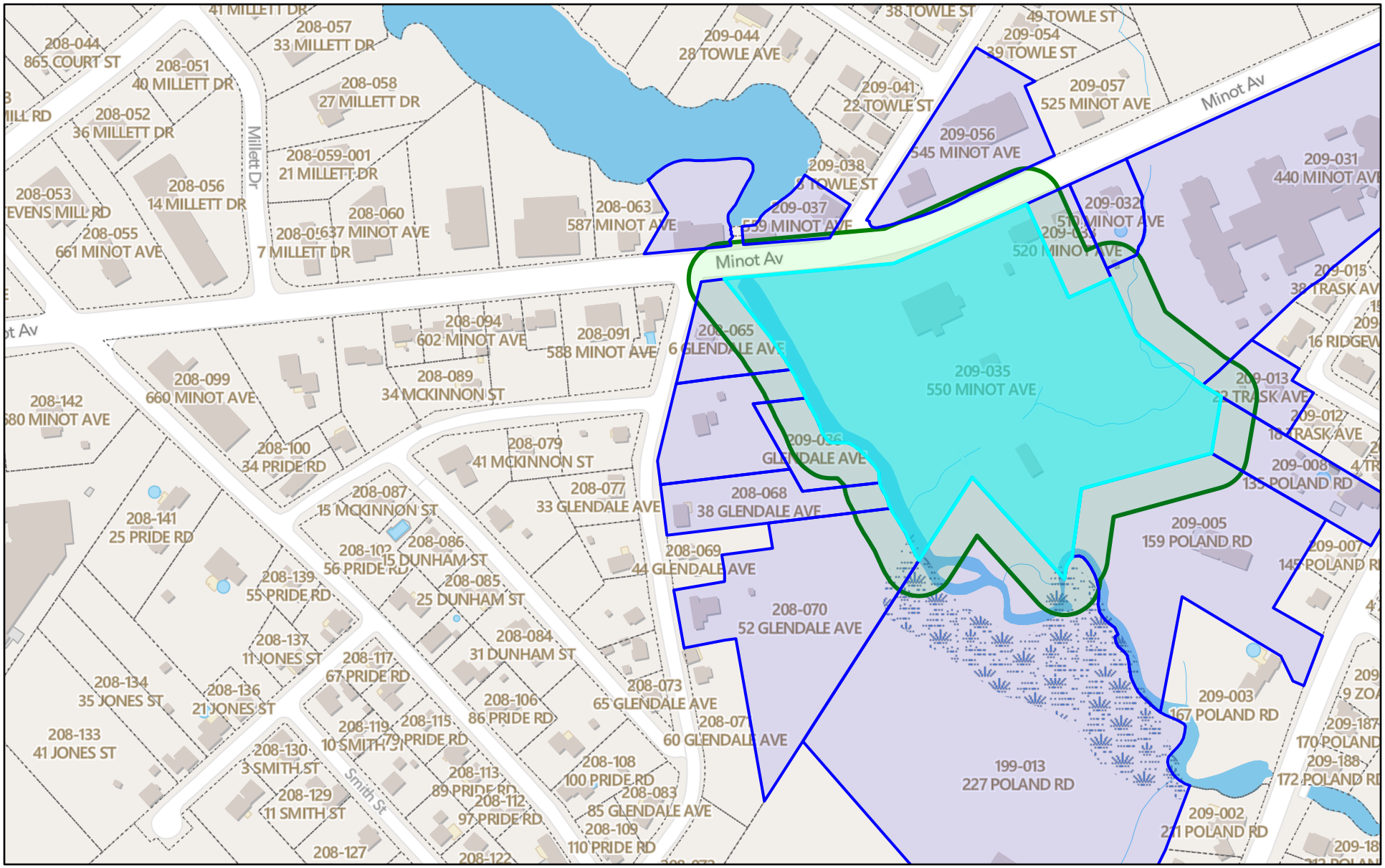
550 Minot Ave
Auburn, ME 04210

Any interested party may request in writing to participate in the scoping meeting for the subject project no later than 20 days after the application is found by the City to be complete and is accepted for processing. Public comments on the application pertaining to either congestion or safety will be accepted throughout the processing of the application.

The application will be filed for public inspection at the City of Auburn's Planning Department office during normal working hours.

Written public comments concerning congestion or safety only, may be sent to the Planning, Permitting and Code Department, Director of Planning, 60 Court Street, Auburn, Maine 04210.

ArcGIS Web Map



2/2/2026, 8:57:03 AM

Current Parcels _ Public

Wetlands

1:4,514

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.17 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Web AppBuilder for ArcGIS

Credit should always be given to the data source and/or originator when the data is transferred or printed. | COA | Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA,

Parcel ID	Location Owner1	Owner2	Owner3	Billing Address	Billing Address2	City State Zip
209-056	545 MINOT AVE ROOPERS, INC		ROOPERS, INC	794 SABATTUS ST		LEWISTON, ME, 04240
209-008	135 POLAND RD LEBLANC ELIZABETH J		LEBLANC ELIZABETH J	135 POLAND RD		AUBURN, ME, 04210
209-031	440 MINOT AVE MINOT AVENUE REALTY LLC		MINOT AVENUE REALTY LLC	C/O ALTUS GROUP	PO BOX 71970	PHOENIX, AZ, 85050
208-070	52 GLENDALE AVE PELLETIER MICHAEL R	PELLETIER DORIS	PELLETIER MICHAEL R	52 GLENDALE AVE		AUBURN, ME, 04210
209-036	GLENDALE AVE AUBURN WATER DISTRICT		AUBURN WATER DISTRICT	268 COURT ST		AUBURN, ME, 04210
208-064	575 MINOT AVE APOSTOLIC LIGHTHOUSE CHURCH THE		APOSTOLIC LIGHTHOUSE CHURCH THE	P.O. BOX 1598		AUBURN, ME, 04211-1598
209-013	22 TRASK AVE CUMMINGS DANIELLE	CUMMINGS NICHOLAS	CUMMINGS DANIELLE	22 TRASK AVENUE		AUBURN, ME, 04210
209-037	559 MINOT AVE THE CLEAN ESTATE		THE CLEAN ESTATE	4 TOWLE STREET		AUBURN, ME, 04210
199-013	227 POLAND RD MAINE SCHOOL SOLUTIONS LLC		MAINE SCHOOL SOLUTIONS LLC	ACADEMY		MONMOUTH, ME, 04259
208-068	38 GLENDALE AVE CARDALI KYLIE		CARDALI KYLIE	38 GLENDALE AVE		AUBURN, ME, 04210
208-065	6 GLENDALE AVE LAPOINTE RODNEY R		LAPOINTE RODNEY R	6 GLENDALE AVENUE		AUBURN, ME, 04210
208-067	22 GLENDALE AVE HYNDMAN THOMAS		HYNDMAN THOMAS	1338 POWNAL RD		AUBURN, ME, 04210
209-033	520 MINOT AVE GALLANT MICHAEL T		GALLANT MICHAEL T	520 MINOT AVENUE		AUBURN, ME, 04210
209-005	159 POLAND RD MURPHYJOHN F HOMES INC		MURPHYJOHN F HOMES INC	800 CENTER ST		AUBURN, ME, 04210
209-035	550 MINOT AVE AUBURN CITY OF		AUBURN CITY OF	60 COURT ST		AUBURN, ME, 04210
209-032	510 MINOT AVE GOODROW TIMOTHY		GOODROW TIMOTHY	510 MINOT AVENUE		AUBURN, ME, 04210

City of Auburn, Maine
Engineering Department
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Megan McDevitt, PE
Woodard & Curran
12 Mountfort Street Floor 5
Portland, ME 04101

Dear Megan,

The City of Auburn, Maine is preparing plans for a new Public Safety Facility to begin construction in 2026. On behalf of the City of Auburn, I am authorizing Woodard & Curran, Inc. to assist in the preparation of permit applications for this project. Woodard & Curran is authorized as our agent to represent the City of Auburn in addressing questions on the plans and applications for these projects.

Sincerely,

Dan Goyette, PE
Director of Engineering and Capital Projects
City of Auburn, Maine

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: _____ Re/Cert/Lic No.: _____

Name (print): John Q Adams

Date: 2-2-2026



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."

_____ 1/30/2026

Signature of applicant Date

Section 1

1

1A. Site Plan

The City of Auburn is proposing the development of a two-story 44,000sf public safety facility on the 8.2 acre parcel addressed 550 Minot Avenue in the City of Auburn. Of the sites total acreage, approximately 4.5 acres are developable. The project will construct a multi-department facility which will house the local fire and police departments. In addition to the public safety building, the project will also provide a 9,000sf square foot apparatus bay (for vehicle storage and deployment), a police asset building with a 1,240sf tactical training facility and 2,710sf of storage space, and a 1,120sf fire training building.

Access to the development site will be provided via a 24-foot entrance opposite Towle Street, a 106-foot entrance fronting the apparatus bay for emergency vehicle access, and a 24-foot driveway on the easterly boundary. The driveways intersect with the south side of Minot Avenue.

The project will provide 124 vehicle parking spaces, 5 of which will be signed and striped as handicapped.

1B. Existing & Proposed Uses

Existing

The development site is occupied by a 3-story, 22,200sf fire station that includes a 911 dispatch office. Access to the existing site is provided via a 20-foot-wide entrance opposite Towle Street, an 85-foot opening fronting the fire station, and a 60-foot entrance on the easterly side of the parcel.

Proposed

The proposed development will construct a two-story 44,000sf public safety facility. In addition to the public safety building, the project will also provide a 9,000sf square foot apparatus bay (for vehicle storage and deployment), a police asset building with a 1,240sf tactical training facility and 2,710sf of storage space, and a 1,120sf fire training building.

1C. Regional Mapping

For the regional mapping analysis, we have established a study area with a ¼-mile radius from the site entrance on Minot Avenue. The study area is based on MaineDOT's requirements for an urban/suburban development area.

Pedestrian Infrastructure

A review of existing pedestrian and bicycle infrastructure was completed using Google Earth and field surveys. Our surveys show that within the ¼-mile study radius, there are existing sidewalks on one or both sides of Minot Avenue, Allain Street, and Poland Road. The existing sidewalks and crosswalks are illustrated in the *Regional Mapping Plan* attached in *Section A of the appendix*.

Bicycle Infrastructure

A review of existing pedestrian and bicycle infrastructure was completed using Google Earth, as well as field surveys. Our surveys show that within the ¼-mile study radius, there are striped bicycle lanes on both sides of Poland Road. The existing bike lanes are illustrated in the *Regional Mapping Plan* attached in *Section A of the appendix*.

Pedestrian Infrastructure Gaps

As shown in the *Regional Mapping Plan*, within the study area, there are no significant gaps in the pedestrian sidewalk infrastructure.

1D. Proposed Uses in the General Vicinity of the Proposed Development

Traffic generated by projects that have been approved by the Local Planning Board and/or the Maine Department of Transportation, but are not yet opened, must be included in the estimate of pre-development traffic. The City of Auburn Planning Department has been consulted to identify any and all development projects whose trips may impact the study area. The Planning Department has confirmed that there are no other development sites within the general vicinity of the site.

1E. Site Trip Generation

Trip generation for the proposed public safety building have been prepared based on the trip generation rates provided in the 11th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The ITE Manual provides numerous land use codes (LUC) and the volume of site generated trips produced by each category.

The proposed facility consists of a 44,000sf building, a 9,000sf apparatus bay, a police asset building with a 1,240sf tactical training facility and 2,710sf of storage space, and a 1,120sf fire training building. The storage space in the police asset building and the apparatus bay are there to support operations in the proposed safety building and are not expected to be trip generators. Accordingly, the trip generation calculations have been determined based on 46,360sf, with the storage space and apparatus bay excluded.

Trip generation calculations for the 46,360sf facility were prepared using **LUC #730 – Government Office Building**, defined by ITE as *"a government office building is an individual building containing either the entire function or simply one agency of a city, county, state, federal, or other government unit."*

ITE typically provides the *Average* trip generation rate and the *Fitted Curve* trip generation rate for land use codes. MaineDOT guidelines state that when $R^2 \geq 0.80$, the *Fitted Curve* trip generation rate shall be used. For LUC #730 the R^2 value for the "trips per 1,000sf" variable is less than 0.80. Accordingly, the average rate has been used. The trip generation calculations are provided below:

Table 1.1
ITE Trip Generation Calculations

Land Use	Government Office Building - LUC 730					
Time Period	**Sq. Footage (1k)**	**Avg. Trip Generation Rate (Trips Per 1k Sf)**	**Trips Generated**	**Distribution Entering / Exiting**	**Enter**	**Exit**
Weekday	46.36	22.59	1047	50% / 50%	524	523
AM Weekday Peak Hour (Street)	46.36	3.34	155	75% / 25%	116	39
PM Weekday Peak Hour (Street)	46.36	1.71	79	25% / 75%	20	59
AM Weekday Peak Hour (Generator)	46.36	3.69	171	55% / 45%	94	77
PM Weekday Peak Hour (Generator)	46.36	3.19	148	43% / 57%	64	84

Table 1.1 shows that the proposed facility will generate 155 trips and 79 trips during the AM and PM peak hours of the adjacent street, respectively. During the peak hours of the generator, the facility will generate 171 trips and 148 trips, respectively.

1F. Net New Trip Generation

MaineDOT Traffic Movement Permit Regulations allow trip generation credits to be taken for on-site uses displaced by the development of a site that were operational within the past 10 years. On-site, there is an active fire station, which will be demolished with the development of the project.

The existing fire station is three stories and is approximately 22,200sf. The trip generation for the existing site was determined based on turning movement counts collected at the site driveway. The counts, included in *Section A of the Appendix*, provide the following site trip generation.

Table 1.2
Trip Generation

Land Use	Existing Fire Station		
Time Period	**Trips Generated**	**Enter**	**Exit**
Weekday	80	40	40
AM Weekday Peak Hour (Street)	8	6	2
PM Weekday Peak Hour (Street)	4	0	4
AM Weekday Peak Hour (Generator)	13	8	5
PM Weekday Peak Hour (Generator)	8	0	8

Note: We have assumed that the Weekday trip generation is 10 times the AM peak hour trip generation.

Table 1.3 below provides the site's net new trip generation. It has been prepared by subtracting the existing trips shown in Table 1.2 from the proposed trips shown in Table 1.1.

Table 1.3
ITE Trip Generation Calculations

Time Period	Total Trips	Enter	Exit
Weekday	967	484	483
AM Weekday Peak Hour (Street)	147	110	37
PM Weekday Peak Hour (Street)	75	20	55
AM Weekday Peak Hour (Generator)	158	86	72
PM Weekday Peak Hour (Generator)	140	64	76

The preceding table shows that the proposed public safety building will generate 147 net new trips and 75 net new trips in the AM and PM peak hours of the adjacent street, respectively. In the peak hours of the generator, the site will produce 158 net new trips and 140 net new trips in the AM and PM peak hours, respectively.

1G. Site Trip Distribution

Vehicle trips generated by the proposed multi-use building have been assigned to and from the site during the AM and PM peak hours of the adjacent street based on the entering and exiting distribution patterns provided by ITE. The entering and exiting distributions for LUC #730 are provided below in Table 1.4:

Table 1.4
ITE Trip Distribution

Land Use	LUC 730
Time Period	**Distribution Entering / Exiting**
AM Weekday Peak Hour (Street)	75% / 25%
PM Weekday Peak Hour (Street)	25% / 75%

1J. Site Trip Assignment

Trips generated by the proposed development in the AM and PM peak hour time periods have been assigned to and from the development site following the existing traffic patterns recorded at the Court Street, Stevens Mill Road, Towle Street, and Fairview Avenue intersections with Minot Avenue. The turning movement counts, collected in May, June, and September of 2025, are attached in *Section A of the appendix* and illustrated in **Figure 1**, which is also attached in *Section A of the appendix*. The trip assignment percentages are provided below in Table 1.5:

Table 1.5
Vehicle Trip Assignment

Approach	AM Peak Hour (From/To)	PM Peak Hour (To/From)
Minot Ave (West of Site)	37%	28%
Court St	0%	1%
Manley Rd	10%	17%
Stevens Mill Rd	19%	21%
Pride Rd	1%	2%
Towle St	1%	1%
Fairview Ave	4%	2%
Poland Rd	0%	0%
Caron Ln	0%	0%
Old Farm Rd	0%	0%
Minot Ave (East of Site)	28%	28%

The site generated trips have been assigned through the intersections, to and from the site, following the percentages shown in Table 1.5. **Figure 2**, attached in *Section A of the appendix*, illustrates the site trip assignment.

Section 2

2

2A. Crash Analysis

MaineDOT's Office of Safety, Crash Records Section, has provided crash data for the latest three-year period (2022 – 2024) for the section of Minot Avenue between the intersections at Hotel Road and Fairview Avenue, for a distance of 1.12 miles. The crash data is attached in *Section B of the appendix*, and a summary of the report is provided below:

Table 2.1
2022 - 2024 Crash Summary
Minot Ave btw. Hotel Rd and Fairview Ave

#	Location		Total Crashes	Critical Rate Factor
1	Minot Ave @	Millet Dr	1	0.22
2	Minot Ave @	Glendale Ave	1	0.23
3	**Minot Ave @**	**Fairview Ave, Poland Rd, Caron Ln and Old Farm Hl**	**12**	**2.16**
4	Minot Ave @	Court St and Manley Rd	16	0.64
5	Minot Ave @	Stevens Mill Rd and Pride Rd	2	0.44
6	Minot Ave @	Hotel Rd	11	0.44
7	Minot Ave @	Median west of Circle K	3	0.51
8	Minot Ave @	Median east of Court St/Manley Rd	1	0.24
9	**Minot Ave btw.**	**Hotel Rd and Median west of Circle K**	**22**	**1.54**
10	Minot Ave btw.	Median west of Circle K and Court St/Manley Rd	6	1.79
11	Minot Ave btw.	Median east of Court St/ Manley Rd and Court St/Manely Rd	2	0.55
12	Minot Ave btw.	Stevens Mill Rd/Pride Rd and Millett Dr	2	0.50
13	Minot Ave btw.	Millett Dr and Glendale Ave	2	0.24
14	Minot Ave btw.	Glendale Ave and Towle St	1	0.29
15	Minot Ave btw.	Towle St and Allain St	3	0.25
16	Minot Ave btw.	Allain St and Median west of Fairview Ave	4	0.68
17	Minot Ave btw.	Median west of Fairview Ave and Fairview Ave	2	0.77
18	Minot Ave btw.	Court St/Manley Rd and Median west of Circle K	3	0.90

MaineDOT considers any roadway intersection or segment a high crash location (HCL) if both of the following criteria are met:

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

As shown in the preceding table, **Location #3 – Minot Avenue at Fairview Avenue** (12 crashes, CRF = 2.16), and **Location #9 – Minot Avenue between Hotel Road and the median west of Circle K** (22 crashes, CRF = 1.54) meet MaineDOT's criteria for a high crash location. MaineDOT has prepared detailed collision diagrams for both of these locations which illustrate the identified crashes, the crash type, and the cause of each crash. A summary of the collision diagrams is provided below:

Location #3 – Minot Ave at Fairview Ave: MaineDOT's collision diagram shows that of the 12 total crashes, 11 were "angle" crashes, and 1 was a "rear-end" crash. The collision diagram highlights 2 predominant crash patterns.

The first involves motorists entering the intersection from the Poland Road approach, and motorists traveling eastbound on Minot Avenue. The pattern consists of 3 crashes, all caused by a failure to yield. Poland Road intersects with Minot Avenue at approximately a 16-degree angle. Also, there are 3 more "angle" crashes on the Poland Road approach. These crashes involve motorists turning into or out of Caron Lane.

The second crash pattern consists of 3 "angle" crashes and involves motorists turning left into Fairview Avenue from Minot Avenue and westbound vehicles on Minot Avenue.

Of the 12 crashes, 2 were Type B crashes (suspected minor injury), 1 was Type C (possible injury), and 9 were property damage only.

Location #9 – Minot Ave btw. Hotel Rd and the Median West of Circle K: Of the 22 identified crashes, 15 were "angle" crashes, 3 were "rear-end" crashes, 1 was a "side-swipe" crash, 1 was an "overturned" crash caused by excessive speed, 1 was a "head-on" collision involving turning motorists in the center turn lane, and 1 was a bicycle crash involving a motorist failing to yield to a bicyclist crossing a driveway entrance.

Of the 22 total crashes, 5 were Type B crashes (suspected minor injury), 5 were Type C crashes (possible injury), and 12 were property damage only.

2B. Pedestrian & Bike Crash Analysis

MaineDOT's crash report identifies 1 pedestrian crash and 3 bicycle crashes. We have further utilized MaineDOT's Public Map Viewer to identify the injury level and crash location for each identified crash, as summarized below:

Table 2.2
2022 - 2024 Pedestrian & Bicycle Crash Summary
Minot Ave btw. Hotel Rd and Fairview Ave

#	Location		Crash Type	Injury Level
1	Minot Ave at	Hotel Rd	Pedestrian	A
2	Minot Ave EB btw.	Median west of Fairview Ave and Fairview Ave	Bicycle	C
3	Minot Ave btw.	Median west of Court St and Court St	Bicycle	B
4	Minot Ave btw.	Towle St and Allain St	Bicycle	C

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PD = Property Damage

Section 3

3

3A. Entrance/Exit Location

Access to the development site will be provided via a 24-foot entrance opposite Towle Street, a 106-foot entrance fronting the apparatus bay for emergency vehicle access, and a 24-foot driveway on the easterly boundary. The driveways intersect with the south side of Minot Avenue.

3B. Entrance & Exit Plan View

Intersection sight distances were directionally recorded from the proposed site entrances in accordance with the criteria established within the MaineDOT's *Highway Driveway and Entrance Rules* publication.

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

The field measurements recorded from the proposed site entrances looking directionally onto Minot Avenue indicate that existing sight distances are in excess of the minimum standard based on the 30 mph posted speed limit. The sight distance measurements recorded from each driveway are provided below:

- **Westerly Driveway**
  - **Looking Left =400'+**
  - **Looking Right =400'+**

- **Center Driveway**
  - **Looking Left =800'+**
  - **Looking Right =800'+**

- **Easterly Driveway**
  - **Looking Left = 800'+**
  - **Looking Right = 400'+**

3C. Entrance/Exit Design

The proposed project, including any required off-site improvements, will be designed and constructed as directed by the City of Auburn.

3D. Entrance/Exit Criteria

This site driveways will be designed to meet the requirements of the City of Auburn.

Section 4

4

4. Title, Right or Interest

A Quitclaim Deed, signed and dated September 14, 2021, provides documentation of the applicant's ownership in the property. The Quitclaim Deed is attached in *Section C of the appendix*.

Section 5

5

5. Public or Private Right-of-way

The Existing Conditions Survey Plan, attached in *Section E of the appendix*, does not identify any easements on the development parcel.

Section 6

6

6. Schedule

City of Auburn is anticipating the start of construction in spring of 2026 with an early 2028 completion.

Section 6½

6½ A EXISTING & PROJECTED TRAFFIC VOLUMES

6A-1. Existing Traffic Volumes

Manual turning movement counts were conducted at the following intersections during the weekday AM and PM time periods:

1. Minot Ave at Court St and Manley Rd
   - Recorded by: AVCOG
   - Date: 6/13/2025
   - AM Peak Hour: 7:15 – 8:15 AM
   - PM Peak Hour: 4:00 – 5:00 PM
2. Minot Ave at Stevens Mill Rd and Pride Ave (AVCOG)
   - Recorded by: AVCOG
   - Date: 6/3/2025
   - AM Peak Hour: 7:30 – 8:30 AM
   - PM Peak Hour: 4:00 – 5:00 PM
3. Minot Ave at Towle St and Site
   - Recorded by: TriState
   - Date: 9/9/2025
   - AM Peak Hour: 7:30 – 8:30 AM
   - PM Peak Hour: 4:00 – 5:00 PM
4. Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill
   - Recorded by: AVCOG
   - Date: 5/15/2025
   - AM Peak Hour: 7:15 – 8:15 AM
   - PM Peak Hour: 3:45 – 4:45 PM

All vehicular traffic entering the study intersections was recorded in 15-minute intervals. The data collected by AVCOG at intersections #1 and #2 was recorded between 6 AM and 6 PM, while the data collected at intersection #4 was a 24-hour count, recorded between 6 AM and 6 AM, on the following day. The AM traffic data collected for intersection #3 was recorded between 7:00 and 9:00 AM, and the PM traffic data was recorded between 3:00 and 6:00 PM. From a summary of the data, peak hour time periods were established for the *"peak"* commuter travel periods. These peak hour time periods are provided in the preceding list.

The turning movement counts are illustrated in Figure 1, attached in *Section A of the appendix*.

6½ A-2. Seasonal Adjustments

Traffic data collected during the months of May, early June, and September requires a seasonal adjustment to reflect the "*peak*" travel conditions found during the summer months of July and August. MaineDOT provides Weekly Mean Factors for adjusting traffic volumes collected outside of the peak time periods.

MaineDOT utilizes highway classifications of I, II, or III for all State and Local roadways. MaineDOT's 2023 Count Book classifies the roadways at the study intersections as Group I roadways. **Group I** *roadways or urban roads are those which carry commuter traffic and exhibit little seasonal change in traffic volumes.* The Group I classification indicates that the roadways at the study intersections will experience minimal seasonal fluctuation.

In accordance with MaineDOT's 2023 Weekly Group Mean Factors, we have applied the following seasonal adjustments for the respective intersections:

1. Minot Ave at Court St and Manley Rd
   - Seasonal Adjustment = 1.011
2. Minot Ave at Stevens Mill Rd and Pride Ave
   - Seasonal Adjustment = 1.023
3. Minot Ave at Towle St and Site
   - Seasonal Adjustment = 1.011
   - No seasonal adjustment has been applied to the site approach
4. Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill
   - Seasonal Adjustment = 1.023

6½ A-3. Annual Adjustments

This traffic study has been prepared based on a projected build-out year of 2028. MaineDOT's traffic data shows that the annual average daily traffic (AADT) volumes on Minot Avenue, east of Hotel Road, has decreased from 14,920 in 2017 to 14,310 in 2023. To be conservative in this study, we will apply a 1% annual growth rate to the recorded traffic volumes.

Figure 3, attached in *Section A of the appendix*, depicts the 2028 design hour traffic volumes, including the seasonal and annual adjustments.

6½ A-4. Other Development Trips

Traffic generated by projects that have been approved by the Local Planning Board and/or the Maine Department of Transportation, but are not yet opened, must be included in the estimate of pre-development traffic. The City of Auburn Planning Department has been consulted to identify any and all development projects whose trips may impact the study area. The Planning Department has confirmed that there are no other development sites within the general vicinity of the site.

6½ A-5. 2028 Pre-Development Traffic

Because there are no other development trips within the vicinity of the project, the 2028 pre-development traffic volumes do not differ from the 2027 design hour traffic volumes shown in Figure 3.

6½ A-6. 2028 Post-Development Traffic

The 2028 post-development traffic volumes are provided in **Figure 4**, attached in *Section A of the appendix*. This figure has been prepared by combining the 2028 design hour traffic volumes shown in Figure 3 with the site trip assignment shown in Figure 2.

6½ B Analysis

6½ B-1. Capacity Analysis

A capacity analysis of the 2028 pre- and post-development traffic conditions has been performed for the following intersections:

- Minot Ave at Court St and Manley Rd (Signalized)
- Minot Ave at Stevens Mill Rd and Pride Ave (Unsignalized)
- Minot Ave at Towle St and Site (Unsignalized)
- Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill (Unsignalized)

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

Level of Service Criteria for Signalized Intersections		Level of Service Criteria for Unsignalized Intersections	
Level of Service	**Total Control Delay (sec/veh)**	**Level of Service**	**Total Control Delay (sec/veh)**
A	Up to 10.0	A	Up to 10.0
B	10.1 to 20.0	B	10.1 to 15.0
C	20.1 to 35.0	C	15.1 to 25.0
D	35.1 to 55.0	D	25.1 to 35.0
E	55.1 to 80.0	E	35.1 to 50.0
F	Greater Than 80.0	F	Greater Than 50.0

The capacity analysis was performed using Synchro 12 inputs and SimTraffic 12 reporting outputs. The results are based upon 7 SimTraffic runs, averaging 5 runs with the lowest and highest run removed. The SimTraffic reports are included in *Section D of the appendix.*

Tables B1 and B2, following, summarizes the results of the capacity analysis completed for the AM and PM peak hours of the 2028 pre- and post-development conditions.

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

Table B1 Level of Service Summary								
Approach/Lane	2028 Pre-Development				2028 Post-Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
1. Minot Ave at Towle St and Site (Unsignalized)								
Minot Ave - EB LT	0.9	A	1.5	A	1.1	A	1.7	A
Minot Ave - EB TR	1.0	A	1.0	A	1.7	A	1.4	A
Minot Ave - WB LT	0.6	A	0.8	A	1.0	A	1.0	A
Minot Ave - WB TR	0.4	A	0.6	A	0.4	A	0.6	A
Site - NB LTR	3.6	A	7.5	A	7.5	A	8.0	A
Towle St - SB LT	7.4	A	9.2	A	6.8	A	11.5	B
Towle St - SB R	2.7	A	2.8	A	2.7	A	3.0	A
Overall	***0.8***	***A***	***1.1***	***A***	***1.5***	***A***	***1.6***	***A***
2. Minot Ave at Manley Rd and Court St (Signalized)								
Minot Ave - EB L	23.1	C	32.2	C	22.9	C	32.6	C
Minot Ave - EB T	25.1	C	35.9	D	26.4	C	37.7	D
Minot Ave - EB TR	17.1	B	24.7	C	17.2	B	25.3	C
Minot Ave - WB LT	25.1	C	34.2	C	25.0	C	35.7	D
Minot Ave - WB TR	24.7	C	32.3	C	23.0	C	34.0	C
Manley Rd - NE LT	26.4	C	35.4	D	27.9	C	32.5	C
Manley Rd - NE R	3.0	A	2.7	A	3.7	A	3.1	A
Court St - SW LT	27.3	C	34.3	C	27.4	C	32.0	C
Court St - SW R	3.4	A	6.5	A	3.6	A	6.7	A
Overall	***20.6***	***C***	***27.8***	***C***	***20.9***	***C***	***27.8***	***C***

1. Minot Ave at Towle St and the Site Entrance

The capacity analysis shows that the all lanes, excluding the left-turn lane on the Towle Street approach, will operate at LOS A. The left-turn lane on the Towle Street approach will operate at LOS B with an acceptable 11.5 seconds of delay during the PM peak hour

2. Minot Ave at Manley Rd and Court St

The capacity analysis indicates that the proposed development has minimal impact on this intersection. Overall, each lane at the intersection will continue to operate at an acceptable LOS D or better in the analyzed AM and PM post-development peak hours. Overall, the intersection will continue to operate at LOS C in both post-development peak hours.

Table B2 Level of Service Summary								
Approach/Lane	2028 Pre-Development				2028 Post-Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
3. Minot Ave at Pride Rd and Stevens Mill Rd (Unsignalized)								
Minot Ave - EB LT	2.5	A	3.2	A	2.8	A	3.5	A
Minot Ave - EB TR	2.3	A	2.0	A	2.3	A	2.1	A
Minot Ave - WB LT	1.0	A	1.5	A	1.0	A	1.7	A
Minot Ave - WB TR	0.5	A	1.1	A	0.6	A	1.4	A
Stevens Mill Rd - SE LTR	8.0	A	16.7	C	9.9	A	17.1	C
Pride Rd - NW LTR	6.4	A	9.6	A	6.5	A	10.0	A
Overall	***2.1***	***A***	***2.3***	***A***	***2.4***	***A***	***2.5***	***A***
4a. Minot Ave at Poland Rd, Caron Ln and Fairview Ave (Unsignalized)								
Poland Rd - NB LR>	16.1	C	16.6	C	13.6	B	21.5	C
Fairview Ave - SE LTR>	14.3	B	14.9	B	14.5	B	18.1	C
Caron Ln - NW <LTR	12.5	B	13.7	B	18.6	C	26.8	D
Minot Ave - NE L	2.1	A	4.3	A	3.1	A	3.9	A
Minot Ave - NE T	0.5	A	0.6	A	0.5	A	0.6	A
Minot Ave - NE TR	0.7	A	0.7	A	0.7	A	0.7	A
Minot Ave - SW <L	5.0	A	4.9	A	5.6	A	5.3	A
Minot Ave - SW T	0.7	A	0.4	A	0.7	A	0.4	A
Minot Ave - SW TR	0.2	A	0.2	A	0.2	A	0.2	A
Overall	***4.5***	***A***	***4.4***	***A***	***4.2***	***A***	***5.5***	***A***
4b. Minot Ave at Poland Rd (Unsignalized)								
Minot Ave - NE T	0.6	A	0.5	A	0.7	A	0.7	A
Minot Ave - NE TR	0.8	A	0.9	A	0.7	A	0.9	A
Minot Ave - SW T	0.1	A	0.1	A	0.1	A	0.2	A
Minot Ave - SW T	0.2	A	0.2	A	0.2	A	0.2	A
Overall	***0.4***	***A***	***0.4***	***A***	***0.4***	***A***	***0.4***	***A***
4c. Minot Ave at Old Farm Hill (Unsignalized)								
Old Farm Hill - NW R	3.0	A	-	n/a	3.1	A	-	n/a
Minot Ave - NE T	0.3	A	0.2	A	0.3	A	0.3	A
Minot Ave - NE T	0.5	A	0.5	A	0.5	A	0.5	A
Minot Ave - SW T	0.6	A	0.5	A	0.7	A	0.5	A
Minot Ave - SW T	0.2	A	0.2	A	0.2	A	0.1	A
Overall	***0.5***	***A***	***0.4***	***A***	***0.5***	***A***	***0.4***	***A***

3. Minot Ave at Pride Road and Stevens Mill Road

In the pre- and post-development peak hours, all lanes, excluding the Stevens Mill Road shared left/thru/right-turn lane are expected to operate at LOS A. The Stevens Mill Road shared lane operates

at LOS C in the pre-development PM peak hour, and will continue to do so in the post-development PM peak hour. Overall, the proposed project will have minimal impact on this intersection.

4. Minot Ave at Poland Rd, Caron Ln Fairview Ave, and Old Farm Hill

Due to Synchro's limited capabilities this intersection has been modeled as 3 intersections in Synchro: 4a) Minot Avenue at Fairview Avenue, Poland Road, and Caron Lane. In the model, Old Farm hill intersects with Caron Lane just south of Minot Avenue. 4b) the right-turn from Minot Avenue into Poland Road, and 4c) the right-turn lane from Old Farm Hill onto Minot Avenue.

Table B2 shows that the Poland Road, Fairview Avenue, and Caron Lane approaches will operate at LOS D or better in the AM and PM post-development analysis peak hours. The Minot Avenue lanes will continue to operate at LOS A. Overall, the proposed project will have minimal impact on this intersection.

6½ B-2. Vehicle Queuing Analysis

In addition to outputting the vehicle delay, SimTraffic also provides vehicle queue reports, which show the expected average queue, 95th percentile queue, and maximum queue. For the 2028 pre- and post-development conditions, the 95th percentile vehicle queue results are summarized in Table B3 and B4, below, while the average and maximum vehicle queues are included in the SimTraffic reports provided in *Section D of the appendix*.

Table B3
95th Percentile Vehicle Queue Summary

Approach/Lane	Storage Length (ft)	2028 Pre-Development		2028 Post-Development	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		Delay (sec./veh.)	Delay (sec./veh.)	Delay (sec./veh.)	Delay (sec./veh.)
1. Minot Ave at Towle St and Site (Unsignalized)					
Minot Ave - EB LT	-	7	20	5	20
Minot Ave - EB TR	-	0	0	4	9
Minot Ave - WB LT	-	11	0	28	19
Minot Ave - WB TR	-	0	0	0	3
Site - NB LTR	-	12	21	58	56
Towle St - SB LT	-	29	29	30	31
Towle St - SB R	50	20	33	22	35
2. Minot Ave at Manley Rd and Court St (Signalized)					
Minot Ave - EB L	120	200	206	210	202
Minot Ave - EB T	-	224	240	247	229
Minot Ave - EB TR	-	156	159	175	157
Minot Ave - WB LT	-	109	219	105	230
Minot Ave - WB TR	-	99	215	105	227
Manley Rd - NE LT	-	135	293	147	252
Manley Rd - NE R	120	8	116	45	90
Court St - SW LT	-	133	183	120	142
Court St - SW R	115	64	128	40	110

Table B4 95th Percentile Vehicle Queue Summary					
Approach/Lane	Storage Length (ft)	2028 Pre-Development		2028 Post-Development	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		Delay (sec./veh.)	Delay (sec./veh.)	Delay (sec./veh.)	Delay (sec./veh.)
3. Minot Ave at Pride Rd and Stevens Mill Rd (Unsignalized)					
Minot Ave - EB LT	-	8	16	13	20
Minot Ave - EB TR	-	0	0	5	0
Minot Ave - WB LT	-	8	13	4	20
Minot Ave - WB TR	-	0	0	0	5
Stevens Mill Rd - SE LTR	-	43	31	51	34
Pride Rd - NW LTR	-	36	44	37	45
4. Minot Ave at Poland Rd, Caron Ln and Fairview Ave (Unsignalized)					
Poland Rd - NB <LR>	-	105	123	100	137
Fairview Ave - SE LTR>	-	77	71	76	79
Caron Ln - NW <LTR	-	33	28	32	30
Minot Ave - NE L	25	0	6	0	5
Minot Ave - NE T	-	7	5	6	2
Minot Ave - NE TR	-	12	2	13	6
Minot Ave - SW <L	70	77	63	77	62
Minot Ave - SW T	-	48	26	57	27
Minot Ave - SW TR	-	11	14	18	3
5. Minot Ave at Poland Rd (Unsignalized)					
Minot Ave - NE T	-	0	0	0	0
Minot Ave - NE TR	-	0	0	0	0
Minot Ave - SW T	-	0	0	0	0
Minot Ave - SW T	-	0	0	0	0
5. Minot Ave at Old Farm Hill (Unsignalized)					
Old Farm Hill - NW R	-	17	0	13	0
Minot Ave - NE T	-	0	0	0	0
Minot Ave - NE T	-	0	0	0	0
Minot Ave - SW T	-	14	7	22	0
Minot Ave - SW T	-	0	0	0	0

Tables B4 and B5 show that there is no excessive queueing anticipated at the analysis intersections during the post-development peak hours. At the signalized intersection of Minot Avenue, Court Street and Manley Road, the analysis shows that the Minot Avenue eastbound left-turn lane storage length is exceeded by approximately 80 to 90 feet during the pre-development and post-development peak hours. This is an existing condition, that the proposed project will have little impact on it. Accordingly, we do not recommend and signal timing adjustments at this time.

6½ C Summary

6½ C-1. Capacity Analysis

A capacity analysis of the 2028 pre-development and post-development traffic conditions has been completed for the following intersections:

- Minot Ave at Court St and Manley Rd (Signalized)
- Minot Ave at Stevens Mill Rd and Pride Ave (Unsignalized)
- Minot Ave at Towle St and Site (Unsignalized)
- Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill (Unsignalized)

The capacity analysis shows all lanes at the studied intersections will continue to operate at an acceptable LOS D or better, and that the proposed development will have minimal impact on traffic operations within the general vicinity of the site.

6½ C-3. Vehicle Queuing Analysis

A vehicle queueing analysis was completed for the 2028 pre- and post-development conditions at the following intersections:

- Minot Ave at Court St and Manley Rd (Signalized)
- Minot Ave at Stevens Mill Rd and Pride Ave (Unsignalized)
- Minot Ave at Towle St and Site (Unsignalized)
- Minot Ave at Fairview Ave, Poland Rd, Caron Ln, and Old Farm Hill (Unsignalized)

The vehicle queueing analysis shows that the there is no excessive queueing anticipated at the analysis intersections during the post-development peak hours. At the signalized intersection of Minot Avenue, Court Street and Manley Road, the analysis shows that the Minot Avenue eastbound left-turn lane storage length is exceeded by approximately 80 to 90 feet during the pre-development and post-development peak hours. This is an existing condition, that the proposed project will have little impact on. Accordingly, we do not recommend and signal timing adjustments at this time.

APPENDIX

A. TRAFFIC FIGURES, REGIONAL MAPPING PLAN, & TRAFFIC COUNTS

B. MAINEDOT CRASH DATA

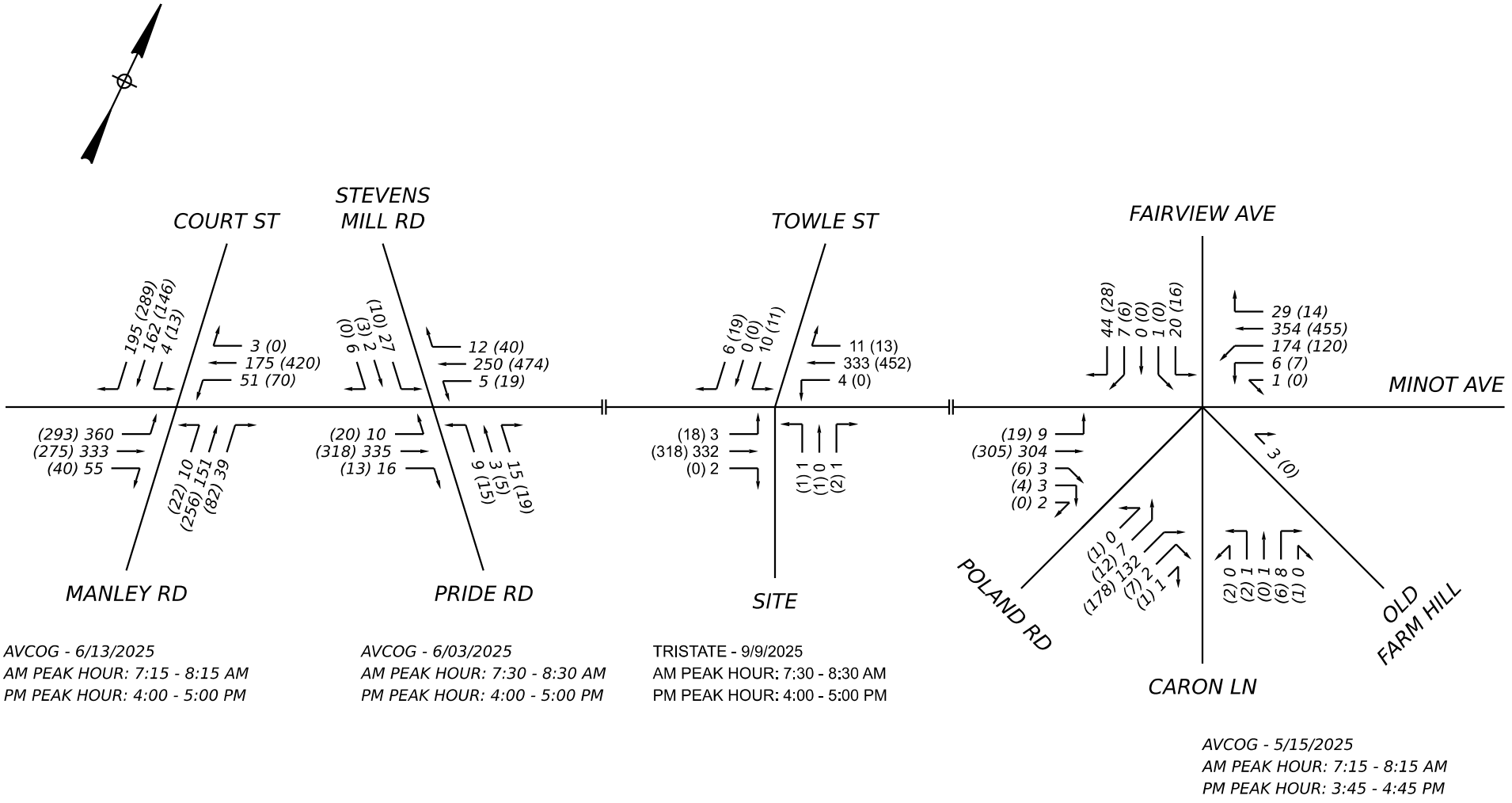
C. DEED

D. SYNCHRO & SIMTRAFFIC CAPACITY ANALYSIS REPORTS

E. EXISTING CONDITIONS PLAN & SITE PLAN

APPENDIX A

- TRAFFIC FIGURES
- REGIONAL MAPPING PLAN
- TRAFFIC COUNTS



AVCOG - 6/13/2025
AM PEAK HOUR: 7:15 - 8:15 AM
PM PEAK HOUR: 4:00 - 5:00 PM

AVCOG - 6/03/2025
AM PEAK HOUR: 7:30 - 8:30 AM
PM PEAK HOUR: 4:00 - 5:00 PM

TRISTATE - 9/9/2025
AM PEAK HOUR: 7:30 - 8:30 AM
PM PEAK HOUR: 4:00 - 5:00 PM

AVCOG - 5/15/2025
AM PEAK HOUR: 7:15 - 8:15 AM
PM PEAK HOUR: 3:45 - 4:45 PM

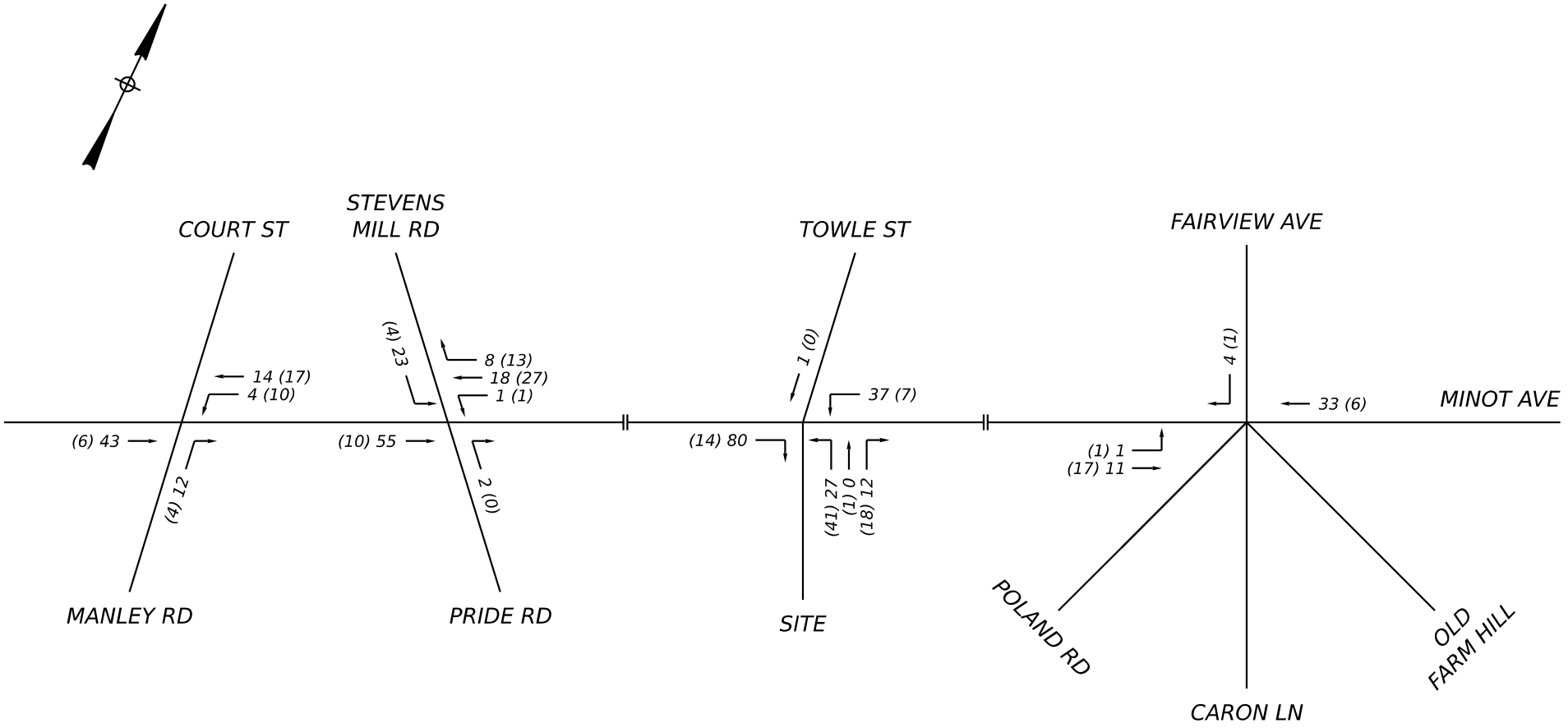
2025 UNADJUSTED TRAFFIC VOLUMES
FIGURE 1

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

PUBLIC SAFETY FACILITY
550 MINOT AVE, AUBURN

4464.008.001 DATE: DEC., 2025

Barton & Loguidice



SITE TRIP ASSIGNMENT
FIGURE 2

LEGEND:

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

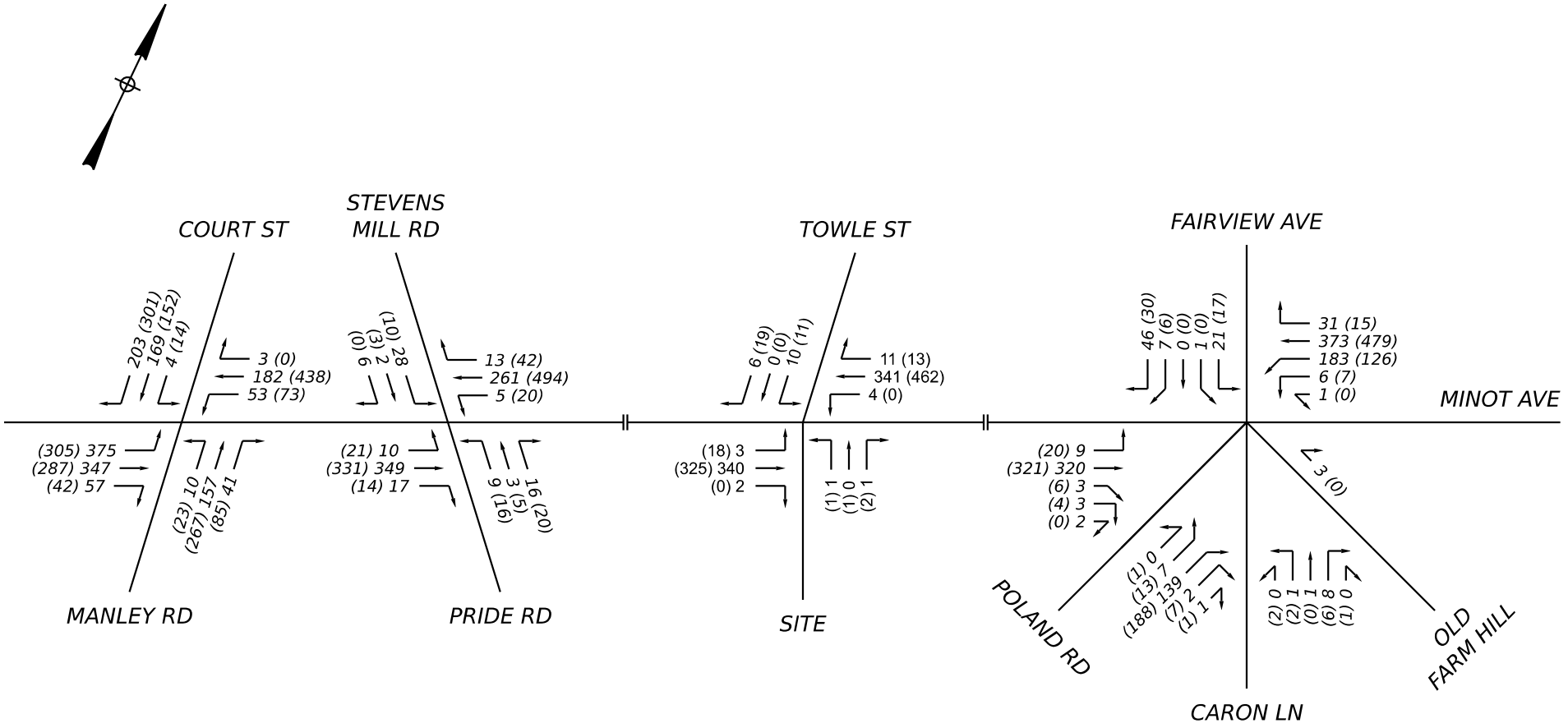
PUBLIC SAFETY FACILITY

550 MINOT AVE, AUBURN

4464.008.001

DATE: DEC., 2025

Barton & Loguidice



2028 DESIGN HOUR TRAFFIC VOLUMES
FIGURE 3

LEGEND:

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

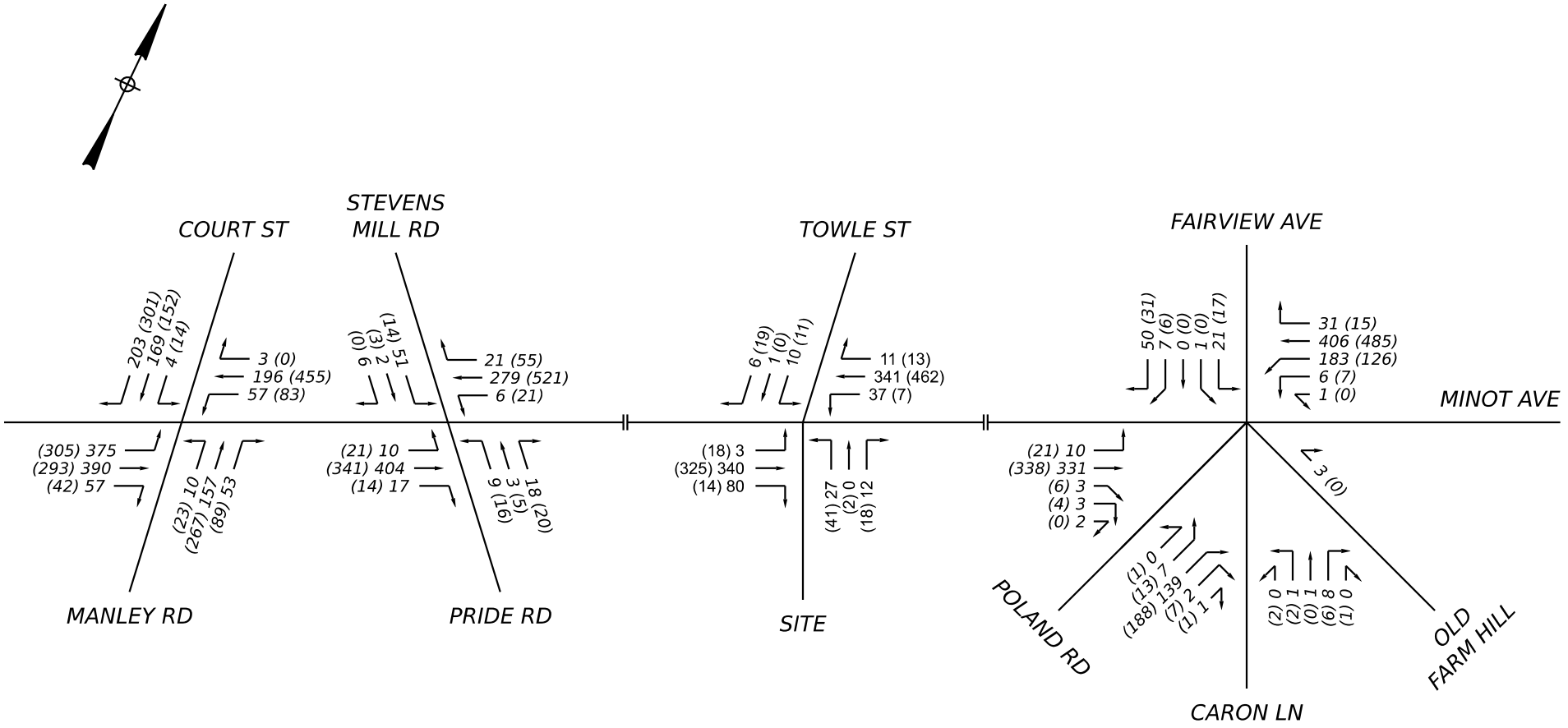
PUBLIC SAFETY FACILITY

550 MINOT AVE, AUBURN

4464.008.001

DATE: DEC., 2025

Barton & Loguidice



2028 POST-DEVELOPMENT TRAFFIC VOLUMES
FIGURE 4

LEGEND:

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

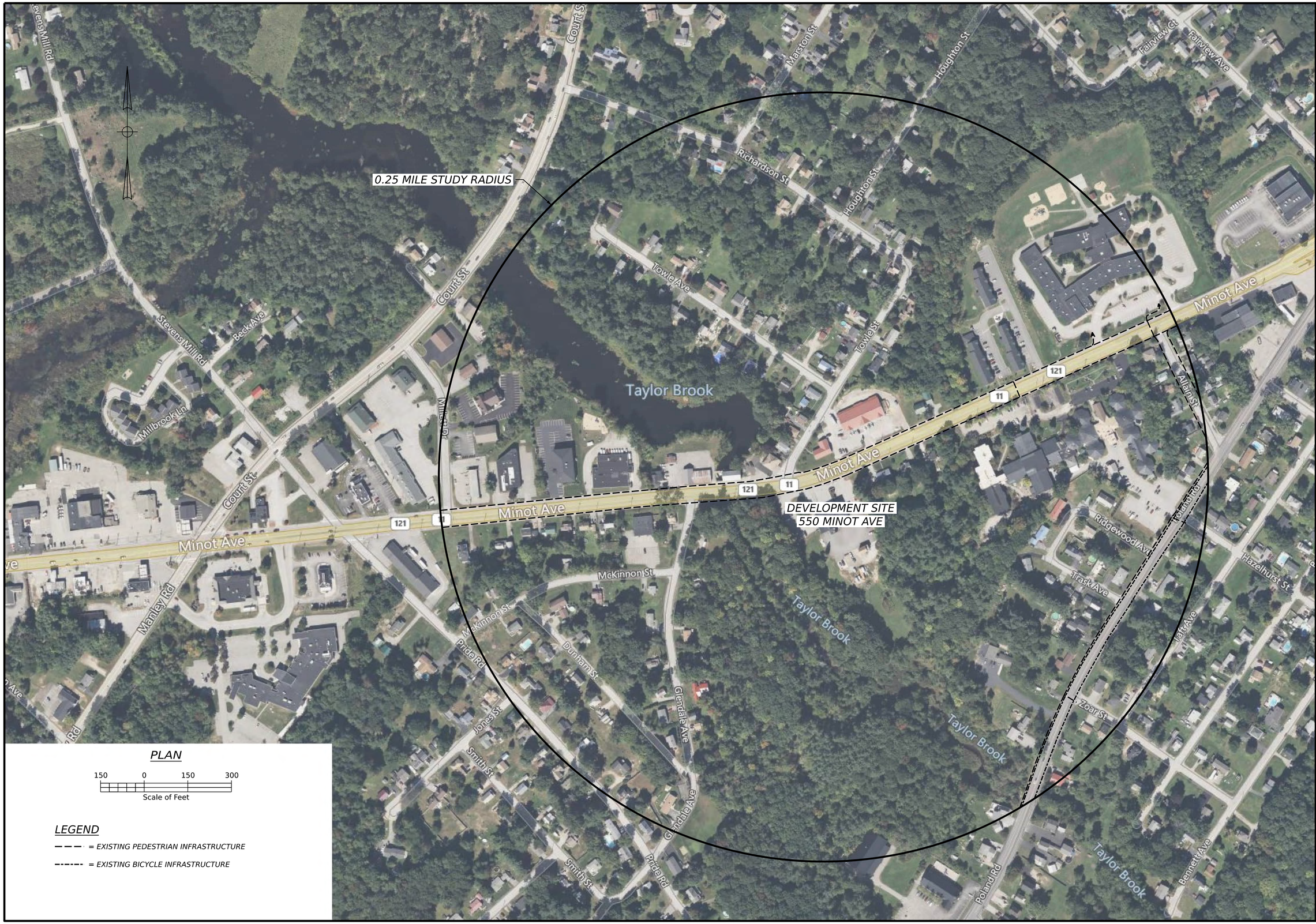
PUBLIC SAFETY FACILITY

550 MINOT AVE, AUBURN

4464.008.001

DATE: DEC., 2025

Barton & Loguidice



PLAN

150 0 150 300

Scale of Feet

LEGEND

= EXISTING PEDESTRIAN INFRASTRUCTURE

= EXISTING BICYCLE INFRASTRUCTURE

Barton & Loguidice

PROJ MANAGER	JOHN Q. ADAMS	BY	DATE
DESIGN-DETAILED	JWS	JWS	9/2025
CHECKED-REVIEWED	JQA	JQA	9/2025
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

AUBURN
PUBLIC SAFETY FACILITY
550 MINOT AVE

REGIONAL MAPPING PLAN

SHEET NUMBER

1

OF 1

Tri-State Traffic Data, Inc.
www.TSTData.com

SUMMARY	
Project	Barton & Loguidice
Project Code	12190
Site Name	12190-1
Intersection Name	Minot Ave & Towle St/Auburn Fire Dept West Driveway
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	17:45
Location	12190-1
Latitude and Longitude	(44.082559, -70.248486)

	START	END	PHF
AM PEAK	**09-09-2025 07:30:00**	**09-09-2025 08:30:00**	**0.93**
PM PEAK	**09-09-2025 16:00:00**	**09-09-2025 17:00:00**	**0.96**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

TURNING MOVEMENT DATA

Leg	Minot Ave							Minot Ave							Fire Dept West Driveway							Towle St							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	68	0	0	68	0	0	0	57	0	0	57	0	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	129
07:15	0	83	0	0	83	0	0	0	71	1	0	72	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	157
07:30	1	81	0	0	82	0	1	0	70	2	0	72	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	156
07:45	0	100	0	0	100	0	0	0	77	2	0	79	0	0	0	0	0	0	0	0	0	3	0	3	0	6	1	0	185
Hourly Total	1	332	0	0	333	0	1	0	275	5	0	280	0	0	0	0	0	0	0	0	0	7	0	7	0	14	1	0	627
08:00	0	89	0	0	89	0	0	0	74	2	0	76	0	0	0	0	0	0	0	0	0	3	0	1	0	4	1	0	169
08:15	2	64	0	0	66	0	0	1	112	5	0	118	0	0	0	0	0	0	0	0	0	3	0	1	0	4	1	0	188
08:30	2	59	0	0	61	0	0	0	69	3	1	73	0	0	0	0	0	0	0	0	0	2	0	3	0	5	0	1	139
08:45	1	66	1	0	68	0	0	0	58	2	0	60	0	0	0	0	1	0	1	0	0	1	0	2	0	3	0	0	132
Hourly Total	5	278	1	0	284	0	0	1	313	12	1	327	0	0	0	0	1	0	1	0	0	9	0	7	0	16	2	1	628
15:00	4	82	0	0	86	0	0	0	100	4	0	104	0	0	0	0	0	0	0	1	0	1	0	3	0	4	3	2	194
15:15	8	65	0	0	73	0	0	0	107	5	0	112	0	0	0	0	0	0	0	0	2	4	0	9	0	13	1	0	198
15:30	3	68	0	0	71	0	0	0	96	2	1	99	0	0	0	0	0	0	0	0	0	3	0	4	0	7	0	0	177
15:45	0	54	0	0	54	0	0	0	99	0	0	99	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	154
Hourly Total	15	269	0	0	284	0	0	0	402	11	1	414	0	0	0	0	0	0	0	1	2	8	0	17	0	25	5	2	723
16:00	6	77	0	0	83	0	0	0	115	2	0	117	0	0	0	0	1	0	1	0	0	0	0	3	0	3	2	0	204
16:15	5	82	0	0	87	0	0	0	107	3	0	110	0	0	1	1	0	0	2	0	1	4	0	6	0	10	0	0	209
16:30	2	78	0	0	80	0	0	0	123	3	0	126	0	0	0	0	0	0	0	0	0	6	0	5	0	11	0	0	217
16:45	5	81	0	0	86	0	0	0	107	5	0	112	0	0	0	0	0	0	0	0	0	1	0	5	0	6	0	0	204
Hourly Total	18	318	0	0	336	0	0	0	452	13	0	465	0	0	1	1	1	0	3	0	1	11	0	19	0	30	2	0	834
17:00	8	61	0	0	69	0	0	0	107	2	1	110	0	0	0	0	0	0	0	0	0	1	0	7	0	8	0	1	187
17:15	5	58	0	0	63	0	0	0	105	2	0	107	0	0	0	0	0	0	0	0	0	4	0	4	0	8	0	0	178
17:30	3	57	0	0	60	0	0	0	79	0	0	79	0	0	0	0	0	0	0	0	0	3	0	6	0	9	1	0	148
17:45	2	52	0	0	54	0	0	0	80	1	0	81	0	0	0	0	0	0	0	1	0	2	0	1	0	3	0	1	138
Hourly Total	18	228	0	0	246	0	0	0	371	5	1	377	0	0	0	0	0	0	0	1	0	10	0	18	0	28	1	2	651
Grand Total	57	1425	1	0	1483	0	1	1	1813	46	3	1863	0	0	1	1	2	0	4	2	3	45	0	68	0	113	11	5	3463
Approach %	3	96	0	0	100	0	0	0	97	2	0	100	0	0	25	25	50	0	100	50	75	39	0	60	0	100	9	4	400
Total %	1	41	0	0	42	0	0	0	52	1	0	53	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	100
Motorcycles	0	8	0	0	8	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	55	1346	1	0	1402	0	0	1	1721	42	3	1767	0	0	1	1	2	0	4	0	0	41	0	66	0	107	0	0	3280
Cars & Light Goods	96	94	100	0	0	0	0	100	94	91	100	0	0	0	100	100	100	0	0	0	0	91	0	97	0	0	0	0	94
Single Unit Trucks	2	37	0	0	39	0	0	0	43	4	0	47	0	0	0	0	0	0	0	0	0	4	0	2	0	6	0	0	92
Single Unit Trucks	3	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	2
Articulated Trucks	0	19	0	0	19	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36

Tri-State Traffic Data, Inc.

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Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

TURNING MOVEMENT DATA

Leg	Minot Ave							Minot Ave							Fire Dept West Driveway							Towle St							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Articulated Trucks %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	0	13	0	0	13	0	0	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
Buses %	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	2	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	6	3	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	54	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

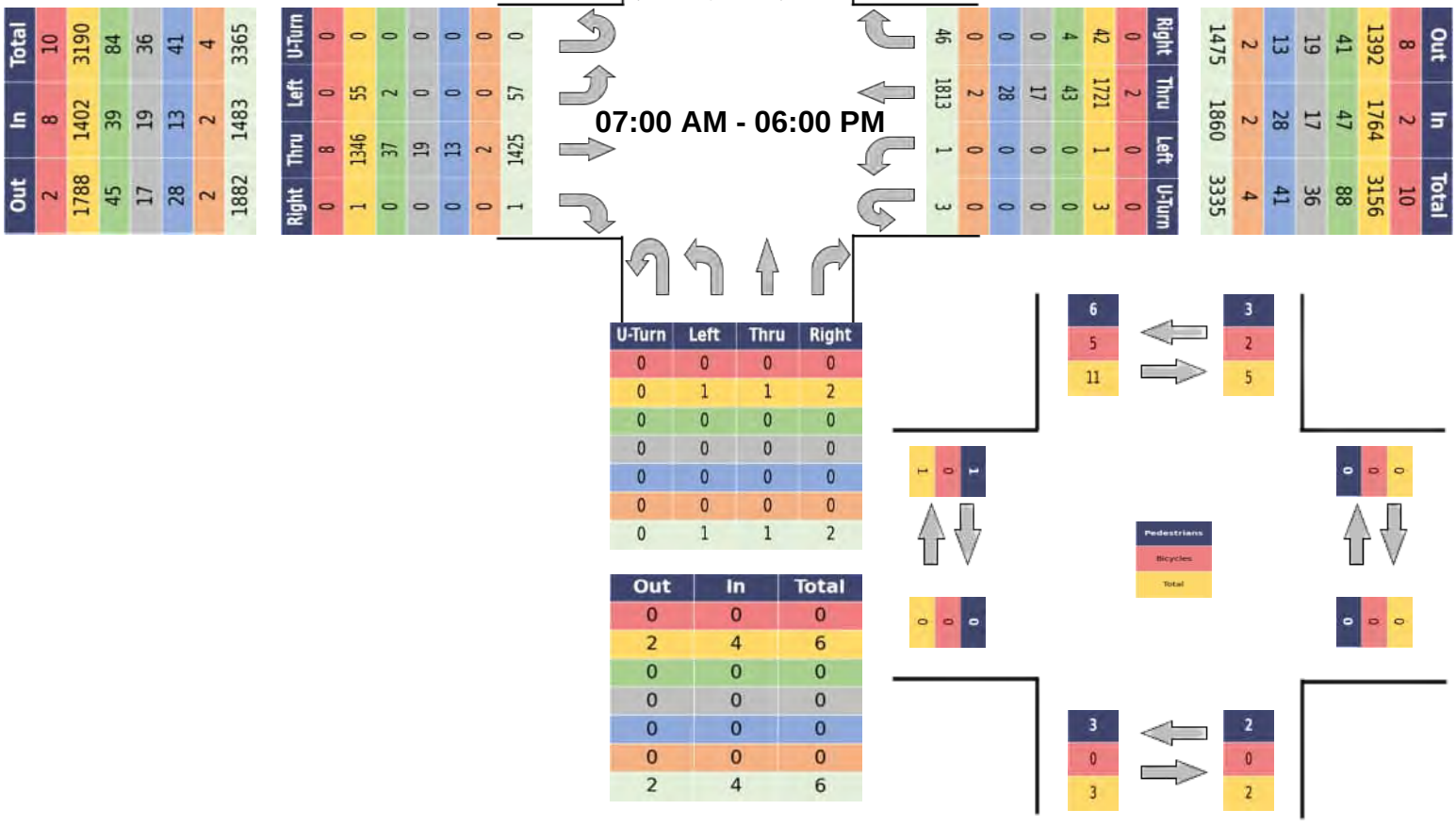
Date: 09-09-2025

Turning Movement Data

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

Out	In	Total
0	0	0
98	107	205
6	6	12
0	0	0
0	0	0
0	0	0
104	113	217

Right	Thru	Left	U-Turn
0	0	0	0
66	0	41	0
2	0	4	0
0	0	0	0
0	0	0	0
0	0	0	0
68	0	45	0



Out	In	Total	Class
2	8	10	Motorcycles
1788	1402	3190	Cars & Light Goods
45	39	84	Single Unit Trucks
17	19	36	Articulated Trucks
28	13	41	Buses
2	2	4	Bicycles on Road
1882	1483	3365	Total

Right	Thru	Left	U-Turn
0	8	0	0
1	1346	55	0
0	37	2	0
0	19	0	0
0	13	0	0
0	2	0	0
1	1425	57	0

Right	Thru	Left	U-Turn
46	1813	1	3
0	2	0	0
0	28	0	0
0	17	0	0
4	43	0	0
42	1721	1	3
0	2	0	0

Out	In	Total	Class
1475	1860	3335	Motorcycles
2	2	4	Cars & Light Goods
13	28	41	Single Unit Trucks
19	17	36	Articulated Trucks
41	47	88	Buses
1392	1764	3156	Bicycles on Road
8	2	10	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	1	1	2
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	1	2

Out	In	Total
0	0	0
2	4	6
0	0	0
0	0	0
0	0	0
0	0	0
2	4	6

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Minot Ave							Minot Ave							Fire Dept West Driveway							Towle St							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	1	81	0	0	82	0	1	0	70	2	0	72	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	156
07:45:00	0	100	0	0	100	0	0	0	77	2	0	79	0	0	0	0	0	0	0	0	0	3	0	3	0	6	1	0	185
08:00:00	0	89	0	0	89	0	0	0	74	2	0	76	0	0	0	0	0	0	0	0	0	3	0	1	0	4	1	0	169
08:15:00	2	64	0	0	66	0	0	1	112	5	0	118	0	0	0	0	0	0	0	0	0	3	0	1	0	4	1	0	188
Grand Total	3	334	0	0	337	0	1	1	333	11	0	345	0	0	0	0	0	0	0	0	0	10	0	6	0	16	3	0	698
Approach %	1	99	0	0	100	0	0	0	97	3	0	100	0	0	0	0	0	0	0	0	0	62	0	38	0	100	19	0	300
Total %	0	48	0	0	48	0	0	0	48	2	0	49	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	3	312	0	0	315	0	0	1	313	9	0	323	0	0	0	0	0	0	0	0	0	8	0	6	0	14	0	0	652
Cars & Light Goods	100	93	0	0	0	0	0	100	94	82	0	0	0	0	0	0	0	0	0	0	0	80	0	100	0	0	0	0	93
Single Unit Trucks	0	12	0	0	12	0	0	0	10	2	0	12	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	26
Single Unit Trucks	0	4	0	0	0	0	0	0	3	18	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	4
Articulated Trucks	0	5	0	0	5	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Articulated Trucks %	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	0	5	0	0	5	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Buses %	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0
PHF	0.38	0.84	0.0	0.0	0.84	0.0	0.25	0.25	0.74	0.55	0.0	0.73	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.83	0.0	0.5	0.0	0.67	0.75	0.0	0.93

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

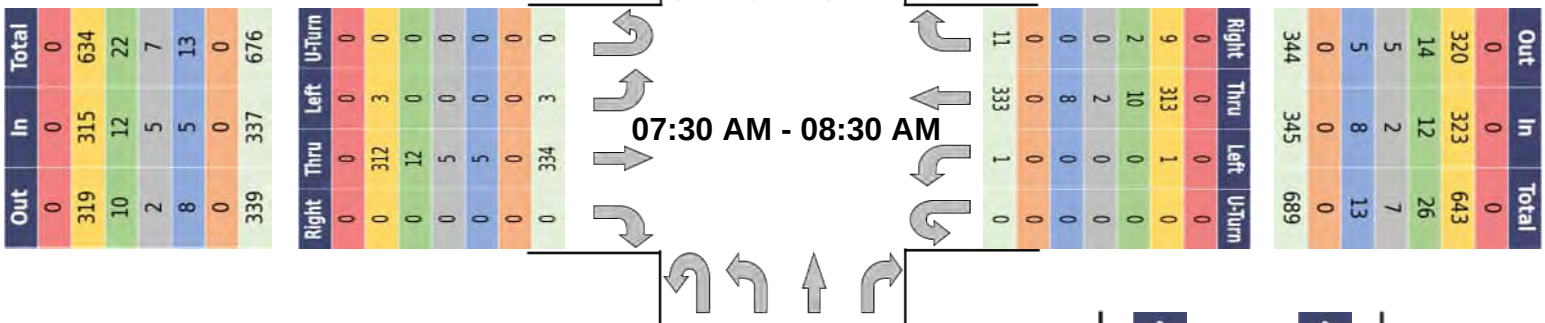
Date: 09-09-2025

AM Peak Turning Movement Data Summary

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

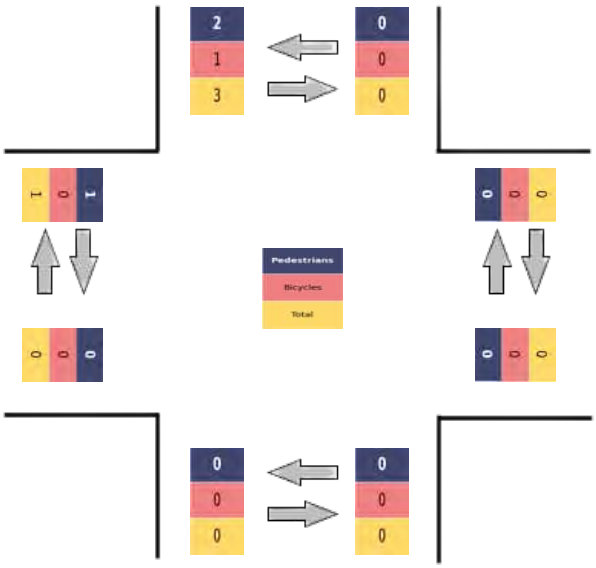
Out	In	Total
0	0	0
12	14	26
2	2	4
0	0	0
0	0	0
0	0	0
14	16	30

Right	Thru	Left	U-Turn
0	0	0	0
6	0	8	0
0	0	2	0
0	0	0	0
0	0	0	0
0	0	0	0
6	0	10	0



U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Out	In	Total
0	0	0
1	0	1
0	0	0
0	0	0
0	0	0
0	0	0
1	0	1



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Minot Ave							Minot Ave							Fire Dept West Driveway							Towle St							
Direction	EastBound							WestBound							NorthBound							SouthBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:00:00	6	77	0	0	83	0	0	0	115	2	0	117	0	0	0	0	1	0	1	0	0	0	0	3	0	3	2	0	204
16:15:00	5	82	0	0	87	0	0	0	107	3	0	110	0	0	1	1	0	0	2	0	1	4	0	6	0	10	0	0	209
16:30:00	2	78	0	0	80	0	0	0	123	3	0	126	0	0	0	0	0	0	0	0	0	6	0	5	0	11	0	0	217
16:45:00	5	81	0	0	86	0	0	0	107	5	0	112	0	0	0	0	0	0	0	0	0	1	0	5	0	6	0	0	204
Grand Total	18	318	0	0	336	0	0	0	452	13	0	465	0	0	1	1	1	0	3	0	1	11	0	19	0	30	2	0	834
Approach %	5	95	0	0	100	0	0	0	97	3	0	100	0	0	33	33	33	0	100	0	33	37	0	63	0	100	7	0	400
Total %	2	38	0	0	40	0	0	0	54	2	0	56	0	0	0	0	0	0	0	0	0	1	0	2	0	4	0	0	100
Motorcycles	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Motorcycles %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	18	303	0	0	321	0	0	0	440	13	0	453	0	0	1	1	1	0	3	0	0	11	0	19	0	30	0	0	807
Cars & Light Goods	100	95	0	0	0	0	0	0	97	100	0	0	0	0	100	100	100	0	0	0	0	100	0	100	0	0	0	0	97
Single Unit Trucks	0	6	0	0	6	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Single Unit Trucks	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Articulated Trucks %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	2	0	0	2	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Buses %	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0
PHF	0.75	0.97	0.0	0.0	0.97	0.0	0.0	0.0	0.92	0.65	0.0	0.92	0.0	0.0	0.25	0.25	0.25	0.0	0.38	0.0	0.25	0.46	0.0	0.79	0.0	0.68	0.25	0.0	0.96

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

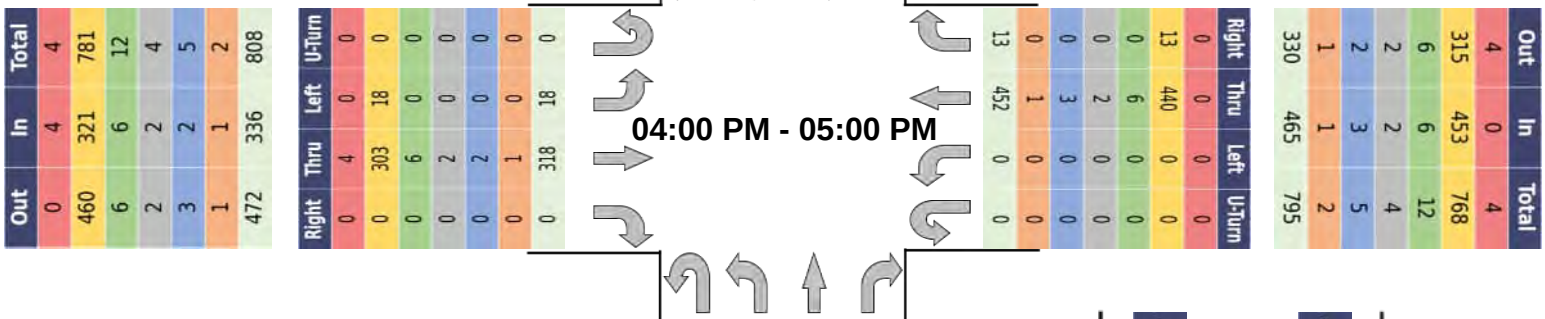
Date: 09-09-2025

PM Peak Turning Movement Data Summary

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

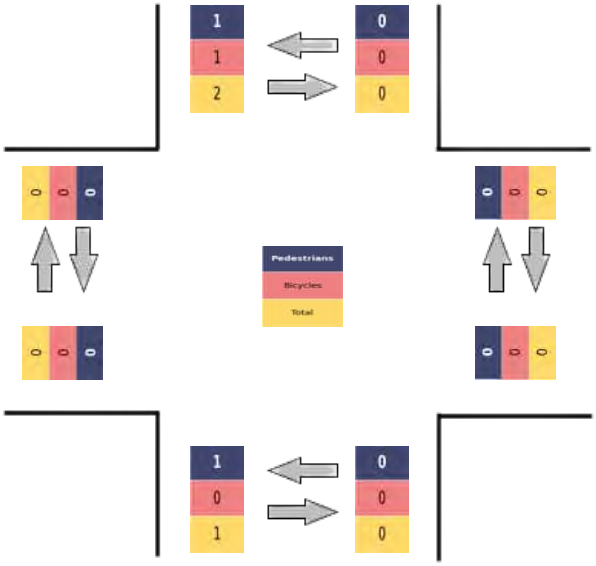
Out	In	Total
0	0	0
32	30	62
0	0	0
0	0	0
0	0	0
0	0	0
32	30	62

Right	Thru	Left	U-Turn
0	0	0	0
19	0	11	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
19	0	11	0



U-Turn	Left	Thru	Right
0	0	0	0
0	1	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	1	1

Out	In	Total
0	0	0
0	3	3
0	0	0
0	0	0
0	0	0
0	0	0
0	3	3



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Motorcycles

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	8	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Cars & Light Goods

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	64	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	118
07:15	0	83	0	0	0	0	0	63	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	149
07:30	1	75	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	147
07:45	0	95	0	0	0	0	0	73	2	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	176
Hourly Total	1	317	0	0	0	0	0	255	3	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	590
08:00	0	87	0	0	0	0	0	68	2	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	160
08:15	2	55	0	0	0	0	1	103	5	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	169
08:30	2	56	0	0	0	0	0	57	2	1	0	0	0	0	0	0	0	0	2	0	3	0	0	0	123
08:45	1	62	1	0	0	0	0	51	2	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	121
Hourly Total	5	260	1	0	0	0	1	279	11	1	0	0	0	0	1	0	0	0	7	0	7	0	0	0	573
15:00	4	75	0	0	0	0	0	91	4	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	178
15:15	8	58	0	0	0	0	0	100	4	0	0	0	0	0	0	0	0	0	4	0	9	0	0	0	183
15:30	3	64	0	0	0	0	0	93	2	1	0	0	0	0	0	0	0	0	3	0	4	0	0	0	170
15:45	0	50	0	0	0	0	0	98	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	149
Hourly Total	15	247	0	0	0	0	0	382	10	1	0	0	0	0	0	0	0	0	8	0	17	0	0	0	680
16:00	6	72	0	0	0	0	0	113	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	197
16:15	5	79	0	0	0	0	0	104	3	0	0	0	1	1	0	0	0	0	4	0	6	0	0	0	203
16:30	2	75	0	0	0	0	0	119	3	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	210
16:45	5	77	0	0	0	0	0	104	5	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	197
Hourly Total	18	303	0	0	0	0	0	440	13	0	0	0	1	1	1	0	0	0	11	0	19	0	0	0	807
17:00	7	60	0	0	0	0	0	104	2	1	0	0	0	0	0	0	0	0	1	0	6	0	0	0	181
17:15	4	55	0	0	0	0	0	103	2	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	171
17:30	3	54	0	0	0	0	0	78	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	142
17:45	2	50	0	0	0	0	0	80	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	136
Hourly Total	16	219	0	0	0	0	0	365	5	1	0	0	0	0	0	0	0	0	8	0	16	0	0	0	630
Total	55	1346	1	0	0	0	1	1721	42	3	0	0	1	1	2	0	0	0	41	0	66	0	0	0	3280

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Single Unit Trucks

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:45	0	4	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	11	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
08:00	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
08:15	0	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8
08:30	0	1	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	8	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	25
15:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
15:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	9	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
16:00	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:45	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
17:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
17:15	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	12
Total	2	37	0	0	0	0	0	43	4	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	92

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Articulated Trucks

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
15:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	7	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	19	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Buses

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:30	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:45	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
15:00	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
15:15	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
16:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	13	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-1

Intersection Name: Minot Ave & Towle St/Auburn Fire Dept West Driveway

GPS: 44.082559, -70.248486

Date: 09-09-2025

Bicycles on Road

Leg	Minot Ave						Minot Ave						Fire Dept West Driveway						Towle St						
Direction	EastBound						WestBound						NorthBound						SouthBound						
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Tri-State Traffic Data, Inc.
www.TSTData.com

SUMMARY	
Project	Barton & Loguidice
Project Code	12190
Site Name	12190-2
Intersection Name	Minot Ave & Auburn Fire Dept East Driveway
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	17:45
Location	12190-2
Latitude and Longitude	(44.082678, -70.24778)

	START	END	PHF
AM PEAK	**09-09-2025 07:30:00**	**09-09-2025 08:30:00**	**0.93**
PM PEAK	**09-09-2025 16:00:00**	**09-09-2025 17:00:00**	**0.93**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

TURNING MOVEMENT DATA

Leg	Minot Ave						Minot Ave						Fire Dept East Driveway						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	69	1	0	70	0	0	1	54	0	55	0	0	0	1	0	1	0	0	126
07:15	85	0	0	85	0	0	1	72	0	73	0	0	0	2	0	2	0	0	160
07:30	83	0	0	83	0	0	2	73	0	75	0	0	0	1	0	1	0	0	159
07:45	100	2	0	102	0	0	1	80	0	81	0	0	1	0	0	1	0	0	184
Hourly Total	337	3	0	340	0	0	5	279	0	284	0	0	1	4	0	5	0	0	629
08:00	92	0	0	92	0	0	0	75	0	75	0	0	0	0	0	0	0	0	167
08:15	67	0	0	67	0	0	0	120	0	120	0	0	0	0	0	0	0	0	187
08:30	61	1	0	62	0	0	0	71	1	72	0	0	0	1	0	1	0	0	135
08:45	67	0	0	67	0	0	0	58	0	58	0	0	0	0	0	0	0	0	125
Hourly Total	287	1	0	288	0	0	0	324	1	325	0	0	0	1	0	1	0	0	614
15:00	83	0	0	83	0	0	0	104	0	104	0	0	0	0	0	0	1	0	187
15:15	70	0	0	70	0	0	0	114	0	114	0	0	0	0	0	0	0	2	184
15:30	69	1	0	70	0	0	1	96	1	98	0	0	0	0	0	0	0	0	168
15:45	54	0	0	54	0	0	0	99	0	99	0	0	0	0	0	0	0	0	153
Hourly Total	276	1	0	277	0	0	1	413	1	415	0	0	0	0	0	0	1	2	692
16:00	79	0	0	79	0	0	0	118	0	118	0	0	0	0	0	0	0	0	197
16:15	86	0	0	86	0	0	0	109	0	109	1	1	0	0	0	0	0	1	195
16:30	85	0	0	85	0	0	0	128	0	128	0	0	0	1	0	1	0	0	214
16:45	82	0	0	82	0	0	0	111	0	111	0	0	0	0	0	0	0	0	193
Hourly Total	332	0	0	332	0	0	0	466	0	466	1	1	0	1	0	1	0	1	799
17:00	62	0	0	62	0	0	0	108	1	109	0	0	1	4	0	5	0	0	176
17:15	62	0	0	62	0	0	0	106	0	106	0	0	0	0	0	0	0	0	168
17:30	60	0	0	60	0	0	0	79	0	79	0	0	0	0	0	0	0	0	139
17:45	56	0	0	56	0	0	0	81	0	81	0	0	0	0	0	0	1	0	137
Hourly Total	240	0	0	240	0	0	0	374	1	375	0	0	1	4	0	5	1	0	620
Grand Total	1472	5	0	1477	0	0	6	1856	3	1865	1	1	2	10	0	12	2	3	3354
Approach %	99	0	0	100	0	0	0	99	0	100	0	0	16	83	0	100	16	25	300
Total %	43	0	0	44	0	0	0	55	0	55	0	0	0	0	0	0	0	0	100
Motorcycles	8	0	0	8	0	0	0	2	0	2	0	0	0	0	0	0	0	0	10
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	1391	3	0	1394	0	0	4	1762	3	1769	0	0	2	9	0	11	0	0	3174
Cars & Light Goods	94	60	0	0	0	0	66	94	100	0	0	0	100	90	0	0	0	0	94
Single Unit Trucks	39	2	0	41	0	0	2	45	0	47	0	0	0	1	0	1	0	0	89
Single Unit Trucks	2	40	0	0	0	0	33	2	0	0	0	0	0	10	0	0	0	0	2
Articulated Trucks	19	0	0	19	0	0	0	17	0	17	0	0	0	0	0	0	0	0	36

Tri-State Traffic Data, Inc.

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept
East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

TURNING MOVEMENT DATA

Leg	Minot Ave						Minot Ave						Fire Dept East Driveway						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Articulated Trucks %	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	13	0	0	13	0	0	0	28	0	28	0	0	0	0	0	0	0	0	41
Buses %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	2	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	3	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tri-State Traffic Data, Inc.

www.TSTData.com

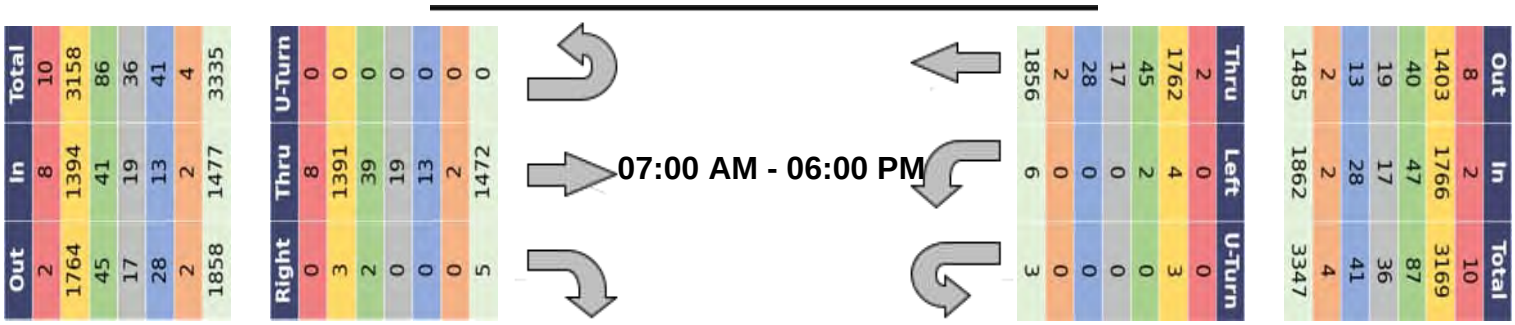
Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Turning Movement Data



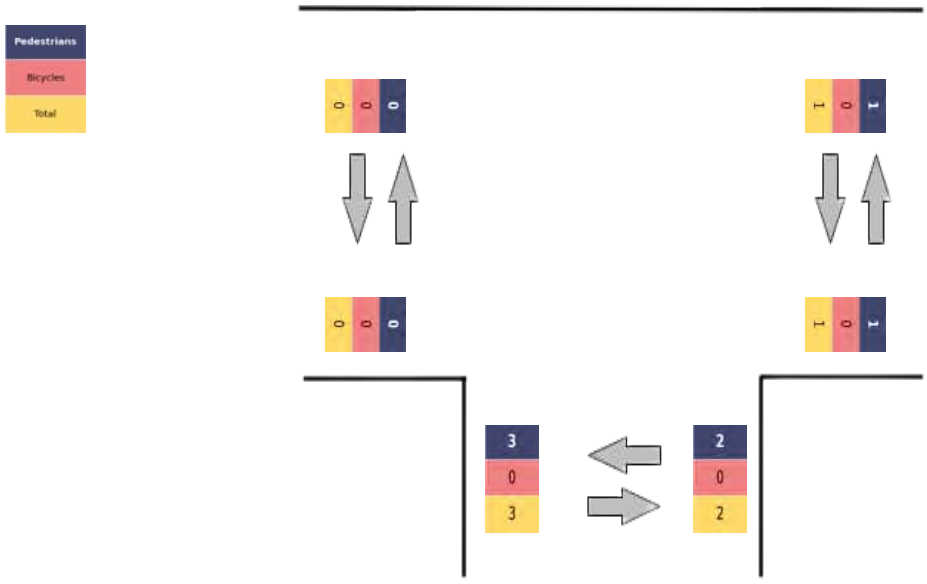
07:00 AM - 06:00 PM

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

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

N

Out	In	Total
0	0	0
7	11	18
4	1	5
0	0	0
0	0	0
0	0	0
11	12	23



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept
East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Minot Ave						Minot Ave						Fire Dept East Driveway						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	83	0	0	83	0	0	2	73	0	75	0	0	0	1	0	1	0	0	159
07:45:00	100	2	0	102	0	0	1	80	0	81	0	0	1	0	0	1	0	0	184
08:00:00	92	0	0	92	0	0	0	75	0	75	0	0	0	0	0	0	0	0	167
08:15:00	67	0	0	67	0	0	0	120	0	120	0	0	0	0	0	0	0	0	187
Grand Total	342	2	0	344	0	0	3	348	0	351	0	0	1	1	0	2	0	0	697
Approach %	99	1	0	100	0	0	1	99	0	100	0	0	50	50	0	100	0	0	300
Total %	49	0	0	49	0	0	0	50	0	50	0	0	0	0	0	0	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	318	2	0	320	0	0	2	326	0	328	0	0	1	1	0	2	0	0	650
Cars & Light Goods	93	100	0	0	0	0	67	94	0	0	0	0	100	100	0	0	0	0	93
Single Unit Trucks	14	0	0	14	0	0	1	12	0	13	0	0	0	0	0	0	0	0	27
Single Unit Trucks	4	0	0	0	0	0	33	3	0	0	0	0	0	0	0	0	0	0	4
Articulated Trucks	5	0	0	5	0	0	0	2	0	2	0	0	0	0	0	0	0	0	7
Articulated Trucks %	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Buses	5	0	0	5	0	0	0	8	0	8	0	0	0	0	0	0	0	0	13
Buses %	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.25	0.0	0.84	0.0	0.0	0.38	0.72	0.0	0.73	0.0	0.0	0.25	0.25	0.0	0.5	0.0	0.0	0.93

Tri-State Traffic Data, Inc.

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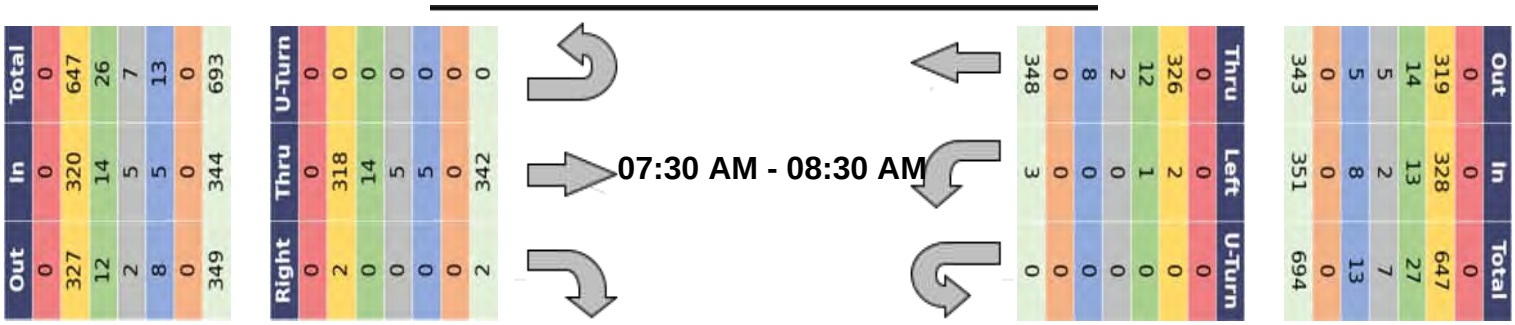
Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

AM Peak Turning Movement Data Summary

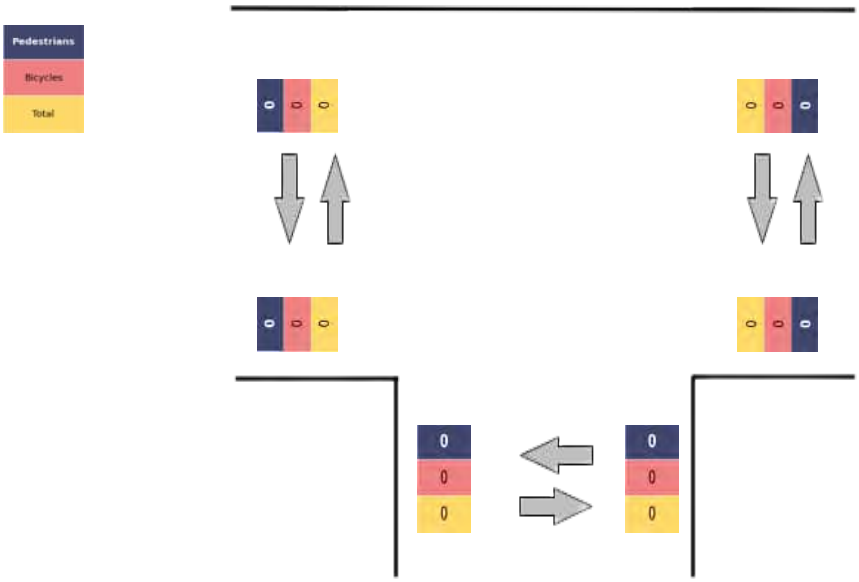


Class
Motorcycles
Cars & Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on Road
Total

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

N

Out	In	Total
0	0	0
4	2	6
1	0	1
0	0	0
0	0	0
0	0	0
5	2	7



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept
East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Minot Ave						Minot Ave						Fire Dept East Driveway						
Direction	EastBound						WestBound						NorthBound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:00:00	79	0	0	79	0	0	0	118	0	118	0	0	0	0	0	0	0	0	197
16:15:00	86	0	0	86	0	0	0	109	0	109	1	1	0	0	0	0	0	1	195
16:30:00	85	0	0	85	0	0	0	128	0	128	0	0	0	1	0	1	0	0	214
16:45:00	82	0	0	82	0	0	0	111	0	111	0	0	0	0	0	0	0	0	193
Grand Total	332	0	0	332	0	0	0	466	0	466	1	1	0	1	0	1	0	1	799
Approach %	100	0	0	100	0	0	0	100	0	100	0	0	0	100	0	100	0	100	300
Total %	42	0	0	42	0	0	0	58	0	58	0	0	0	0	0	0	0	0	100
Motorcycles	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Motorcycles %	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars & Light Goods	317	0	0	317	0	0	0	454	0	454	0	0	0	1	0	1	0	0	772
Cars & Light Goods	95	0	0	0	0	0	0	97	0	0	0	0	0	100	0	0	0	0	97
Single Unit Trucks	6	0	0	6	0	0	0	6	0	6	0	0	0	0	0	0	0	0	12
Single Unit Trucks	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	2	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
Articulated Trucks %	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	2	0	0	2	0	0	0	3	0	3	0	0	0	0	0	0	0	0	5
Buses %	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.97	0.0	0.0	0.97	0.0	0.0	0.0	0.91	0.0	0.91	0.25	0.25	0.0	0.25	0.0	0.25	0.0	0.25	0.93

Tri-State Traffic Data, Inc.

www.TSTData.com

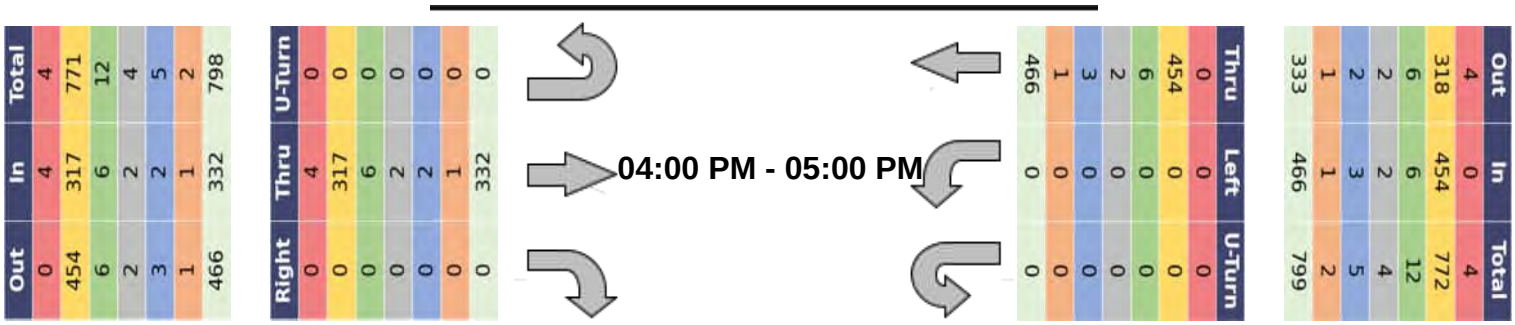
Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

PM Peak Turning Movement Data Summary



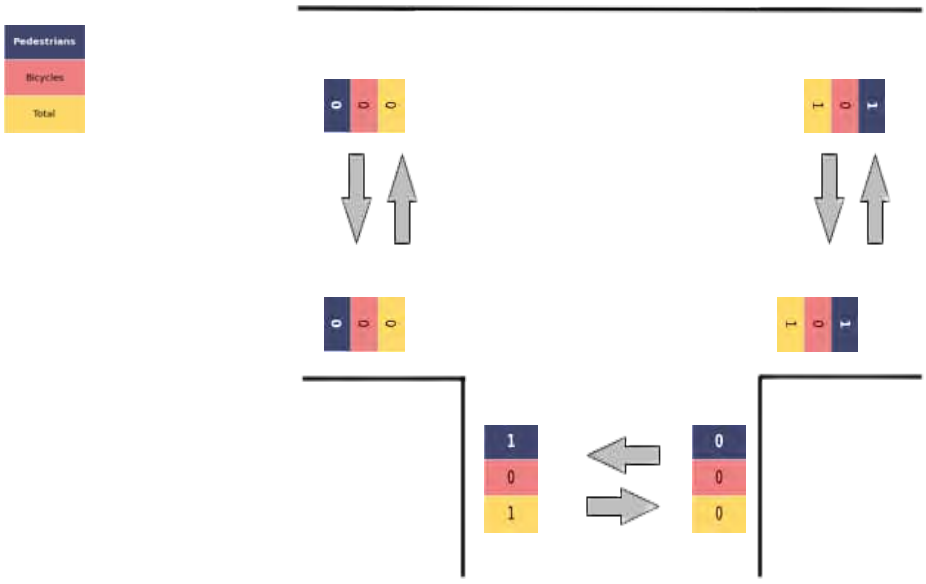
04:00 PM - 05:00 PM

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

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

N

Out	In	Total
0	0	0
0	1	1
0	0	0
0	0	0
0	0	0
0	0	0
0	1	1



Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Motorcycles

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
Total	8	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10

Tri-State Traffic Data, Inc.

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Cars & Light Goods

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	66	0	0	0	0	1	49	0	0	0	0	1	0	0	0	117
07:15	85	0	0	0	0	1	64	0	0	0	0	2	0	0	0	152
07:30	77	0	0	0	0	2	70	0	0	0	0	1	0	0	0	150
07:45	95	2	0	0	0	0	76	0	0	0	1	0	0	0	0	174
Hourly Total	323	2	0	0	0	4	259	0	0	0	1	4	0	0	0	593
08:00	89	0	0	0	0	0	69	0	0	0	0	0	0	0	0	158
08:15	57	0	0	0	0	0	111	0	0	0	0	0	0	0	0	168
08:30	59	0	0	0	0	0	58	1	0	0	0	0	0	0	0	118
08:45	63	0	0	0	0	0	51	0	0	0	0	0	0	0	0	114
Hourly Total	268	0	0	0	0	0	289	1	0	0	0	0	0	0	0	558
15:00	76	0	0	0	0	0	95	0	0	0	0	0	0	0	0	171
15:15	63	0	0	0	0	0	106	0	0	0	0	0	0	0	0	169
15:30	65	1	0	0	0	0	93	1	0	0	0	0	0	0	0	160
15:45	50	0	0	0	0	0	98	0	0	0	0	0	0	0	0	148
Hourly Total	254	1	0	0	0	0	392	1	0	0	0	0	0	0	0	648
16:00	74	0	0	0	0	0	116	0	0	0	0	0	0	0	0	190
16:15	83	0	0	0	0	0	106	0	0	0	0	0	0	0	0	189
16:30	82	0	0	0	0	0	124	0	0	0	0	1	0	0	0	207
16:45	78	0	0	0	0	0	108	0	0	0	0	0	0	0	0	186
Hourly Total	317	0	0	0	0	0	454	0	0	0	0	1	0	0	0	772
17:00	61	0	0	0	0	0	105	1	0	0	1	4	0	0	0	172
17:15	59	0	0	0	0	0	104	0	0	0	0	0	0	0	0	163
17:30	55	0	0	0	0	0	78	0	0	0	0	0	0	0	0	133
17:45	54	0	0	0	0	0	81	0	0	0	0	0	0	0	0	135
Hourly Total	229	0	0	0	0	0	368	1	0	0	1	4	0	0	0	603
Total	1391	3	0	0	0	4	1762	3	0	0	2	9	0	0	0	3174

Tri-State Traffic Data, Inc.

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Single Unit Trucks

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0	7
07:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:30	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6
07:45	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	8
Hourly Total	10	1	0	0	0	1	12	0	0	0	0	0	0	0	0	24
08:00	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
08:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
08:30	0	1	0	0	0	0	6	0	0	0	0	1	0	0	0	8
08:45	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
Hourly Total	9	1	0	0	0	0	15	0	0	0	0	1	0	0	0	26
15:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
15:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
15:30	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	5
15:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	9	0	0	0	0	1	9	0	0	0	0	0	0	0	0	19
16:00	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
Hourly Total	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	12
17:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:15	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
17:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8
Total	39	2	0	0	0	2	45	0	0	0	0	1	0	0	0	89

Tri-State Traffic Data, Inc.

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Articulated Trucks

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
07:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
08:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8
15:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
15:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
15:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	7	0	0	0	0	0	4	0	0	0	0	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
Total	19	0	0	0	0	0	17	0	0	0	0	0	0	0	0	36

Tri-State Traffic Data, Inc.

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Buses

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
08:00	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
08:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
08:30	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
08:45	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
Hourly Total	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	21
15:00	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
15:15	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
15:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	11
16:00	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	13	0	0	0	0	0	28	0	0	0	0	0	0	0	0	41

Tri-State Traffic Data, Inc.

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Site: 12190-2

Intersection Name: Minot Ave & Auburn Fire Dept East Driveway

GPS: 44.082678, -70.24778

Date: 09-09-2025

Bicycles on Road

Leg	Minot Ave					Minot Ave					Fire Dept East Driveway					
Direction	EastBound					WestBound					NorthBound					
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024

Turning Movement Data

Start Time	Court St Southbound						Minot Ave (11/121) Westbound						Manley Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	17	28	0	0	0	45	0	11	5	0	0	16	4	10	1	0	0	15	5	39	25	0	0	69	145
6:15 AM	27	28	1	0	0	56	0	22	3	0	0	25	6	24	2	0	0	32	5	57	39	0	0	101	214
6:30 AM	27	17	1	0	0	45	0	22	7	0	0	29	4	13	0	0	0	17	8	49	58	0	0	115	206
6:45 AM	42	40	1	0	0	83	0	33	5	0	0	38	4	30	2	0	0	36	8	61	42	0	0	111	268
Hourly Total	113	113	3	0	0	229	0	88	20	0	0	108	18	77	5	0	0	100	26	206	164	0	0	396	833
7:00 AM	37	34	1	0	0	72	0	30	8	0	0	38	8	24	1	0	0	33	15	79	58	0	0	152	295
7:15 AM	48	41	0	0	0	89	1	58	9	0	0	68	9	31	1	0	1	41	12	82	79	0	0	173	371
7:30 AM	45	46	1	0	0	92	1	31	12	0	0	44	11	51	2	0	0	64	16	91	117	0	0	224	424
7:45 AM	57	41	0	0	0	98	0	41	19	0	0	60	11	38	2	0	0	51	12	86	100	0	0	198	407
Hourly Total	187	162	2	0	0	351	2	160	48	0	0	210	39	144	6	0	1	189	55	338	354	0	0	747	1497
8:00 AM	45	34	3	0	0	82	1	45	11	0	0	57	8	31	5	0	0	44	15	74	64	0	0	153	336
8:15 AM	52	38	2	0	0	92	2	58	15	0	0	75	6	38	1	0	0	45	11	42	63	0	0	116	328
8:30 AM	48	35	4	0	0	87	3	44	13	0	0	60	6	25	2	0	0	33	14	52	80	0	0	146	326
8:45 AM	41	44	1	0	0	86	0	61	4	0	0	65	8	46	1	0	0	55	14	48	65	0	0	127	333
Hourly Total	186	151	10	0	0	347	6	208	43	0	0	257	28	140	9	0	0	177	54	216	272	0	0	542	1323
9:00 AM	48	32	3	0	0	83	1	45	8	0	0	54	7	34	7	0	0	48	12	51	62	0	0	125	310
9:15 AM	41	28	0	0	0	69	0	46	15	0	1	61	10	35	2	0	0	47	14	40	74	0	0	128	305
9:30 AM	38	26	0	0	0	64	2	53	6	0	0	61	8	43	7	0	0	58	14	43	68	0	0	125	308
9:45 AM	58	25	4	0	0	87	0	51	11	0	0	62	8	37	9	0	0	54	8	46	66	0	0	120	323
Hourly Total	185	111	7	0	0	303	3	195	40	0	1	238	33	149	25	0	0	207	48	180	270	0	0	498	1246
10:00 AM	58	23	0	0	0	81	1	51	8	0	0	60	10	35	2	0	0	47	9	52	66	0	0	127	315
10:15 AM	47	36	3	0	0	86	2	50	6	0	0	58	7	46	5	0	0	58	9	44	64	0	0	117	319
10:30 AM	64	23	3	0	1	90	2	52	9	0	0	63	10	24	3	0	0	37	8	45	48	0	0	101	291
10:45 AM	56	30	5	0	0	91	0	47	17	0	0	64	13	52	4	0	0	69	6	43	59	0	0	108	332
Hourly Total	225	112	11	0	1	348	5	200	40	0	0	245	40	157	14	0	0	211	32	184	237	0	0	453	1257
11:00 AM	42	22	0	0	0	64	2	67	10	0	0	79	8	39	5	0	0	52	5	42	47	0	0	94	289
11:15 AM	57	31	1	0	0	89	1	66	14	0	1	81	6	30	6	0	0	42	6	49	64	0	0	119	331
11:30 AM	55	20	6	0	0	81	1	71	13	0	0	85	13	39	8	0	0	60	7	56	83	0	0	146	372
11:45 AM	52	39	4	0	0	95	0	66	18	0	0	84	15	32	6	0	0	53	5	57	68	0	0	130	362
Hourly Total	206	112	11	0	0	329	4	270	55	0	1	329	42	140	25	0	0	207	23	204	262	0	0	489	1354
12:00 PM	63	38	5	0	0	106	2	56	10	0	0	68	21	47	5	0	0	73	8	69	66	0	0	143	390
12:15 PM	65	36	2	0	0	103	0	62	22	0	0	84	14	53	5	0	0	72	13	48	62	0	0	123	382
12:30 PM	40	41	6	0	0	87	0	77	21	0	0	98	12	42	4	0	2	58	13	41	53	0	0	107	350
12:45 PM	67	37	2	0	0	106	0	69	14	0	0	83	17	32	9	0	0	58	9	72	55	0	0	136	383
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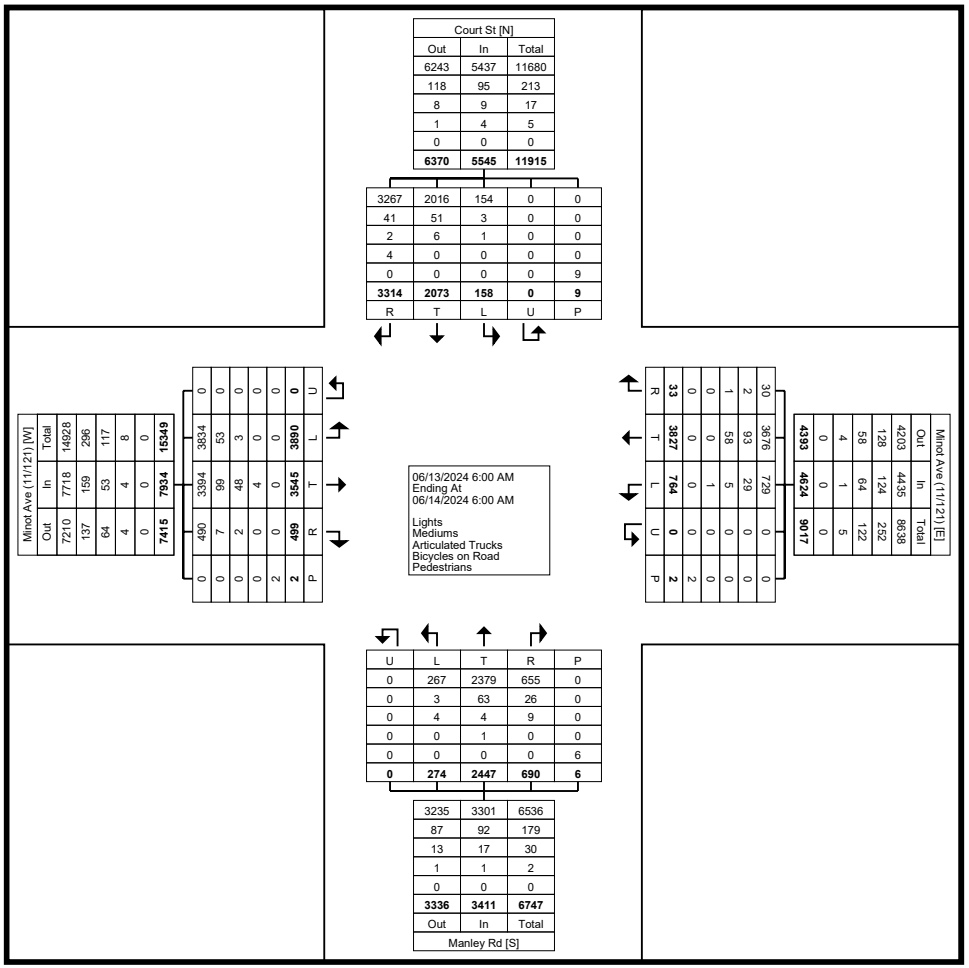
1:00 PM	53	40	2	0	0	95	0	69	15	0	0	84	10	31	3	0	0	44	8	64	55	0	0	127	350
1:15 PM	67	39	1	0	0	107	0	59	17	0	0	76	10	37	9	0	0	56	4	57	54	0	0	115	354
1:30 PM	67	31	8	0	0	106	1	80	15	0	0	96	11	42	7	0	0	60	12	65	61	0	0	138	400
1:45 PM	53	40	6	0	0	99	5	63	16	0	0	84	20	36	7	0	0	63	12	56	52	0	0	120	366
Hourly Total	240	150	17	0	0	407	6	271	63	0	0	340	51	146	26	0	0	223	36	242	222	0	0	500	1470
2:00 PM	49	27	4	0	0	80	0	76	16	0	0	92	7	50	5	0	0	62	8	64	58	0	0	130	364
2:15 PM	63	32	6	0	0	101	0	66	11	0	0	77	18	42	7	0	0	67	8	56	80	0	0	144	389
2:30 PM	60	33	5	0	0	98	0	98	21	0	0	119	13	57	6	0	0	76	6	51	74	0	0	131	424
2:45 PM	68	37	3	0	0	108	0	67	12	0	0	79	14	44	4	0	0	62	8	55	57	0	0	120	369
Hourly Total	240	129	18	0	0	387	0	307	60	0	0	367	52	193	22	0	0	267	30	226	269	0	0	525	1546
3:00 PM	81	41	4	0	0	126	1	86	15	0	0	102	22	60	6	0	0	88	5	72	67	0	0	144	460
3:15 PM	71	55	2	0	0	128	0	100	12	0	0	112	14	50	11	0	0	75	8	74	68	0	0	150	465
3:30 PM	70	34	2	0	1	106	0	92	19	0	0	111	18	70	9	0	0	97	4	58	62	0	0	124	438
3:45 PM	51	25	2	0	0	78	0	96	19	0	0	115	9	47	6	0	0	62	5	81	77	0	0	163	418
Hourly Total	273	155	10	0	1	438	1	374	65	0	0	440	63	227	32	0	0	322	22	285	274	0	0	581	1781
4:00 PM	71	39	4	0	0	114	0	100	15	0	0	115	27	75	5	0	0	107	13	63	77	0	0	153	489
4:15 PM	63	29	1	0	0	93	0	84	17	0	0	101	18	64	10	0	0	92	13	77	61	0	0	151	437
4:30 PM	97	26	2	0	0	125	0	118	20	0	0	138	19	54	3	0	0	76	4	70	79	0	0	153	492
4:45 PM	58	52	6	0	0	116	0	118	18	0	0	136	18	63	4	0	0	85	10	65	76	0	0	151	488
Hourly Total	289	146	13	0	0	448	0	420	70	0	0	490	82	256	22	0	0	360	40	275	293	0	0	608	1906
5:00 PM	67	32	2	0	0	101	1	98	21	0	0	120	14	67	7	0	0	88	6	71	72	0	0	149	458
5:15 PM	67	32	5	0	0	104	0	123	13	0	0	136	11	54	7	0	0	72	5	56	81	0	0	142	454
5:30 PM	69	33	2	0	1	104	0	85	13	0	0	98	8	40	4	0	0	52	5	62	71	0	0	138	392
5:45 PM	50	37	5	0	0	92	0	73	12	0	0	85	14	47	9	0	0	70	2	40	63	0	0	105	352
Hourly Total	253	134	14	0	1	401	1	379	59	0	0	439	47	208	27	0	0	282	18	229	287	0	0	534	1656
6:00 PM	54	40	6	0	1	100	0	56	12	0	0	68	7	47	5	0	1	59	3	45	54	0	0	102	329
6:15 PM	44	25	1	0	0	70	0	51	8	0	0	59	10	33	3	0	0	46	6	29	52	0	0	87	262
6:30 PM	40	23	4	0	0	67	0	38	12	0	0	50	12	36	4	0	0	52	4	38	44	0	0	86	255
6:45 PM	26	30	0	0	0	56	0	48	9	0	0	57	6	28	3	0	0	37	3	57	36	0	0	96	246
Hourly Total	164	118	11	0	1	293	0	193	41	0	0	234	35	144	15	0	1	194	16	169	186	0	0	371	1092
7:00 PM	21	25	0	0	0	46	0	47	11	0	0	58	12	30	2	0	0	44	4	44	42	0	0	90	238
7:15 PM	62	24	3	0	0	89	0	44	9	0	0	53	5	27	0	0	0	32	0	49	39	0	0	88	262
7:30 PM	33	17	3	0	0	53	0	43	5	0	0	48	7	24	2	0	0	33	1	26	32	0	1	59	193
7:45 PM	34	28	1	0	0	63	0	35	3	0	0	38	5	26	5	0	0	36	0	22	32	0	0	54	191
Hourly Total	150	94	7	0	0	251	0	169	28	0	0	197	29	107	9	0	0	145	5	141	145	0	1	291	884
8:00 PM	37	15	2	0	1	54	0	35	5	0	0	40	6	18	1	0	0	25	4	33	38	0	0	75	194
8:15 PM	24	18	1	0	0	43	0	35	5	0	0	40	7	18	1	0	0	26	5	33	36	0	0	74	183
8:30 PM	28	22	1	0	0	51	0	29	7	0	0	36	4	18	0	0	0	22	2	32	31	0	1	65	174
8:45 PM	8	11	1	0	0	20	0	19	1	0	0	20	4	11	2	0	0	17	1	25	18	0	0	44	101
Hourly Total	97	66	5	0	1	168	0	118	18	0	0	136	21	65	4	0	0	90	12	123	123	0	1	258	652
9:00 PM	24	10	0	0	0	34	1	17	3	0	0	21	3	12	0	0	0	15	1	15	20	0	0	36	106
9:15 PM	19	8	0	0	2	27	1	12	4	0	0	17	2	6	2	0	0	10	1	13	20	0	0	34	88
9:30 PM	18	7	0	0	0	25	1	12	3	0	0	16	4	10	0	0	0	14	0	10	20	0	0	30	85
9:45 PM	12	5	0	0	0	17	0	13	1	0	0	14	3	8	0	0	0	11	2	7	12	0	0	21	63
Hourly Total	73	30	0	0	2	103	3	54	11	0	0	68	12	36	2	0	0	50	4	45	72	0	0	121	342
10:00 PM	11	7	0	0	0	18	0	8	5	0	0	13	1	3	1	0	0	5	1	11	15	0	0	27	63
10:15 PM	15	5	0	0	0	20	0	9	2	0	0	11	1	2	0	0	0	3	1	13	10	0	0	24	58
10:30 PM	9	6	0	0	0	15	0	7	2	0	0	9	3	8	0	0	0	11	1	9	14	0	0	24	59
10:45 PM	7	2	1	0	0	10	0	6	3	0	0	9	0	7	0	0	0	7	0	8	7	0	0	15	41
Hourly Total	42	20	1	0	0	63	0	30	12	0	0	42	5	20	1	0	0	26	3	41	46	0	0	90	221
11:00 PM	13	2	0	0	0	15	0	8	0	0	0	8	0	2	0	0	0	2	1	8	8	0	0	17	42
11:15 PM	1	5	0	0	0	6	0	3	2	0	0	5	1	2	0	0	0	3	0	7	14	0	0	21	35

11:30 PM	8	1	0	0	0	9	0	5	1	0	0	6	2	3	0	0	0	5	2	4	2	0	0	8	28
11:45 PM	7	2	0	0	0	9	0	3	1	0	0	4	0	1	0	0	0	1	0	6	9	0	0	15	29
Hourly Total	29	10	0	0	0	39	0	19	4	0	0	23	3	8	0	0	0	11	3	25	33	0	0	61	134
12:00 AM	3	1	0	0	0	4	0	6	0	0	0	6	0	1	2	0	0	3	0	4	6	0	0	10	23
12:15 AM	4	1	0	0	0	5	0	2	1	0	0	3	0	2	1	0	0	3	0	4	5	0	0	9	20
12:30 AM	7	1	0	0	0	8	0	3	0	0	0	3	0	4	1	0	0	5	0	3	4	0	0	7	23
12:45 AM	4	0	0	0	0	4	0	6	1	0	0	7	3	1	0	0	0	4	0	2	3	0	0	5	20
Hourly Total	18	3	0	0	0	21	0	17	2	0	0	19	3	8	4	0	0	15	0	13	18	0	0	31	86
1:00 AM	1	0	0	0	0	1	0	3	0	0	0	3	0	2	0	0	0	2	0	3	1	0	0	4	10
1:15 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
1:30 AM	2	0	0	0	0	2	0	2	0	0	0	2	1	0	0	0	0	1	0	1	2	0	0	3	8
1:45 AM	4	1	0	0	1	5	0	2	0	0	0	2	0	0	1	0	0	1	0	3	2	0	0	5	13
Hourly Total	10	1	0	0	1	11	0	7	0	0	0	7	1	2	1	0	0	4	0	8	6	0	0	14	36
2:00 AM	2	1	0	0	0	3	0	2	0	0	0	2	0	3	1	0	0	4	0	2	0	0	0	2	11
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	2	6	0	0	8	11
2:30 AM	1	1	0	0	0	2	0	2	1	0	0	3	0	2	0	0	0	2	0	2	5	0	0	7	14
2:45 AM	1	2	0	0	0	3	0	2	0	0	0	2	1	0	0	0	0	1	1	6	4	0	0	11	17
Hourly Total	5	4	0	0	0	9	0	6	1	0	0	7	2	6	1	0	0	9	1	12	15	0	0	28	53
3:00 AM	1	2	0	0	0	3	0	3	0	0	0	3	1	0	0	0	0	1	1	5	2	0	0	8	15
3:15 AM	4	3	0	0	0	7	0	0	2	0	0	2	2	0	0	0	2	2	1	6	2	0	0	9	20
3:30 AM	5	5	0	0	0	10	0	1	0	0	0	1	0	1	0	0	0	1	1	3	4	0	0	8	20
3:45 AM	2	3	0	0	0	5	0	2	0	0	0	2	1	2	0	0	0	3	1	7	5	0	0	13	23
Hourly Total	12	13	0	0	0	25	0	6	2	0	0	8	4	3	0	0	2	7	4	21	13	0	0	38	78
4:00 AM	2	1	0	0	0	3	0	3	0	0	0	3	2	0	1	0	0	3	2	6	2	0	0	10	19
4:15 AM	4	3	1	0	0	8	0	8	0	0	0	8	0	2	0	0	0	2	0	10	5	0	0	15	33
4:30 AM	4	5	0	0	1	9	0	1	1	0	0	2	2	6	0	0	0	8	0	12	8	0	0	20	39
4:45 AM	6	9	0	0	0	15	0	9	3	0	0	12	2	5	0	0	0	7	2	13	5	0	0	20	54
Hourly Total	16	18	1	0	1	35	0	21	4	0	0	25	6	13	1	0	0	20	4	41	20	0	0	65	145
5:00 AM	13	9	1	0	0	23	0	4	1	0	0	5	1	3	0	0	0	4	3	18	12	0	0	33	65
5:15 AM	19	18	0	0	0	37	0	12	1	0	0	13	2	4	0	0	0	6	3	25	19	0	0	47	103
5:30 AM	13	19	0	0	0	32	0	19	4	0	0	23	3	8	0	0	0	11	9	22	18	0	0	49	115
5:45 AM	21	23	1	0	0	45	0	16	5	0	0	21	4	9	0	0	0	13	5	26	24	0	0	55	134
Hourly Total	66	69	2	0	0	137	0	51	11	0	0	62	10	24	0	0	0	34	20	91	73	0	0	184	417
Grand Total	3314	2073	158	0	9	5545	33	3827	764	0	2	4624	690	2447	274	0	6	3411	499	3545	3890	0	2	7934	21514
Approach %	59.8	37.4	2.8	0.0	-	-	0.7	82.8	16.5	0.0	-	-	20.2	71.7	8.0	0.0	-	-	6.3	44.7	49.0	0.0	-	-	-
Total %	15.4	9.6	0.7	0.0	-	25.8	0.2	17.8	3.6	0.0	-	21.5	3.2	11.4	1.3	0.0	-	15.9	2.3	16.5	18.1	0.0	-	36.9	-
Lights	3267	2016	154	0	-	5437	30	3676	729	0	-	4435	655	2379	267	0	-	3301	490	3394	3834	0	-	7718	20891
% Lights	98.6	97.3	97.5	-	-	98.1	90.9	96.1	95.4	-	-	95.9	94.9	97.2	97.4	-	-	96.8	98.2	95.7	98.6	-	-	97.3	97.1
Mediums	41	51	3	0	-	95	2	93	29	0	-	124	26	63	3	0	-	92	7	99	53	0	-	159	470
% Mediums	1.2	2.5	1.9	-	-	1.7	6.1	2.4	3.8	-	-	2.7	3.8	2.6	1.1	-	-	2.7	1.4	2.8	1.4	-	-	2.0	2.2
Articulated Trucks	2	6	1	0	-	9	1	58	5	0	-	64	9	4	4	0	-	17	2	48	3	0	-	53	143
% Articulated Trucks	0.1	0.3	0.6	-	-	0.2	3.0	1.5	0.7	-	-	1.4	1.3	0.2	1.5	-	-	0.5	0.4	1.4	0.1	-	-	0.7	0.7
Bicycles on Road	4	0	0	0	-	4	0	0	1	0	-	1	0	1	0	0	-	1	0	4	0	0	-	4	10
% Bicycles on Road	0.1	0.0	0.0	-	-	0.1	0.0	0.0	0.1	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.1	0.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024



Turning Movement Data Plot

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024

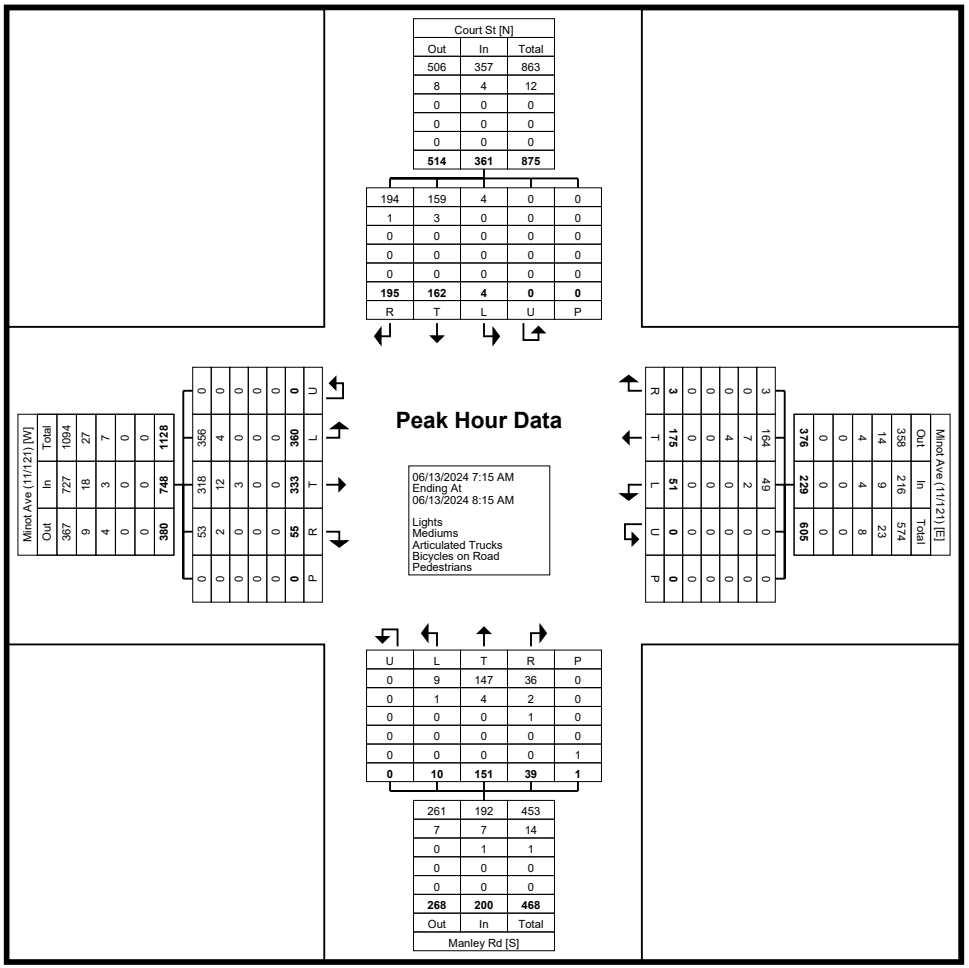
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Court St Southbound						Minot Ave (11/121) Westbound						Manley Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	48	41	0	0	0	89	1	58	9	0	0	68	9	31	1	0	1	41	12	82	79	0	0	173	371
7:30 AM	45	46	1	0	0	92	1	31	12	0	0	44	11	51	2	0	0	64	16	91	117	0	0	224	424
7:45 AM	57	41	0	0	0	98	0	41	19	0	0	60	11	38	2	0	0	51	12	86	100	0	0	198	407
8:00 AM	45	34	3	0	0	82	1	45	11	0	0	57	8	31	5	0	0	44	15	74	64	0	0	153	336
Total	195	162	4	0	0	361	3	175	51	0	0	229	39	151	10	0	1	200	55	333	360	0	0	748	1538
Approach %	54.0	44.9	1.1	0.0	-	-	1.3	76.4	22.3	0.0	-	-	19.5	75.5	5.0	0.0	-	-	7.4	44.5	48.1	0.0	-	-	-
Total %	12.7	10.5	0.3	0.0	-	23.5	0.2	11.4	3.3	0.0	-	14.9	2.5	9.8	0.7	0.0	-	13.0	3.6	21.7	23.4	0.0	-	48.6	-
PHF	0.855	0.880	0.333	0.000	-	0.921	0.750	0.754	0.671	0.000	-	0.842	0.886	0.740	0.500	0.000	-	0.781	0.859	0.915	0.769	0.000	-	0.835	0.907
Lights	194	159	4	0	-	357	3	164	49	0	-	216	36	147	9	0	-	192	53	318	356	0	-	727	1492
% Lights	99.5	98.1	100.0	-	-	98.9	100.0	93.7	96.1	-	-	94.3	92.3	97.4	90.0	-	-	96.0	96.4	95.5	98.9	-	-	97.2	97.0
Mediums	1	3	0	0	-	4	0	7	2	0	-	9	2	4	1	0	-	7	2	12	4	0	-	18	38
% Mediums	0.5	1.9	0.0	-	-	1.1	0.0	4.0	3.9	-	-	3.9	5.1	2.6	10.0	-	-	3.5	3.6	3.6	1.1	-	-	2.4	2.5
Articulated Trucks	0	0	0	0	-	0	0	4	0	0	-	4	1	0	0	0	-	1	0	3	0	0	-	3	8
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	2.3	0.0	-	-	1.7	2.6	0.0	0.0	-	-	0.5	0.0	0.9	0.0	-	-	0.4	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024



Turning Movement Peak Hour Data Plot (7:15 AM)

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024

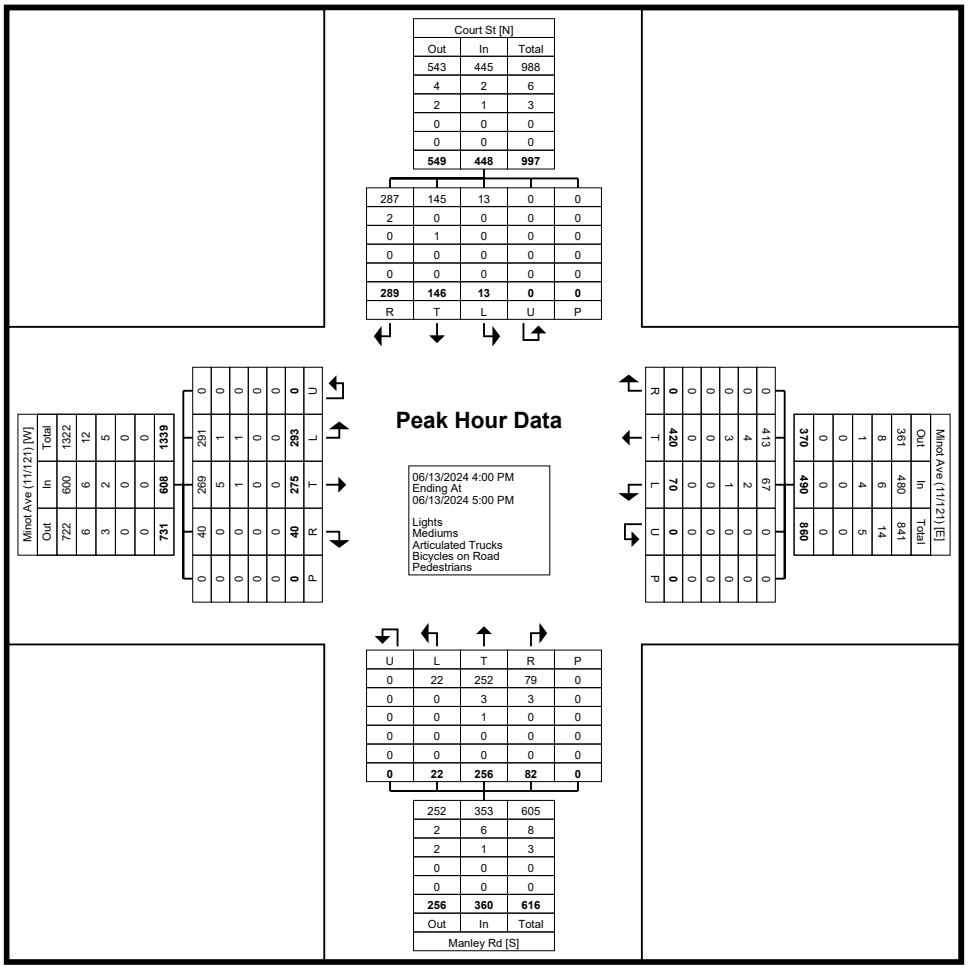
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Court St Southbound						Minot Ave (11/121) Westbound						Manley Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	71	39	4	0	0	114	0	100	15	0	0	115	27	75	5	0	0	107	13	63	77	0	0	153	489
4:15 PM	63	29	1	0	0	93	0	84	17	0	0	101	18	64	10	0	0	92	13	77	61	0	0	151	437
4:30 PM	97	26	2	0	0	125	0	118	20	0	0	138	19	54	3	0	0	76	4	70	79	0	0	153	492
4:45 PM	58	52	6	0	0	116	0	118	18	0	0	136	18	63	4	0	0	85	10	65	76	0	0	151	488
Total	289	146	13	0	0	448	0	420	70	0	0	490	82	256	22	0	0	360	40	275	293	0	0	608	1906
Approach %	64.5	32.6	2.9	0.0	-	-	0.0	85.7	14.3	0.0	-	-	22.8	71.1	6.1	0.0	-	-	6.6	45.2	48.2	0.0	-	-	-
Total %	15.2	7.7	0.7	0.0	-	23.5	0.0	22.0	3.7	0.0	-	25.7	4.3	13.4	1.2	0.0	-	18.9	2.1	14.4	15.4	0.0	-	31.9	-
PHF	0.745	0.702	0.542	0.000	-	0.896	0.000	0.890	0.875	0.000	-	0.888	0.759	0.853	0.550	0.000	-	0.841	0.769	0.893	0.927	0.000	-	0.993	0.968
Lights	287	145	13	0	-	445	0	413	67	0	-	480	79	252	22	0	-	353	40	269	291	0	-	600	1878
% Lights	99.3	99.3	100.0	-	-	99.3	-	98.3	95.7	-	-	98.0	96.3	98.4	100.0	-	-	98.1	100.0	97.8	99.3	-	-	98.7	98.5
Mediums	2	0	0	0	-	2	0	4	2	0	-	6	3	3	0	0	-	6	0	5	1	0	-	6	20
% Mediums	0.7	0.0	0.0	-	-	0.4	-	1.0	2.9	-	-	1.2	3.7	1.2	0.0	-	-	1.7	0.0	1.8	0.3	-	-	1.0	1.0
Articulated Trucks	0	1	0	0	-	1	0	3	1	0	-	4	0	1	0	0	-	1	0	1	1	0	-	2	8
% Articulated Trucks	0.0	0.7	0.0	-	-	0.2	-	0.7	1.4	-	-	0.8	0.0	0.4	0.0	-	-	0.3	0.0	0.4	0.3	-	-	0.3	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024



Turning Movement Peak Hour Data Plot (4:00 PM)

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
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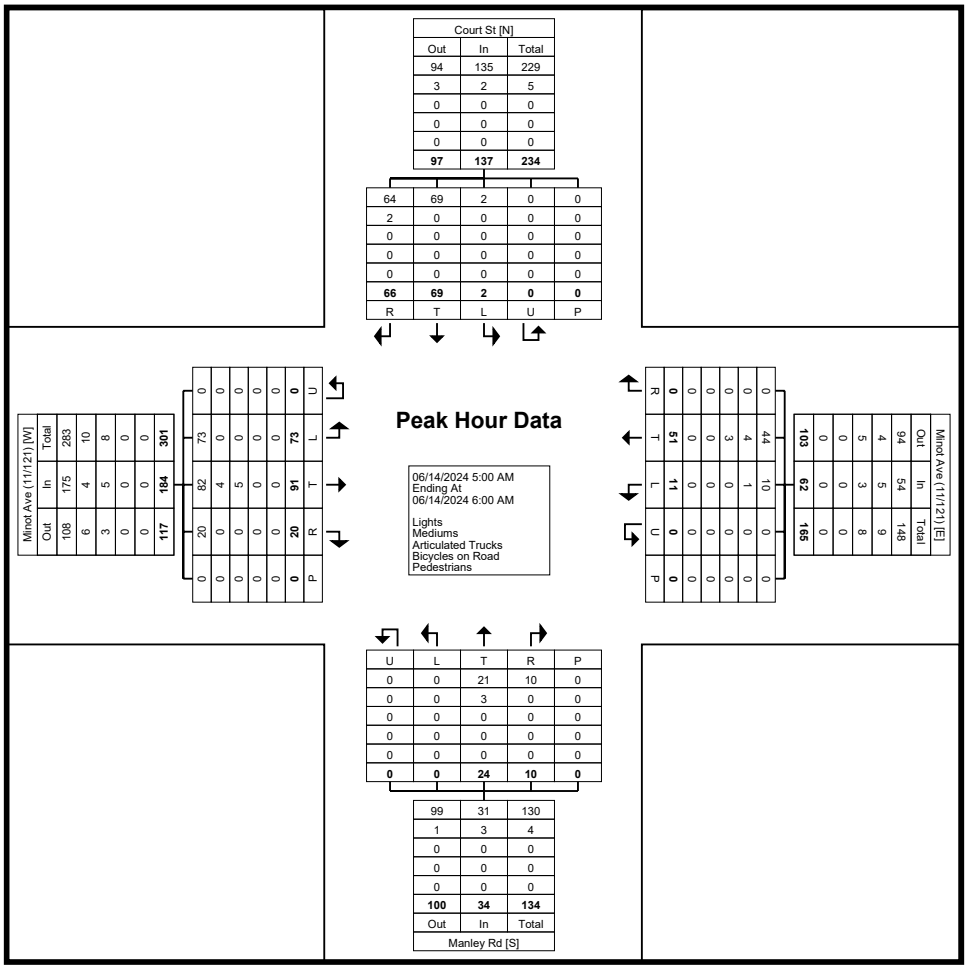
Turning Movement Peak Hour Data (5:00 AM)

Start Time	Court St Southbound						Minot Ave (11/121) Westbound						Manley Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
5:00 AM	13	9	1	0	0	23	0	4	1	0	0	5	1	3	0	0	0	4	3	18	12	0	0	33	65
5:15 AM	19	18	0	0	0	37	0	12	1	0	0	13	2	4	0	0	0	6	3	25	19	0	0	47	103
5:30 AM	13	19	0	0	0	32	0	19	4	0	0	23	3	8	0	0	0	11	9	22	18	0	0	49	115
5:45 AM	21	23	1	0	0	45	0	16	5	0	0	21	4	9	0	0	0	13	5	26	24	0	0	55	134
Total	66	69	2	0	0	137	0	51	11	0	0	62	10	24	0	0	0	34	20	91	73	0	0	184	417
Approach %	48.2	50.4	1.5	0.0	-	-	0.0	82.3	17.7	0.0	-	-	29.4	70.6	0.0	0.0	-	-	10.9	49.5	39.7	0.0	-	-	-
Total %	15.8	16.5	0.5	0.0	-	32.9	0.0	12.2	2.6	0.0	-	14.9	2.4	5.8	0.0	0.0	-	8.2	4.8	21.8	17.5	0.0	-	44.1	-
PHF	0.786	0.750	0.500	0.000	-	0.761	0.000	0.671	0.550	0.000	-	0.674	0.625	0.667	0.000	0.000	-	0.654	0.556	0.875	0.760	0.000	-	0.836	0.778
Lights	64	69	2	0	-	135	0	44	10	0	-	54	10	21	0	0	-	31	20	82	73	0	-	175	395
% Lights	97.0	100.0	100.0	-	-	98.5	-	86.3	90.9	-	-	87.1	100.0	87.5	-	-	-	91.2	100.0	90.1	100.0	-	-	95.1	94.7
Mediums	2	0	0	0	-	2	0	4	1	0	-	5	0	3	0	0	-	3	0	4	0	0	-	4	14
% Mediums	3.0	0.0	0.0	-	-	1.5	-	7.8	9.1	-	-	8.1	0.0	12.5	-	-	-	8.8	0.0	4.4	0.0	-	-	2.2	3.4
Articulated Trucks	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	0	5	0	0	-	5	8
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	-	5.9	0.0	-	-	4.8	0.0	0.0	-	-	-	0.0	0.0	5.5	0.0	-	-	2.7	1.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Court/Manley
Site Code:
Start Date: 06/13/2024



Turning Movement Peak Hour Data Plot (5:00 AM)

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Full Length (6 AM-6 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*	HR	BR	BL	L	HL	U	App	Ped*
2025-05-15 6:00AM	0	3	0	0	1	0	**4**	0	1	22	17	0	0	0	**40**	0	0	0	0	0	0	0	**0**	0
6:15AM	0	0	0	0	1	0	**1**	0	2	46	39	2	0	0	**89**	0	0	0	1	0	0	0	**1**	0
6:30AM	1	0	0	0	2	0	**3**	0	0	46	29	2	0	0	**77**	0	0	0	0	0	0	0	**0**	0
6:45AM	0	1	0	0	2	0	**3**	0	4	50	31	1	0	0	**86**	0	0	0	0	0	0	0	**0**	0
Hourly Total	1	4	0	0	6	0	**11**	0	7	164	116	5	0	0	**292**	0	0	0	1	0	0	0	**1**	0
7:00AM	5	3	0	0	15	0	**23**	0	11	60	33	1	0	0	**105**	0	0	0	0	0	0	0	**0**	0
7:15AM	6	2	0	0	11	0	**19**	0	10	65	52	0	0	0	**127**	0	0	0	0	0	0	0	**0**	0
7:30AM	9	1	0	0	5	0	**15**	1	9	72	43	1	0	0	**125**	0	1	0	0	0	0	0	**1**	0
7:45AM	20	3	0	0	3	0	**26**	0	6	114	46	4	1	0	**171**	0	2	0	0	0	0	0	**2**	0
Hourly Total	40	9	0	0	34	0	**83**	1	36	311	174	6	1	0	**528**	0	3	0	0	0	0	0	**3**	0
8:00AM	9	1	0	1	1	0	**12**	1	4	103	33	1	0	0	**141**	0	0	0	0	0	0	0	**0**	0
8:15AM	11	1	0	0	2	0	**14**	1	5	81	30	2	0	0	**118**	0	0	0	0	0	0	0	**0**	0
8:30AM	4	3	0	0	1	0	**8**	1	3	67	28	0	0	0	**98**	0	0	0	1	0	0	0	**1**	0
8:45AM	5	1	0	0	3	0	**9**	0	5	56	20	1	0	0	**82**	0	1	1	0	0	0	0	**2**	0
Hourly Total	29	6	0	1	7	0	**43**	3	17	307	111	4	0	0	**439**	0	1	1	1	0	0	0	**3**	0
9:00AM	5	0	0	0	2	0	**7**	2	4	66	12	2	0	0	**84**	0	0	0	0	0	0	0	**0**	0
9:15AM	3	1	0	0	2	0	**6**	0	5	59	16	1	0	0	**81**	0	0	0	0	0	0	0	**0**	0
9:30AM	1	1	0	0	4	0	**6**	0	2	61	20	1	0	0	**84**	0	0	0	0	0	0	0	**0**	0
9:45AM	2	0	0	0	3	0	**5**	1	5	65	14	2	0	0	**86**	0	0	0	0	0	0	0	**0**	0
Hourly Total	11	2	0	0	11	0	**24**	3	16	251	62	6	0	0	**335**	0	0	0	0	0	0	0	**0**	0
10:00AM	3	4	0	0	6	0	**13**	0	5	64	29	3	0	0	**101**	0	0	0	1	0	0	0	**1**	0
10:15AM	3	2	0	0	4	0	**9**	0	7	75	20	2	0	0	**104**	0	0	0	0	0	0	0	**0**	0
10:30AM	3	2	0	0	3	0	**8**	0	4	72	27	1	0	0	**104**	0	0	0	0	0	0	0	**0**	0
10:45AM	5	1	0	0	0	0	**6**	0	7	76	23	3	0	0	**109**	0	0	0	0	0	0	0	**0**	0
Hourly Total	14	9	0	0	13	0	**36**	0	23	287	99	9	0	0	**418**	0	0	0	1	0	0	0	**1**	0
11:00AM	6	1	0	0	1	0	**8**	0	6	77	27	3	0	0	**113**	0	0	0	0	0	0	0	**0**	0
11:15AM	1	3	0	0	0	0	**4**	0	7	86	21	1	1	0	**116**	0	0	0	0	0	0	0	**0**	0
11:30AM	5	2	0	0	1	0	**8**	0	5	68	26	1	0	0	**100**	0	0	0	1	0	0	0	**1**	0
11:45AM	7	2	0	0	1	0	**10**	1	3	79	35	0	0	0	**117**	0	1	0	1	0	0	0	**2**	0
Hourly Total	19	8	0	0	3	0	**30**	1	21	310	109	5	1	0	**446**	0	1	0	2	0	0	0	**3**	0
12:00PM	7	2	0	0	2	0	**11**	1	10	93	24	4	0	0	**131**	0	1	0	0	0	0	0	**1**	0
12:15PM	4	1	0	0	6	0	**11**	0	2	78	31	2	0	0	**113**	0	0	0	0	0	0	0	**0**	0
12:30PM	6	0	0	0	1	0	**7**	0	7	70	19	2	0	0	**98**	0	0	0	0	0	1	0	**1**	0
12:45PM	2	1	0	0	3	0	**6**	0	4	64	24	1	0	0	**93**	0	0	0	0	0	0	0	**0**	0
Hourly Total	19	4	0	0	12	0	**35**	1	23	305	98	9	0	0	**435**	0	1	0	0	0	1	0	**2**	0
1:00PM	3	2	0	0	2	0	**7**	0	5	89	26	2	0	0	**122**	0	1	0	0	0	0	0	**1**	0
1:15PM	2	0	0	0	3	0	**5**	0	4	84	19	0	0	0	**107**	0	0	0	0	0	0	0	**0**	0
1:30PM	5	1	0	0	3	0	**9**	1	8	74	34	1	0	0	**117**	0	0	0	0	0	0	0	**0**	0
1:45PM	2	2	0	0	2	0	**6**	0	5	93	26	0	1	0	**125**	0	1	0	0	0	0	0	**1**	0
Hourly Total	12	5	0	0	10	0	**27**	1	22	340	105	3	1	0	**471**	0	2	0	0	0	0	0	**2**	0
2:00PM	2	1	0	0	8	0	**11**	2	5	91	39	2	0	0	**137**	0	0	0	0	0	0	0	**0**	0
2:15PM	6	3	0	0	4	0	**13**	1	6	112	30	2	0	0	**150**	0	1	0	0	0	0	0	**1**	0
2:30PM	6	1	0	0	0	0	**7**	2	4	92	32	1	0	0	**129**	0	0	0	0	0	0	0	**0**	0
2:45PM	6	0	0	1	1	0	**8**	1	5	110	30	0	0	0	**145**	0	0	0	0	0	1	0	**1**	0
Hourly Total	20	5	0	1	13	0	**39**	6	20	405	131	5	0	0	**561**	0	1	0	0	0	1	0	**2**	0
3:00PM	3	4	1	0	3	0	**11**	0	6	96	25	1	0	0	**128**	0	0	0	0	0	0	0	**0**	1
3:15PM	9	3	0	0	2	0	**14**	0	8	88	23	2	0	0	**121**	0	0	0	0	0	0	0	**0**	0
3:30PM	6	3	1	0	2	0	**12**	1	7	109	24	1	0	0	**141**	0	2	0	1	0	0	0	**3**	0
3:45PM	6	1	0	0	3	0	**10**	0	3	114	23	5	0	1	**146**	0	0	1	0	0	0	0	**1**	0
Hourly Total	24	11	2	0	10	0	**47**	1	24	407	95	9	0	1	**536**	0	2	1	1	0	0	0	**4**	1
4:00PM	12	1	0	0	4	0	**17**	0	0	119	39	0	0	0	**158**	0	0	0	0	0	0	0	**0**	0
4:15PM	7	3	0	0	3	0	**13**	0	4	107	29	1	0	0	**141**	0	0	0	0	0	0	0	**0**	0

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
4:30PM	3	1	0	0	6	0	**10**	1	7	115	29	1	0	0	**152**	0	0	0	0	0	0	0	**0**	0
4:45PM	5	2	0	0	2	0	**9**	1	11	109	30	1	0	0	**151**	0	0	0	0	0	0	0	**0**	0
Hourly Total	27	7	0	0	15	0	**49**	2	22	450	127	3	0	0	**602**	0	0	0	0	0	0	0	**0**	0
5:00PM	4	1	0	0	0	0	**5**	0	2	94	27	4	0	0	**127**	0	0	0	2	0	0	0	**2**	0
5:15PM	2	1	0	0	0	0	**3**	1	6	104	27	1	0	0	**138**	0	0	0	0	0	0	0	**0**	0
5:30PM	4	2	1	0	4	0	**11**	0	6	90	23	1	0	0	**120**	0	0	0	0	0	0	0	**0**	0
5:45PM	2	1	0	0	3	0	**6**	0	4	89	22	3	0	0	**118**	0	0	0	0	0	0	0	**0**	0
Hourly Total	12	5	1	0	7	0	**25**	1	18	377	99	9	0	0	**503**	0	0	0	2	0	0	0	**2**	0
6:00PM	2	1	0	0	2	0	**5**	0	4	71	15	0	0	0	**90**	0	0	0	0	0	0	0	**0**	0
6:15PM	0	2	0	0	1	0	**3**	0	11	67	25	1	0	0	**104**	0	1	3	0	0	0	0	**4**	1
6:30PM	4	1	0	0	0	0	**5**	0	4	52	20	1	0	0	**77**	0	0	0	0	0	0	0	**0**	0
6:45PM	0	1	0	1	1	0	**3**	0	2	52	22	2	0	0	**78**	0	0	0	0	0	0	0	**0**	0
Hourly Total	6	5	0	1	4	0	**16**	0	21	242	82	4	0	0	**349**	0	1	3	0	0	0	0	**4**	1
7:00PM	5	4	0	0	0	0	**9**	0	5	41	4	0	0	0	**50**	0	0	0	0	0	0	0	**0**	0
7:15PM	4	0	0	0	4	0	**8**	0	9	45	17	0	0	0	**71**	0	0	0	2	0	0	0	**2**	0
7:30PM	1	2	0	0	1	0	**4**	0	1	40	6	1	0	0	**48**	0	0	0	0	0	0	0	**0**	0
7:45PM	1	3	0	0	0	0	**4**	0	5	78	9	1	0	0	**93**	0	0	0	0	0	0	0	**0**	0
Hourly Total	11	9	0	0	5	0	**25**	0	20	204	36	2	0	0	**262**	0	0	0	2	0	0	0	**2**	0
8:00PM	0	0	0	0	1	0	**1**	0	4	47	20	0	0	0	**71**	0	0	0	0	1	0	0	**1**	0
8:15PM	0	2	0	0	0	0	**2**	0	2	63	19	0	0	0	**84**	0	0	0	0	0	0	0	**0**	0
8:30PM	1	1	0	0	0	0	**2**	0	5	40	4	1	0	1	**51**	0	0	0	0	0	0	0	**0**	0
8:45PM	0	1	0	0	0	0	**1**	0	1	32	6	0	0	0	**39**	0	0	0	0	0	0	0	**0**	0
Hourly Total	1	4	0	0	1	0	**6**	0	12	182	49	1	0	1	**245**	0	0	0	0	1	0	0	**1**	0
9:00PM	0	0	0	0	1	0	**1**	0	3	27	10	2	0	0	**42**	0	0	0	0	0	0	0	**0**	0
9:15PM	0	0	0	0	0	0	**0**	0	1	29	7	0	0	0	**37**	0	0	0	0	1	0	0	**1**	0
9:30PM	1	0	0	0	0	0	**1**	0	0	10	6	0	0	0	**16**	0	0	0	0	0	0	0	**0**	0
9:45PM	0	0	0	0	0	0	**0**	0	3	20	4	0	0	0	**27**	0	0	0	0	0	0	0	**0**	0
Hourly Total	1	0	0	0	1	0	**2**	0	7	86	27	2	0	0	**122**	0	0	0	0	1	0	0	**1**	0
10:00PM	0	0	0	0	0	0	**0**	1	0	22	1	0	0	0	**23**	0	0	0	0	0	0	0	**0**	0
10:15PM	0	1	0	0	0	0	**1**	0	0	16	6	1	0	0	**23**	0	0	0	0	0	0	0	**0**	0
10:30PM	0	0	0	0	0	0	**0**	0	1	10	4	1	0	0	**16**	0	0	0	0	0	0	0	**0**	0
10:45PM	0	4	0	0	1	0	**5**	0	0	6	3	1	0	0	**10**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	5	0	0	1	0	**6**	1	1	54	14	3	0	0	**72**	0	0	0	0	0	0	0	**0**	0
11:00PM	0	0	0	0	0	0	**0**	0	0	11	2	1	0	0	**14**	0	0	0	0	0	0	0	**0**	0
11:15PM	1	0	0	0	0	0	**1**	0	0	6	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0
11:30PM	0	2	0	0	0	0	**2**	0	0	12	3	1	0	0	**16**	0	0	0	0	0	0	0	**0**	0
11:45PM	0	0	0	0	0	0	**0**	0	0	7	2	0	0	0	**9**	0	1	0	0	0	1	0	**2**	0
Hourly Total	1	2	0	0	0	0	**3**	0	0	36	8	2	0	0	**46**	0	1	0	0	0	1	0	**2**	0
2025-05-16 12:00AM	0	0	0	0	0	0	**0**	0	0	4	1	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0
12:15AM	0	0	0	0	0	0	**0**	0	0	5	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0
12:30AM	0	0	0	0	0	0	**0**	0	0	11	2	0	0	0	**13**	0	0	0	0	0	0	0	**0**	1
12:45AM	0	0	0	0	0	0	**0**	0	0	5	3	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	0	**0**	0	0	25	7	0	0	0	**32**	0	0	0	0	0	0	0	**0**	1
1:00AM	0	0	0	0	0	0	**0**	0	0	7	7	0	0	0	**14**	0	0	0	0	0	0	0	**0**	0
1:15AM	0	0	0	0	0	0	**0**	0	0	4	4	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0
1:30AM	0	1	0	0	0	0	**1**	0	0	5	5	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0
1:45AM	0	0	0	0	0	0	**0**	0	0	5	5	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	1	0	0	0	0	**1**	0	0	21	21	0	0	0	**42**	0	0	0	0	0	0	0	**0**	0
2:00AM	0	0	0	0	0	0	**0**	0	0	5	2	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0
2:15AM	0	0	0	0	0	0	**0**	0	0	8	2	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0
2:30AM	0	0	0	0	0	0	**0**	0	0	7	4	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0
2:45AM	0	0	0	0	0	0	**0**	0	0	6	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	0	**0**	0	0	26	9	0	0	0	**35**	0	0	0	0	0	0	0	**0**	0
3:00AM	0	0	0	0	0	0	**0**	0	0	4	2	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0
3:15AM	0	0	0	0	0	0	**0**	0	1	3	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0
3:30AM	0	0	0	0	1	0	**1**	0	0	5	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0
3:45AM	0	0	0	0	0	0	**0**	0	0	5	6	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	1	0	**1**	0	1	17	9	0	0	0	**27**	0	0	0	0	0	0	0	**0**	0
4:00AM	0	0	0	0	0	0	**0**	0	0	8	4	0	0	0	**12**	0	0	0	0	0	0	0	**0**	0
4:15AM	0	0	0	0	1	0	**1**	0	0	9	7	0	0	0	**16**	0	0	0	0	0	0	0	**0**	0

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
4:30AM	0	0	0	0	0	0	**0**	0	0	12	7	0	0	0	**19**	0	0	0	0	0	0	0	**0**	0
4:45AM	0	1	0	0	0	0	**1**	0	0	22	11	0	0	0	**33**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	1	0	0	1	0	**2**	0	0	51	29	0	0	0	**80**	0	0	0	0	0	0	0	**0**	0
5:00AM	0	1	0	0	0	0	**1**	1	0	16	10	1	0	0	**27**	0	0	0	0	0	0	0	**0**	0
5:15AM	0	0	0	0	0	0	**0**	0	0	12	18	0	0	0	**30**	0	0	0	0	0	0	0	**0**	0
5:30AM	0	1	0	0	0	0	**1**	1	0	19	23	0	0	0	**42**	0	0	0	0	0	0	0	**0**	0
5:45AM	0	2	0	0	1	0	**3**	1	0	15	24	1	0	0	**40**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	4	0	0	1	0	**5**	3	0	62	75	2	0	0	**139**	0	0	0	0	0	0	0	**0**	0
Total	248	106	3	3	156	0	**516**	24	311	4920	1692	89	3	2	**7017**	0	13	5	10	2	3	0	**33**	3
% Approach	48.1%	20.5%	0.6%	0.6%	30.2%	0%	**-**	-	4.4%	70.1%	24.1%	1.3%	0%	0%	**-**	-	39.4%	15.2%	30.3%	6.1%	9.1%	0%	**-**	-
% Total	1.8%	0.8%	0%	0%	1.1%	0%	**3.8%**	-	2.3%	36.0%	12.4%	0.7%	0%	0%	**51.4%**	-	0.1%	0%	0.1%	0%	0%	0%	**0.2%**	-
Lights	245	103	3	2	153	0	**506**	-	294	4734	1571	87	0	2	**6688**	-	12	5	10	1	3	0	**31**	-
% Lights	98.8%	97.2%	100%	66.7%	98.1%	0%	**98.1%**	-	94.5%	96.2%	92.8%	97.8%	0%	100%	**95.3%**	-	92.3%	100%	100%	50.0%	100%	0%	**93.9%**	-
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	62	26	0	0	0	**88**	-	0	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	1.3%	1.5%	0%	0%	0%	**1.3%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	3	3	0	1	3	0	**10**	-	17	121	95	2	3	0	**238**	-	1	0	0	0	0	0	**1**	-
% Buses and Single-Unit Trucks	1.2%	2.8%	0%	33.3%	1.9%	0%	**1.9%**	-	5.5%	2.5%	5.6%	2.2%	100%	0%	**3.4%**	-	7.7%	0%	0%	0%	0%	0%	**3.0%**	-
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	3	0	0	0	0	**3**	-	0	0	0	1	0	0	**1**	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	50.0%	0%	0%	**3.0%**	-
Pedestrians	-	-	-	-	-	-	-	24	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Full Length (6 AM-6 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Caron Ln								Poland Rd								Minot Ave								
Direction	Northbound								Northeastbound								Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
2025-05-15 6:00AM	0	0	0	0	0	0	**0**	0	0	0	11	0	0	0	**11**	0	0	1	0	44	0	0	**45**	2	**100**
6:15AM	0	1	1	0	0	0	**2**	0	0	0	8	0	0	0	**8**	0	0	1	0	56	1	0	**58**	0	**159**
6:30AM	0	2	0	0	0	0	**2**	0	0	1	14	2	0	0	**17**	0	0	1	1	49	0	0	**51**	0	**150**
6:45AM	0	0	0	0	0	0	**0**	0	1	0	18	5	0	0	**24**	0	1	0	0	67	3	0	**71**	0	**184**
Hourly Total	0	3	1	0	0	0	**4**	0	1	1	51	7	0	0	**60**	0	1	3	1	216	4	0	**225**	2	**593**
7:00AM	0	6	0	1	0	0	**7**	0	0	0	21	2	1	0	**24**	0	0	0	1	84	8	0	**93**	0	**252**
7:15AM	0	3	0	0	0	0	**3**	1	0	0	39	2	0	0	**41**	1	1	1	0	72	2	1	**77**	0	**267**
7:30AM	0	3	0	0	0	0	**3**	0	1	1	40	1	0	0	**43**	0	0	2	1	71	2	0	**76**	1	**263**
7:45AM	0	1	0	0	0	0	**1**	1	0	0	35	2	0	0	**37**	0	0	0	0	66	2	0	**68**	0	**305**
Hourly Total	0	13	0	1	0	0	**14**	2	1	1	135	7	1	0	**145**	1	1	3	2	293	14	1	**314**	1	**1087**
8:00AM	0	1	1	1	0	0	**3**	0	0	1	18	2	0	0	**21**	0	1	0	2	95	3	0	**101**	1	**278**
8:15AM	0	2	0	1	0	0	**3**	1	0	1	34	3	0	0	**38**	0	3	2	1	63	4	0	**73**	0	**246**
8:30AM	0	1	0	0	0	0	**1**	0	0	0	16	2	0	0	**18**	0	1	4	1	72	4	0	**82**	0	**208**
8:45AM	0	2	1	1	0	0	**4**	0	0	0	22	1	0	0	**23**	0	0	1	2	69	6	0	**78**	0	**198**
Hourly Total	0	6	2	3	0	0	**11**	1	0	2	90	8	0	0	**100**	0	5	7	6	299	17	0	**334**	1	**930**
9:00AM	0	1	0	0	0	0	**1**	0	2	0	18	0	1	0	**21**	0	2	0	0	66	2	0	**70**	0	**183**
9:15AM	0	0	0	1	0	0	**1**	0	0	0	21	0	2	0	**23**	0	3	0	0	58	3	0	**64**	0	**175**
9:30AM	0	2	0	0	0	0	**2**	0	0	0	30	3	2	0	**35**	0	1	0	0	55	1	0	**57**	0	**184**
9:45AM	0	3	0	1	0	0	**4**	0	0	2	20	1	1	0	**24**	2	0	1	0	58	2	0	**61**	1	**180**
Hourly Total	0	6	0	2	0	0	**8**	0	2	2	89	4	6	0	**103**	2	6	1	0	237	8	0	**252**	1	**722**
10:00AM	0	0	0	0	0	0	**0**	0	0	0	18	5	0	0	**23**	0	2	0	0	55	3	0	**60**	0	**198**
10:15AM	0	2	0	0	0	0	**2**	0	1	1	19	2	1	0	**24**	0	1	0	0	40	1	0	**42**	0	**181**
10:30AM	0	1	0	0	0	0	**1**	0	0	0	17	2	0	0	**19**	0	1	0	1	46	4	1	**53**	0	**185**
10:45AM	0	4	0	1	0	0	**5**	0	0	0	15	3	0	0	**18**	0	0	1	0	61	4	0	**66**	0	**204**
Hourly Total	0	7	0	1	0	0	**8**	0	1	1	69	12	1	0	**84**	0	4	1	1	202	12	1	**221**	0	**768**
11:00AM	0	1	0	0	0	0	**1**	0	0	2	16	2	0	0	**20**	0	1	1	3	59	5	0	**69**	0	**211**
11:15AM	0	1	0	0	0	0	**1**	0	0	0	25	1	0	0	**26**	1	3	0	0	50	2	0	**55**	0	**202**
11:30AM	1	0	0	0	0	0	**1**	0	0	0	21	2	0	0	**23**	0	1	0	0	43	2	0	**46**	0	**179**
11:45AM	0	1	2	0	0	0	**3**	0	0	0	29	2	0	0	**31**	0	0	0	1	64	2	0	**67**	0	**230**
Hourly Total	1	3	2	0	0	0	**6**	0	0	2	91	7	0	0	**100**	1	5	1	4	216	11	0	**237**	0	**822**
12:00PM	0	1	0	0	0	0	**1**	0	0	0	21	0	0	0	**21**	0	0	1	0	67	1	0	**69**	0	**234**
12:15PM	0	0	3	0	1	0	**4**	1	1	1	22	1	0	0	**25**	0	1	0	1	62	2	0	**66**	0	**219**
12:30PM	1	3	0	0	0	0	**4**	2	0	2	24	2	0	0	**28**	0	0	2	1	80	5	0	**88**	0	**226**
12:45PM	0	1	0	0	0	0	**1**	1	1	0	11	3	0	0	**15**	0	1	1	0	72	5	0	**79**	0	**194**
Hourly Total	1	5	3	0	1	0	**10**	4	2	3	78	6	0	0	**89**	0	2	4	2	281	13	0	**302**	0	**873**
1:00PM	0	4	0	1	0	0	**5**	0	0	0	19	1	0	0	**20**	0	2	1	1	65	1	0	**70**	0	**225**
1:15PM	0	1	0	1	0	0	**2**	0	0	0	19	4	0	0	**23**	0	2	1	1	67	4	0	**75**	0	**212**
1:30PM	0	0	0	1	0	0	**1**	0	0	0	28	7	0	1	**36**	0	1	0	0	67	3	0	**71**	0	**234**
1:45PM	0	3	0	0	0	0	**3**	0	0	1	26	0	2	0	**29**	0	1	2	1	66	1	0	**71**	0	**235**
Hourly Total	0	8	0	3	0	0	**11**	0	0	1	92	12	2	1	**108**	0	6	4	3	265	9	0	**287**	0	**906**
2:00PM	0	3	1	0	0	0	**4**	0	1	0	39	3	1	0	**44**	0	0	0	1	79	4	0	**84**	0	**280**
2:15PM	0	1	0	1	0	0	**2**	0	0	0	37	5	0	0	**42**	0	0	0	1	69	2	0	**72**	0	**280**
2:30PM	0	1	0	1	0	0	**2**	0	0	0	47	5	1	0	**53**	0	0	0	2	61	3	0	**66**	1	**257**
2:45PM	0	4	0	0	0	0	**4**	0	0	0	24	0	2	0	**26**	7	0	1	2	67	5	0	**75**	0	**259**
Hourly Total	0	9	1	2	0	0	**12**	0	1	0	147	13	4	0	**165**	7	0	1	6	276	14	0	**297**	1	**1076**
3:00PM	0	4	1	1	0	0	**6**	1	1	0	38	7	1	0	**47**	1	1	0	0	97	4	0	**102**	0	**294**
3:15PM	0	4	1	0	0	0	**5**	1	0	0	24	3	1	0	**28**	1	1	1	2	78	6	0	**88**	0	**256**
3:30PM	1	1	0	1	0	0	**3**	2	0	0	46	1	0	1	**48**	2	1	1	0	75	2	0	**79**	0	**286**
3:45PM	0	0	0	1	2	0	**3**	0	0	2	50	4	1	0	**57**	0	0	0	2	72	2	0	**76**	0	**293**
Hourly Total	1	9	2	3	2	0	**17**	4	1	2	158	15	3	1	**180**	4	3	2	4	322	14	0	**345**	0	**1129**
4:00PM	0	2	0	1	0	0	**3**	2	1	1	42	2	0	0	**46**	0	0	0	0	76	3	0	**79**	0	**303**
4:15PM	1	2	0	0	0	0	**3**	0	0	3	41	3	0	0	**47**	0	0	3	2	74	8	0	**87**	0	**291**
4:30PM	0	2	0	0	0	0	**2**	0	0	1	45	3	0	0	**49**	0	0	1	2	83	6	0	**92**	0	**305**
4:45PM	0	1	1	0	0	0	**2**	1	1	2	35	2	0	0	**40**	0	0	0	1	76	3	0	**80**	0	**282**
Hourly Total	1	7	1	1	0	0	**10**	3	2	7	163	10	0	0	**182**	0	0	4	5	309	20	0	**338**	0	**1181**
5:00PM	0	1	0	1	0	0	**2**	1	0	0	36	2	1	0	**39**	0	0	1	0	71	6	1	**79**	0	**254**

Leg	Caron Ln								Poland Rd								Minot Ave								
Direction	Northbound								Northeastbound								Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
5:15PM	0	1	0	1	0	0	**2**	0	0	0	21	2	0	0	**23**	0	0	0	1	73	0	0	**74**	0	**240**
5:30PM	0	2	0	0	0	0	**2**	0	0	0	25	3	0	0	**28**	0	0	0	2	68	3	0	**73**	0	**234**
5:45PM	0	3	0	2	1	0	**6**	0	0	1	13	7	1	0	**22**	1	0	0	0	57	2	0	**59**	0	**211**
Hourly Total	0	7	0	4	1	0	**12**	1	0	1	95	14	2	0	**112**	1	0	1	3	269	11	1	**285**	0	**939**
6:00PM	0	0	0	1	0	0	**1**	0	0	0	19	1	0	0	**20**	1	1	0	1	47	2	0	**51**	0	**167**
6:15PM	0	1	0	0	0	0	**1**	0	1	0	6	5	0	0	**12**	2	0	0	0	45	2	0	**47**	0	**171**
6:30PM	0	2	0	1	0	0	**3**	1	0	0	13	0	0	0	**13**	0	2	1	1	31	3	0	**38**	0	**136**
6:45PM	0	0	0	0	0	0	**0**	1	0	0	11	3	0	0	**14**	1	0	0	1	26	2	0	**29**	0	**124**
Hourly Total	0	3	0	2	0	0	**5**	2	1	0	49	9	0	0	**59**	4	3	1	3	149	9	0	**165**	0	**598**
7:00PM	0	1	0	0	0	0	**1**	0	0	0	14	1	0	0	**15**	0	0	1	1	32	3	0	**37**	0	**112**
7:15PM	0	1	0	0	0	0	**1**	0	0	0	12	1	0	0	**13**	0	0	0	1	39	3	0	**43**	0	**138**
7:30PM	0	0	0	0	0	0	**0**	0	0	0	8	0	0	0	**8**	0	0	0	1	40	2	0	**43**	0	**103**
7:45PM	0	0	0	0	0	0	**0**	0	0	0	13	1	0	0	**14**	0	0	0	1	35	3	0	**39**	0	**150**
Hourly Total	0	2	0	0	0	0	**2**	0	0	0	47	3	0	0	**50**	0	0	1	4	146	11	0	**162**	0	**503**
8:00PM	0	0	0	0	0	0	**0**	0	1	0	7	1	1	0	**10**	0	0	1	0	30	0	0	**31**	0	**114**
8:15PM	0	0	0	0	0	0	**0**	2	0	0	7	1	0	0	**8**	0	0	0	0	25	0	0	**25**	0	**119**
8:30PM	0	0	0	0	0	0	**0**	0	0	0	4	1	0	0	**5**	0	2	1	0	33	0	0	**36**	0	**94**
8:45PM	0	0	0	0	0	0	**0**	0	0	0	8	1	0	0	**9**	0	0	0	0	25	0	0	**25**	0	**74**
Hourly Total	0	0	0	0	0	0	**0**	2	1	0	26	4	1	0	**32**	0	2	2	0	113	0	0	**117**	0	**401**
9:00PM	0	0	0	1	0	0	**1**	0	0	0	9	0	0	0	**9**	1	0	1	0	17	0	0	**18**	0	**71**
9:15PM	0	0	0	0	0	0	**0**	0	0	0	6	3	0	0	**9**	0	0	0	1	25	0	0	**26**	0	**73**
9:30PM	0	0	0	0	0	0	**0**	0	0	0	11	0	0	0	**11**	0	0	0	0	16	1	0	**17**	0	**45**
9:45PM	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	16	1	0	**17**	0	**46**
Hourly Total	0	0	0	1	0	0	**1**	0	0	0	28	3	0	0	**31**	1	0	1	1	74	2	0	**78**	0	**235**
10:00PM	0	0	0	1	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	0	11	0	0	**12**	0	**36**
10:15PM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	14	0	0	**15**	0	**39**
10:30PM	0	0	0	0	0	0	**0**	0	0	0	10	1	0	0	**11**	0	0	0	0	9	0	0	**9**	0	**36**
10:45PM	0	0	0	0	0	0	**0**	0	0	0	4	0	0	0	**4**	0	0	0	0	5	0	0	**5**	0	**24**
Hourly Total	0	0	0	1	0	0	**1**	0	0	0	14	1	0	0	**15**	0	0	1	1	39	0	0	**41**	0	**135**
11:00PM	0	1	2	1	0	0	**4**	0	0	0	2	0	0	0	**2**	0	0	0	0	7	0	0	**7**	0	**27**
11:15PM	0	1	0	0	0	0	**1**	0	0	0	1	0	0	0	**1**	0	0	0	0	11	0	0	**11**	0	**21**
11:30PM	0	0	0	1	0	0	**1**	0	0	0	0	1	0	0	**1**	0	0	0	0	8	0	0	**8**	0	**28**
11:45PM	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	5	1	0	**6**	0	**19**
Hourly Total	0	2	2	2	0	0	**6**	0	0	0	5	1	0	0	**6**	0	0	0	0	31	1	0	**32**	0	**95**
2025-05-16 12:00AM	0	0	1	0	0	0	**1**	0	0	0	1	0	0	0	**1**	0	0	0	0	5	0	0	**5**	0	**12**
12:15AM	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	3	0	0	**3**	0	**11**
12:30AM	0	0	0	0	0	0	**0**	1	0	0	3	0	0	0	**3**	0	0	0	0	5	0	0	**5**	0	**21**
12:45AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	5	1	0	**6**	0	**14**
Hourly Total	0	0	1	0	0	0	**1**	1	0	0	6	0	0	0	**6**	0	0	0	0	18	1	0	**19**	0	**58**
1:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	3	0	0	**3**	0	**17**
1:15AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	2	0	0	**2**	0	**10**
1:30AM	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	4	0	0	**4**	0	**16**
1:45AM	0	0	0	0	0	0	**0**	0	1	0	0	2	0	0	**3**	0	0	0	0	2	0	0	**2**	0	**15**
Hourly Total	0	1	0	0	0	0	**1**	0	1	0	0	2	0	0	**3**	0	0	0	0	11	0	0	**11**	0	**58**
2:00AM	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	1	0	0	**1**	0	**9**
2:15AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	4	0	0	**4**	0	**14**
2:30AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	4	0	0	**4**	0	**15**
2:45AM	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	7	0	0	**7**	0	**15**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	16	0	0	**16**	0	**53**
3:00AM	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	3	0	0	**3**	0	**11**
3:15AM	0	0	0	0	0	0	**0**	0	0	0	3	0	0	0	**3**	0	0	0	0	5	1	0	**6**	0	**13**
3:30AM	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	2	0	0	**2**	0	**10**
3:45AM	0	0	0	0	0	0	**0**	0	0	0	3	0	0	0	**3**	0	0	0	0	9	0	0	**9**	0	**23**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	9	0	0	0	**9**	0	0	0	0	19	1	0	**20**	0	**57**
4:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	5	0	0	**5**	0	**17**
4:15AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	9	0	0	**9**	0	**26**
4:30AM	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	0	0	0	0	12	0	0	**12**	0	**32**
4:45AM	0	1	0	0	0	0	**1**	0	0	0	5	0	0	0	**5**	0	0	0	0	18	0	0	**18**	0	**58**
Hourly Total	0	1	0	0	0	0	**1**	0	1	0	5	0	0	0	**6**	0	0	0	0	44	0	0	**44**	0	**133**
5:00AM	0	0	0	0	0	0	**0**	0	0	0	12	1	0	0	**13**	0	0	0	0	14	0	0	**14**	1	**55**
5:15AM	0	0	0	0	0	0	**0**	0	0	0	14	1	0	0	**15**	0	0	0	0	27	0	0	**27**	0	**72**
5:30AM	0	0	0	0	0	0	**0**	0	0	1	9	2	0	0	**12**	0	0	0	0	26	0	0	**26**	0	**81**
5:45AM	0	0	0	0	0	0	**0**	0	0	0	13	0	0	0	**13**	0	0	0	0	37	0	0	**37**	0	**93**

Leg	Caron Ln								Poland Rd								Minot Ave								
Direction	Northbound								Northeastbound								Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
Hourly Total	0	0	0	0	0	0	**0**	0	0	1	48	4	0	0	**53**	0	0	0	0	104	0	0	**104**	1	**301**
Total	4	92	15	26	4	0	**141**	20	15	24	1497	142	20	2	**1700**	21	38	38	46	3949	172	3	**4246**	7	**13653**
% Approach	2.8%	65.2%	10.6%	18.4%	2.8%	0%	**-**	-	0.9%	1.4%	88.1%	8.4%	1.2%	0.1%	**-**	-	0.9%	0.9%	1.1%	93.0%	4.1%	0.1%	**-**	-	**-**
% Total	0%	0.7%	0.1%	0.2%	0%	0%	**1.0%**	-	0.1%	0.2%	11.0%	1.0%	0.1%	0%	**12.5%**	-	0.3%	0.3%	0.3%	28.9%	1.3%	0%	**31.1%**	-	**-**
Lights	4	89	15	25	3	0	**136**	-	13	19	1372	138	19	2	**1563**	-	35	36	42	3789	162	3	**4067**	-	12991
% Lights	100%	96.7%	100%	96.2%	75.0%	0%	**96.5%**	-	86.7%	79.2%	91.6%	97.2%	95.0%	100%	**91.9%**	-	92.1%	94.7%	91.3%	95.9%	94.2%	100%	**95.8%**	-	95.2%
Articulated Trucks	0	1	0	1	0	0	**2**	-	1	0	28	0	0	0	**29**	-	2	1	0	45	0	0	**48**	-	167
% Articulated Trucks	0%	1.1%	0%	3.8%	0%	0%	**1.4%**	-	6.7%	0%	1.9%	0%	0%	0%	**1.7%**	-	5.3%	2.6%	0%	1.1%	0%	0%	**1.1%**	-	1.2%
Buses and Single-Unit Trucks	0	2	0	0	0	0	**2**	-	1	3	95	4	1	0	**104**	-	1	1	4	114	10	0	**130**	-	485
% Buses and Single-Unit Trucks	0%	2.2%	0%	0%	0%	0%	**1.4%**	-	6.7%	12.5%	6.3%	2.8%	5.0%	0%	**6.1%**	-	2.6%	2.6%	8.7%	2.9%	5.8%	0%	**3.1%**	-	3.6%
Bicycles on Road	0	0	0	0	1	0	**1**	-	0	2	2	0	0	0	**4**	-	0	0	0	1	0	0	**1**	-	10
% Bicycles on Road	0%	0%	0%	0%	25.0%	0%	**0.7%**	-	0%	8.3%	0.1%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	21	-	-	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-

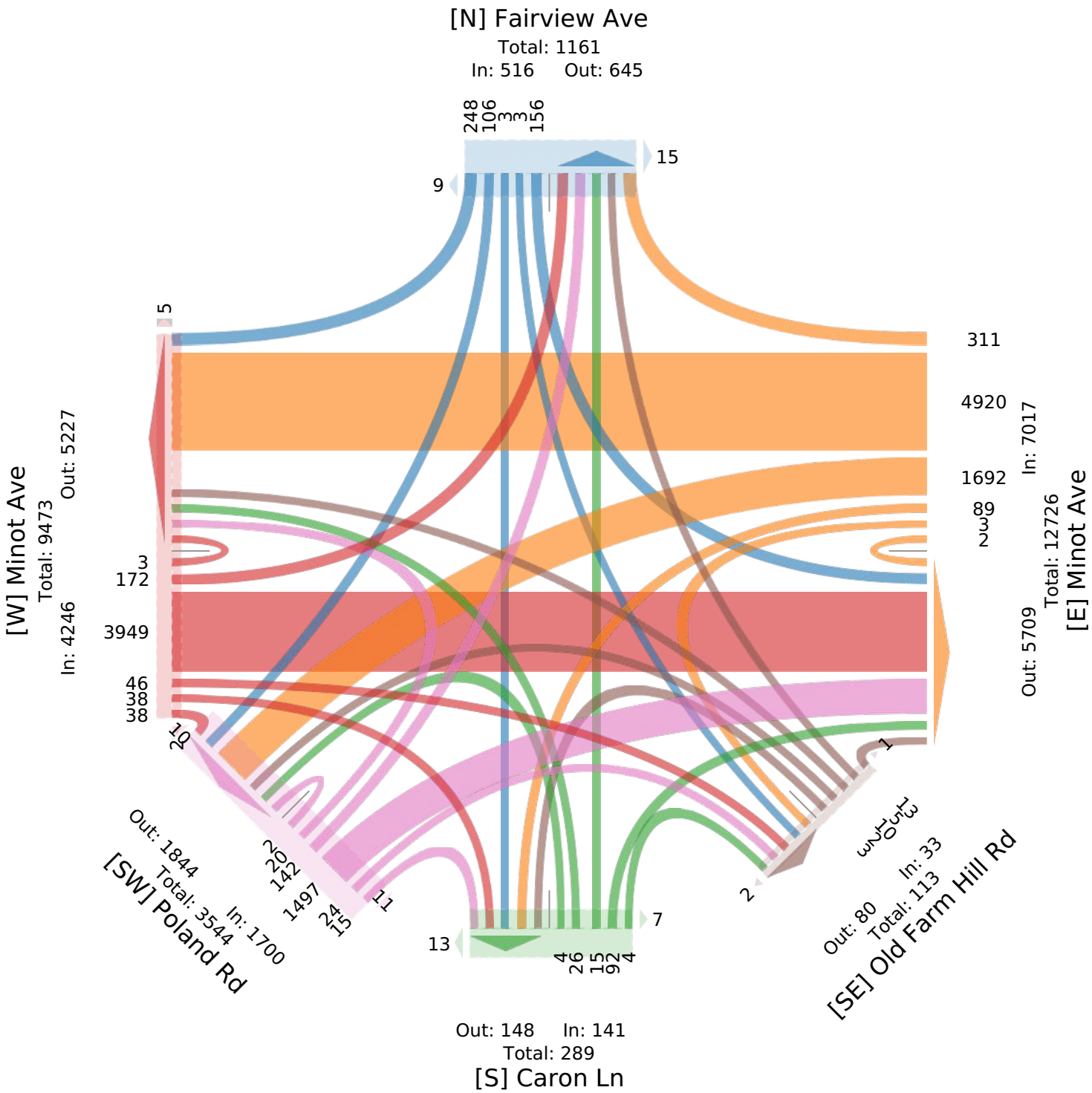
*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Full Length (6 AM-6 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US



Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
AM Peak (May 15 2025 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
2025-05-15 7:15AM	6	2	0	0	11	0	**19**	0	10	65	52	0	0	0	**127**	0	0	0	0	0	0	0	**0**	0
7:30AM	9	1	0	0	5	0	**15**	1	9	72	43	1	0	0	**125**	0	1	0	0	0	0	0	**1**	0
7:45AM	20	3	0	0	3	0	**26**	0	6	114	46	4	1	0	**171**	0	2	0	0	0	0	0	**2**	0
8:00AM	9	1	0	1	1	0	**12**	1	4	103	33	1	0	0	**141**	0	0	0	0	0	0	0	**0**	0
Total	44	7	0	1	20	0	**72**	2	29	354	174	6	1	0	**564**	0	3	0	0	0	0	0	**3**	0
% Approach	61.1%	9.7%	0%	1.4%	27.8%	0%	**-**	-	5.1%	62.8%	30.9%	1.1%	0.2%	0%	**-**	-	100%	0%	0%	0%	0%	0%	**-**	-
% Total	4.0%	0.6%	0%	0.1%	1.8%	0%	**6.5%**	-	2.6%	31.8%	15.6%	0.5%	0.1%	0%	**50.7%**	-	0.3%	0%	0%	0%	0%	0%	**0.3%**	-
PHF	0.550	0.583	-	0.250	0.455	-	**0.692**	-	0.725	0.776	0.837	0.375	0.250	-	**0.825**	-	0.375	-	-	-	-	-	**0.375**	-
Lights	44	6	0	0	20	0	**70**	-	28	336	168	5	0	0	**537**	-	3	0	0	0	0	0	**3**	-
% Lights	100%	85.7%	0%	0%	100%	0%	**97.2%**	-	96.6%	94.9%	96.6%	83.3%	0%	0%	**95.2%**	-	100%	0%	0%	0%	0%	0%	**100%**	-
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	8	2	0	0	0	**10**	-	0	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	2.3%	1.1%	0%	0%	0%	**1.8%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	0	1	0	1	0	0	**2**	-	1	10	4	1	1	0	**17**	-	0	0	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	14.3%	0%	100%	0%	0%	**2.8%**	-	3.4%	2.8%	2.3%	16.7%	100%	0%	**3.0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
AM Peak (May 15 2025 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Caron Ln								Poland Rd								Minot Ave								
Direction	Northbound								Northeastbound								Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
2025-05-15 7:15AM	0	3	0	0	0	0	**3**	1	0	0	39	2	0	0	**41**	1	1	1	0	72	2	1	**77**	0	**267**
7:30AM	0	3	0	0	0	0	**3**	0	1	1	40	1	0	0	**43**	0	0	2	1	71	2	0	**76**	1	**263**
7:45AM	0	1	0	0	0	0	**1**	1	0	0	35	2	0	0	**37**	0	0	0	0	66	2	0	**68**	0	**305**
8:00AM	0	1	1	1	0	0	**3**	0	0	1	18	2	0	0	**21**	0	1	0	2	95	3	0	**101**	1	**278**
Total	0	8	1	1	0	0	**10**	2	1	2	132	7	0	0	**142**	1	2	3	3	304	9	1	**322**	2	**1113**
% Approach	0%	80.0%	10.0%	10.0%	0%	0%	**-**	-	0.7%	1.4%	93.0%	4.9%	0%	0%	**-**	-	0.6%	0.9%	0.9%	94.4%	2.8%	0.3%	**-**	-	-
% Total	0%	0.7%	0.1%	0.1%	0%	0%	**0.9%**	-	0.1%	0.2%	11.9%	0.6%	0%	0%	**12.8%**	-	0.2%	0.3%	0.3%	27.3%	0.8%	0.1%	**28.9%**	-	-
PHF	-	0.667	0.250	0.250	-	-	**0.833**	-	0.250	0.500	0.825	0.875	-	-	**0.826**	-	0.500	0.375	0.375	0.800	0.750	0.250	**0.797**	-	0.912
Lights	0	8	1	1	0	0	**10**	-	0	2	121	7	0	0	**130**	-	2	2	2	294	9	1	**310**	-	1060
% Lights	0%	100%	100%	100%	0%	0%	**100%**	-	0%	100%	91.7%	100%	0%	0%	**91.5%**	-	100%	66.7%	66.7%	96.7%	100%	100%	**96.3%**	-	95.2%
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	0	3	0	0	0	**3**	-	0	1	0	2	0	0	**3**	-	16
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	2.3%	0%	0%	0%	**2.1%**	-	0%	33.3%	0%	0.7%	0%	0%	**0.9%**	-	1.4%
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	1	0	8	0	0	0	**9**	-	0	0	1	8	0	0	**9**	-	37
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	100%	0%	6.1%	0%	0%	0%	**6.3%**	-	0%	0%	33.3%	2.6%	0%	0%	**2.8%**	-	3.3%
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025

AM Peak (May 15 2025 7:15AM - 8:15 AM)

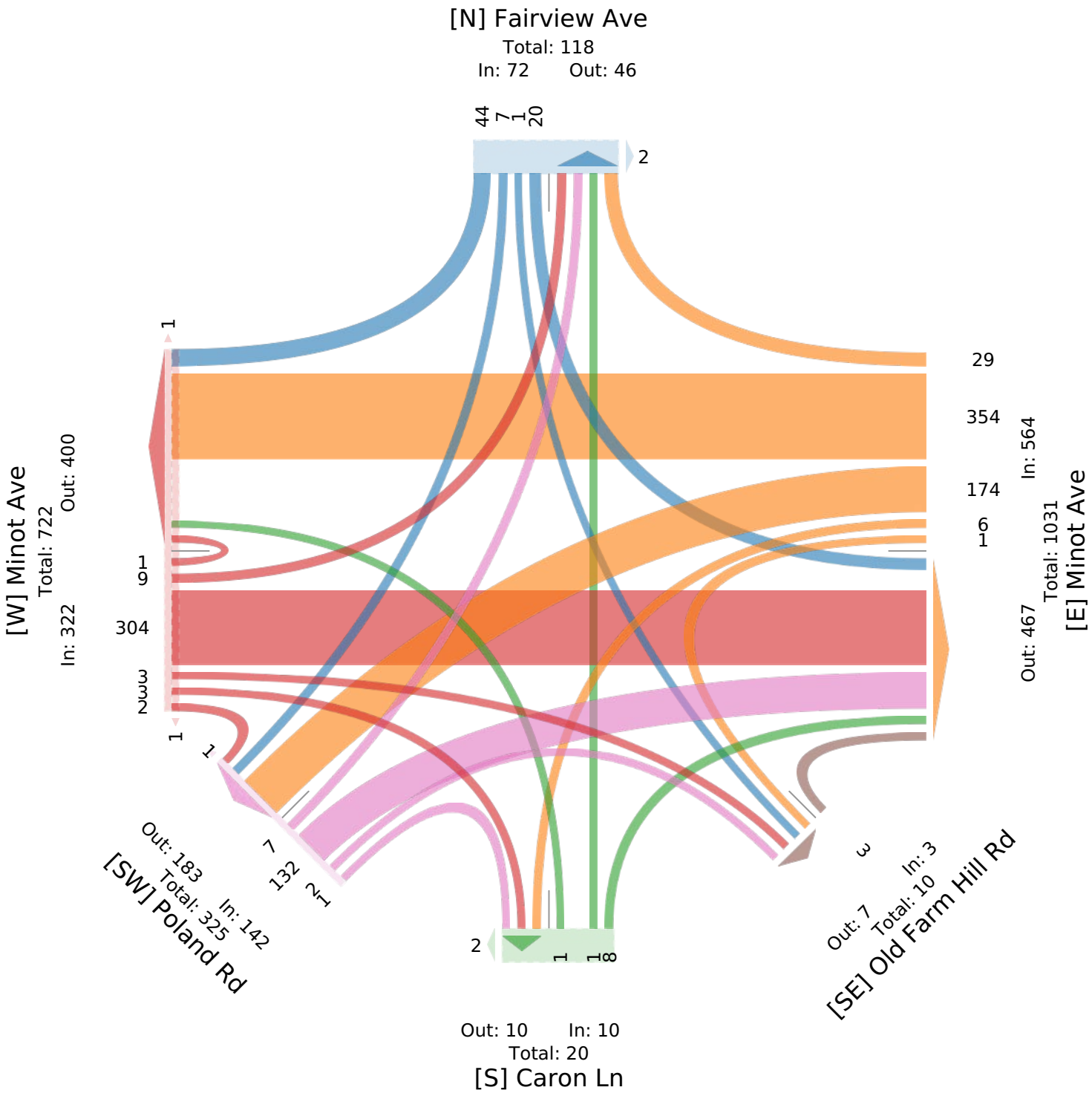
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US



Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Midday Peak (May 15 2025 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
2025-05-15 11:45AM	7	2	0	0	1	0	**10**	1	3	79	35	0	0	0	**117**	0	1	0	1	0	0	0	**2**	0
12:00PM	7	2	0	0	2	0	**11**	1	10	93	24	4	0	0	**131**	0	1	0	0	0	0	0	**1**	0
12:15PM	4	1	0	0	6	0	**11**	0	2	78	31	2	0	0	**113**	0	0	0	0	0	0	0	**0**	0
12:30PM	6	0	0	0	1	0	**7**	0	7	70	19	2	0	0	**98**	0	0	0	0	0	1	0	**1**	0
Total	24	5	0	0	10	0	**39**	2	22	320	109	8	0	0	**459**	0	2	0	1	0	1	0	**4**	0
% Approach	61.5%	12.8%	0%	0%	25.6%	0%	**-**	-	4.8%	69.7%	23.7%	1.7%	0%	0%	**-**	-	50.0%	0%	25.0%	0%	25.0%	0%	**-**	-
% Total	2.6%	0.6%	0%	0%	1.1%	0%	**4.3%**	-	2.4%	35.2%	12.0%	0.9%	0%	0%	**50.5%**	-	0.2%	0%	0.1%	0%	0.1%	0%	**0.4%**	-
PHF	0.857	0.625	-	-	0.417	-	**0.886**	-	0.550	0.860	0.779	0.500	-	-	**0.876**	-	0.500	-	0.250	-	0.250	-	**0.500**	-
Lights	24	5	0	0	10	0	**39**	-	22	302	99	8	0	0	**431**	-	2	0	1	0	1	0	**4**	-
% Lights	100%	100%	0%	0%	100%	0%	**100%**	-	100%	94.4%	90.8%	100%	0%	0%	**93.9%**	-	100%	0%	100%	0%	100%	0%	**100%**	-
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	6	4	0	0	0	**10**	-	0	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	1.9%	3.7%	0%	0%	0%	**2.2%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	0	12	6	0	0	0	**18**	-	0	0	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	3.8%	5.5%	0%	0%	0%	**3.9%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
Midday Peak (May 15 2025 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

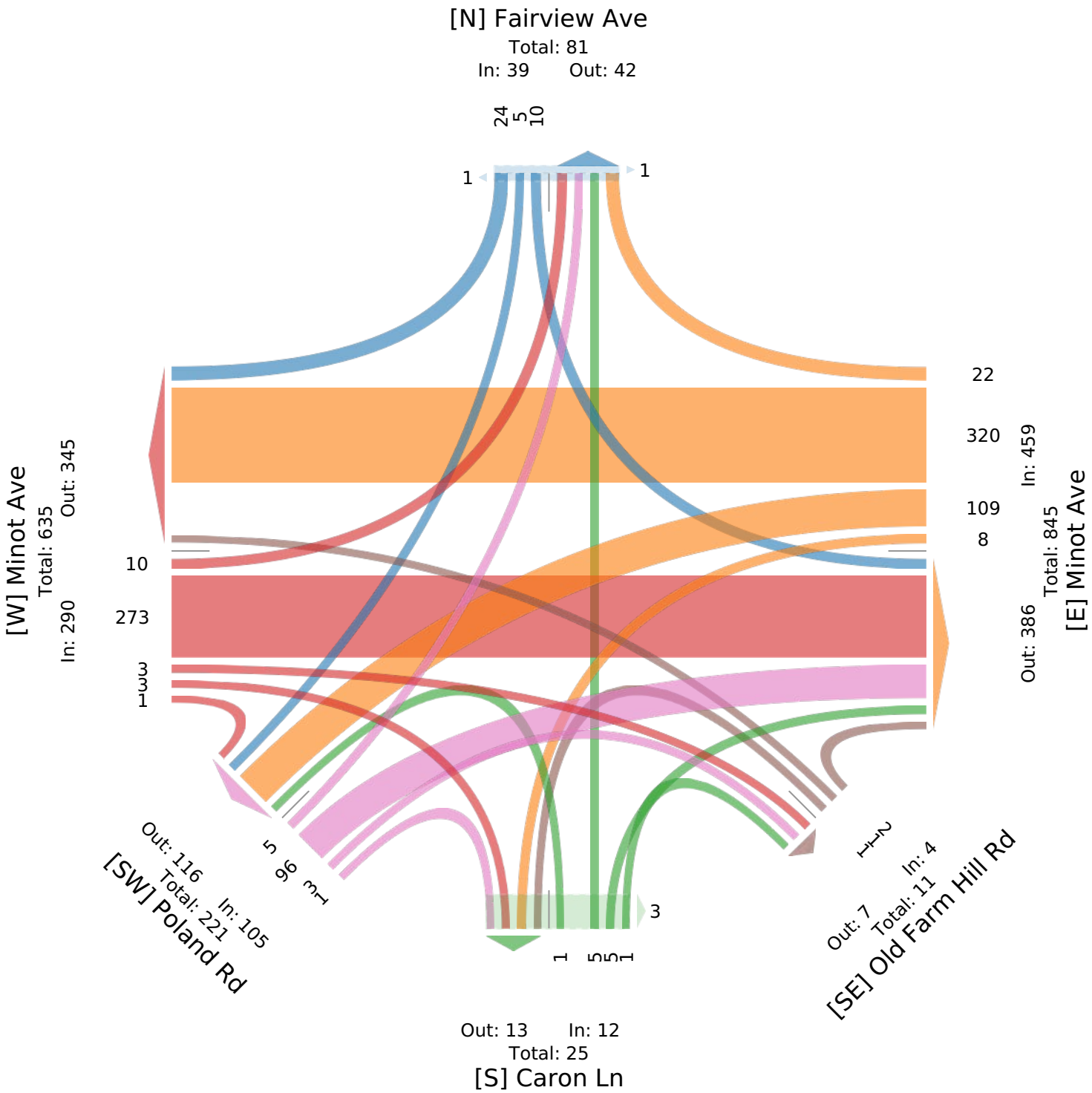
Leg Direction	Caron Ln Northbound								Poland Rd Northeastbound								Minot Ave Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
2025-05-15 11:45AM	0	1	2	0	0	0	**3**	0	0	0	29	2	0	0	**31**	0	0	0	1	64	2	0	**67**	0	**230**
12:00PM	0	1	0	0	0	0	**1**	0	0	0	21	0	0	0	**21**	0	0	1	0	67	1	0	**69**	0	**234**
12:15PM	0	0	3	0	1	0	**4**	1	1	1	22	1	0	0	**25**	0	1	0	1	62	2	0	**66**	0	**219**
12:30PM	1	3	0	0	0	0	**4**	2	0	2	24	2	0	0	**28**	0	0	2	1	80	5	0	**88**	0	**226**
Total	1	5	5	0	1	0	**12**	3	1	3	96	5	0	0	**105**	0	1	3	3	273	10	0	**290**	0	**909**
% Approach	8.3%	41.7%	41.7%	0%	8.3%	0%	**-**	-	1.0%	2.9%	91.4%	4.8%	0%	0%	**-**	-	0.3%	1.0%	1.0%	94.1%	3.4%	0%	**-**	-	-
% Total	0.1%	0.6%	0.6%	0%	0.1%	0%	**1.3%**	-	0.1%	0.3%	10.6%	0.6%	0%	0%	**11.6%**	-	0.1%	0.3%	0.3%	30.0%	1.1%	0%	**31.9%**	-	-
PHF	0.250	0.417	0.417	-	0.250	-	**0.750**	-	0.250	0.500	0.828	0.625	-	-	**0.839**	-	0.250	0.375	0.750	0.853	0.500	-	**0.824**	-	0.970
Lights	1	5	5	0	1	0	**12**	-	1	1	85	5	0	0	**92**	-	1	3	3	259	9	0	**275**	-	853
% Lights	100%	100%	100%	0%	100%	0%	**100%**	-	100%	33.3%	88.5%	100%	0%	0%	**87.6%**	-	100%	100%	100%	94.9%	90.0%	0%	**94.8%**	-	93.8%
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	0	5	0	0	0	**5**	-	0	0	0	6	0	0	**6**	-	21
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	5.2%	0%	0%	0%	**4.8%**	-	0%	0%	0%	2.2%	0%	0%	**2.1%**	-	2.3%
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	0	1	6	0	0	0	**7**	-	0	0	0	8	1	0	**9**	-	34
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	33.3%	6.3%	0%	0%	0%	**6.7%**	-	0%	0%	0%	2.9%	10.0%	0%	**3.1%**	-	3.7%
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	1	0	0	0	0	**1**	-	0	0	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	33.3%	0%	0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC
Thu May 15, 2025
Midday Peak (May 15 2025 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US



Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
PM Peak (May 15 2025 3:45PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg	Fairview Ave								Minot Ave								Old Farm Hill Rd							
Direction	Southbound								Westbound								Northwestbound							
Time	R	BR	T	BL	L	U	**App**	Ped*	R	T	BL	L	HL	U	**App**	Ped*	HR	BR	BL	L	HL	U	**App**	Ped*
2025-05-15 3:45PM	6	1	0	0	3	0	**10**	0	3	114	23	5	0	1	**146**	0	0	1	0	0	0	0	**1**	0
4:00PM	12	1	0	0	4	0	**17**	0	0	119	39	0	0	0	**158**	0	0	0	0	0	0	0	**0**	0
4:15PM	7	3	0	0	3	0	**13**	0	4	107	29	1	0	0	**141**	0	0	0	0	0	0	0	**0**	0
4:30PM	3	1	0	0	6	0	**10**	1	7	115	29	1	0	0	**152**	0	0	0	0	0	0	0	**0**	0
Total	28	6	0	0	16	0	**50**	1	14	455	120	7	0	1	**597**	0	0	1	0	0	0	0	**1**	0
% Approach	56.0%	12.0%	0%	0%	32.0%	0%	**-**	-	2.3%	76.2%	20.1%	1.2%	0%	0.2%	**-**	-	0%	100%	0%	0%	0%	0%	**-**	-
% Total	2.3%	0.5%	0%	0%	1.3%	0%	**4.2%**	-	1.2%	38.2%	10.1%	0.6%	0%	0.1%	**50.1%**	-	0%	0.1%	0%	0%	0%	0%	**0.1%**	-
PHF	0.583	0.500	-	-	0.667	-	**0.735**	-	0.500	0.956	0.769	0.350	-	0.250	**0.945**	-	-	0.250	-	-	-	-	**0.250**	-
Lights	28	6	0	0	16	0	**50**	-	12	447	116	7	0	1	**583**	-	0	1	0	0	0	0	**1**	-
% Lights	100%	100%	0%	0%	100%	0%	**100%**	-	85.7%	98.2%	96.7%	100%	0%	100%	**97.7%**	-	0%	100%	0%	0%	0%	0%	**100%**	-
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	1	1	0	0	0	**2**	-	0	0	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.2%	0.8%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	2	7	3	0	0	0	**12**	-	0	0	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	14.3%	1.5%	2.5%	0%	0%	0%	**2.0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025
PM Peak (May 15 2025 3:45PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)
All Movements
ID: 1299072, Location: 44.085125, -70.240778



Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US

Leg / Direction	Caron Ln Northbound								Poland Rd Northeastbound								Minot Ave Eastbound								
Time	HR	R	T	L	HL	U	**App**	Ped*	HR	R	BR	BL	HL	U	**App**	Ped*	HR	R	BR	T	L	U	**App**	Ped*	**Int**
2025-05-15 3:45PM	0	0	0	1	2	0	**3**	0	0	2	50	4	1	0	**57**	0	0	0	2	72	2	0	**76**	0	**293**
4:00PM	0	2	0	1	0	0	**3**	2	1	1	42	2	0	0	**46**	0	0	0	0	76	3	0	**79**	0	**303**
4:15PM	1	2	0	0	0	0	**3**	0	0	3	41	3	0	0	**47**	0	0	3	2	74	8	0	**87**	0	**291**
4:30PM	0	2	0	0	0	0	**2**	0	0	1	45	3	0	0	**49**	0	0	1	2	83	6	0	**92**	0	**305**
Total	1	6	0	2	2	0	**11**	2	1	7	178	12	1	0	**199**	0	0	4	6	305	19	0	**334**	0	**1192**
% Approach	9.1%	54.5%	0%	18.2%	18.2%	0%	**-**	-	0.5%	3.5%	89.4%	6.0%	0.5%	0%	**-**	-	0%	1.2%	1.8%	91.3%	5.7%	0%	**-**	-	-
% Total	0.1%	0.5%	0%	0.2%	0.2%	0%	**0.9%**	-	0.1%	0.6%	14.9%	1.0%	0.1%	0%	**16.7%**	-	0%	0.3%	0.5%	25.6%	1.6%	0%	**28.0%**	-	-
PHF	0.250	0.750	-	0.500	0.250	-	**0.917**	-	0.250	0.583	0.890	0.750	0.250	-	**0.873**	-	-	0.333	0.750	0.919	0.594	-	**0.908**	-	0.977
Lights	1	6	0	2	2	0	**11**	-	1	7	174	12	1	0	**195**	-	0	4	6	300	19	0	**329**	-	1169
% Lights	100%	100%	0%	100%	100%	0%	**100%**	-	100%	100%	97.8%	100%	100%	0%	**98.0%**	-	0%	100%	100%	98.4%	100%	0%	**98.5%**	-	98.1%
Articulated Trucks	0	0	0	0	0	0	**0**	-	0	0	1	0	0	0	**1**	-	0	0	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0.3%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	0	0	3	0	0	0	**3**	-	0	0	0	4	0	0	**4**	-	19
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	1.7%	0%	0%	0%	**1.5%**	-	0%	0%	0%	1.3%	0%	0%	**1.2%**	-	1.6%
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Auburn_Minot/Poland/Fairview/Caron/OldFarmHi... - TMC

Thu May 15, 2025

PM Peak (May 15 2025 3:45PM - 4:45 PM) - Overall Peak Hour

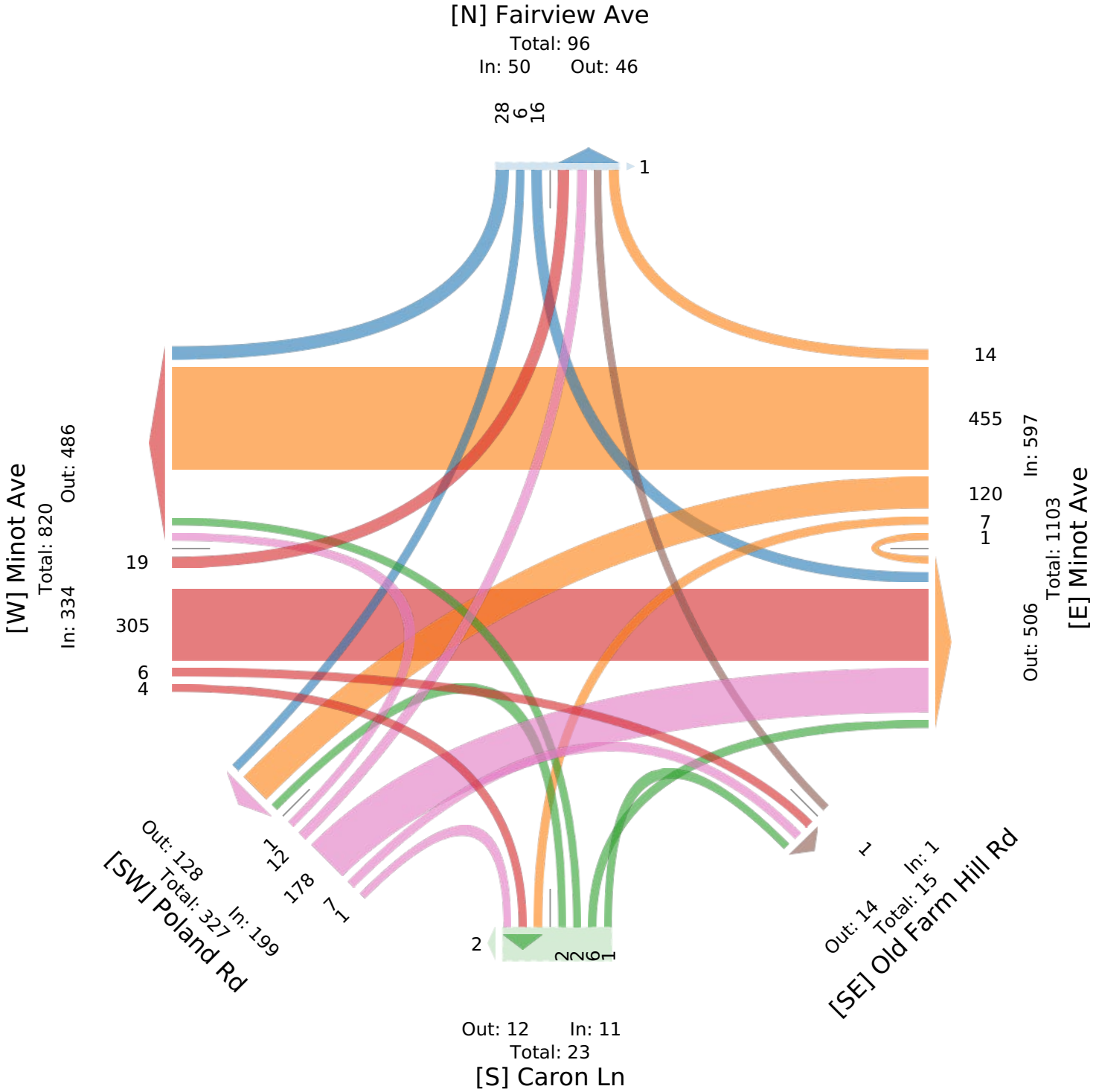
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 1299072, Location: 44.085125, -70.240778

Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community

Provided by: AVCOG
125 Manley Road,
Auburn, ME, 04210, US



AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025

Turning Movement Data

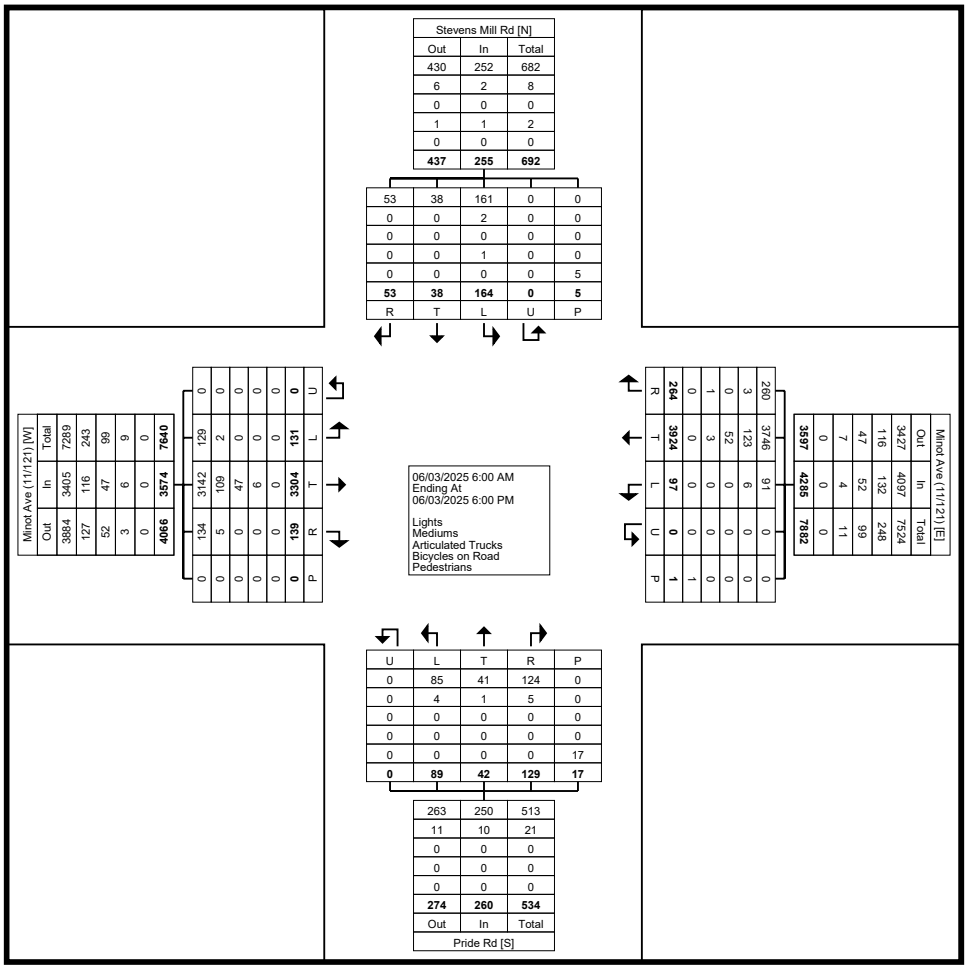
Start Time	Stevens Mill Rd Southbound						Minot Ave (11/121) Westbound						Pride Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	1	2	0	0	3	0	24	1	0	0	25	2	0	0	0	0	2	0	43	0	0	0	43	73
6:15 AM	1	0	6	0	0	7	1	31	0	0	0	32	2	0	0	0	0	2	1	48	0	0	0	49	90
6:30 AM	0	1	0	0	0	1	1	42	0	0	0	43	3	0	1	0	0	4	2	63	1	0	0	66	114
6:45 AM	0	2	3	0	0	5	1	50	0	0	0	51	2	0	1	0	0	3	0	61	1	0	0	62	121
Hourly Total	1	4	11	0	0	16	3	147	1	0	0	151	9	0	2	0	0	11	3	215	2	0	0	220	398
7:00 AM	2	1	6	0	0	9	3	57	1	0	0	61	1	2	1	0	0	4	3	71	2	0	0	76	150
7:15 AM	0	2	7	0	0	9	2	63	0	0	0	65	2	1	0	0	0	3	2	75	0	0	0	77	154
7:30 AM	1	1	5	0	0	7	1	60	0	0	0	61	3	1	3	0	0	7	5	99	4	0	0	108	183
7:45 AM	2	1	5	0	0	8	3	54	2	0	0	59	6	1	2	0	0	9	7	83	3	0	0	93	169
Hourly Total	5	5	23	0	0	33	9	234	3	0	0	246	12	5	6	0	0	23	17	328	9	0	0	354	656
8:00 AM	0	0	10	0	0	10	0	63	2	0	0	65	4	1	2	0	1	7	1	82	0	0	0	83	165
8:15 AM	3	0	7	0	0	10	8	73	1	0	0	82	2	0	2	0	0	4	3	71	3	0	0	77	173
8:30 AM	1	1	4	0	0	6	6	70	1	0	0	77	1	2	0	0	0	3	0	71	2	0	0	73	159
8:45 AM	3	1	3	0	1	7	1	63	2	0	0	66	3	0	1	0	1	4	1	56	6	0	0	63	140
Hourly Total	7	2	24	0	1	33	15	269	6	0	0	290	10	3	5	0	2	18	5	280	11	0	0	296	637
9:00 AM	0	0	1	0	1	1	4	66	1	0	0	71	2	0	3	0	0	5	3	60	1	0	0	64	141
9:15 AM	3	0	4	0	0	7	4	47	2	0	0	53	3	0	2	0	0	5	3	47	1	0	0	51	116
9:30 AM	1	0	1	0	0	2	2	83	5	0	0	90	2	1	1	0	2	4	2	59	2	0	0	63	159
9:45 AM	1	0	2	0	0	3	3	65	1	0	0	69	3	0	1	0	0	4	4	68	4	0	0	76	152
Hourly Total	5	0	8	0	1	13	13	261	9	0	0	283	10	1	7	0	2	18	12	234	8	0	0	254	568
10:00 AM	3	1	2	0	0	6	4	87	2	0	0	93	3	0	3	0	2	6	3	67	1	0	0	71	176
10:15 AM	4	0	2	0	0	6	4	74	1	0	0	79	3	0	3	0	0	6	2	73	3	0	0	78	169
10:30 AM	4	3	1	0	0	8	3	66	2	0	0	71	2	0	2	0	1	4	1	61	3	0	0	65	148
10:45 AM	2	1	3	0	0	6	2	69	1	0	0	72	2	0	1	0	1	3	2	53	0	0	0	55	136
Hourly Total	13	5	8	0	0	26	13	296	6	0	0	315	10	0	9	0	4	19	8	254	7	0	0	269	629
11:00 AM	0	0	0	0	0	0	3	79	3	0	0	85	5	2	2	0	0	9	4	74	2	0	0	80	174
11:15 AM	0	1	7	0	0	8	3	74	2	0	0	79	1	0	2	0	0	3	4	68	2	0	0	74	164
11:30 AM	0	2	6	0	0	8	5	70	2	0	0	77	6	1	0	0	0	7	2	62	3	0	0	67	159
11:45 AM	0	0	2	0	0	2	1	93	4	0	0	98	1	1	4	0	1	6	3	57	1	0	0	61	167
Hourly Total	0	3	15	0	0	18	12	316	11	0	0	339	13	4	8	0	1	25	13	261	8	0	0	282	664
12:00 PM	2	0	2	0	0	4	4	98	2	0	0	104	1	1	1	0	1	3	2	85	3	0	0	90	201
12:15 PM	1	0	3	0	0	4	9	103	3	0	0	115	1	2	1	0	0	4	7	66	3	0	0	76	199
12:30 PM	0	0	2	0	0	2	7	79	4	0	0	90	4	2	2	0	3	8	3	56	2	0	0	61	161
12:45 PM	0	0	4	0	0	4	9	79	2	0	0	90	2	0	0	0	0	2	2	60	1	0	0	63	159
Hourly Total	3	0	11	0	0	14	29	359	11	0	0	399	8	5	4	0	4	17	14	267	9	0	0	290	720

1:00 PM	1	1	1	0	0	3	8	71	1	0	0	80	2	1	2	0	0	5	3	70	4	0	0	77	165
1:15 PM	3	3	4	0	0	10	7	76	0	0	0	83	1	1	1	0	1	3	3	76	2	0	0	81	177
1:30 PM	0	1	10	0	0	11	6	79	1	0	0	86	2	1	1	0	0	4	3	71	1	0	0	75	176
1:45 PM	1	1	2	0	0	4	5	93	2	0	0	100	3	1	3	0	0	7	3	63	2	0	0	68	179
Hourly Total	5	6	17	0	0	28	26	319	4	0	0	349	8	4	7	0	1	19	12	280	9	0	0	301	697
2:00 PM	1	0	2	0	0	3	3	80	1	0	0	84	4	1	3	0	1	8	5	64	2	0	0	71	166
2:15 PM	3	0	2	0	0	5	10	103	1	0	0	114	0	5	2	0	1	7	2	75	6	0	0	83	209
2:30 PM	1	0	4	0	1	5	2	85	1	0	0	88	2	0	4	0	0	6	1	83	3	0	0	87	186
2:45 PM	2	0	8	0	0	10	11	119	3	0	0	133	0	1	3	0	0	4	7	82	6	0	0	95	242
Hourly Total	7	0	16	0	1	23	26	387	6	0	0	419	6	7	12	0	2	25	15	304	17	0	0	336	803
3:00 PM	1	0	3	0	0	4	17	120	1	0	1	138	6	2	0	0	0	8	2	66	6	0	0	74	224
3:15 PM	0	0	6	0	0	6	9	107	4	0	0	120	2	0	2	0	0	4	5	82	2	0	0	89	219
3:30 PM	2	1	1	0	0	4	9	119	1	0	0	129	2	0	5	0	0	7	4	82	4	0	0	90	230
3:45 PM	1	3	1	0	0	5	9	97	1	0	0	107	3	1	1	0	0	5	3	58	4	0	0	65	182
Hourly Total	4	4	11	0	0	19	44	443	7	0	1	494	13	3	8	0	0	24	14	288	16	0	0	318	855
4:00 PM	0	0	2	0	1	2	10	116	5	0	0	131	8	2	3	0	0	13	4	90	6	0	0	100	246
4:15 PM	0	1	4	0	0	5	10	129	5	0	0	144	2	1	7	0	0	10	2	78	7	0	0	87	246
4:30 PM	0	0	2	0	1	2	10	116	6	0	0	132	6	2	3	0	0	11	3	87	6	0	0	96	241
4:45 PM	0	2	2	0	0	4	10	113	3	0	0	126	3	0	2	0	0	5	4	63	1	0	0	68	203
Hourly Total	0	3	10	0	2	13	40	474	19	0	0	533	19	5	15	0	0	39	13	318	20	0	0	351	936
5:00 PM	1	3	1	0	0	5	10	120	1	0	0	131	2	2	4	0	0	8	0	73	4	0	0	77	221
5:15 PM	1	2	5	0	0	8	11	115	3	0	0	129	4	0	0	0	0	4	6	79	1	0	0	86	227
5:30 PM	1	0	3	0	0	4	7	94	7	0	0	108	1	0	0	0	1	1	3	57	5	0	0	65	178
5:45 PM	0	1	1	0	0	2	6	90	3	0	0	99	4	3	2	0	0	9	4	66	5	0	0	75	185
Hourly Total	3	6	10	0	0	19	34	419	14	0	0	467	11	5	6	0	1	22	13	275	15	0	0	303	811
Grand Total	53	38	164	0	5	255	264	3924	97	0	1	4285	129	42	89	0	17	260	139	3304	131	0	0	3574	8374
Approach %	20.8	14.9	64.3	0.0	-	-	6.2	91.6	2.3	0.0	-	-	49.6	16.2	34.2	0.0	-	-	3.9	92.4	3.7	0.0	-	-	-
Total %	0.6	0.5	2.0	0.0	-	3.0	3.2	46.9	1.2	0.0	-	51.2	1.5	0.5	1.1	0.0	-	3.1	1.7	39.5	1.6	0.0	-	42.7	-
Lights	53	38	161	0	-	252	260	3746	91	0	-	4097	124	41	85	0	-	250	134	3142	129	0	-	3405	8004
% Lights	100.0	100.0	98.2	-	-	98.8	98.5	95.5	93.8	-	-	95.6	96.1	97.6	95.5	-	-	96.2	96.4	95.1	98.5	-	-	95.3	95.6
Mediums	0	0	2	0	-	2	3	123	6	0	-	132	5	1	4	0	-	10	5	109	2	0	-	116	260
% Mediums	0.0	0.0	1.2	-	-	0.8	1.1	3.1	6.2	-	-	3.1	3.9	2.4	4.5	-	-	3.8	3.6	3.3	1.5	-	-	3.2	3.1
Articulated Trucks	0	0	0	0	-	0	0	52	0	0	-	52	0	0	0	0	-	0	0	47	0	0	-	47	99
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.3	0.0	-	-	1.2	0.0	0.0	0.0	-	-	0.0	0.0	1.4	0.0	-	-	1.3	1.2
Bicycles on Road	0	0	1	0	-	1	1	3	0	0	-	4	0	0	0	0	-	0	0	6	0	0	-	6	11
% Bicycles on Road	0.0	0.0	0.6	-	-	0.4	0.4	0.1	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	17	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

AVCOG
125 Manley Road

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(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
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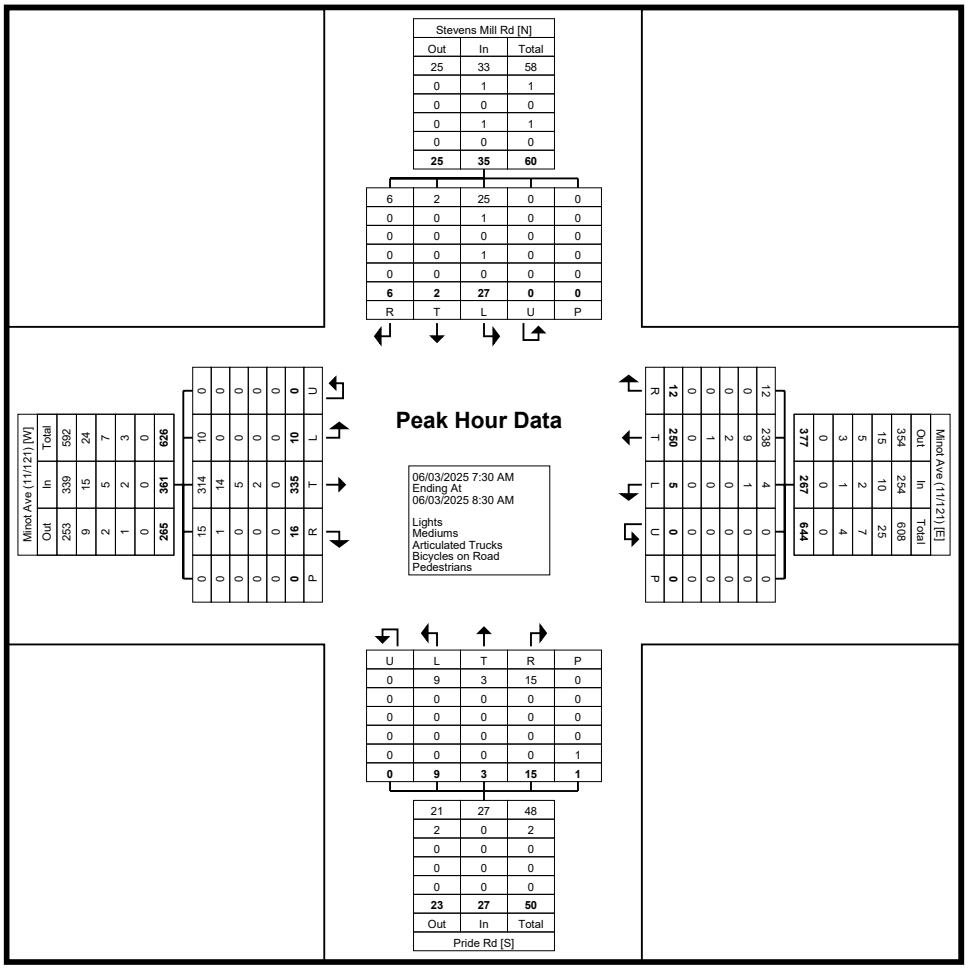
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Stevens Mill Rd Southbound						Minot Ave (11/121) Westbound						Pride Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	1	1	5	0	0	7	1	60	0	0	0	61	3	1	3	0	0	7	5	99	4	0	0	108	183
7:45 AM	2	1	5	0	0	8	3	54	2	0	0	59	6	1	2	0	0	9	7	83	3	0	0	93	169
8:00 AM	0	0	10	0	0	10	0	63	2	0	0	65	4	1	2	0	1	7	1	82	0	0	0	83	165
8:15 AM	3	0	7	0	0	10	8	73	1	0	0	82	2	0	2	0	0	4	3	71	3	0	0	77	173
Total	6	2	27	0	0	35	12	250	5	0	0	267	15	3	9	0	1	27	16	335	10	0	0	361	690
Approach %	17.1	5.7	77.1	0.0	-	-	4.5	93.6	1.9	0.0	-	-	55.6	11.1	33.3	0.0	-	-	4.4	92.8	2.8	0.0	-	-	-
Total %	0.9	0.3	3.9	0.0	-	5.1	1.7	36.2	0.7	0.0	-	38.7	2.2	0.4	1.3	0.0	-	3.9	2.3	48.6	1.4	0.0	-	52.3	-
PHF	0.500	0.500	0.675	0.000	-	0.875	0.375	0.856	0.625	0.000	-	0.814	0.625	0.750	0.750	0.000	-	0.750	0.571	0.846	0.625	0.000	-	0.836	0.943
Lights	6	2	25	0	-	33	12	238	4	0	-	254	15	3	9	0	-	27	15	314	10	0	-	339	653
% Lights	100.0	100.0	92.6	-	-	94.3	100.0	95.2	80.0	-	-	95.1	100.0	100.0	100.0	-	-	100.0	93.8	93.7	100.0	-	-	93.9	94.6
Mediums	0	0	1	0	-	1	0	9	1	0	-	10	0	0	0	0	-	0	1	14	0	0	-	15	26
% Mediums	0.0	0.0	3.7	-	-	2.9	0.0	3.6	20.0	-	-	3.7	0.0	0.0	0.0	-	-	0.0	6.3	4.2	0.0	-	-	4.2	3.8
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	5	0	0	-	5	7
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	1.5	0.0	-	-	1.4	1.0
Bicycles on Road	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	4
% Bicycles on Road	0.0	0.0	3.7	-	-	2.9	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.6	0.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:30 AM)

AVCOG
125 Manley Road

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(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
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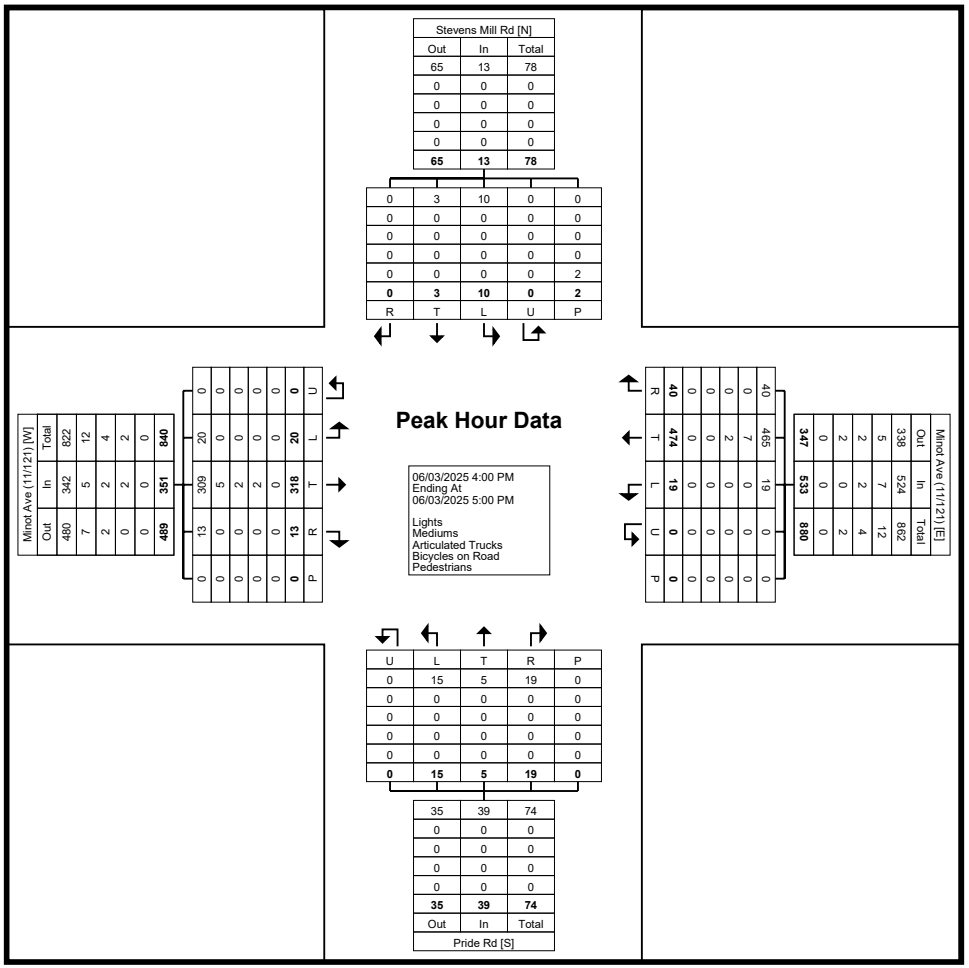
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Stevens Mill Rd Southbound						Minot Ave (11/121) Westbound						Pride Rd Northbound						Minot Ave (11/121) Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	0	0	2	0	1	2	10	116	5	0	0	131	8	2	3	0	0	13	4	90	6	0	0	100	246
4:15 PM	0	1	4	0	0	5	10	129	5	0	0	144	2	1	7	0	0	10	2	78	7	0	0	87	246
4:30 PM	0	0	2	0	1	2	10	116	6	0	0	132	6	2	3	0	0	11	3	87	6	0	0	96	241
4:45 PM	0	2	2	0	0	4	10	113	3	0	0	126	3	0	2	0	0	5	4	63	1	0	0	68	203
Total	0	3	10	0	2	13	40	474	19	0	0	533	19	5	15	0	0	39	13	318	20	0	0	351	936
Approach %	0.0	23.1	76.9	0.0	-	-	7.5	88.9	3.6	0.0	-	-	48.7	12.8	38.5	0.0	-	-	3.7	90.6	5.7	0.0	-	-	-
Total %	0.0	0.3	1.1	0.0	-	1.4	4.3	50.6	2.0	0.0	-	56.9	2.0	0.5	1.6	0.0	-	4.2	1.4	34.0	2.1	0.0	-	37.5	-
PHF	0.000	0.375	0.625	0.000	-	0.650	1.000	0.919	0.792	0.000	-	0.925	0.594	0.625	0.536	0.000	-	0.750	0.813	0.883	0.714	0.000	-	0.878	0.951
Lights	0	3	10	0	-	13	40	465	19	0	-	524	19	5	15	0	-	39	13	309	20	0	-	342	918
% Lights	-	100.0	100.0	-	-	100.0	100.0	98.1	100.0	-	-	98.3	100.0	100.0	100.0	-	-	100.0	100.0	97.2	100.0	-	-	97.4	98.1
Mediums	0	0	0	0	-	0	0	7	0	0	-	7	0	0	0	0	-	0	0	5	0	0	-	5	12
% Mediums	-	0.0	0.0	-	-	0.0	0.0	1.5	0.0	-	-	1.3	0.0	0.0	0.0	-	-	0.0	0.0	1.6	0.0	-	-	1.4	1.3
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	4
% Articulated Trucks	-	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.6	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	2
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.6	0.2
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

AVCOG
125 Manley Road

Auburn, Maine, United States 04210
(207) 783-9186 bpineau@avcog.org

Count Name: Auburn_Minot/Pride/StevensMill
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (4:00 PM)

APPENDIX B

- **MAINEDOT CRASH DATA**


Stevens Mill Rd
Stevens Mill Park Rd
Hotel Rd
Belgrade Av
Millbrook Ln
Court St
Richardson St
Marston St
Houghton St
Longpow Cir
Fairview Av
Marshall Av
Towle Av
Towle St
AUBURN
Minot Av
Polland Rd
Stevens Mill Rd
Wakerson Ave
Manley Rd
Pride Rd
Dunham St
Glendale Av
Taylor Brook
Tufts Av
Barker Av
Bennett Av
3886
2594
4774
63934
2534
2579
2535
3875
2580
4742
2577
2578
2576
2802
5548
2596
2575
65523
3793
65529
65527
65526
3247
3792
121
11
2554
2599
3876
3885
4736
2597
2574
3246
2553
3877
3245
2547
3790
2648
3791
2555
2539
4737
3789
66553
3788
66554
2562
3244
2552
3787
2565
3243
2548
2561
2545
2621
2560
3242
4025
2567
2551
2563
2549
0058
2544
Scale: 1:4875
300ft

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Lewiston
Minot Ave from Hotel Rd (3787) to Fairview Ave-Caron Ln (3793)

REPORT PARAMETERS

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

Route: 0011X	Start Node: 3787	Start Offset: 0	☐ Exclude First Node
	End Node: 3793	End Offset: 0	☐ Exclude Last Node
Route: 0011S	Start Node: 3793	Start Offset: 0	☑ Exclude First Node
	End Node: 65527	End Offset: 0	☑ Exclude Last Node
Route: 0011S	Start Node: 66554	Start Offset: 0	☑ Exclude First Node
	End Node: 3788	End Offset: 0	☑ Exclude Last Node
Route: 0011S	Start Node: 3788	Start Offset: 0	☑ Exclude First Node
	End Node: 66553	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
4737	0011X - 89.08	Int of MILLETT DR MINOT AV	2	1	0	0	0	0	1	0.0	3.665	0.09	0.41	0.00
											Statewide Crash Rate:	0.15		
3790	0011X - 89.24	Int of GLENDALE AV MINOT AV	2	1	0	0	1	0	0	100.0	3.894	0.09	0.40	0.00
											Statewide Crash Rate:	0.15		
3793	0011X - 89.72	Int of CARON LN FAIRVIEW AV MINOT AV OLD FARM HL	2	12	0	0	2	1	9	25.0	4.934	0.81	0.38	2.16
											Statewide Crash Rate:	0.15		
3792	0011X - 89.56	Int of ALLAIN ST MINOT AV	2	0	0	0	0	0	0	0.0	3.931	0.00	0.40	0.00
											Statewide Crash Rate:	0.15		
3788	0011X - 88.92	Int of COURT ST MANLEY RD MINOT AV	9	16	0	0	2	1	13	18.8	7.406	0.72	1.12	0.64
											Statewide Crash Rate:	0.69		
3789	0011X - 89.01	Int of MINOT AV PRIDE RD STEVENS MILL RD	2	2	0	0	0	0	2	0.0	3.610	0.18	0.41	0.00
											Statewide Crash Rate:	0.15		
3787	0011X - 88.61	Int of HOTEL RD, MINOT AV	9	11	0	1	1	5	4	63.6	7.536	0.49	1.12	0.44
											Statewide Crash Rate:	0.69		
65529	0011X - 89.69	Int of MINOT AV RD INV 2836433	2	0	0	0	0	0	0	0.0	1.697	0.00	0.49	0.00
											Statewide Crash Rate:	0.15		
66553	0011X - 88.85	Non Int MINOT AV	2	3	0	0	0	0	3	0.0	5.221	0.19	0.37	0.00
											Statewide Crash Rate:	0.15		
3791	0011X - 89.29	Int of MINOT AV TOWLE ST	2	0	0	0	0	0	0	0.0	3.898	0.00	0.40	0.00
											Statewide Crash Rate:	0.15		
66554	0011X - 88.95	Non Int MINOT AV	2	1	0	0	0	0	1	0.0	3.445	0.10	0.41	0.00
											Statewide Crash Rate:	0.15		
65527	0011X - 89.66	Non Int MINOT AV	2	0	0	0	0	0	0	0.0	4.111	0.00	0.39	0.00
											Statewide Crash Rate:	0.15		
Study Years:	3.00	NODE TOTALS:		47	0	1	6	7	33	29.8	53.348	0.29	0.41	0.72

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
3787	66553	3117402	0 - 0.24	0011X - 88.61	0.24	2	22	0	0	5	5	12	45.5	0.01253	585.21	380.97	1.54
Int of HOTEL RD, MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
66553	3788	3413503	0 - 0.07	0011X - 88.85	0.07	2	6	0	0	1	1	4	33.3	0.00183	1094.49	610.49	1.79
Non Int MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
3788	66554	3413504	0 - 0.03	0011X - 88.92	0.03	2	0	0	0	0	0	0	0.0	0.00052	0.00	817.09	0.00
Int of COURT ST MANLEY RD MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
66554	3789	3129829	0 - 0.06	0011X - 88.95	0.06	2	2	0	0	0	0	2	0.0	0.00207	322.54	591.35	0.00
Non Int MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
3789	4737	176274	0 - 0.07	0011X - 89.01	0.07	2	2	0	0	0	1	1	50.0	0.00231	288.16	574.32	0.00
Int of MINOT AV PRIDE RD STEVENS MILL RD				ST RTE 11											Statewide Crash Rate: 204.35		
3790	4737	3104735	0 - 0.16	0011X - 89.08	0.16	2	2	0	0	0	1	1	50.0	0.00615	108.48	448.43	0.00
Int of GLENDALE AV MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
3790	3791	3104734	0 - 0.05	0011X - 89.24	0.05	2	1	0	0	0	1	0	100.0	0.00194	171.92	601.22	0.00
Int of GLENDALE AV MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
3791	3792	3104736	0 - 0.27	0011X - 89.29	0.27	2	3	0	0	0	1	2	33.3	0.01007	99.30	399.66	0.00
Int of MINOT AV TOWLE ST				ST RTE 11											Statewide Crash Rate: 204.35		
3792	65527	3116587	0 - 0.10	0011X - 89.56	0.10	2	4	0	0	0	2	2	50.0	0.00387	344.36	502.98	0.00
Int of ALLAIN ST MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
65527	65529	2836475	0 - 0.03	0011X - 89.66	0.03	2	0	0	0	0	0	0	0.0	0.00051	0.00	819.28	0.00
Non Int MINOT AV				ST RTE 11											Statewide Crash Rate: 204.35		
65529	3793	3139795	0 - 0.03	0011X - 89.69	0.03	2	0	0	0	0	0	0	0.0	0.00049	0.00	825.47	0.00
Int of MINOT AV RD INV 2836433				ST RTE 11											Statewide Crash Rate: 204.35		
3793	65527	3139794	0 - 0.06	0011S - 5.22	0.06	2	2	0	0	0	1	1	50.0	0.00131	510.76	665.13	0.00
Int of CARON LN FAIRVIEW AV MINOT AV OLD FARM HL POLAND RD				ST RTE 11S											Statewide Crash Rate: 204.35		
66554	3788	3129830	0 - 0.03	0011S - 5.28	0.03	2	0	0	0	0	0	0	0.0	0.00052	0.00	817.09	0.00
Non Int MINOT AV				ST RTE 11S											Statewide Crash Rate: 204.35		
3788	66553	3509136	0 - 0.07	0011S - 5.31	0.07	2	3	0	0	2	0	1	66.7	0.00183	547.24	610.49	0.00
Int of COURT ST MANLEY RD MINOT AV				ST RTE 11S											Statewide Crash Rate: 204.35		
Study Years: 3.00				Section Totals:	1.27		47	0	0	8	13	26	44.7	0.04593	341.11	299.93	1.14
				Grand Totals:	1.27		94	0	1	14	20	59	37.2	0.04593	682.22	427.72	1.60

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
3787	66553	3117402	0 - 0.24	0011X - 88.61	22	0	0	5	5	12	2023-8016	03/13/2023	88.65	B
											2022-2068	01/20/2022	88.65	PD
											2024-1242	01/02/2024	88.65	PD
											2023-12269	04/29/2023	88.66	B
											2022-4076	02/07/2022	88.66	PD
											2024-82	01/02/2024	88.70	PD
											2024-8708	04/02/2024	88.71	C
											2024-24536	09/05/2024	88.71	C
											2023-2486	01/25/2023	88.71	PD
											2022-2335	01/21/2022	88.71	PD
											2022-6238	02/09/2022	88.72	PD
											2023-26116	09/01/2023	88.79	C
											2023-5374	02/19/2023	88.79	C
											2023-9235	03/25/2023	88.79	PD
											2022-16088	06/12/2022	88.82	B
											2023-37218	12/11/2023	88.83	B
											2024-165	01/04/2024	88.84	B
											2023-35734	12/01/2023	88.84	C
											2024-32845	11/20/2024	88.84	PD
											2022-25527	09/08/2022	88.84	PD
											2023-631	01/10/2023	88.84	PD
											2024-25527	09/16/2024	88.84	PD
66553	3788	3413503	0 - 0.07	0011X - 88.85	6	0	0	1	1	4	2023-507	01/09/2023	88.86	PD
											2023-19198	07/07/2023	88.86	PD
											2023-10676	04/07/2023	88.88	PD
											2024-13149	05/20/2024	88.89	B
											2023-35439	11/28/2023	88.90	C
											2022-20768	07/25/2022	88.91	PD
3788	66554	3413504	0 - 0.03	0011X - 88.92	0	0	0	0	0	0				
66554	3789	3129829	0 - 0.06	0011X - 88.95	2	0	0	0	0	2	2023-30440	10/21/2023	88.97	PD
											2023-19432	07/10/2023	88.97	PD
3789	4737	176274	0 - 0.07	0011X - 89.01	2	0	0	0	1	1	2024-4461	02/11/2024	89.06	PD
											2024-582	01/08/2024	89.07	C

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
3790	4737	3104735	0 - 0.16	0011X - 89.08	2	0	0	0	1	1	2024-6856	02/28/2024	89.17	C
											2024-15346	06/11/2024	89.23	PD
3790	3791	3104734	0 - 0.05	0011X - 89.24	1	0	0	0	1	0	2022-26354	09/09/2022	89.28	C
3791	3792	3104736	0 - 0.27	0011X - 89.29	3	0	0	0	1	2	2023-208	01/05/2023	89.33	PD
											2022-25531	09/08/2022	89.36	PD
											2023-38067	12/18/2023	89.53	C
3792	65527	3116587	0 - 0.10	0011X - 89.56	4	0	0	0	2	2	2022-25339	09/06/2022	89.57	PD
											2022-38355	12/16/2022	89.58	C
											2022-9962	04/01/2022	89.60	PD
											2023-3103	01/30/2023	89.61	C
65527	65529	2836475	0 - 0.03	0011X - 89.66	0	0	0	0	0	0				
65529	3793	3139795	0 - 0.03	0011X - 89.69	0	0	0	0	0	0				
3793	65527	3139794	0 - 0.06	0011S - 5.22	2	0	0	0	1	1	2024-21597	08/07/2024	5.25	C
											2022-31979	11/03/2022	5.25	PD
66554	3788	3129830	0 - 0.03	0011S - 5.28	0	0	0	0	0	0				
3788	66553	3509136	0 - 0.07	0011S - 5.31	3	0	0	2	0	1	2024-18060	07/05/2024	5.32	PD
											2023-22270	08/04/2023	5.33	B
											2023-2286	01/24/2023	5.36	B
				Totals:	47	0	0	8	13	26				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	1	0	0	1	1	0	2	1	0	0	0	1	0	0	0	1	0	0	8
MONDAY	0	0	0	0	0	0	3	1	1	1	0	4	0	1	1	0	4	1	0	0	0	0	0	1	0	18
TUESDAY	0	0	0	0	0	0	0	0	1	0	2	1	2	0	1	2	3	0	1	1	0	0	0	0	0	14
WEDNESDAY	0	0	0	0	1	0	0	0	0	0	2	0	0	1	2	1	3	1	1	0	0	0	2	0	0	14
THURSDAY	0	0	0	0	0	0	1	1	0	0	1	0	1	2	2	2	2	0	0	0	1	0	0	0	0	13
FRIDAY	0	0	0	0	0	0	0	1	2	0	0	1	2	2	1	2	1	2	2	2	0	0	0	1	0	19
SATURDAY	1	0	0	0	0	0	0	0	0	0	2	1	0	1	2	0	0	0	0	0	1	0	0	0	0	8
Totals	1	0	0	0	1	0	4	4	4	1	8	8	5	9	10	7	13	4	5	3	2	0	3	2	0	94

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	61
2-(Sport) Utility Vehicle	73
3-Passenger Van	5
4-Cargo Van (10K lbs or Less)	0
5-Pickup	32
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	2
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	2
17-Medium/Heavy Trucks (More than 10,000 lbs)	2
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1

Unit Type	Total
23-Bicyclist	3
24-Witness	22
25-Other	1
26-Construction	0
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	204

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	73	3	0	0	0	78
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	48	2	0	0	0	0	50
Ran Red Light	5	0	0	0	0	0	5
Ran Stop Sign	2	0	0	0	0	0	2
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	3	0	0	0	0	0	3
Drove Too Fast For Conditions	2	0	0	0	0	0	2
Improper Turn	6	1	0	0	0	0	7
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	9	0	0	0	0	0	9
Failed to Keep in Proper Lane	6	0	0	0	0	0	6
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	4	1	0	0	0	0	5
Unknown	1	1	0	0	0	0	2
Total	92	78	3	0	0	0	173

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	88	82	3	0	0	0	173
Physically Impaired	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	2	0	0	0	0	0	2
Total	92	82	3	0	0	0	177

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	11	0	0	0	0	11
20-24	20	0	0	0	0	20
25-29	11	0	0	0	0	11
30-39	31	0	0	0	0	31
40-49	32	0	0	0	0	32
50-59	23	0	0	0	0	23
60-69	22	0	0	0	0	22
70-79	17	0	0	0	0	17
80-Over	6	0	0	0	0	6
Unknown	5	3	0	1	0	9
Total	178	3	0	1	0	182

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	2	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	1
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	176
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	1		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	166		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	1		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	1		
33-Traffic Sign Support	2		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	2		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	14	19
C	20	33
PD	59	0
Total	94	53

Road Character

Road Grade	Total
1-Level	81
2-On Grade	13
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	94

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	33
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	21
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	1
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	37
14-Other	1
Total	94

Light

Light Condition	Total
1-Daylight	70
2-Dawn	1
3-Dusk	6
4-Dark - Lighted	15
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	94

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	3	8	5	16
FEBRUARY	4	3	3	10
MARCH	1	3	4	8
APRIL	1	3	1	5
MAY	2	1	1	4
JUNE	1	2	3	6
JULY	2	4	2	8
AUGUST	3	1	1	5
SEPTEMBER	6	4	3	13
OCTOBER	1	2	3	6
NOVEMBER	2	4	3	9
DECEMBER	1	3	0	4
Total	27	38	29	94

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	7	0	0	9	1	10	0	0	1	0	0	0	0	0	28
Head-on - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	2	16	11	21	0	0	0	0	0	0	0	0	50
Pedestrians	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	3	0	0	2	0	3	0	0	1	0	0	0	0	0	9
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Other	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	0	2	29	12	38	0	0	2	0	0	0	0	0	94

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	9	0	0	0	0	0	0	0	0	0	0	9
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	46	0	0	0	0	0	0	0	0	0	2	48
Dusk	4	0	0	0	0	0	0	0	0	0	1	5
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	12	0	0	0	0	0	0	0	0	0	5	17
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	0	0	0	0	0	0	0	0	0	0	5	5
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	2	0	0	1	3
Dark - Not Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	74	0	0	0	0	0	0	4	0	0	16	94

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **ANDROSCOGGIN** TOWN: **AUBURN**

LOW NODE: **3787** HIGH NODE: **66553** REGION: **1** U/R: **URBAN**

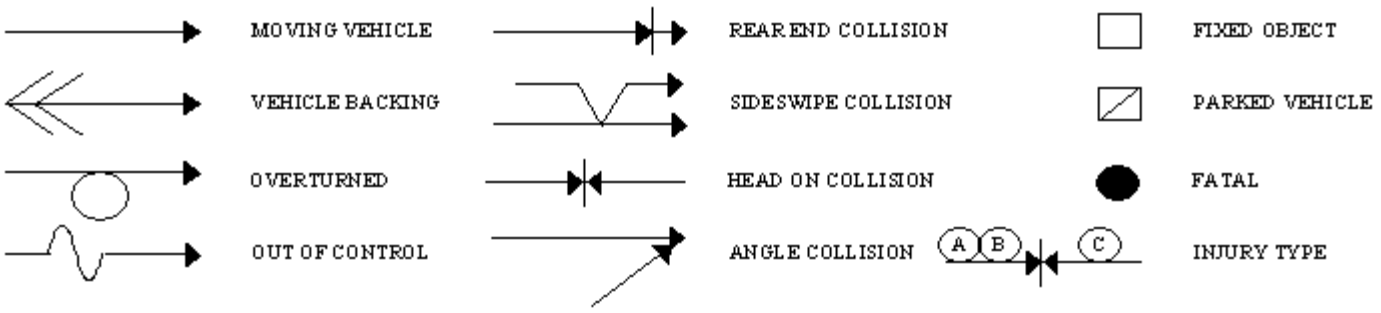
DESCRIPTION: **Minot Ave from Hotel Rd to Non-Int Minot Ave**

RTE # / RD #: **0011X** DATE DRAWN: **5/14/2025** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2022** STUDY TO: **12/31/2024**

CRASH RATE: **585.21** CRF: **1.53** % INJURY: **45.5** TOTAL CRASHES: **22**

LEGEND



PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

Auburn

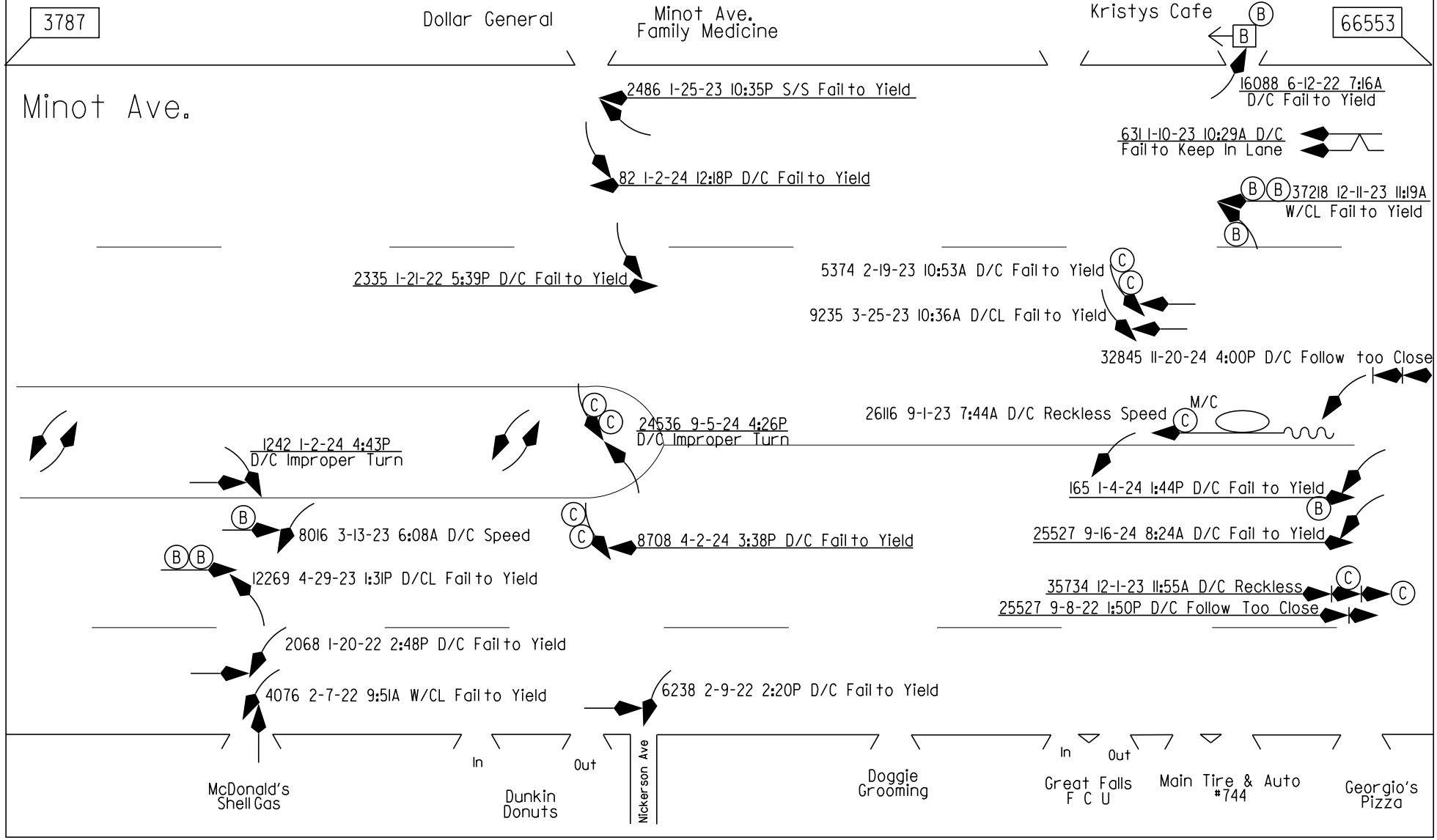
Prepared by Office of Safety & Mobility (DS 5/13/25)

Link: 3787-66553

Element: 3117402

Study Period: 2022-2024

# of Crashes: 22 / CRF: 1.53




Hotel Rd
Minot Av
11
121
3787
66553
Nickerson Ave
2621
Scale: 1:1531
100ft

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

Auburn
Minot Ave from Hotel Rd to Non-Int Minot Ave

REPORT PARAMETERS

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

Route: 0011X	Start Node: 3787	Start Offset: 0	☑ Exclude First Node
	End Node: 66553	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
3787	66553	3117402	0 - 0.24	0011X - 88.61	0.24	2	22	0	0	5	5	12	45.5	0.01253	585.21	381.69	1.53
Int of HOTEL RD, MINOT AV				ST RTE 11											Statewide Crash Rate: 204.84		
Study Years: 3.00				Section Totals:	0.24		22	0	0	5	5	12	45.5	0.01253	585.21	381.69	1.53

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
3787	66553	3117402	0 - 0.24	0011X - 88.61	22	0	0	5	5	12	2023-8016	03/13/2023	88.65	B
											2024-1242	01/02/2024	88.65	PD
											2022-2068	01/20/2022	88.65	PD
											2023-12269	04/29/2023	88.66	B
											2022-4076	02/07/2022	88.66	PD
											2024-82	01/02/2024	88.70	PD
											2024-8708	04/02/2024	88.71	C
											2024-24536	09/05/2024	88.71	C
											2022-2335	01/21/2022	88.71	PD
											2023-2486	01/25/2023	88.71	PD
											2022-6238	02/09/2022	88.72	PD
											2023-26116	09/01/2023	88.79	C
											2023-5374	02/19/2023	88.79	C
											2023-9235	03/25/2023	88.79	PD
											2022-16088	06/12/2022	88.82	B
											2023-37218	12/11/2023	88.83	B
											2024-165	01/04/2024	88.84	B
											2023-35734	12/01/2023	88.84	C
											2022-25527	09/08/2022	88.84	PD
											2023-631	01/10/2023	88.84	PD
											2024-25527	09/16/2024	88.84	PD
											2024-32845	11/20/2024	88.84	PD
				Totals:	22	0	0	5	5	12				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MONDAY	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
TUESDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	4
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	3
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Totals	0	0	0	0	0	0	1	2	1	1	3	2	1	3	2	1	3	1	0	0	0	0	1	0	0	22

Vehicle Counts by Type

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

Unit Type	Total
23-Bicyclist	1
24-Witness	6
25-Other	1
26-Construction	0
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	52

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	18	1	0	0	0	19
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	14	1	0	0	0	0	15
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	2	0	0	0	0	0	2
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	2	1	0	0	0	0	3
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	0	0	0	0	0	2
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	22	20	1	0	0	0	43

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	22	21	1	0	0	0	44
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	22	21	1	0	0	0	44

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	4	0	0	0	0	4
20-24	7	0	0	0	0	7
25-29	4	0	0	0	0	4
30-39	4	0	0	0	0	4
40-49	7	0	0	0	0	7
50-59	7	0	0	0	0	7
60-69	5	0	0	0	0	5
70-79	2	0	0	0	0	2
80-Over	3	0	0	0	0	3
Unknown	2	1	0	0	0	3
Total	45	1	0	0	0	46

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	1	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	44
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	43		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	5	8
C	5	9
PD	12	0
Total	22	17

Road Character

Road Grade	Total
1-Level	22
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	22

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	1
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	20
14-Other	1
Total	22

Light

Light Condition	Total
1-Daylight	18
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	2
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	22

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	2	2	3	7
FEBRUARY	2	1	0	3
MARCH	0	2	0	2
APRIL	0	1	1	2
MAY	0	0	0	0
JUNE	1	0	0	1
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	1	1	2	4
OCTOBER	0	0	0	0
NOVEMBER	0	0	1	1
DECEMBER	0	2	0	2
Total	6	9	7	22

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	3	0	0	0	0	3	0	0	0	0	0	0	0	0	6
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	14	0	0	0	0	0	0	0	0	14
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	0	19	0	0	0	0	0	0	0	0	22

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	14	0	0	0	0	0	0	0	0	0	0	14
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	2	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	19	0	0	0	0	0	0	1	0	0	2	22

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **ANDROSCOGGIN** TOWN: **AUBURN**

LOW NODE: **3793** HIGH NODE: **0000** REGION: **1** U/R: **URBAN**

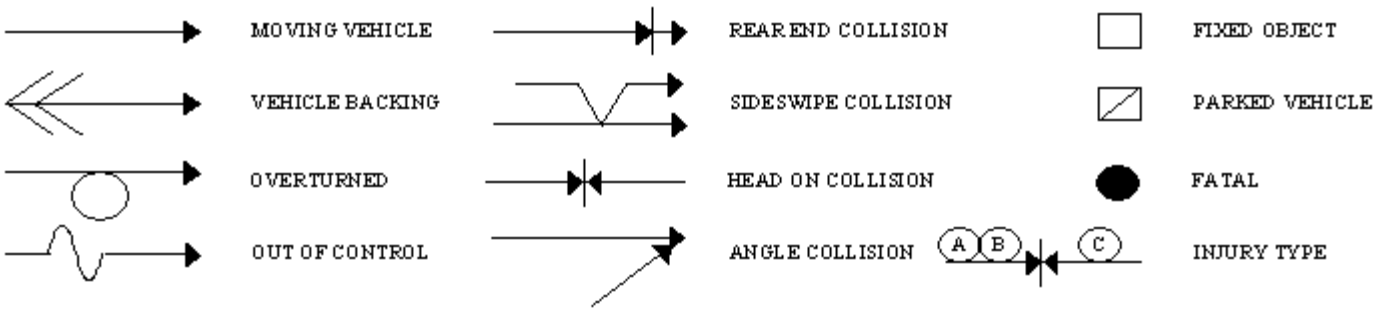
DESCRIPTION: **Int Caron Ln/Fairview Ave/Minot Ave/Old Farm Hl**

RTE # / RD #: **0011S** DATE DRAWN: **5/14/2025** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2022** STUDY TO: **12/31/2024**

CRASH RATE: **0.81** CRF: **2.16** % INJURY: **25** TOTAL CRASHES: **12**

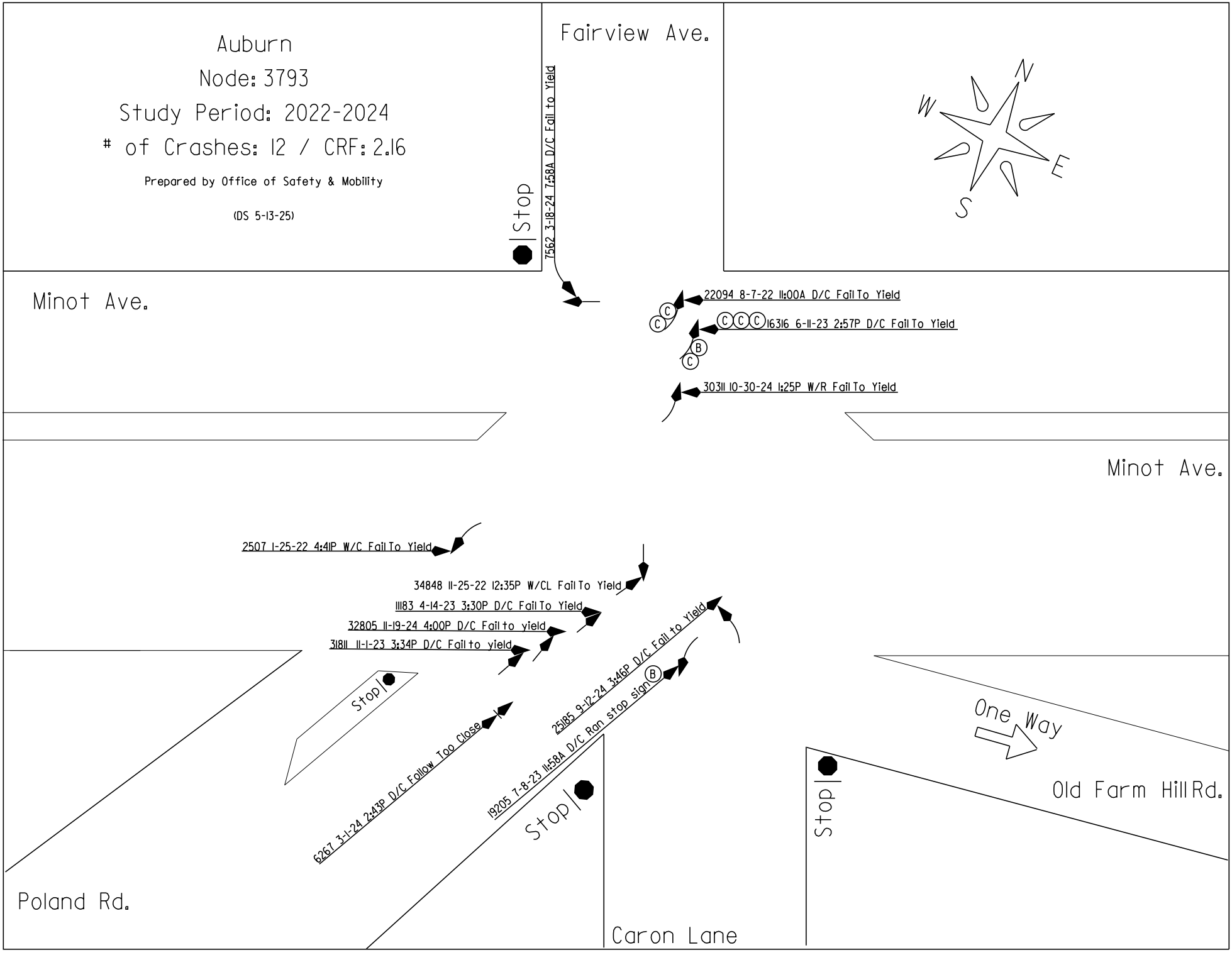
LEGEND

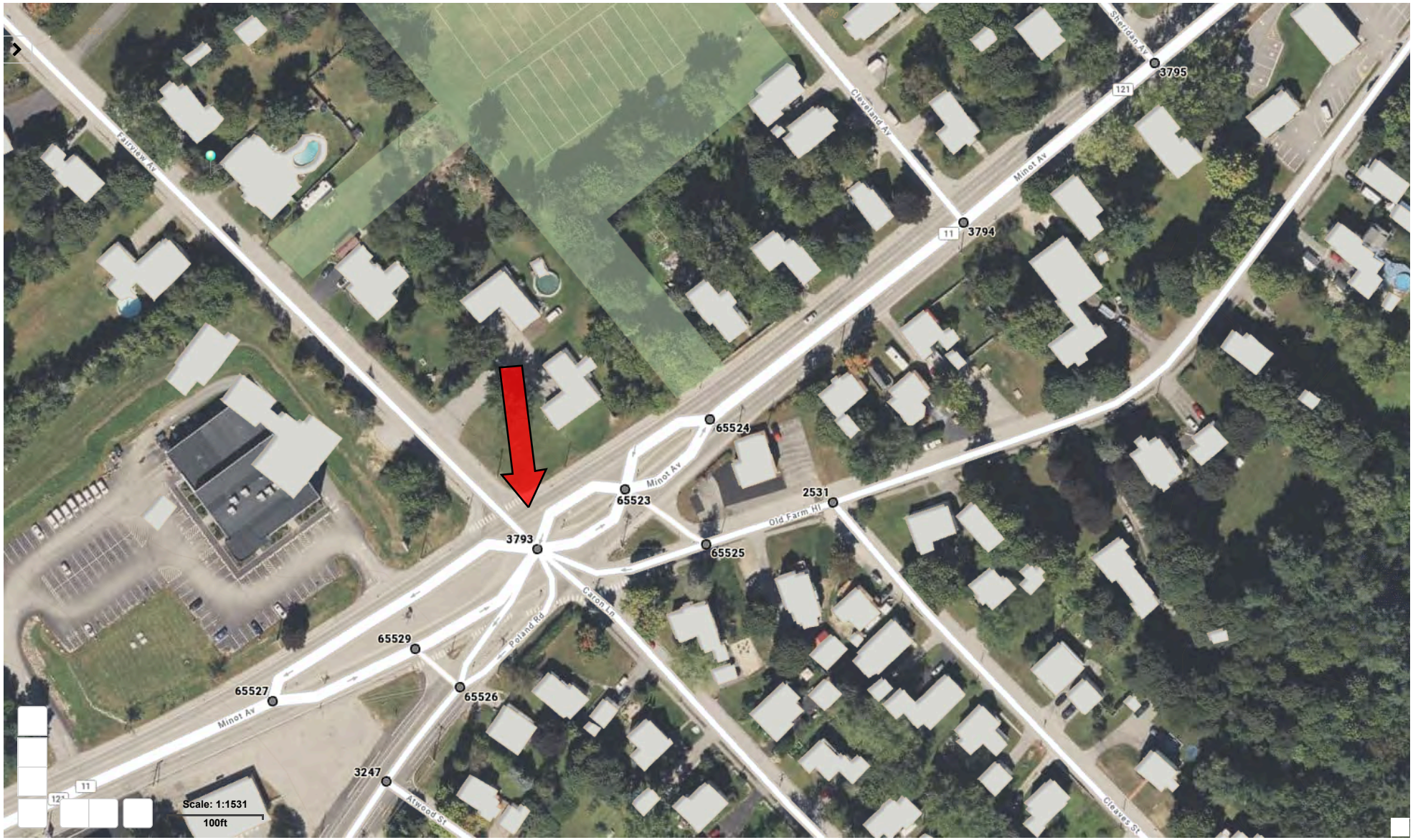


PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM


Auburn
Node: 3793
Study Period: 2022-2024
# of Crashes: 12 / CRF: 2.16
Prepared by Office of Safety & Mobility
(DS 5-13-25)
Fairview Ave.
Stop
7562 3-18-24 7:58A D/C Fail to Yield
N
W
E
S
Minot Ave.
22094 8-7-22 11:00A D/C Fail To Yield
16316 6-11-23 2:57P D/C Fail To Yield
30311 10-30-24 1:25P W/R Fail To Yield
Minot Ave.
2507 1-25-22 4:41P W/C Fail To Yield
34848 11-25-22 12:35P W/CL Fail To Yield
11183 4-14-23 3:30P D/C Fail To Yield
32805 11-19-24 4:00P D/C Fail to yield
31811 11-1-23 3:34P D/C Fail to yield
Stop
6267 3-1-24 2:43P D/C Follow Too Close
25185 9-12-24 3:46P D/C Fail to Yield
19205 7-8-23 11:58A D/C Ran stop sign
Stop
One Way
Stop
Old Farm Hill Rd.
Poland Rd.
Caron Lane


3795
Sheridan Av
Cleveland Av
121
Minot Av
Fairview Av
11
3794
65524
Minot Av
65523
2531
Old Farm Hl
3793
65525
Caron Ln
Poland Rd
65529
65527
65526
Minot Av
3247
Atwood St
Cleaves St
11
Scale: 1:1531
100ft

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

Auburn
Int Caron Ln-Fairview Ave-Minot Ave-Old Farm Hl

REPORT PARAMETERS

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

Route: 0011S	Start Node: 3793	Start Offset: 0	☐ Exclude First Node
	End Node: 3793	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
3793	0011S - 5.22	Int of CARON LN FAIRVIEW AV MINOT AV OLD FARM HL	2	12	0	0	2	1	9	25.0	4.934	0.81	0.38	2.16
												Statewide Crash Rate:	0.15	
Study Years:	3.00	NODE TOTALS:		12	0	0	2	1	9	25.0	4.934	0.81	0.38	2.16

Crash Summary II - Characteristics

Crashes by Day and Hour

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

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	11	23-Bicyclist	0
2-(Sport) Utility Vehicle	6	24-Witness	5
3-Passenger Van	2	25-Other	0
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	5	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	29
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	12	0	0	0	0	12
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	10	0	0	0	0	0	10
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	1	0	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	0	0	0	0	0	1
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	12	12	0	0	0	0	24

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	11	12	0	0	0	0	23
Physically Impaired	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	12	12	0	0	0	0	24

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	5	0	0	0	0	5
40-49	6	0	0	0	0	6
50-59	3	0	0	0	0	3
60-69	4	0	0	0	0	4
70-79	1	0	0	0	0	1
80-Over	2	0	0	0	0	2
Unknown	0	0	0	0	0	0
Total	24	0	0	0	0	24

Crash Summary II - Characteristics

Most Harmful Event

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	2	2
C	1	6
PD	9	0
Total	12	8

Road Character

Road Grade	Total
1-Level	7
2-On Grade	5
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	12

Traffic Control Devices

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

Light

Light Condition	Total
1-Daylight	11
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	12

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	0	0	1
FEBRUARY	0	0	0	0
MARCH	0	0	2	2
APRIL	0	1	0	1
MAY	0	0	0	0
JUNE	0	1	0	1
JULY	0	1	0	1
AUGUST	1	0	0	1
SEPTEMBER	0	0	1	1
OCTOBER	0	0	1	1
NOVEMBER	1	1	1	3
DECEMBER	0	0	0	0
Total	3	4	5	12

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	11	0	0	0	0	0	0	0	0	0	11
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	12	0	0	0	0	0	0	0	0	0	12

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	9	0	0	0	0	0	0	0	0	0	0	9
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	0	0	0	0	0	0	0	0	0	3	12

APPENDIX C

- **DEED**

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DLN:1002140162320

QUITCLAIM DEED

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Henrietta Leblond, with a mailing address of 526 Minot Avenue Auburn, Maine 04210, for consideration paid, grants to **City of Auburn**, a municipality with a mailing address of 60 Court Street, Auburn, Maine 04210, with **QUITCLAIM COVENANT**, a certain lot or parcel of land situated with the buildings thereon in Auburn, Androscoggin County, Maine, described as follows:

A certain lot or parcel of land with the buildings thereon situated on the southerly line of Minot Avenue in Auburn, bounded and described as follows:

BEGINNING at an iron rod now or formerly existing at the northeasterly corner of land conveyed by Marshall C. Percival to John M. Chadbourn by deed dated July 7, 1887, recorded in the Androscoggin County Registry of Deeds in Book 125, Page 414; thence the line runs in an easterly direction along said line of Minot Avenue one hundred thirty-two and five tenth, (132.5) feet to the northwesterly corner of a parcel of land conveyed by Adolph J. Patrick and Neva S. Patrick to Herbert O. Wiles and Jeannette G. Wiles by deed dated May 27, 19S2, recorded in said Registry of Deeds In Book 669, Page 413; thence the line turns at approximately a right angle and runs in a southerly direction along the westerly line of said land conveyed to Wiles a distance of two hundred (200) feet to the southwesterly corner of said Wiles lot; thence the line turns and runs in an easterly direction parallel with said line of Minot Avenue and along the southerly line of said land conveyed to Wiles ninety-one (91) feet to the westerly line of land conveyed by said Patrick to Paul E. Paradis and Agnes B. Paradis by deed dated October 14, 1950, recorded in said Registry of Deeds in Book 649, Page 84, (which deed corrected the description contained in an earlier deed given by said Patricks to said Paradis by deed dated June 17, 1948, recorded in said Registry, Book 618, Page 64); thence the line turns at approximately a right angle and runs in a southerly direction along the westerly line of said land conveyed to Paradis a distance of one hundred twenty-five (125) feet to the southwesterly corner thereof; thence the line turns and runs in an easterly direction along the southerly line of said Paradis land which is parallel with said line of Minot Avenue a distance of one hundred twenty (120) feet to a point in the westerly line of land conveyed by said Patrick to John Lewis Palman and Ann C. Palman by deed dated December 21, 1955, recorded in said Registry, Book 735, Page 28; thence the line turns and runs in a southerly direction dong the westerly line of said land conveyed to Palman a distance of one hundred twenty-one (121) feet, more or less, to the southerly line of the second parallel of land described in a certain deed given to the.se grantors by Minnie A. Stevens by deed dated November 26, 1947, recorded in said Registry, Book 611, Page 215; thence the line turns and runs in a southwesterly direction along the southeasterly lines of the second and first parcel in said deed from Stevens a total distance of three hundred fifty-eight and sixty-six hundredths (358.66) feet, more or less, to the southwesterly corner of the first parcel contained in said deed from Stevens; thence the line turns and runs in a northerly direction along the westerly line of said first parcel a distance of five hundred fifty (550) feet to the point of beginning.

Excepting the parcel of land conveyed from Richard L. Leblond and Henrietta A.

N O T
A N
O F F I C I A L
C O P Y

Leblond to Clover Manor, Inc. by deed dated January 2, 1990 and recorded in Book 2508, Page 79.

Being a portion of the premises conveyed in a deed from Adolph J. Patrick and Neva S. Patrick to Richard L. Leblond and Henrietta Leblond by warranty deed dated May 10, 1968 recorded in the Androscoggin County Registry of Deeds at Book 987, Page 782. Richard L. Leblond having died on April 24, 2014 leaving Henrietta Leblond as sole surviving joint tenant.

Also, conveying a portion of the parcel of land described in the deed from Adolph J. Patrick and Neva S. Patrick to Richard L. Leblond and Henrietta Leblond dated November 4, 1986 and recorded in Book 996, Page 429.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be executed on this 14th day of September, 2021.

Witness

Henrietta Leblond

STATE OF MAINE
ANDROSCOGGIN, SS. September 14, 2021

Then personally appeared the above-named Henrietta Leblond and acknowledged the foregoing instrument to be her free act and deed.

Before me,

~~Notary Public~~ / Attorney at Law
Print Name: Daniel D'Auteuil Jr.
My Commission Expires:

No Transfer Tax Paid
TINA M. CHOUINARD, REGISTER
ANDROSCOGGIN COUNTY MAINE E-RECORDED

APPENDIX D

- **SYNCHRO & SIMTRAFFIC CAPACITY ANALYSIS REPORTS**

Summary of All Intervals

Run Number	3	4	5	6	7	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	2342	2340	2298	2357	2356	2339
Vehs Exited	2344	2344	2313	2352	2334	2339
Starting Vehs	56	59	50	50	45	47
Ending Vehs	54	55	35	55	67	52
Travel Distance (mi)	1288	1279	1274	1318	1285	1289
Travel Time (hr)	57.8	57.4	57.0	58.3	57.0	57.5
Total Delay (hr)	13.9	13.7	13.5	13.5	13.3	13.6
Total Stops	1564	1594	1538	1608	1531	1569
Fuel Used (gal)	45.2	44.7	44.2	45.7	44.7	44.9

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

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

Volumes adjusted by PHF, Growth Factors.

Run Number	3	4	5	6	7	Avg
Vehs Entered	739	678	658	702	736	702
Vehs Exited	726	669	637	657	707	681
Starting Vehs	56	59	50	50	45	47
Ending Vehs	69	68	71	95	74	69
Travel Distance (mi)	404	372	350	380	389	379
Travel Time (hr)	19.6	16.9	16.1	17.5	17.6	17.5
Total Delay (hr)	5.8	4.2	4.0	4.4	4.4	4.6
Total Stops	534	452	422	504	485	477
Fuel Used (gal)	14.6	13.1	12.1	13.3	13.7	13.4

Interval #2 Information

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	3	4	5	6	7	Avg
Vehs Entered	510	541	571	542	515	535
Vehs Exited	541	560	593	579	543	564
Starting Vehs	69	68	71	95	74	69
Ending Vehs	38	49	49	58	46	42
Travel Distance (mi)	277	297	332	312	290	302
Travel Time (hr)	12.1	13.5	14.6	13.8	12.7	13.3
Total Delay (hr)	2.6	3.4	3.3	3.2	2.8	3.1
Total Stops	335	398	382	365	348	360
Fuel Used (gal)	9.7	10.4	11.5	10.9	10.1	10.5

Interval #3 Information

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	3	4	5	6	7	Avg
Vehs Entered	550	561	550	521	550	546
Vehs Exited	533	555	542	517	529	533
Starting Vehs	38	49	49	58	46	42
Ending Vehs	55	55	57	62	67	58
Travel Distance (mi)	308	302	292	298	307	301
Travel Time (hr)	13.1	13.5	12.7	12.8	13.3	13.1
Total Delay (hr)	2.6	3.1	2.8	2.7	2.9	2.8
Total Stops	339	379	350	336	349	349
Fuel Used (gal)	10.6	10.5	10.1	10.0	10.5	10.4

Interval #4 Information Recording

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	3	4	5	6	7	Avg
Vehs Entered	543	560	519	592	555	556
Vehs Exited	544	560	541	599	555	559
Starting Vehs	55	55	57	62	67	58
Ending Vehs	54	55	35	55	67	52
Travel Distance (mi)	299	308	300	328	299	307
Travel Time (hr)	13.0	13.6	13.5	14.3	13.4	13.6
Total Delay (hr)	2.8	3.1	3.4	3.2	3.2	3.1
Total Stops	356	365	384	403	349	371
Fuel Used (gal)	10.3	10.7	10.4	11.4	10.4	10.6

2: Site/Towle St & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	NB	SB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LT	R	
Denied Del/Veh (s)								0.0
Total Del/Veh (s)	0.9	1.0	0.6	0.4	3.6	7.4	2.7	0.8

4: Manley Rd/Court St & Minot Ave Performance by lane

Lane	EB	EB	EB	WB	WB	NE	NE	SW	SW	All
Movements Served	L	T	TR	LT	TR	LT	R	LT	R	
Denied Del/Veh (s)										1.4
Total Del/Veh (s)	23.1	25.1	17.1	25.1	24.7	26.4	3.0	27.3	3.4	20.6

7: Pride Rd/Stevens Mill Rd & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	SE	NW	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	2.5	2.3	1.0	0.5	8.0	6.4	2.1

10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave Performance by lane

Lane	NB	SE	NW	NE	NE	NE	SW	SW	SW	All
Movements Served	LR>	LTR>	LTR	L	T	TR	<L	T	TR	
Denied Del/Veh (s)										0.0
Total Del/Veh (s)	16.1	14.3	12.5	2.1	0.5	0.7	5.0	0.7	0.2	4.5

15: Caron Ln & Old Farm Hill Performance by lane

Lane	SE	NW	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.2	2.6	1.0

16: Minot Ave & Poland Rd Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	TR	T	T	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.6	0.8	0.1	0.2	0.4

18: Poland Rd Performance by lane

Lane	NB	SB	SE	All
Movements Served	T	T	R	
Denied Del/Veh (s)				0.1
Total Del/Veh (s)	1.3	0.6	0.8	0.9

20: Minot Ave & Old Farm Hill Performance by lane

Lane	NW	NE	NE	SW	SW	All
Movements Served	R	T	T	T	T	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	3.0	0.3	0.5	0.6	0.2	0.5

21: Old Farm Hill Performance by lane

Lane	EB	WB	All
Movements Served	T	R	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.0	0.0	0.0

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	19.4

Intersection: 2: Site/Towle St & Minot Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LT	LT	LTR	LT	R
Maximum Queue (ft)	20	26	19	32	26
Average Queue (ft)	1	1	1	8	4
95th Queue (ft)	7	11	12	29	20
Link Distance (ft)	1442	956	225	665	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 4: Manley Rd/Court St & Minot Ave

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	TR	LT	TR	LT	R	LT	R
Maximum Queue (ft)	194	298	201	133	125	189	14	153	93
Average Queue (ft)	128	94	82	59	55	64	1	66	18
95th Queue (ft)	200	224	156	109	99	135	8	133	64
Link Distance (ft)		1277	1277	343	343	449		864	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120						120		115
Storage Blk Time (%)	13	1				2		2	
Queuing Penalty (veh)	24	3				1		5	

Intersection: 7: Pride Rd/Stevens Mill Rd & Minot Ave

Movement	EB	WB	SE	NW
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	16	13	57	46
Average Queue (ft)	1	1	21	14
95th Queue (ft)	8	8	43	36
Link Distance (ft)	343	1442	749	478
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave

Movement	NB	SE	NW	NE	NE	NE	SW	SW	SW
Directions Served	LR>	LTR>	LTR	L	T	TR	<L	T	TR
Maximum Queue (ft)	145	93	30	0	12	29	85	89	19
Average Queue (ft)	41	41	10	0	1	2	43	8	1
95th Queue (ft)	105	77	33	0	7	12	77	48	11
Link Distance (ft)	138	640	31		140	140		96	96
Upstream Blk Time (%)	3		4				0	0	
Queuing Penalty (veh)	4		0				0	1	
Storage Bay Dist (ft)				25			70		
Storage Blk Time (%)					0		3	0	
Queuing Penalty (veh)					0		5	1	

Intersection: 15: Caron Ln & Old Farm Hill

Movement	NW
Directions Served	TR
Maximum Queue (ft)	13
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Minot Ave & Poland Rd

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

Intersection: 18: Poland Rd

Movement	NB	SE
Directions Served	T	R
Maximum Queue (ft)	68	6
Average Queue (ft)	4	0
95th Queue (ft)	33	4
Link Distance (ft)	239	69
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Minot Ave & Old Farm Hill

Movement	NW	SW
Directions Served	R	T
Maximum Queue (ft)	30	25
Average Queue (ft)	3	1
95th Queue (ft)	17	14
Link Distance (ft)	36	514
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Old Farm Hill

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

Network Summary

Network wide Queuing Penalty: 44

Intersection: 4: Manley Rd/Court St & Minot Ave

Phase	1	2	4
Movement(s) Served	EBTL	WBTL	NESW
Maximum Green (s)	44.0	44.0	44.0
Minimum Green (s)	13.0	13.0	8.0
Recall	None	None	None
Avg. Green (s)	-2.5	14.8	-10.3
g/C Ratio	-0.16	0.94	-0.67
Cycles Skipped (%)	0	2	0
Cycles @ Minimum (%)	5	55	5
Cycles Maxed Out (%)	9	0	0
Cycles with Peds (%)	0	0	0

Controller Summary
Average Cycle Length (s): 15.4

Number of Complete Cycles : 42

Summary of All Intervals

Run Number	2	3	5	6	7	Avg
Start Time	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	2602	2624	2564	2565	2671	2603
Vehs Exited	2604	2624	2556	2573	2654	2604
Starting Vehs	67	62	57	68	71	61
Ending Vehs	65	62	65	60	88	64
Travel Distance (mi)	1540	1569	1516	1523	1571	1544
Travel Time (hr)	75.4	73.1	69.8	71.6	74.4	72.8
Total Delay (hr)	23.2	20.3	18.5	20.1	21.2	20.7
Total Stops	2047	1944	1892	1881	2024	1956
Fuel Used (gal)	55.7	55.8	53.7	54.2	55.8	55.1

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	2	3	5	6	7	Avg
Vehs Entered	762	718	701	690	744	717
Vehs Exited	738	713	668	685	740	708
Starting Vehs	67	62	57	68	71	61
Ending Vehs	91	67	90	73	75	78
Travel Distance (mi)	443	416	405	395	435	419
Travel Time (hr)	24.4	20.3	19.3	18.9	21.7	20.9
Total Delay (hr)	9.3	6.2	5.7	5.6	7.1	6.8
Total Stops	663	531	512	505	600	564
Fuel Used (gal)	16.8	15.2	14.4	14.1	15.9	15.3

Interval #2 Information

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	5	6	7	Avg
Vehs Entered	623	627	649	616	623	630
Vehs Exited	622	616	669	624	638	634
Starting Vehs	91	67	90	73	75	78
Ending Vehs	92	78	70	65	60	69
Travel Distance (mi)	376	368	402	358	374	376
Travel Time (hr)	17.9	16.8	18.8	17.1	16.9	17.5
Total Delay (hr)	5.2	4.3	5.1	5.0	4.3	4.8
Total Stops	467	456	484	469	475	468
Fuel Used (gal)	13.5	13.0	14.2	12.8	13.1	13.3

Interval #3 Information

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	5	6	7	Avg
Vehs Entered	567	638	635	628	657	627
Vehs Exited	589	643	658	606	632	626
Starting Vehs	92	78	70	65	60	69
Ending Vehs	70	73	47	87	85	68
Travel Distance (mi)	338	399	372	373	371	370
Travel Time (hr)	15.1	18.1	17.1	16.6	17.1	16.8
Total Delay (hr)	3.6	4.8	4.5	3.9	4.4	4.2
Total Stops	412	490	487	432	462	453
Fuel Used (gal)	11.8	13.8	13.4	12.9	13.1	13.0

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	5	6	7	Avg
Vehs Entered	650	641	579	631	647	629
Vehs Exited	655	652	561	658	644	637
Starting Vehs	70	73	47	87	85	68
Ending Vehs	65	62	65	60	88	64
Travel Distance (mi)	383	385	336	398	391	378
Travel Time (hr)	18.0	17.9	14.6	19.0	18.6	17.6
Total Delay (hr)	5.0	5.0	3.3	5.7	5.4	4.9
Total Stops	505	467	409	475	487	464
Fuel Used (gal)	13.7	13.7	11.7	14.3	13.8	13.4

2: Site/Towle St & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	NB	SB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LT	R	
Denied Del/Veh (s)								0.1
Total Del/Veh (s)	1.5	1.0	0.8	0.6	7.5	9.2	2.8	1.1

4: Manley Rd/Court St & Minot Ave Performance by lane

Lane	EB	EB	EB	WB	WB	NE	NE	SW	SW	All
Movements Served	L	T	TR	LT	TR	LT	R	LT	R	
Denied Del/Veh (s)										1.3
Total Del/Veh (s)	32.2	35.9	24.7	34.2	32.3	35.4	2.7	34.3	6.5	27.8

7: Pride Rd/Stevens Mill Rd & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	SE	NW	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	3.2	2.0	1.5	1.1	16.7	9.6	2.3

10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave Performance by lane

Lane	NB	SE	NW	NE	NE	NE	SW	SW	SW	All
Movements Served	<LR>	LTR>	<LTR	L	T	TR	<L	T	TR	
Denied Del/Veh (s)										0.0
Total Del/Veh (s)	16.6	14.9	13.7	4.3	0.6	0.7	4.9	0.4	0.2	4.4

15: Caron Ln & Old Farm Hill Performance by lane

Lane	SE	NW	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.2	2.0	0.6

16: Minot Ave & Poland Rd Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	TR	T	T	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.5	0.9	0.1	0.2	0.4

18: Poland Rd Performance by lane

Lane	NB	SB	All
Movements Served	T	T	
Denied Del/Veh (s)			0.1
Total Del/Veh (s)	1.0	0.5	0.8

20: Minot Ave & Old Farm Hill Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	T	T	T	
Denied Del/Veh (s)					0.1
Total Del/Veh (s)	0.2	0.5	0.5	0.2	0.4

21: Old Farm Hill Performance by lane

Lane	EB	All
Movements Served	T	
Denied Del/Veh (s)		0.0
Total Del/Veh (s)	0.1	0.1

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	26.8

Intersection: 2: Site/Towle St & Minot Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LT	TR	LTR	LT	R
Maximum Queue (ft)	37	6	31	28	30
Average Queue (ft)	4	0	4	9	12
95th Queue (ft)	20	0	21	29	33
Link Distance (ft)	1442	956	225	665	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 4: Manley Rd/Court St & Minot Ave

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	TR	LT	TR	LT	R	LT	R
Maximum Queue (ft)	194	314	237	261	252	391	195	265	169
Average Queue (ft)	132	111	81	132	131	142	22	71	48
95th Queue (ft)	206	240	159	219	215	293	116	183	128
Link Distance (ft)		1277	1277	343	343	449		864	
Upstream Blk Time (%)				0	0	0			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)	120						120		115
Storage Blk Time (%)	17	2				13		4	1
Queuing Penalty (veh)	24	6				12		13	1

Intersection: 7: Pride Rd/Stevens Mill Rd & Minot Ave

Movement	EB	WB	SE	NW
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	37	24	43	50
Average Queue (ft)	3	1	9	21
95th Queue (ft)	16	13	31	44
Link Distance (ft)	343	1442	749	478
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave

Movement	NB	SE	NW	NE	NE	NE	SW	SW	SW
Directions Served	<LR>	LTR>	<LTR	L	T	TR	<L	T	TR
Maximum Queue (ft)	144	94	30	13	12	3	63	74	22
Average Queue (ft)	54	31	7	1	0	0	31	2	1
95th Queue (ft)	123	71	28	6	5	2	63	26	14
Link Distance (ft)	138	640	31		140	140		96	96
Upstream Blk Time (%)	2		3					0	0
Queuing Penalty (veh)	4		0					0	0
Storage Bay Dist (ft)				25			70		
Storage Blk Time (%)				0	0		1	0	
Queuing Penalty (veh)				0	0		3	0	

Intersection: 15: Caron Ln & Old Farm Hill

Movement	NW
Directions Served	TR
Maximum Queue (ft)	12
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Minot Ave & Poland Rd

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

Intersection: 18: Poland Rd

Movement	NB
Directions Served	T
Maximum Queue (ft)	65
Average Queue (ft)	4
95th Queue (ft)	35
Link Distance (ft)	239
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Minot Ave & Old Farm Hill

Movement	SW
Directions Served	T
Maximum Queue (ft)	12
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	514
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Old Farm Hill

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

Network Summary

Network wide Queuing Penalty: 64

Intersection: 4: Manley Rd/Court St & Minot Ave

Phase	1	2	4
Movement(s) Served	EBTL	WBTL	NESW
Maximum Green (s)	44.0	44.0	44.0
Minimum Green (s)	13.0	13.0	8.0
Recall	None	None	None
Avg. Green (s)	-9.6	-13.3	-7.2
g/C Ratio	-0.55	-0.76	-0.41
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	5	11	0
Cycles Maxed Out (%)	8	0	19
Cycles with Peds (%)	0	0	0

Controller Summary
Average Cycle Length (s): 17.5

Number of Complete Cycles : 34

Summary of All Intervals

Run Number	1	2	3	5	7	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	2495	2397	2409	2391	2403	2418
Vehs Exited	2500	2410	2410	2407	2425	2430
Starting Vehs	59	67	53	74	72	63
Ending Vehs	54	54	52	58	50	53
Travel Distance (mi)	1370	1349	1338	1345	1369	1354
Travel Time (hr)	61.2	60.4	59.5	60.1	61.3	60.5
Total Delay (hr)	14.5	14.6	13.9	14.2	14.4	14.3
Total Stops	1736	1664	1652	1666	1674	1677
Fuel Used (gal)	48.5	47.1	47.0	47.2	48.4	47.6

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

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

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	5	7	Avg
Vehs Entered	702	741	723	665	741	713
Vehs Exited	678	716	703	666	739	699
Starting Vehs	59	67	53	74	72	63
Ending Vehs	83	92	73	73	74	74
Travel Distance (mi)	363	407	391	380	432	395
Travel Time (hr)	17.0	19.3	18.4	17.6	20.6	18.6
Total Delay (hr)	4.5	5.5	5.0	4.6	5.8	5.1
Total Stops	513	525	503	475	536	510
Fuel Used (gal)	13.0	14.4	13.9	13.5	15.7	14.1

Interval #2 Information

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	5	7	Avg
Vehs Entered	599	545	531	634	568	576
Vehs Exited	631	587	555	631	578	596
Starting Vehs	83	92	73	73	74	74
Ending Vehs	51	50	49	76	64	56
Travel Distance (mi)	351	315	301	355	321	329
Travel Time (hr)	15.5	13.9	13.1	15.7	14.1	14.4
Total Delay (hr)	3.5	3.2	2.9	3.6	3.1	3.2
Total Stops	431	376	380	435	384	403
Fuel Used (gal)	12.4	10.8	10.6	12.5	11.1	11.5

Interval #3 Information

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	5	7	Avg
Vehs Entered	614	536	590	556	548	565
Vehs Exited	594	528	576	571	554	566
Starting Vehs	51	50	49	76	64	56
Ending Vehs	71	58	63	61	58	60
Travel Distance (mi)	323	297	332	304	326	316
Travel Time (hr)	14.1	12.9	14.4	13.6	13.8	13.8
Total Delay (hr)	3.1	2.7	3.2	3.2	2.8	3.0
Total Stops	397	364	384	400	370	380
Fuel Used (gal)	11.4	10.4	11.7	10.7	11.3	11.1

Interval #4 Information Recording

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

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	5	7	Avg
Vehs Entered	580	575	565	536	546	560
Vehs Exited	597	579	576	539	554	567
Starting Vehs	71	58	63	61	58	60
Ending Vehs	54	54	52	58	50	53
Travel Distance (mi)	332	330	314	307	290	314
Travel Time (hr)	14.6	14.3	13.6	13.2	12.8	13.7
Total Delay (hr)	3.4	3.2	2.8	2.6	2.8	3.0
Total Stops	395	399	385	356	384	385
Fuel Used (gal)	11.7	11.5	10.8	10.5	10.3	11.0

2: Site/Towle St & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	NB	SB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LT	R	
Denied Del/Veh (s)								0.0
Total Del/Veh (s)	1.2	1.6	1.4	0.4	6.4	8.8	2.5	1.5

4: Manley Rd/Court St & Minot Ave Performance by lane

Lane	EB	EB	EB	WB	WB	NE	NE	SW	SW	All
Movements Served	L	T	TR	LT	TR	LT	R	LT	R	
Denied Del/Veh (s)										1.3
Total Del/Veh (s)	24.2	28.0	18.1	26.0	23.5	24.8	3.5	26.0	3.1	21.0

7: Pride Rd/Stevens Mill Rd & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	SE	NW	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	2.9	2.3	1.0	0.6	8.7	6.8	2.4

10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave Performance by lane

Lane	NB	SE	NW	NE	NE	NE	SW	SW	SW	All
Movements Served	LR>	LTR>	LTR	L	T	TR	<L	T	TR	
Denied Del/Veh (s)										0.1
Total Del/Veh (s)	14.5	17.7	18.6	2.9	0.5	0.7	5.1	0.5	0.2	4.4

15: Caron Ln & Old Farm Hill Performance by lane

Lane	SE	NW	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.4	5.4	2.2

16: Minot Ave & Poland Rd Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	TR	T	T	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.7	0.6	0.1	0.2	0.4

18: Poland Rd Performance by lane

Lane	NB	SB	SE	All
Movements Served	T	T	R	
Denied Del/Veh (s)			0.1	
Total Del/Veh (s)	2.2	0.6	0.2	1.3

20: Minot Ave & Old Farm Hill Performance by lane

Lane	NW	NE	NE	SW	SW	All
Movements Served	R	T	T	T	T	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	2.8	0.3	0.5	0.6	0.2	0.5

21: Old Farm Hill Performance by lane

Lane	EB	WB	All
Movements Served	T	R	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.0	0.0	0.0

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	19.7

Intersection: 2: Site/Towle St & Minot Ave

Movement	EB	EB	WB	NB	SB	SB
Directions Served	LT	TR	LT	LTR	LT	R
Maximum Queue (ft)	12	23	61	65	33	21
Average Queue (ft)	1	1	11	24	9	4
95th Queue (ft)	8	12	41	51	31	20
Link Distance (ft)	1442	1442	956	225	665	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						50
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 4: Manley Rd/Court St & Minot Ave

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	TR	LT	TR	LT	R	LT	R
Maximum Queue (ft)	194	307	258	151	145	158	60	142	52
Average Queue (ft)	134	103	92	63	59	59	4	64	13
95th Queue (ft)	211	244	190	117	111	123	34	124	38
Link Distance (ft)		1277	1277	343	343	449		864	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120						120		115
Storage Blk Time (%)	15	1				1		2	
Queuing Penalty (veh)	30	4				1		4	

Intersection: 7: Pride Rd/Stevens Mill Rd & Minot Ave

Movement	EB	WB	SE	NW
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	25	1	58	41
Average Queue (ft)	1	0	27	16
95th Queue (ft)	9	1	49	37
Link Distance (ft)	343	1442	749	478
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave

Movement	NB	SE	NW	NE	NE	NE	SW	SW
Directions Served	LR>	LTR>	LTR	L	T	TR	<L	T
Maximum Queue (ft)	133	114	30	8	9	47	81	78
Average Queue (ft)	41	42	9	0	0	3	40	5
95th Queue (ft)	103	84	30	6	5	21	74	34
Link Distance (ft)	138	640	31		140	140		96
Upstream Blk Time (%)	2		5				0	0
Queuing Penalty (veh)	4		1				0	0
Storage Bay Dist (ft)				25			70	
Storage Blk Time (%)				0	0		2	0
Queuing Penalty (veh)				0	0		3	0

Intersection: 15: Caron Ln & Old Farm Hill

Movement	NW
Directions Served	TR
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Minot Ave & Poland Rd

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

Intersection: 18: Poland Rd

Movement	NB
Directions Served	T
Maximum Queue (ft)	71
Average Queue (ft)	4
95th Queue (ft)	41
Link Distance (ft)	239
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Minot Ave & Old Farm Hill

Movement	NW
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	36
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Old Farm Hill

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

Network Summary

Network wide Queuing Penalty: 47

Intersection: 4: Manley Rd/Court St & Minot Ave

Phase	1	2	4
Movement(s) Served	EBTL	WBTL	NESW
Maximum Green (s)	44.0	44.0	44.0
Minimum Green (s)	13.0	13.0	8.0
Recall	None	None	None
Avg. Green (s)	-3.0	14.6	-9.5
g/C Ratio	-0.20	0.92	-0.63
Cycles Skipped (%)	0	4	0
Cycles @ Minimum (%)	9	54	2
Cycles Maxed Out (%)	11	0	0
Cycles with Peds (%)	0	0	0

Controller Summary
Average Cycle Length (s): 15.1

Number of Complete Cycles : 43

Summary of All Intervals

Run Number	1	3	4	5	6	Avg
Start Time	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	2698	2664	2595	2500	2727	2636
Vehs Exited	2692	2666	2594	2507	2703	2634
Starting Vehs	81	72	74	63	58	68
Ending Vehs	87	70	75	56	82	73
Travel Distance (mi)	1567	1580	1580	1470	1624	1564
Travel Time (hr)	76.1	74.6	72.7	68.7	78.1	74.0
Total Delay (hr)	23.0	21.2	19.2	18.9	23.2	21.1
Total Stops	2105	2006	1939	1926	2102	2017
Fuel Used (gal)	56.6	56.2	55.9	52.3	58.2	55.9

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	3	4	5	6	Avg
Vehs Entered	733	715	703	684	753	719
Vehs Exited	748	700	716	662	697	701
Starting Vehs	81	72	74	63	58	68
Ending Vehs	66	87	61	85	114	80
Travel Distance (mi)	418	415	403	390	426	410
Travel Time (hr)	21.2	20.4	19.4	18.6	21.2	20.2
Total Delay (hr)	7.0	6.3	5.7	5.4	6.8	6.2
Total Stops	587	561	530	539	590	563
Fuel Used (gal)	15.6	14.8	14.5	13.9	15.4	14.9

Interval #2 Information

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	3	4	5	6	Avg
Vehs Entered	667	628	615	597	646	629
Vehs Exited	656	643	597	596	672	633
Starting Vehs	66	87	61	85	114	80
Ending Vehs	77	72	79	86	88	79
Travel Distance (mi)	377	365	375	347	400	373
Travel Time (hr)	17.4	16.7	16.5	15.7	18.5	16.9
Total Delay (hr)	4.6	4.3	3.8	4.0	4.8	4.3
Total Stops	474	452	429	436	475	449
Fuel Used (gal)	13.4	13.0	12.9	12.1	14.1	13.1

Interval #3 Information

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	3	4	5	6	Avg
Vehs Entered	659	663	611	600	651	638
Vehs Exited	669	655	627	619	664	644
Starting Vehs	77	72	79	86	88	79
Ending Vehs	67	80	63	67	75	69
Travel Distance (mi)	402	411	390	366	388	391
Travel Time (hr)	19.8	18.7	17.7	17.0	18.7	18.4
Total Delay (hr)	6.2	4.9	4.7	4.5	5.5	5.2
Total Stops	544	481	487	469	512	496
Fuel Used (gal)	14.5	14.5	13.9	13.1	13.9	14.0

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	3	4	5	6	Avg
Vehs Entered	639	658	666	619	677	653
Vehs Exited	619	668	654	630	670	647
Starting Vehs	67	80	63	67	75	69
Ending Vehs	87	70	75	56	82	73
Travel Distance (mi)	369	390	412	367	410	390
Travel Time (hr)	17.7	18.8	19.0	17.4	19.8	18.5
Total Delay (hr)	5.2	5.6	5.0	5.0	6.0	5.4
Total Stops	500	512	493	482	525	500
Fuel Used (gal)	13.2	14.0	14.6	13.2	14.8	13.9

2: Site/Towle St & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	NB	SB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LT	R	
Denied Del/Veh (s)								0.1
Total Del/Veh (s)	1.4	1.2	0.9	0.5	7.2	9.8	3.0	1.5

4: Manley Rd/Court St & Minot Ave Performance by lane

Lane	EB	EB	EB	WB	WB	NE	NE	SW	SW	All
Movements Served	L	T	TR	LT	TR	LT	R	LT	R	
Denied Del/Veh (s)										1.3
Total Del/Veh (s)	33.3	35.6	25.4	36.0	34.1	31.9	3.0	30.8	5.9	27.7

7: Pride Rd/Stevens Mill Rd & Minot Ave Performance by lane

Lane	EB	EB	WB	WB	SE	NW	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	3.4	2.0	1.5	1.1	15.2	9.2	2.3

10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave Performance by lane

Lane	NB	SE	NW	NE	NE	NE	SW	SW	SW	All
Movements Served	<LR>	LTR>	<LTR	L	T	TR	<L	T	TR	
Denied Del/Veh (s)										0.0
Total Del/Veh (s)	19.9	20.5	24.9	2.9	0.6	0.7	4.8	0.4	0.1	5.2

15: Caron Ln & Old Farm Hill Performance by lane

Lane	SE	NW	All
Movements Served	LT	TR	
Denied Del/Veh (s)			0.0
Total Del/Veh (s)	0.2	2.9	0.9

16: Minot Ave & Poland Rd Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	TR	T	T	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.6	0.8	0.1	0.2	0.4

18: Poland Rd Performance by lane

Lane	NB	SB	All
Movements Served	T	T	
Denied Del/Veh (s)			0.1
Total Del/Veh (s)	1.7	0.6	1.2

20: Minot Ave & Old Farm Hill Performance by lane

Lane	NE	NE	SW	SW	All
Movements Served	T	T	T	T	
Denied Del/Veh (s)					0.1
Total Del/Veh (s)	0.2	0.5	0.5	0.1	0.4

21: Old Farm Hill Performance by lane

Lane	EB	All
Movements Served	T	
Denied Del/Veh (s)		0.0
Total Del/Veh (s)	0.1	0.1

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	27.0

Intersection: 2: Site/Towle St & Minot Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LT	LT	LTR	LT	R
Maximum Queue (ft)	25	26	79	28	31
Average Queue (ft)	4	2	31	9	14
95th Queue (ft)	16	12	62	30	35
Link Distance (ft)	1442	956	225	665	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 4: Manley Rd/Court St & Minot Ave

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	TR	LT	TR	LT	R	LT	R
Maximum Queue (ft)	194	272	200	265	241	321	162	154	120
Average Queue (ft)	132	98	80	149	144	125	21	64	36
95th Queue (ft)	197	207	152	244	231	257	109	127	85
Link Distance (ft)		1277	1277	343	343	449		864	
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)	120						120		115
Storage Blk Time (%)	16	2				12		2	0
Queuing Penalty (veh)	23	6				12		6	1

Intersection: 7: Pride Rd/Stevens Mill Rd & Minot Ave

Movement	EB	WB	SE	NW
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	34	17	34	54
Average Queue (ft)	4	1	12	18
95th Queue (ft)	18	9	33	45
Link Distance (ft)	343	1442	749	478
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: MInot Ave & Poland Rd & Caron Ln/Fairview Ave

Movement	NB	SE	NW	NE	NE	NE	SW	SW
Directions Served	<LR>	LTR>	<LTR	L	T	TR	<L	T
Maximum Queue (ft)	145	89	30	14	21	41	69	72
Average Queue (ft)	55	35	10	1	1	2	33	3
95th Queue (ft)	129	70	32	6	12	17	63	27
Link Distance (ft)	138	640	31		140	140		96
Upstream Blk Time (%)	3		7				0	0
Queuing Penalty (veh)	6		1				0	0
Storage Bay Dist (ft)				25			70	
Storage Blk Time (%)				0	0		0	0
Queuing Penalty (veh)				0	0		1	0

Intersection: 15: Caron Ln & Old Farm Hill

Movement	NW
Directions Served	TR
Maximum Queue (ft)	12
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Minot Ave & Poland Rd

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

Intersection: 18: Poland Rd

Movement	NB
Directions Served	T
Maximum Queue (ft)	95
Average Queue (ft)	7
95th Queue (ft)	49
Link Distance (ft)	239
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Minot Ave & Old Farm Hill

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

Intersection: 21: Old Farm Hill

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

Network Summary

Network wide Queuing Penalty: 56

Intersection: 4: Manley Rd/Court St & Minot Ave

Phase	1	2	4
Movement(s) Served	EBTL	WBTL	NESW
Maximum Green (s)	44.0	44.0	44.0
Minimum Green (s)	13.0	13.0	8.0
Recall	None	None	None
Avg. Green (s)	-10.2	-13.4	-6.6
g/C Ratio	-0.59	-0.78	-0.38
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	3	6	0
Cycles Maxed Out (%)	6	0	19
Cycles with Peds (%)	0	0	0

Controller Summary
Average Cycle Length (s): 17.3

Number of Complete Cycles : 33

APPENDIX E

- EXISTING CONDITIONS PLAN
- SITE PLAN



N

GRID NORTH

SEE GENERAL NOTE 3

GENERAL NOTES:

1) THIS PLAN AND ALL WORK ASSOCIATED WITH IT WAS PERFORMED BY SGC ENGINEERING, LLC PURSUANT TO A PROFESSIONAL SERVICES CONTRACT BETWEEN WOODARD & CURRAN PUBLIC SAFETY AND SGC ENGINEERING LLC, DATED DECEMBER 08, 2021.

2) THE NORTH ARROW AS SHOWN HEREON IS REFERENCED TO MAINE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (2011) AND ARE BASED ON GPS MEASUREMENTS ELEVATIONS ARE REFERENCED TO NAVD 88.

3) NO SUBSURFACE INVESTIGATION HAS BEEN PERFORMED BY SGC ENGINEERING, LLC. DIG-SAFE SHOULD BE CONTACTED PRIOR TO COMMENCING ANY EXCAVATION. (888-344-7233).

4) THIS PLAN IS THE RESULT OF A FIELD SURVEY CONDUCTED BY SGC ENGINEERING, LLC IN NOVEMBER AND DECEMBER OF 2021.

5) PROPERTY LINES AS SHOWN HEREON ARE BASED ON THE BEST AVAILABLE EVIDENCE AT THE TIME OF THE SURVEY. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT AND IS BASED ON RECORD DOCUMENTS PROVIDED BY THE CLIENT, DEEDS AND RECORDS PLATS, FIELD EVIDENCE OF BOUNDARIES FOUND ON THE GROUND. THIS SURVEY DOES NOT REPRESENT WARRANTY OF TITLE OR GUARANTEE OWNERSHIP.

SURVEYORS CERTIFICATION:

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

STATE OF MAINE
CHRISTOPHER R. MICHAUD
2385
PROFESSIONAL LAND SURVEYOR

12/19/2025

CHRISTOPHER R. MICHAUD, MAINE PLS 2385 — DATE

40' 0 40' 80'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

Woodard & Curran

12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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PE SEAL:

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.05
DATE:	DECEMBER 2021
SCALE:	1"=40'
DESIGNED BY:	N/A
DRAWN BY:	N/A
CHECKED BY:	CM
FILENAME:	2022.01.28 AUBURN MINOT* dwg

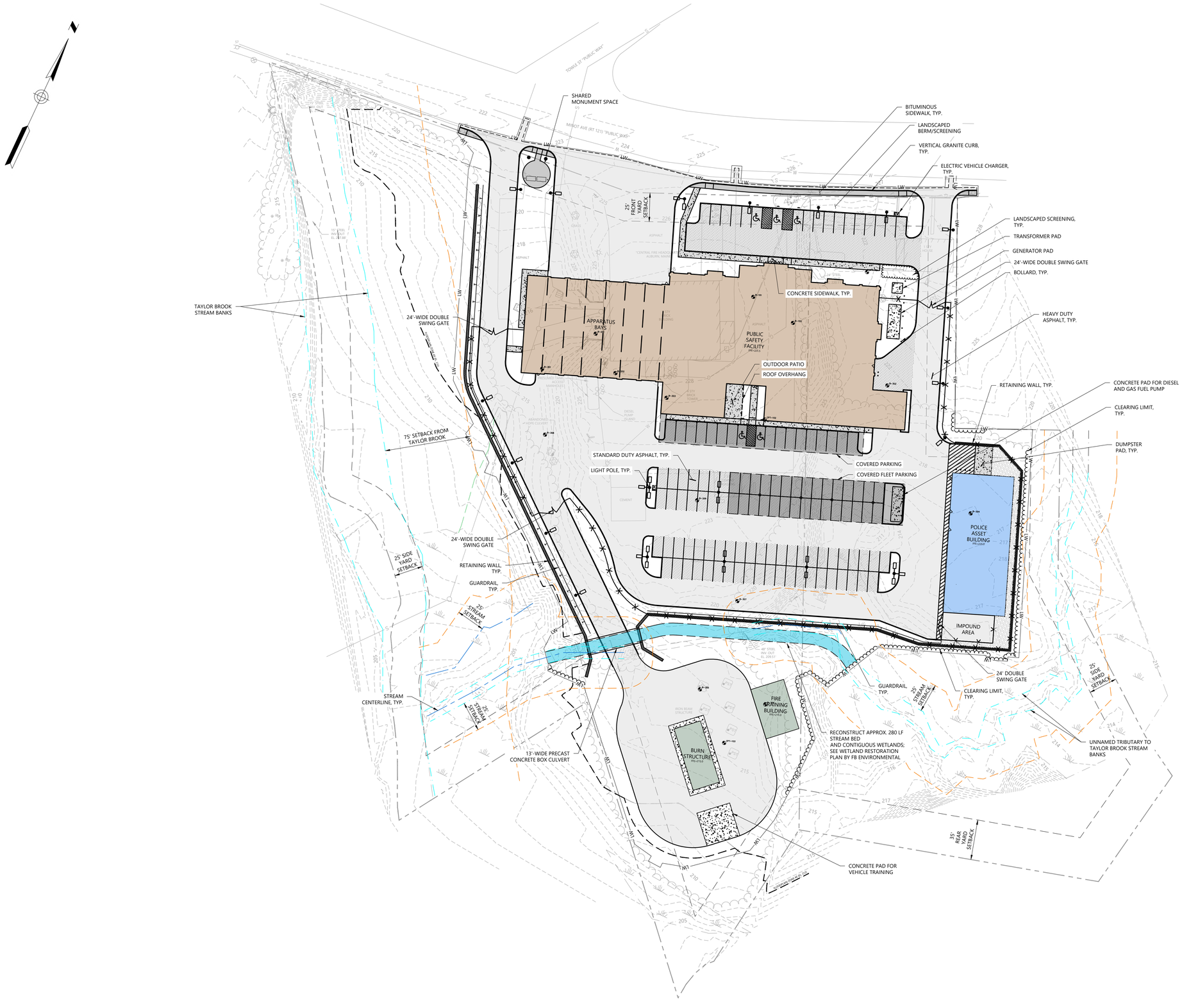
DRAWING TITLE:

SURVEY
EXISTING CONDITIONS

DRAWING NO:

C-1

\\woodardcurran.net\shared\Projects\0233891.23 Auburn ME Public Safety Fac\wip\Drawings\Survey\2022.01.28 Auburn Minot St Survey.dwg, Dec 19, 2025 - 7:38am BMCDEVITT



40' 0 40' 80'

BAR SCALE
1" = 40'
CHECK GRAPHIC SCALE BEFORE USING

\\woodardcurran.net\shared\Projects\0233891.23 Auburn ME Public Safety Fac\wip\Drawings\Civil\C-10X.dwg, Sep 18, 2025 - 10:17am, BMCDEVITT

CIVIL ENGINEER:

Woodard & Curran
12 Mountfort Street
Portland, Maine 04101
800.426.4262 | www.woodardcurran.com

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ARCHITECT:

PORT CITY ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101

MEP:

Allied Engineering
A Salas O'Brien Company
160 VERANDA STREET
PORTLAND, ME 04103

GEOTECHNICAL ENGINEER:
S.W. COLE ENGINEERING, INC.
286 PORTLAND ROAD
GRAY, ME 04039

SURVEYOR:
SGC ENGINEERING LLC
501 COUNTY ROAD
WESTBROOK, ME 04092

CONSTRUCTION MANAGER:
ALLIED COOK CONSTRUCTION
P.O. BOX 1568
SCARBOROUGH, ME 04070

PE SEAL:

STATE OF MAINE
MEGAN D.L. MCDEVITT 13019
PROFESSIONAL ENGINEER
11/06/2025

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

CLIENT INFO:

CITY OF AUBURN
AUBURN, ME

PUBLIC SAFETY FACILITY

REV	MM/DD/YY	DESCRIPTION

JOB NO:	0233891.23
DATE:	AUGUST 2025
SCALE:	1"=40'
DESIGNED BY:	ANG
DRAWN BY:	BCM
CHECKED BY:	MDLM
FILENAME:	C-10X.dwg

DRAWING TITLE:

CIVIL
OVERALL SITE LAYOUT PLAN

DRAWING NO:

C-100

12 Mountfort Street
Portland, Maine 04101
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Via Electronic Mail

April 7, 2026

Samantha Peikes, Planning Coordinator
City of Auburn
60 Court Street
Auburn, ME 04210

Re: Auburn Public Safety Facility Development Review Application – Variance Request

Dear Ms. Peikes:

On behalf of the City of Auburn (the Applicant), Woodard & Curran (W&C) is requesting the following variance be granted for the Public Safety Facility project (the Project) as part of the Development Review by the City of Auburn. The project is located at 550 Minot Ave, within the Minot Avenue GB(II) District zoning district and is subject to the City of Auburn Zoning Ordinance.

- **Variance from Section 60-526 Building Height. Maximum building height shall be 45 feet.**

  The fire training tower, situated on the southwestern corner of the apparatus bays, will be 56 feet in height as measured from the street frontage center grade, exceeding the 45-foot maximum building height requirement. The tower height is dictated by the Fire Department's operational requirements, specifically the need to hang and properly drain full-length fire hoses.

  The existing fire training tower at the Central Station currently exceeds the 45-foot height limit by 14 feet. In comparison, the proposed tower represents a small reduction in nonconformity and an overall improvement relative to existing conditions.

  Because this functional height is essential for safe and effective fire service operations, the tower cannot be reduced to meet the height limit. A variance is therefore requested.

We trust that the information enclosed is complete and to your satisfaction. We look forward to presenting the Project at the upcoming Planning Board meeting. If you have any questions regarding these requests, please do not hesitate to contact me at (207) 558-3785 or via email at mmcdevitt@woodardcurran.com.

Sincerely,

Woodard & Curran, Inc.

Megan McDevitt, PE
Senior Project Manager

cc: Dan Goyette, City of Auburn
Chief Robert Chase, City of Auburn
Chief Jason Moen, City of Auburn

PN: 0233981.23

12 Mountfort Street
Portland, Maine 04101
www.woodardcurran.com

T 800.426.4262
T 207.774.2112
F 207.774.6635

Via Electronic Mail

April 7, 2026

Samantha Peikes, Planning Coordinator
City of Auburn
60 Court Street
Auburn, ME 04210

Re: Auburn Public Safety Facility Development Review Application – Waiver Request

Dear Ms. Peikes:

On behalf of the City of Auburn (the Applicant), Woodard & Curran (W&C) is requesting the following waiver be granted for the Public Safety Facility project (the Project) as part of the Development Review by the City of Auburn. The project is located at 550 Minot Ave, within the Minot Avenue GB(II) District zoning district and is subject to the City of Auburn Zoning Ordinance. The waiver is requested in accordance with the waiver provision of Section 60-558(c).

- **Waiver from Section 60-800 Curb Cut and Driveway Spacing. Minimum spacing between curb cuts shall be 125 feet.**

  Two access driveways are required to support both the Police and Fire operations. The distance between these driveways exceeds the minimum spacing requirement. However, a full pull-through apparatus bay configuration is necessary to allow emergency vehicles from all six bays to exit the site without obstruction. The placement of the access driveways and apparatus pull-through driveway is constrained by the property boundary to the east and Taylor Brook to the west, limiting the ability to increase separation. Strict compliance with the driveway separation standard is therefore not feasible. Given the apparatus driveway will be mainly used during emergency responses, a waiver is requested.

We trust that the information enclosed is complete and to your satisfaction. We look forward to presenting the Project at the upcoming Planning Board meeting. If you have any questions regarding these requests, please do not hesitate to contact me at (207) 558-3785 or via email at mmcdevitt@woodardcurran.com.

Sincerely,

Woodard & Curran, Inc.

Megan McDevitt, PE
Senior Project Manager

cc: Dan Goyette, City of Auburn
Chief Robert Chase, City of Auburn
Chief Jason Moen, City of Auburn

PN: 0233981.23

City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: PUBLIC HEARING PRELIMINARY SITE PLAN/SUBDIVISION REVIEW STAFF MEMO: Hampshire Commons Apartments, 143 Hampshire Street (PID 250-311, 250-310, 250-309) – Application by Gorrill Palmer on behalf of Auburn Residential Development Corp to construct at 32-unit housing first residential development. The property is located in the Traditional Downtown Neighborhood (T-4.2) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review, Division 3 – Special Exception and Division 4 – Subdivision.

Date: April 7, 2026

PROPOSAL OVERVIEW
Gorrill Palmer, on behalf of Auburn Residential Development Corp, has submitted an application for a 32-unit housing first residential development on city owned property in the Traditional Neighborhood (T-4.2) district. The development area consists of three parcels along Hampshire Street and Gamage Ave, directly west of Chestnut Street Park, totaling approximately 0.77 acres. The proposed development will be served by public utilities and includes a 14 space parking area with two ADA spaces and associated landscaping. Primary vehicle access to the site will be from Gamage Street using the existing curb opening. All three lots are owned by the city and will be combined into one lot.



Pursuant to Sec. 60-556, the proposed development is a discretionary plan and will be reviewed as a subdivision, site plan and special exception. The proposed development is a subdivision because it consists of three or more dwelling units created within a five-year period and will be reviewed under special exception because the development contains over 12,000 square feet of new construction and the applicant is requesting a waiver from building width standards.

The application will be discussed as a preliminary plan at the April 14 Planning Board meeting. In accordance with Sec. 60-1361, Auburn requires a two-meeting process for major subdivisions. Though major subdivisions are not explicitly defined in the ordinance, a development consisting of 5 or more dwelling units would be classified as a major subdivision. The preliminary plan phase is an opportunity for the Board to ask questions and request additional information to be submitted for the final plan phase. The applicant should be aware that an approval of the preliminary plan does not constitute official approval, but rather a guide for the final approval submission. After the preliminary plan approval, the applicant has 6 months to resubmit for a final plan.

WAIVER REQUESTS
The applicant is requesting the following waivers from Chapter 60:

- Sec. 60-549.1: Lot Width

Request: The form based code T-4.2 zoning district requires the lot width to be no more than 120 feet wide. The existing lot on Hampshire Street is approximately 137 feet wide and combined with the lots on Gamage Street, lot width is approximately 193 feet wide.

Recommendation: Since the existing lot does not meet lot width requirements and strict adherence to the requirement would result in undue hardship to the applicant or an inability to carry out the project, this is a reasonable request for the Board to consider and act on.

- Sec. 60-549.1: Building Width

Request: The form based code T-4.2 zoning district requires building width to be no more than 110 feet maximum. The proposed building is 112 feet wide.

Recommendation: The applicant should be prepared to speak to this request at the meeting and whether meeting the standard by decreasing the building width by 2 or more feet, would not be feasible. More information is needed in order for the Board to make an informed decision.

- Sec. 60-549.3: Front Yard Fence

Request: According to Sec. 60-549.3, front yard fences a minimum of 2 feet in height and a maximum of 4 feet in height are encouraged for residential projects to maintain the spatial edge of the street. The applicant is proposing a 6 foot tall solid screen fence at the rear of the property and an 8 foot tall fence on the side of the property.

Recommendation: The applicant should provide more information on this request for the Board to vote on it.

SUBDIVISION/SITE PLAN REVIEW STANDARDS
The following findings of fact relevant to the project are summarized below:

- Access: Access to the development will come from the existing curb opening on Gamage Street. In accordance with Chapter 60 Article V Sec. 60-607(14) "No portion of any entrance or exit driveway serving a residential use or building shall be closer than 50 feet from the nearest public street intersection". The original driveway location submitted with the March 13 application materials is located less than 50 feet from Hampshire Street. City staff expressed concerns about the potential for traffic accidents due to the location of the driveway. The applicant has presented a revised driveway location that is approximately 152 feet from Hampshire Street. The city engineer has no issues with the proposed driveway location. The applicant should confirm if the slope of the driveway location and additional tree clearing will increase the rate of runoff from the parking lot.
- Parking: The applicant is proposing a total of 14 off-street parking spaces including 2 ADA compliant spaces. In accordance with Sec. 60-554 note 6., parking requirements for affordable housing developments may not exceed 2 spaces for every 3 dwelling units. This means the maximum number of spaces that the City can require for the development would be 21 spaces. Staff suggest that the applicant request a waiver from this standard or propose using another off-street parking area within 1,000 feet of the development. Additional on-street parking is provided on Hampshire Street as well and the City intends to build parking nearby at the corner of Webster and Chestnut Streets. In accordance with Sec. 60-549.1, the primary road frontage should consist majority of building area and the parking area should occupy 40% of the lot width. The landscape plan sheet C-5.0 shows Northern Red Oak trees to be planted along the parking area facing Gamage Ave to provide some screening. Staff recommend some additional plantings where appropriate along the parking lot frontage to soften views and create a more inviting neighborhood character.
- Utilities: The development will be served by public water and sewer. Locations of utilities are shown on the site plan sheet C-3.0. The proposed sewer and water utility easement location is shown on the updated site plan in the March 27 submission materials. As a condition of approval, staff recommend that final sewer and water easements are in place prior to activation.
- Traffic: The proposed development is anticipated to generate 10 total passenger car equivalent trips in the peak hour. The applicant anticipates some residents of the housing development will be non-drivers and will rely on bicycling, walking or public transportation, which will reduce vehicle driving trips on Hampshire Street and Gamage Ave. A 10 by 10 foot covered bicycle storage and repair area is shown on the site plan sheet C-3.0. The city link bus stop location is also labeled on the corner of Hampshire Street and Gamage Ave.
- Stormwater Management: The proposed development will contribute less than 1 acre of impervious area and will not trigger DEP Chapter 500 review or city delegated review pursuant to Sec. 46-209. The applicant has provided an erosion and sediment control narrative in compliance with Best Management Practices shown in sheet C-6.4 of the application. Stormwater runoff from the parking area will flow east towards the tree box filter and subsurface storm drain shown on sheet C-4.0. Runoff leaving the site will not increase from predevelopment levels.
- Exterior Lighting: Exterior lighting will consist of pole mounted lights for the parking area and wall mounted cutoff lights for the building entrances. Lighting details are provided in Attachment E of the application and locations of lighting fixtures are shown on the site plan. The photometric plan and lighting details demonstrate that exterior

lighting will not reflect onto adjacent properties or create hazardous conditions for motorists.

- Solid Waste Disposal: The dumpster location is shown on the site plan sheet C-3.0. The dumpster will be fully enclosed and screened. The applicant states in the cover memo that trash and recycling will be handled by a private trash collection vendor. Solid waste will be disposed of adequately.
- Protection of Environmental Features and Natural Resources: The proposed development is not anticipated to adversely impact natural resources, scenic areas or historic sites.
- Noise, Vibration, Odors and Air Pollution: The proposed development is not anticipated to exceed noise standards or generate vibration, odors or air pollution.
- Form-Based Code Building Design Elements: The applicant has provided a rendering and elevation drawings of the proposed building design. In compliance with Sec. 60-549.2, the ground story building frontage façade is comprised of approximately 32% windows and doors and the upper story building frontage façade is comprised of approximately 32% windows and doors on the second floor and 22% windows and doors on the third floor. Pursuant to Sec. 60-549.3, as part of additional building design elements, a front yard fence a minimum of 2 feet and a maximum of 4 feet in height is encouraged to maintain the spatial edge of the street. The site plan sheet C-3.0 shows a 6 foot tall solid screen fence to the rear and a 8 foot tall fence to the side of the building. The applicant is requesting a waiver from Sec. 60-549.3 from meeting the fence height requirement. The applicant is requesting a waiver from Sec. 60-549.1 building width and lot width. The proposed building will be 112 feet wide and the lot width is approximately 193 feet. The applicant should be prepared at to speak to each waiver request and provide rational so the Board can vote on each one at the meeting.

DEPARTMENT REVIEW

Staff have contacted department heads to review the application. The engineering and police department had concerns about the initial driveway location for access management and vehicular safety. The driveway location has been revised to meet the standards of the ordinance. The fire chief recommends adequate access of the entire exterior of the building within 150 feet of the road or the parking lot fire lane. There are no additional department comments at this time.

FINDINGS

The proposed project requires review and findings for approval under Sections 60-1277, 60-1359, and 60-1336:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:
(1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;

(2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;
(3)Adequacy of the methods of disposal for wastes; and
(4)Protection of environment features on the site and in adjacent areas.

Subdivision – Section 60-1359
When reviewing any subdivision for approval, the planning board shall consider the following criteria, and before granting either approval or denial, shall determine that the proposed subdivision:
(1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:

a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;
b. The slope of the land and its effect on effluents;
c. The availability of streams for disposal of effluents; and
d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);

(2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;
(3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;
(4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;
(5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;
(6) Will provide for adequate sewage waste disposal;
(7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
(8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
(9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
(10) Is funded by a subdivider has adequate financial and technical capacity to meet the standards of this section;
(11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
(12) Has provisions for on-site landscaping that are adequate to screen neighboring properties from unsightly features of the development;
(13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;
(14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;
(15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

Special Exception – Sec 60-1336
As conditions prerequisite to the granting of any special exceptions, the board shall require evidence of the following:

(1) That the special exception sought fulfills the specific requirements, if any, set forth in the zoning ordinance relative to such exception.
(2) That the special exception sought will neither create nor aggravate a traffic hazard, a fire hazard or any other safety hazard.
(3) That the special exception sought will not block or hamper the master development plan pattern of highway circulation or of planned major public or semipublic land acquisition.
(4) That the exception sought will not alter the essential characteristics of the neighborhood and will not tend to depreciate the value of property adjoining and neighboring the property under application.
(5) That reasonable provisions have been made for adequate land space, lot width, lot area, stormwater management in accordance with section 60-1301(14), green space, driveway layout, road access, off-street parking, landscaping, building separation, sewage disposal, water supply, fire safety, and where applicable, a plan or contract for perpetual maintenance of all the common green space and clustered off-street parking areas to ensure all such areas will be maintained in a satisfactory manner.
(6) That the standards imposed are, in all cases, at least as stringent as those elsewhere imposed by the city building code and by the provisions of this chapter.
(7) That essential city services which will be required for the project are presently available or can be made available without disrupting the city's master development plan.

STAFF RECOMMENDATION:
Staff have reviewed the application and corresponded with the applicant. Department staff have no additional needs at this time regarding the application. Staff suggest the Board review the application materials and applicable findings and determine if the application is ready for preliminary approval.

If the Board grants preliminary approval, staff suggest the following condition of approval:

- Final sewer and water easements are in place prior to activation.

Additionally, staff suggest the Board vote on the applicant's waiver requests. Waivers are exceptions to the standard and may be granted as a result of undue hardship to the application.

SUGGESTED MOTION WAIVER REQUESTS:
I make a motion to **[approve/deny]** the applicant's waiver request from Sec. 60-549.1 Lot Width.

I make a motion to **[approve/deny]** the applicant's waiver request from Sec. 60-549.1 Building Width.

I make a motion to **[approve/deny]** the applicant's waiver request from Sec. 60-549.3 Front Yard Fence

Staff suggest that the applicant request a waiver from Sec. 60-554 note 6. "for an affordable housing development, off-street parking requirements may not exceed two spaces for every three units" or work to provide off-street parking within 1,000 feet of the development to satisfy the 21 space requirement.

SUGGESTED MOTION PRELIMINARY PLAN:
I make a motion to **[approve/deny]** the preliminary plan for Hampshire Commons Apartments located at 143 Hampshire Street (PID 250-311, 250-310, 250-309) in the Traditional Downtown Neighborhood (T-4.2) district pursuant to Chapter 60, Article XVI, Division 2 – Site Plan Review, Division 3 – Special Exception and Division 4 – Subdivision.

GORRILL PALMER
An LJB Engineering Company

300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

March 27, 2026

Ms. Samantha Peikes, Planning Coordinator
City of Auburn
60 Court Street
Auburn, ME 04210

Subject: Hampshire Commons Apartments
143 Hampshire Street
Applicant: Auburn Residential Development Corp.
Letter of Response #1

Dear Sam:

On behalf of the Auburn Residential Development Corp, Gorrill Palmer is pleased to make this response submission for the proposed Hampshire Commons Apartments, a 32-unit, housing first residential development located at 143 Hampshire Street in Auburn, ME. The following information and accompanying modified plans are intended to address the comments you provided via email transmission on March 17, 2026. For ease of review, I've repeated the comments in Italics below followed by our responses in Bold.

Comment: Driveway location. The driveway location needs to be revised. There is not enough distance between the driveway and Hampshire street to provide adequate access management and safety.

Response: The accompanying plans show the proposed driveway shifted northerly on Gamage Street so that the center-to-center distance to the Hampshire Street intersection is increased to 152 LF. The layout of the parking lot is slightly modified based on the new driveway location and the grading of the parking lot is also updated based on the site's existing grades and the driveway grading needs. We believe the proposed driveway provides adequate separation to Hampshire Street and meets the following standards:

Table 1 – Driveway standards		
Standard	Required	Provided
Sec 60-799 Sight Distance	For 25 mph posted speed = 250 LF	275 LF to the right (north) and >300 LF to the left (south)
Sec. 60-800 Curb cut and driveway spacing	For 25 mph posted speed = 105 feet	152 ft. to Hampshire Street
Sec. 60-801 Number of driveways	One driveway	One driveway

Comment: Stormwater management. What are the plans for stormwater management and how will it be treated? Show locations of existing and proposed stormwater runoff.

Response: The development site is approximately 0.77 acres in size and is located within the watershed of an unnamed tributary discharging to the Androscoggin River. This tributary flows through Chestnut Street park and its point of discharge is about 2,400 feet southeast of the site. The site also contains an existing 24" storm drain trunk line from the intersection of Hampshire Street and Gamage Ave. The existing parking lot drainage ties into the trunk line.

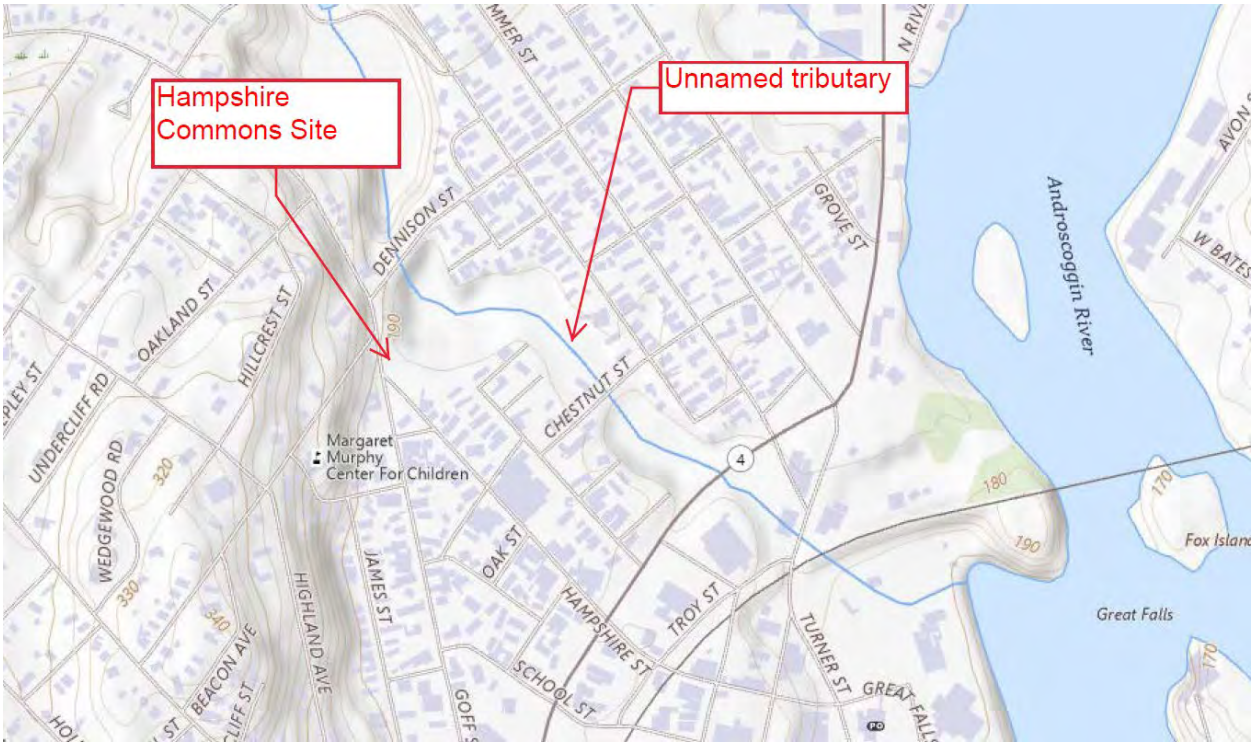


Figure 1 – location map

The site's existing conditions include a paved parking lot and a gravel parking lot. The proposed development includes an 8,718 SF building and 14 space parking lot. The impervious area summary is as follows:

	Impervious area	Landscape/non-impervious
Predevelopment	12,397 SF	21,144 SF
Post Development	17,535 SF	16,006 SF

The site includes a 24" storm drain trunk line that extends from the intersection of Hampshire Street and Gamage Ave, northwesterly towards the unnamed tributary. The existing parking lot on Lot 311 contains a catch basin that collects runoff and discharges into the storm drain trunk line. The gravel area on lots 309 and 310 appears to simply sheet flow any runoff towards the park and the natural gully and unnamed tributary in the park.

The proposed development results in a minor increase in impervious area and corresponding increase in stormwater runoff, however, as the site is far less than 3 acres in size, we have interpreted that Section 46-209 (3) of the code does not apply. Nevertheless, we have included in the design a Filterra model 4x8 bioretention system[1] or equal. The filterra™ is a precast concrete box system containing a proprietary filter media and vegetative planting that is suitable to provide water quality treatment for parking lot runoff. According to the Maine DEP approval letter for this proprietary measure the 4x8 sized structure is suitable to treat 0.202 acres. The proposed parking lot and contributing hard surfaces measure approximately 0.18 acres. In addition, the proposed building will have a flat roof, and we propose to tie the interior roof drainage directly into the nearby 24" storm drain, which will basically maintain a similar flow regime as is currently in place in the parking lot. We do not propose any water quality treatment for the roof runoff although by comparison, we believe that roof runoff is an improvement over the parking lot. This information constitutes the extent of stormwater management information to be provided. If further information is requested, we can reply as necessary.



Figure 2 – Example of SWM Treatment

Comment: Confirm the locations of utility easements for public sewer on the plan. The deed references the easement, but it's not shown on the plan.

Response: We have communicated with Mike Broadbent of AWSD and based on his input we are providing an easement having a setback of a minimum of 7.5 ft from the outside of the sanitary and storm drain trunk lines that bisect the site. The overall easement will generally follow the image on the following page. Mr. Broadbent has indicated that the placement of asphalt surfaces, curbing and light landscaping in the easement zone is acceptable. Trees, structures or anything with a permanent base should be avoided in the easement.

Comment: Confirm project cost and provide letter of financial capacity.

Response: The project costs will be $8 million to $8.5 million. Additional information related to financial capacity is contained in attachment A to this response letter, as prepared by Bangor Savings Bank who have indicated their potential to support the development financing effort.

[1] See Microsoft Word - Filterra Bioretention Systems - January 2017.docx

Comment: Clarify if the three lots will be combined to one lot. If so, the deed would need to get updated.

Response: We believe the intent is for the City of Auburn to transfer the three lots as one deed to the applicant. A legal description has been prepared by Owen Haskell Inc. and it is contained in Attachment B to this response Letter. A note has been added to the Site Plan indicating that the land transfer will be completed under a new single deed description for the compilation of the three lots which currently exist.

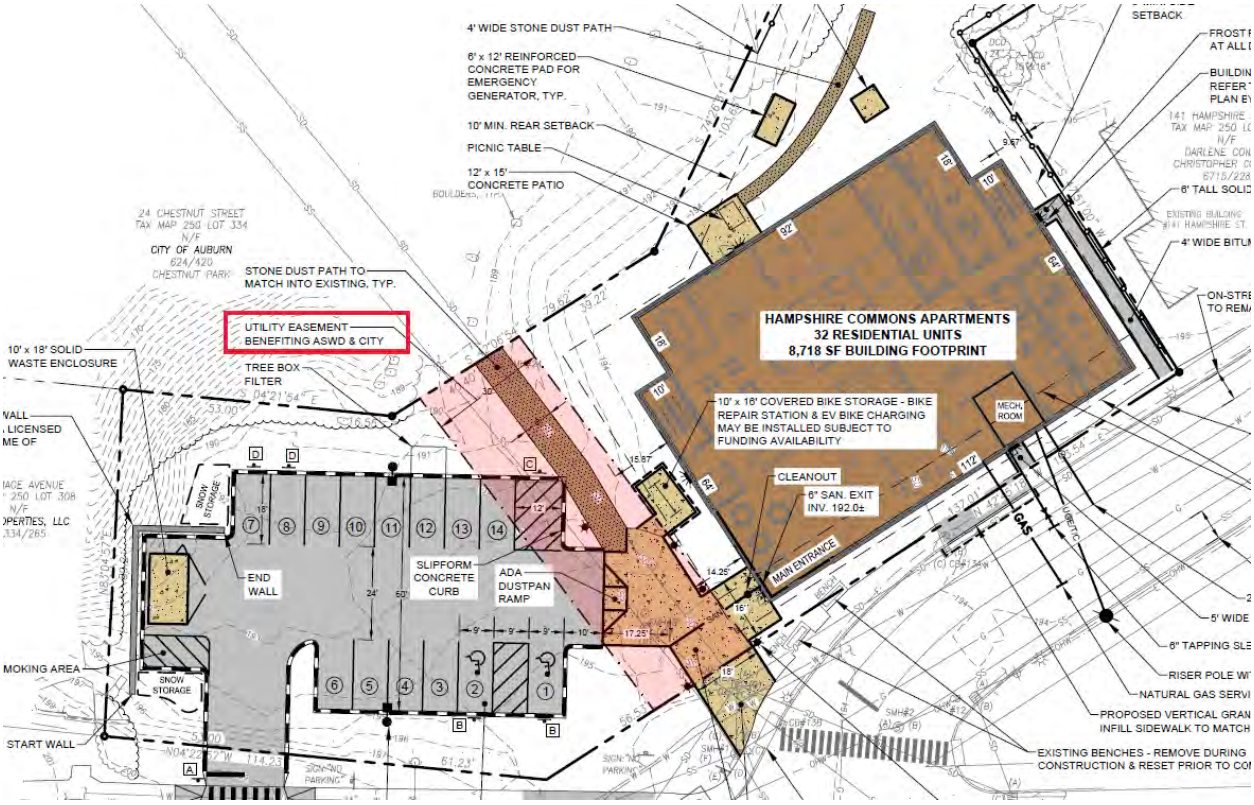


Figure 3 – Proposed utility easement location

WAIVER REQUESTS

The applicant requests that the planning board grant waivers from the following standards:

Form based code – the applicant is requesting a waiver of the Lot width and building width standards as contained in Section 60.549.1 for the T-4.2 zone. The form-based code requirements and proposed conditions are as follows:

Principal Building Configuration	Required	Provided
Building Width	14 ft min, 110 ft max	112 ft.

Principal Building Placement		
Lot width	24 ft min, 120 ft max	193.54 ft on Hampshire Street

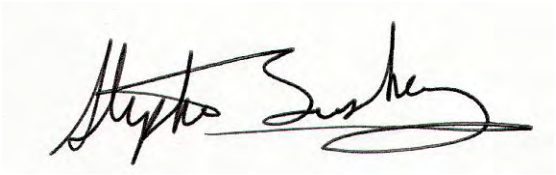
We are also requesting a waiver of the front yard fencing requirement per Sec. 60-549.3 for residential as the proposal includes landscaping along the Hampshire Street frontage. Finally, we are requesting a waiver of Sec. 60.549.2 for the minimum height above the street requirement which for residential is a minimum of 2 feet. Because of the nature of this multi-unit development the plan provides a floor level nearly level with the adjacent sidewalk grade due to ADA accessibility requirements and related needs.

CLOSURE

Twelve (12) updated plan packages and this response letter are provided for your consideration which include one (1) full size plan set and twelve (12) 11"x17" plan sets. We look forward to reviewing this project with you and the Planning Board at the next available meeting. If you have any questions about the information being submitted, please contact our office.

Sincerely,

GORRILL-PALMER



Stephen Bushey, P.E.
Senior Associate
Phone: 207-772-2515 x296
sbushey@gorrillpalmer.com

Attachments:

A - Financial Capacity evidence
B - Legal Description

cc: Martin Szydlowski and Mary Young – Auburn Housing Authority
Amanda Bartlett – Developers Collaborative LLC

GORRILL PALMER
An LJB Engineering Company

ATTACHMENT A
FINANCIAL CAPACITY EVIDENCE

March 20, 2026

City of Auburn
Planning Department
60 Court Street
Auburn, ME 04210

RE: Hampshire Commons

To Whom It May Concern:

On behalf of Bangor Savings Bank, I am pleased to provide this letter in support of Developers Collaborative Predevelopment LLC in their capacity as development consultant and Auburn Housing Authority, and or it's assigns, for the development of a 32-unit affordable housing project to be located at 143 Hampshire Street and 1 & 5 Gamage Ave in Auburn, Maine.

Bangor Savings Bank has collaborated with DC Predevelopment on multiple projects of a similar nature and has a longstanding, existing relationship with Auburn Housing Authority. Based on our prior experience working with both the developer and housing authority, we believe that the applicant has the ability to finance the proposed project costs. In addition, they possess the management skills and development expertise to successfully complete the proposed project.

While this letter is not a commitment to lend, Bangor Savings Bank would welcome the opportunity to be a resource for project financing. Should you have any questions or require additional information, please feel free to contact me directly at (207) 541-2707 or shawn.mckenna@bangor.com

Sincerely,

Shawn McKenna
Vice President & Senior Relationship Manager
Commercial Banking

GORRILL PALMER
An LJB Engineering Company

ATTACHMENT B
LEGAL DESCRIPTION

March 23, 2026

Proposed Legal Description
Gamage Street and Hampshire Street
Auburn, Maine

A certain lot or parcel located on the northeasterly side of Hampshire Street and the easterly side of Gamache Street in the City of Auburn, County of Androscoggin, State of Maine, bounded and described as follows:

Beginning at a ¾" iron rod on the southwesterly side of Webster Street and the northeasterly corner of land now or formerly of Donald R. Tardif and Josephine D. Tardif as described in a deed recorded in the Androscoggin County Registry of Deeds in Book 10284, Page 33. Thence:

1) S 47^{0}51'00" W by said land of Tardif a distance of Ninety-Nine and 00/100 (99.00) feet to a point at land now or formerly of Darlene Conant and Christopher Conant as described in a deed recorded in said Registry in Book 6715, Page 228;

2) N 42^{0}09'00" W by said land of Conant a distance of Fifty and 00/100 (50.00) feet to a point;

3) S 47^{0}51'00" W by said land of Conant a distance of Ninety-Nine and 85/100 (99.85) feet to a point on the northeasterly side of Hampshire Street;

4) N 42^{0}45'18" W by said Hampshire Street a distance of One Hundred Ninety-Three and 54/100 (193.54) feet to a point on the easterly side of Gamache Street;

5) N 04^{0}22'57" W by said Gamache Street a distance of One Hundred Fourteen and 23/100 (114.23) feet to a point at land now of formerly of BE Properties, LLC as described in a deed recorded in said Registry in Book 11334, Page 265;

6) N 83^{0}04'57" E by said land of BE Properties, LLC a distance of Eighty-Nine and 21/100 (89.21) feet to a point at land now or formerly of the City of Auburn (Chestnut Park) as described in a deed recorded in said Registry in Book 624, Page 420;

7) S 04^{0}21'54" E by said City of Auburn a distance of Sixty-Nine and 55/100 (69.55) feet to a point;

8) S 42^{0}06’54” E by said City of Auburn a distance of Seventy-Nine and 62/100 (79.62) feet to a point;

9) S 74^{0}26’31” E by said City of Auburn a distance of One Hundred Three and 65/100 (103.65) feet to a ¾” iron rod;

10) S 79^{0}10’00” E by said City of Auburn a distance of Seventy-Five and 34/100 (75.34) feet to the point of beginning.

Bearings are based on Grid North per the Maine State Coordinate System, West Zone, NAD83.

The above described parcel contains 0.77 acres comprising of land now or formerly of the City of Auburn as described in deeds recorded in the Androscoggin County Registry of Deeds in Book 7896, Page 11 and Book 8758, Page 243.

PROJECT PARCEL SITE		
ZONING: T-4.2 Traditional Downtown Neighborhood District		
AUBURN TAX ASSESSOR'S MAP AND LOT NUMBERS		
MAP	LOT	REGISTRY (A.C.R.D.) INFO
250	311	BOOK 8758, PAGE 243
250	310	BOOK 7896, PAGE 11
250	309	BOOK 5926, PAGE 329

SITE DEVELOPMENT PLANS

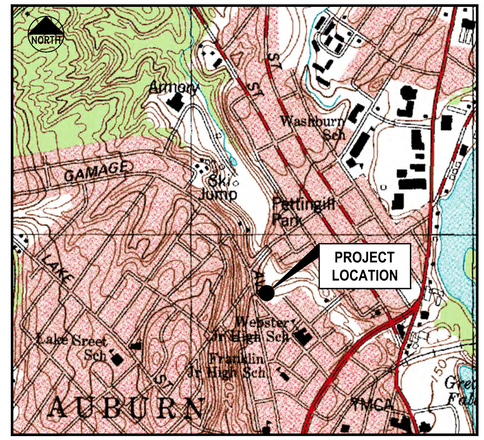
FOR

HAMPSHIRE COMMONS APARTMENTS
143 HAMPSHIRE STREET

AUBURN, MAINE

PERMIT PLAN SUBMISSION

MARCH 2026



LOCATION MAP
N.T.S.

APPLICANT:
Auburn Housing Authority
dba Auburn Residential Development Corp.
P.O. Box 3037
Auburn ME, 04212-3037
ATTN: Martin F. Szydlowski - Executive Director
207.319.4672
mszydlowski@auburnhousing.org

OWNER OF RECORD:
City of Auburn

INDEX

C-1.0 COVER SHEET
C-1.1 GENERAL NOTES & LEGEND
C-1.2 SURVEY PLAN (BY OWEN HASKELL)
C-2.0 EXISTING CONDITIONS & REMOVALS PLAN
C-3.0 SITE LAYOUT & UTILITY PLAN
C-4.0 GRADING, DRAINAGE & EROSION CONTROL PLAN
C-4.1 STORMWATER MANAGEMENT PLAN
C-4.2 STORMWATER MANAGEMENT DETAILS
C-5.0 LANDSCAPE PLAN
C-6.0 SITE & MISCELLANEOUS DETAILS
C-6.1 SITE & MISCELLANEOUS DETAILS
C-6.2 SITE & MISCELLANEOUS DETAILS
C-6.3 STORM DRAIN & UTILITY DETAILS
C-6.4 EROSION & SEDIMENT CONTROL DETAILS
C-6.5 EROSION & SEDIMENT CONTROL NARRATIVE
C-9.0 PHOTOMETRICS PLAN (BY EXPOSURE LIGHTING)

*NOT INCLUDED IN SUBMISSION

UTILITIES

WATER & SEWER:
AUBURN WATER & SEWERAGE DISTRICT
268 COURT STREET
AUBURN, MAINE 04210
207.784.6469
CONTACT: MICHAEL BROADBENT
mbroadbent@awsd.org

ELECTRIC:
CENTRAL MAINE POWER
740 MAIN STREET
LEWISTON, MAINE 04240
800.750.4000
CONTACT: RICK DELANEY
Richard.Delaney@CMPCO.com

TELEPHONE:
FIDIUM COMMUNICATIONS
600 SABLE OAKS DRIVE
SOUTH PORTLAND, MAINE 04106
1.844.434.3486
wscasr@fidium.com

NATURAL GAS:
UNITIL
376 RIVERSIDE INDUSTRIAL PARKWAY
PORTLAND, MAINE 04103
207.541.2543
CONTACT: SCOTT CARPENTER
carpenters@unitil.com

CABLE TV:
SPECTRUM
37 ALFRED PLOURDE PARKWAY
LEWISTON, MAINE 04240
207.253.2210
CONTACT: SCOTT REED

DIG SAFE:
CALL BEFORE YOU DIG
DIAL 811 (AT LEAST 72 HRS IN ADVANCE)

PERMITS / APPROVALS

LOCAL	GOVERNING BODY	STATUS
MAJOR DEVELOPMENT REVIEW	CITY OF AUBURN - PLANNING BOARD 60 COURT STREET AUBURN, MAINE 04210 207.333.6600 ATTN: Samantha Peikes - Planner	SITE PLAN SUBMISSION 03.13.2026
BUILDING PERMIT	AUBURN CODE ENFORCEMENT DEPT. 60 COURT STREET AUBURN, MAINE 04210 207.333.6600	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR
STREET OPENING PERMIT	AUBURN PUBLIC WORKS DEPT. 296 GRACELAWN ROAD AUBURN, MAINE 04210 207.333.6670	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

CONSULTANT LIST

CIVIL ENGINEER/TRAFFIC ENGINEER:
Gorrill Palmer Consulting Engineers, Inc.
300 SOUTHBOROUGH DRIVE, SUITE 200
SOUTH PORTLAND, MAINE 04106
207.772.2515
ATTN: STEVE BUSHEY, PE
sbushey@gorrillpalmer.com

SURVEYOR:
OWEN HASKELL, Inc.
309 U.S. ROUTE ONE, UNIT 10
FALMOUTH, MAINE 04105
207.774.0424
CONTACT: REX CROTEAU

BUILDING ARCHITECT:
INVIVID ARCHITECTURE
631 STEVENS AVENUE, SUITE 200
PORTLAND, MAINE, 04103
207.939.7602
virginie@invividarchitecture.com

GEOTECHNICAL ENGINEER:
SUMMIT GEOENGINEERING SERVICES
210 MAINE AVENUE
FARMINGDALE, MAINE, 04344
207.446.3360

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.25.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
2	2026.03.25	REVISED PER REVIEW COMMENTS
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING-COVER.dwg		

This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer.

GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: COVER SHEET
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212-3037

Drawing No. C-1.0

U:\Auburn Housing Development Corp\0129761A.00 - Auburn Maine Housing First project\Z - CAD\DWG\AUBURN HOUSING-COVER.dwg 3/25/2026 11:00 AM

GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL OR MOST CURRENT MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) SPECIFICATIONS FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.

2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY LOCAL UTILITY COMPANIES AND THE CITY OF AUBURN.

3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.

4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.

5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.

6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.

7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF AUBURN AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.

9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.

10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE CITY OF AUBURN ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO SITE ACCESS CONDITIONS, SIDEWALK AND / OR STREET CLOSINGS.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN PERMIT FROM THE CITY OF AUBURN, AND MEDEP STORMWATER PBR / MCGP, WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER, THE MUNICIPAL OFFICE, OR THE MUNICIPAL WEBSITE.

2. THE CONTRACTOR SHALL REVIEW THE ABOVE-REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

SITE LAYOUT NOTES

1. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.

2. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.

3. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.

4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.

2. AN "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.

3. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF AUBURN DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.

4. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.

5. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.

6. ALL DISTURBED AREAS NOT TO BE PAVED, GRAVELED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.

7. COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION*
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	95%

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

9. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.

10. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.

11. STORMWATER MANAGEMENT CHAMBER SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THESE PLANS AND APPLICABLE INSTALLATION GUIDES PROVIDED BY THE CHAMBER SYSTEM MANUFACTURER. SHOULD THESE PLANS CONFLICT WITH THE INSTALLATION GUIDE, THESE PLANS SHALL TAKE PRECEDENCE.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF AUBURN FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.

2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH THE SERVICING UTILITY COMPANY. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.

3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND AUBURN WATER & SEWERAGE DISTRICT. CONNECTIONS TO EXISTING SEWER SHALL BE PERFORMED IN ACCORDANCE WITH AUBURN WATER & SEWERAGE DISTRICT RECOMMENDATIONS AND REGULATIONS.

4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRENCHING, CONDUIT AND BACKFILLING ASSOCIATED WITH UNDERGROUND POWER, COMMUNICATIONS AND CABLE.

5. COORDINATE ALL OTHER UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT, AT NO EXTRA EXPENSE TO THE OWNER.

6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.

7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO CENTRAL MAINE POWER STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.

9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.

11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.

12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCE, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCE ASSOCIATED WITH THE PROJECT.

2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.

3. PRIOR TO PAVING OR GRAVEL PLACEMENT, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.

4. SILT BARRIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.

5. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.

6. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.

7. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.

8. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.

9. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE SPECIFICATIONS OR FROM THE OWNER.

10. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.

11. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE FILTER EFFICIENCY. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.

12. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, 2014".

GEOTECHNICAL REPORT RECOMMENDATIONS:

THE FOLLOWING RECOMMENDATIONS ARE AN EXCERPT FROM THE EXPLORATIONS AND GEOTECHNICAL ENGINEERING SERVICES REPORT PREPARED FOR THIS PROJECT BY SUMMIT GEOENGINEERING SERVICES, INC. DATED T.B.D. 2026. FOR THE COMPLETE LIST OF EVAULATIONS AND RECOMMENDATIONS, PLEASE SEE THE FULL REPORT.

4.2 SITE AND SUBGRADE PREPARATION

WE RECOMMEND THAT SITE PREPARATION BEGIN WITH THE CONSTRUCTION OF AN EROSION CONTROL SYSTEM TO PROTECT ADJACENT DRAINAGE WAYS AND AREAS OUTSIDE THE CONSTRUCTION LIMITS. SURFICIAL ORGANICS, ROOTS AND TOPSOIL SHOULD BE COMPLETELY REMOVED FROM AREAS OF PROPOSED FILL AND CONSTRUCTION. AS MUCH VEGETATION AS POSSIBLE SHOULD REMAIN OUTSIDE THE CONSTRUCTION AREAS TO LESSEN THE POTENTIAL FOR EROSION AND SITE DISTURBANCE.

AS DISCUSSED, THE SITE IS UNDERLAIN BY A VARIABLE THICKNESS OF UNCONTROLLED FILL OVERLYING LOOSE ALLUVIAL SOILS WHICH ARE PROBLEMATIC FOR SUPPORT OF THE PROPOSED BUILDING; CONSEQUENTLY, WE RECOMMEND IMPROVING THE GROUND BENEATH THE ENTIRE BUILDING FOOTPRINT WITH AGGREGATE PIERS. ADDITIONALLY, WE RECOMMEND ALL EXISTING PAVEMENT, UTILITIES, STRUCTURES, AND FOUNDATIONS BE COMPLETELY REMOVED FROM BENEATH THE PROPOSED BUILDING FOOTPRINT AND BACKFILLED WITH COMPACTED GRANULAR BORROW PRIOR TO INSTALLING AGGREGATE PIERS.

WE RECOMMEND THAT FOOTINGS AND FLOOR SLABS BE EXCAVATED USING A SMOOTH-EDGED BUCKET. FOOTINGS SHOULD BE UNDERLAIN BY AT LEAST 6 INCHES OF COMPACTED CRUSHED STONE OVERLYING GROUND IMPROVED WITH AGGREGATE PIERS. FLOOR SLABS SHOULD BE UNDERLAIN BY AT LEAST 12-INCHES OF COMPACTED CRUSHED STONE OVERLYING GROUND IMPROVED WITH AGGREGATE PIERS.

WE RECOMMEND CONSIDERATION OF UNDERDRAINS INSTALLED BENEATH PROPOSED PAVED AREAS FOR PERMANENT GROUNDWATER MANAGEMENT.

4.3 EXCAVATION AND DEWATERING

EXCAVATION WORK WILL GENERALLY ENCOUNTER UNCONTROLLED FILLS AND NATIVE SANDS AND SILTS. CARE MUST BE EXERCISED DURING CONSTRUCTION TO LIMIT DISTURBANCE OF THE BEARING SOILS. EARTHWORK AND GRADING ACTIVITIES SHOULD OCCUR DURING DRIER, NON-FREEZING WEATHER OF SPRING, SUMMER AND FALL. RUBBER TIRED CONSTRUCTION EQUIPMENT SHOULD NOT OPERATE DIRECTLY ON THE NATIVE SOILS WHEN WET. FINAL CUTS TO SUBGRADE SHOULD BE PERFORMED WITH A SMOOTH-EDGED BUCKET TO HELP REDUCE STRENGTH LOSS FROM SOIL DISTURBANCE.

VIBRATIONS FROM CONSTRUCTION SHOULD BE CONTROLLED BELOW THRESHOLD LIMITS OF 0.5 IN/SEC FOR STRUCTURES, WATER SUPPLY WELLS AND INFRASTRUCTURE WITHIN 500 FEET OF THE PROJECT SITE. MORE RESTRICTIVE VIBRATION LIMITS MAY BE WARRANTED IN SPECIFIC CASES WITH SENSITIVE EQUIPMENT, HISTORIC STRUCTURES OR ARTIFACTS ON-SITE OR WITHIN CLOSE PROXIMITY.

AS DISCUSSED, EXCAVATIONS AND SUBGRADES FOR THE LOWER TIERED BUILDING FINISH FLOOR ELEVATIONS WILL APPROACH GROUNDWATER, PARTICULARLY AROUND BORING B-103. PLANNING MUST INCLUDE ADEQUATE DEWATERING PRIOR TO EXCAVATION, POTENTIALLY REQUIRING WELL-POINTS. FOLLOWING DEWATERING, WE RECOMMEND THAT THE PERMANENT SITE DRAINAGE AND FOUNDATION UNDERDRAINS BE INSTALLED AS SOON AS PRACTICABLE TO HELP STABILIZE SUBGRADE SOILS. CONTROLLING THE WATER LEVELS TO AT LEAST ONE FOOT BELOW PLANNED EXCAVATION DEPTHS WILL HELP STABILIZE SUBGRADES DURING CONSTRUCTION.

WE RECOMMEND THAT CONTRACT DOCUMENTS REQUIRE SUBMITTAL OF AN ENGINEERED EXCAVATION AND DEWATERING PLAN BE PROVIDED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE PLAN SHOULD BE PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE.

IN ALL CASES, EXCAVATIONS MUST BE PROPERLY SHORED OR SLOPED IN ACCORDANCE WITH OSHA REGULATIONS TO PREVENT SLOUGHING AND CAVING OF THE SIDEWALLS DURING CONSTRUCTION. CARE MUST BE TAKEN TO PRECLUDE UNDERMINING ADJACENT STRUCTURES, UTILITIES AND ROADWAYS. THE DESIGN AND PLANNING OF EXCAVATIONS, EXCAVATION SUPPORT SYSTEMS, AND DEWATERING IS THE RESPONSIBILITY OF THE CONTRACTOR.

EXISTING

- IRON PIPE OR ROD FND
- MONUMENT FOUND
- GAS VALVE
- WATER VALVE
- UTILITY POLE
- LIGHT POLE
- DRAINAGE MANHOLE
- ELECTRIC MANHOLE
- SEWER MANHOLE
- CATCH BASIN
- SIGN
- EDGE OF PAVEMENT
- CURB
- ohw — OVERHEAD WIRES
- uge — UNDERGROUND ELECTRIC
- T — TELEPHONE
- 12"w — WATER LINE
- g — GAS LINE
- 12"san — SANITARY SEWER
- 12"sd — STORM DRAIN
- 15 — 1' CONTOUR
- × 15.23 — SPOT ELEVATION
- TREE
- TREE LINE OR LIMIT OF CLEARING
- BUILDING
- RETAINING WALL/WOOD TILES
- PROPERTY LINE
- EASEMENT LINE
- B-101 — TEST BORING
- HYDRANT

PROPOSED

- BARRIER FREE SYMBOL
- SIGN
- SIGN LABEL
- BUILDING / BUILDING ACCESS
- VERTICAL GRANITE CURB
- CB-1 — CATCH BASIN
- 22 — CONTOUR LABEL
- DMH-1 — DRAIN MANHOLE
- 2 / 1 2:1 — SLOPE DESIGNATION
- 18.73 — SPOT GRADE
- 28.58 TW / 16.20 BW — SPOT GRADE AT RETAINING WALL (TW = TOP WALL / BW = BOTTOM WALL)
- 6"UD — UNDERDRAIN
- SD-1 — STORM DRAIN
- CURB STOP
- HYDRANT
- LIGHT POLE WITH FIXTURE(S)
- SMH — SANITARY SEWER MANHOLE
- TEST PIT
- UTILITY POLE
- VALVE
- 6" SAN — SANITARY SEWER
- W — DOMESTIC/ FIRE WATER MAIN
- 2"G — GAS MAIN
- UGE/T/C — UNDERGROUND ELECTRIC

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE — STEPHEN R. BUSHEY — 03.25.26 — LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
2	2026.03.25	REVISED PER REVIEW COMMENTS
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING-GEN NOTES.dwg		

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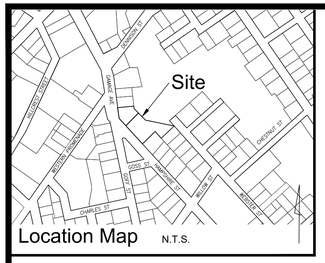
Drawing Name: GENERAL NOTES & LEGEND

Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine

Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-1.1

U:\Auburn Housing Development Corp\01297761A.00 – Auburn Maine Housing First project\Z – CAD\DWG\AUBURN HOUSING-GEN NOTES.dwg 3/25/2026 11:01 AM



Schedule B Section II Exceptions

TO BE PROVIDED

Drainage & Sanitary Sewer Structures

Drainage Structures

DMH#13, RIM=195.50
(A)12"PVC INV.=189.00
(B)24"PVC INV.=184.30
(C)24"PVC INV.=188.80
(D)18"PVC INV.=184.20
(E)24"PVC INV.=184.20

DMH #15, RIM=202.51

DMH#24, RIM=189.72
(A)24"PVC INV.=180.82
(B)24"PVC INV.=180.72

DMH#25, RIM=166.05
(A)24"PVC INV.=156.85
(B)24"PVC INV.=156.55

CB#11, RIM=192.89
(A)12"PVC INV.=187.89
(B)24"PVC INV.=184.59
(C)24"PVC INV.=184.39

CB#12, RIM=193.78
(A) 6"RPP INV.=188.68
(B)12"PVC INV.=188.58

CB#13A, RIM=193.92
(A)12"RPP INV.=189.42
(B) 4"RPP INV.=189.02
(C)12"RPP INV.=188.52

CB#13B RIM=194.29
18"RCP INV.=186.79

CB#13C RIM=195.22
12"RPP INV.=190.52

CB#14, RIM=196.36
(A)18"RPP INV.=190.26
(B)18"PVC INV.=186.26

Sanitary Sewer Structures

SMH#1 RIM=195.29
(A)24"PVC INV.=188.29 *APPEARS PLUGGED*
(B)18"RCP INV.=187.99 *APPEARS PLUGGED*
(C)18"RCP INV.=187.29 *APPEARS CLOGGED*
(D)15"RCP INV.=184.29 *APPEARS UNUSED*
(E)18"RCP INV.=187.37 *APPEARS CLOGGED*
(F)24"CI INV.=187.09
(G)24"CI INV.=183.09

SMH#2, RIM=193.74
(A)8"PVC INV.=186.93 *POSSIBLE OVERFLOW FROM SMH#1*
(B)8"PVC INV.=186.90

SMH#3, RIM=195.05
(A)10"PVC INV.=189.15
(B)8"PVC INV.=186.35
(C)8"PVC INV.=186.35
(D)10"PVC INV.=186.25

SMH#4, RIM=194.59
(A)15"RCP INV.=184.99 *APPEARS UNUSED*
(B)15"RCP INV.=184.89 *APPEARS UNUSED*

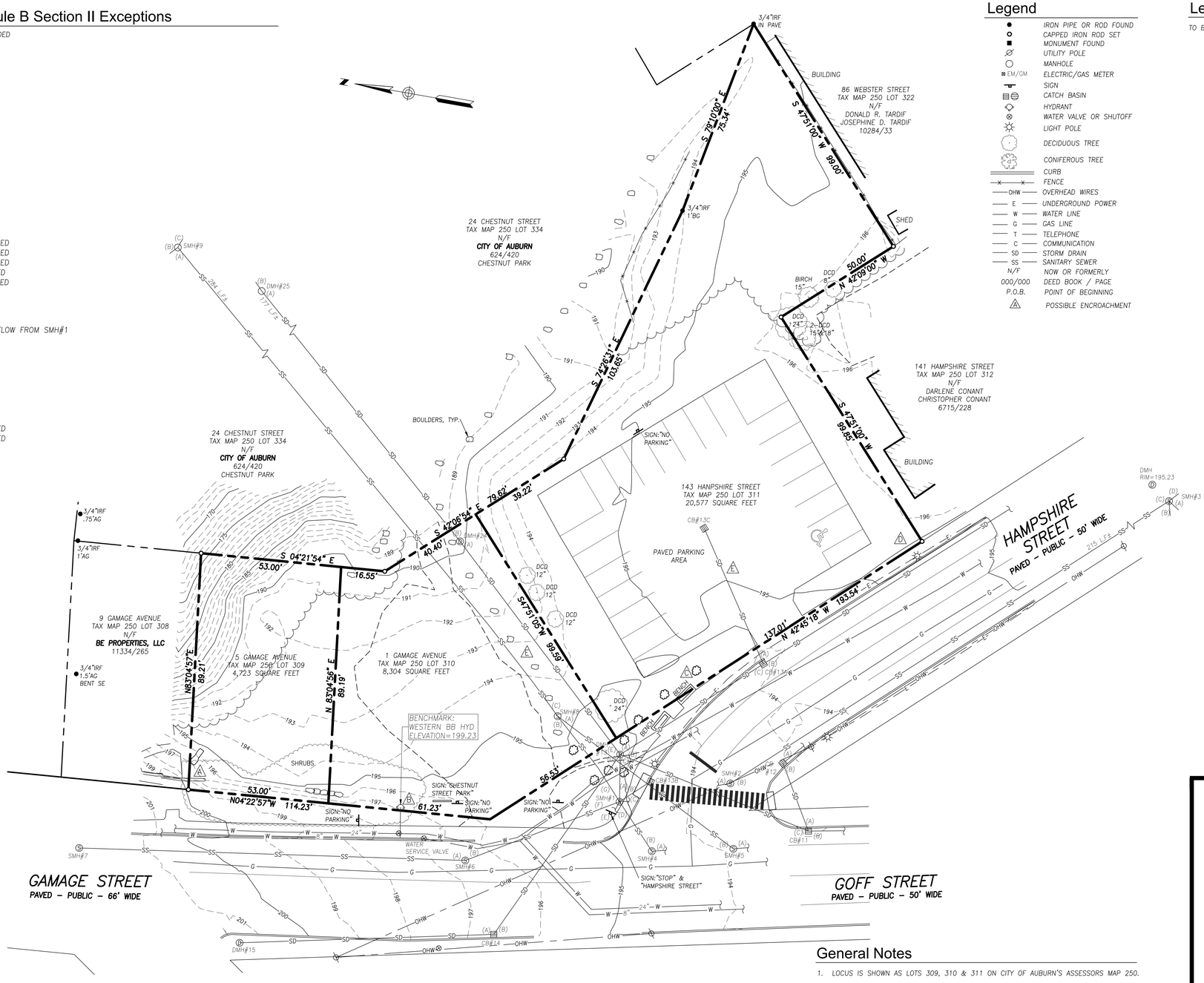
SMH#5, RIM=193.91
(A)8"PVC INV.=181.61
(B)8"PVC INV.=181.51

SMH#6, RIM=196.45
(A)18"CI INV.=187.45
(B)18"CI INV.=187.40

SMH#7, RIM=201.70

SMH#8, RIM=194.72
(A)8"PVC INV.=179.22
(B)24"CI INV.=179.12
(C)24"CI INV.=171.72

SMH#9, RIM=162.94
(A)18"CMP INV.=156.34
(B)18"CMP INV.=150.34
(C)18"CMP INV.=154.24



Legend

- IRON PIPE OR ROD FOUND
- CAPPED IRON ROD SET
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EM/GM ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- CURB
- FENCE
- OHW OVERHEAD WIRES
- E UNDERGROUND POWER
- W WATER LINE
- G GAS LINE
- T TELEPHONE
- C COMMUNICATION
- SD STORM DRAIN
- SS SANITARY SEWER
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE
- P.O.B. POINT OF BEGINNING
- A POSSIBLE ENCROACHMENT

Legal Description

TO BE PROVIDED

Owners of Record

CITY OF AUBURN TAX MAP 250 LOT 309
AUBURN, MAINE
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS BOOK 7896 PAGE 11
CITY OF AUBURN TAX MAP 250 LOT 310
AUBURN, MAINE
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS BOOK 7896 PAGE 11
CITY OF AUBURN TAX MAP 250 LOT 311
AUBURN, MAINE
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS BOOK 8758 PAGE 243

Zoning Information

NONE PROVIDED

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 23001C0326E, WHICH BEARS AN EFFECTIVE DATE OF JULY 8, 2013 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Possible Encroachments

- A CONCRETE WALL ONTO LOCUS 6'±
- B HYDRANT ONTO LOCUS 1'±
- C BENCH ONTO LOCUS 2'±
- D SIDEWALK ONTO LOCUS 1.5'±
- E SEWER AND STORM DRAIN LINES CROSS LOCUS

SCALE : 1" = 20'

0' 10' 20' 40'

Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 811 OR 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

Plan References

1. *"PROPERTY PLAN OF LAND OWNED BY CITY OF AUBURN" MADE BY ALIBERTY, LAROCHELLE & HODSON DATED SEPTEMBER 27, 1978 AND REVISED OCTOBER 11, 1978.*
2. *"PLAN OF LAND IN AUBURN BELONGING TO FERDINAND PENLEY" DATED 1893.*
3. *"PLAN SHOWING A STANDARD BOUNDARY SURVEY CHESTNUT PARK CITY OF AUBURN" MADE FOR THE CITY OF AUBURN BY MAIN-LAND DEVELOPMENT CONSULTANTS, INC. DATED MARCH 3, 2023.*
4. *PLAN OF "PROPERTY OF AUBURN SEWERAGE DISTRICT DENNISON STREET GULLEY" MADE BY GEORGE H. BARRON, ENGINEER DATED MARCH 10, 1949 AS RECORDED IN PLAN BOOK 8, PAGE 445.*
5. *"UPPER GOFF STREET AREA STORM WATER SEPARATION CITY OF AUBURN PUBLIC WORKS DEPARTMENT AUBURN, MAINE" BY AE HODSDON CONSULTING ENGINEERS, WATERVILLE, MAINE. SHEET 2 OF 11 "GOFF STREET PLAN & PROFILE STA. 21+00 TO STA. 28+70" AND SHEET 3 OF 11 "GOFF STREET CROSS COUNTRY RUN PROFILE STA. 0+00 TO STA. 4+07". PLANS DATED 6/21/1999, REVISED THROUGH 7/6/99.*

General Notes

1. *LOCUS IS SHOWN AS LOTS 309, 310 & 311 ON CITY OF AUBURN'S ASSESSORS MAP 250.*
2. *BEARINGS ARE BASED ON MAINE STATE COORDINATE SYSTEM, WEST ZONE, NAD83 PER GNSS OBSERVATIONS. ELEVATIONS ARE BASED ON NAVD 88 DATUM, PER GNSS OBSERVATIONS.*
3. *THERE ARE 19 DELINEATED REGULAR SPACES AND 1 HANDICAP SPACES, FOR A TOTAL OF 20 PARKING SPACES.*
4. *NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, BUILDING ADDITIONS, OR RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED.*
5. *NO PROPOSED CHANGES IN STREET LINES IS KNOWN BY THIS SURVEYOR.*
6. *NO WETLAND MARKERS WERE OBSERVED.*
7. *NO BUILDING WERE OBSERVED ON THE SURVEYED PROPERTY.*
8. *SURVEYED PROPERTY CONTAINS 19 STANDARD PARKING SPACES AND 1 HANDICAP PARKING SPACE.*
9. *NO EVIDENCE OF RECENT EARTH MOVING WORK OR BUILDING CONSTRUCTION WAS OBSERVED.*
10. *NO PROPOSED CHANGES IN STREET RIGHT OF WAYS OR EVIDENCE OF RECENT SIDEWALK CONSTRUCTION OR REPAIRS WERE OBSERVED.*
11. *THIS PLAN WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT.*

ALTA / NSPS Land Title Survey

1 Gamage Street & 143 Hampshire Street
Auburn, Androscoggin County, Maine
Made For
City of Auburn Maine
60 Court Street, Auburn, Maine

Surveyor's Certification

TO: CITY OF AUBURN, MAINE STATE HOUSING AUTHORITY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B) 7(A), 7(B)(1), 7(C), 8, 9, 11(A), 11(B), 13, 16, AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 4, 2026

REX J. CROTEAU
PROFESSIONAL LAND SURVEYOR NO. 2273

DATE OF PLAT OR MAP: MARCH 11, 2026
DATE OF LAST REVISION:

STATE OF MAINE REX J. CROTEAU 2273 PROFESSIONAL LAND SURVEYOR

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RJC / JDC	FIELD BOOK: FILE	JOB NO.	2025-201 AUB
CHECKED BY: RRL	SCALE: 1" = 20'	DRWG. NO.	1

NORTH

86 WEBSTER STREET
TAX MAP 250 LOT 322
N/F
DONALD R. TARDIF
JOSEPHINE D. TARDIF
10284/33

3/4"IRF
IN PAVE

S 47°51'05" W
99.90'

N 42°45'16" W
157.01'

S 42°08'54" E
100.05'

S 75°10'00" E
75.34'

N 42°09'00" W
50.00'

24 CHESTNUT STREET
TAX MAP 250 LOT 334
N/F
CITY OF AUBURN
624/420
CHESTNUT PARK

3/4"IRF
1'BG

141 HAMPSHIRE STREET
TAX MAP 250 LOT 312
N/F
DARLENE CONANT
CHRISTOPHER CONANT
6715/228

EXISTING BUILDING
#141 HAMPSHIRE ST.

SUMMIT BORING, TYP.

B-2

BOULDERS, TYP.

SIGN:"NO PARKING"

REMOVE SIGN

143 HAMPSHIRE STREET
TAX MAP 250 LOT 311
20,577 SQUARE FEET

TREE TO BE
REMOVED, TYP.

REMOVE
PAVEMENT

PAVED PARKING
AREA

B-5

B-3

HAMPSHIRE
STREET

GOSS
STREET

GOFF
STREET

GAMAGE AVE.

DHF 3"? UPROOTED TREE NEAR

IPF T
1"
.5AG

3/4"IRF
.75'AG

3/4"IRF
1'AG

3/4"IRF
1.5'AG
BENT SE

9 GAMAGE AVENUE
TAX MAP 250 LOT 308
N/F
BE PROPERTIES, LLC
11334/265

5 GAMAGE AVENUE
TAX MAP 250 LOT 309
4,723 SQUARE FEET

1 GAMAGE AVENUE
TAX MAP 250 LOT 310
8,304 SQUARE FEET

N 83°04'56" E
89.19'

N 04°21'54" W
53.00'

S 04°21'54" E
53.00'

S 83°04'56" W
89.19'

LIMIT OF CLEARING, TYP.

SIGNS TO BE
REMOVED BY CITY

ADJUST COVERS
TO NEW GRADE,
TYP.

SAWCUT, TYP.

PROTECT BENCHES OR
TEMPORARILY REMOVE AND
RESET PRIOR TO COMPLETION

SHRUBS

SIGN:"CHESTNUT
STREET PARK"

SIGN:"NO
PARKING"

SIGN:"STOP" &
"HAMPSHIRE STREET"

WATER
SERVICE VALVE

BENCH

B-1

B-4

CB#13C

CB#13B

CB#12

CB#11

CB#14

SMH#1

SMH#2

SMH#3

SMH#4

SMH#5

SMH#6

SMH#7

SMH#8

SMH#24

DMH#15

DMH#25

DMH
RIM=195.23

(C)
(B)
SMH#9
(A)

(B)
DMH#25
(A)
177 LF±

215 LF±

264 LF±

DCD
12"

DCD
15"

DCD
18"

BIRCH
15"

20 0 10 20 40
1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.25.26
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
2	2026.03.25	REVISED PER REVIEW COMMENTS
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING-EX & REMOVALS.dwg		

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GORRILL PALMER
An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

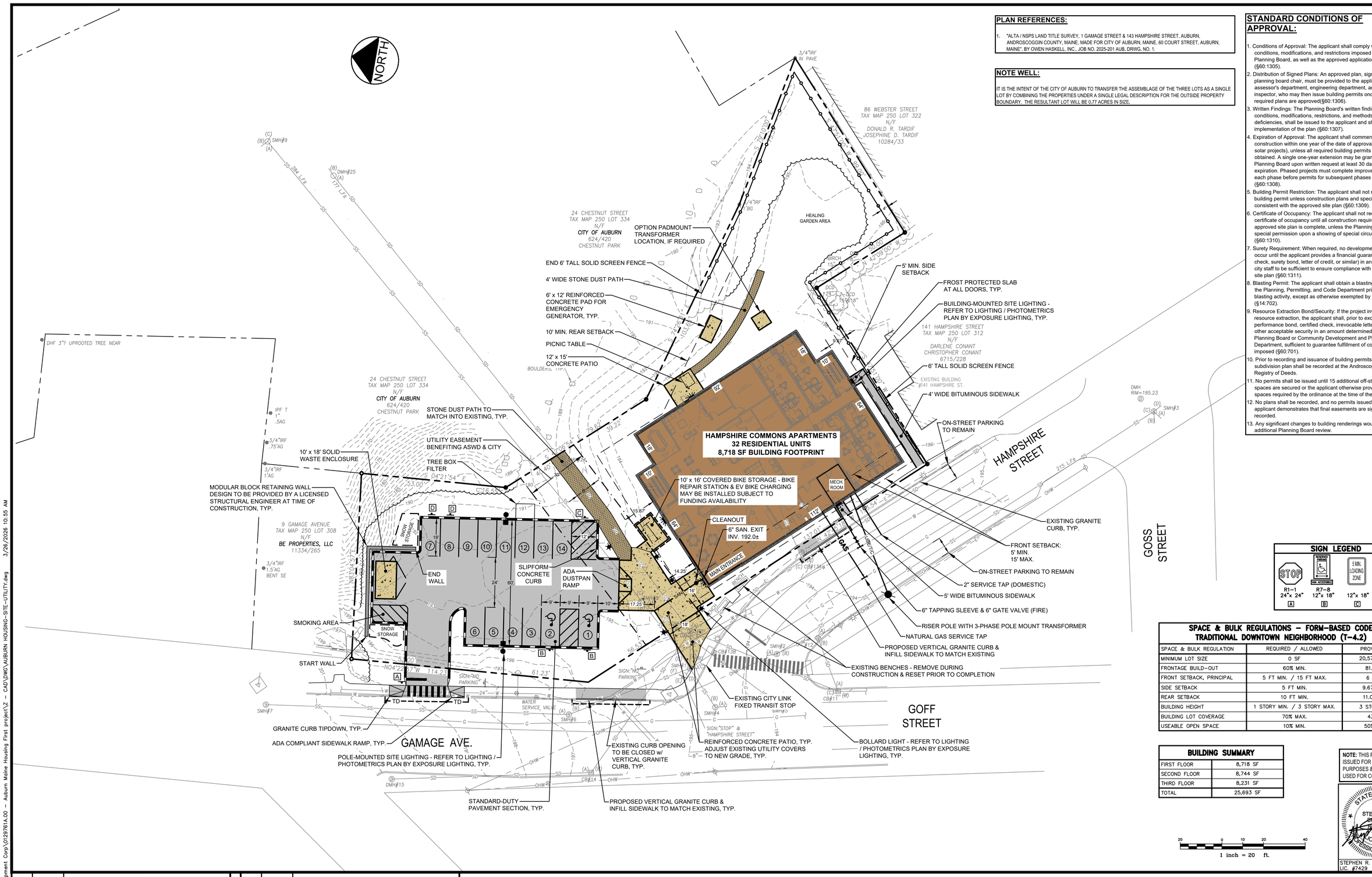
Drawing Name: EXISTING CONDITIONS & REMOVALS PLAN

Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine

Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212-3037

Drawing No. C-2.0

U:\Auburn Housing Development Corp\01297B1A.00 - Auburn Maine Housing First project\Z - CAD\DWG\AUBURN HOUSING-EX & REMOVALS.dwg 3/25/2026 11:20 AM



PLAN REFERENCES:

1. "ALTA / NSPS LAND TITLE SURVEY, 1 GAMAGE STREET & 143 HAMPSHIRE STREET, AUBURN, ANDROSCOGGIN COUNTY, MAINE, MADE FOR CITY OF AUBURN, MAINE, 60 COURT STREET, AUBURN, MAINE", BY OWEN HASKELL, INC., JOB NO. 2025-201 AUB, DRWG. NO. 1.

NOTE WELL:

IT IS THE INTENT OF THE CITY OF AUBURN TO TRANSFER THE ASSEMBLAGE OF THE THREE LOTS AS A SINGLE LOT BY COMBINING THE PROPERTIES UNDER A SINGLE LEGAL DESCRIPTION FOR THE OUTSIDE PROPERTY BOUNDARY. THE RESULTANT LOT WILL BE 0.77 ACRES IN SIZE.

STANDARD CONDITIONS OF APPROVAL:

1. Conditions of Approval: The applicant shall comply with all conditions, modifications, and restrictions imposed by the Planning Board, as well as the approved application and site plan (§60:1305).
2. Distribution of Signed Plans: An approved plan, signed by the planning board chair, must be provided to the applicant, assessor's department, engineering department, and building inspector, who may then issue building permits once all other required plans are approved(§60:1306).
3. Written Findings: The Planning Board's written findings, including conditions, modifications, restrictions, and methods to address deficiencies, shall be issued to the applicant and shall govern implementation of the plan (§60:1307).
4. Expiration of Approval: The applicant shall commence construction within one year of the date of approval (two years for solar projects), unless all required building permits have been obtained. A single one-year extension may be granted by the Planning Board upon written request at least 30 days prior to expiration. Phased projects must complete improvements for each phase before permits for subsequent phases are issued (§60:1308).
5. Building Permit Restriction: The applicant shall not receive a building permit unless construction plans and specifications are consistent with the approved site plan (§60:1309).
6. Certificate of Occupancy: The applicant shall not receive a certificate of occupancy until all construction required by the approved site plan is complete, unless the Planning Board grants special permission upon a showing of special circumstances (§60:1310).
7. Surety Requirement: When required, no development activity may occur until the applicant provides a financial guarantee (certified check, surety bond, letter of credit, or similar) in an amount set by city staff to be sufficient to ensure compliance with the approved site plan (§60:1311).
8. Blasting Permit: The applicant shall obtain a blasting permit from the Planning, Permitting, and Code Department prior to any blasting activity, except as otherwise exempted by ordinance (§14:702).
9. Resource Extraction Bond/Security: If the project involves resource extraction, the applicant shall, prior to excavation, post a performance bond, certified check, irrevocable letter of credit, or other acceptable security in an amount determined by the Planning Board or Community Development and Planning Department, sufficient to guarantee fulfillment of conditions imposed (§60:701).
10. Prior to recording and issuance of building permits, the final subdivision plan shall be recorded at the Androscoggin County Registry of Deeds.
11. No permits shall be issued until 15 additional off-street parking spaces are secured or the applicant otherwise provides the spaces required by the ordinance at the time of the permit issued.
12. No plans shall be recorded, and no permits issued, until the applicant demonstrates that final easements are signed and recorded.
13. Any significant changes to building renderings would need additional Planning Board review.

SIGN LEGEND

R1–1 24"x 24" [A]	R7–8 12"x 18" [B]	5 MIN. LOADING ZONE 12"x 18" [C]	RESERVED PUBLIC PARKING FOR CHESTNUT PARK [D]

SPACE & BULK REGULATIONS – FORM–BASED CODE
TRADITIONAL DOWNTOWN NEIGHBORHOOD (T–4.2)

SPACE & BULK REGULATION	REQUIRED / ALLOWED	PROVIDED
MINIMUM LOT SIZE	0 SF	20,577 SF
FRONTAGE BUILD–OUT	60% MIN.	81.3%
FRONT SETBACK, PRINCIPAL	5 FT MIN. / 15 FT MAX.	6 FT
SIDE SETBACK	5 FT MIN.	9.67 FT
REAR SETBACK	10 FT MIN.	11.0 FT
BUILDING HEIGHT	1 STORY MIN. / 3 STORY MAX.	3 STORIES
BUILDING LOT COVERAGE	70% MAX.	43%
USEABLE OPEN SPACE	10% MIN.	50% ±

BUILDING SUMMARY

FIRST FLOOR	8,718 SF
SECOND FLOOR	8,744 SF
THIRD FLOOR	8,231 SF
TOTAL	25,693 SF

1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.25.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
2	2026.03.25	REVISED PER REVIEW COMMENTS
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–SITE–UTILITY.dwg		

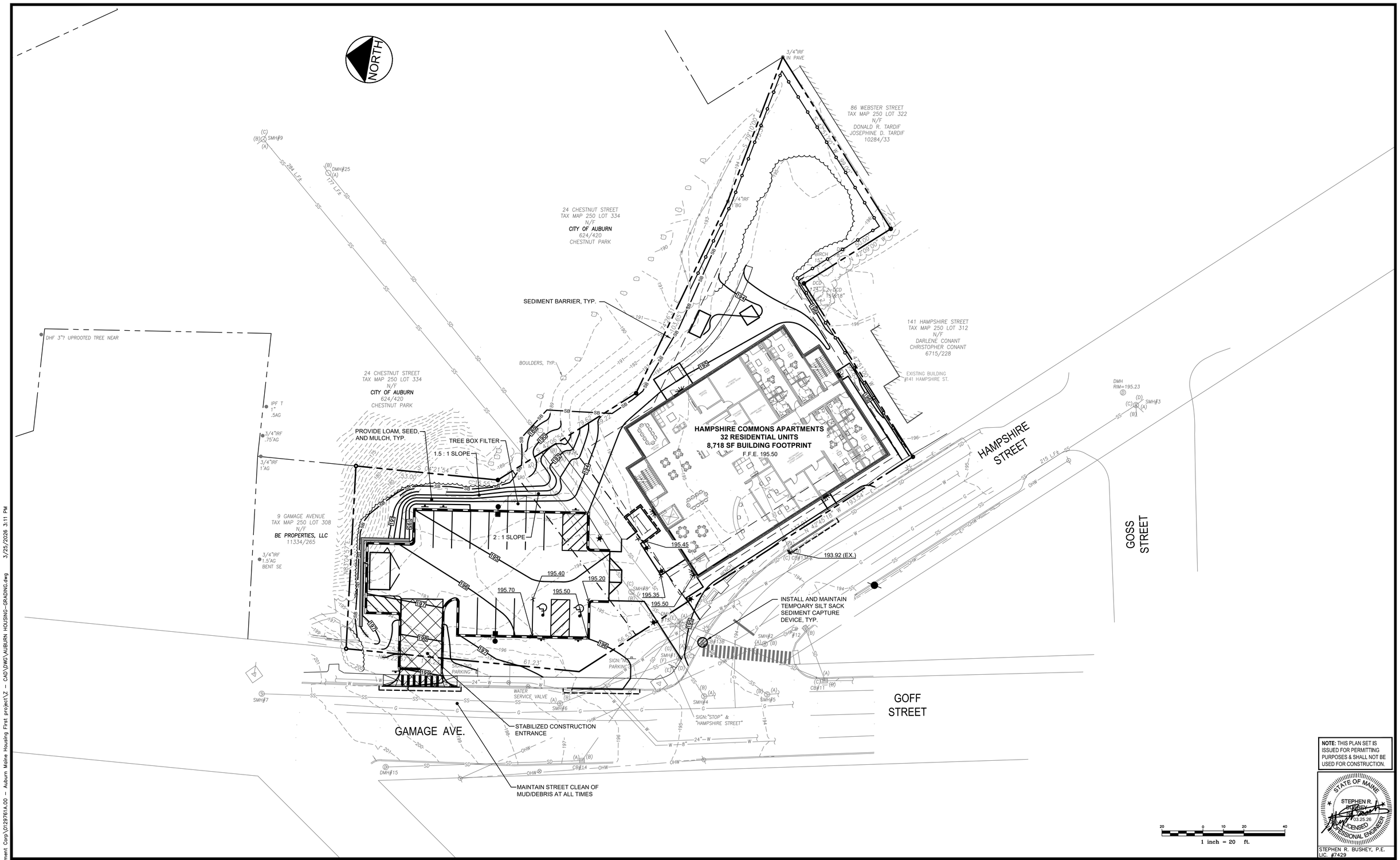
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GORRILL PALMER
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Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: SITE LAYOUT & UTILITY PLAN
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-3.0

U:\Auburn Housing Development Corp\0129761A.00 – Auburn Maine Housing First project\Z – CAD\DWG\AUBURN HOUSING–SITE–UTILITY.dwg 3/26/2026 10:55 AM



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03.25.26
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Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING-GRADING.dwg		

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An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: GRADING, DRAINAGE & EROSION CONTROL PLAN

Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine

Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212-3037

Drawing No. C-4.0

U:\Auburn Housing Development Corp\D129761A.00 - Auburn Maine Housing First project\Z - CAD\DWG\AUBURN HOUSING-GRADING.dwg 3/25/2026 3:11 PM

NORTH

HAMPSHIRE COMMONS APARTMENTS
32 RESIDENTIAL UNITS
8,718 SF BUILDING FOOTPRINT

86 WEBSTER STREET
TAX MAP 250 LOT 322
N/F
DONALD R. TARDIF
JOSEPHINE D. TARDIF
10284/33

24 CHESTNUT STREET
TAX MAP 250 LOT 334
N/F
CITY OF AUBURN
624/420
CHESTNUT PARK

141 HAMPSHIRE STREET
TAX MAP 250 LOT 312
N/F
DARLENE CONANT
CHRISTOPHER CONANT
6715/228

9 GAMAGE AVENUE
TAX MAP 250 LOT 308
N/F
BE PROPERTIES, LLC
11334/265

HEALING GARDEN (EXACT DESIGN BY OTHERS)

4' TO 6' TALL FENCE, TYP. OWNER RESERVES THE RIGHT TO INSTALL SOLID SCREEN FENCE OR BLACK VINYL CHAINLINK WITH PRIVACY SLATS DEPENDING ON FUNDING AVAILABILITY

LOW LEVEL SHRUBS - SUBJECT TO PLANT SUPPLIER RECOMMENDATIONS, TYP. FRONT AND SIDES (58 TOTAL)

BLUEBERRY SOD

BOULDERS, TYP.

LAWN

EXISTING BUILDING #141 HAMPSHIRE ST.

HAMPSHIRE STREET

GOSS STREET

GOFF STREET

GAMAGE AVE.

SIGN:"NO PARKING"

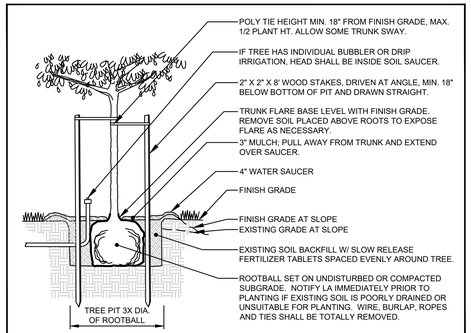
SIGN:"STOP" & "HAMPSHIRE STREET"

WATER SERVICE VALVE

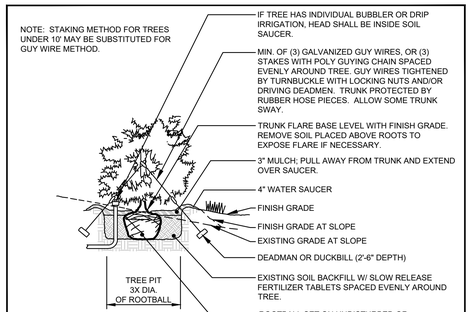
PARKING

PLANT LIST

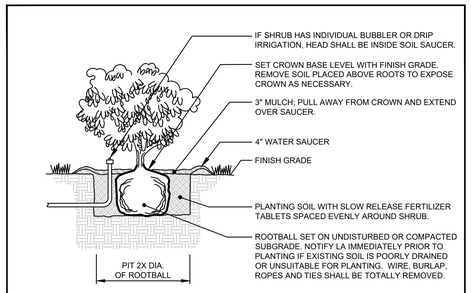
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
2	AF	Abies fraseri	Fraser Fir	7'–9' Ht.	B&B
2	AR	Acer freemanii	Armstrong Maple	2" CAL.	B&B
3	AXS	Acer x freemanii 'Sienna Glen'	Sienna Glen Maple	2" CAL.	B&B
3	PS	Prunus sargentii	Sargent Cherry	2" CAL.	B&B
3	PG	Picea glauca	White Spruce	4'–6'	B&B
20	HSG	Hemerocallis 'Sunday Glove'	Sunday Glove Daylily	#1	3' O.C.
5	QR	Quercus rubra	Northern Red Oak	2.5" CAL.	B&B
3	SRI	Syringa reticulata 'Ivory Silk'	Japanese Tree Lilac	2" CAL.	B&B
10	PV	Panicum virgatum	Switchgrass	#1	24" O.C.
4	TJ	Thuja occidentalis	Emerald Greeb Arborvitae	6' Ht.	B&B



A TREE INSTALLATION DETAIL: <10' HT.
N.T.S.



B CONIFER INSTALLATION DETAIL
N.T.S.



C SHRUB INSTALLATION DETAIL
N.T.S.

20 0 10 20 40
1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.25.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

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File Name: AUBURN HOUSING–SITE–UTILITY.dwg		

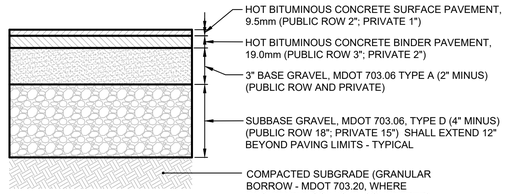
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(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: LANDSCAPE PLAN
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-5.0

U:\Auburn Housing Development Corp\0129761A.00 – Auburn Maine Housing First project\Z – CAD\DWG\AUBURN HOUSING–SITE–UTILITY.dwg 3/25/2026 3:07 PM



NOTES:

1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION AND/OR CITY OF PORTLAND TECHNICAL STANDARD, WHICHEVER IS MORE STRINGENT. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE MDOT STANDARD SPECIFICATIONS.
3. CONTRACTOR TO VERIFY TRENCH RESTORATION SECTION IN CASCO STREET WITH THE PUBLIC WORKS DEPARTMENT PRIOR TO ANY EXCAVATION.

(A) BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.

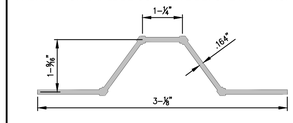
LENGTH: AS REQUIRED

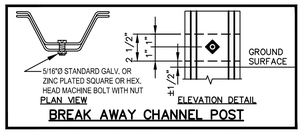
WEIGHT PER LINEAR FOOT: 2.50 LBS. MIN.

HOLES: ⅜" DIAMETER, 1" C-C FULL LENGTH

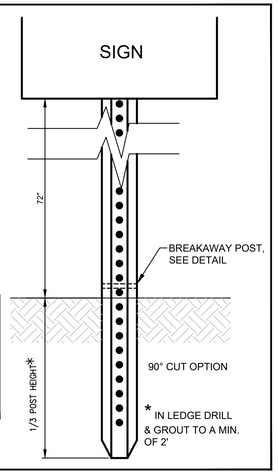
STEEL: SHALL CONFORM TO ASTM A-499 (GRADE 60) OR ASSTM A-576 (GRADE 1070 - 1080)

FINISH: SHALL BE PAINTED WITH TWO COATS OF AN APPROVED MEDIUM GREEN BAKED ON OR AIR DRIED, PAINT OF WEATHER RESISTANT QUALITY. ALL FABRICATION SHALL BE COMPLETE BEFORE PAINTING.

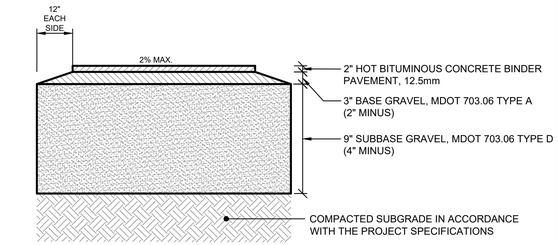




BREAK AWAY CHANNEL POST



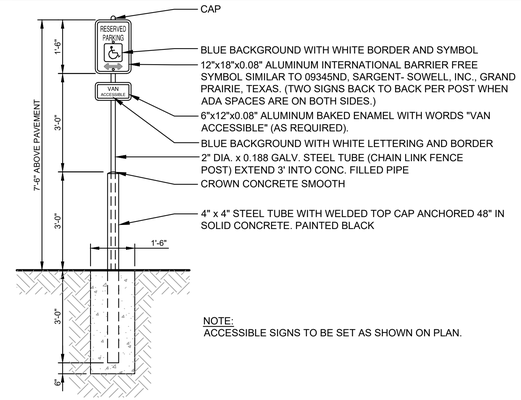
(D) U-CHANNEL METAL SIGN POST
N.T.S.



NOTES:

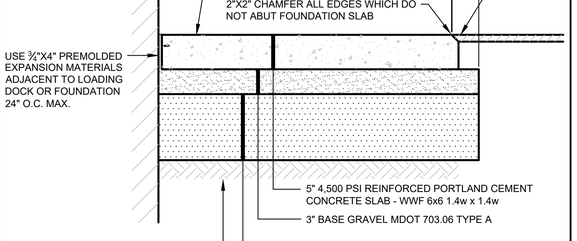
1. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION.
2. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.
3. 2% MAXIMUM CROSS SLOPE ON ALL SIDEWALKS AND ADA PARKING SPACES.

(G) BITUMINOUS CONCRETE SIDEWALK SECTION FOR SITE INSTALLATION
N.T.S.



NOTE:
ACCESSIBLE SIGNS TO BE SET AS SHOWN ON PLAN.

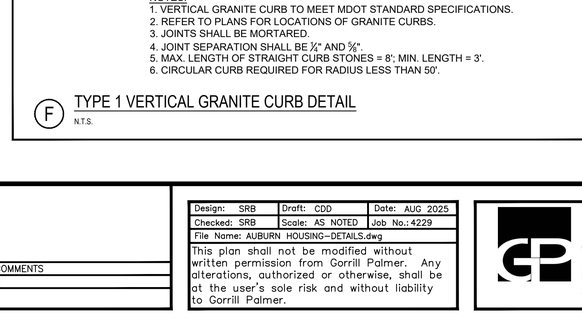
(J) BARRIER FREE PARKING SIGN
N.T.S.



NOTES:

1. USE THIS DETAIL FOR THE RADIUS FILLET AT THE DRIVEWAY ENTRANCE TO THE PUBLIC STREETS OR TO MATCH PARKING LOT/DRIVE PAVEMENTS WHERE WIDENING OF EXISTING PAVEMENT AREA IS REQUIRED.
2. WHERE SURFACE PAVEMENT HAS NOT BEEN INSTALLED, THE 2'-0" WIDE GRIND IS NOT REQUIRED.

(B) PAVEMENT SAWCUT DETAIL
N.T.S.



FACE OF SIGN SECTION

(E) TRAFFIC SIGN (WITH BACKING)
N.T.S.



* 4'-0" IS MINIMUM IN AREAS NOT ADJACENT TO SIDEWALKS
7'-0" IS MINIMUM AT ADA RAMP LOCATIONS - LENGTH MAY NEED TO BE EXTENDED TO MEET ADA REQUIREMENTS

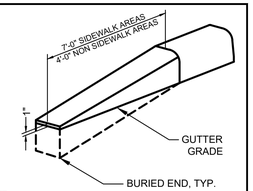
NOTE:

REFER TO PLANS FOR LOCATIONS & LENGTHS OF TIPDOWNS.

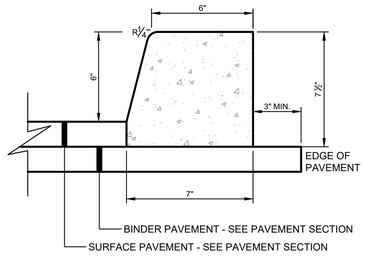
(H) GRANITE CURB TIPDOWN INSTALLATION DETAIL
N.T.S.

NOTES:

1. 4,000 PSI CONCRETE WITH FIBER REINFORCEMENT.
2. 4% TO 6% AIR ENTRAINMENT.
3. 1" TO 2" SLUMP.
4. APPLY EPOXY TO BINDER PAVEMENT PRIOR TO CURB PLACEMENT.
5. APPLY SALTGUARD ™ TREATMENT TO ALL CONCRETE CURB.

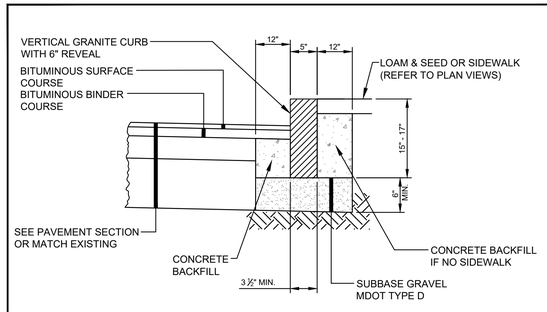


END TRANSITION CURB



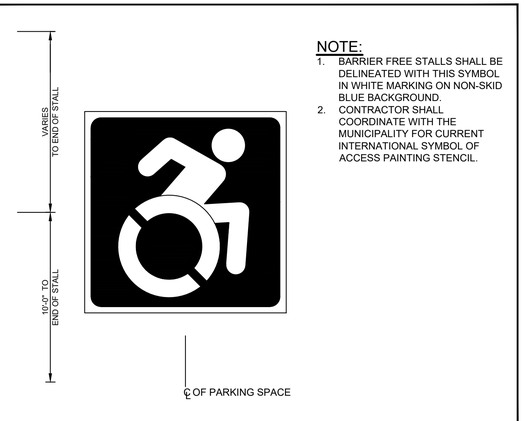
(K) EXTRUDED SLIPFORM VERTICAL CONCRETE CURB DETAIL
N.T.S.

(C) CONCRETE SLAB DETAIL
N.T.S.



NOTES:
1. VERTICAL GRANITE CURB TO MEET MDOT STANDARD SPECIFICATIONS.
2. REFER TO PLANS FOR LOCATIONS OF GRANITE CURBS.
3. JOINTS SHALL BE MORTARED.
4. JOINT SEPARATION SHALL BE ¼" AND ⅝".
5. MAX. LENGTH OF STRAIGHT CURB STONES = 8'; MIN. LENGTH = 3'.
6. CIRCULAR CURB REQUIRED FOR RADIUS LESS THAN 50'.

(F) TYPE 1 VERTICAL GRANITE CURB DETAIL
N.T.S.



NOTE:
1. BARRIER FREE STALLS SHALL BE DELINEATED WITH THIS SYMBOL IN WHITE MARKING ON NON-SKID BLUE BACKGROUND.
2. CONTRACTOR SHALL COORDINATE WITH THE MUNICIPALITY FOR CURRENT INTERNATIONAL SYMBOL OF ACCESS PAINTING STENCIL.

(I) INTERNATIONAL BARRIER FREE SYMBOL DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE — STEPHEN R. BUSHEY — 12149 — 03.25.26 — LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
2	2026.03.25	REVISED PER REVIEW COMMENTS
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–DETAILS.dwg		

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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

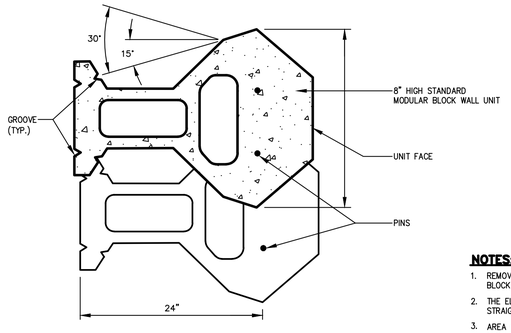
Drawing Name: SITE & MISCELLANEOUS DETAILS

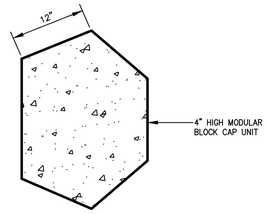
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine

Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-6.0

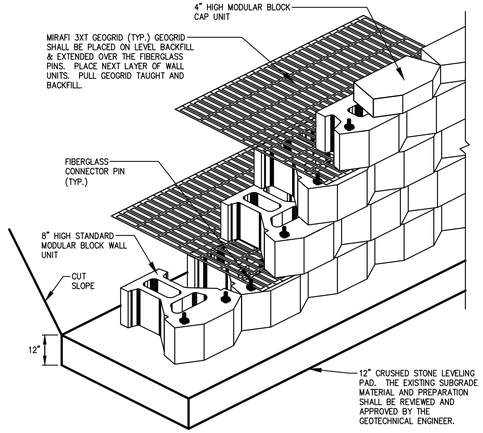
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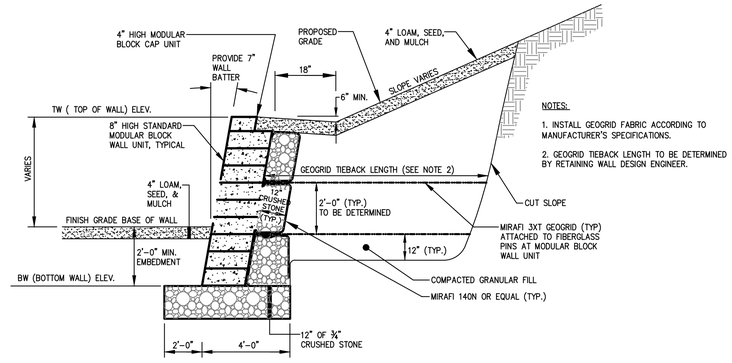




NOTES:

1. REMOVE THE EXTENDED TAIL PIECES AT THE GROOVES TO RETURN THE BLOCK SHAPE TO ITS 30° SIDES WHEN BUILDING TIGHT CONVEX CURVES.
2. THE ELONGATED TAIL SECTION PROVIDES ADDITIONAL STABILITY FOR STRAIGHT WALLS AS THE TAIL PIECE RESTS ON THE UNIT BELOW IT.
3. AREA WITHIN, BETWEEN AND 12" BEHIND THE UNITS IS TO BE FILLED WITH 1/2" TO 3/4" CRUSHED STONE WITH LESS THAN 5% PASSING A #200 SEIVE.



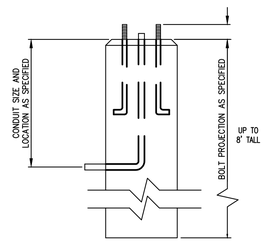


NOTES:

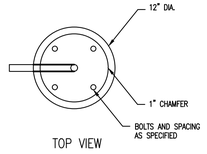
1. INSTALL GEOGRID FABRIC ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
2. GEOGRID TIEBACK LENGTH TO BE DETERMINED BY RETAINING WALL DESIGN ENGINEER.

(A) MODULAR BLOCK DETAILS

N.T.S.



FRONT VIEW



TOP VIEW

ITEM #B-401
WEIGHT – SEE CHART BELOW

HEIGHT	WEIGHT	ITEM #
4' TALL	472 LBS	B-4014
5' TALL	590 LBS	B-4015
6' TALL	708 LBS	B-4016
7' TALL	826 LBS	B-4017
8' TALL	944 LBS	B-4018

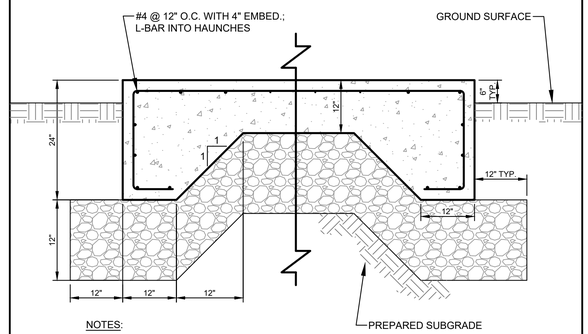
DESIGN NOTES:

1 – CONCRETE 4000 PSI AT 28 DAYS.
2 – REINFORCING IS AS SPECIFIED. (TYP. 4 – #4 VERTICALLY AND #3 STIRRUPS 12" O.C. HORIZONTALLY)
3 – ANCHOR BOLTS AND GROUNDING AS SPECIFIED.
4 – BALLAST POURED AROUND BASE IF REQUIRED.

PRECAST CONCRETE PRODUCTS OF MAINE, INC. PHONE (207) 729-1628 FAX (207) 729-8710

(B) 12" DIA. LIGHT POLE BASE

N.T.S.

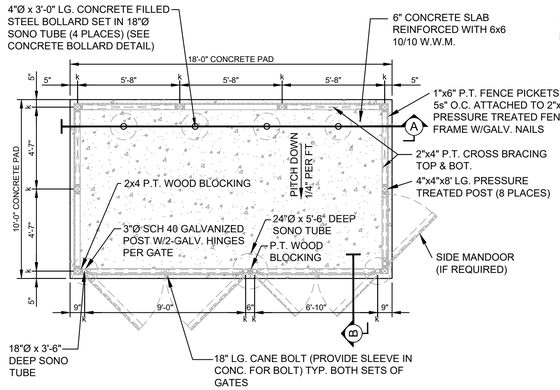


NOTES:

1. FOR PAD DIMENSIONS SHALL BE 10' LONG x 5' WIDE.
2. 12" BASE GRAVEL SHALL BE MDOT 703.06 STANDARDS FOR TYPE D GRAVEL.
3. CONCRETE PAD SHALL HAVE COMPRESSIVE STRENGTH OF 4,500 PSI.
4. PROVIDE BROOM FINISH AND SALTGUARD™ CHLORIDE INHIBITOR.

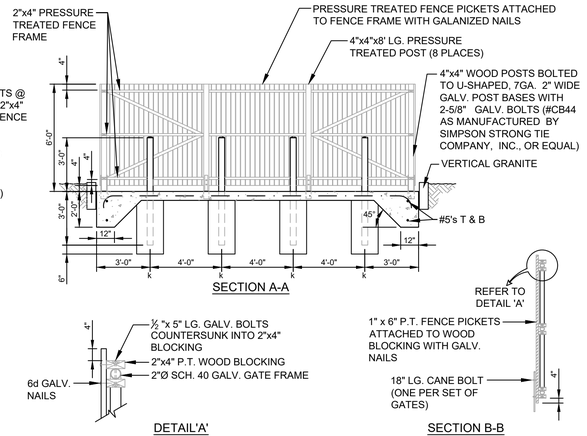
(D) CONCRETE GENERATOR PAD DETAIL

N.T.S.



(C) SOLID WASTE ENCLOSURE PLAN AND DETAILS

N.T.S.



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.25.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision
2	2026.03.25	REVISED PER REVIEW COMMENTS
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–DETAILS.dwg		

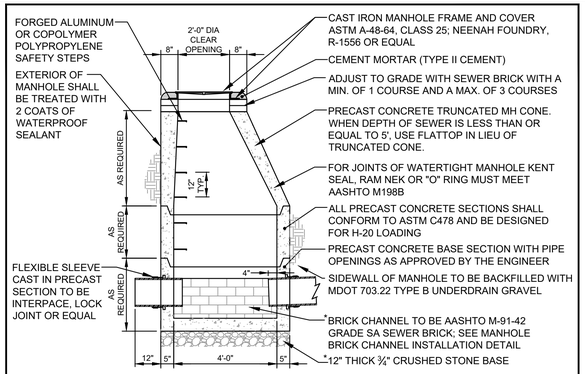
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An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: SITE & MISCELLANEOUS DETAILS
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
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Drawing No. C-6.1

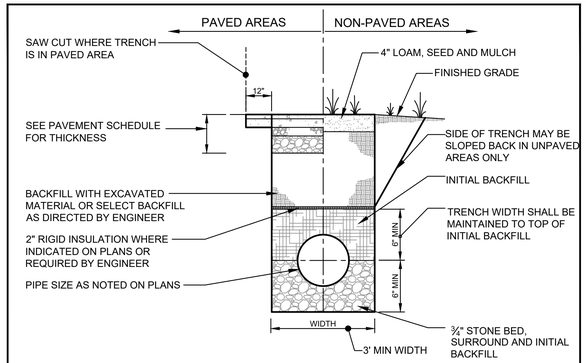
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4'-0" DIA. PRECAST SEWER & STORM DRAIN MANHOLE DETAIL

(A) N.T.S.

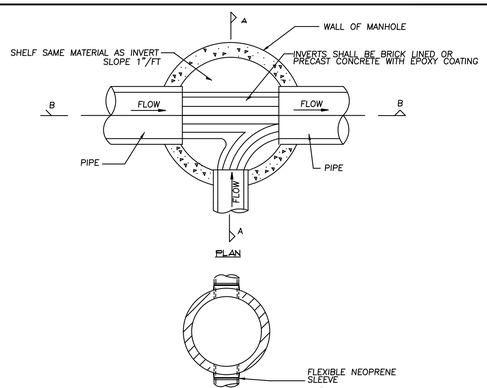
*NOTE:
CHANNEL MAY ALSO BE A PREFABRICATED FIBERLINER 2000 CHANNEL AS FABRICATED BY GDT, INC. OF ESSEX, CT OR EQUAL



NOTE:
BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.

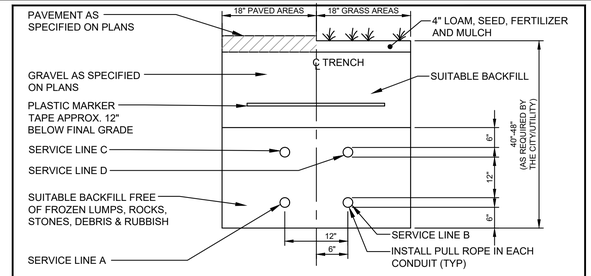
TYPICAL SEWER AND STORM DRAIN TRENCH SECTION

(D) N.T.S.



PRECAST CONCRETE SEWER MANHOLE DETAIL

(G) N.T.S.



CONDUIT TYPE

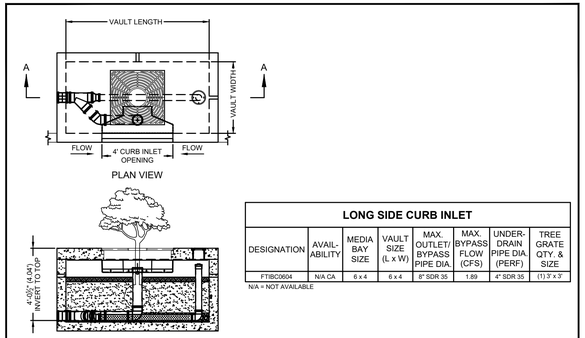
SERVICE	CONDUIT SIZE	GRASS AREAS	PAVED AREAS	UTILITY	REMARKS
A	2-6"	SCHEDULE 40 PVC ELECTRICAL GRADE	RIGID GALVANIZED STEEL, ASTM A120*	POWER	SEE NOTE
B	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	TELEPHONE	SEE NOTE
C	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	COMMUNICATION	SEE NOTE
D	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	SPARES	SEE NOTE

*AS REQUIRED BY CITY /UTILITY

NOTES:
1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10' ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS. COORDINATE WITH ELECTRICAL SITE PLANS BY E.S. BOULOS.
2. IN CITY RIGHT OF WAY, CONDUITS TO HAVE 36" MIN. COVER AND BE ENCASED WITH MIN. 3" CONCRETE ON ALL SIDES.

UTILITY TRENCH - PRIMARY ELEC., TEL. & COMM.

(I) N.T.S.



LONG SIDE INLET CONFIGURATION

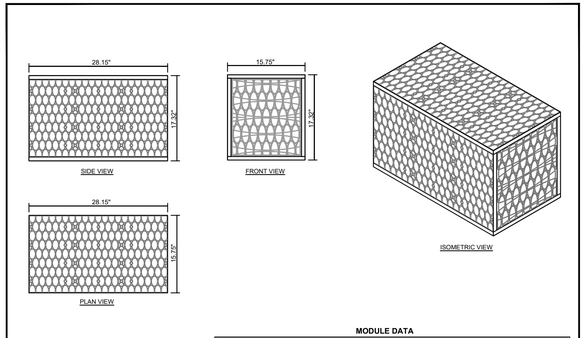
LONG SIDE CURB INLET							
DESIGNATION	AVAIL-ABILITY	MEDIA BAY SIZE	VAULT SIZE (L x W)	MAX. OUTLET/ BYPASS PIPE DIA.	MAX. BYPASS FLOW (CFS)	UNDER-DRAIN PIPE DIA. (PERF)	TREE GRATE QTY. & SIZE
FTIBC0604	N/A CA	6 x 4	6 x 4	8" SDR 35	1.89	4" SDR 35	(1) 3' x 3'

N/A = NOT AVAILABLE

FILTERRA INTERNAL BYPASS CURB

(B) N.T.S.

9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX



MODULE DATA

GEOMETRY: LENGTH = 28.15 IN. (715 MM)
WIDTH = 15.75 IN. (400 MM)
HEIGHT = 17.32 IN. (440 MM)
TANK VOLUME = 4.44 CF
STORAGE VOLUME = 4.22 CF
VOID INTERNAL VOLUME: 95%
VOID SURFACE AREA: 90%

LOAD RATING: 33.4 PSI, (MODULE ONLY)
HS25, (WITH ACF COVER SYSTEM)

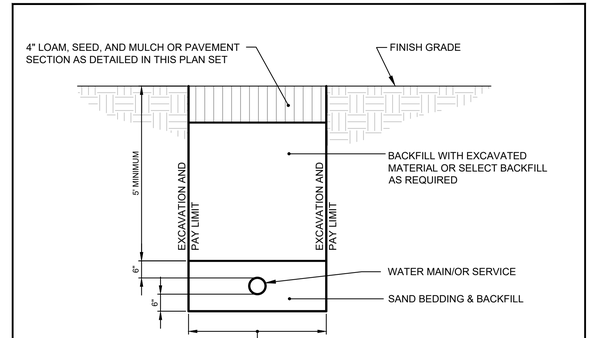
MATERIAL: 100% RECYCLED POLYPROPYLENE

SMALL PLATES PER SEGMENT/TOTAL: 5/5

ACF ENVIRONMENTAL LET'S GET IT DONE

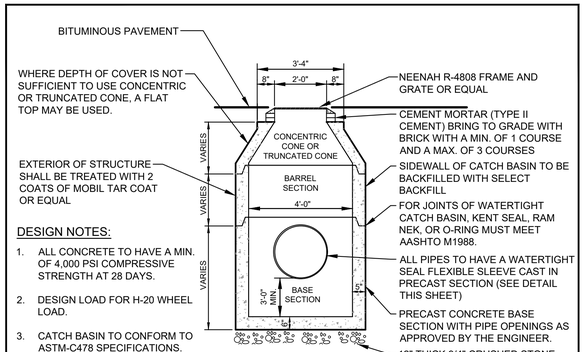
R-TANK^{HD} - SINGLE MODULE

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com 5/16



WATER SERVICE TRENCH SECTION

(J) N.T.S.

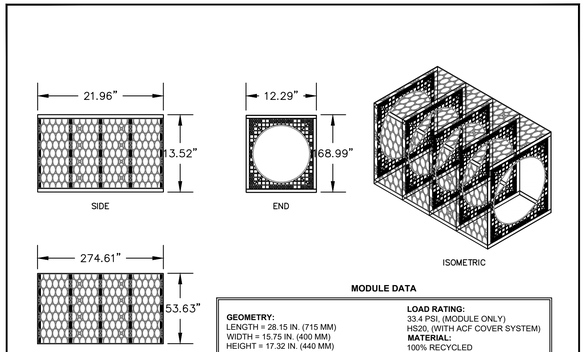


DESIGN NOTES:

1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.12 IN SQ./LF..

4'-0" PRECAST CATCH BASIN DETAIL

(C) N.T.S.



MODULE DATA

GEOMETRY:
LENGTH = 28.15 IN. (715 MM)
WIDTH = 15.75 IN. (400 MM)
HEIGHT = 17.32 IN. (440 MM)
TANK VOLUME = 4.44 CF
STORAGE VOLUME = 4.22 CF
VOID INTERNAL VOLUME: 95%
VOID SURFACE AREA: 90%

LOAD RATING:
33.4 PSI, (MODULE ONLY)
HS20, (WITH ACF COVER SYSTEM)

MATERIAL:
100% RECYCLED POLYPROPYLENE

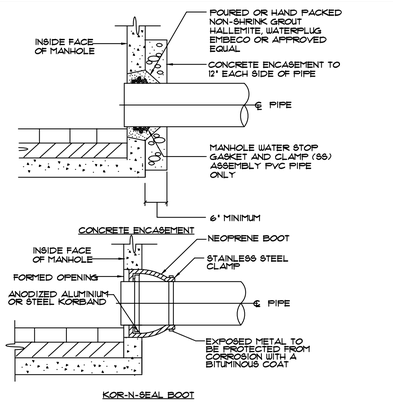
SMALL PLATES PER SEGMENT/TOTAL:
5/5

09/25/2017

ACF ENVIRONMENTAL LET'S GET IT DONE

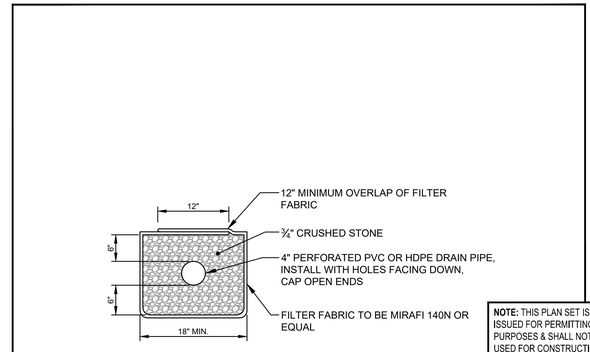
R-TANK^{HD} - SINGLE MAINTENANCE MODULE

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com



MANHOLE PIPE CONNECTIONS FOR SEWER DETAIL

(H) N.T.S.



NOTE:
LOCATIONS AS NOTED ON PLANS - COORDINATE WITH ARCHITECTURAL AND / OR STRUCTURAL PLANS.

TYPICAL FOUNDATION DRAIN DETAIL

(K) N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.25.26
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
2	2026.03.25	REVISED PER REVIEW COMMENTS
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–DETAILS.dwg		

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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: STORM DRAIN & UTILITY DETAILS

Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine

Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-6.2

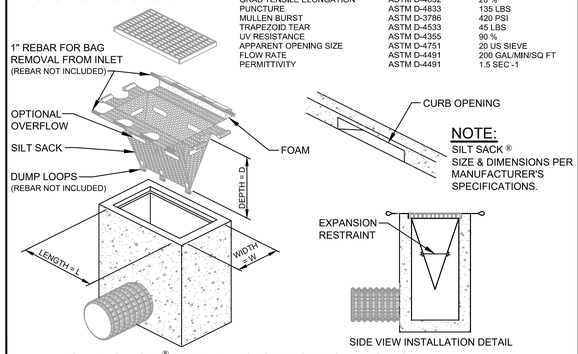
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NOTE: THE SILT SACK ® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:

HIGH-FLOW SILT SACK ® (FOR USE IN LOW POINTS/SAGS)

(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

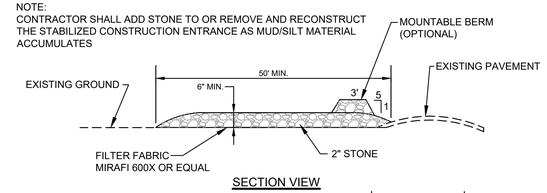
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



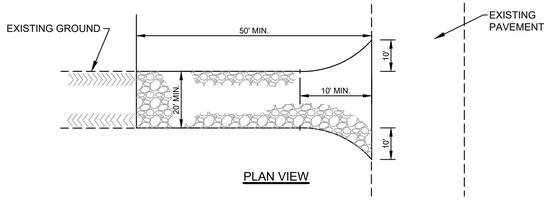
NOTE:
SILT SACK ® SIZE & DIMENSIONS PER MANUFACTURER'S SPECIFICATIONS.

(A) SILT SACK® DETAIL & SPECIFICATIONS
N.T.S.

NOTE:
CONTRACTOR SHALL ADD STONE TO OR REMOVE AND RECONSTRUCT THE STABILIZED CONSTRUCTION ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES

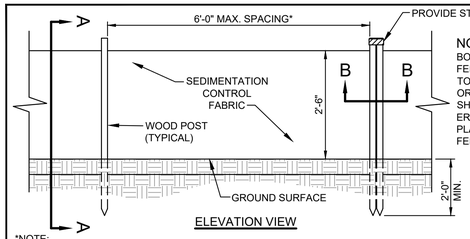


SECTION VIEW



PLAN VIEW

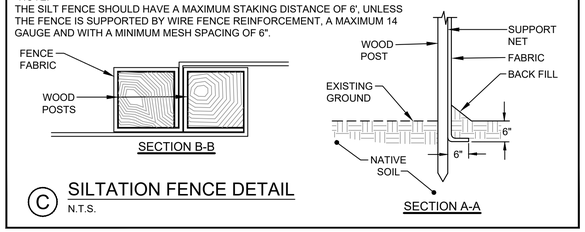
(B) STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.



ELEVATION VIEW

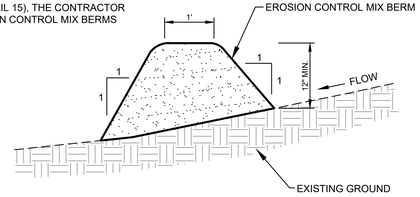
NOTE:
BOTTOM OF SILT FENCE MUST BE TOED INTO GROUND OR NO PAYMENT SHALL BE MADE. SEE EROSION CONTROL PLAN(S) FOR SILT FENCE LOCATION(S).

*NOTE:
THE SILT FENCE SHOULD HAVE A MAXIMUM STAKING DISTANCE OF 6', UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT, A MAXIMUM 14 GAUGE AND WITH A MINIMUM MESH SPACING OF 6".



(C) SILTATION FENCE DETAIL
N.T.S.

NOTE:
DURING PERIODS OF WINTER CONSTRUCTION (NOV. 15 THROUGH APRIL 15), THE CONTRACTOR SHALL INSTALL EROSION CONTROL MIX BERMS IN LIEU OF SILT FENCE.



EROSION CONTROL MIX:

EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES & MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:

- THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80 AND 100%, DRY WEIGHT BASIS.
- PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70%, MAXIMUM OF 85%, PASSING A 0.75" SCREEN.
- THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
- LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
- SOLUBLE SALTS CONTENT SHALL BE < 4.0 mmhos/cm.
- PH SHALL FALL BETWEEN 5.0 AND 8.0.

(D) EROSION CONTROL MIX BERM DETAIL
N.T.S.

SPECIFICATIONS AND REQUIREMENTS FOR DEWATERING

THIS PROJECT WILL REQUIRE THE DISCHARGE OF CONSTRUCTION DEWATERING AND TURBID LADEN RUNOFF, FROM THE REMEDIAL CONSTRUCTION OF THE EXISTING STORMWATER BASIN, TO BE DIRECTED AND DISCHARGED THROUGH A DIRTBAG, WITHIN A DEWATERING SUMP. THIS DESCRIPTION ALSO CONTAINS APPENDED MATERIALS DESCRIBING THE DIRTBAGS REFERRED TO IN THIS NARRATIVE.

DEWATERING OF THE REMEDIAL CONSTRUCTION OF THE EXISTING BASIN SHALL BE ACCOMPLISHED USING THE FOLLOWING MEASURES:

• THE PUMPING OF WATER WITHIN THE POND TO A DIRTBAG (PATENTED PRODUCT BY ACF ENVIRONMENTAL PRODUCTS) WITH RELEASE THROUGH A VEGETATED BUFFER AT LEAST 100 FEET UPGRADIENT OF A WETLAND DURING THE REMEDIAL CONSTRUCTION OF THE EXISTING BASIN.

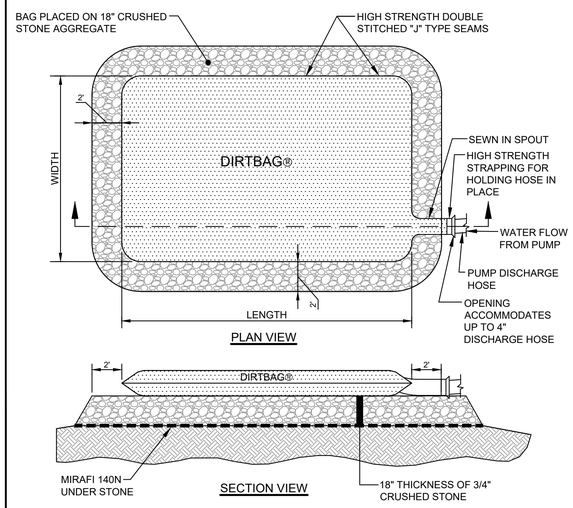
REQUIREMENTS FOR DIRTBAGS:

AT ALL TIMES THERE MUST BE AN UNUSED DIRTBAG AVAILABLE FOR EMERGENCY USE.

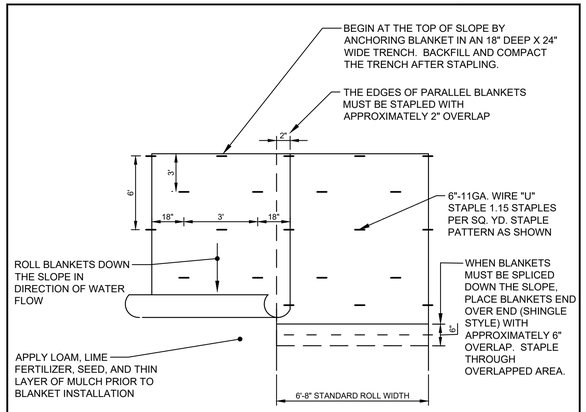
AT ALL TIMES (AFTER INITIAL SITE PREPARATION), THE CONTRACTOR SHALL HAVE ONE DIRTBAG ACTIVE OR READY FOR USE. THE DIRTBAGS SHALL BE FIELD LOCATED BY THE CONTRACTOR BUT ARE NOT TO BE INSTALLED WITHIN 100 FEET OF THE WETLANDS. THE DIRTBAG SHALL BE INSTALLED ON A PREPARED SUBGRADE. THIS SUBGRADE SHALL CONSIST OF THE INSTALLATION OF A LAYER OF MIRAFI 140N, AND 18 INCHES OF 3/4 INCH CRUSHED STONE. THE PLAN DIMENSION OF THE CRUSHED STONE PAD SHALL EXCEED THE PLAN AREA OF THE DIRTBAG BY AT LEAST TWO FEET IN ALL DIRECTIONS. THE DIRTBAG SHALL NOT BE INSTALLED ON AN UNDERLYING SLOPE OF GREATER THAN 15 PERCENT.

CONSTRUCTION DEWATERING OPERATIONS:

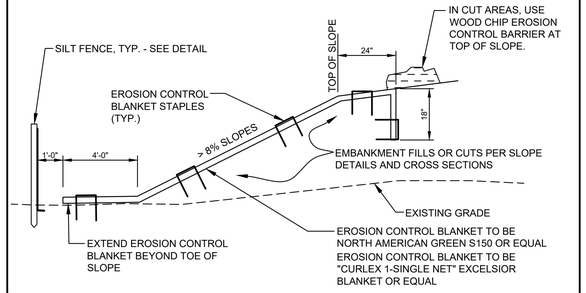
ALL CONSTRUCTION-DEWATERING OPERATIONS ARE THE RESPONSIBILITY OF THE SITE CONTRACTOR. IT SHALL BE THE SITE CONTRACTOR WHO IS RESPONSIBLE FOR SELECTING THE SITE FOR THE DIRTBAG, THE SELECTION OF THE USE OF THE DIRTBAG OR THE SEDIMENTATION BASIN FOR DIRECTING DEWATERING, EXCEPT THAT THE OWNER MAY DIRECT THE SITE CONTRACTOR TO ALTER THE SELECTED OPERATION IF TURBID DISCHARGE TO A WETLAND IS OBSERVED.



(E) DIRTBAG® DETAIL AND SPECIFICATIONS
N.T.S.



PLAN VIEW



SECTION VIEW

NOTE:
EROSION CONTROL BLANKET STAPLE SIZE AND DISTRIBUTION PER MANUFACTURER'S SPECIFICATIONS.

NOTES:
1. IF GRASS CATCH IS NOT 75% BY SEPTEMBER 1, ADD #4 REBARS @ 3'-0" ROWS @ 3' CENTERS. REMOVE OR DRIVE REBARS 3" BELOW GRADE IN SPRING FOLLOWING TURF ESTABLISHMENT.
2. MULCH RATE TO BE 1/2 THE RATE OTHERWISE SPECIFIED.

(F) EROSION CONTROL BLANKET SLOPE STABILIZATION DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.25.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
2	2026.03.25	REVISED PER REVIEW COMMENTS
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–DETAILS.dwg		

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Drawing Name: EROSION & SEDIMENT CONTROL DETAILS

Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine

Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-6.3

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14.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

THE PRIMARY EMPHASIS OF THE EROSION/SEDIMENTATION CONTROL PLAN, WHICH WILL BE IMPLEMENTED FOR THIS PROJECT, IS AS FOLLOWS:

- DEVELOPMENT OF A CAREFUL CONSTRUCTION SEQUENCE.
- RAPID REVEGETATION OF DENUDED AREAS TO MINIMIZE THE PERIOD OF SOIL EXPOSURE.
- RAPID STABILIZATION OF DRAINAGE PATHS TO AVOID RILL AND GULLY EROSION.
- THE USE OF ON-SITE MEASURES TO CAPTURE SEDIMENT (SEDIMENTATION BASINS, HAY BALES/STONE CHECK DAMS/SILT FENCE, ETC.)

THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL DEVICES WILL BE IMPLEMENTED AS PART OF THE SITE DEVELOPMENT. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE, SEE THE LATEST EDITION OF THE MAINE EROSION AND SEDIMENT CONTROL PRACTICES FIELD GUIDE FOR CONTRACTORS.

A. DEWATERING

WATER FROM CONSTRUCTION TRENCH DEWATERING SHALL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 50 FEET OF A PROTECTED NATURAL RESOURCE.

B. INSPECTION AND CONSTRUCTION MONITORING

MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. BEFORE AND WITHIN 24 HOURS AFTER EACH WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH OF RAINFALL IN A CONSECUTIVE 24-HOUR PERIOD, SNOWSTORM, OR PERIOD OF THAWING AND RUNOFF, THE QUALIFIED CONTRACTOR KNOWLEDGEABLE OF DEP STANDARDS SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. ADDITIONALLY, INSPECTIONS SHALL BE PERFORMED AT LEAST ONCE A WEEK. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL IN THE SPRING INSPECT AND REPAIR ANY DAMAGES AND/OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

THE FOLLOWING STANDARDS MUST BE MET DURING CONSTRUCTION.

1. INSPECTION AND CORRECTIVE ACTION. AN ENGINEER OR SOMEONE WITH KNOWLEDGE OF EROSION AND STORMWATER STANDARDS AS DESCRIBED IN THE CONDITIONS OF THE PERMIT SHALL INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION CONTROL MEASURES (INCLUDING CATCH BASIN INLET PROTECTION MEASURES, SEDIMENT FILTER MEASURES, AND STABILIZATION OF SLOPES), MATERIALS STORAGE AREAS THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. INSPECT THESE AREAS AT LEAST ONCE A WEEK AS WELL AS BEFORE AND WITHIN 24 HOURS AFTER A STORM EVENT (WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH IN A CONSECUTIVE 24-HOUR PERIOD), AND PRIOR TO COMPLETING PERMANENT STABILIZATION MEASURES. UPON FINAL SUBDIVISION PLANS, THE INSPECTION LOG WILL BE UPDATED TO REFLECT ALL STRUCTURES.

2. MAINTENANCE. IF BEST MANAGEMENT PRACTICES (BMPS) NEED TO BE REPAIRED, THE REPAIR WORK SHOULD BE INITIATED UPON DISCOVERY OF THE PROBLEM BUT NO LATER THAN THE END OF THE NEXT WORKDAY. THE CONTRACTOR IS RESPONSIBLE FOR ALL MAINTENANCE ASSOCIATED WITH THESE INSPECTIONS. IF ADDITIONAL BMPS OR SIGNIFICANT REPAIR OF BMPS ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT (WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH IN A CONSECUTIVE 24-HOUR PERIOD). ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

3. DOCUMENTATION. KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATE(S) OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPS THAT NEED MAINTENANCE, BMPS THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPS ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPS, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN. THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITTEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

C. TEMPORARY EROSION CONTROL MEASURES

EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. LIMIT THE EXPOSED AREA TO ONE ACRE AT A TIME OR NO LARGER AREA THAT CAN BE MULCHED IN ONE DAY.

TYPICAL SLOPE RESTORATION:

- EROSION CONTROL BLANKETS REQUIRED BETWEEN 2:1 AND 3:1 SLOPES
- SLOPES STEEPER THAN 8% REQUIRE EROSION CONTROL MULCH
- SLOPES STEEPER THAN 2:1 SHALL NOT USE SOLELY VEGETATED STABILIZATION METHODS
- 1.5:1 SLOPES ARE PROHIBITED.

THE FOLLOWING MEASURES ARE PLANNED AS TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION:

1. A CRUSHED STONE-STABILIZED CONSTRUCTION ENTRANCE SHALL BE PLACED AT THE APPROVED ACCESS DRIVE ON ACADEMY STREET AND MAIN STREET.

2. SILTATION FENCE OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED DOWNSTREAM OF ANY DISTURBED AREAS TO TRAP RUNOFF-- BORNE SEDIMENTS UNTIL GRASS AREAS ARE REVEGETATED. THE SILT FENCE AND/OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THIS PACKAGE AND INSPECTED AT LEAST ONCE A WEEK AND BEFORE AND IMMEDIATELY AFTER A STORM EVENT OF 0.5 INCHES OR GREATER, AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE OR BERM LINE. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE ENDS, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM. WOOD WASTE COMPOST BERMS ARE NOT TO BE USED ADJACENT TO WETLAND AREAS THAT ARE NOT TO BE DISTURBED, BUT IT CAN BE PLACED INSIDE THE SILT FENCE AS A SECONDARY ROW.

3. STRAW OR HAY MULCH INCLUDING HYDROSEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND OCTOBER 15TH ON SLOPES OF LESS THAN 15 PERCENT SHALL BE ANCHORED BY APPLYING WATER; MULCH PLACED ON SLOPES OF EQUAL TO OR STEEPER THAN 15 PERCENT SHALL BE COVERED BY A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. FABRIC NETTING AND STAPLES SHALL BE USED ON DISTURBED AREAS WITHIN 50' OF LAKES, STREAMS, AND WETLANDS REGARDLESS OF THE UPSTREAM SLOPE. MULCH PLACED BETWEEN OCTOBER 15TH AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT SHALL BE COVERED WITH A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. SLOPES STEEPER THAN 3:1 AND EQUAL TO OR FLATTER THAN 2:1, WHICH ARE TO BE REVEGETATED, SHALL RECEIVE CURLEX BLANKETS BY AMERICAN EXCELSIOR OR EQUAL. SLOPES STEEPER THAN 2:1 SHALL RECEIVE RIPRAP AS NOTED ON THE PLANS. THE MULCH APPLICATION RATE FOR BOTH TEMPORARY AND PERMANENT SEEDING IS 75 LBS PER 1000 SF AS IDENTIFIED IN ATTACHMENT A OF THIS SECTION. MULCH SHALL NOT BE PLACED OVER SNOW.

4. TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION WILL BE PROTECTED AS FOLLOWS:

   a) TEMPORARY STOCKPILES SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY WETLANDS WHICH WILL NOT BE DISTURBED AND SHALL BE LOCATED AWAY FROM DRAINAGE SWALES.

   b) STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE BY A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH, SUCH AS HAY, STRAW, OR EROSION CONTROL MIX.

   c) STOCKPILES SHALL BE SURROUNDED BY SEDIMENTATION BARRIER AT THE TIME OF FORMATION. SEDIMENT BARRIERS SHOULD BE INSTALLED DOWNGRADIENT OF STOCKPILES. ADDITIONALLY, STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO STOCKPILES.

6. ALL DENUDED AREAS THAT ARE WITHIN 50 FEET OF AN UNDISTURBED WETLAND, WHICH HAVE BEEN ROUGH GRADED AND ARE NOT LOCATED WITHIN A BUILDING PAD, PARKING AREA, OR ACCESS DRIVE SUBBASE AREA, SHALL RECEIVE MULCH OR EROSION CONTROL MESH FABRIC WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL. ALL AREAS WITHIN 75 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW. IN OTHER AREAS, THE TIME PERIOD MAY BE EXTENDED TO 7 DAYS.

7. ACADEMY AND MAIN STREETS (UNDISTURBED PORTIONS ENTERING THE PROJECT SITE) SHALL BE SWEPT TO CONTROL MUD AND DUST AS NECESSARY. ADDITIONAL STONE SHALL BE ADDED TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.

8. DURING GRUBBING OPERATIONS STONE CHECK DAMS SHALL BE INSTALLED AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS AND AS DIRECTED ON THE EROSION CONTROL PLANS.

9. SILT FENCING WITH A MAXIMUM STAKE SPACING OF 6 FEET SHALL BE USED, UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT OF MINIMUM 14 GAUGE AND WITH A MAXIMUM MESH SPACING OF 6 INCHES, IN WHICH CASE STAKES MAY BE SPACED A MAXIMUM OF 10 FEET APART. THE BOTTOM OF THE FENCE SHALL BE ANCHORED.

10. WOOD WASTE COMPOST/BARK BERMS MAY BE USED IN LIEU OF SILTATION FENCING IN AREAS NOT ADJACENT TO WETLANDS, BUT CAN BE USED INSIDE OF SILT FENCE AS A SECONDARY ROW. BERMS SHALL BE REMOVED AND SPREAD IN A LAYER NOT TO EXCEED 3" THICK ONCE UPSTREAM AREAS ARE COMPLETED AND A 90% CATCH OF VEGETATION IS ATTAINED.

11. WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MDOT SPECIFICATIONS – SECTION 637 – DUST CONTROL.

12. LOAM AND SEED IS INTENDED TO SERVE AS THE PRIMARY PERMANENT REVEGETATIVE MEASURE FOR ALL DENUDED AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP. APPLICATION RATES ARE PROVIDED IN ATTACHMENT A OF THIS SECTION. SEEDING SHALL NOT OCCUR OVER SNOW.

13. ALL CATCH BASINS SHALL BE PROTECTED DURING CONSTRUCTION WITH A CATCH BASIN INLET FILTER AND, IN CASES OF HEAVY FLOWS, A STONE SEDIMENT BARRIER AS SHOWN ON SHEET C406.

D. PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES HAVE BEEN DESIGNED AS PART OF THE EROSION/SEDIMENTATION CONTROL PLAN:

1. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, GRAVEL SUBBASE, ETC.) WILL BE LOAMED, LIMED, FERTILIZED, MULCHED, AND SEEDED. FABRIC NETTING, ANCHORED WITH STAPLES, SHALL BE PLACED OVER THE MULCH IN AREAS AS NOTED IN TEMPORARY EROSION CONTROL MEASURES PARAGRAPH 4 OF THIS REPORT. ALL AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48-HOUR WINDOW. NATIVE TOPSOIL SHALL BE STOCKPILED AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.

2. ALL STORM DRAIN PIPE OUTLETS SHALL HAVE RIPRAP APRONS AT THEIR OUTLET TO PROTECT THE OUTLET AND RECEIVING CHANNEL FROM SCOUR AND DETERIORATION. INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE APRONS SHALL BE INSTALLED AND STABILIZED TO THE EXTENT PRACTICABLE PRIOR TO DIRECTING RUNOFF TO THE TRIBUTARY PIPE OR CULVERT.

3. CATCH BASINS SHALL BE PROVIDED WITH SEDIMENT SUMPS AND INLET HOODS (THE SNOUT) FOR ALL OUTLET PIPES THAT ARE 18" IN DIAMETER OR LESS.

14.1 IMPLEMENTATION SCHEDULE

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE REQUIRED TO ENSURE THE EFFECTIVENESS OF THE EROSION AND SEDIMENTATION CONTROL MEASURES ARE OPTIMIZED:

NOTE: FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE, THIS SHALL BE ACCOMPLISHED BY LIMITING THE DISTURBED AREA. AREA SHALL BE LIMITED TO NO MORE THAN THE CONTRACTOR CAN MULCH IN ONE DAY.

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES AT THE APPROVED LOCATIONS.
2. INSTALL PERIMETER SILT FENCE AND/OR WOOD WASTE BERMS.
3. INSTALL SEDIMENT BASINS, DIVERSION DIKES, OR CHECK DAMS (CLEAR ONLY THOSE AREAS NECESSARY TO INSTALL BMP'S)
4. CLEAR AND GRUB SITE. INSTALL STONE CHECK DAMS AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS.
5. COMMENCE INSTALLATION OF DRAINAGE APPURTENANCES.
6. COMMENCE EARTHWORK FOR STORMWATER FACILITIES.
7. COMMENCE EARTHWORK AND GRADING TO SUBGRADE.
8. COMMENCE INSTALLATION OF RETAINING WALLS (IF NECESSARY).
9. COMMENCE INSTALLATION OF WATER AND SEWER LINES.
10. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
11. COMPLETE INSTALLATION OF UNDERGROUND UTILITIES TO WITHIN 5' OF FUTURE BUILDINGS.
12. INSTALL LIGHT POLE FOUNDATIONS AND LIGHT POLES.
13. COMPLETE REMAINING EARTHWORK OPERATIONS.
14. COMPLETE INSTALLATION OF DRAINAGE APPURTENANCES.
15. INSTALL SUB-BASE AND BASE GRAVEL WITHIN PARKING AREAS, WALKWAYS, AND ALL DRIVEWAYS.
16. INSTALL CURBING IN PARKING AREAS AS NEEDED.
17. INSTALL BASE COURSE PAVING FOR DRIVES AND PARKING AREA AS WELL AS CONCRETE SURFACES.
18. LOAM, SEED, FERTILIZE, AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
19. INSTALL SURFACE COURSE PAVING FOR DRIVES AND PARKING AREAS. STRIPE PER PLAN.
20. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
21. TOUCH UP LOAM AND SEED.

PRIOR TO CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE FOLLOWING CRITERIA:

1. THE ABOVE CONSTRUCTION SEQUENCE SHOULD GENERALLY BE COMPLETED IN THE SPECIFIED ORDER; HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY. WORK MUST ALSO BE SCHEDULED OR PHASED TO REDUCE THE EXTENT OF THE EXPOSED AREAS AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS SILT FENCE AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE DENUDED.

2. THE WORK SHALL BE CONDUCTED IN SECTIONS WHICH SHALL:

   (a) LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 30 DAYS.

   (b) REVEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT OR TEMPORARILY STABILIZED WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL FOR AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND AND 7 DAYS FOR ALL OTHER AREAS. AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW.

   (c) INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEM AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE. THE DITCHES SHALL BE IMMEDIATELY LINED OR REVEGETATED AS SOON AS THEIR INSTALLATION IS COMPLETE.

14.2 EROSION, SEDIMENTATION AND STABILIZATION CONTROL PLAN

THE EROSION CONTROL INFORMATION IS INCLUDED IN THE PLAN SET.

14.3 DETAILS AND SPECIFICATIONS

THE EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

14.4 WINTER STABILIZATION PLAN

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT; VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD.

WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. LIMIT THE EXPOSED AREA TO ONE ACRE OR AN AREA THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT.

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN PARKING AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED.

FOR WORK, WHICH IS CONDUCTED BETWEEN OCTOBER 15TH AND APRIL 15TH OF ANY CALENDAR YEAR, ALL DENUDED AREAS, SHALL BE COVERED WITH HAY MULCH OR EROSION CONTROL MIX, APPLIED AT TWICE THE NORMAL APPLICATION RATE AND ANCHORED WITH A FABRIC NETTING. THE TIME PERIOD FOR APPLYING MULCH SHALL BE LIMITED TO 2 DAYS FOR ALL AREAS.

THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1,000 S.F. (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOODWASTE EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE SHALL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 50 FEET FROM ANY NATURAL RESOURCES.

2. NATURAL RESOURCE PROTECTION

ANY AREAS WITHIN 25 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 90% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 75 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

3. SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOOD WASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

4. MULCHING

AN AREA SHALL BE CONSIDERED DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (3 TONS/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL, OR WOOD CELLULOSE FIBER, WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

5. MULCHING ON SLOPES AND DITCHES

SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8%.

MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAT 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

6. SEEDING

BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1 AND THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS./1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 90% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

7. WINTER CONSTRUCTION INSPECTION

AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE QUALIFIED CONTRACTOR KNOWLEDGEABLE OF DEP STANDARDS SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO ENSURE THEIR CONTINUOUS FUNCTION. INSPECTIONS SHALL BE PERFORMED A MINIMUM OF ONCE PER WEEK AND SHALL BE CONDUCTED IN ACCORDANCE WITH THE EROSION CONTROL MEASURES AND SITE STABILIZATION WITHIN THE EROSION CONTROL REPORT.

14.5 STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS – THE APPLICANT SHALL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15. THE APPLICANT SHALL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 1. IF THE APPLICANT FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 1, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER.

INSTALL A SOD LINING IN THE DITCH -- THE APPLICANT SHALL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH JUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.

INSTALL A STONE LINING IN THE DITCH --THE APPLICANT SHALL LINE THE DITCH WITH STONE RIPRAP BY NOVEMBER 15. THE CONTRACTOR SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE CONTRACTOR SHALL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING SO TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES --- THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE APPLICANT SHALL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 1. THE DEPARTMENT SHALL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% TO BE A SLOPE. IF THE APPLICANT FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 1, THEN THE APPLICANT SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY SEPTEMBER 1 THE CONTRACTOR SHALL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT SHALL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST AS DESCRIBED IN ITEM III OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM IV OF THIS STANDARD.

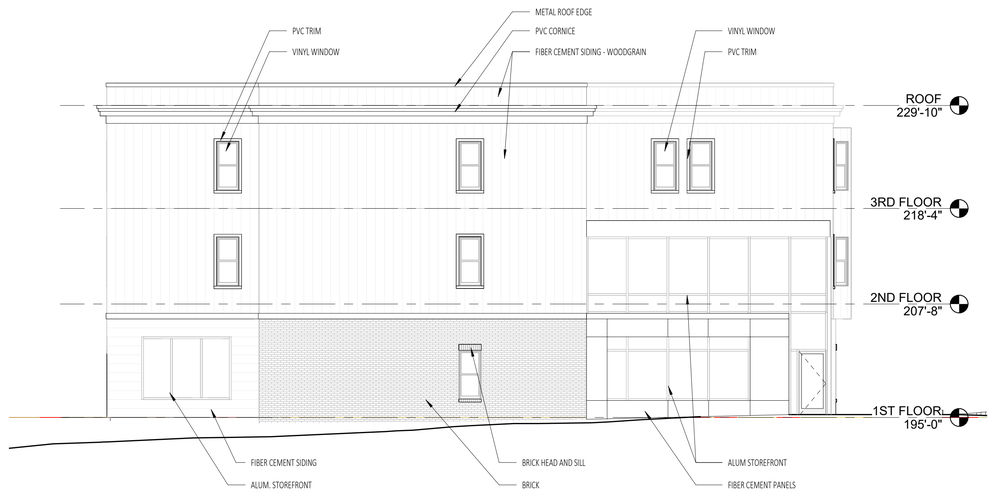
STABILIZE THE SLOPE WITH SOD -- THE CONTRACTOR SHALL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY SEPTEMBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROM


architecture
invivid



HAMPSHIRE STREET ELEVATION | 1

1/8" = 1'-0"



WEST ELEVATION | 2

1/8" = 1'-0"

architecture invivid
631 Stevens Ave Ste #200
Portland, ME 04103
207 - 939 - 7602

Project:

HAMPSHIRE COMMONS

143 HAMPSHIRE STREET, AUBURN, MAINE

Owner/Client:

AUBURN HOUSING AUTHORITY

20 GREAT FALLS PLAZA, AUBURN, ME 04212

Stamp:

NOT FOR CONSTRUCTION

Consultant:

Issuance:

CONCEPT DESIGN

Revisions:

EXTERIOR ELEVATIONS

Scale: 1/8" = 1'-0"

03/12/2026

A2.01

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GORRILL PALMER
An LJB Engineering Company

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March 13, 2026

Mr. Eric Cousens, Executive Director of Public Services
City of Auburn
60 Court Street
Auburn, ME 04210

Subject: Hampshire Commons Apartments
143 Hampshire Street
Applicant: Auburn Residential Development Corp.
Submission for Site Plan Review Application

Dear Eric:

On behalf of the Auburn Residential Development Corp, Gorrill Palmer is pleased to make this Site Plan Review submission for the proposed Hampshire Commons Apartments, a 32-unit, housing first residential development located at 143 Hampshire Street in Auburn, ME. Gorrill-Palmer has been retained and authorized by the Applicant to perform all work necessary to submit this application. A $1,000 Site Plan Application fee will be submitted to the Planning Department based on the Planning & Permitting Fee Schedule. A copy of the Final Application form is included as Attachment A to this submission. We note that for the purposes of identifying the applicant for this project that there will multiple entities that should be considered as "the applicant" for the purposes of management and financing. These are as follows:

- Auburn Housing Authority
- Auburn Residential Development Corporation
- Auburn Housing Development Corporation
- AHDC Development, Inc.
- Hampshire Commons, L.P.

Hampshire Commons is being developed by the Auburn Housing Authority in partnership with Developers Collaborative, two organizations with extensive experience developing, financing, and operating affordable and supportive housing in Maine. Together, the development team brings the technical expertise, operational capacity, and financial resources necessary to complete the project successfully.

Developers Collaborative (DC) is the project's development consultant and a leading developer of affordable housing in Maine[1]. DC has completed over 1600 units of housing across 64 projects in 11 Maine counties utilizing a wide range of financing sources including Low-Income Housing Tax Credits, MaineHousing funding programs, federal housing resources, and municipal financing tools. This has resulted in deep experience managing all phases of the

[1] See Developers Collaborative | Real Estate Developers in Maine | Portland, Maine

development process including site control, design coordination, municipal approvals, financing structuring, and construction oversight.

Auburn Housing Authority will serve as the owner and long-term operator of the project. AHA has a long and successful history of owning and managing affordable housing in Auburn including projects funded with Low-Income Housing Tax Credits and currently administers multiple federal housing programs including public housing and Housing Choice Vouchers. Through this experience, the Authority has the operational capacity and regulatory expertise necessary to successfully manage **Hampshire Commons** over the long term.

The financial feasibility of the project has been secured through multiple committed funding sources. MaineHousing awarded the project financing, which includes a 4% Low-Income Housing Tax Credit allocation and Home for Good funding to support the development of permanent supportive housing for individuals experiencing chronic homelessness. Auburn Housing Authority will also provide 32 project-based vouchers, which will ensure stable operating revenue for the property while supporting housing stability for residents.

Predevelopment financing for the project is being provided by Genesis Community Loan Fund, a Maine-based community development financial institution with extensive experience supporting affordable housing development across the state. This financing supports early development activities such as design, engineering, and permitting prior to the closing of construction financing.

Together, the experience of Auburn Housing Authority and Developers Collaborative, combined with the committed funding sources from MaineHousing, Genesis Community Loan Fund, and project-based vouchers from Auburn Housing Authority, demonstrate that the project team has both the technical capability and financial resources necessary to successfully complete **Hampshire Commons** and operate it as high-quality supportive housing for the Auburn community.

PROJECT DESCRIPTION

Auburn Residential Development Corp. has an option agreement with the City of Auburn to acquire three parcels which are located at 1 & 5 Gamage Street and 143 Hampshire Street for the purpose of developing a Housing First[2] residential apartment building. These parcels are identified on City Assessing Map 250, Lots 309, 310, and 311. The properties are bounded by Hampshire and Gamage Street and the City's Chestnut Street Park. Residential properties are located to the north and south. The approximate project area is shown in the image on the following page and totals approximately 33,604 SF or 0.77 acres.

[2] SeeTitle 22, §20-A: Housing First Program

The subject parcels are partially developed as gravel or paved parking areas. The lot at 5 Gamage Ave is understood to have contained a residential dwelling the burned at some point in the past and the lot is now vacant. The 1 Gamage parcel contains a curb opening off Gamage Street and a gravel area that connects to a pathway entering into the Chestnut Street Park. Finally, the 143 Hampshire Street site is the largest of the three lots and it contains a paved parking lot of 19-20 parking spaces. A copy of the Option Agreement between the City and the applicant is provided in Attachment B.



Figure 1: Development Lots (Auburn Public Parcel Viewer)



Figure 2 – View from Gamage St Entrance



Figure 3 – View of Lot 311 parking lot from Hampshire Street

The site benefits from close proximity and availability to public utilities including water, sewer, power and natural gas. In fact, the 1 Gamage Ave property contains two public utility trunk lines for drainage and sanitary that are maintained by the City and AWSD. These trunk lines will remain unchanged as a result of the development as we have positioned the proposed building to avoid these existing infrastructure elements. A boundary and topographic survey of the property have been completed by Owen Haskell Inc and is made part of the accompanying site development plans.

The proposed development area is relatively flat, sloping slightly from front to rear, towards the park. Conditions are reasonable for the building on Lot 309 and a supporting parking lot that will cover the 1 & 5 Gamage parcels.

The proposed site improvements include a three-story, thirty-two (32) unit structure with a footprint of 8,718 square-feet (SF) and approximately 26,000 SF gross. As shown in Figure 4 below, the building will be situated along the Hampshire Street frontage on the southeastern border of the property. The main tenant entrance is located at the northwest front corner where connectivity to both the parking lot and the City sidewalk on Hampshire Street will be enhanced. We note that the site is located on the City Link #8 Auburn Walmart fixed Transit route which offers connectivity to other fixed routes too. As other non-fixed transit services become more available, we expect the site to be ideally situated for that additional transit availability in the community. Primary vehicular access into the site will be from Gamage St. using the existing curb opening. This curb opening is close to the stop-controlled Hampshire Street intersection, however because it is both an existing opening and also has a flatter grade to the proposed parking area, it is considered the preferred location for the low volume site driveway. The proposed parking lot contains 14 parking spaces including at least two handicap accessible spaces. Additional ADA spaces may be provided if required based on staff and tenant demand. As discussed in the standards section of this submission we believe the proposed parking supply complies with the City's parking code provisions.

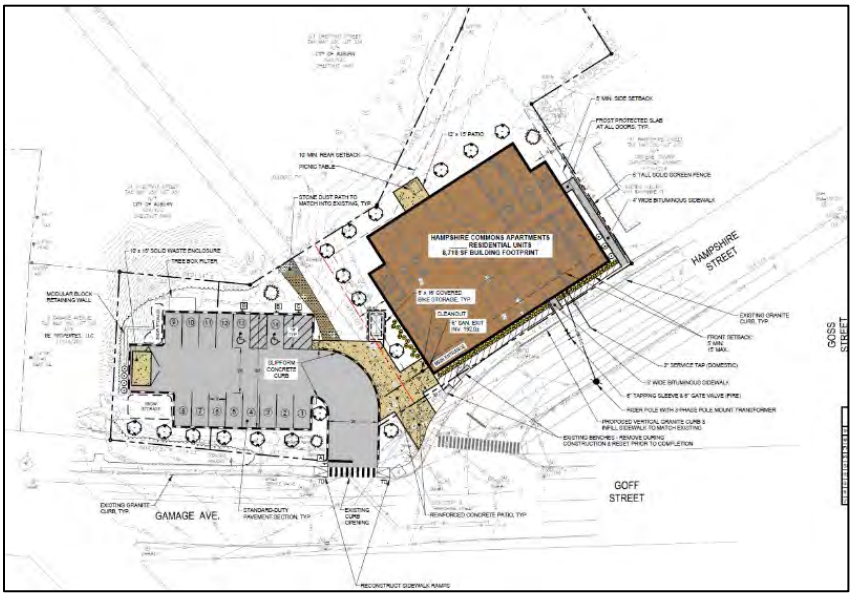


Figure 4 – Proposed Site plan

Architectural floor plans and elevations have been prepared by Invivid Architecture which are provided in Attachment D. These depict the interior floor planning and unit layout. The following is a brief summary of the interior programming, as shown on the following page in the first-floor imagery:

- Main lobby/entrance atrium at the northwest front building corner.
- The main lobby will contain fully staffed reception area and office space for the management team.
- A gathering space for residents and visitors will allow for TV viewing, group and individual space.
- Separate meeting room
- A dedicated laundry space and donation closet
- Medical office space
- Fitness/Wellness space
- Library/meeting room
- Secondary kitchen/pantry/staff laundry room
- Janitor closet and storage room.
- Mechanical room
- Four 440 SF living units.
- Two stairwells and an elevator for access to the upper floors.

The upper floors will each contain 14 single bed living units.

The Housing Authority will provide weekly custodial services M-W-F unless the environment dictates otherwise. It is expected that the custodial staff will be required 2 to 4 hours per visit. Between 7:30 am to 3:30 pm.

Building Maintenance will be there as needed, as work orders get called in. "On call" staff is always available after 3:30 pm and on weekends.

For year 1, while warranties are in effect, system repairs will likely be performed by the vendors who installed the particular system.

Property management staff by AHA will be onsite 10-15 hours per week, perhaps more at the outset, but that depends upon many factors. Again 7:30 am to 3:30 pm will be the ordinary work hours. Ultimately Resident needs may dictate out of the ordinary shifts. Spurwink Services[3] staff are also expected to be onsite on a 24/7 basis for the needs of residents.

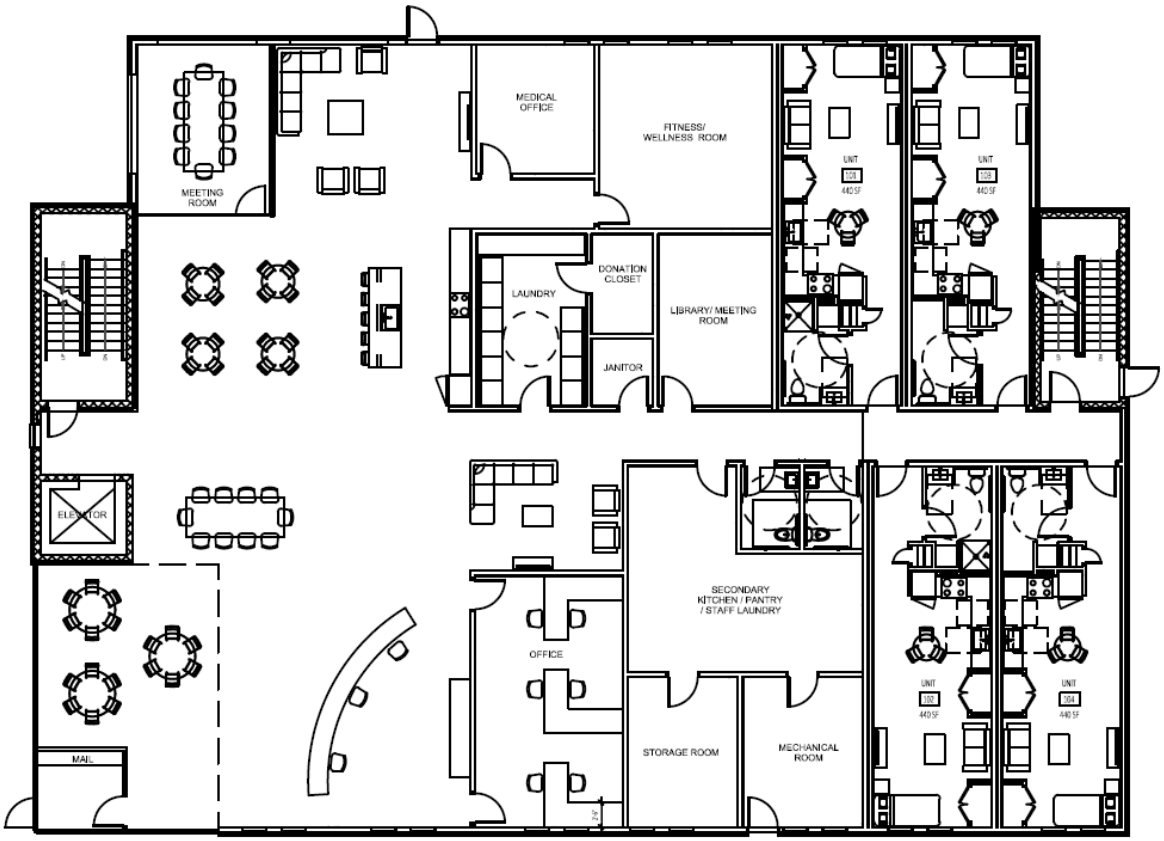


Figure 5 – First Floor plan

Spurwink Services

In cooperation with the applicant, Spurwink Services will provide support staff to residents at Hampshire Commons. Maine Housing requires a minimum of two staff per shift, with 24-hour coverage, 7 days a week, 365 days a year. Spurwink's staffing model will ensure that the development meets this requirement. The staffing plan includes both support and supervisory staff per shift, with a period of time of overlap from one shift to another. In general, the daytime shift would be 8am-4pm, with the Director, Supervisor, Housing Support Provider and Peer Support Specialist available in the building. Evening shifts will include both a Housing Support Provider, peer, and a Housing Support Provider with supervisory duties. Overnights will involve two Housing Support Providers, one with supervisory duties.

[3] See Spurwink - Behavioral Health and Education Services in Maine

Other Programming

In addition to staff who will support residents from tasks ranging from basic housing maintenance tasks (cooking skills, cleaning skills, etc) to case management supports (budgeting, medical appointments, etc). Staff will also create programming opportunities to create a sense of community and belonging; ideas include community meals, community garden, game night, and art projects, to name a few.

The development has been designed to leverage its location in the Auburn downtown neighborhood, adjacent to the park, City Link Fixed Transit service and walkability to the downtown area. Multiple access points on both sides of the building offer options for residents and guests who arrive/depart for various activities. Pedestrian access is provided from multiple points on Hampshire Street. Sufficient bike storage racks will be provided for residents as well as an outdoor bike wash station and bike service center within the bike storage area are under consideration subject to funding availability. Additional outdoor amenities will include a healing garden space at the rear of the building and potentially a dedicated smoking area that would be located away from the building but in a visible location at the north end of the site just off the parking lot.

The building will be served by public water, public sewer, 3-phase power, and communications facilities currently available from the project's frontage on Hampshire Street. Public sewer will exit the north end of the building and connect to the public sewer trunkline bisecting the property. The new sewer service will require a manhole connection or inline pipe connection, subject to the Auburn Water and Sewer District requirements. A 6" private water fire service and 2" domestic service connection will extend into the site from Hampshire Street. Power and communications facilities will extend into the site from the existing overhead lines on the opposite side of Hampshire Street. This will require a new utility riser pole to be placed opposite the building along Hampshire Street. A pole mounted transformer is under consideration. If a pad mounted transformer is necessary, it will likely be positioned at the rear of the building as there is insufficient space at the front of the building. An Emergency generator is also planned for the facility, and this will be located at the rear of the building for screening etc.

The project will disturb less than one acre of land therefore only the City stormwater management standards will apply. The site activity will not trigger any Maine Department of Environmental Protection (MEDEP) review. There are no wetlands on the site. The parking lot will drain stormwater runoff to a proprietary best management practice, tree box filter and subsurface storage to assure that post development runoff peak discharge does not exceed predevelopment values.

Following the conclusion of the entitlement phase, construction is anticipated to commence in summer/fall 2026 with completion within 14-16 months.

Table 1, below, demonstrates how the project complies with the requirements of the Form Based Code 60.549-.3 for the Traditional Downtown Neighborhood:

Table 1 – Traditional Downtown Neighborhood T-4.2		
Space, Bulk, or Form-Based Regulation	**Required**	**Provided**
Minimum Setbacks: Front Side Rear	5ft min. – 15ft max. 5ft 10ft	8'+/- 9'+/- 10'
Building Lot Coverage	70%	26%
Useable Open Space	10%	>10%
Frontage Build-Out	60% min.	>80% of lot 311
Lot Width	24ft min. – 120ft max.	Waiver
Building Width	14ft min. – 110ft max.	Waiver
Building Height	1-story min. – 3-story max. (excluding attic story)	3 story
Building Frontage Type	Common Yard; Porch Yard, Stoop, and Storefront	
Building Entries	Primary entry door is encouraged along ground story façade facing a primary street.	Facing Gamage
Ground Story Building Frontage Façade	Residential – Windows and doors shall comprise a minimum of 25% and maximum 60% coverage of the total ground story frontage façade.	32.2%
Upper Story Building Frontage Façade	Windows and doors shall comprise a minimum of 20% and maximum 40% coverage of the total upper story building frontage façade.	2nd fl – 32.5% 3rd fl – 21.88%
Ground Story Finished Floor Elevation	Residential – The ground story elevation must be a minimum of 2 feet minimum and 6 feet maximum above the front yard elevation (average grade). Commercial – The ground story elevation must be at a minimum of sidewalk grade to maximum of 2 feet.	Building is at grade
Frontage Façade Wall	Blank lengths of wall exceeding 10 linear feet are prohibited.	No blank walls exceed 10 ft.
Front Yard Fence	Residential – A front yard fence a minimum of 2 feet and a maximum of 4 feet in height is encouraged to maintain spatial edge of street. No chain link, vinyl, split rail, or barbed wire is allowed	Waiver
Front Yard Fence/Wall Opening	A vehicle entry way, as part of a front fence/wall, shall be an Opening: maximum width of 20 feet; a pedestrian entry way shall be a maximum width of 6 feet.	Waiver
Building Projections	No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops and other architectural features shall encroach beyond the minimum front setback line.	No projections
Porch & Stoop Encroachments	Porches & Stoops may encroach upon the minimum front setback line by the following distances: Front Setback, Principal Frontage 5 ft. maximum. Front Setback, Secondary Frontage 5 ft. maximum.	NA
Garages	Detached garages shall be located a minimum of 20 feet from any street right-of-way.	NA

Table 1 – Traditional Downtown Neighborhood T-4.2		
Space, Bulk, or Form-Based Regulation	Required	Provided
Driveways	Driveways are encouraged to be on the secondary street frontage. Driveways shall be paved and a minimum of 8 feet wide and a maximum of 20 feet wide.	Waiver for 26'
Parking	**Residential** – Vehicle parking areas shall be located only on driveways or designated parking areas and shall not extend into the street right-of-way or sidewalk.	OK
Accessory Structures	Accessory structures shall be located a minimum of 20 feet from any street right-of-way and 5 feet from either side or rear property line.	NA
Landscaping	Landscaping is encouraged but shall not extend into any street right-of-way or sidewalk. Street trees are encouraged.	OK
Foundation Planting	Foundation plantings are encouraged but should be pruned and maintained with enough clearance from the building façade to encourage air circulation.	OK

*All To Be determined (TBD) information will be provided under separate cover.

SITE PLAN REVIEW STANDARDS

Chapter 60, Article XVI, Division 2 of the City of Auburn Code of Ordinances (City Code) defines the procedures and approval criteria for a site plan review. This section of the application narrative will identify each applicable ordinance, then summarize how the development has been designed to comply with those ordinances.

Sec. 60-1301: Scale; Required Information

Section 60-1301.(1-24) outlines the site plan submission requirements which we have repeated below in *italics,* followed by responses for each standard accordingly:

(1) Name and address of owner and developer and interest of the applicant if other than the owner or developer.

The Applicant current has a purchase and sale agreement with the City of Auburn who is the current owner of record for the parcels. The Applicant/Developer is:

Auburn Residential Development Corp C/O Auburn Housing Authority

(2) Name of development, scale and meridian arrow, with specific definition of representation, date of plan and legend.

The project name is the **Hampshire Commons Apartments** which is included on the project plans.

(3) Names and addresses of all owners of record of all adjacent property as appear on assessor's records.

Included on the project plans. An abutters list is also attached.

(4) Current zoning boundaries and 100-year floodplain boundaries including surrounding areas to a distance of 300 feet from the perimeter of the site.

The site is within the T-4.2 zoning District and is located greater than 300 feet from the Androscoggin River and is not in a mapped floodplain area (zone X).

(5) Easements; rights-of-way, existing, planned or proposed; or other reservations adjacent to or intersecting the property.

All existing easements and property boundaries are shown on the project plans. We expect that the City will retain easements for the existing infrastructure crossing the property which have yet to be defined but are expected to be made part of the closing documents. The site design has been performed in a manner that allows permanent easements to be established for these utilities.

(6) Topographic map of the site, containing the following:

a. Existing contours, where the slope of existing ground surface is generally two percent or more, the topographic map shall show contours at intervals of five feet of elevation (or lesser intervals as the planning board or engineering department may prescribe). Where the slope of the existing ground surface is generally less than two percent, contour intervals of one foot shall be shown. These contours shall not be copied from the city topographic maps and shall be determined from an on-site survey certified by a registered land surveyor

b. Proposed contours shall be shown at intervals to be determined by the city engineer.

The project plans include existing and proposed contours at one-foot intervals which were gathered via the ground survey by Owen Haskell Inc.

(7) Location of watercourses, wetlands, marshes, surface water, rock outcroppings, wooded areas, single trees with a diameter of ten inches measured three feet from the base of the trunk.

No watercourses, wetlands, marshes, surface water or rock outcroppings have been identified on the site. Existing wooded areas are shown on the civil plans.

(8) Location of buildings existing on the tract to be developed and on adjacent tracts within a distance of 100 feet from the property line, indicating whether existing buildings on the tract are to be retained, modified or removed.

This development will not remove any existing buildings. Existing buildings located on adjacent parcels are depicted in the existing conditions information within the project plans.

(9) Locations of water mains, sewer mains, wells, fire hydrants, culverts, drains, pipe sizes, grades and direction of flow, existing within 200 feet of the subject property.

Existing utility information has been gathered via survey, available record information and field reconnaissance by Gorrill Palmer and Owen Haskell, Inc for utilities onsite and within the public right of way in Gamage and Hampshire Streets.

(10) Existing soil conditions and soil suitability test results.

The project is proposed to be served by public sewer and proposes no infiltration of stormwater therefore, no soil testing relative to infiltration capacity has been conducted. Geotechnical explorations were conducted by Summit Geoengineering to inform the foundation design and general site construction.

(11) Locations of proposed buildings and uses thereof.

The development will include construction of one (1), three-story, thirty-two (32) unit apartment building.

(12) Proposed traffic circulation system including streets, parking lots, driveways and other access and egress facilities, curblines, sidewalk lines and existing streets, including the projected traffic flow patterns into and upon the site for both vehicles and pedestrians and an estimate of the projected number of motor vehicle trips to and from the site for an average day and for peak hours.

There are no traffic patterns proposed to be changed in the public right of way as a result of this project. The project will reestablish and utilize the driveway entrance onto Gamage Street. A traffic study has not been completed due to the low traffic volume attributable to the housed population in this facility and the low volume staffing expected at the site.

(13) Location of existing and proposed public utility lines, indicating whether proposed lines will be placed underground.

Existing utilities serving the site are shown on the project plans. The project is proposed to be served by public water, public sewer, and power. Natural gas is available; however, the Applicant is intending to utilize electricity for heating and cooling functions within the building at this time. Use of Natural gas, however, is not precluded.

(14) Site developments requiring stormwater permits pursuant to 38 M.R.S.A. § 420-D shall include the required plan and to the extent permitted under 38 M.R.S.A. § 489-A, be reviewed under the procedures of article XVI of this chapter; and they shall meet and comply with 38 M.R.S.A. § 484(4-A) and those Rules promulgated by the Maine Department of Environmental Protection pursuant to the Site Law and section 420-D, specifically Rules 500, 501 and 502, as last amended August 12, 2015. If a project proposes infiltration and the standards in Rule 500, appendix D are not met, then a waste discharge license may be required from the Maine Department of Environmental Protection. An infiltration system serving a development regulated under the Site Location of Development Act may be required to meet standards in addition to those in appendix D.

The project is proposed to create less than one acre of new developed area and will not require a Stormwater Management Law permit. The increase in impervious area will be 5,144 SF or 0.12 acre. The site is tributary to an unnamed tributary flowing through the Chestnut Street Park and the Androscoggin River. The stormwater management design for the project meets the City's Ordinance for flooding control by utilizing a small subsurface chamber system in the parking area off Gamage Street which will provide sufficient storage to reduce the peak rate of runoff from the development before

discharging to the City's storm drain system. A stormwater management memo is provided in Attachment E which discusses the proposal further.

Additionally, an operations and maintenance manual for the stormwater facilities will be provided prior to the Planning Board meeting which complies with the City's Post-Construction Stormwater Management Ordinance.

(15) *Location and design of proposed off-street parking and loading areas indicating number and size of stalls.*

The site will be accessed via Gamage Street and will include 14 parking spaces. The standard parking stall size is 9' wide by 18' long which is demonstrated in the project plans details.

(16) *Proposed location and direction of and time of use of outdoor lighting.*

A photometrics plan prepared by Exposure Lighting Associates is provided in the project plans. The lighting plan utilizes pole mounted fixtures within the parking area and wall packs at the primary building entrances. Additionally, bollard lights are proposed for secondary lighting along walkways and at ground floor unit entrances. Cut sheets for the lighting fixtures are provided in Attachment H.

(17) *Existing and proposed planting, fences and walls, including all landscaping and screening and indicating existing trees to be retained and areas to be left undisturbed, including design features intended to integrate the proposed new development into the existing landscape to enhance aesthetic assets and to screen objectionable features from neighbors.*

The proposed landscape plantings exceed form-based code criteria. Adjacent residential properties will be screened with shrub boarders, fencing, and trees strategically located to buffer views. The planting design utilizes deciduous shade trees around the parking lot, allowing sunlight to reach the pavement during cold weather.

(18) *Location, size, design and manner of illumination of signs.*

1. The applicant has no specific signage to share at this time.

(19) *Disposal of sewage, trash, solid waste, oil waste, hazardous waste or radioactive waste showing disposal facilities, receptacles or areas.*

The project will be served by public sewer which will exit the north side of the building and connect to the sewer main bisecting the property. Trash and/or recycling will be handled via a private trash collection vendor. A dumpster enclosure will be located at the north end of the parking lot which is shown on the site plans.

(20) *Perimeter boundaries of the site giving complete descriptive lot data by bearings, distances and radii of curves including the name and seal of the registered land surveyor who prepared the plan.*

A stamped survey plan is provided in the plan set which depicts the total lot boundaries.

(21) *Description and plan of capacity and location of means of sewage disposal together with approval of sewer district engineer or evidence of soil suitability for such disposal (test pit*

locations shall be shown on the plans) similarly approved by the city engineer department.

A capacity to serve confirmation has been requested from the Auburn Water and Sewer District to accept the sewer flows emanating from the development. We are still waiting for final confirmation from the district on the proposed design; however, we have coordinated the location and connection into their system. The capacity to serve memo will be provided upon receipt.

(22) *A statement of the amount of area of land involved in the site, the percentage of the site proposed to be covered by buildings, the total number of dwelling units proposed per acre, the area proposed to be devoted to open space, the area proposed to be paved for parking, driveways, loading space and sidewalks, the total number of parking spaces required by the zoning chapter for the uses proposed, the number of employees expected per shift and the total floor area of proposed commercial or industrial uses.*

Table 1, above provides responses to the Form Based Code dimensional standards for the project. The total lot area is 0.77 acres. The building footprint is 8,718 SF which is 25.9% of the total lot area. The density is 41.56 units/acre. The total amount of pavement including the parking area and sidewalks is 17,541 SF which represents a 5,144 SF increase over the existing impervious area of 12,397 SF.

(23) *Description and plan of a phase development concept detailing the areas and sequence of phasing.*

The project is not proposed to be phased and will be constructed in one continuous sequence.

(24) *A statement by the developer assuring that he has the financial capabilities to fully carry out the project and to comply with the conditions imposed by the planning board.*

See the background information related to financing at the beginning of this letter.

WAIVER REQUESTS

The applicant requests that the planning board grant waivers from the following standards:

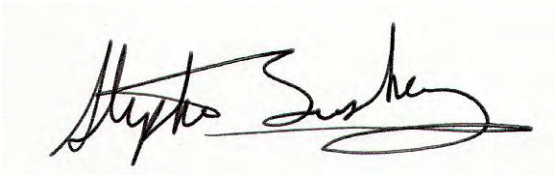
Form based code – the applicant is requesting a waiver of the Lot width and building width standards. Also requesting a waiver of the front yard fencing requirement and the minimum height above the street requirement. Waiver for driveway width of 26'

CLOSURE

Twelve (12) complete submission packages are provided for your consideration which include one (1) full size plan set and twelve (12) 11"x17" plan sets. We look forward to reviewing this project with you and the Planning Board at the next available meeting. If you have any questions about the information being submitted, please contact our office.

Sincerely,

GORRILL-PALMER



Stephen Bushey, P.E.
Senior Associate
Phone: 207-772-2515 x296
sbushey@gorrillpalmer.com

Attachments:

A - Planning Board Application
B - Evidence of Title, Right, or Interest
C - Utility Correspondence
D - Architectural Plans
E - Lighting Cut Sheets

cc: Martin Szydlowski and Mary Young – Auburn Housing Authority
Amanda Bartlett – Developers Collaborative LLC

U:\Auburn Housing Development Corp\0129761A.00 - Auburn Maine Housing First project\P Applications\Local\final_site plan_cousens_2026.03.13.docx

Attachment A

Application

AUBURN HOUSING AUTHORITY

Martin F. Szydlowski, Executive Director

March 11, 2026

Subject: **Local or State Permitting**
143 Hampshire Street – Auburn, ME
Agent Authorization Letter

To Whom it May Concern:

The Auburn Housing Authority (and its subsidiaries) has retained Gorrill Palmer to prepare State/Local Permit Applications for a residential development located at 143 Hampshire Street and #1 & #5 Gamage Street, in Auburn, Maine. Gorrill Palmer and their subconsultants are authorized to act as an agent for matters related to these permits.

Sincerely,

Martin F. Szydlowski
Executive Director

Auburn Housing Authority does not discriminate on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, marital status, national origin, ancestry, physical or mental disability, age, familial status or receipt of public assistance in the admission or access to or treatment in its programs and activities. In employment, Auburn Housing Authority does not discriminate on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, marital status, national origin, ancestry, age, physical or mental disability or genetic information. Auburn Housing Authority will provide appropriate communication auxiliary aids and services upon sufficient notice. Auburn Housing Authority will also provide this document in alternative formats upon sufficient notice.

P.O. Box 3037 – call 711 20 Great Falls Plaza Auburn, Maine 04212-3037 (207) 784-7351 FAX: (207) 784-5545 ME Relay

Equal Housing Opportunities

City of Auburn, Maine
Office of Planning & Permitting
Eric J. Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Application

PROJECT NAME: Hampshire Commons Apartments

PROPOSED DEVELOPMENT ADDRESS: 143 Hampshire Street

PARCEL ID #: map 250 lots 309, 310, 311

REVIEW TYPE:
Site Plan ☒ **Site Plan Amendment** ☐
Subdivision ☐ **Subdivision Amendment** ☐

PROJECT DESCRIPTION: Development of a 32 unit housing first three story building and associated 14 space parking lot by the Auburn Housing Authority on three city-owned properties.

CONTACT INFORMATION:

Applicant Auburn Residential Development Corp
Name: Martin Szydlowski
Address: 60 Court Street
City / State Auburn ,Maine
Zip Code 04210
Work #:
Cell #: 207. 319.4672
Fax #:
Home #:
Email:
Martin Szydlowski <mSzydlowski@auburnhousing.org>

Property Owner
Name: City of Auburn
Address:
City / State
Zip Code
Work #:
Cell #:
Fax #:
Home #:
Email:

Project Representative
Name: Gorrill Palmer
Address: 300 Southborough Drive Suite 200
City / State South Portland MAine
Zip Code 04106
Work #: 207-775-2515
Cell #: 207-756-9359
Fax #:
Home #:
Email:
sbushey@gorrillpalmer.com

Other professional representatives for the project (surveyors, engineers, etc.),
Name:
Address:
City / State
Zip Code
Work #:
Cell #:
Fax #:
Home #:
Email:

PROJECT DATA

The following information is required where applicable, in order complete the application

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	12,397	sq. ft.
Proposed Total Paved Area	12,397	sq. ft.
Proposed Total Impervious Area	17,541	sq. ft.
Proposed Impervious Net Change	5,144	sq. ft.
Impervious surface ratio existing	36.9	% of lot area
Impervious surface ratio proposed	52.2	% of lot area

BUILDING AREA/LOT COVERAGE

Existing Building Footprint	0	sq. ft.
Proposed Building Footprint	8,718	sq. ft.
Proposed Building Footprint Net change	8,718	sq. ft.
Existing Total Building Floor Area	0	sq. ft.
Proposed Total Building Floor Area	26000	sq. ft.
Proposed Building Floor Area Net Change	26000	sq. ft
New Building	yes	(yes or no)
Building Area/Lot coverage existing	0	% of lot area
Building Area/Lot coverage proposed	25.9	% of lot area

ZONING

Existing	T-4.2
Proposed, if applicable	unchanged

LAND USE

Existing	parking lot
Proposed	multi unit residential

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	0
Proposed Number of Residential Units	32
Subdivision, Proposed Number of Lots	1

PARKING SPACES

Existing Number of Parking Spaces	19
Proposed Number of Parking Spaces	12
Number of Handicapped Parking Spaces	2
Proposed Total Parking Spaces	14

ESTIMATED COST OF PROJECT: $9 million

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	12,397	sq. ft.
Proposed Disturbed Area	33,000	sq. ft.
Proposed Impervious Area	17,541	sq. ft.

1. ***If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.***
2. ***If the proposed impervious area is greater than one acre including any impervious area crated since 11/16/05, then the applicant shall apply for a MDEP Stormwater Management Permit, Chapter 500, with the City.***
3. ***If total impervious area (including structures, pavement, etc) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres then the application shall be made to MDEP unless determined otherwise.***
4. ***If the development is a subdivision of more than 20 acres but less than 100 acres then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres then the application shall be made to MDEP unless determined otherwise.***

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing (Since July 1, 1997) 5 passenger car equivalents (PCE)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) 10 passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

Zoning Summary

1. Property is located in the T-4.2 zoning district.
2. Parcel Area: 0.77 acres / 33,604 square feet(sf).

Regulations	Required/Allowed	Provided
Min Lot Area	0	33604
Street Frontage		
Min Front Yard	5 ft	6
Min Rear Yard	10 ft	10 ft
Min Side Yard	5 ft	9.67 ft
Max. Building Height	3	3 story
Use Designation		
Parking Requirement	1 space/ per square feet of floor area	
Total Parking:	0	14
Overlay zoning districts (if any):		
Urban impaired stream watershed?	YES/NO If yes, watershed name no	

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submissions shall include fifteen (15) complete packets containing the following materials:

1. 5 Full size plans and 10 smaller (no larger than 11" x 17") plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed by the property owner or designated representative. (NOTE: All applications will be reviewed by staff and any incomplete application will not be accepted until all deficiencies are corrected.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

Refer to the application checklist for a detailed list of submittal requirements.

To view the City of Auburn Zoning Ordinance, go to:
www.auburnmaine.gov under City Departments / Planning, Permitting & Code / Subdivisions / Land Use /Zoning Ordinance

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, I certify that the City'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.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:	**Date:**
Stephen Bushey Agent	March 13, 2026

City of Auburn, Maine
Office of Planning & Permitting
Eric J. Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Checklist

The following information is required where applicable to be submitted for an application to be complete

PROJECT NAME: Hampshire Commons Apartments
PROPOSED DEVELOPMENT ADDRESS: 143 Hampshire Street
PARCEL #: Map 250 lots 309, 310, 311

Required Information		***Check when Submitted***		***Applicable Ordinance***
Site Plan		***Applicant***	***Staff***	
	Owner's Names/Address	x		
	Names of Development	x		
	Professionally Prepared Plan	x		
	Tax Map or Street/Parcel Number	x		
	Zoning of Property	x		
	Distance to Property Lines	x		
	Boundaries of Abutting land	x		
	Show Setbacks, Yards and Buffers	x		
	Airport Area of Influence			
	Parking Space Calcs	x		
	Drive Openings/Locations	x		
	Subdivision Restrictions			
	Proposed Use	x		
	PB/BOA/Other Restrictions			
	Fire Department Review			
	Open Space/Lot Coverage	x		

Required Information		*Check when Submitted*		*Applicable Ordinance*
Landscape Plan		***Applicant***	***Staff***	
	Greenspace Requirements			
	Setbacks to Parking	x		
	Buffer Requirements			
	Street Tree Requirements			
	Screened Dumpsters	x		
	Additional Design Guidelines			
	Planting Schedule	x		
Stormwater & Erosion Control Plan		***Applicant***	***Staff***	
	Compliance w/ chapter 500	x		
	Show Existing Surface Drainage	x		
	Direction of Flow			
	Location of Catch Basins, etc.	x		
	Drainage Calculations			
	Erosion Control Measures	x		
	Maine Construction General Permit			
	Bonding and Inspection Fees			
	Post-Construction Stormwater Plan			
	Inspection/monitoring requirements			
Lighting Plan		***Applicant***	***Staff***	
	Full cut-off fixtures	x		
	Meets Parking Lot Requirements	x		
Traffic Information		***Applicant***	***Staff***	
	Access Management	x		
	Signage			
	PCE - Trips in Peak Hour	x		

Required Information		*Check when Submitted*		*Applicable Ordinance*
	Vehicular Movements			
	Safety Concerns			
	Pedestrian Circulation			
	Police Traffic			
	Engineering Traffic			
Utility Plan		***Applicant***	***Staff***	
	Water	x		
	Adequacy of Water Supply	x		
	Water main extension agreement			
	Sewer	x		
	Available city capacity	x		
	Electric	x		
	Natural Gas	x		
	Cable/Phone	x		
Natural Resources		***Applicant***	***Staff***	
	Shoreland Zone			
	Flood Plain			
	Wetlands or Streams			
	Urban Impaired Stream			
	Phosphorus Check			
	Aquifer/Groundwater Protection			
	Applicable State Permits			
	Lake Auburn Watershed			
	Taylor Pond Watershed			
Right, Title or Interest		***Applicant***	***Staff***	
	Verify	x		
	Document Existing Easements, Covenants, etc.			

Required Information		*Check when Submitted*		*Applicable Ordinance*
Technical & Financial Capacity		***Applicant***	***Staff***	
	Cost Est./Financial Capacity	x		
	Performance Guarantee			
State Subdivision Law		***Applicant***	***Staff***	
	Verify/Check			
	Covenants/Deed Restrictions			
	Offers of Conveyance to City			
	Association Documents			
	Location of Proposed Streets & Sidewalks			
	Proposed Lot Lines, etc.			
	Data to Determine Lots, etc.			
	Subdivision Lots/Blocks			
	Specified Dedication of Land			
Additional Subdivision Standards		***Applicant***	***Staff***	
	Mobile Home Parks			
	PUD			
A JPEG or PDF of the proposed site plan		***Applicant***	***Staff***	
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving		x		

Attachment B

Right, Title or Interest

OPTION AGREEMENT

THIS OPTION AGREEMENT (the "Agreement") made and entered into as of the 15th day of September, 2025, by and between the City of Auburn, a body corporate and politic located in Androscoggin County, State of Maine, with a mailing address of 60 Court Street, Auburn, Maine 04210 ("Grantor") and Auburn Residential Development Corporation, a Maine non-profit corporation with a place of business and mailing address of 20 Great Falls Plaza, P.O. Box 3037, Auburn, ME 04212-3037 ("Grantee").

WITNESSETH:

In consideration of $1.00 (the "Option Consideration"), the receipt of which is hereby acknowledged by Grantor, Grantor and Grantee hereby agree as follows:

1. Grant of Option. Grantor hereby grants to Grantee, its successors and assigns, the exclusive and irrevocable option to acquire land located at 1 & 5 Gamage Street and 143 Hampshire Street (the "Property"), more particularly described in Quitclaim and Warranty Deeds from Stephen J. Martelli and Stanley Buczowski to Grantor dated March 12, 2010 and August 28, 2013 and recorded in the Androscoggin County Registry of Deeds in Book 7896 and 8758, Page 11 and 243.

2. Expiration; Extension. This option shall expire on December 31, 2026, at midnight, Maine time unless exercised by that date and time.

3. Notice of Exercise; Failure to Exercise. This option may be exercised only by Grantee giving written notice of election to exercise to Grantor by first class mail, postage prepaid, registered or certified, return receipt requested, addressed to Grantor at the address set forth at the beginning of this Agreement, or to such other address as Grantor may designate to Grantee in writing. Said notice shall be deemed to have been duly given if postmarked prior to the expiration date and time specified herein. In the event that Grantee fails to exercise the option granted in this Agreement within the time specified in Section 2 above, the Option Consideration shall be retained by Grantor, and thereafter neither Grantor nor Grantee shall have any further rights or claims against the other.

4. Exercise. In the event that Grantee exercises the option granted in this Agreement to purchase the Property as provided herein, the following provisions shall be applicable:

a. Purchase Price. Subject to any adjustments and prorations hereinafter described, the total purchase price for the Property shall be $1.00 (the "Purchase Price"), payable at closing by certified or bank cashiers' check or by wire transfer. The Option Consideration shall be credited against the Purchase Price at closing.

b. Title to the Property. At closing, Grantor shall convey to Grantee good and marketable title to the Property in fee simple, free and clear of all liens, claims and encumbrances except standard utility easements that do not materially and adversely affect the use and enjoyment

of the Property as affordable rental housing. In the event that title to the Property is not as set forth in the previous sentence, Grantor shall be given a reasonable period of time, not to exceed 30 days, after receipt of notice from Grantee in which to remedy any title defects. Grantor shall use reasonable efforts to remedy any title defects, but shall not be obligated to expend any funds to do so. In the event that any title defects cannot be corrected or remedied within said time period, then this Agreement shall terminate, whereupon Grantor shall fully refund to Grantee the Option Consideration. Grantee may elect to close notwithstanding such defects as may exist.

c. Closing. The closing under this Agreement shall take place not later than 60 days after this option is exercised (the "Closing Date") at 10:00 AM, local time, at Grantee's counsel's office, or at such other time and place as Grantor and Grantee shall mutually agree upon in writing. At the closing, Grantor shall execute a Municipal Quitclaim Deed to the Property and such other documents and instruments as Grantee shall reasonably request and that are customary in commercial real estate transactions in Maine. Although Grantee is a nonprofit entity, the Municipal Quitclaim Deed shall contain a condition that Grantee will pay full property taxes on the Property. Nothing contained herein shall preclude Grantee from seeking an abatement of real property taxes in accordance with Maine law.

d. Risk of Loss. At all times during the term of this Agreement, all risk of loss to the Property prior to the closing shall be on Grantor.

e. Adjustments. Real property taxes shall be prorated as of the Closing Date based on the latest available tax bill. Grantee shall pay the cost to record the deed and any financing documents executed by Grantee. The parties shall pay their respective shares of the Maine transfer tax due at closing.

f. Default; Remedies. In the event either party defaults under this Agreement, and such default is not cured within 30 days of written notice of such default, the sole remedy of the non-defaulting party shall be to terminate this Agreement. In the event either party brings any enforcement or other legal action under this Agreement, the prevailing party in such action shall be entitled to have its costs of enforcement reimbursed by the non-prevailing party.

g. Possession. Grantor shall deliver the Property to Grantee at closing free and clear of all leases, tenancies and occupancies by any person.

h. Condition Precedent. Grantee's obligation to acquire the Property under this Agreement is conditioned upon there having occurred no material adverse change in or to the Property between the date of Grantee's inspections and the Closing Date. If this condition is not satisfied as of the Closing Date, Grantee may terminate this Agreement and receive a full and complete refund of the Option Consideration.

i. Brokers. The parties represent to each other that neither has had any dealings with any real estate broker in connection with this transaction.

5. Inspection. At all times during the term of this Agreement, upon reasonable prior notice, Grantee and any prospective lender or investor of Grantee's shall have the right to enter

the Property and perform, at Grantee's expense, any and all inspections, tests, surveys or other due diligence inquiries with respect to the Property as Grantee deems necessary or appropriate. Grantee agrees to return the Property as nearly as possible to its original condition after any of such tests and inspections, and shall indemnify, defend, and hold Grantor harmless from and against any claims arising from or related to Grantee's entry and inspections. For purposes of this indemnification, Grantee waives any immunities to which it may be entitled under workers' compensation laws and assumes liability for claims by its employees. In the event Grantee is not satisfied for any reason by the results of such due diligence inspections, Grantee shall have the option of terminating this Agreement by written notice to Grantor. Without limiting the generality of the foregoing, this Agreement is subject to a determination by Maine State Housing Authority and/or Auburn Housing Authority as to the desirability of the Property for Grantee's intended use as a result of the completion of the environmental review process required by the United States Department of Housing and Urban Development, and if such determination is unsatisfactory, Grantee may terminate this Agreement.

6. Notices. Except as provided in Section 3 above, all notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, registered or certified, return receipt requested, addressed to the recipient at the addresses set forth at the beginning of this Agreement. Either party may change its address for purposes of this Section by giving the other party notice of the new address in the manner described herein.

7. Assignment. Upon written notice to Grantor, Grantee may assign this Agreement and all its rights and obligations hereunder to an entity affiliated with Grantee.

8. Miscellaneous. Time is of the essence hereof. This Option Agreement constitutes the entire agreement between Grantor and Grantee, there are no agreements or understandings between the parties except as set forth herein, and all prior agreements and understandings are superseded by this Agreement. This Option Agreement will inure to the benefit of and bind the respective successors and assigns of Grantor and Grantee. As used in this Option Agreement, the singular number shall include the plural, the plural the singular, and the use of one gender shall be deemed applicable to all genders. This Agreement shall be governed by and construed in accordance with the laws of Maine. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

[remainder of page left blank intentionally—signatures appear on next page]

IN WITNESS WHEREOF, Grantor and Grantee have executed this Option Agreement as of the date first above written.

CITY OF AUBURN, MAINE, Grantor

By: _____
Phillip L. Crowell, Jr., City Manager

AUBURN RESIDENTIAL
DEVELOPMENT CORPORATION

By: Martin F. Szydlowski
Martin F. Szydlowski, its Treasurer

Progress | RightSignature

SIGNATURE CERTIFICATE

REFERENCE NUMBER
D869E493-67C2-4174-B97E-FCC661AE94A7

TRANSACTION DETAILS	DOCUMENT DETAILS
Reference Number D869E493-67C2-4174-B97E-FCC661AE94A7	**Document Name** 2025-09-08 Draft Option Agreement - Auburn
Transaction Type Signature Request	**Filename** 2025-09-08_Draft_Option_Agreement_-_Auburn.pdf
Sent At 09/08/2025 04:38 PM EDT	**Pages** 4 pages
Executed At 09/15/2025 11:06 AM EDT	**Content Type** application/pdf
Identity Method email	**File Size** 141 KB
Distribution Method email	**Original Checksum** 36ec073f50964db2f6a471f0241954c687d01f3b5abd6760eaae45dbfaff7bf1
Signed Checksum 833004412876d3b25536cc79244cbd806aa864e50a120b149f899d7f0ecaf310	
Signer Sequencing Disabled	
Document Passcode Disabled	

SIGNERS

SIGNER	E-SIGNATURE	EVENTS
Name Martin F. Szydlowski	**Status** signed	**Viewed At** 09/09/2025 08:07 AM EDT
Email mszydlowski@auburnhousing.org	**Multi-factor Digital Fingerprint Checksum** 4f53cda18c2baa0c0354bb5f9a3ecbe5ed12ab4d8e11ba873c2f11161202b945	**Identity Authenticated At** 09/09/2025 08:29 AM EDT
Components 1	**IP Address** 73.119.106.41	**Signed At** 09/09/2025 08:29 AM EDT
	Device Chrome via Windows	
	Typed Signature Martin F. Szydlowski	
	Signature Reference ID A1A60BF1	

AUDITS

TIMESTAMP	AUDIT
09/08/2025 04:38 PM EDT	Krista Charest (kcharest@brannlaw.com) created document '2025-09-08_Draft_Option_Agreement_-_Auburn.pdf' on Chrome via Windows from 70.109.151.197.
09/08/2025 04:38 PM EDT	Martin F. Szydlowski (mszydlowski@auburnhousing.org) was emailed a link to sign.
09/08/2025 04:38 PM EDT	Phillip L. Crowell, Jr., (pcrowell@auburnmaine.gov) was emailed a link to sign.
09/09/2025 08:07 AM EDT	Martin F. Szydlowski (mszydlowski@auburnhousing.org) viewed the document on Chrome via Windows from 73.119.106.41.
09/09/2025 08:29 AM EDT	Martin F. Szydlowski (mszydlowski@auburnhousing.org) authenticated via email on Chrome via Windows from 73.119.106.41.
09/09/2025 08:29 AM EDT	Martin F. Szydlowski (mszydlowski@auburnhousing.org) signed the document on Chrome via Windows from 73.119.106.41.
09/10/2025 12:00 PM EDT	Phillip L. Crowell, Jr., (pcrowell@auburnmaine.gov) was emailed a reminder.
09/11/2025 09:13 AM EDT	Phillip L. Crowell, Jr., (pcrowell@auburnmaine.gov) was emailed a reminder.
09/15/2025 08:06 AM EDT	Phillip L. Crowell, Jr., (pcrowell@auburnmaine.gov) was emailed a reminder.
09/15/2025 11:06 AM EDT	Phillip L. Crowell, Jr., (pcrowell@auburnmaine.gov) was removed from document d869e493-67c2-4174-b97e-fcc661ae94a7 as the document was force completed.
09/15/2025 11:06 AM EDT	Component 'Signature Field 1' assigned to signer1 was removed as the document was force completed.
09/15/2025 11:06 AM EDT	Component 'Text Field 1' assigned to signer1 was removed as the document was force completed.
09/15/2025 11:06 AM EDT	Component 'Text Field 2' assigned to signer1 was removed as the document was force completed.
09/15/2025 11:06 AM EDT	Krista Charest (kcharest@brannlaw.com) force completed document '2025-09-08_Draft_Option_Agreement_-_Auburn.pdf' on Chrome via Windows from 70.109.151.197.

Property Management Services:

Auburn Housing Authority (AHA) manages 564 apartment units in Auburn and Mechanic Falls. These units are spread across 12 development projects and encompass multiple funding sources including public housing, project based rental assistance and low-income housing tax credits. The housing authority also administers up to 595 traditional housing choice vouchers.

Property management functions include: assisting individuals with the application process, maintaining waitlists, and qualifying and selecting applicants for housing opportunities. Additionally, lease compliance, building maintenance, trash removal and snow removal are typical duties included in the property management function.

AHA has extensive experience in qualifying applicants for existing Low-Income Housing Tax Credit (LIHTC) properties. AHA routinely satisfies requirements involved in the initial lease-up phase of development projects and recognizes its critical role in maintaining tax credit compliance. AHA's property management and finance/accounting staff regularly participate in LIHTC specific training to stay current with regulatory requirements and best practices, recognizing the distinct differences between LIHTC and other HUD-funded programs.

AHA serves a population that increasingly includes individuals transitioning from highly unstable housing situations. A significant number of recent residents and voucher holders have experienced homelessness and were previously listed on the by-name list maintained by the local Continuum of Care (CoC).

The coordination of the Service Provider/Property Management partnership will be led at the highest organizational levels to ensure seamless integration and organizational support. The Service Integration Team will include Marty Szydlowski, AHA Executive Director; Mary Young, AHA Deputy Director; and Dawn Comeau, Senior Director of Housing Programs.

Regular on-site meetings will focus on refining established service delivery frameworks and addressing Spurwink's specific operational needs, including building requirements, security, and other physical considerations. Coordination meetings are expected to be held at frequent intervals. Once the development is fully operational and initial challenges have been addressed, AHA anticipates maintaining regular check-in meetings—either weekly or biweekly—with staff from both AHA and Spurwink to ensure ongoing coordination and the effective delivery of services.

MANAGEMENT AGREEMENT

This Agreement is by and between Hampshire Commons, L.P. (the "Owner") and Auburn Housing Authority (the "Agent").

1. Definitions. As used in this Management Agreement:

a. "Authority" means the Maine State Housing Authority.

b. "Development" means Maine Housing Development No. MSHA-_____, which consists of all of the real property known as or to be known as Hampshire Commons containing 32 dwelling units of housing plus all other facilities including any commercial space located at and near Hampshire Street and Gamage Avenue in Auburn, Maine, and all of the personal property of whatever nature or wherever situated used or owned by the Owner in connection with the operation, maintenance or management of the said real property, including without limitation all real and personal property which is the subject of the Mortgage and Security Agreement assigned or to be assigned to the Authority as security for the mortgage loan and further including Gross Receipts and all Accounts, Funds and Escrows required to be established and maintained pursuant to the Mortgage and Security Agreement.

c. "Housing Management Handbook" means the Maine State Housing Authority Housing Management Handbook, as it may be revised by the Authority from time to time.

d. "Mortgage and Security Agreement" means the Mortgage and Security Agreement for the Development between the Authority and the Developer.

e. "Financial Assistance Agreement" means the Financial Assistance Agreement for the development between the Authority and the Developer.

f. "Regulatory Agreement" means the Regulatory Agreement for the Development between the Authority and the Developer.

g. "Low Income Housing Tax Credit Extended Use Agreement" means the LIHTC Extended Use Agreement for the Development between the Authority and the Developer.

2. Agency. The Developer hereby appoints the Agent as the exclusive renting and managing agent of the Development. The agent hereby accepts the appointment.

3. Mortgage and Security Agreement, Financial Assistance Agreement, Declaration of Covenants, Conditions and Restrictions, Housing Management Handbook, Regulatory Agreement, LIHTC Extended Use Agreement and other Mortgage Loan Documents. The Development is subject to the Mortgage and Security Agreement, Regulatory Agreement, Financial Assistance Agreement, Declaration of Covenants, Conditions and Restrictions,

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LIHTC Extended Use Agreement, Housing Management Handbook, and other mortgage loan documents. The Owner has furnished or will furnish the Agent with a copy of each of these documents. These documents provide a comprehensive and detailed description of the policies and procedures to be followed in the management of the Development. In many of its provisions, this Management Agreement briefly defines the nature of the Agent's obligations, with the intention that reference be made to the Mortgage and Security Agreement, Financial Assistance Agreement, Declaration of Covenants, Conditions and Restrictions, Regulatory Agreement, Housing Management Handbook, or other mortgage loan documents for more detailed policies and procedures. Accordingly, the Agent will comply with all applicable requirements of the Mortgage and Security Agreement, Financial Assistance Agreement, Housing Management Handbook, other mortgage loan documents, and any directives of the Authority thereunder, regardless of whether specific reference is made to such requirements or directives in this Management Agreement. In addition, the Management Agent agrees to comply with regulatory requirements of the Low Income Housing Tax Credit (LIHTC) as well as the first mortgage from MaineHousing.

4. Management Goal. The goal of the Agent in the management of the Development shall be the provision of decent, safe, and sanitary housing operated in accordance with sensible financial, administrative, social and maintenance practices in full compliance with applicable laws, regulations, Mortgage and Security Agreement, Financial Assistance Agreement, the Housing Management Handbook, and other mortgage loan documents.

5. Basic Information. As soon as possible, the Owner will furnish the Agent with a complete set of the plans and specifications signed by the Authority and others and copies of all guaranties and warranties pertinent to construction, fixtures, and equipment. With the aid of this information and inspection by competent personnel, the Agent will thoroughly familiarize itself with the character, location, construction, layout, plan and operation of the Development, and especially of the electrical, heating, plumbing, air-conditioning and ventilating systems, the elevators, and all other mechanical equipment.

6. Development Planning and Construction Phases. During the planning and construction phases, the Agent will maintain direct liaison with the architect and general contractor, in order to coordinate management concerns with the design and construction of the Development, and to facilitate completion of any corrective work in accordance with the Agent's responsibilities for arranging facilities and services. The Agent will keep the Owner advised of all significant matters in this operation.

7. Basic Management Functions. The Agent shall be responsible for the performance of the following basic management functions, all as may be more fully specified herein or in the Mortgage and Security Agreement, Financial Assistance Agreement, Housing Management Handbook and other mortgage loan documents:

a. Occupancy, including marketing, resident selection, pre-occupancy procedures, move-ins, enforcement of leases, including evictions, and move-outs;

b. Finance, including rent collection, accounting, budgeting, purchasing, and payment of all operating expenses;

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c. Maintenance, including arrangements for necessary utilities and services, unit inspections, and planning and directing routine, requested, emergency and abnormal maintenance;

d. Safety and security, including crime preventive security measures, elimination of hazardous conditions, follow-up on tenant complaints, coordination with local authorities, and maintenance of property, liability, and business income insurance;

e. Social amenities, including stimulating and working with resident organizations, designing and implementing social services programs for residents, referral to appropriate agencies, responding to resident needs;

f. Administration, including hiring and firing of all management personnel, implementation and maintenance of all records, files, forms and reporting systems for all management operations.

8. Maintenance and Repair. The Agent will cause the Development to be maintained and repaired in a condition at all times acceptable to the Owner and the Authority, including but not limited to cleaning, painting, decorating, plumbing, carpentry, grounds care, and such other maintenance and repair work as may be necessary, subject to any limitations imposed by the developer in addition to those contained herein.

Incident thereto, the following provisions will apply:

a. Special attention will be given to preventive maintenance, and to the greatest extent feasible, the services of regular maintenance employees will be used.

b. Subject to the Owner's prior approval, the Agent will contract with qualified independent contractors for the maintenance and repair of air-conditioning systems and elevators, and for extraordinary repairs beyond the capability of regular maintenance employees.

c. The Agent will systematically and promptly receive and investigate all service requests from tenants, take such action thereon as may be justified, and will keep records of the same. Emergency requests will be received and serviced within a twenty-four (24) hour period. Complaints of a serious nature will be reported to the Owner after investigation.

d. The Agent is authorized to purchase all materials, equipment, tools, appliances, supplies and services necessary to proper maintenance.

e. Not withstanding any of the foregoing provisions, the prior approval of the Owner will be required for any expenditure which exceeds Two Thousand Five Hundred Dollars ($2,500) in any one instance for labor, materials, or otherwise in connection with the maintenance and repair of the Development, except for recurring expenses within the limits of the operating budget or emergency repairs involving manifest danger to persons or property, or required to avoid suspension of

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any necessary service to the Development. In the latter event, the Agent will inform the Owner of the facts as promptly as possible.

9. Utilities and Services. To the extent of the responsibility of the Owner, the Agent will make arrangements for water, electricity, gas, fuel oil, sewage and trash disposal, vermin extermination and laundry facilities. Subject to the Owner's prior approval, the Agent will make such contracts as may be necessary to secure such utilities and services.

10. Bids, Discounts, Rebates, etc. The Agent will obtain contracts, materials, supplies, utilities, and services on the most advantageous terms to the Development, and is authorized to solicit bids, either formal or informal, for those items which can be obtained from more than one source. The Agent will secure and credit to the Owner all discounts, rebates or commissions obtainable with respect to purchases, service contracts, and all other transactions on the Owner's behalf.

11. Insurance. The Agent will cause such insurance as is required by the Mortgage and Security Agreement to be placed and kept in effect at all times. The Agent will investigate and furnish the Owner with full reports as to all accidents, claims, and potential claims for damage relating to the Development, and will cooperate with the Owner's insurers in connection therewith.

12. Compliance with Governmental Orders. The Agent will take such action as may be necessary to comply promptly with any and all governmental orders or other requirements affecting the Development, whether imposed by federal, state, county or municipal authority, subject, however, to the limitation stated in Subsection 8.e. with respect to repairs. Except for orders or requirements of the Authority, the Agent shall take no such action so long as the Owner is contesting, or has affirmed its intention to contest, any such order or requirement. The Agent will notify the Owner in writing of all notices of such orders or other requirements, within seventy-two (72) hours from the time of their receipt.

13. Development Receipts and Expenses. All monies received by the Agent pertaining to the Development, including but not limited to tenants' rents but excepting tenants' security deposits which shall be held in special accounts in accordance with law, shall, in accordance with the Mortgage and Security Agreement, be deposited in the Development Operations Account established pursuant to the Mortgage and Security Agreement. Monies received by the Agent pertaining to the Development shall in no event be commingled with the Agent's own funds or with funds held by the Agent for other parties, and all monies received by the Agent pertaining to the Development shall be trust funds in the hands of the Agent. Expenses to be paid from the Development Operations Account are those allowed by the Mortgage and Security Agreement but do not include expenses which the Agent is required by the Agreement to pay solely from its own funds. Except for emergency repairs as provided in this Agreement, the Agent shall incur no expenses pertaining to the Development that are not provided for in the annual budget for the Development submitted to the Owner and the Authority pursuant to the Mortgage and Security Agreement. Disbursements from the Development Operations Account shall be made only in the manner prescribed in the Mortgage and Security Agreement.

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14. Fidelity Bond. The Agent will furnish, at its own expense, a fidelity bond in the principal sum of Twenty Five Thousand Dollars ($25,000) which is at least equal to the gross potential income for two months and is conditioned to protect the Owner against misapplication of Development funds by the Agent and its employees. The other terms and conditions of the bond, and the surety thereon, will be subject to the approval of the Owner.

15. Agent's Compensation. The Agent will be compensated for its services under this Agreement in the manner selected below and is irrevocable for the term of the agreement as executed between the parties:

(Please check one.)

a. ☐ An all-inclusive monthly management fee, to be paid as an operating expense of the Development. Such fees will be payable on the first day of each month in the amount of:

(A) 8.50% of Collected Rents for such month, or

(B) a flat fee of $ N/A per unit per month.

The Agent's compensation is intended as payment for **all** of the Agent's costs associated with the delivery of services involved in the management of the Development, and for all of the Agent's general overhead or administrative expense, including the cost of staffing and operating a site office except for on-site office space provided by the Developer for the use of the Agent in addition to the Agent's compensation.

b. ☒ A monthly management fee, to be paid as an operating expense of the Development. Such fees will be payable monthly on the last day of each month in the amount of:

(A) 8.50% of Collected Rents for such month, or

(B) a flat fee of $_____ per unit per month.

Additional project management expenses excluded from the above fee but reasonable and specific to the management of the project are the item(s) which will be charged directly to the project as specified in Addendum A (attached) of the Project Operating Budget submitted annually to MaineHousing. This addendum is subject to the annual review and approval of MaineHousing and once approved becomes an attachment to this agreement.

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16. Term. This Management Agreement shall be in effect for a period of five year(s), beginning on the first day of _____, and is automatically renewable for successive terms of five year(s) each unless either party notifies the other and the Authority at least 60 days prior to the anniversary date of its intent not to renew and/or renegotiate any of the terms of this Agreement, and subject, however to the following conditions:

a. This Agreement will not be binding upon the Owner and the Agent until endorsed by the Authority.

b. This Agreement may be terminated by either the Owner or the Agent as of the end of any calendar month, provided that at least thirty (30) days advance notice thereof is given to the Authority.

c. In the event that a petition in bankruptcy is filed by or against either the Owner or the Agent or in the event that either makes an assignment for the benefit of creditors or takes advantage of any insolvency act, the other party may terminate this Management Agreement without notice to the other, provided that prompt written notice of such termination is given to the Authority.

d. It is expressly understood and agreed by and between the Owner and the Agent that the Authority shall have the right to terminate this Management Agreement at the end of any calendar month, for good cause, on thirty (30) days advance written notice to each the Owner and the Agent. Cause or reason for termination is not limited to cause or reason arising from failure of the Agent to satisfactorily perform any obligation under this Agreement and shall be determined by the Authority in the good faith exercise of its judgement as a reasonable and prudent state housing finance agency. In the event of a default by the Owner under the Owner's mortgage loan, the Authority may terminate this Agreement immediately upon the issuance of a notice of cancellation to each of the Owner and the Agent.

e. Upon termination, the Agent will submit to the Owner any financial statements required by the Owner or the Authority, and after the Owner and the Agent have accounted to each other with respect to all matters outstanding as of the date of termination, the Owner will furnish the Agent security, in form and principal amount satisfactory to the Agent, against any obligations or liabilities which the Agent may properly have incurred on behalf of the Owners hereunder.

17. Owner's Reservation of Authority. Notwithstanding any of the foregoing, the Owner hereby excludes as a function or authority of the Agent and reserves as an exclusive function or authority of the Owner the following:

NONE

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18. Interpretive Provisions.

a. At all times, this Agreement will be subject and subordinate to all rights of the Authority, and will inure to the benefit of and constitute a binding obligation upon the Owner and the Agent and their respective successors and assigns. To the extent that this Agreement confers rights or benefits upon the Authority, this Agreement will be deemed to inure to the Authority's benefit, but without liability to the Authority, in the same manner and with the same effect as though the Authority were a party to this Management Agreement.

b. This Management Agreement constitutes the entire agreement between the Owner and the Agent with respect to the management and operation of the Development and no change will be valid, unless made by supplemental written agreement of the Owner and the Agent endorsed by the Authority.

c. Agent may not assign its rights and responsibilities under this Management Agreement, in whole or in part, without the prior written consent of the Owner and the Authority.

d. This Management Agreement has been executed in several counterparts, each of which shall constitute a complete original Management Agreement, which may be introduced in evidence or used for any other purpose without production of any of the other counterparts.

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IN WITNESS WHEREOF, the Owner and the Agent have duly executed this Management Agreement as of this 1st day of October 2017 at Auburn, Maine.

Owner:
AHDC Development Inc.
By: Hampshire Commons, L.P.
Its: General Partner

Witness: _____ _____

By: _____
Its: President

Agent:
Auburn Housing Authority

Witness: _____ _____

By: Martin S. Szydlowski,
Its: Executive Director

Endorsed by the
Maine State Housing Authority

Witness: _____ By _____

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Attachment C

Utility Correspondence

GORRILL PALMER
An LJB Engineering Company

300 Southborough Drive, Suite 200
South Portland, ME 04106
207.772.2515

March 5, 2026

Michael Broadbent
Auburn Water and Sewerage District
268 Court Street,
Auburn, Maine 04210

Subject: Water & Sewer Ability to Serve Request
143 Hampshire Street, Auburn, Maine

Dear Mr. Broadbent,

On behalf of the Auburn Housing Authority, we would like to verify the Auburn Water & Sewerage District's (AWSD) ability to provide public water and sewer services for a proposed multi-unit housing first residential development located at 143 Hampshire Street in Auburn. This City owned site is identified as Map 250, Lots 309, 310 and 311 according to the City of Auburn's GIS Public Parcel Viewer and a Boundary and topographic survey prepared by Owen Haskell Inc.

The proposed site combines the three lots into a cumulative area of 33,604 SF or 0.77 acres with previously developed parking areas on site. The proposed development includes a three story, 32-unit residential housing first building with a footprint of approximately 12,000 SF along with associated parking, drainage, and utility infrastructure. Each of the 32 units will be for single person living. The survey indicates there are separate sanitary and storm drain trunk lines bisecting the site from Hampshire Street. Our proposed layout seeks to maintain a 20' offset from the storm drain line and even more from the sanitary line. Some hard surface area for the entrance would be located over these trunklines.



Anticipated Flows

Based on the 2023 Maine Subsurface Wastewater Disposal Rules, the anticipated wastewater generation of the multi-family residential building is 3,840 GPD. To determine the peak daily flow, a peaking factor of 3.0 was applied to the average daily design flow. This peak factor was taken from the *Gravity Sanitary Sewer Design and Construction, Second Edition,* by the American Society of Civil Engineers (ASCE) and the Water Environment Federation (WEF). Based on this information, the estimated project water usage and wastewater generation are as follows:

Bedrooms/Unit	Number of Units	Average Daily Flow (GPD)	Peak Flow (GPD)
1 @ 120gpd	32	3,840	11,520

Existing and Proposed Service

Our preliminary consideration for the sanitary connection is to exit the north side of the building and connect to one of the existing sewer cross country trunk lines. The District's input on the desired connection location is requested and we'd ask whether a new structure or a direct pipe connection using an inserta-tee or similar are the preferred method.

With regard to the building's water service, the preliminary utility plan shows two connections from the existing water main in Hampshire Street to the utility room located in the front middle of the building. These will include a 6" fire connection and a 2" domestic connection. We've requested a fixture count summary from the architect and upon receipt will forward it to you.

CLOSURE

As required by the City of Auburn, we are writing to request a letter indicating the ability of AWSD to serve this project. A site survey and an undrafted concept have been included for your review.

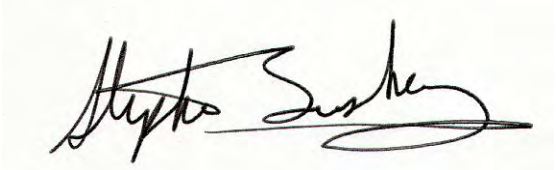
Specifically, our office is interested in a letter from you indicating the following:

- The ability of Auburn Sewerage District's facilities to serve the project,
- Any as-built plans or infrastructure maps available for the area and/confirmation that the information on the survey is accurate.
- Any connection or impact fees,
- Any other factors which may affect water and sewer services at this site.

We are in the process of submitting a Site Plan Application to the City of Auburn and would appreciate your confirmation of site conditions in a timely manner. If you have any questions on the information submitted, please contact our office.

Regards,

GORRILL PALMER



Stephen Bushey, PE
Senior Associate
Phone: (207) 772-2515
sbushey@gorrillpalmer.com

enclosures:
Preliminary Survey Plan
Concept plan

U:\Auburn Housing Development Corp\0129761A.00 - Auburn Maine Housing First project\H Utilities\Auburn Water and Sewer District

From: Mike Broadbent
To: Stephen Bushey
Cc: Eddie Williams
Subject: RE: 143 Hampshire Street - Auburn housing
Date: Friday, March 6, 2026 7:48:02 AM

Thanks Stephen,

I don't see any conflicts with this and the District has sufficient capacity in the area to support this development.

Mike

From: Stephen Bushey <sbushey@gorrillpalmer.com>
Sent: Thursday, March 5, 2026 4:04 PM
To: Mike Broadbent <mbroadbent@awsd.org>
Subject: 143 Hampshire Street - Auburn housing

Hello Mike,

Reaching out with the attached information and initial ability to provide service request for a 32 unit housing first site on the corner of Hampshire and Gamage Streets. This is the city land they've agreed to transfer to Auburn Housing for the purpose of constructing a 32 unit housing first apartment building. The concept you'll find avoids placement over the two trunk lines that bisect the property. Let me know if a quick call would be helpful to discuss specifics.

Thanks

Stephen Bushey| Senior Associate
GORRILL PALMER
An LJB Engineering Company
300 Southborough Drive, Suite 200 | South Portland, ME 04106
207.772.2515 x286 (office) | 207.756.9359 (mobile)
www.gorrillpalmer.com

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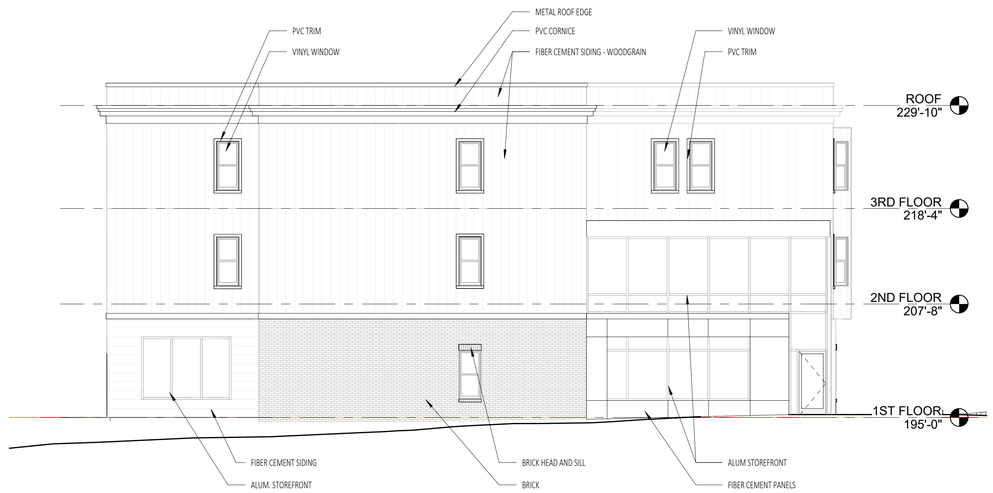
Attachment D

Architectural Plans



HAMPSHIRE STREET ELEVATION | 1

1/8" = 1'-0"



WEST ELEVATION | 2

1/8" = 1'-0"

architecture invivid
631 Stevens Ave Ste #200
Portland, ME 04103
207 - 939 - 7602

Project:

HAMPSHIRE COMMONS

143 HAMPSHIRE STREET, AUBURN, MAINE

Owner/Client:

AUBURN HOUSING AUTHORITY

20 GREAT FALLS PLAZA, AUBURN, ME 04212

Stamp:

NOT FOR CONSTRUCTION

Consultant:

Issuance:

CONCEPT DESIGN

Revisions:

EXTERIOR ELEVATIONS

Scale: 1/8" = 1'-0"

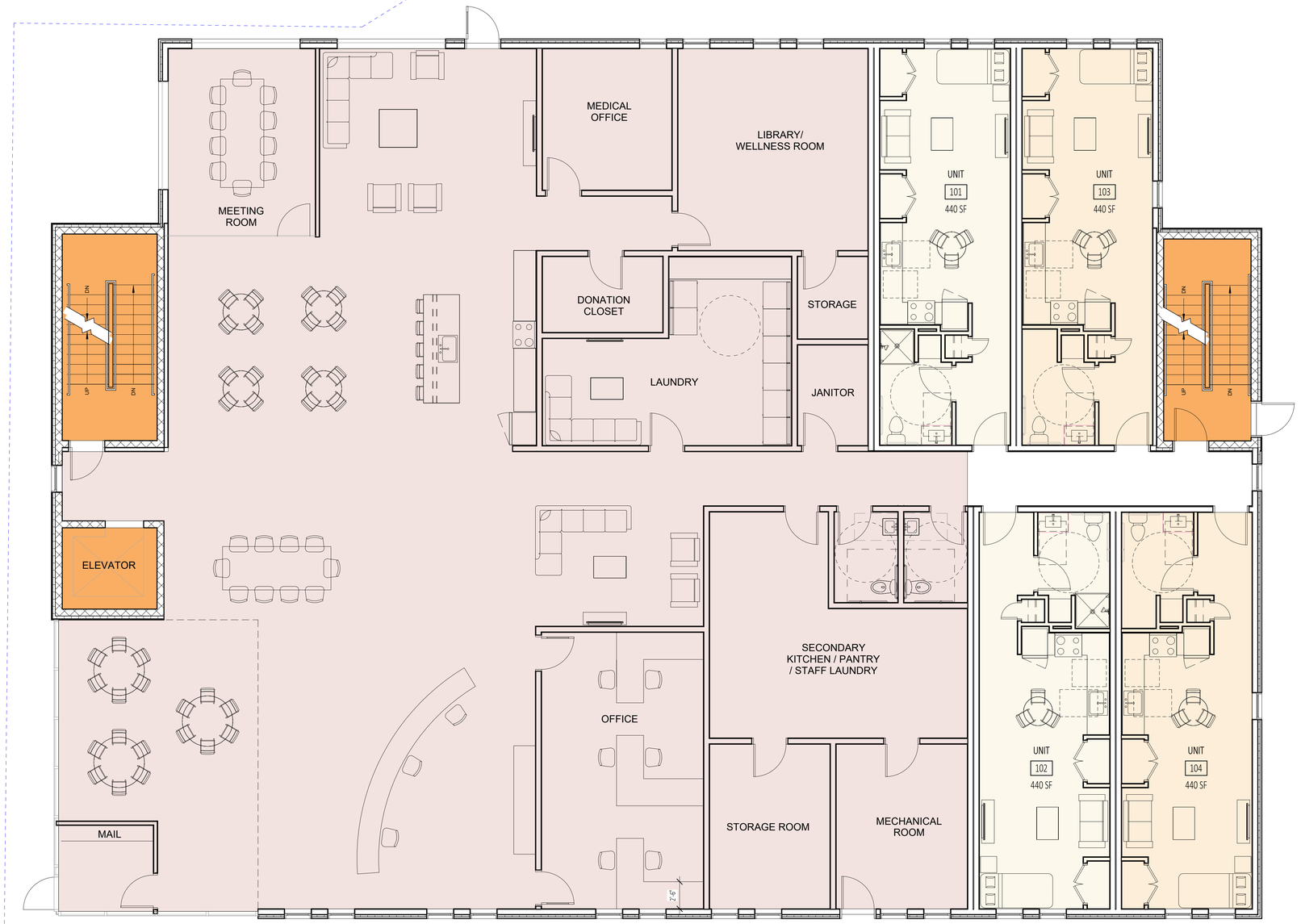
03/12/2026

A2.01

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architecture
invivid

AREA CALCULATIONS
FIRST FLOOR: 8,718 GSF
SECOND FLOOR: 8,744 GSF
THIRD FLOOR: 8,231 GSF +
TOTAL: 25,693 GSF



1ST FLOOR | 1
3/16" = 1'-0"

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architecture invivid
631 Stevens Ave Ste #200
Portland, ME 04103
207 - 939 - 7602

Project:

HAMPSHIRE COMMONS

143 HAMPSHIRE STREET, AUBURN, MAINE

Owner/Client:

AUBURN HOUSING AUTHORITY

20 GREAT FALLS PLAZA, AUBURN, ME 04212

Stamp:

NOT FOR CONSTRUCTION

Consultant:

Issuance:

CONCEPT DESIGN

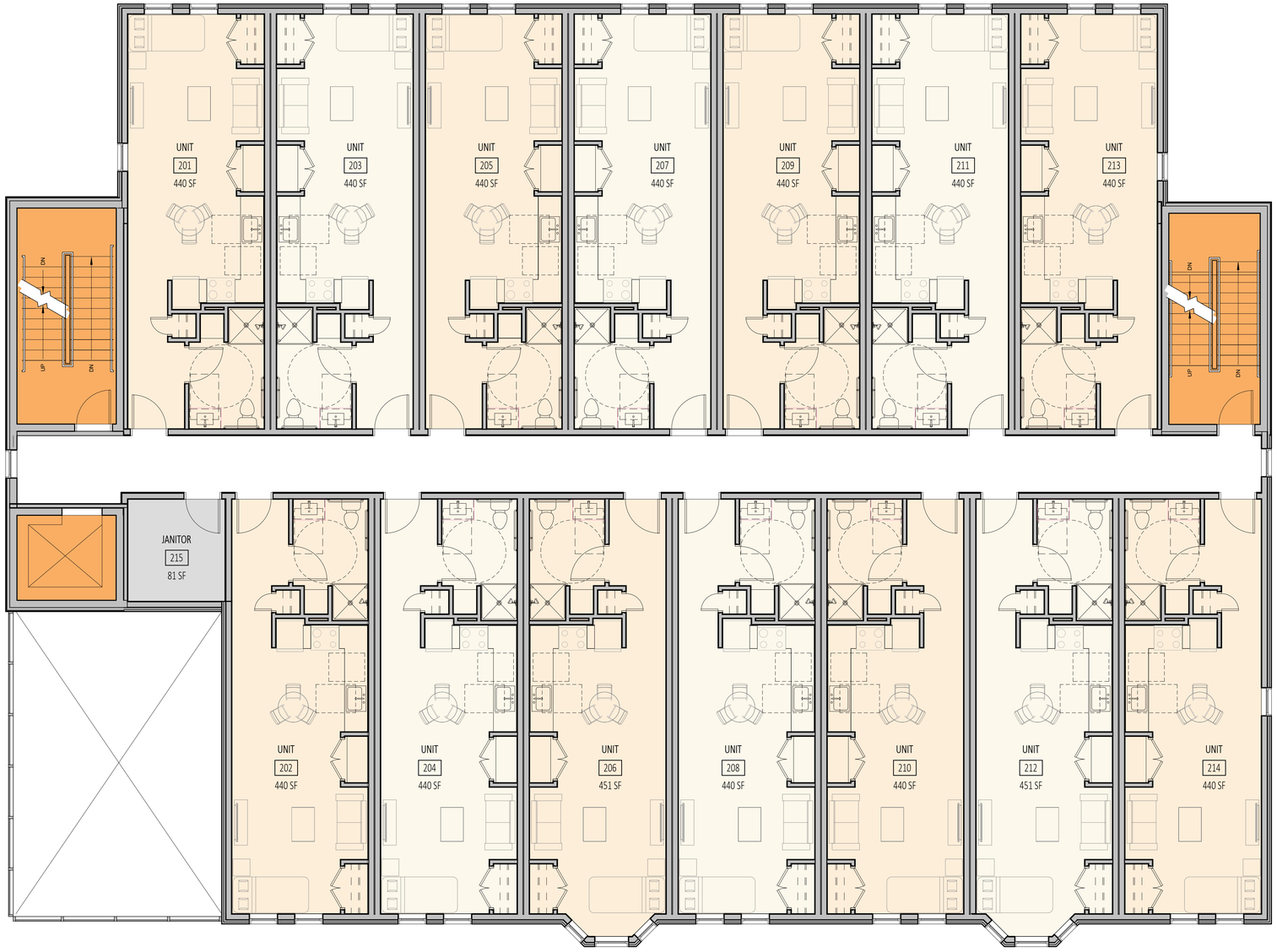
Revisions:

FIRST FLOOR PLAN

Scale: As indicated

03/12/2026

A1.01



2ND FLOOR | 1

3/16" = 1'-0"

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Portland, ME 04103
207 - 939 - 7602

Project:

HAMPSHIRE COMMONS

143 HAMPSHIRE STREET, AUBURN, MAINE

Owner/Client:

AUBURN HOUSING AUTHORITY

20 GREAT FALLS PLAZA, AUBURN, ME 04212

Stamp:

NOT FOR CONSTRUCTION

Consultant:

Issuance:

CONCEPT DESIGN

Revisions:

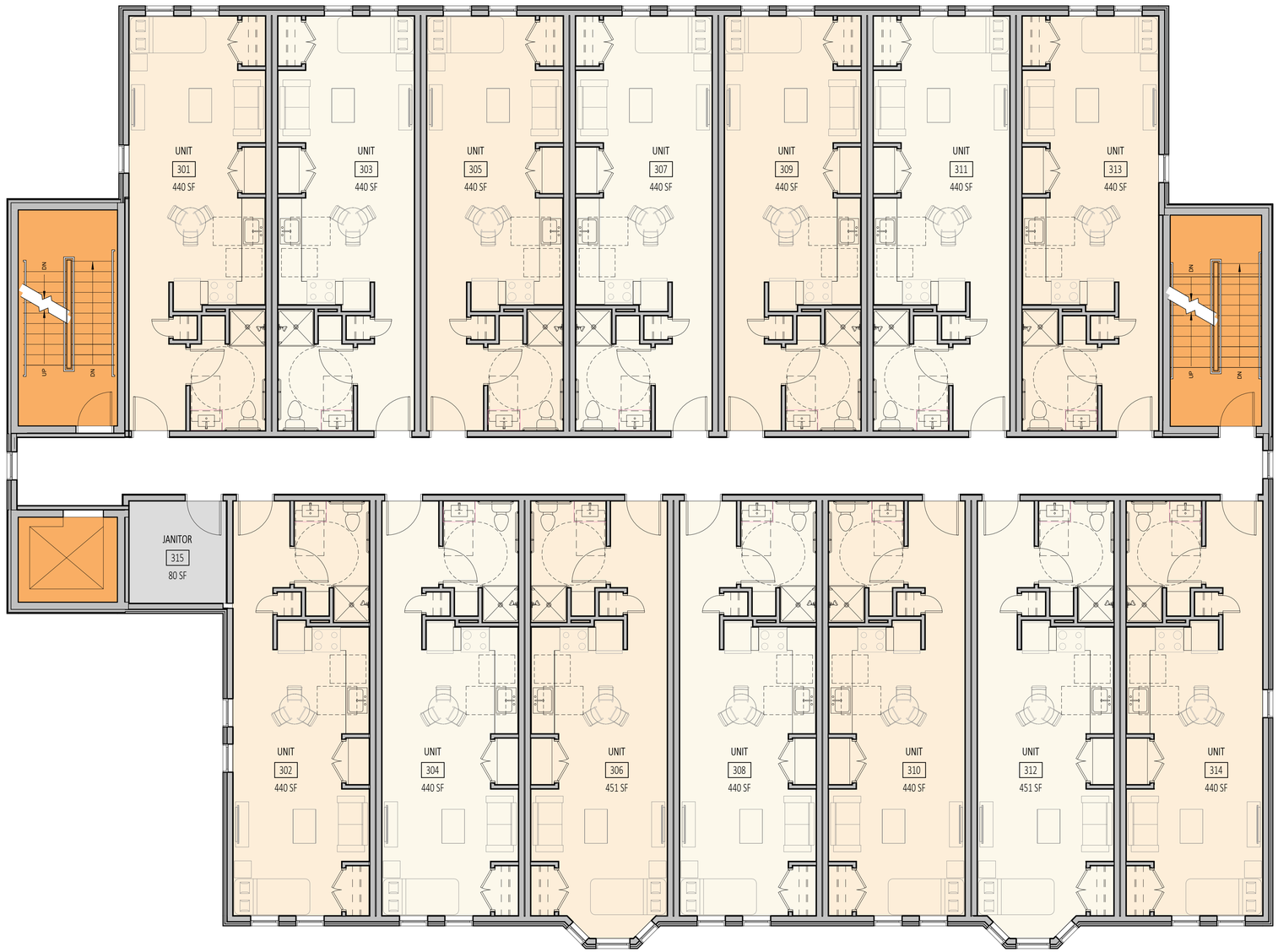
SECOND FLOOR PLAN

Scale: 3/16" = 1'-0"

03/12/2026

A1.02

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3RD FLOOR | 1

3/16" = 1'-0"

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Project:

HAMPSHIRE COMMONS

143 HAMPSHIRE STREET, AUBURN, MAINE

Owner/Client:

AUBURN HOUSING AUTHORITY

20 GREAT FALLS PLAZA, AUBURN, ME 04212

Stamp:

NOT FOR CONSTRUCTION

Consultant:

Issuance:

CONCEPT DESIGN

Revisions:

THIRD FLOOR PLAN

Scale: 3/16" = 1'-0"

03/12/2026

A1.03

Attachment E

Lighting information

ZUMALIGHTING

Project _____ Type _____ Qty _____

Company _____ Part # _____

Beeline Bollard

Overview

The Beeline bollard is a one piece housing and is fabricated from aluminum alloy extrusion welded together with an outdoor polyester powder coat finish. The bollard includes an LED array assembly with an LED array, LED driver and optics and is secured to housing with stainless steel screws and sealed with a silicone gasket. The housing secures to a steel base with stainless steel screws. Vandal Resistance Hardware (VRH) is also available, specify.

Mounting

Heavy duty base (IBP) installs on the ground with anchor bolts (four anchor bolts, nuts and washers). External base plate (ESM) also available, consult factory.

Size

Available in standard 6" wide x 3" deep x 36" high. Custom sizes and heights available, specify.

Electrical

- Watts: 7 watts through 30 watts.
- Voltage: 120v through 277v (U).

LED

High performance LED CRI: 80. Color temperature ranges from CCT: 2700K - 5000K. Also available in Amber LED array, 560nm + (AMBR).

Optics

Available Optics: Type II (T2), Type III (T3), Type IV (T4), and Type V (T5).

Finish

Outdoor polyester powder coat, available in our Zuma standard finishes with a four-step pretreat process to ensure optimal adhesion and surface integrity. Also available in custom RAL and in marine grade finish (MGF), specify.

Controls

- Dimming. 0-10v dimming (D) available.
- Photocell: Small button Style photo cell available in 120V (PH1)[1] or 120v through 277v (PH2) on side of fixture[2].
- Motion Sensor (M)

1 For use with 120v input voltage only.
2 For use with 120v through 277v universal voltage (U) only.

Options

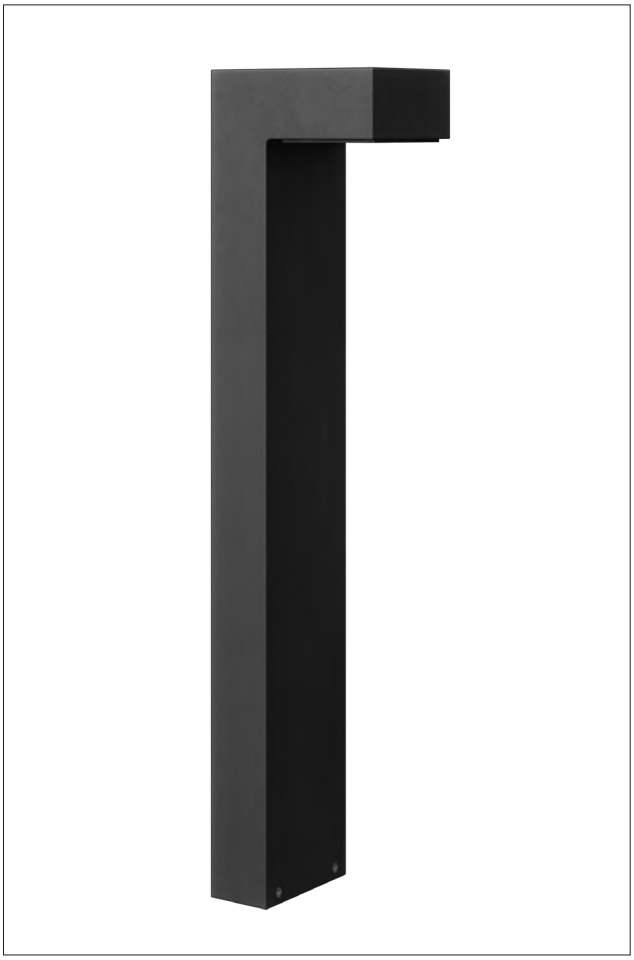
- Bollard can be made to "Buy American Compliant" (BAA)[1] and "Build America, Buy America Act Compliant" (BABA)[1] (includes BAA)
- Emergency Battery Backup (EMB)
- Sky Night Friendly (SKY)
- 180° Houseside Shield on Optics (HSSOP)
- 120 volt GFCI (GFCI1)[2]
- 120 volt GFCI with usb-a and usb-C (GFCI2)[1]
- Surge Protection (SP): Field installed in the bottom of the bollard.
- Marine grade finish (MGF) available in standard and custom colors, consult factory.
- Vandal Resistance Hardware (VRH): Optional vandal resistant stainless steel hardware installed for added security.

1 Must specify at time of ordering in order to ensure product is manufactured to meet all required compliances.
2 Requires seperate power supply. Includes outdoor box and cover.

MARINE GRADE FINISH

SKY NIGHT FRIENDLY

BAA/BABA Optional



Certificates & Warranty

- Designed to comply with UL 8750
- Suitable for Wet Locations
- 5-Year Warranty

Technical

- Operating Temperature: -40°F to 95°F (-40°C to 35°C)

Zuma Lighting LLC | 3850 S. Santa Fe Ave. Los Angeles, CA 90058 | www.zumalighting.com | (310) 975-3126

ZUMALIGHTING

Project _____ Type _____ Qty _____

Company _____ Part # _____

Beeline Bollard

Example Code: BEE-B-63-36-10W-U-3K-T2-IBP-BK-D-GFCI2

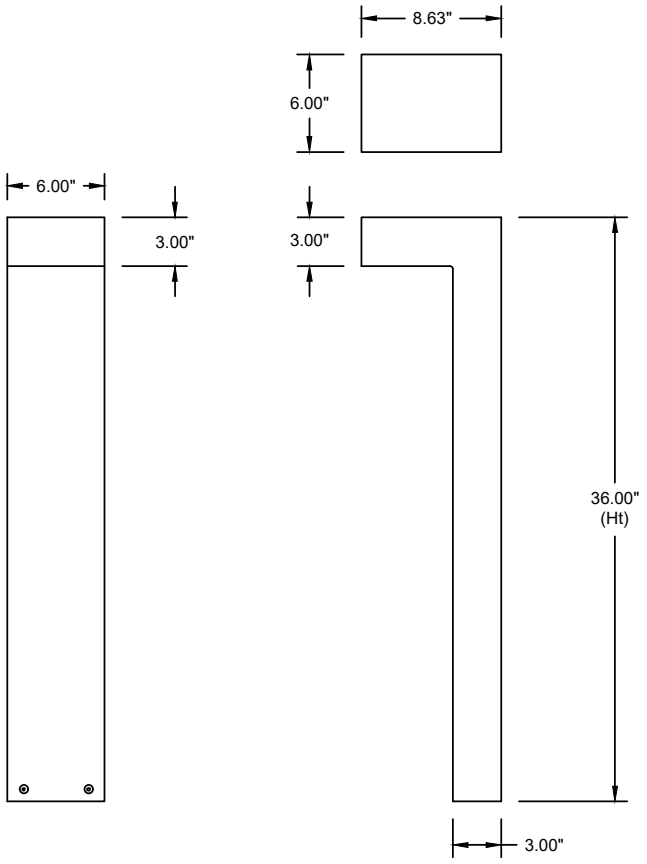
Item	Size	Height	Wattage Lumens[1]	Volts	Color Temp	Optics	Mounting	Finish	Controls	Options
BEE-B Beeline Bollard	**63** 6"W x 3"D	**36** 36"	**10W** 647-1130	**U** 120v-277v	**27K** 2700K	**T2** Type II	**IBP** Internal Baseplate (Std.)	**BZ8** Zuma Bronze	**D** Dimming (0-10v)	**BAA**[2] Buy America Act Compliant
	CSxxx[3] Custom Size	**42** 42"	**12W** 776-1356	**HV** 347v-480v	**3K** 3000K	**T3** Type III	**ESM** External Surface Mount	**BK** GT Black	**M** Motion Sensor	**BABA**[2] Build America, Buy America Act Compliant
		CHxxx[4] Custom Height	**15W** 970-1695		**35K** 3500K	**T4** Type IV		**SL** Iridium Silver	**PC** Photocell	**EMB** Emergency Battery Backup
			20W 1294-2260		**4K** 4000K	**T5** Type V		**WH** Alpine White		**SKY** Sky Night Friendly
			30W 2940-3390		**45K** 4500K			**GRY** Granite Gray		**HSSOP** 180° Houseside Shield (Optics)
					5K 5000k			**GRN** Moss Green		**GFCI1** GFCI outlet box only
					AMBR[5] 560nm+			**CCxxx**[6] Custom Color		**GFCI2** GFCI, usb-A, usb-C and Cover
										SP Surge Protection
								061225		**MGF** Marine Grade Finish
										VRH Vandal Resistant Hardware

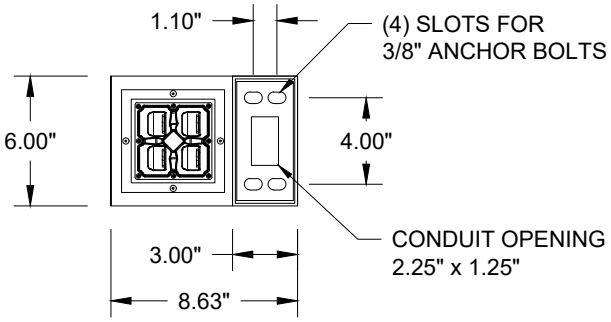
1 Lumen values may vary based on factors such as distribution type and color temperature.
2 Consult our sales team for detailed information on compliance with domestic manufacturing regulations.
3 For custom head sizes specify width and depth in inches (e.g.: CS65 = 6" Wide x 5" Deep). Min Width: 6.00". Min Depth: 3.00".
4 For custom height specify in inches (e.g.: CH48 = 48" High).
5 Amber lighting is for turtle and wildlife friendly requirements (560nm+) and lumen outputs will be reduced to approximately 40-50 lm/w.
6 Custom colors: Available in smooth and textured finishes. Also available in RAL and Sherwin Williams colors, consult factory.

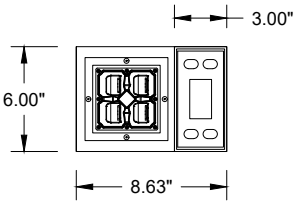
Zuma Lighting LLC | 3850 S. Santa Fe Ave. Los Angeles, CA 90058 | www.zumalighting.com | (310) 975-3126

Beeline Bollard

Dimensions







Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

V-Locity® Small (VALS)

Outdoor LED Area Light

IP66 IK07



OVERVIEW	
Lumen Package	6,000 - 27,000
Wattage Range	36 - 178
Efficacy Range (LPW)	96 - 171
Weight lbs(kg)	20 (9.1)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical units. Cast aluminum wiring access door located underneath.
- Self-contained optic, board and heat sink assembly can be rotated or replaced in the field.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: TBD lbs in carton.

Optical System

- State-of-the-Art acrylic optics delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary refractor optics provide exceptional coverage and uniformity in distribution types 2, 3M, 3W, 4M, 4W, 4F, FTM, 5QN, 5QM, 5Q, 5QW, AM, WF and LC/RC.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377 as well as phosphor converted amber.
- Minimum CRI of 80 (optional 70 CRI for 5000K, 4000K, and 3000K).
- Factory or field installable integral shielding available for enhanced spill light control.
- Zero Uplight (excludes adjustable arms).

Electrical

- High-performance driver features over-voltage, under voltage, short-circuit and over temperature protection.
- 0-10 volt dimming (10% - 100%) standard, must specify EXT option for dimming leads to be extended to fixture exterior.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- AirLink™ Blue wireless control system with technology partner Silvair incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim

Installation

- REDiMount pole mount arm allows for a true one person installation.
- Side arm pole mount designed to mount to square or round poles.
- Pole mount arms can accommodate pole drill patterns from 2.4 to 5" on center and utilize LSI's reduced B3 or traditional B5 drill patterns.
- Additional mounting options are available including a mast arm or adjustable slip fitter that allow for luminaire attachment to a 2 3/8" tenon or mast arm.
- Adjustable arms allow for 65° of tilt (-5°below horizontal to +60° above horizontal) in 5° increments.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky approved with 3000K or warmer color temperature selection and fixed mounting arms / non-adjustable brackets.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications are qualified.
- IK07 rated luminaire per IEC 66262 mechanical impact code.

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V-Locity® Small (VALS) Outdoor LED Area Light

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: VALS 18L 4W UNV 40K8 BLK SA ALBMR2LR IS

Prefix	Lumen Package	Distribution	Orientation[2]	Voltage	Color Temp /Rendering	Finish
VALS - V-Locity Area Light Small	**6L** - 6,000 lms, 36W **9L** - 9,000 lms, 54W **12L** - 12,000 lms, 74W **15L** - 15,000 lms, 91W **18L** - 18,000 lms, 111W **21L** - 21,000 lms, 130W **24L** - 24,000 lms, 155W **27L** - 27,000 lms, 178W Custom Lumen Packages[1]	**2** - Type 2 **3M** - Type 3 Medium **3W** - Type 3 Wide **4M**- Type 4 Medium **4F** - Type 4 Forward **4W** - Type 4 Wide **FTM** - Forward Throw Medium **5QN** - Type 5 Square Narrow **5QM** - Type 5 Square Medium **5Q** - Type 5 Square **5QW** - Type 5 Square Wide **AM**- Automotive Merchandise **WF** - 6x6 Wide Flood **LC** - Left Corner **RC** - Right Corner	**(Blank)** - Standard **L**- Optics rotated left 90° **R** - Optics rotated right 90°	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**50K7**- 5000 CCT - 70 CRI **50K8**- 5000 CCT - 80 CRI **40K7** - 4000 CCT - 70 CRI **40K8**- 4000 CCT - 80 CRI **35K8**- 3500 CCT - 80 CRI *DarkSky Approved CCT's* **30K7**- 3000 CCT - 70 CRI **30K8** - 3000 CCT - 80 CRI **27K8** - 2700 CCT - 80 CRI	**BLK -** Black **BRZ -** Dark Bronze **GMG -** Gun Metal Gray **GPT -** Graphite **MSV -** Metallic Silver **PLP -** Platinum Plus **SVG -** Satin Verde Green **WHT -** White

Mounting	Controls (Choose One)	Options
SA - Universal Side Arm Pole Mount **SF** - Adjustable Slip Fitter **UA**- Universal Adjustable Pole Mount Arm **MA** - Mast Arm	**(Blank)** - None **Wireless Controls System** **ALSC** - AirLink Synapse Control System **ALSCS2** - AirLink Synapse Control System with 12-20' MH Motion Sensor **ALSCS4 -** AirLink Synapse Control System with 20-40' MH Motion Sensor **ALBMR1LR** - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (8-15' MH)[4] **ALBMR2LR** - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (16-40' MH)[4] **Stand-Alone Controls** **EXT** - 0-10v Dimming leads extended to housing exterior **CR7P** - 7 Pin Control Receptacle ANSI C136.41[3] **IMSBTL1** - Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[4] **IMSBTL2** - Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[4] **PCIU** - 120-277 Button Photocell **PCI347** - 347V Button Photocell	**IS -** Integral Shield[2] **TE** - Tooless Entry (Mast Arm Only)

Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

Accessory Ordering Information[5]

CONTROLS ACCESSORIES	
Description	**Order Number**
Twist Lock Photocell (120V) for use with CR7P	**122514**
Twist Lock Photocell (208-277) for use with CR7P	**122515**
Twist Lock Photocell (347V) for use with CR7P	**122516**
Twist Lock Photocell (480V) for use with CR7P	**1225180**
AirLink 5 Pin Twist Lock Controller	**661409**
AirLink 7 Pin Twist Lock Controller	**661410**
Shorting Cap for use with CR7P	**149328**
Adjustable Output Module	**734263**

FUSING OPTIONS[7]	
Description	**Order Number**
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (208V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

EXTERNAL SHIELDING OPTIONS	
Description	**Order Number**
1.5" External Shield	See Shielding Guide
3" External Shield	

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on Type 5 or wide flood distributions.
3. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
4. Motion sensors are field configurable via the LSI app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "CLR" denotes finish. See Finish options.
7. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatability.

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V-Locity® Small (VALS) Outdoor LED Area Light

Type : _____

Have questions? Call us at (800) 436-7800

ACCESSORIES

MOUNTING ACCESSORIES

Side Arm

Bullhorn Bracket
Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 adjustable slip fitter mount luminaires
Part Number: BKS PTB 2 CLR / BKS PTB 12 CLR (2 Luminaires)
Part Number: BKS PTB 3-30 CLR / BKS PTB 13-30 CLR (3 Luminaires)
Part Number: BKS PTB 4 CLR / BKS PTB 14 CLR (4 Luminaires)



Flood Wall Mount Bracket
Mounts onto vertical wall surface (hardware/anchors not included)
Part Number: BKS FMW 5 CLR (5" Straight Version)
Part Number: BKS FMW 18 CLR (18" Curved Version)



Bolt on Side Tenon Mount
Bolt on Side Tenon Mount
Part Number: BKSFBO 5 CLR (5" Straight Version)
Part Number: BKSFBO 18 CLR (18" Curved Version)
Part Number: BKSFBO 30 CLR (30" Dual Tenon Version)



Tenon / Slipfitter

Square Tenon Top
Allows to seamlessly integrate LSI luminaires to open top 4", 5" or 6" square poles with 11 ga. Or 7 ga. wall thickness
Part Number: BKA ISF10 _SQ CLR



Square Tenon Top
Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 luminaires
Part Number: BKA XNM *



Square Internal Slipfitter
Mounts inside 4" or 5" square pole and allows for mounting up to 4 lumianires
Part Number: BKA X_ISF * CLR



Wall Mount/ Wood Pole

Wall Mount Bracket
Mounts onto vertical wall surface (hardware/anchors not included)
Part Number: BKS XBO WM CLR
Part Number: BKS B3 WM CLR *(w/Surface Conduit Entry)*



Wood Pole Bracket
Mounts onto wooden poles (6" minimum OD, hardware/anchors not inlcuded)
Part Number: BKS XBO WP CLR



SHIELDING, POLES & MISC. ACCESSORIES

Shielding

Integral Shield for Asymmetric Distributions
Field Install Integral shield provides maximum backlight control by shiedling each individual row of LEDS with minimal impact on Streett/front side distribution (includes 2 shields)
Part Number: 839727



Integral Shield for Left and Right Corner Distributions
Field install integral shield provides cutoff from two sides for maximum spill light control when utilizing LC or RC corner distributions (includes 2 shields)
Part Number: TBD



External Shield
External shield blocks view of light source from anyside of luminaire, additional shielding configurations available
Part Number: 835696 (1.5") / 835694 (3")



Poles

Square Poles
14 - 39' steel and aluminum poles in 4", 5" and 6" sizes for retrofit and new construction
Part Number: 4SQ/5SQ/6SQ



Round Poles
10 - 30' steel and aluminum poles in 4" and 5" sizes for retrofit and new construction
Part Number: 4RP/5RP



Tapered Poles
20' - 39' steel and aluminum poles for retrofit and new construction
Part Number: RTP



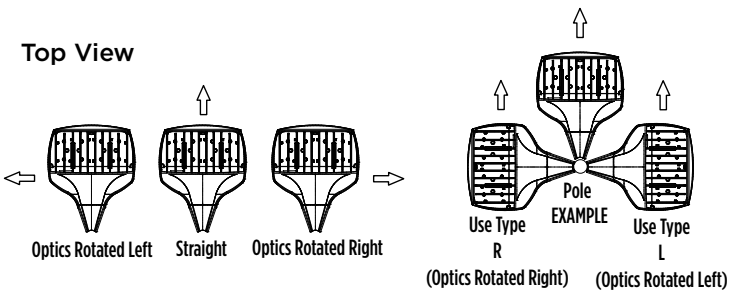
Misc.

Bird Spikes
10' linear bird spike (3' recommended per luminaire) silcone adhesive (covers approximately 25' linear fee of bird spike) and application tool
Spike Part Number: 751631
Adhesive Part Number: 751632
Caulk Gun Part Number: 751636



1 Replace CLR with paint finish description
2 Repleace XX with SQ for square pole or RD for round pole (≥3" OD)
3 Replace * with S (Single), D180 (Double @180°), D90 (Double @90°), T90 (Triple), Q90 (Quad)
4 Replace _ with 4 (4" square pole) or 5 (5" square pole)

OPTICS ROTATION

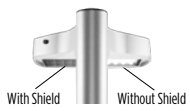


ACCESSORIES/OPTIONS

Integral Shield (IS)

Integral Shield (IS) available for improved backlight control without sacrificing Streett side performance. LSI's Integral Shield (IS) option delivers backlight control that significantly reduces spill light behind the pole for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Shields rotate with the optical distribution.

Integral Shield (IS)



Luminaire Shown with AirLink Blue Sensor Option



7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Luminaire Shown with CR7P



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PHOTOMETRICS

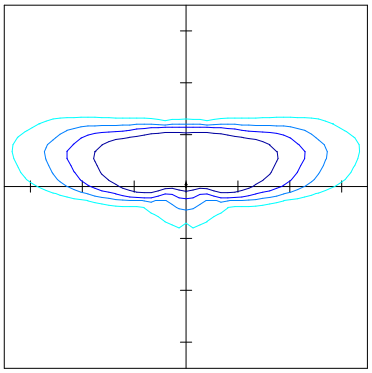
Back to Quick Links

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

VALS 18L 2 40K8

V-LOCITY Area Small, 18,000lm, Type 2 Distribution



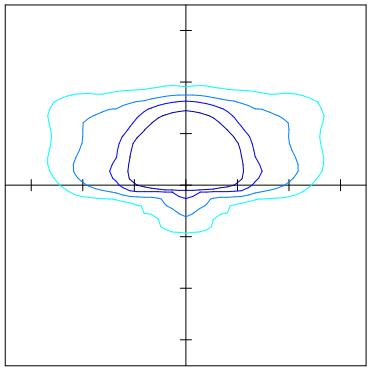
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	III Medium	III Medium
BUG Rating	B2-U0-G4	B1-U0-G3
Street Side Lumen %	87.3%	96.1%
House Side Lumen %	12.7%	3.9%
Uplight %	0.0%	0.0%

VALS 18L 3M 40K8

V-LOCITY Area Small, 18,000lm, Type 3 Medium Distribution



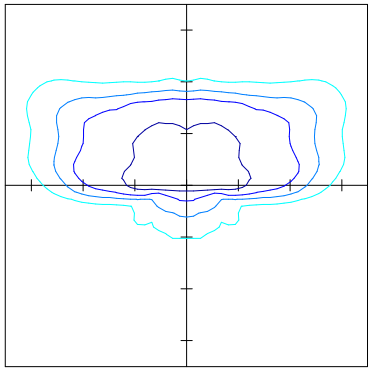
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	III Very Short	III Very Short
BUG Rating	B1-U0-G3	B1-U0-G3
Street Side Lumen %	93.4%	97.2%
House Side Lumen %	8.6%	2.8%
Uplight %	0.0%	0.0%

VALS 18L 3W 40K8

V-LOCITY Area Small, 18,000lm, Type 3 Wide Distribution



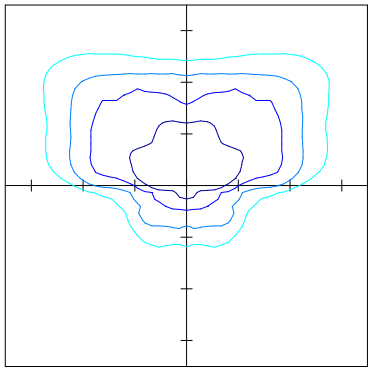
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	IV Medium	IV Medium
BUG Rating	B2-U0-G5	B1-U0-G4
Street Side Lumen %	86.9%	94.0%
House Side Lumen %	13.1%	6.0%
Uplight %	0.0%	0.0%

VALS 18L 4W 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Wide Distribution



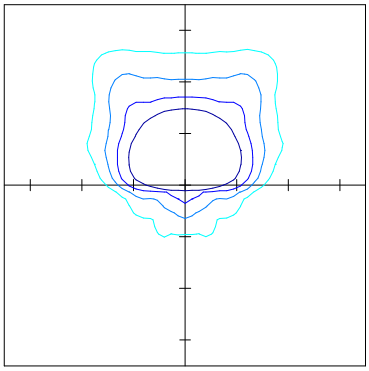
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	IV Medium	IV Medium
BUG Rating	B1-U0-G4	B0-U0-G3
Street Side Lumen %	89.9%	94.0%
House Side Lumen %	10.1%	3.5%
Uplight %	0.0%	0.0%

VALS 18L 4M 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Medium Distribution



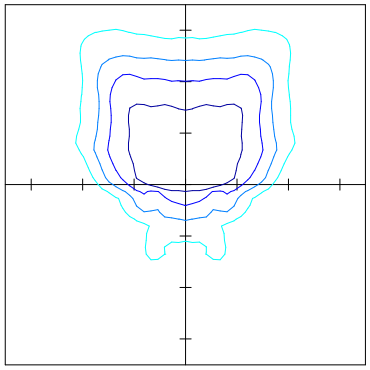
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	IV Very Short	III Very Short
BUG Rating	B1-U0-G4	B0-U0-G2
Street Side Lumen %	92.9%	99.0%
House Side Lumen %	7.1%	1.0%
Uplight %	0.0%	0.0%

VALS 18L 4F 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Forward Distribution



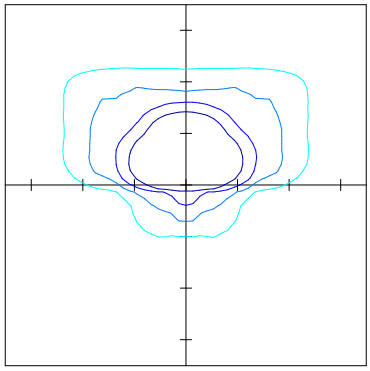
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	IV Short	IV Shortt
BUG Rating	B2-U0-G5	B0-U0-G3
Street Side Lumen %	89.7%	98.3%
House Side Lumen %	10.3%	1.7%
Uplight %	0.0%	0.0%

VALS 18L FTM 40K8

V-LOCITY Area Small, 18,000lm, Forward Throw Medium Distribution



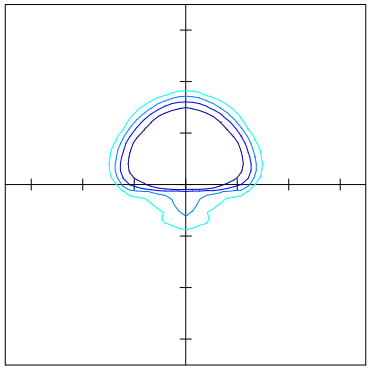
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	III Very Short	III Very Short
BUG Rating	B1-U0-G3	B0-U0-G3
Street Side Lumen %	93.0%	98.4%
House Side Lumen %	7.0%	1.6%
Uplight %	0.0%	0.0%

VALS 18L AM 40K8

V-LOCITY Area Small, 18,000lm, Automotive Merchandise Distribution



20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	III Very Short	III Very Short
BUG Rating	B1-U0-G2	B0-U0-G2
Street Side Lumen %	95.3%	99.3%
House Side Lumen %	4.7%	0.7%
Uplight %	0.0%	0.0%

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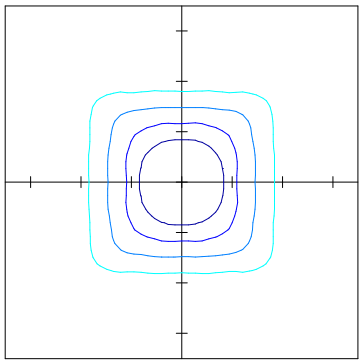
PHOTOMETRICS (CONTINUED)

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

VALS 18L 5QN 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Narrow Distribution



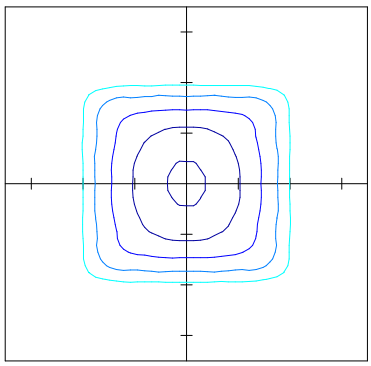
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Very Short
BUG Rating	B3-U0-G2
0 - 60° Zonal Lumens	73.8%
60 - 90° Zonal Lumens	26.2%
Uplight %	0.0%

VALS 18L 5QM 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Medium Distribution



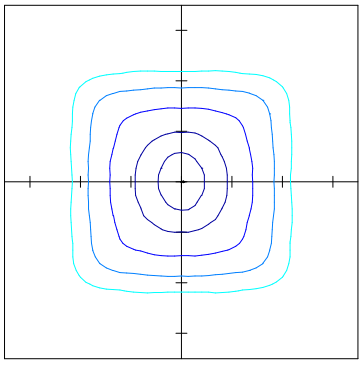
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Short
BUG Rating	B4-U0-G2
0 - 60° Zonal Lumens	51.0%
60 - 90° Zonal Lumens	49.0%
Uplight %	0.0%

VALS 18L 5Q 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Distribution



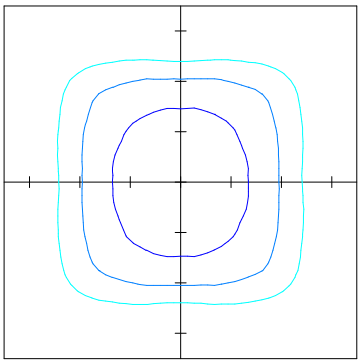
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Medium
BUG Rating	B5-U0-G3
0 - 60° Zonal Lumens	41.8%
60 - 90° Zonal Lumens	58.2%
Uplight %	0.0%

VALS 18L 5QW 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Wide Distribution



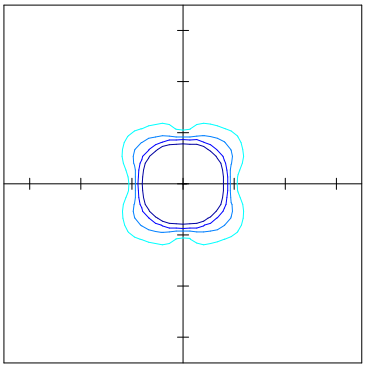
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Medium
BUG Rating	B5-U0-G3
0 - 60° Zonal Lumens	33.7%
60 - 90° Zonal Lumens	66.3%
Uplight %	0.0%

VALS 18L WF 40K8

V-LOCITY Area Small, 18,000lm, Wide Flood Distribution



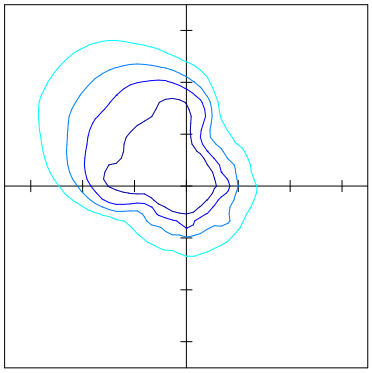
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

NEMA Type	6x6
Max Candela	9,352
Max Candela Angle	-19.5H x -29V
Beam Angle	80.7 x 90.0°
Field Angle	109.9 x 117.7°

VALS 18L LC 40K8

V-LOCITY Area Small, 18,000lm, Left Corner Distribution



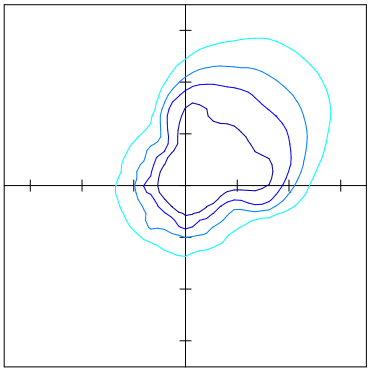
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	N/A	N/A
BUG Rating	B2-U0-G4	B1-U0-G3
Street Side Lumen %	75.9%	91.9%
House Side Lumen %	24.1%	8.1%
Uplight %	0.0%	0.0%

VALS 18L RC 40K8

V-LOCITY Area Small, 18,000lm, Right Corner Distribution



20' Mounting Height / 30' Grid Spacing

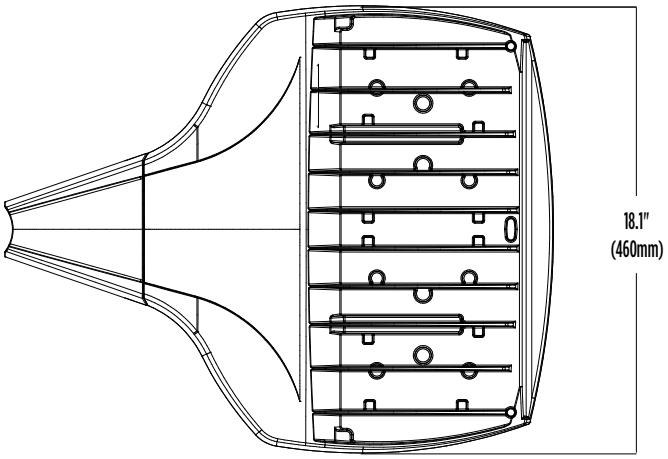
2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	N/A	N/A
BUG Rating	B2-U0-G4	B1-U0-G3
Street Side Lumen %	75.9%	91.9%
House Side Lumen %	24.1%	8.1%
Uplight %	0.0%	0.0%

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PRODUCT DIMENSIONS

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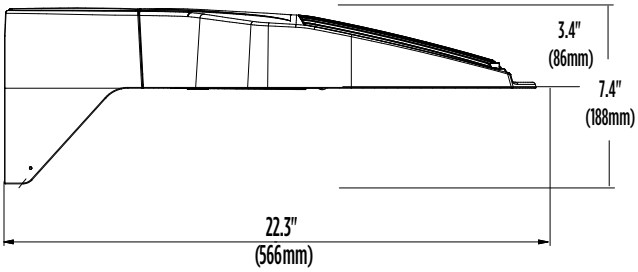
Luminaire EPA Chart - SA Side Arm		
Tilt Degree		0°
	Single	0.7
	D180°	1.3
	D90°	1.0
	T90°	1.4
	TN120°	1.5
	Q90°	1.4

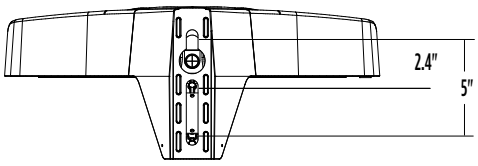
Luminaire EPA Chart - UA Universal Adjustable Arm						
Tilt Degree		0°	15°	30°	45°	60°
	Single	0.8	0.8	1.3	1.8	2.1
	D180°	1.5	1.9	2.5	3.2	3.8
	D90°	1.5	1.9	2.5	3.2	3.8
	T90°	1.8	2.1	2.7	3.2	3.8
	TN120°	1.8	2.3	3.4	4.3	5.0
	Q90°	1.8	2.1	2.7	3.2	3.8

Luminaire EPA Chart - MA Mast Arm		
Tilt Degree		0°
	Single	0.5

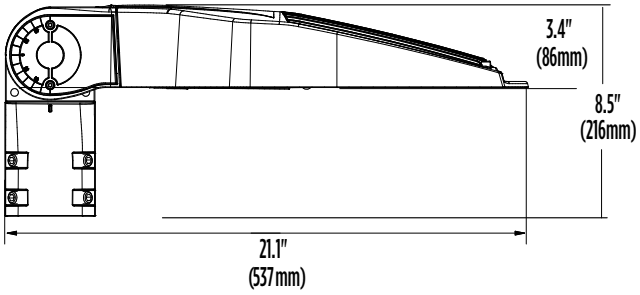
Luminaire EPA Chart - SF Adjustable Slip Fitter						
Tilt Degree		0°	15°	30°	45°	60°
	Single	0.7	1.3	1.4	1.8	2.2

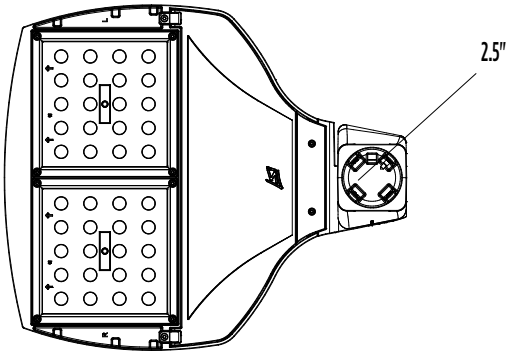
SA Universal Side Arm Mount



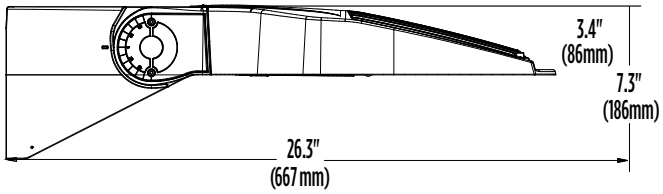


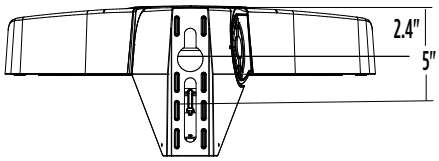
SF Adjustable Slipfitter



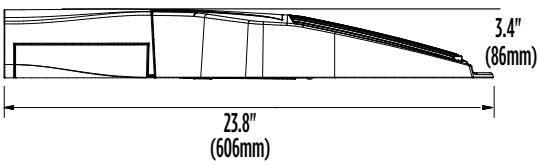


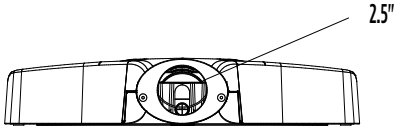
UA Universal Adjustable Arm





MA Mast Arm





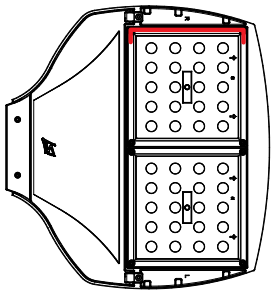
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EXTERNAL SHIELDING

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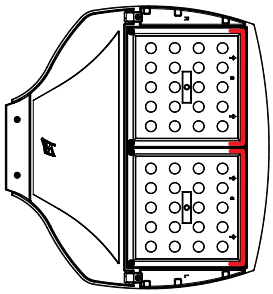
Field installable external shields are available in 1.5” and 3” depths for blocking visibility of the light sorce from any side of the luminaire (consult factory for custom shield sizes). For “house side” shielding we recommend using the integral shield option which provides effictive spill light control and also block visability of the light source behind the luminaire. Due to the highly configurable nature of this product, IES files are not available for any external shield accessory configuration.

Side



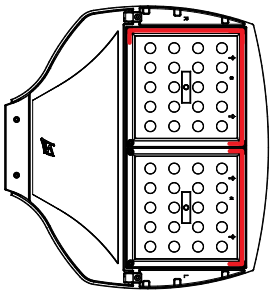
1 Shield per Luminiare

Front



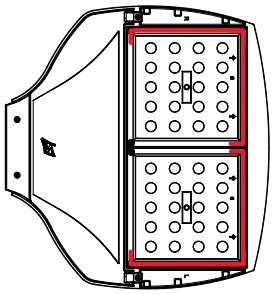
2 Shields per Luminiare

Side and Front



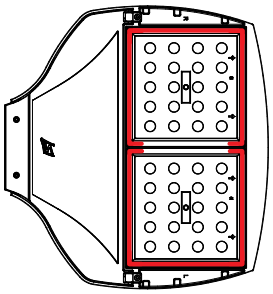
3 Shields per Luminiare

Both Sides and Front



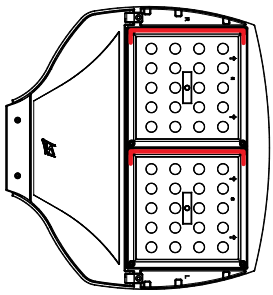
4 Shields per Luminiare

360º



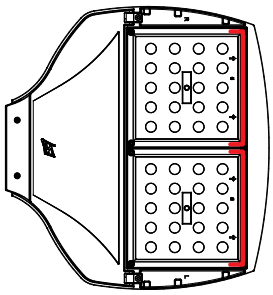
6 Shields per Luminiare

Side



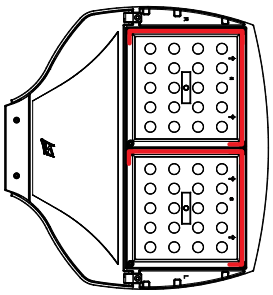
2 Shields per Luminiare

Front



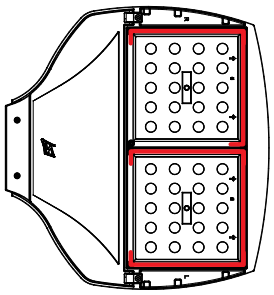
2 Shields per Luminiare

Side and Front



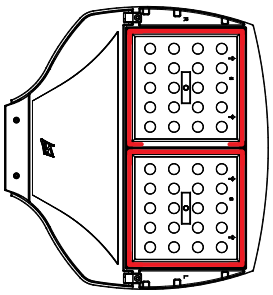
4 Shields per Luminiare

Both Sides and Front



5 Shields per Luminiare

360º



7 Shields per Luminiare

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CONTROLS

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Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT

LEVITON App Apple Android

AirLink Blue (ALBMRxLR, ALBCSx)

Wireless Bluetooth Mesh Lighting Control System that incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim to provide energy savings code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App with technology partner Silvair. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more details about AirLink Blue

AirLink Blue App Apple

Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
OMSBTxL/IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High
OMS	Motion	No Motion	N/A	N/A	N/A	30 seconds	Auto

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.
On Light Level	The light level that the fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when no motion is detected.
Delay to Dim	The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.
Delay to Off	The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.
Sensitivity	The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.

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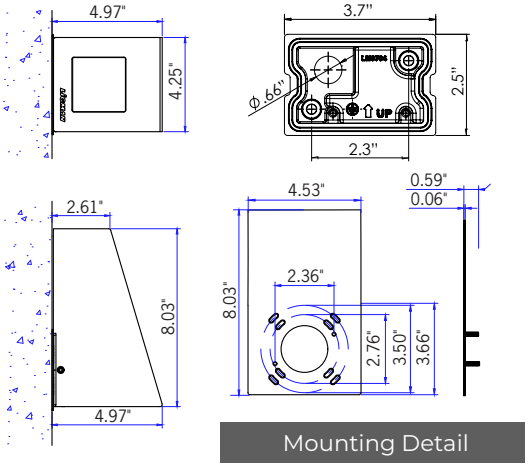
ULEW-30001
Leeds 1 Small Surface Wedge Downlight

microVos TECHNOLOGY

LIGMAN LIGHTING USA



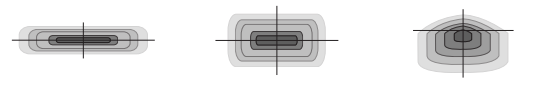
5.5w LED 627 Lumens
IP65 · Suitable For Wet Locations
IK07 · Impact Resistant
Weight 5 lbs



Mounting Detail

microVos TECHNOLOGY

Ligman's micro Variable Optical System provides the ability to interchange, mix & rotate optics to provide specific light distributions for optimized spacing and uniformity.



Type I | Type II | Type III



Type IV | Type V

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B0 - U0 - G0 [T1, T2, T3, T4, ME]
B1 - U0 - G0 [M, W, EW]

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

MicroPRIM Finishes

MicroPRIM is Ligman's trade marked decorative powder coating technology that permanently infuses colors, patterns, or imagery directly into the surface of luminaires and poles while providing protections that standard powder coating does not offer.

MicroPRIM finishes include nature-inspired wood grains and stone aesthetics, material-inspired finishes such as brushed metal, concrete, and carbon fiber, Solid colors in Ligman standard colors, as well as any RAL or Pantone color, Decorative patterns, custom imagery and more.

Coating and Infusion Process

Metal components are pre-treated and powder coated with a proprietary polyurethane-based coating engineered for outdoor architectural use. Decorative patterns or imagery are then permanently infused into the cured powder coat through a heat-based process, creating a durable, integrated finish.

Performance and Validation

MicroPRIM finishes are suitable for indoor and outdoor applications and meet AAMA2605 architectural coating requirements. Performance is validated through laboratory and real-world testing to ASTM standards for UV exposure, adhesion, abrasion, impact, salt spray, chemical resistance, and graffiti resistance.

All MicroPRIM finishes are backed by Ligman's 10-year warranty.

Key Performance Attributes
•Anti-graffiti resistance
•UV and weather resistance
•Scratch and abrasion resistance
•Natatorium Rated for installation in corrosive environments)

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Clean, beautiful, surface wall fixtures with class leading performance. Minimalist form, yet the most powerful and flexible lighting tool of its type, offering packages up to 2,400 lumens and microVos technology.

A range of small, square and rectangular, ADA compliant wall mounted luminaires with options of upward or downward light distributions. Ideally suited to illuminate the wall and surfaces in front of wall and for light accents on vertical surfaces using high efficiency LED's. The Leeds is suitable for indoor and outdoor applications and provides a clean, visually appealing solution for small, unobtrusive wall mounted luminaires.

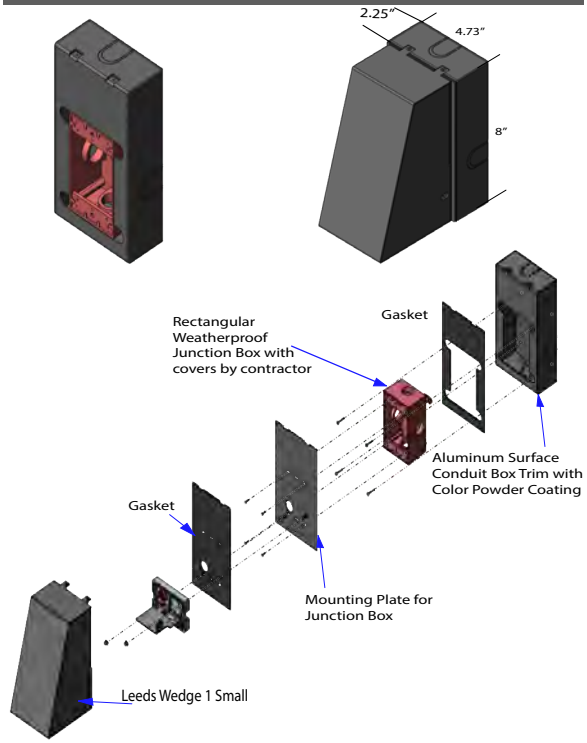
This luminaire is available in 3 different sizes and in combinations of down, up or up/down light distributions.

This fixture utilizes microVos technology, meaning the ability to do Type I,II,III,IV & V distributions as well as hybrid distributions to suit the designer's requirements.

Using the microVos optics allows for very wide spacing to mounting height ratios, while still providing perfect uniformity and code compliant light levels.

To meet International Dark Sky criteria, 3000k or warmer LEDs must be selected and luminaire fix mounted (+/- 15˚ allowable to permit leveling).

Additional Options (Consult Factory For Pricing)



SCBT
Surface Conduit Box Trim

NOTE: This trim covers a shallow single gang, surface mount junction box [Provided by contractor] Example: Hubbell: - 5322-0 - 1-Gang Weatherproof Box, Five 1/2" in. Threaded Outlets - or - 5332-0 - 1-Gang Weatherproof Box, Five 3/4 in. Threaded Outlets

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

ULEW-30001

Leeds 1 Small Surface Downlight

microVOS TECHNOLOGY

LIGMAN LIGHTING USA

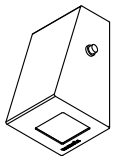
PROJECT		DATE	
QUANTITY		TYPE		NOTE	

ORDERING EXAMPLE || ULEW - 30001 - 5.5w - T2 - W30 - 02 - 120/277v - Options

ULEW-30001					
	LAMP	BEAM	LED COLOR	FINISH COLOR	VOLTAGE
	5.5w LED 627 Lumens	T1 - Type I Distribution T2 - Type II Distribution T3 - Type III Distribution T4 - Type IV Distribution M - Medium 30˚ W - Wide 56˚ EW - Extra Wide 99˚x102˚	W27 - 2700K W30 - 3000K W35 - 3500K W40 - 4000K AMB - TURTLE FRIENDLY Amber LED	01 - BLACK RAL 9011 02 - DARK GREY RAL 7043 03 - WHITE RAL 9003 04 - METALLIC SILVER RAL 9006 05 - MATTE SILVER RAL 9006 06 - LIGMAN BRONZE 07 - CUSTOM RAL	120/277v

ADDITIONAL OPTIONS

NAT - Natatorium Rated
F - Frosted Lens
BPC - Button Photocell
SCBT - Surface Conduit Box Trim



BPC
Button Photocell

More Custom Finishes Available Upon Request

THERE IS AN ADDITIONAL COST FOR THESE FINISHES

Consult factory for pricing and lead times

MicroPRIM FINISHES

- SW01 - OAK FINISH
- SW02 - WALNUT FINISH
- SW03- PINE FINISH
- DF - DOUGLAS FIR FINISH
- CW - CHERRY WOOD FINISH
- NW - NATIONAL WALNUT FINISH
- SU01 - CONCRETE FINISH
- SU02 - SOFTSCAPE FINISH
- SU03 - STONE FINISH
- SU04 - CORTEN FINISH
- CSM - Custom Image/Pattern

MicroPRIM FINISHES

- MP - MAPLE FINISH
- MHG - MAHOGANY FINISH
- BH - BEECH FINISH
- CN - CHESTNUT FINISH
- WMBL - WHITE MARBLE FINISH
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- GRNT - GRANITE FINISH
- BGD - BRUSHED GOLD FINISH
- BBRZ - BRUSHED BRONZE FINISH
- CAMO - CAMOUFLAGE FINISH

- MP01 - MicroPRIM RAL 9011 Black (Glossy)
- MP02 - MicroPRIM RAL 7043 Dark Grey (Glossy)
- MP03 - MicroPRIM RAL 9003 White (Glossy)
- MP04 - MicroPRIM RAL 9006 Metallic Silver (Glossy)
- MP05 - MicroPRIM RAL 9006 Matte Silver (Matte/Textured)
- MP06 - MicroPRIM Ligman Bronze (Glossy)
- MP07 - MicroPRIM Custom Color (Glossy)



MicroPRIM Finish

10 YEAR WARRANTY LIGMAN LIGHTING USA

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ETL Intertek

Leeds Product Family



Leeds 1 - Up/Down

· ULEE-30031-2x5.5w-2x570lm



Leeds 2 - Down

· ULEE-30001-5.5w-570lm



Leeds 3 - Up/Down

· ULEE-30041-2x14w-2x1660lm



Leeds 4 - Down

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Leeds 5 - Up/Down

· ULD-30051-2x20w-2x2422lm



Leeds 6 - Down

· ULEE-30021-20w-2422lm

Leeds Wedge Product Family



Leeds Wedge 1

· ULEW-30001-5.5w-570lm



Leeds Wedge 2

· ULEW-30011-14w-1660lm



Leeds Wedge 3

· ULEW-30021-20w-2422lm

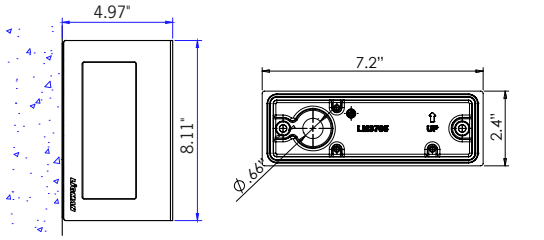
ULEW-30011
Leeds 2 Medium Surface Wedge Downlight

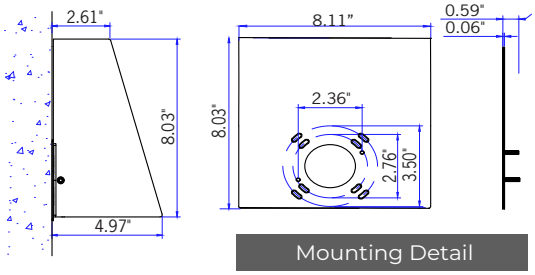
microVos TECHNOLOGY

LIGMAN LIGHTING USA



14w LED 1,675 Lumens
IP65 · Suitable For Wet Locations
IK07 · Impact Resistant
Weight 12 lbs

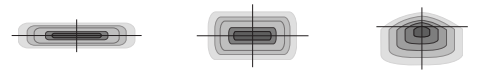




Mounting Detail

microVos TECHNOLOGY

Ligman's micro Variable Optical System provides the ability to interchange, mix & rotate optics to provide specific light distributions for optimized spacing and uniformity.

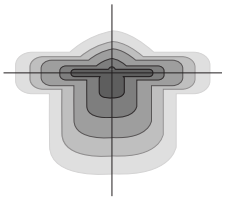


Type I | Type II | Type III



Type IV | Type V

The variable optic system allows for the designer to create hybrid distributions for precise lighting requirements.



HYBRID
TYPE I & TYPE IV

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B0 - U0 - G0 [T2, T3/W30, T4, ME/W40]
B1 - U0 - G0 [T3/W40, W/W30, ME/W30, EW]
B2 - U0 - G0 [W/W40]
B1 - U0 - G1 [T1]

Finishing
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Paint
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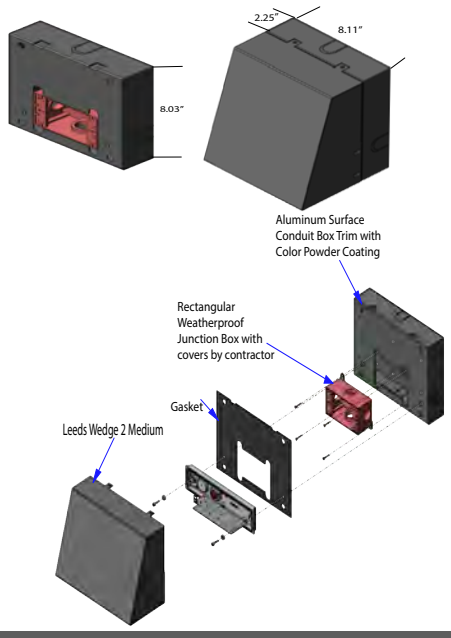
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ULEW-30011

Leeds 2 Medium Surface Wedge Downlight

microVos TECHNOLOGY

LIGMAN LIGHTING USA

PROJECT		DATE	
QUANTITY		TYPE		NOTE	

ORDERING EXAMPLE || ULEW - 30011 - 14w - T2 - W30 - 02 - 120/277v - Options

ULEW-30011					
LAMP	BEAM	LED COLOR	FINISH COLOR	VOLTAGE
14w LED 1,675 Lumens	T1 - Type I Distribution T2 - Type II Distribution T3 - Type III Distribution T4 - Type IV Distribution M - Medium 30˚ W - Wide 56˚ EW - Extra Wide 99˚x102˚	W27 - 2700K W30 - 3000K W35 - 3500K W40 - 4000K AMB - TURTLE FRIENDLY Amber LED	01 - BLACK RAL 9011 02 - DARK GREY RAL 7043 03 - WHITE RAL 9003 04 - METALLIC SILVER RAL 9006 05 - MATTE SILVER RAL 9006 06 - LIGMAN BRONZE 07 - CUSTOM RAL	120/277v

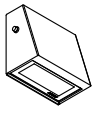
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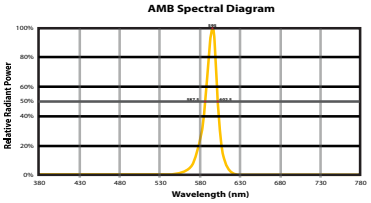
BPC - Button Photocell

SCBT - Surface Conduit Box Trim



BPC
Button Photocell

CITY OF FLAGSTAFF & TURTLE FRIENDLY COMPLIANT



Narrow-Spectrum Amber LEDs
Peak wavelength between 585 & 595 nanometers and a full width of 50% power no greater than 15 nanometers.

More Custom Finishes Available Upon Request

THERE IS AN ADDITIONAL COST FOR THESE FINISHES

Consult factory for pricing and lead times

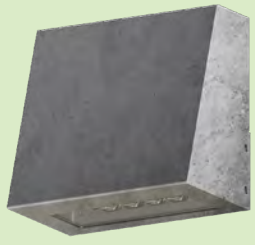
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- MP07 - MicroPRIM Custom Color (Glossy)



MicroPRIM Finish

10 YEAR WARRANTY LIGMAN LIGHTING USA

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ETL Intertek

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Leeds 2 - Down

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Leeds 3 - Up/Down

· ULEE-30041-2x14w-2x1660lm



Leeds 4 - Down

· ULEE-30011-14w-1660lm



Leeds 5 - Up/Down

· ULD-30051-2x20w-2x2422lm



Leeds 6 - Down

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Leeds Wedge Product Family



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Leeds Wedge 2

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Leeds Wedge 3

· ULEW-30021-20w-2422lm

PROJECT PARCEL SITE		
ZONING: T-4.2 Traditional Downtown Neighborhood District		
AUBURN TAX ASSESSOR'S MAP AND LOT NUMBERS		
MAP	LOT	REGISTRY (A.C.R.D.) INFO
250	311	BOOK 8758, PAGE 243
250	310	BOOK 7896, PAGE 11
250	309	BOOK 5926, PAGE 329

SITE DEVELOPMENT PLANS

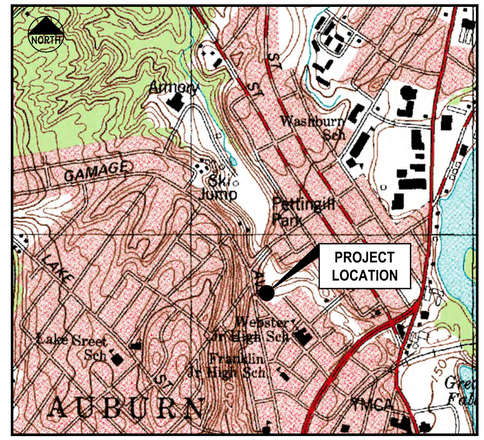
FOR

HAMPSHIRE COMMONS APARTMENTS
143 HAMPSHIRE STREET

AUBURN, MAINE

PERMIT PLAN SUBMISSION

MARCH 2026



LOCATION MAP
N.T.S.

APPLICANT:
Auburn Housing Authority
dba Auburn Residential Development Corp.
P.O. Box 3037
Auburn ME, 04212-3037
ATTN: Martin F. Szydlowski - Executive Director
207.319.4672
mszydlowski@auburnhousing.org

OWNER OF RECORD:
City of Auburn

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C-1.0 COVER SHEET
C-1.1 GENERAL NOTES & LEGEND
C-1.2 SURVEY PLAN (BY OWEN HASKELL)
C-2.0 EXISTING CONDITIONS & REMOVALS PLAN
C-3.0 SITE LAYOUT & UTILITY PLAN
C-4.0 GRADING, DRAINAGE & EROSION CONTROL PLAN
C-4.1 STORMWATER MANAGEMENT PLAN
C-4.2 STORMWATER MANAGEMENT DETAILS
C-5.0 LANDSCAPE PLAN
C-6.0 SITE & MISCELLANEOUS DETAILS
C-6.1 SITE & MISCELLANEOUS DETAILS
C-6.2 SITE & MISCELLANEOUS DETAILS
C-6.3 STORM DRAIN & UTILITY DETAILS
C-6.4 EROSION & SEDIMENT CONTROL DETAILS
C-6.5 EROSION & SEDIMENT CONTROL NARRATIVE
C-9.0 PHOTOMETRICS PLAN (BY EXPOSURE LIGHTING)

*NOT INCLUDED IN SUBMISSION

UTILITIES

WATER & SEWER:
AUBURN WATER & SEWERAGE DISTRICT
268 COURT STREET
AUBURN, MAINE 04210
207.784.6469
CONTACT: MICHAEL BROADBENT
mbroadbent@awsd.org

ELECTRIC:
CENTRAL MAINE POWER
740 MAIN STREET
LEWISTON, MAINE 04240
800.750.4000
CONTACT: RICK DELANEY
Richard.Delaney@CMPCO.com

TELEPHONE:
FIDIUM COMMUNICATIONS
600 SABLE OAKS DRIVE
SOUTH PORTLAND, MAINE 04106
1.844.434.3486
wscasr@fidium.com

NATURAL GAS:
UNITIL
376 RIVERSIDE INDUSTRIAL PARKWAY
PORTLAND, MAINE 04103
207.541.2543
CONTACT: SCOTT CARPENTER
carpenters@unitil.com

CABLE TV:
SPECTRUM
37 ALFRED PLOURDE PARKWAY
LEWISTON, MAINE 04240
207.253.2210
CONTACT: SCOTT REED

DIG SAFE:
CALL BEFORE YOU DIG
DIAL 811 (AT LEAST 72 HRS IN ADVANCE)

PERMITS / APPROVALS

LOCAL	GOVERNING BODY	STATUS
MAJOR DEVELOPMENT REVIEW	CITY OF AUBURN - PLANNING BOARD 60 COURT STREET AUBURN, MAINE 04210 207.333.6600 ATTN: Samantha Peikes - Planner	SITE PLAN SUBMISSION 03.13.2026
BUILDING PERMIT	AUBURN CODE ENFORCEMENT DEPT. 60 COURT STREET AUBURN, MAINE 04210 207.333.6600	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR
STREET OPENING PERMIT	AUBURN PUBLIC WORKS DEPT. 296 GRACELAWN ROAD AUBURN, MAINE 04210 207.333.6670	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

CONSULTANT LIST

CIVIL ENGINEER/TRAFFIC ENGINEER:
Gorrill Palmer Consulting Engineers, Inc.
300 SOUTHBOROUGH DRIVE, SUITE 200
SOUTH PORTLAND, MAINE 04106
207.772.2515
ATTN: STEVE BUSHEY, PE
sbushey@gorrillpalmer.com

SURVEYOR:
OWEN HASKELL, Inc.
309 U.S. ROUTE ONE, UNIT 10
FALMOUTH, MAINE 04105
207.774.0424
CONTACT: REX CROTEAU

BUILDING ARCHITECT:
INVIVID ARCHITECTURE
631 STEVENS AVENUE, SUITE 200
PORTLAND, MAINE, 04103
207.939.7602
virginie@invividarchitecture.com

GEOTECHNICAL ENGINEER:
SUMMIT GEOENGINEERING SERVICES
210 MAINE AVENUE
FARMINGDALE, MAINE, 04344
207.446.3360

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.13.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–COVER.dwg		

This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer.

GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: COVER SHEET
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-1.0

U:\Auburn Housing Development Corp\0129761A.00 – Auburn Maine Housing First project\Z – CAD\DWG\AUBURN HOUSING–COVER.dwg 3/12/2026 12:55 PM

GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL OR MOST CURRENT MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) SPECIFICATIONS FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.

2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY LOCAL UTILITY COMPANIES AND THE CITY OF AUBURN.

3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.

4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.

5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.

6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.

7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF AUBURN AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.

9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.

10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE CITY OF AUBURN ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO SITE ACCESS CONDITIONS, SIDEWALK AND / OR STREET CLOSINGS.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN PERMIT FROM THE CITY OF AUBURN, AND MEDEP STORMWATER PBR / MCGP, WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER, THE MUNICIPAL OFFICE, OR THE MUNICIPAL WEBSITE.

2. THE CONTRACTOR SHALL REVIEW THE ABOVE-REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

SITE LAYOUT NOTES

1. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.

2. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.

3. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.

4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.

2. AN "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.

3. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF AUBURN DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.

4. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.

5. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.

6. ALL DISTURBED AREAS NOT TO BE PAVED, GRAVELED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.

7. COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION*
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	95%

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

9. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.

10. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.

11. STORMWATER MANAGEMENT CHAMBER SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THESE PLANS AND APPLICABLE INSTALLATION GUIDES PROVIDED BY THE CHAMBER SYSTEM MANUFACTURER. SHOULD THESE PLANS CONFLICT WITH THE INSTALLATION GUIDE, THESE PLANS SHALL TAKE PRECEDENCE.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF AUBURN FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.

2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH THE SERVICING UTILITY COMPANY. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.

3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND AUBURN WATER & SEWERAGE DISTRICT. CONNECTIONS TO EXISTING SEWER SHALL BE PERFORMED IN ACCORDANCE WITH AUBURN WATER & SEWERAGE DISTRICT RECOMMENDATIONS AND REGULATIONS.

4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRENCHING, CONDUIT AND BACKFILLING ASSOCIATED WITH UNDERGROUND POWER, COMMUNICATIONS AND CABLE.

5. COORDINATE ALL OTHER UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT, AT NO EXTRA EXPENSE TO THE OWNER.

6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.

7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO CENTRAL MAINE POWER STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.

9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.

11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.

12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCE, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCE ASSOCIATED WITH THE PROJECT.

2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.

3. PRIOR TO PAVING OR GRAVEL PLACEMENT, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.

4. SILT BARRIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.

5. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.

6. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.

7. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.

8. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.

9. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE SPECIFICATIONS OR FROM THE OWNER.

10. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.

11. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE FILTER EFFICIENCY. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.

12. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, 2014".

GEOTECHNICAL REPORT RECOMMENDATIONS:

THE FOLLOWING RECOMMENDATIONS ARE AN EXCERPT FROM THE EXPLORATIONS AND GEOTECHNICAL ENGINEERING SERVICES REPORT PREPARED FOR THIS PROJECT BY SUMMIT GEOENGINEERING SERVICES, INC. DATED T.B.D. 2026. FOR THE COMPLETE LIST OF EVAULATIONS AND RECOMMENDATIONS, PLEASE SEE THE FULL REPORT.

4.2 SITE AND SUBGRADE PREPARATION

WE RECOMMEND THAT SITE PREPARATION BEGIN WITH THE CONSTRUCTION OF AN EROSION CONTROL SYSTEM TO PROTECT ADJACENT DRAINAGE WAYS AND AREAS OUTSIDE THE CONSTRUCTION LIMITS. SURFICIAL ORGANICS, ROOTS AND TOPSOIL SHOULD BE COMPLETELY REMOVED FROM AREAS OF PROPOSED FILL AND CONSTRUCTION. AS MUCH VEGETATION AS POSSIBLE SHOULD REMAIN OUTSIDE THE CONSTRUCTION AREAS TO LESSEN THE POTENTIAL FOR EROSION AND SITE DISTURBANCE.

AS DISCUSSED, THE SITE IS UNDERLAIN BY A VARIABLE THICKNESS OF UNCONTROLLED FILL OVERLYING LOOSE ALLUVIAL SOILS WHICH ARE PROBLEMATIC FOR SUPPORT OF THE PROPOSED BUILDING; CONSEQUENTLY, WE RECOMMEND IMPROVING THE GROUND BENEATH THE ENTIRE BUILDING FOOTPRINT WITH AGGREGATE PIERS. ADDITIONALLY, WE RECOMMEND ALL EXISTING PAVEMENT, UTILITIES, STRUCTURES, AND FOUNDATIONS BE COMPLETELY REMOVED FROM BENEATH THE PROPOSED BUILDING FOOTPRINT AND BACKFILLED WITH COMPACTED GRANULAR BORROW PRIOR TO INSTALLING AGGREGATE PIERS.

WE RECOMMEND THAT FOOTINGS AND FLOOR SLABS BE EXCAVATED USING A SMOOTH-EDGED BUCKET. FOOTINGS SHOULD BE UNDERLAIN BY AT LEAST 6 INCHES OF COMPACTED CRUSHED STONE OVERLYING GROUND IMPROVED WITH AGGREGATE PIERS. FLOOR SLABS SHOULD BE UNDERLAIN BY AT LEAST 12-INCHES OF COMPACTED CRUSHED STONE OVERLYING GROUND IMPROVED WITH AGGREGATE PIERS.

WE RECOMMEND CONSIDERATION OF UNDERDRAINS INSTALLED BENEATH PROPOSED PAVED AREAS FOR PERMANENT GROUNDWATER MANAGEMENT.

4.3 EXCAVATION AND DEWATERING

EXCAVATION WORK WILL GENERALLY ENCOUNTER UNCONTROLLED FILLS AND NATIVE SANDS AND SILTS. CARE MUST BE EXERCISED DURING CONSTRUCTION TO LIMIT DISTURBANCE OF THE BEARING SOILS. EARTHWORK AND GRADING ACTIVITIES SHOULD OCCUR DURING DRIER, NON-FREEZING WEATHER OF SPRING, SUMMER AND FALL. RUBBER TIRED CONSTRUCTION EQUIPMENT SHOULD NOT OPERATE DIRECTLY ON THE NATIVE SOILS WHEN WET. FINAL CUTS TO SUBGRADE SHOULD BE PERFORMED WITH A SMOOTH-EDGED BUCKET TO HELP REDUCE STRENGTH LOSS FROM SOIL DISTURBANCE.

VIBRATIONS FROM CONSTRUCTION SHOULD BE CONTROLLED BELOW THRESHOLD LIMITS OF 0.5 IN/SEC FOR STRUCTURES, WATER SUPPLY WELLS AND INFRASTRUCTURE WITHIN 500 FEET OF THE PROJECT SITE. MORE RESTRICTIVE VIBRATION LIMITS MAY BE WARRANTED IN SPECIFIC CASES WITH SENSITIVE EQUIPMENT, HISTORIC STRUCTURES OR ARTIFACTS ON-SITE OR WITHIN CLOSE PROXIMITY.

AS DISCUSSED, EXCAVATIONS AND SUBGRADES FOR THE LOWER TIERED BUILDING FINISH FLOOR ELEVATIONS WILL APPROACH GROUNDWATER, PARTICULARLY AROUND BORING B-103. PLANNING MUST INCLUDE ADEQUATE DEWATERING PRIOR TO EXCAVATION, POTENTIALLY REQUIRING WELL-POINTS. FOLLOWING DEWATERING, WE RECOMMEND THAT THE PERMANENT SITE DRAINAGE AND FOUNDATION UNDERDRAINS BE INSTALLED AS SOON AS PRACTICABLE TO HELP STABILIZE SUBGRADE SOILS. CONTROLLING THE WATER LEVELS TO AT LEAST ONE FOOT BELOW PLANNED EXCAVATION DEPTHS WILL HELP STABILIZE SUBGRADES DURING CONSTRUCTION.

WE RECOMMEND THAT CONTRACT DOCUMENTS REQUIRE SUBMITTAL OF AN ENGINEERED EXCAVATION AND DEWATERING PLAN BE PROVIDED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE PLAN SHOULD BE PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE.

IN ALL CASES, EXCAVATIONS MUST BE PROPERLY SHORED OR SLOPED IN ACCORDANCE WITH OSHA REGULATIONS TO PREVENT SLOUGHING AND CAVING OF THE SIDEWALLS DURING CONSTRUCTION. CARE MUST BE TAKEN TO PRECLUDE UNDERMINING ADJACENT STRUCTURES, UTILITIES AND ROADWAYS. THE DESIGN AND PLANNING OF EXCAVATIONS, EXCAVATION SUPPORT SYSTEMS, AND DEWATERING IS THE RESPONSIBILITY OF THE CONTRACTOR.

EXISTING

- IRON PIPE OR ROD FND
- MONUMENT FOUND
- GAS VALVE
- WATER VALVE
- UTILITY POLE
- LIGHT POLE
- DRAINAGE MANHOLE
- ELECTRIC MANHOLE
- SEWER MANHOLE
- CATCH BASIN
- SIGN
- EDGE OF PAVEMENT
- CURB
- ohw — OVERHEAD WIRES
- uge — UNDERGROUND ELECTRIC
- T — TELEPHONE
- 12"w — WATER LINE
- g — GAS LINE
- 12"san — SANITARY SEWER
- 12"sd — STORM DRAIN
- 15 — 1' CONTOUR
- × 15.23 — SPOT ELEVATION
- TREE
- TREE LINE OR LIMIT OF CLEARING
- BUILDING
- RETAINING WALL/WOOD TILES
- PROPERTY LINE
- EASEMENT LINE
- B-101 — TEST BORING
- HYDRANT

PROPOSED

- BARRIER FREE SYMBOL
- SIGN
- SIGN LABEL
- BUILDING / BUILDING ACCESS
- VERTICAL GRANITE CURB
- CB-1 — CATCH BASIN
- 22 — CONTOUR LABEL
- DMH-1 — DRAIN MANHOLE
- 2 / 1 2:1 — SLOPE DESIGNATION
- 18.73 — SPOT GRADE
- 28.58 TW / 16.20 BW — SPOT GRADE AT RETAINING WALL (TW = TOP WALL / BW = BOTTOM WALL)
- 6"UD — UNDERDRAIN
- SD-1 — STORM DRAIN
- CURB STOP
- HYDRANT
- LIGHT POLE WITH FIXTURE(S)
- SMH — SANITARY SEWER MANHOLE
- TEST PIT
- UTILITY POLE
- VALVE
- 6" SAN — SANITARY SEWER
- W — DOMESTIC/ FIRE WATER MAIN
- 2"G — GAS MAIN
- UGE/T/C — UNDERGROUND ELECTRIC

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE — STEPHEN R. BUSHEY — 03.13.26 — LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING-GEN NOTES.dwg		

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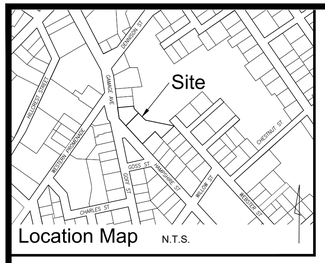
Drawing Name: GENERAL NOTES & LEGEND

Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine

Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-1.1

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Schedule B Section II Exceptions

TO BE PROVIDED

Drainage & Sanitary Sewer Structures

Drainage Structures

DMH#13, RIM=195.50
(A)12"PVC INV.=189.00
(B)24"PVC INV.=184.30
(C)24"PVC INV.=188.80
(D)18"PVC INV.=184.20
(E)24"PVC INV.=184.20

DMH #15, RIM=202.51

DMH#24, RIM=189.72
(A)24"PVC INV.=180.82
(B)24"PVC INV.=180.72

DMH#25, RIM=166.05
(A)24"PVC INV.=156.85
(B)24"PVC INV.=156.55

CB#11, RIM=192.89
(A)12"PVC INV.=187.89
(B)24"PVC INV.=184.59
(C)24"PVC INV.=184.39

CB#12, RIM=193.78
(A) 6"RPP INV.=188.68
(B)12"PVC INV.=188.58

CB#13A, RIM=193.92
(A)12"RPP INV.=189.42
(B) 4"RPP INV.=189.02
(C)12"RPP INV.=188.52

CB#13B RIM=194.29
18"RCP INV.=186.79

CB#13C RIM=195.22
12"RPP INV.=190.52

CB#14, RIM=196.36
(A)18"RPP INV.=190.26
(B)18"PVC INV.=186.26

Sanitary Sewer Structures

SMH#1 RIM=195.29
(A)24"PVC INV.=188.29 *APPEARS PLUGGED*
(B)18"RCP INV.=187.99 *APPEARS PLUGGED*
(C)18"RCP INV.=187.29 *APPEARS CLOGGED*
(D)15"RCP INV.=184.29 *APPEARS UNUSED*
(E)18"RCP INV.=187.37 *APPEARS CLOGGED*
(F)24"CI INV.=187.09
(G)24"CI INV.=183.09

SMH#2, RIM=193.74
(A)8"PVC INV.=186.93 *POSSIBLE OVERFLOW FROM SMH#1*
(B)8"PVC INV.=186.90

SMH#3, RIM=195.05
(A)10"PVC INV.=189.15
(B)8"PVC INV.=186.35
(C)8"PVC INV.=186.35
(D)10"PVC INV.=186.25

SMH#4, RIM=194.59
(A)15"RCP INV.=184.99 *APPEARS UNUSED*
(B)15"RCP INV.=184.89 *APPEARS UNUSED*

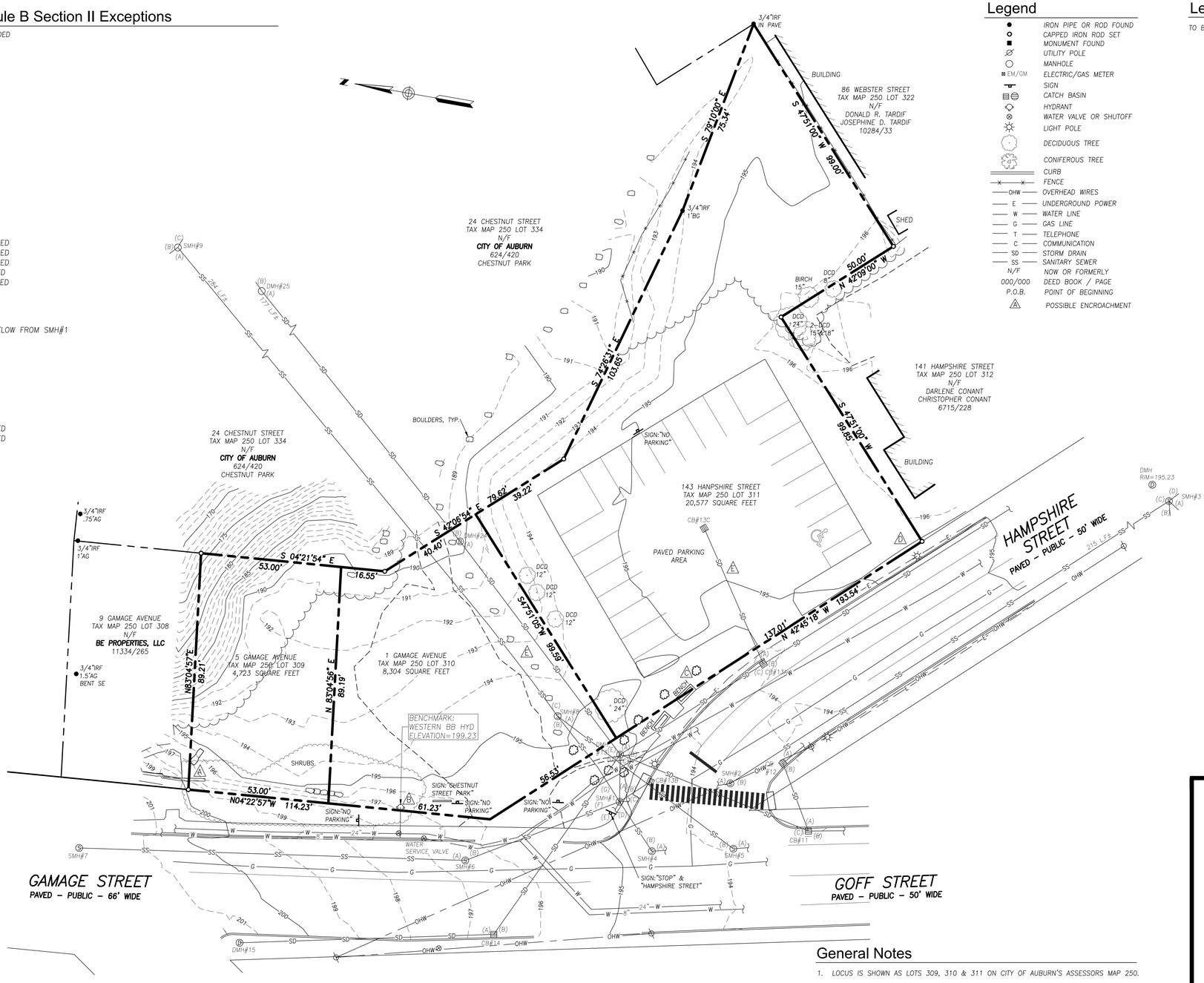
SMH#5, RIM=193.91
(A)8"PVC INV.=181.61
(B)8"PVC INV.=181.51

SMH#6, RIM=196.45
(A)18"CI INV.=187.45
(B)18"CI INV.=187.40

SMH#7, RIM=201.70

SMH#8, RIM=194.72
(A)8"PVC INV.=179.22
(B)24"CI INV.=179.12
(C)24"CI INV.=171.72

SMH#9, RIM=162.94
(A)18"CMP INV.=156.34
(B)18"CMP INV.=150.34
(C)18"CMP INV.=154.24



Legend

- IRON PIPE OR ROD FOUND
- CAPPED IRON ROD SET
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EM/GM ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- CURB
- FENCE
- OHW OVERHEAD WIRES
- E UNDERGROUND POWER
- W WATER LINE
- G GAS LINE
- T TELEPHONE
- C COMMUNICATION
- SD STORM DRAIN
- SS SANITARY SEWER
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE
- P.O.B. POINT OF BEGINNING
- A POSSIBLE ENCROACHMENT

Legal Description

TO BE PROVIDED

Owners of Record

CITY OF AUBURN TAX MAP 250 LOT 309
AUBURN, MAINE
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS BOOK 7896 PAGE 11
CITY OF AUBURN TAX MAP 250 LOT 310
AUBURN, MAINE
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS BOOK 7896 PAGE 11
CITY OF AUBURN TAX MAP 250 LOT 311
AUBURN, MAINE
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS BOOK 8758 PAGE 243

Zoning Information

NONE PROVIDED

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 23001C0326E, WHICH BEARS AN EFFECTIVE DATE OF JULY 8, 2013 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Possible Encroachments

- A CONCRETE WALL ONTO LOCUS 6'±
- B HYDRANT ONTO LOCUS 1'±
- C BENCH ONTO LOCUS 2'±
- D SIDEWALK ONTO LOCUS 1.5'±
- E SEWER AND STORM DRAIN LINES CROSS LOCUS

SCALE : 1" = 20'

0' 10' 20' 40'

Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 811 OR 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

Plan References

1. *"PROPERTY PLAN OF LAND OWNED BY CITY OF AUBURN" MADE BY ALIBERTY, LAROCHELLE & HODSON DATED SEPTEMBER 27, 1978 AND REVISED OCTOBER 11, 1978.*
2. *"PLAN OF LAND IN AUBURN BELONGING TO FERDINAND PENLEY" DATED 1893.*
3. *"PLAN SHOWING A STANDARD BOUNDARY SURVEY CHESTNUT PARK CITY OF AUBURN" MADE FOR THE CITY OF AUBURN BY MAIN-LAND DEVELOPMENT CONSULTANTS, INC. DATED MARCH 3, 2023.*
4. *PLAN OF "PROPERTY OF AUBURN SEWERAGE DISTRICT DENNISON STREET GULLEY" MADE BY GEORGE H. BARRON, ENGINEER DATED MARCH 10, 1949 AS RECORDED IN PLAN BOOK 8, PAGE 445.*
5. *"UPPER GOFF STREET AREA STORM WATER SEPARATION CITY OF AUBURN PUBLIC WORKS DEPARTMENT AUBURN, MAINE" BY AE HODSDON CONSULTING ENGINEERS, WATERVILLE, MAINE. SHEET 2 OF 11 "GOFF STREET PLAN & PROFILE STA. 21+00 TO STA. 28+70" AND SHEET 3 OF 11 "GOFF STREET CROSS COUNTRY RUN PROFILE STA. 0+00 TO STA. 4+07". PLANS DATED 6/21/1999, REVISED THROUGH 7/6/99.*

General Notes

1. *LOCUS IS SHOWN AS LOTS 309, 310 & 311 ON CITY OF AUBURN'S ASSESSORS MAP 250.*
2. *BEARINGS ARE BASED ON MAINE STATE COORDINATE SYSTEM, WEST ZONE, NAD83 PER GNSS OBSERVATIONS. ELEVATIONS ARE BASED ON NAVD 88 DATUM, PER GNSS OBSERVATIONS.*
3. *THERE ARE 19 DELINEATED REGULAR SPACES AND 1 HANDICAP SPACES, FOR A TOTAL OF 20 PARKING SPACES.*
4. *NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, BUILDING ADDITIONS, OR RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED.*
5. *NO PROPOSED CHANGES IN STREET LINES IS KNOWN BY THIS SURVEYOR.*
6. *NO WETLAND MARKERS WERE OBSERVED.*
7. *NO BUILDING WERE OBSERVED ON THE SURVEYED PROPERTY.*
8. *SURVEYED PROPERTY CONTAINS 19 STANDARD PARKING SPACES AND 1 HANDICAP PARKING SPACE.*
9. *NO EVIDENCE OF RECENT EARTH MOVING WORK OR BUILDING CONSTRUCTION WAS OBSERVED.*
10. *NO PROPOSED CHANGES IN STREET RIGHT OF WAYS OR EVIDENCE OF RECENT SIDEWALK CONSTRUCTION OR REPAIRS WERE OBSERVED.*
11. *THIS PLAN WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT.*

ALTA / NSPS Land Title Survey

1 Gamage Street & 143 Hampshire Street
Auburn, Androscoggin County, Maine
Made For
City of Auburn Maine
60 Court Street, Auburn, Maine

Surveyor's Certification

TO: CITY OF AUBURN, MAINE STATE HOUSING AUTHORITY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B) 7(A), 7(B)(1), 7(C), 8, 9, 11(A), 11(B), 13, 16, AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 4, 2026

REX J. CROTEAU
PROFESSIONAL LAND SURVEYOR NO. 2273

DATE OF PLAT OR MAP: MARCH 11, 2026
DATE OF LAST REVISION:

STATE OF MAINE REX J. CROTEAU 2273 PROFESSIONAL LAND SURVEYOR

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RJC / JDC	FIELD BOOK: FILE	JOB NO.	2025-201 AUB
CHECKED BY: RRL	SCALE: 1" = 20'	DRWG. NO.	1

NORTH

3/4"IRF IN PAVE

86 WEBSTER STREET
TAX MAP 250 LOT 322
N/F
DONALD R. TARDIF
JOSEPHINE D. TARDIF
10284/33

S 47°51'05" W 99.00'

N 42°09'00" W 50.00'

24 CHESTNUT STREET
TAX MAP 250 LOT 334
N/F
CITY OF AUBURN
624/420
CHESTNUT PARK

3/4"IRF 1"BG

S 42°06'54" E 100.05'

S 47°51'05" W 75.32'

141 HAMPSHIRE STREET
TAX MAP 250 LOT 312
N/F
DARLENE CONANT
CHRISTOPHER CONANT
6715/228

EXISTING BUILDING #141 HAMPSHIRE ST.

SUMMIT BORING, TYP.

B-2

BOULDERS, TYP.

SIGN:"NO PARKING"

REMOVE SIGN

143 HAMPSHIRE STREET
TAX MAP 250 LOT 311
20,577 SQUARE FEET

TREE TO BE REMOVED, TYP.

REMOVE PAVEMENT

PAVED PARKING AREA

B-3

B-5

ADJUST COVERS TO NEW GRADE, TYP.

SAWCUT, TYP.

HAMPSHIRE STREET

GOSS STREET

GOFF STREET

GAMAGE AVE.

DHF 3"? UPROOTED TREE NEAR

IPF T 1" .5AG

3/4"IRF .75'AG

3/4"IRF 1'AG

3/4"IRF 1.5'AG BENT SE

9 GAMAGE AVENUE
TAX MAP 250 LOT 308
N/F
BE PROPERTIES, LLC
11334/265

5 GAMAGE AVENUE
TAX MAP 250 LOT 309
4,723 SQUARE FEET

1 GAMAGE AVENUE
TAX MAP 250 LOT 310
8,304 SQUARE FEET

S 04°21'54" E 53.00'

N 04°22'57" W 114.23'

N 83°04'56" E 89.19'

S 42°06'54" E 79.65'

S 42°06'54" E 39.22'

S 40°40'00" E 16.55'

S 40°40'00" E 61.23'

LIMIT OF CLEARING, TYP.

SIGNS TO BE REMOVED BY CITY

SIGN:"CHESTNUT STREET PARK"

SIGN:"NO PARKING"

SIGN:"STOP" & "HAMPSHIRE STREET"

PROTECT BENCHES OR TEMPORARILY REMOVE AND RESET PRIOR TO COMPLETION

WATER SERVICE VALVE

DMH RIM=195.23

SMH#1 SMH#2 SMH#3 SMH#4 SMH#5 SMH#6 SMH#7 SMH#8 SMH#9 SMH#24

DMH#15 DMH#25

CB#11 CB#12 CB#13B CB#13C CB#14

DCD 12" DDD 12" DCD 15" DCD 18" DCD 24" BIRCH 15"

215 LF± 264 LF± 177 LF±

20 0 10 20 40
1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.13.26
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING-EX & REMOVALS.dwg		

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GORRILL PALMER
An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: EXISTING CONDITIONS & REMOVALS PLAN

Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine

Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212-3037

Drawing No. C-2.0

U:\Auburn Housing Development Corp\01297B1A.00 - Auburn Maine Housing First project\2 - CAD\DWG\AUBURN HOUSING-EX & REMOVALS.dwg 3/12/2026 1:06 PM

PLAN REFERENCES:

1. "ALTA / NSPS LAND TITLE SURVEY, 1 GAMAGE STREET & 143 HAMPSHIRE STREET, AUBURN, ANDROSCOGGIN COUNTY, MAINE, MADE FOR CITY OF AUBURN, MAINE, 60 COURT STREET, AUBURN, MAINE", BY OWEN HASKELL, INC., JOB NO. 2025-201 AUB, DRWG. NO. 1.

STANDARD CONDITIONS OF APPROVAL:

1. Conditions of Approval: The applicant shall comply with all conditions, modifications, and restrictions imposed by the Planning Board, as well as the approved application and site plan (§60:1305).
2. Distribution of Signed Plans: An approved plan, signed by the planning board chair, must be provided to the applicant, assessor's department, engineering department, and building inspector, who may then issue building permits once all other required plans are approved(§60:1306).
3. Written Findings: The Planning Board's written findings, including conditions, modifications, restrictions, and methods to address deficiencies, shall be issued to the applicant and shall govern implementation of the plan (§60:1307).
4. Expiration of Approval: The applicant shall commence construction within one year of the date of approval (two years for solar projects), unless all required building permits have been obtained. A single one-year extension may be granted by the Planning Board upon written request at least 30 days prior to expiration. Phased projects must complete improvements for each phase before permits for subsequent phases are issued (§60:1308).
5. Building Permit Restriction: The applicant shall not receive a building permit unless construction plans and specifications are consistent with the approved site plan (§60:1309).
6. Certificate of Occupancy: The applicant shall not receive a certificate of occupancy until all construction required by the approved site plan is complete, unless the Planning Board grants special permission upon a showing of special circumstances (§60:1310).
7. Surety Requirement: When required, no development activity may occur until the applicant provides a financial guarantee (certified check, surety bond, letter of credit, or similar) in an amount set by city staff to be sufficient to ensure compliance with the approved site plan (§60:1311).
8. Blasting Permit: The applicant shall obtain a blasting permit from the Planning, Permitting, and Code Department prior to any blasting activity, except as otherwise exempted by ordinance (§14:702).
9. Resource Extraction Bond/Security: If the project involves resource extraction, the applicant shall, prior to excavation, post a performance bond, certified check, irrevocable letter of credit, or other acceptable security in an amount determined by the Planning Board or Community Development and Planning Department, sufficient to guarantee fulfillment of conditions imposed (§60:701).
10. Prior to recording and issuance of building permits, the final subdivision plan shall be recorded at the Androscoggin County Registry of Deeds.
11. No permits shall be issued until 15 additional off-street parking spaces are secured or the applicant otherwise provides the spaces required by the ordinance at the time of the permit issued.
12. No plans shall be recorded, and no permits issued, until the applicant demonstrates that final easements are signed and recorded.
13. Any significant changes to building renderings would need additional Planning Board review.

NORTH

3/4"IRF IN PAVE

86 WEBSTER STREET
TAX MAP 250 LOT 322
N/F
DONALD R. TARDIF
JOSEPHINE D. TARDIF
10284/33

24 CHESTNUT STREET
TAX MAP 250 LOT 334
N/F
CITY OF AUBURN
624/420
CHESTNUT PARK

HEALING GARDEN AREA

END 6' TALL SOLID SCREEN FENCE
4' WIDE STONE DUST PATH
6' x 12' REINFORCED CONCRETE PAD FOR EMERGENCY GENERATOR, TYP.
10' MIN. REAR SETBACK
PICNIC TABLE
12' x 15' CONCRETE PATIO
STONE DUST PATH TO MATCH INTO EXISTING, TYP.

5' MIN. SIDE SETBACK
FROST PROTECTED SLAB AT ALL DOORS, TYP.

141 HAMPSHIRE STREET
TAX MAP 250 LOT 312
N/F
DARLENE CONANT
CHRISTOPHER CONANT
6715/228

EXISTING BUILDING #141 HAMPSHIRE ST.

6' TALL SOLID SCREEN FENCE
4' WIDE BITUMINOUS SIDEWALK
ON-STREET PARKING TO REMAIN

HAMPSHIRE COMMONS APARTMENTS
32 RESIDENTIAL UNITS
8,718 SF BUILDING FOOTPRINT

10' x 16' COVERED BIKE STORAGE - BIKE REPAIR STATION & EV BIKE CHARGING MAY BE INSTALLED SUBJECT TO FUNDING AVAILABILITY

MECH ROOM

CLEANOUT
6" SAN. EXIT INV. 192.0±

MAIN ENTRANCE

EXISTING GRANITE CURB, TYP.
FRONT SETBACK: 5' MIN. 15' MAX.
ON-STREET PARKING TO REMAIN
2" SERVICE TAP (DOMESTIC)
5' WIDE BITUMINOUS SIDEWALK
6" TAPPING SLEEVE & 6" GATE VALVE (FIRE)
RISER POLE WITH 3-PHASE POLE MOUNT TRANSFORMER
NATURAL GAS SERVICE TAP
PROPOSED VERTICAL GRANITE CURB & INFILL SIDEWALK TO MATCH EXISTING
EXISTING BENCHES - REMOVE DURING CONSTRUCTION & RESET PRIOR TO COMPLETION
EXISTING CITY LINK FIXED TRANSIT STOP
REINFORCED CONCRETE PATIO, TYP. ADJUST EXISTING UTILITY COVERS TO NEW GRADE, TYP.

HAMPSHIRE STREET
GOSS STREET
GOFF STREET
GAMAGE AVE.

DHF 3"? UPROOTED TREE NEAR
IPF T 1" .5AG
3/4"IRF .75"AG
3/4"IRF 1"AG
3/4"IRF 1.5"AG BENT SE

10' x 18' SOLID WASTE ENCLOSURE
SMOKING AREA
TREE BOX FILTER
MODULAR BLOCK RETAINING WALL
SNOW STORAGE
18' TYP.
24'
60'
9'
SLIPFORM CONCRETE CURB
ADA DUSTPAN RAMP
FIRE LANE
26'
22'

9 GAMAGE AVENUE
TAX MAP 250 LOT 308
N/F
BE PROPERTIES, LLC
11334/265

SIGN: "CHESTNUT STREET PARK"
SIGN: "NO PARKING"
SIGN: "NO PARKING"
SIGN: "STOP" & "HAMPSHIRE STREET"

EXISTING GRANITE CURB, TYP.
STANDARD-DUTY PAVEMENT SECTION, TYP.
EXISTING CURB OPENING
RECONSTRUCT SIDEWALK RAMPS

DMH RIM=195.23

SIGN LEGEND

R1–1	R7–8		
STOP	RESERVED PARKING / VAN ACCESSIBLE	5 MIN. LOADING ZONE	RESERVED PUBLIC PARKING FOR CHESTNUT PARK
24"x 24"	12"x 18"	12"x 18"	
A	B	C	D

SPACE & BULK REGULATIONS – FORM–BASED CODE TRADITIONAL DOWNTOWN NEIGHBORHOOD (T–4.2)

SPACE & BULK REGULATION	REQUIRED / ALLOWED	PROVIDED
MINIMUM LOT SIZE	0 SF	20,577 SF
FRONTAGE BUILD–OUT	60% MIN.	81.3%
FRONT SETBACK, PRINCIPAL	5 FT MIN. / 15 FT MAX.	6 FT
SIDE SETBACK	5 FT MIN.	9.67 FT
REAR SETBACK	10 FT MIN.	11.0 FT
BUILDING HEIGHT	1 STORY MIN. / 3 STORY MAX.	3 STORIES
BUILDING LOT COVERAGE	70% MAX.	43%
USEABLE OPEN SPACE	10% MIN.	50% ±

BUILDING SUMMARY

FIRST FLOOR	8,718 SF
SECOND FLOOR	8,744 SF
THIRD FLOOR	8,231 SF
TOTAL	25,693 SF

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.13.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

20 0 10 20 40
1 inch = 20 ft.

Rev.	Date	Revision

Rev.	Date	Revision
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–SITE–UTILITY.dwg		

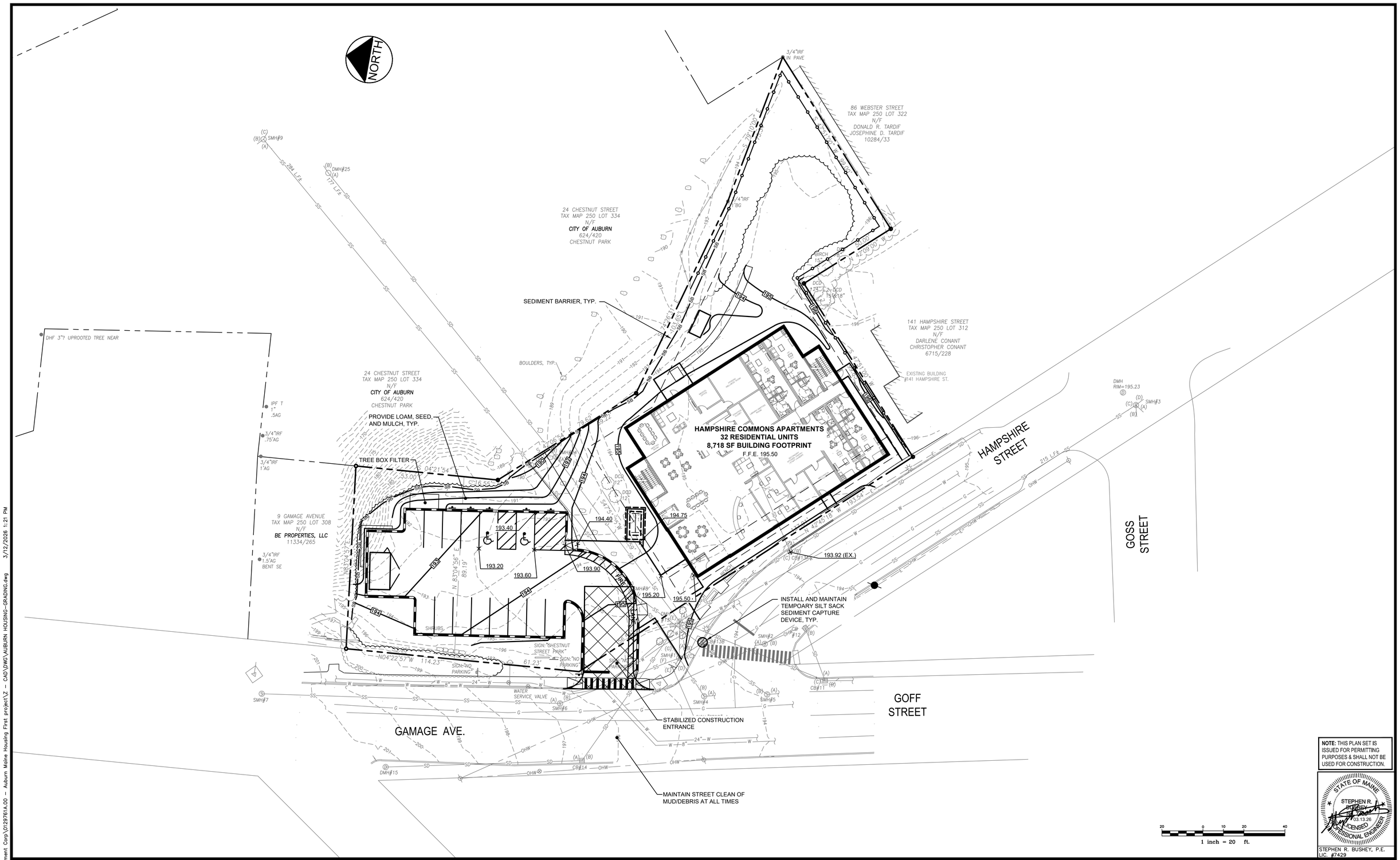
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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: SITE LAYOUT & UTILITY PLAN
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-3.0

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1 inch = 20 ft.

Rev.	Date	Revision

Rev.	Date	Revision
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Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–GRADING.dwg		

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South Portland, ME 04106

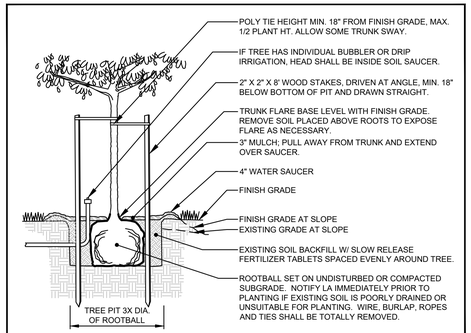
Drawing Name:	GRADING, DRAINAGE & EROSION CONTROL PLAN
Project:	HAMPSHIRE COMMONS APARTMENTS 143 Hampshire Street, Auburn, Maine
Client:	AUBURN HOUSING AUTHORITY P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No.
C-4.0

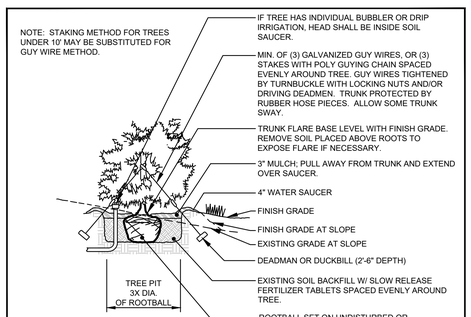
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PLANT LIST

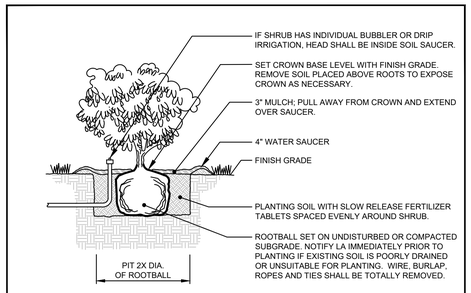
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
2	AF	Abies fraseri	Fraser Flr	7'–9' Ht.	B&B
2	AR	Acer freemanii	Armstrong Maple	2" CAL.	B&B
3	AXS	Acer x freemanii 'Sienna Glen'	Sienna Glen Maple	2" CAL.	B&B
3	PS	Prunus sargentii	Sargent Cherry	2" CAL.	B&B
3	PG	Picea glauca	White Spruce	4'–6'	B&B
20	HSG	Hemerocallis 'Sunday Glove'	Sunday Glove Daylily	#1	3' O.C.
6	QR	Quercus rubra	Northern Red Oak	2.5" CAL.	B&B
3	SRI	Syringa reticulata 'Ivory Silk'	Japanese Tree Lilac	2" CAL.	B&B
10	PV	Panicum virgatum	Switchgrass	#1	24" O.C.
4	TJ	Thuja occidentalis	Emerald Greeb Arborvitae	6' Ht.	B&B



A TREE INSTALLATION DETAIL: <10' HT.
N.T.S.



B CONIFER INSTALLATION DETAIL
N.T.S.



C SHRUB INSTALLATION DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.13.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
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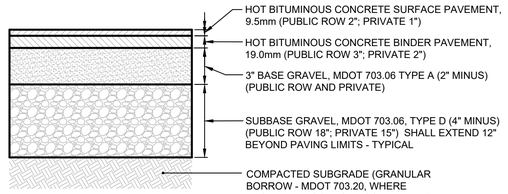
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South Portland, ME 04106

Drawing Name: LANDSCAPE PLAN
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-5.0

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NOTES:

1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION AND/OR CITY OF PORTLAND TECHNICAL STANDARD, WHICHEVER IS MORE STRINGENT. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE MDOT STANDARD SPECIFICATIONS.
3. CONTRACTOR TO VERIFY TRENCH RESTORATION SECTION IN CASCO STREET WITH THE PUBLIC WORKS DEPARTMENT PRIOR TO ANY EXCAVATION.

(A) BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.

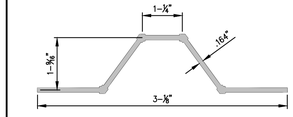
LENGTH: AS REQUIRED

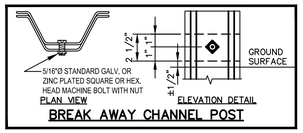
WEIGHT PER LINEAR FOOT: 2.50 LBS. MIN.

HOLES: ⅜" DIAMETER, 1" C-C FULL LENGTH

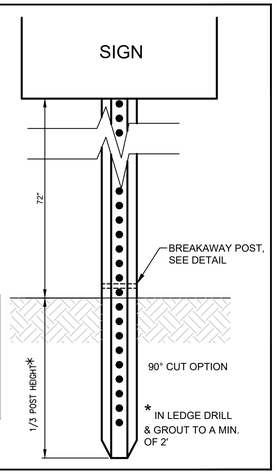
STEEL: SHALL CONFORM TO ASTM A-499 (GRADE 60) OR ASSTM A-576 (GRADE 1070 - 1080)

FINISH: SHALL BE PAINTED WITH TWO COATS OF AN APPROVED MEDIUM GREEN BAKED ON OR AIR DRIED, PAINT OF WEATHER RESISTANT QUALITY. ALL FABRICATION SHALL BE COMPLETE BEFORE PAINTING.

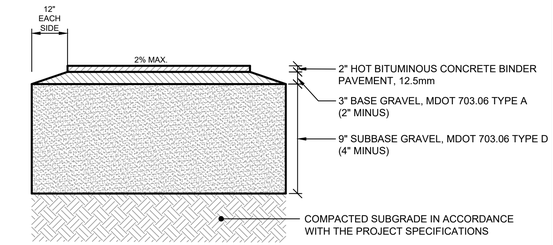




BREAK AWAY CHANNEL POST



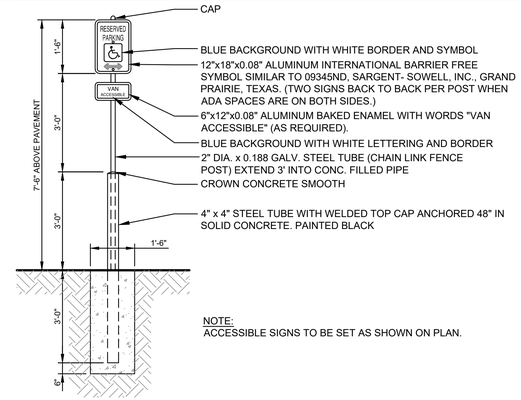
(D) U-CHANNEL METAL SIGN POST
N.T.S.



NOTES:

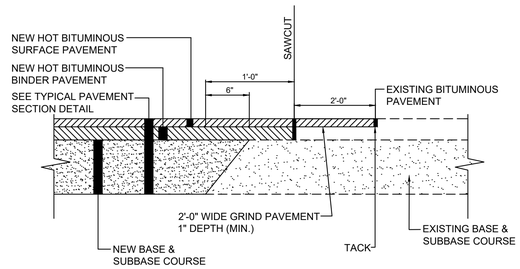
1. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION.
2. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.
3. 2% MAXIMUM CROSS SLOPE ON ALL SIDEWALKS AND ADA PARKING SPACES.

(G) BITUMINOUS CONCRETE SIDEWALK SECTION FOR SITE INSTALLATION
N.T.S.



NOTE:
ACCESSIBLE SIGNS TO BE SET AS SHOWN ON PLAN.

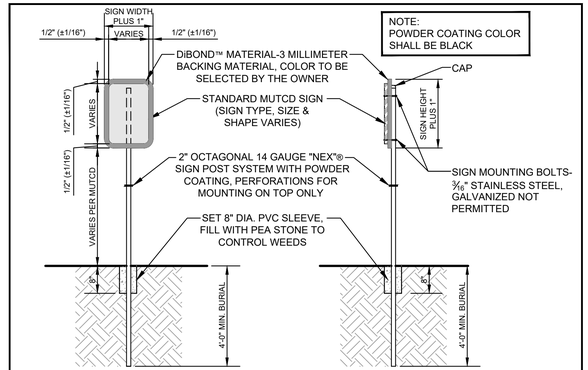
(J) BARRIER FREE PARKING SIGN
N.T.S.



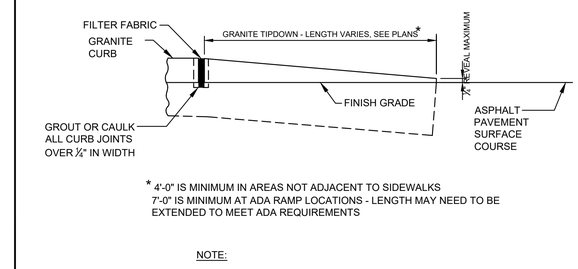
NOTES:

1. USE THIS DETAIL FOR THE RADIUS FILLET AT THE DRIVEWAY ENTRANCE TO THE PUBLIC STREETS OR TO MATCH PARKING LOT/DRIVE PAVEMENTS WHERE WIDENING OF EXISTING PAVEMENT AREA IS REQUIRED.
2. WHERE SURFACE PAVEMENT HAS NOT BEEN INSTALLED, THE 2'-0" WIDE GRIND IS NOT REQUIRED.

(B) PAVEMENT SAWCUT DETAIL
N.T.S.



(E) TRAFFIC SIGN (WITH BACKING)
N.T.S.



* 4'-0" IS MINIMUM IN AREAS NOT ADJACENT TO SIDEWALKS
7'-0" IS MINIMUM AT ADA RAMP LOCATIONS - LENGTH MAY NEED TO BE EXTENDED TO MEET ADA REQUIREMENTS

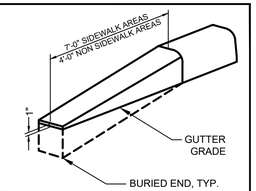
NOTE:

REFER TO PLANS FOR LOCATIONS & LENGTHS OF TIPDOWNS.

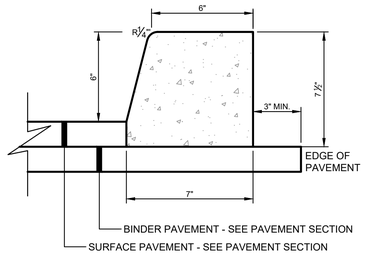
(H) GRANITE CURB TIPDOWN INSTALLATION DETAIL
N.T.S.

NOTES:

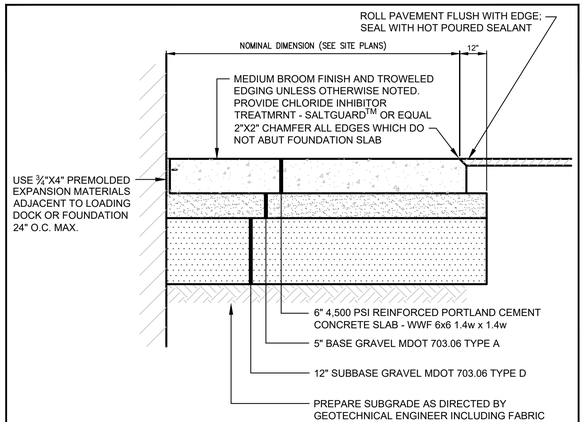
1. 4,000 PSI CONCRETE WITH FIBER REINFORCEMENT.
2. 4% TO 6% AIR ENTRAINMENT.
3. 1" TO 2" SLUMP.
4. APPLY EPOXY TO BINDER PAVEMENT PRIOR TO CURB PLACEMENT.
5. APPLY SALTGUARD ™ TREATMENT TO ALL CONCRETE CURB.



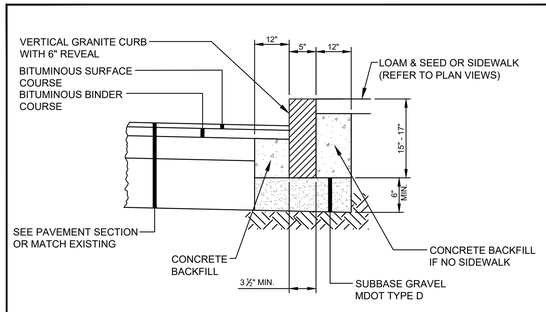
END TRANSITION CURB



(K) EXTRUDED SLIPFORM VERTICAL CONCRETE CURB DETAIL
N.T.S.



(C) CONCRETE SLAB DETAIL
N.T.S.



NOTES:
1. VERTICAL GRANITE CURB TO MEET MDOT STANDARD SPECIFICATIONS.
2. REFER TO PLANS FOR LOCATIONS OF GRANITE CURBS.
3. JOINTS SHALL BE MORTARED.
4. JOINT SEPARATION SHALL BE ¼" AND ⅝".
5. MAX. LENGTH OF STRAIGHT CURB STONES = 8', MIN. LENGTH = 3'.
6. CIRCULAR CURB REQUIRED FOR RADIUS LESS THAN 50'.

(F) TYPE 1 VERTICAL GRANITE CURB DETAIL
N.T.S.



NOTE:
1. BARRIER FREE STALLS SHALL BE DELINEATED WITH THIS SYMBOL IN WHITE MARKING ON NON-SKID BLUE BACKGROUND.
2. CONTRACTOR SHALL COORDINATE WITH THE MUNICIPALITY FOR CURRENT INTERNATIONAL SYMBOL OF ACCESS PAINTING STENCIL.

(I) INTERNATIONAL BARRIER FREE SYMBOL DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.13.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–DETAILS.dwg		

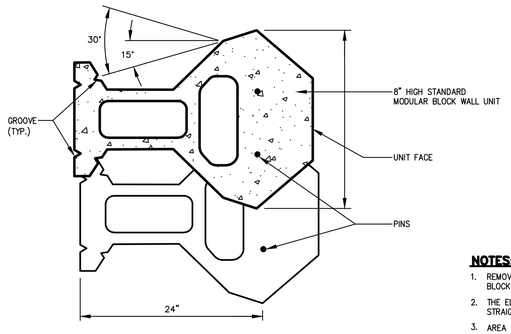
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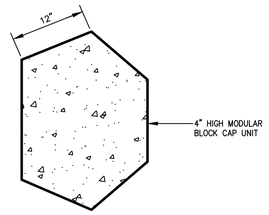
GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	HAMPSHIRE COMMONS APARTMENTS 143 Hampshire Street, Auburn, Maine
Client:	AUBURN HOUSING AUTHORITY P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No.
C-6.0

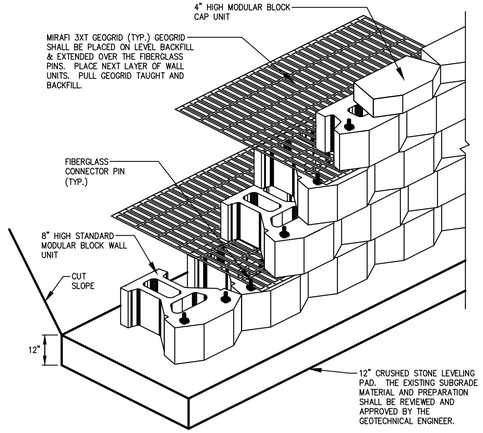
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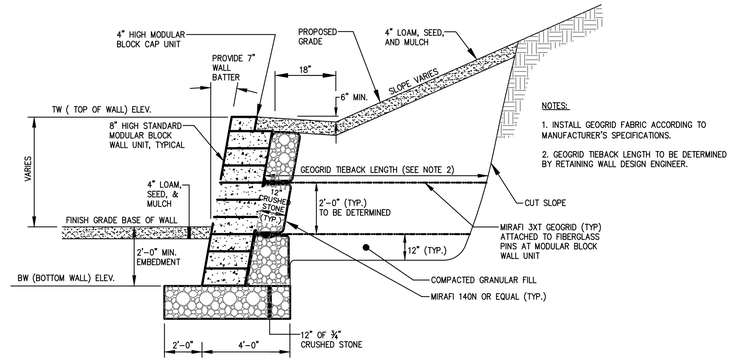




NOTES:

1. REMOVE THE EXTENDED TAIL PIECES AT THE GROOVES TO RETURN THE BLOCK SHAPE TO ITS 30° SIDES WHEN BUILDING TIGHT CONVEX CURVES.
2. THE ELONGATED TAIL SECTION PROVIDES ADDITIONAL STABILITY FOR STRAIGHT WALLS AS THE TAIL PIECE RESTS ON THE UNIT BELOW IT.
3. AREA WITHIN, BETWEEN AND 12" BEHIND THE UNITS IS TO BE FILLED WITH 1/2" TO 3/4" CRUSHED STONE WITH LESS THAN 5% PASSING A #200 SEIVE.

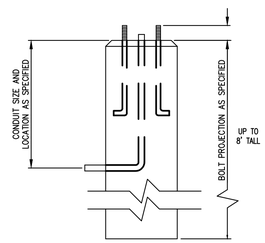




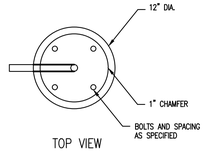
NOTES:

1. INSTALL GEOGRID FABRIC ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
2. GEOGRID TIEBACK LENGTH TO BE DETERMINED BY RETAINING WALL DESIGN ENGINEER.

Ⓐ MODULAR BLOCK DETAILS
N.T.S.



FRONT VIEW



TOP VIEW

ITEM #B-401
WEIGHT – SEE CHART BELOW

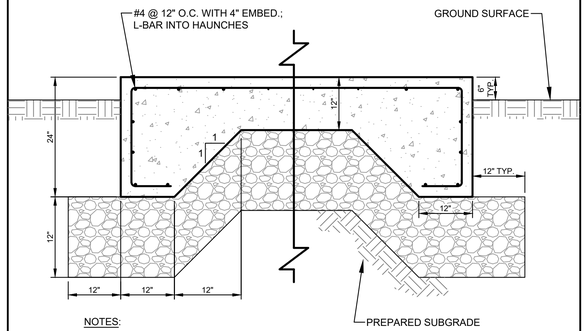
HEIGHT	WEIGHT	ITEM #
4' TALL	472 LBS	B-4014
5' TALL	590 LBS	B-4015
6' TALL	708 LBS	B-4016
7' TALL	826 LBS	B-4017
8' TALL	944 LBS	B-4018

DESIGN NOTES:

1 – CONCRETE 4000 PSI AT 28 DAYS.
2 – REINFORCING IS AS SPECIFIED. (TYP. 4 – #4 VERTICALLY AND #3 STIRRUPS 12" O.C. HORIZONTALLY)
3 – ANCHOR BOLTS AND GROUNDING AS SPECIFIED.
4 – BALLAST POURED AROUND BASE IF REQUIRED.

PRECAST CONCRETE PRODUCTS OF MAINE, INC. PHONE (207) 729-1628 FAX (207) 729-8710

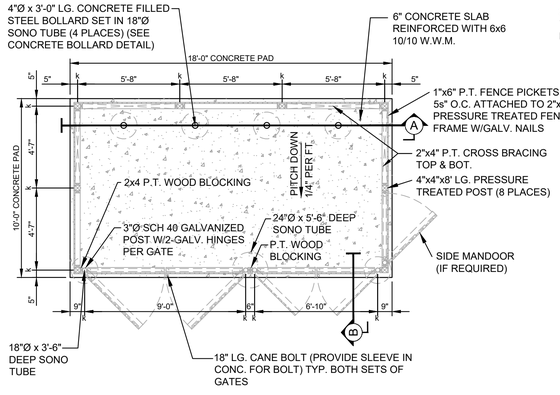
Ⓑ 12" DIA. LIGHT POLE BASE
N.T.S.



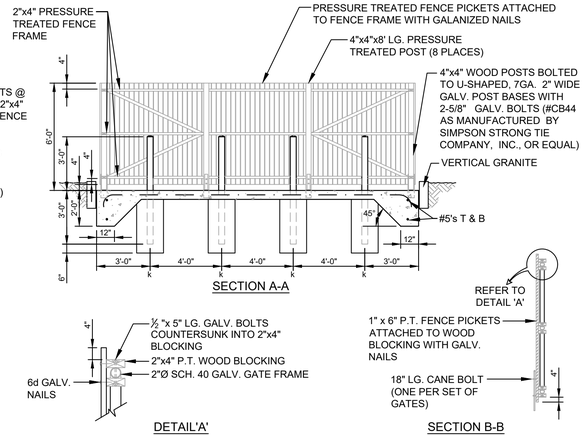
NOTES:

1. FOR PAD DIMENSIONS SHALL BE 10' LONG x 5' WIDE.
2. 12" BASE GRAVEL SHALL BE MDOT 703.06 STANDARDS FOR TYPE D GRAVEL.
3. CONCRETE PAD SHALL HAVE COMPRESSIVE STRENGTH OF 4,500 PSI.
4. PROVIDE BROOM FINISH AND SALTGUARD™ CHLORIDE INHIBITOR.

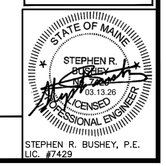
Ⓓ CONCRETE GENERATOR PAD DETAIL
N.T.S.



Ⓒ SOLID WASTE ENCLOSURE PLAN AND DETAILS
N.T.S.



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
Checked: SRB	Scale: AS NOTED	Job No.: 4229
File Name: AUBURN HOUSING–DETAILS.dwg		

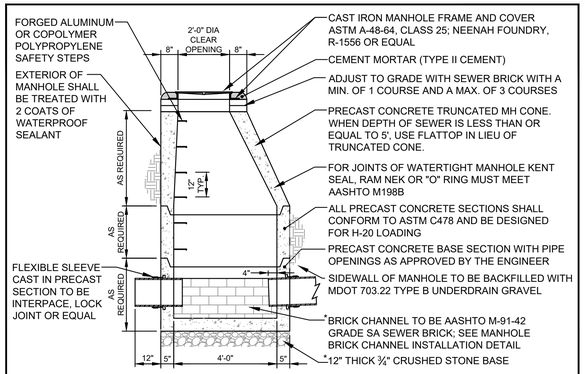
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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: SITE & MISCELLANEOUS DETAILS
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-6.1

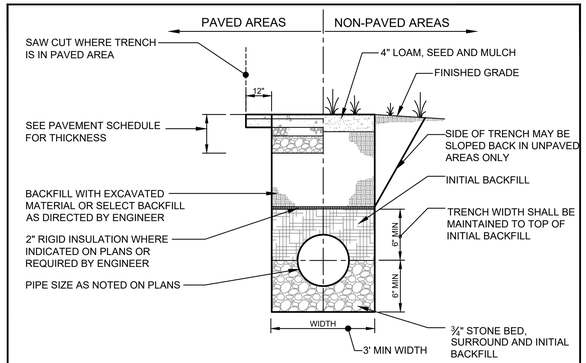
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4'-0" DIA. PRECAST SEWER & STORM DRAIN MANHOLE DETAIL

(A) N.T.S.

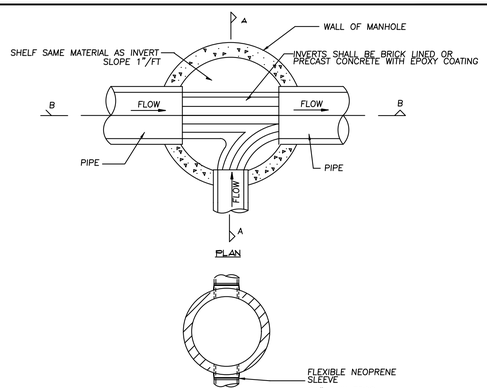
*NOTE:
CHANNEL MAY ALSO BE A PREFABRICATED FIBERLINER 2000 CHANNEL AS FABRICATED BY GDT, INC. OF ESSEX, CT OR EQUAL



NOTE:
BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.

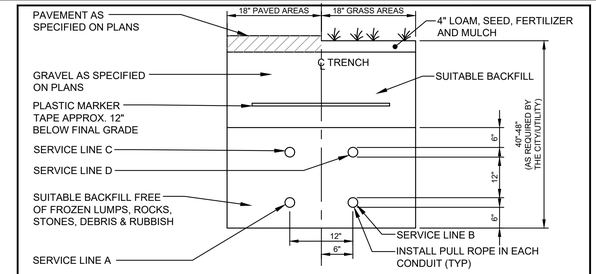
TYPICAL SEWER AND STORM DRAIN TRENCH SECTION

(D) N.T.S.



PRECAST CONCRETE SEWER MANHOLE DETAIL

(G) N.T.S.



CONDUIT TYPE

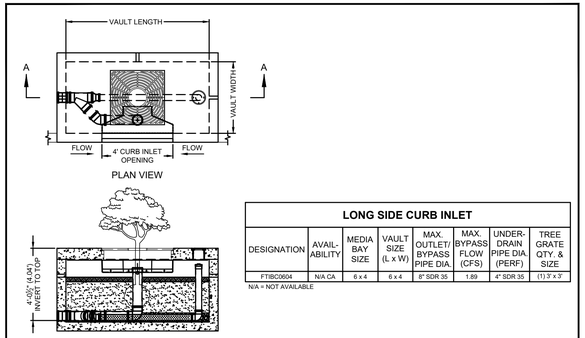
SERVICE	CONDUIT SIZE	GRASS AREAS	PAVED AREAS	UTILITY	REMARKS
A	2-6"	SCHEDULE 40 PVC ELECTRICAL GRADE	RIGID GALVANIZED STEEL, ASTM A120*	POWER	SEE NOTE
B	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	TELEPHONE	SEE NOTE
C	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	COMMUNICATION	SEE NOTE
D	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	SPARES	SEE NOTE

*AS REQUIRED BY CITY /UTILITY

NOTES:
1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10' ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS. COORDINATE WITH ELECTRICAL SITE PLANS BY E.S. BOULOS.
2. IN CITY RIGHT OF WAY, CONDUITS TO HAVE 36" MIN. COVER AND BE ENCASED WITH MIN. 3" CONCRETE ON ALL SIDES.

UTILITY TRENCH - PRIMARY ELEC., TEL. & COMM.

(I) N.T.S.



LONG SIDE INLET CONFIGURATION

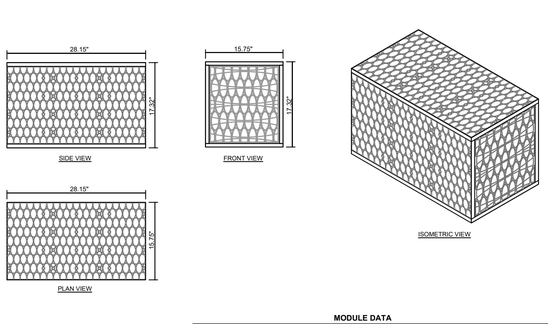
LONG SIDE CURB INLET							
DESIGNATION	AVAIL-ABILITY	MEDIA BAY SIZE	VAULT SIZE (L x W)	MAX. OUTLET/ BYPASS PIPE DIA.	MAX. BYPASS FLOW (CFS)	UNDER-DRAIN PIPE DIA. (PERF)	TREE GRATE QTY. & SIZE
FTIBC0604	N/A CA	6 x 4	6 x 4	8" SDR 35	1.89	4" SDR 35	(1) 3' x 3'

N/A = NOT AVAILABLE

FILTERRA INTERNAL BYPASS CURB

(B) N.T.S.

9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX



MODULE DATA

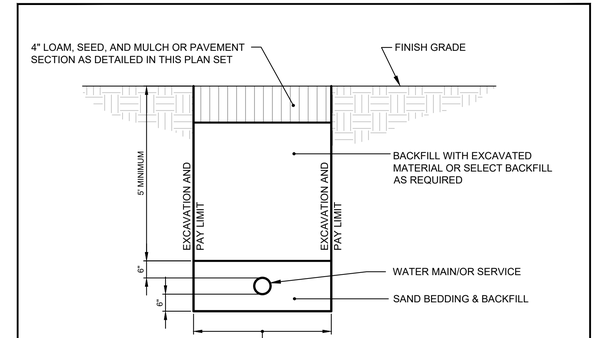
GEOMETRY: LENGTH = 28.15 IN. (715 MM)
WIDTH = 15.75 IN. (400 MM)
HEIGHT = 17.32 IN. (440 MM)
TANK VOLUME = 4.44 CF
STORAGE VOLUME = 4.22 CF
VOID INTERNAL VOLUME: 95%
VOID SURFACE AREA: 90%

LOAD RATING: 33.4 PSI, (MODULE ONLY) HS25, (WITH ACF COVER SYSTEM)
MATERIAL: 100% RECYCLED POLYPROPYLENE
SMALL PLATES PER SEGMENT/TOTAL: 5/5

ACF ENVIRONMENTAL LET'S GET IT DONE

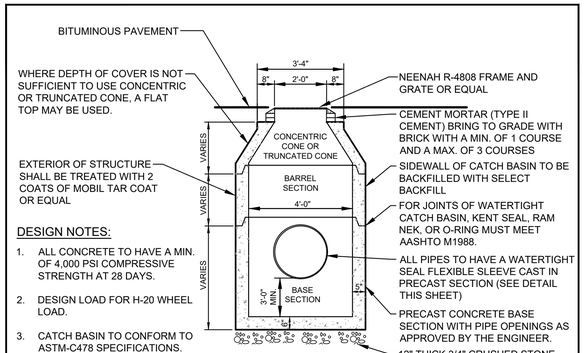
R-TANK^{HD} - SINGLE MODULE

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com 5/16



WATER SERVICE TRENCH SECTION

(J) N.T.S.

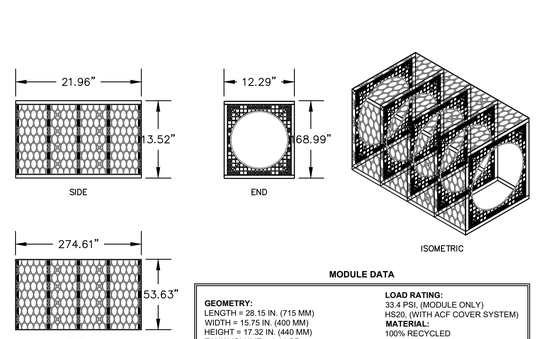


DESIGN NOTES:

1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.12 IN SQ./LF..

4'-0" PRECAST CATCH BASIN DETAIL

(C) N.T.S.



MODULE DATA

GEOMETRY:
LENGTH = 28.15 IN. (715 MM)
WIDTH = 15.75 IN. (400 MM)
HEIGHT = 17.32 IN. (440 MM)
TANK VOLUME = 4.44 CF
STORAGE VOLUME = 4.22 CF
VOID INTERNAL VOLUME: 95%
VOID SURFACE AREA: 90%

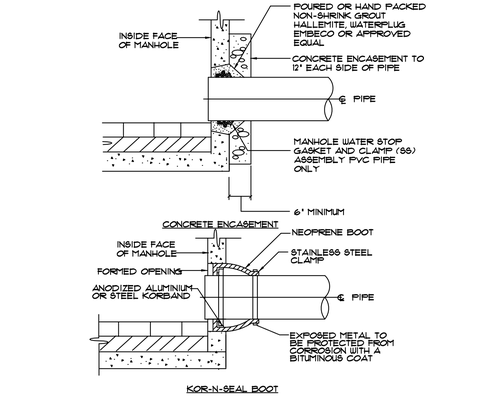
LOAD RATING:
33.4 PSI, (MODULE ONLY)
HS20, (WITH ACF COVER SYSTEM)
MATERIAL:
100% RECYCLED POLYPROPYLENE
SMALL PLATES PER SEGMENT/TOTAL:
5/5

09/25/2017

ACF ENVIRONMENTAL LET'S GET IT DONE

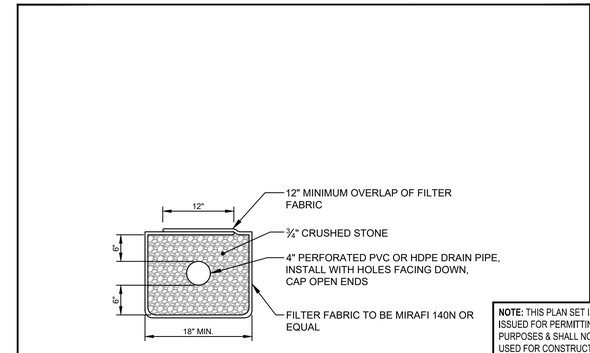
R-TANK^{HD} - SINGLE MAINTENANCE MODULE

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com



MANHOLE PIPE CONNECTIONS FOR SEWER DETAIL

(H) N.T.S.



NOTE:
LOCATIONS AS NOTED ON PLANS - COORDINATE WITH ARCHITECTURAL AND / OR STRUCTURAL PLANS.

TYPICAL FOUNDATION DRAIN DETAIL

(K) N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.13.26
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

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1	2026.03.13	SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: AUG 2025
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File Name: AUBURN HOUSING–DETAILS.dwg		

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Drawing Name: STORM DRAIN & UTILITY DETAILS
Project: HAMPSHIRE COMMONS APARTMENTS
143 Hampshire Street, Auburn, Maine
Client: AUBURN HOUSING AUTHORITY
P.O. Box 3037, Auburn, Maine 04212–3037

Drawing No. C-6.2

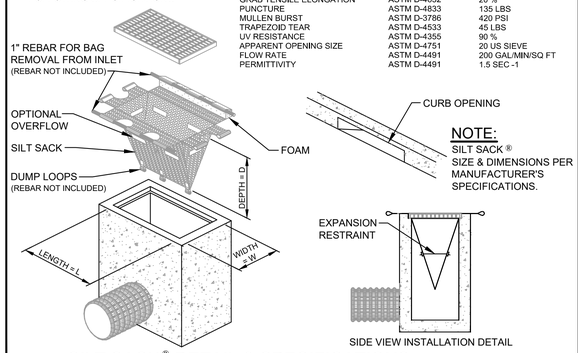
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NOTE: THE SILT SACK ® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:

HIGH-FLOW SILT SACK ® (FOR USE IN LOW POINTS/SAGS)

(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

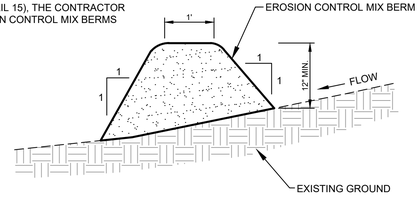
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



NOTE:
SILT SACK ® SIZE & DIMENSIONS PER MANUFACTURER'S SPECIFICATIONS.

(A) SILT SACK® DETAIL & SPECIFICATIONS
N.T.S.

NOTE:
DURING PERIODS OF WINTER CONSTRUCTION (NOV. 15 THROUGH APRIL 15), THE CONTRACTOR SHALL INSTALL EROSION CONTROL MIX BERMS IN LIEU OF SILT FENCE.

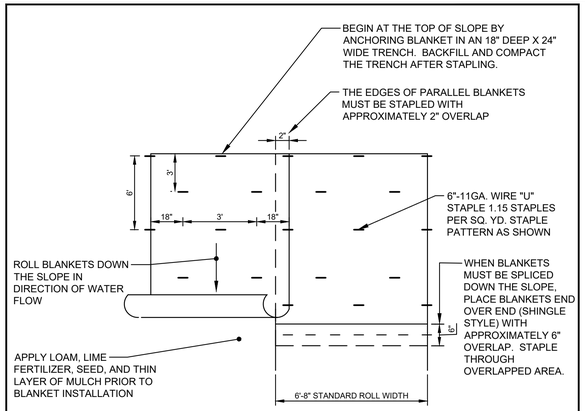


EROSION CONTROL MIX:

EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES & MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:

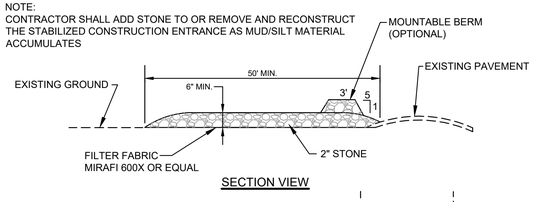
- THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80 AND 100%, DRY WEIGHT BASIS.
- PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70%, MAXIMUM OF 85%, PASSING A 0.75" SCREEN.
- THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
- LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
- SOLUBLE SALTS CONTENT SHALL BE < 4.0 mmhos/cm.
- PH SHALL FALL BETWEEN 5.0 AND 8.0.

(D) EROSION CONTROL MIX BERM DETAIL
N.T.S.

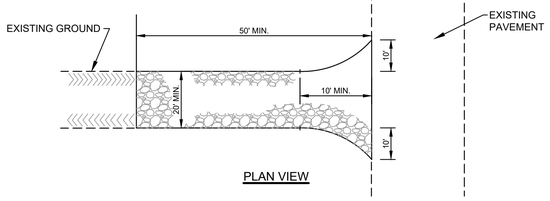


PLAN VIEW

NOTE:
CONTRACTOR SHALL ADD STONE TO OR REMOVE AND RECONSTRUCT THE STABILIZED CONSTRUCTION ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES



SECTION VIEW



PLAN VIEW

(B) STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.

SPECIFICATIONS AND REQUIREMENTS FOR DEWATERING

THIS PROJECT WILL REQUIRE THE DISCHARGE OF CONSTRUCTION DEWATERING AND TURBID LADEN RUNOFF, FROM THE REMEDIAL CONSTRUCTION OF THE EXISTING STORMWATER BASIN, TO BE DIRECTED AND DISCHARGED THROUGH A DIRTBAG, WITHIN A DEWATERING SUMP. THIS DESCRIPTION ALSO CONTAINS APPENDED MATERIALS DESCRIBING THE DIRTBAGS REFERRED TO IN THIS NARRATIVE.

DEWATERING OF THE REMEDIAL CONSTRUCTION OF THE EXISTING BASIN SHALL BE ACCOMPLISHED USING THE FOLLOWING MEASURES:

- THE PUMPING OF WATER WITHIN THE POND TO A DIRTBAG (PATENTED PRODUCT BY ACF ENVIRONMENTAL PRODUCTS) WITH RELEASE THROUGH A VEGETATED BUFFER AT LEAST 100 FEET UPGRADIENT OF A WETLAND DURING THE REMEDIAL CONSTRUCTION OF THE EXISTING BASIN.

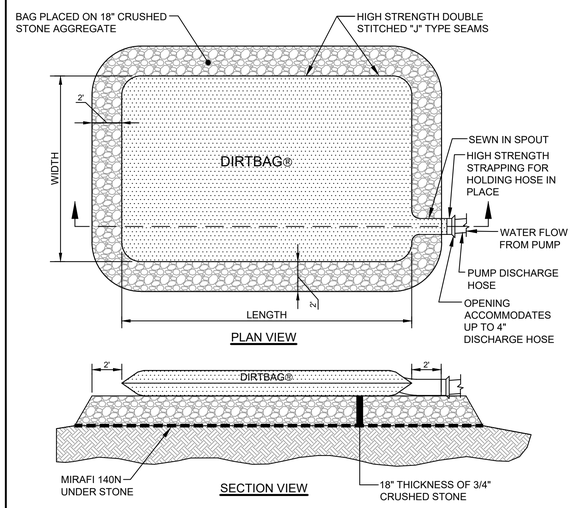
REQUIREMENTS FOR DIRTBAGS:

AT ALL TIMES THERE MUST BE AN UNUSED DIRTBAG AVAILABLE FOR EMERGENCY USE.

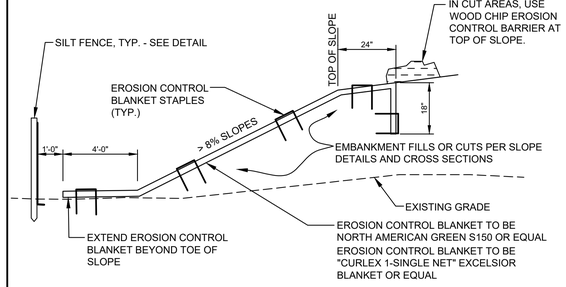
AT ALL TIMES (AFTER INITIAL SITE PREPARATION), THE CONTRACTOR SHALL HAVE ONE DIRTBAG ACTIVE OR READY FOR USE. THE DIRTBAGS SHALL BE FIELD LOCATED BY THE CONTRACTOR BUT ARE NOT TO BE INSTALLED WITHIN 100 FEET OF THE WETLANDS. THE DIRTBAG SHALL BE INSTALLED ON A PREPARED SUBGRADE. THIS SUBGRADE SHALL CONSIST OF THE INSTALLATION OF A LAYER OF MIRAFI 140N, AND 18 INCHES OF 3/4 INCH CRUSHED STONE. THE PLAN DIMENSION OF THE CRUSHED STONE PAD SHALL EXCEED THE PLAN AREA OF THE DIRTBAG BY AT LEAST TWO FEET IN ALL DIRECTIONS. THE DIRTBAG SHALL NOT BE INSTALLED ON AN UNDERLYING SLOPE OF GREATER THAN 15 PERCENT.

CONSTRUCTION DEWATERING OPERATIONS:

ALL CONSTRUCTION-DEWATERING OPERATIONS ARE THE RESPONSIBILITY OF THE SITE CONTRACTOR. IT SHALL BE THE SITE CONTRACTOR WHO IS RESPONSIBLE FOR SELECTING THE SITE FOR THE DIRTBAG, THE SELECTION OF THE USE OF THE DIRTBAG OR THE SEDIMENTATION BASIN FOR DIRECTING DEWATERING, EXCEPT THAT THE OWNER MAY DIRECT THE SITE CONTRACTOR TO ALTER THE SELECTED OPERATION IF TURBID DISCHARGE TO A WETLAND IS OBSERVED.



(E) DIRTBAG® DETAIL AND SPECIFICATIONS
N.T.S.

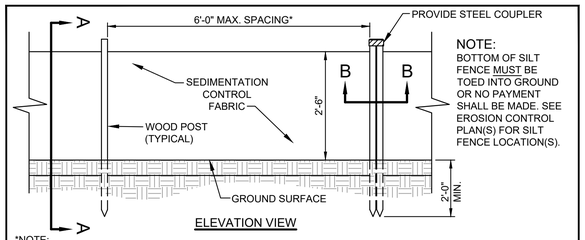


SECTION VIEW

NOTE:
EROSION CONTROL BLANKET STAPLE SIZE AND DISTRIBUTION PER MANUFACTURER'S SPECIFICATIONS.

NOTES:
1. IF GRASS CATCH IS NOT 75% BY SEPTEMBER 1, ADD #4 REBARS @ 3'-0" ROWS @ 3' CENTERS. REMOVE OR DRIVE REBARS 3" BELOW GRADE IN SPRING FOLLOWING TURF ESTABLISHMENT.
2. MULCH RATE TO BE 1/2 THE RATE OTHERWISE SPECIFIED.

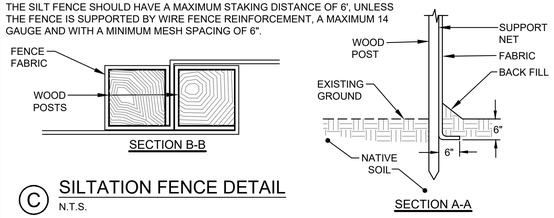
(F) EROSION CONTROL BLANKET SLOPE STABILIZATION DETAIL
N.T.S.



ELEVATION VIEW

NOTE:
BOTTOM OF SILT FENCE MUST BE TOED INTO GROUND OR NO PAYMENT SHALL BE MADE. SEE EROSION CONTROL PLAN(S) FOR SILT FENCE LOCATION(S).

*NOTE:
THE SILT FENCE SHOULD HAVE A MAXIMUM STAKING DISTANCE OF 6', UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT, A MAXIMUM 14 GAUGE AND WITH A MINIMUM MESH SPACING OF 6".



(C) SILTATION FENCE DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
03.13.26
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

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Drawing No. C-6.3

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14.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

THE PRIMARY EMPHASIS OF THE EROSION/SEDIMENTATION CONTROL PLAN, WHICH WILL BE IMPLEMENTED FOR THIS PROJECT, IS AS FOLLOWS:

- DEVELOPMENT OF A CAREFUL CONSTRUCTION SEQUENCE.
- RAPID REVEGETATION OF DENUDED AREAS TO MINIMIZE THE PERIOD OF SOIL EXPOSURE.
- RAPID STABILIZATION OF DRAINAGE PATHS TO AVOID RILL AND GULLY EROSION.
- THE USE OF ON-SITE MEASURES TO CAPTURE SEDIMENT (SEDIMENTATION BASINS, HAY BALES/STONE CHECK DAMS/SILT FENCE, ETC.)

THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL DEVICES WILL BE IMPLEMENTED AS PART OF THE SITE DEVELOPMENT. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE, SEE THE LATEST EDITION OF THE MAINE EROSION AND SEDIMENT CONTROL PRACTICES FIELD GUIDE FOR CONTRACTORS.

A. DEWATERING

WATER FROM CONSTRUCTION TRENCH DEWATERING SHALL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 50 FEET OF A PROTECTED NATURAL RESOURCE.

B. INSPECTION AND CONSTRUCTION MONITORING

MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. BEFORE AND WITHIN 24 HOURS AFTER EACH WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH OF RAINFALL IN A CONSECUTIVE 24-HOUR PERIOD, SNOWSTORM, OR PERIOD OF THAWING AND RUNOFF, THE QUALIFIED CONTRACTOR KNOWLEDGEABLE OF DEP STANDARDS SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. ADDITIONALLY, INSPECTIONS SHALL BE PERFORMED AT LEAST ONCE A WEEK. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL IN THE SPRING INSPECT AND REPAIR ANY DAMAGES AND/OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

THE FOLLOWING STANDARDS MUST BE MET DURING CONSTRUCTION.

1. INSPECTION AND CORRECTIVE ACTION. AN ENGINEER OR SOMEONE WITH KNOWLEDGE OF EROSION AND STORMWATER STANDARDS AS DESCRIBED IN THE CONDITIONS OF THE PERMIT SHALL INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION CONTROL MEASURES (INCLUDING CATCH BASIN INLET PROTECTION MEASURES, SEDIMENT FILTER MEASURES, AND STABILIZATION OF SLOPES), MATERIALS STORAGE AREAS THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. INSPECT THESE AREAS AT LEAST ONCE A WEEK AS WELL AS BEFORE AND WITHIN 24 HOURS AFTER A STORM EVENT (WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH IN A CONSECUTIVE 24-HOUR PERIOD), AND PRIOR TO COMPLETING PERMANENT STABILIZATION MEASURES. UPON FINAL SUBDIVISION PLANS, THE INSPECTION LOG WILL BE UPDATED TO REFLECT ALL STRUCTURES.

2. MAINTENANCE. IF BEST MANAGEMENT PRACTICES (BMPS) NEED TO BE REPAIRED, THE REPAIR WORK SHOULD BE INITIATED UPON DISCOVERY OF THE PROBLEM BUT NO LATER THAN THE END OF THE NEXT WORKDAY. THE CONTRACTOR IS RESPONSIBLE FOR ALL MAINTENANCE ASSOCIATED WITH THESE INSPECTIONS. IF ADDITIONAL BMPS OR SIGNIFICANT REPAIR OF BMPS ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT (WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH IN A CONSECUTIVE 24-HOUR PERIOD). ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

3. DOCUMENTATION. KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATE(S) OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPS THAT NEED MAINTENANCE, BMPS THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPS ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPS, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN. THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITTEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

C. TEMPORARY EROSION CONTROL MEASURES

EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. LIMIT THE EXPOSED AREA TO ONE ACRE AT A TIME OR NO LARGER AREA THAT CAN BE MULCHED IN ONE DAY.

TYPICAL SLOPE RESTORATION:

- EROSION CONTROL BLANKETS REQUIRED BETWEEN 2:1 AND 3:1 SLOPES
- SLOPES STEEPER THAN 8% REQUIRE EROSION CONTROL MULCH
- SLOPES STEEPER THAN 2:1 SHALL NOT USE SOLELY VEGETATED STABILIZATION METHODS
- 1.5:1 SLOPES ARE PROHIBITED.

THE FOLLOWING MEASURES ARE PLANNED AS TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION:

1. A CRUSHED STONE-STABILIZED CONSTRUCTION ENTRANCE SHALL BE PLACED AT THE APPROVED ACCESS DRIVE ON ACADEMY STREET AND MAIN STREET.

2. SILTATION FENCE OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED DOWNSTREAM OF ANY DISTURBED AREAS TO TRAP RUNOFF-- BORNE SEDIMENTS UNTIL GRASS AREAS ARE REVEGETATED. THE SILT FENCE AND/OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THIS PACKAGE AND INSPECTED AT LEAST ONCE A WEEK AND BEFORE AND IMMEDIATELY AFTER A STORM EVENT OF 0.5 INCHES OR GREATER, AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE OR BERM LINE. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM. WOOD WASTE COMPOST BERMS ARE NOT TO BE USED ADJACENT TO WETLAND AREAS THAT ARE NOT TO BE DISTURBED, BUT IT CAN BE PLACED INSIDE THE SILT FENCE AS A SECONDARY ROW.

3. STRAW OR HAY MULCH INCLUDING HYDROSEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND OCTOBER 15TH ON SLOPES OF LESS THAN 15 PERCENT SHALL BE ANCHORED BY APPLYING WATER; MULCH PLACED ON SLOPES OF EQUAL TO OR STEEPER THAN 15 PERCENT SHALL BE COVERED BY A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. FABRIC NETTING AND STAPLES SHALL BE USED ON DISTURBED AREAS WITHIN 50' OF LAKES, STREAMS, AND WETLANDS REGARDLESS OF THE UPSTREAM SLOPE. MULCH PLACED BETWEEN OCTOBER 15TH AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT SHALL BE COVERED WITH A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. SLOPES STEEPER THAN 3:1 AND EQUAL TO OR FLATTER THAN 2:1, WHICH ARE TO BE REVEGETATED, SHALL RECEIVE CURLEX BLANKETS BY AMERICAN EXCELSIOR OR EQUAL. SLOPES STEEPER THAN 2:1 SHALL RECEIVE RIPRAP AS NOTED ON THE PLANS. THE MULCH APPLICATION RATE FOR BOTH TEMPORARY AND PERMANENT SEEDING IS 75 LBS PER 1000 SF AS IDENTIFIED IN ATTACHMENT A OF THIS SECTION. MULCH SHALL NOT BE PLACED OVER SNOW.

4. TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION WILL BE PROTECTED AS FOLLOWS:

   a) TEMPORARY STOCKPILES SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY WETLANDS WHICH WILL NOT BE DISTURBED AND SHALL BE LOCATED AWAY FROM DRAINAGE SWALES.

   b) STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE BY A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH, SUCH AS HAY, STRAW, OR EROSION CONTROL MIX.

   c) STOCKPILES SHALL BE SURROUNDED BY SEDIMENTATION BARRIER AT THE TIME OF FORMATION. SEDIMENT BARRIERS SHOULD BE INSTALLED DOWNGRADIENT OF STOCKPILES. ADDITIONALLY, STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO STOCKPILES.

6. ALL DENUDED AREAS THAT ARE WITHIN 50 FEET OF AN UNDISTURBED WETLAND, WHICH HAVE BEEN ROUGH GRADED AND ARE NOT LOCATED WITHIN A BUILDING PAD, PARKING AREA, OR ACCESS DRIVE SUBBASE AREA, SHALL RECEIVE MULCH OR EROSION CONTROL MESH FABRIC WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL. ALL AREAS WITHIN 75 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW. IN OTHER AREAS, THE TIME PERIOD MAY BE EXTENDED TO 7 DAYS.

7. ACADEMY AND MAIN STREETS (UNDISTURBED PORTIONS ENTERING THE PROJECT SITE) SHALL BE SWEPT TO CONTROL MUD AND DUST AS NECESSARY. ADDITIONAL STONE SHALL BE ADDED TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.

8. DURING GRUBBING OPERATIONS STONE CHECK DAMS SHALL BE INSTALLED AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS AND AS DIRECTED ON THE EROSION CONTROL PLANS.

9. SILT FENCING WITH A MAXIMUM STAKE SPACING OF 6 FEET SHALL BE USED, UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT OF MINIMUM 14 GAUGE AND WITH A MAXIMUM MESH SPACING OF 6 INCHES, IN WHICH CASE STAKES MAY BE SPACED A MAXIMUM OF 10 FEET APART. THE BOTTOM OF THE FENCE SHALL BE ANCHORED.

10. WOOD WASTE COMPOST/BARK BERMS MAY BE USED IN LIEU OF SILTATION FENCING IN AREAS NOT ADJACENT TO WETLANDS, BUT CAN BE USED INSIDE OF SILT FENCE AS A SECONDARY ROW. BERMS SHALL BE REMOVED AND SPREAD IN A LAYER NOT TO EXCEED 3" THICK ONCE UPSTREAM AREAS ARE COMPLETED AND A 90% CATCH OF VEGETATION IS ATTAINED.

11. WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MDOT SPECIFICATIONS – SECTION 637 – DUST CONTROL.

12. LOAM AND SEED IS INTENDED TO SERVE AS THE PRIMARY PERMANENT REVEGETATIVE MEASURE FOR ALL DENUDED AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP. APPLICATION RATES ARE PROVIDED IN ATTACHMENT A OF THIS SECTION. SEEDING SHALL NOT OCCUR OVER SNOW.

13. ALL CATCH BASINS SHALL BE PROTECTED DURING CONSTRUCTION WITH A CATCH BASIN INLET FILTER AND, IN CASES OF HEAVY FLOWS, A STONE SEDIMENT BARRIER AS SHOWN ON SHEET C406.

D. PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES HAVE BEEN DESIGNED AS PART OF THE EROSION/SEDIMENTATION CONTROL PLAN:

1. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, GRAVEL SUBBASE, ETC.) WILL BE LOAMED, LIMED, FERTILIZED, MULCHED, AND SEEDED. FABRIC NETTING, ANCHORED WITH STAPLES, SHALL BE PLACED OVER THE MULCH IN AREAS AS NOTED IN TEMPORARY EROSION CONTROL MEASURES PARAGRAPH 4 OF THIS REPORT. ALL AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48-HOUR WINDOW. NATIVE TOPSOIL SHALL BE STOCKPILED AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.

2. ALL STORM DRAIN PIPE OUTLETS SHALL HAVE RIPRAP APRONS AT THEIR OUTLET TO PROTECT THE OUTLET AND RECEIVING CHANNEL FROM SCOUR AND DETERIORATION. INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE APRONS SHALL BE INSTALLED AND STABILIZED TO THE EXTENT PRACTICABLE PRIOR TO DIRECTING RUNOFF TO THE TRIBUTARY PIPE OR CULVERT.

3. CATCH BASINS SHALL BE PROVIDED WITH SEDIMENT SUMPS AND INLET HOODS (THE SNOUT) FOR ALL OUTLET PIPES THAT ARE 18" IN DIAMETER OR LESS.

14.1 IMPLEMENTATION SCHEDULE

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE REQUIRED TO ENSURE THE EFFECTIVENESS OF THE EROSION AND SEDIMENTATION CONTROL MEASURES ARE OPTIMIZED:

NOTE: FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE, THIS SHALL BE ACCOMPLISHED BY LIMITING THE DISTURBED AREA. AREA SHALL BE LIMITED TO NO MORE THAN THE CONTRACTOR CAN MULCH IN ONE DAY.

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES AT THE APPROVED LOCATIONS.
2. INSTALL PERIMETER SILT FENCE AND/OR WOOD WASTE BERMS.
3. INSTALL SEDIMENT BASINS, DIVERSION DIKES, OR CHECK DAMS (CLEAR ONLY THOSE AREAS NECESSARY TO INSTALL BMP'S)
4. CLEAR AND GRUB SITE. INSTALL STONE CHECK DAMS AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS.
5. COMMENCE INSTALLATION OF DRAINAGE APPURTENANCES.
6. COMMENCE EARTHWORK FOR STORMWATER FACILITIES.
7. COMMENCE EARTHWORK AND GRADING TO SUBGRADE.
8. COMMENCE INSTALLATION OF RETAINING WALLS (IF NECESSARY).
9. COMMENCE INSTALLATION OF WATER AND SEWER LINES.
10. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
11. COMPLETE INSTALLATION OF UNDERGROUND UTILITIES TO WITHIN 5' OF FUTURE BUILDINGS.
12. INSTALL LIGHT POLE FOUNDATIONS AND LIGHT POLES.
13. COMPLETE REMAINING EARTHWORK OPERATIONS.
14. COMPLETE INSTALLATION OF DRAINAGE APPURTENANCES.
15. INSTALL SUB-BASE AND BASE GRAVEL WITHIN PARKING AREAS, WALKWAYS, AND ALL DRIVEWAYS.
16. INSTALL CURBING IN PARKING AREAS AS NEEDED.
17. INSTALL BASE COURSE PAVING FOR DRIVES AND PARKING AREA AS WELL AS CONCRETE SURFACES.
18. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
19. INSTALL SURFACE COURSE PAVING FOR DRIVES AND PARKING AREAS. STRIPE PER PLAN.
20. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
21. TOUCH UP LOAM AND SEED.

PRIOR TO CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE FOLLOWING CRITERIA:

1. THE ABOVE CONSTRUCTION SEQUENCE SHOULD GENERALLY BE COMPLETED IN THE SPECIFIED ORDER; HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY. WORK MUST ALSO BE SCHEDULED OR PHASED TO REDUCE THE EXTENT OF THE EXPOSED AREAS AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS SILT FENCE AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE DENUDED.

2. THE WORK SHALL BE CONDUCTED IN SECTIONS WHICH SHALL:

   (a) LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 30 DAYS.

   (b) REVEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT, OR TEMPORARILY STABILIZED WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL FOR AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND AND 7 DAYS FOR ALL OTHER AREAS. AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW.

   (c) INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEM AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE. THE DITCHES SHALL BE IMMEDIATELY LINED OR REVEGETATED AS SOON AS THEIR INSTALLATION IS COMPLETE.

14.2 EROSION, SEDIMENTATION AND STABILIZATION CONTROL PLAN

THE EROSION CONTROL INFORMATION IS INCLUDED IN THE PLAN SET.

14.3 DETAILS AND SPECIFICATIONS

THE EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

14.4 WINTER STABILIZATION PLAN

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT; VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD.

WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. LIMIT THE EXPOSED AREA TO ONE ACRE OR AN AREA THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT.

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN PARKING AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED.

FOR WORK, WHICH IS CONDUCTED BETWEEN OCTOBER 15TH AND APRIL 15TH OF ANY CALENDAR YEAR, ALL DENUDED AREAS, SHALL BE COVERED WITH HAY MULCH OR EROSION CONTROL MIX, APPLIED AT TWICE THE NORMAL APPLICATION RATE AND ANCHORED WITH A FABRIC NETTING. THE TIME PERIOD FOR APPLYING MULCH SHALL BE LIMITED TO 2 DAYS FOR ALL AREAS.

THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES
STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1,000 S.F. (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOODWASTE EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE SHALL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 50 FEET FROM ANY NATURAL RESOURCES.

2. NATURAL RESOURCE PROTECTION
ANY AREAS WITHIN 25 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 90% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 75 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

3. SEDIMENT BARRIERS
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOOD WASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

4. MULCHING
AN AREA SHALL BE CONSIDERED DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (3 TONS/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL, OR WOOD CELLULOSE FIBER, WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

5. MULCHING ON SLOPES AND DITCHES
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8%.

MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAT 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

6. SEEDING
BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1 AND THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 90% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

7. WINTER CONSTRUCTION INSPECTION
AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE QUALIFIED CONTRACTOR KNOWLEDGEABLE OF DEP STANDARDS SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO ENSURE THEIR CONTINUOUS FUNCTION. INSPECTIONS SHALL BE PERFORMED A MINIMUM OF ONCE PER WEEK AND SHALL BE CONDUCTED IN ACCORDANCE WITH THE EROSION CONTROL MEASURES AND SITE STABILIZATION WITHIN THE EROSION CONTROL REPORT.

14.5 STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS – THE APPLICANT SHALL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15. THE APPLICANT SHALL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 1. IF THE APPLICANT FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 1, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER.

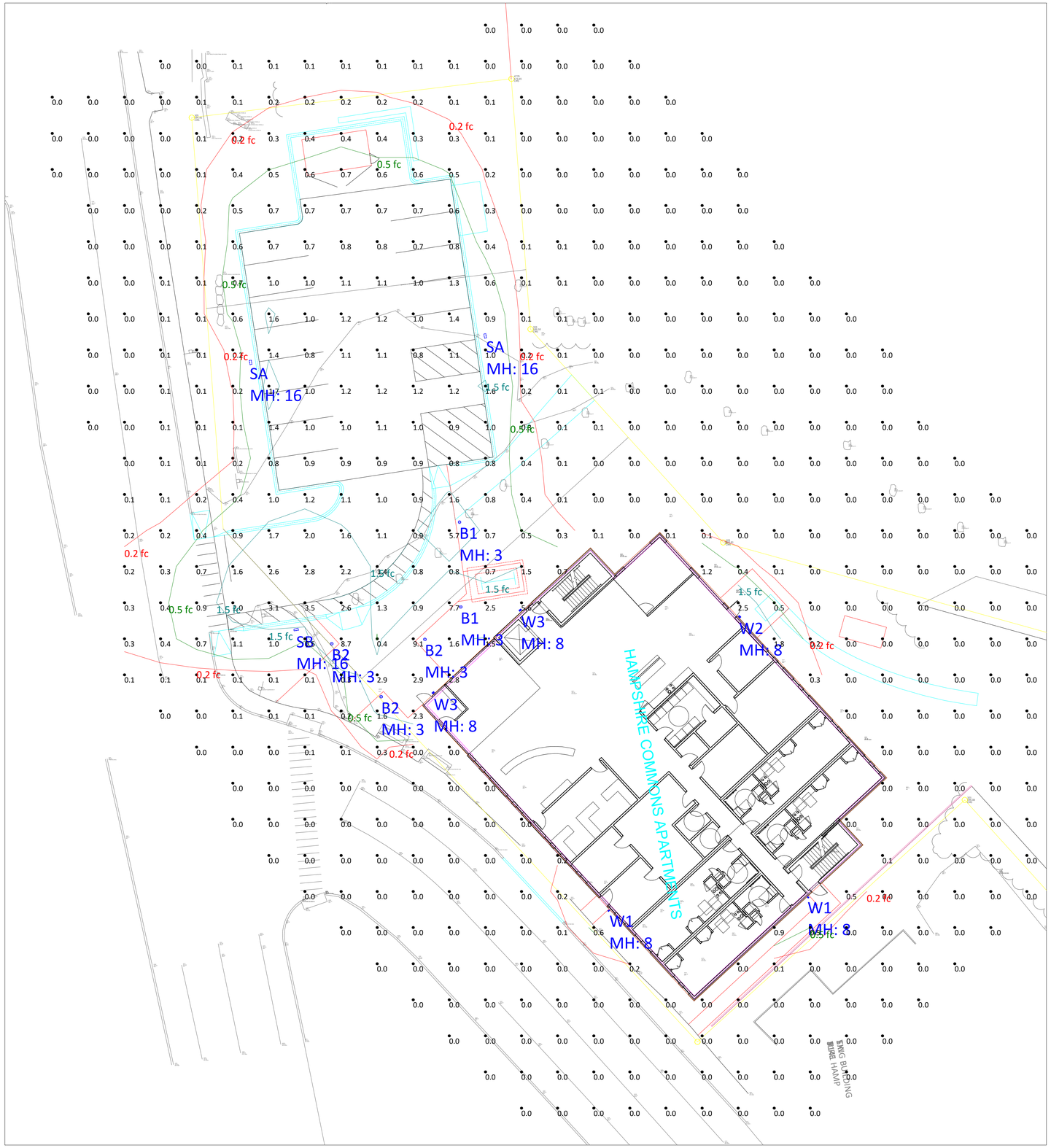
INSTALL A SOD LINING IN THE DITCH -- THE APPLICANT SHALL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH JUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.

INSTALL A STONE LINING IN THE DITCH --THE APPLICANT SHALL LINE THE DITCH WITH STONE RIPRAP BY NOVEMBER 15. THE CONTRACTOR SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE CONTRACTOR SHALL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING SO TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES --- THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE APPLICANT SHALL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 1. THE DEPARTMENT SHALL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% TO BE A SLOPE. IF THE APPLICANT FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 1, THEN THE APPLICANT SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY SEPTEMBER 1 THE CONTRACTOR SHALL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT SHALL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST AS DESCRIBED IN ITEM III OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM IV OF THIS STANDARD.

STABILIZE THE SLOPE WITH SOD -- THE CONTRACTOR SHALL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY SEPTEMBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING



PLAN VIEW

NOTES:
1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO EXPOSURE/ESS AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Calculation Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
site	0.3	9.1	0.0	N.A.	N.A.
parking	1.0	1.7	0.6	1.7	2.8

Luminaire Schedule (note fixture cataloge numbers are not complete)

Type	Qty	Lum. Lumens	LLF	Lum. Watts	Description	Mounting Height	MANUFAC
B1	2	700	0.900	7	BEE-B-7W-U-3K-T3-XX-D-SKY	3	Zuma Lighting
B2	3	665	0.900	7	BEE-B-7W-U-3K-T4-XX-D-SKY	3	Zuma Lighting
SA	2	4859	0.900	36	VALS-06L-3W-UNV-30K7-XXX-SA	16	LSI INDUSTRIES, INC.
SB	1	5127	0.900	36	VALS-06L-3M-UNV-30K7-XXX-SA	16	LSI INDUSTRIES, INC.
W1	2	534	0.900	7.3	LEW-30001-5W-T1-W30-XX-120/277	8	LIGMAN
W2	1	1229	0.900	13.4	LEW-30011-14W-T1-W30-XX-120-277	8	LIGMAN
W3	2	1376	0.900	13.4	LEW-30001-5W-T3-W30-XX-120/277	8	LIGMAN

site ltg 3-12-26.AGI

GENERATED BY EXPOSURE/ESS, PORTSMOUTH, NH - 603-601-8080 - exposure2lighting.com

TITLE: HAMPSHIRE COMMONS
143 HAMPSHIRE ST, AUBURN, ME
SITE LIGHTING LAYOUT

GENERATED FOR: GORRILL PALMER

SCALE NOT TO SCALE

Page 1 of 1

Date:3/12/2026

EXPOSURE — LIGHTING — CONTROLS — ELECTRICAL —

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF EXPOSURE/ESS.
ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS CONFIDENTIAL, THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED HEREIN, NOTHING CONTAINED IN THIS DRAWING IS TO BE COPIED, REPRODUCED OR DISCLOSED, RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED, EXCEPT AS EXPRESSLY PERMITTED BY A FIFTH LAYER IN WRITING.
IT IS THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES INCLUDED IN THIS DRAWING. IT IS PROVIDED USING FIXTURE PHOTOMETRICS FURNISHED BY THE MANUFACTURER. EXPOSURE/ESS MAKES NO WARRANTY AS TO THE ACCURACY OF PERFORMANCE SHOWN IN IES FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER, IT'S USE FOR ANY OTHER PURPOSE IS NOT AUTHROZED BY EXPOSURE/ESS.

City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: PUBLIC HEARING MINOR SUBDIVISION REVIEW STAFF MEMO: Poland Road Subdivision, 506 Poland Road (PID 188-016). Application submitted by Frank Perry to subdivide the property located at 506 Poland Road to create a third lot division. The property is located in the Traditional Neighborhood (T-4.2B) district and will be reviewed under Chapter 60, Article XVI, Division 4 – Subdivision.

Date: April 7, 2026

PROPOSAL OVERVIEW
The applicant, Frank Perry, has submitted an application for a three lot subdivision. The property is owned by Atlantic Home Solutions. The lot split history is as follows:

- On August 8, 2025, Hugo Guerrero conveyed a 0.21 acre parcel to Atlantic Home Solutions to create a second lot addressed at 502 Poland Road.
- On January 21, 2026, Atlantic Home Solutions conveyed the 0.21 acre lot to Frank Perry.
- Frank Perry is creating a second lot division off Poland Road, which will create a third lot to be accessed via a 24 foot wide common driveway.

Both of the lots with frontage on Poland Road contain existing houses. No new development is proposed at this time. In accordance with Title 30-A Section 4401, the division of 3 lots within a 5 year period is a subdivision that requires review and approval by the Planning Board. The lot is not being conveyed via a relative nor has the applicant lived at the property address for more than 5 years. In support of the application, the applicant has provided a copy of the property deed and land transfers, the existing boundary survey and the proposed site plan.



SUBDIVISION STANDARDS

The following findings of fact relevant to the project are summarized below:

- Access: Lots 1 and 2 of the subdivision have frontage on Poland Road. Lot 3 of the subdivision will have frontage via a shared 24 foot wide common driveway. Staff recommend that prior to recording the subdivision plan, the deed is updated to include language for the common driveway easement. All lots conform to dimensional and frontage requirements outlined in the T-4.2B district.
- Parking: The proposed 3 lot subdivision will not include any parking.
- Utilities: The proposed 3 lot subdivision is served by public sewer and water and underground electric. Utility locations are shown on the site plan. No changes to utilities are proposed.
- Traffic: The proposed 3 lot subdivision will not create traffic congestion or create unsafe roadway conditions.
- Open Space: The proposed 3 lot subdivision will not include any open space.
- Protection of Environmental Features and Natural Resources: The proposed 3 lot subdivision is not anticipated to adversely impact natural resources, scenic areas or historic sites.
- Noise, Vibration, Odors and Air Pollution: The proposed 3 lot subdivision is not anticipated to create a nuisance to surrounding properties or generate vibration, odors or air pollution.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1359:

Subdivision – Section 60-1359

When reviewing any subdivision for approval, the planning board shall consider the following criteria, and before granting either approval or denial, shall determine that the proposed subdivision:

(1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:

a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;

b. The slope of the land and its effect on effluents;

c. The availability of streams for disposal of effluents; and

d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);

(2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;

(3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;

(4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;

(5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;

(6) Will provide for adequate sewage waste disposal;
(7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
(8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
(9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
(10) Is funded by a subdivider has adequate financial and technical capacity to meet the standards of this section;
(11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
(12) Has provisions for on-site landscaping that are adequate to screen neighboring properties from unsightly features of the development;
(13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;
(14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;
(15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

STAFF RECOMMENDATION:
Staff have reviewed the application and corresponded with the applicant. No additional information is needed at this time.

If the Board votes to approve the application, staff suggest the following condition of approval:

- Prior to recording the subdivision plan, the deed is updated to include language for the common driveway easement.

SUGGESTED MOTION:
I make a motion to [approve/deny] the application for the Poland Road Subdivision located at 506 Poland Road, PID 188-016 pursuant Chapter 60, Article XVI, Division 4 – Subdivision.

City of Auburn, Maine
Office of Planning & Permitting
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Application v10152025

PROJECT NAME: Poland Rd. Sub Division

PROPOSED DEVELOPMENT ADDRESS: 506 Poland Rd., Auburn, ME 04210

PARCEL ID #:

REVIEW TYPE:

Site Plan □	Site Plan Amendment □	Special Exception □
Subdivision ☑	Subdivision Amendment □	Form Based Code Plan □

PROJECT DESCRIPTION: To split the lot to be two lots. Currently the front of the lot has a residential structure on it. The back of the lot that is to be subdivided does not currently have any structures on it but it is likely if subdivision is approved.
The property at 506 Poland Rd. is currently owned by Atlantic Home Solutions and will transferred to Frank Perry.

CONTACT INFORMATION:

Applicant
Name: Frank Perry
Address: 120 Brentwood Dr.
City / State Auburn, Maine
Zip Code 04210
Work #: 207-783-1908
Cell #: 207-740-7240
Fax #: 207-376-3237
Home #: 207-740-7240
Email: fperry7865@gmail.com

Property Owner
Name: Atlantic Home Solutions
Address: 1049 Washington St. N.
City / State Auburn, Maine
Zip Code 04210
Work #: 207-786-4016
Cell #: 207-650-2348
Fax #: NA
Home #: NA
Email: debbrakett12@gmail.com

Project Representative
Name: Frank Perry
Address: 120 Brentwood Dr.
City / State Auburn, Maine
Zip Code 04210
Work #: 207-783-1908
Cell #: 207-740-7240
Fax #: 207-376-3237
Home #: 207-740-7240
Email: fperry7865@gmail.com

Other professional representatives for the project (surveyors, engineers, etc.),
Name: Kachnovich Land Surveying
Address: 328 Main St.
City / State Jay, Maine
Zip Code 04239
Work #: 207-897-2748
Cell #: 207-491-1946
Fax #:
Home #:
Email: kachnovich@roadrunner.com

PROJECT DATA

The following information is required where applicable, in order to complete the application

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	na sq. ft.
Proposed Total Paved Area	sq. ft.
Proposed Total Impervious Area Proposed	sq. ft.
Impervious Net Change	sq. ft.
Impervious surface ratio existing	% of lot area
Impervious surface ratio proposed	% of lot area

BUILDING AREA/LOT COVERAGE

Existing Building Footprint	na sq. ft.
Proposed Building Footprint	sq. ft.
Proposed Building Footprint Net change	sq. ft.
Existing Total Building Floor Area	sq. ft.
Proposed Total Building Floor Area	sq. ft.
Proposed Building Floor Area Net Change	sq. ft
New Building ?	(yes or no)
Building Area/Lot coverage existing	% of lot area
Building Area/Lot coverage proposed	% of lot area

ZONING or FORM BASED CODE DISTRICT

Existing	T4.2B
Proposed, if applicable	

LAND USE

Existing	Residential
Proposed	Subdivision

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	2
Proposed Number of Residential Units	0
Subdivision Proposed Number of Lots	3

PARKING SPACES

Existing Number of Parking Spaces	na
Proposed Number of Parking Spaces	
Number of Handicapped Parking Spaces	
Proposed Total Parking Spaces	

ESTIMATED COST OF PROJECT..... na

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	na sq. ft.
Proposed Disturbed Area	na sq. ft.
Proposed Impervious Area	na sq. ft.

1. *If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.*
2. *If the proposed impervious area is greater than one acre including any impervious area created since 11/16/05, then the applicant shall apply for a MDEP Storm water Management Permit, Chapter 500, with the City.*
3. *If total impervious area (including structures, pavement, etc.) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres, then the application shall be made to MDEP unless determined otherwise.*
4. *If the development is a subdivision of more than 20 acres but less than 100 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres, then the application shall be made to MDEP unless determined otherwise.*

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour existing (Since July 1, 1997) na passenger car equivalents (PCE)

Total traffic estimated in the peak hour proposed (Since July 1, 1997) na passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour, then a traffic movement permit will be required.

Zoning Summary

1. Property is located in the T4.2B zoning/form based code district.
2. Parcel Area: .95 acres / _____ square feet(sf).

Regulations	Required/Allowed	Provided
Min Lot Area		
Street Frontage		
Min Front Yard		
Min Rear Yard		
Min Side Yard		
Max. Building Height	na	
Use Designation	Residential	
Parking Requirement	1 space/ per na square feet of floor area or dwelling unit	
Total Parking:	na	
Overlay zoning districts (if any):	na	
Urban impaired stream watershed?	YES/NO If yes, watershed name na	

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submissions shall include fifteen (15) complete packets containing the following materials:

1. 5 Full size plans and 10 smaller (no larger than 11" x 17") plans containing the information found in the attached sample plan checklist.
2. Application form is completed and signed by the property owner or designated representative. (NOTE: All applications will be reviewed by staff and any incomplete application will not be accepted until all deficiencies are corrected.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
6. Any additional materials as required by the Form Based Code (Chapter 60-546).

Refer to the application checklist for a detailed list of submittal requirements.

To view the City of Auburn Zoning Ordinance, go to: https://www.auburnmaine.gov/# under Government/City Charter & Ordinances. The zoning ordinance is found in Chapter 60.

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, I certify that the City'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.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:	Date:
Frank Perry	March 9, 2026

City of Auburn, Maine
Office of Planning & Permitting
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Checklist v10152025

The following information is required where applicable to be submitted for an application to be complete

PROJECT NAME: Poland Rd. Sub Division
PROPOSED DEVELOPMENT ADDRESS: 506 Poland Rd., Auburn, ME 04210
PARCEL #:

Required Information		*Check when Submitted*		*Applicable Ordinance*
Site Plan		*Applicant*	*Staff*	
	Owner's Names/Address			
	Names of Development			
	Professionally Prepared Plan			
	Tax Map or Street/Parcel Number			
	Zoning of Property T4.2B			
	Distance to Property Lines Tax Map			
	Boundaries of Abutting land Survey			
	Show Setbacks, Yards and Buffers			
	Airport Area of Influence na			
	Parking Space Calcs na			
	Drive Openings/Locations on plan			
	Subdivision Restrictions na			
	Proposed Use Residential			
	PB/BOA/Other Restrictions na			
	Fire Department Review na			
	Open Space/Lot Coverage na			

Required Information		*Check when Submitted*		*Applicable Ordinance*
Landscape Plan	na	*Applicant*	*Staff*	
	Greenspace Requirements			
	Setbacks to Parking			
	Buffer Requirements			
	Street Tree Requirements			
	Screened Dumpsters			
	Additional Design Guidelines			
	Planting Schedule			
Stormwater & Erosion Control Plan	na	*Applicant*	*Staff*	
	Compliance w/ chapter 500			
	Show Existing Surface Drainage			
	Direction of Flow			
	Location of Catch Basins, etc.			
	Drainage Calculations			
	Erosion Control Measures			
	Maine Construction General Permit			
	Bonding and Inspection Fees			
	Post-Construction Stormwater Plan			
	Inspection/monitoring requirements			
Lighting Plan	na	*Applicant*	*Staff*	
	Full cut-off fixtures			
	Meets Parking Lot Requirements			
Traffic Information	na	*Applicant*	*Staff*	
	Access Management			
	Signage			
	PCE - Trips in Peak Hour			

Required Information		*Check when Submitted*		*Applicable Ordinance*
	Vehicular Movements			
	Safety Concerns			
	Pedestrian Circulation			
	Police Traffic			
	Engineering Traffic			
Utility Plan	see existing plan no change	*Applicant*	*Staff*	
	Water			
	Adequacy of Water Supply			
	Water main extension agreement			
	Sewer			
	Available city capacity			
	Electric			
	Natural Gas			
	Cable/Phone			
Natural Resources	na	*Applicant*	*Staff*	
	Shoreland Zone			
	Flood Plain			
	Wetlands or Streams			
	Urban Impaired Stream			
	Phosphorus Check			
	Aquifer/Groundwater Protection			
	Applicable State Permits			
	Lake Auburn Watershed			
	Taylor Pond Watershed			
Right, Title or Interest	Deed Included	*Applicant*	*Staff*	
	Verify			
	Document Existing Easements, Covenants, etc.			

Required Information		*Check when Submitted*		*Applicable Ordinance*
Technical & Financial Capacity	na	*Applicant*	*Staff*	
	Cost Est./Financial Capacity			
	Performance Guarantee			
State Subdivision Law		*Applicant*	*Staff*	
	Verify/Check			
	Covenants/Deed Restrictions na			
	Offers of Conveyance to City na			
	Association Documents na			
	Location of Proposed Streets & Sidewalks na			
	Proposed Lot Lines, etc. on survey			
	Data to Determine Lots, etc. survey			
	Subdivision Lots/Blocks survey			
	Specified Dedication of Land na			
Additional Subdivision Standards	na	*Applicant*	*Staff*	
	Mobile Home Parks			
	PUD na			
A JPEG or PDF of the proposed site plan		*Applicant*	*Staff*	
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving				

CITY OF AUBURN
Form Based Code Compliance Checklist
v10152025

Property Location:	506 Poland Rd., Auburn, ME 04210	PID #:	
Transect District:			
Owner:	Atlantic Home Solutions	Contact Info:	Frank Perry
Plan Type: (Circle)	Site Plan Review, Special Exception, Subdivision, Staff Review)		
Reviewed By:	Staff, Plan Review Group, Planning Board		

Complies With:		**Required**	**Complies**	**Not Comply**	**N/A**
	Intent and Purpose	X			
Plan Requirements:					
	Surrounding Info (Photos, Mapping, Sketches)	X			
	Topographic Info (FP, Steep Slopes)	X			
	Elevations	X			
	Materials				
	Fencing				
	Signage				
Building Placement:					
	Front Set-Back (Principal Street)	X			
	Front Set-Back (Secondary Street)	X			
	Side Yard Set-Back	X			
	Rear Yard Set-Back	X			
	Building Coverage	X			
	Useable Open Space	X			
	Frontage Build-Out	X			
	Lot Width (Min./Max)	X			
	Building Width	X			
	Building Height	X			
	Frontage Type	X			
	Primary Entrance on Front	X			
	Ground Story Windows and Doors	X			
	Upper Story Windows	X			
	Ground Story Elevation (1st fl.)	X			
	Front Facade Wall	X			
External Elements:					
	Front Yard Fence	Optional			
	Projections	Optional			
	Driveway Location	X			
	Parking Location	X			
	Accessory Building(s)	Optional			
	Landscaping	Optional			
	Sidewalk	X			

Proposed Use:					
Complies With:		**Required**	**Complies**	**Not Comply**	**N/A**
	Residential, Commercial ,Mixed-Use	X			
	Parking Requirement-	X			

City of Auburn: Site Plan Review Standard Conditions of Approval V.09232025

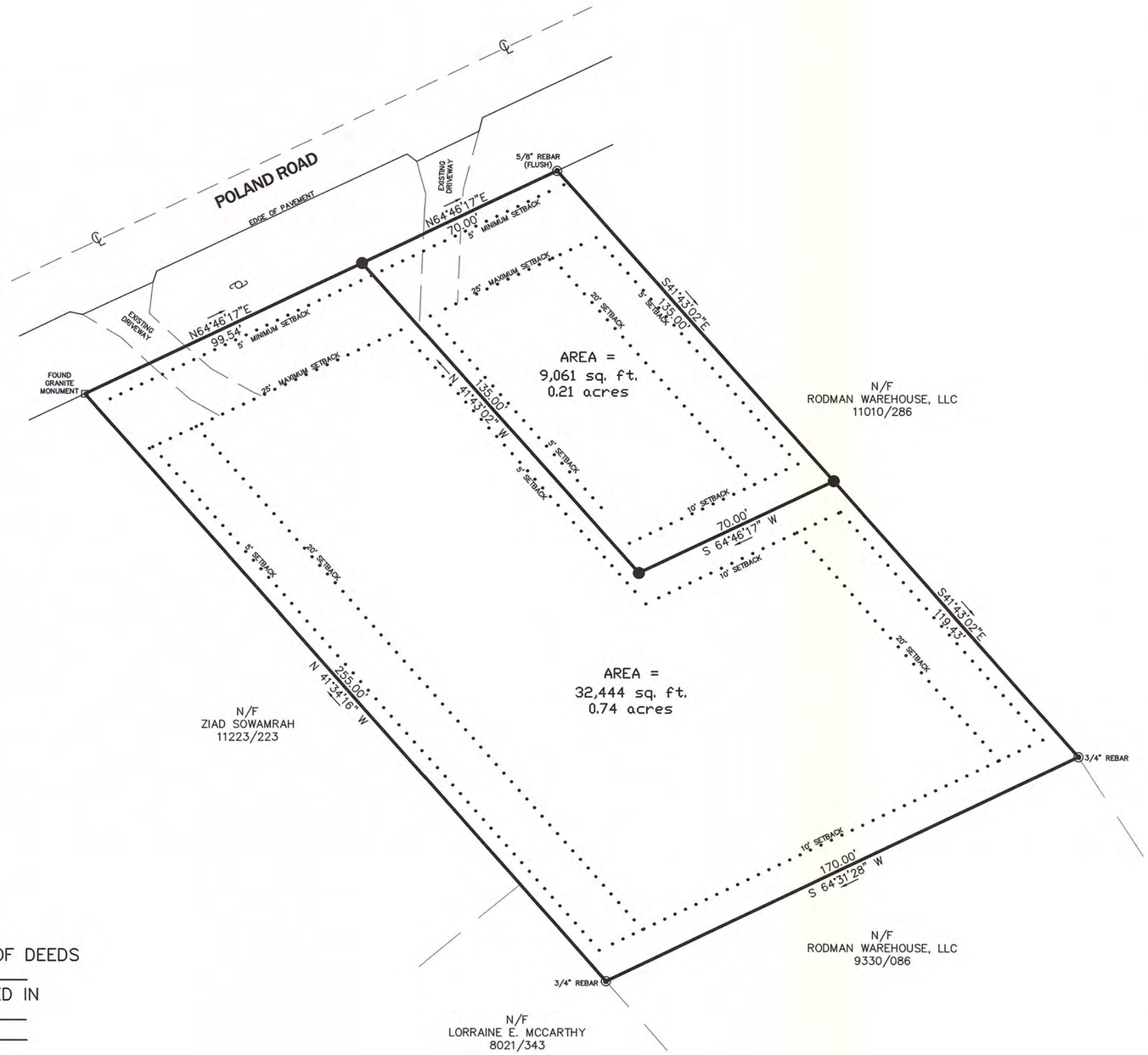
These provisions apply to all projects that receive Site Plan Review Approval when applicable. If you have questions, please contact Planning and Permitting at 207-333-6601 ext. 1133.

1. Conditions of Approval: The applicant shall comply with all conditions, modifications, and restrictions imposed by the Planning Board, as well as the approved application and site plan (§60:1305).
2. Distribution of Signed Plans: An approved plan, signed by the planning board chair, must be provided to the applicant, assessor's department, engineering department, and building inspector, who may then issue building permits once all other required plans are approved(§60:1306).
3. Written Findings: The Planning Board's written findings, including conditions, modifications, restrictions, and methods to address deficiencies, shall be issued to the applicant and shall govern implementation of the plan (§60:1307).
4. Expiration of Approval: The applicant shall commence construction within one year of the date of approval (two years for solar projects), unless all required building permits have been obtained. A single one-year extension may be granted by the Planning Board upon written request at least 30 days prior to expiration. Phased projects must complete improvements for each phase before permits for subsequent phases are issued (§60:1308).
5. Building Permit Restriction: The applicant shall not receive a building permit unless construction plans and specifications are consistent with the approved site plan (§60:1309).
6. Certificate of Occupancy: The applicant shall not receive a certificate of occupancy until all construction required by the approved site plan is complete, unless the Planning Board grants special permission upon a showing of special circumstances (§60:1310).
7. Surety Requirement: When required, no development activity may occur until the applicant provides a financial guarantee (certified check, surety bond, letter of credit, or similar) in an amount set by city staff to be sufficient to ensure compliance with the approved site plan (§60:1311).
8. Blasting Permit: The applicant shall obtain a blasting permit from the Planning, Permitting, and Code Department prior to any blasting activity, except as otherwise exempted by ordinance (§14:702).
9. Resource Extraction Bond/Security: If the project involves resource extraction, the applicant shall, prior to excavation, post a performance bond, certified check, irrevocable letter of credit, or other acceptable security in an amount determined by the Planning Board or Community Development and Planning Department, sufficient to guarantee fulfillment of conditions imposed (§60:701).

MAINE STATE GRID
(WEST ZONE)

PLAN REFERENCES

1. TOPOGRAPHIC SITE PLAN MANUFACTURING BUILDING FOR J.B. BROWN & SONS – DATED JULY 1998 – PREPARED BY TECHNICAL SERVICES, INC.



LEGEND

●	SET 5/8" REBAR WITH PLASTIC CAP STAMPED "KACHNOVICH PLS 2395"
◉	IRON ROD OR PIPE FOUND
———	PROPERTY LINE
— — —	APPROXIMATE PROPERTY LINE
11010/86	REGISTRY BOOK AND PAGE NUMBERS
⌀	UTILITY POLE
N/F	NOW OR FORMERLY
— — —℄— — —	CENTERLINE OF PAVED ROAD

NOTES

1. ALL BOOK AND PAGE NUMBERS REFER TO THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS.
2. ALL BEARINGS ARE REFERENCED TO MAINE STATE GRID NORTH – NAD 83 – WEST ZONE.
3. EXCEPTING AND RESERVING ANY RIGHT OR INTEREST THE TOWN OR OTHERS MAY CLAIM ON THE ACTUAL ROAD LIMITS.
4. THIS LOT IS DESIGNATED ON THE CITY OF AUBURN ARCGIS WEB MAP 188–016.
5. THESE LOTS WILL BE SERVED BY THE LOCAL WATER AND AND SEWER DEPARTMENTS.

OWNER OF RECORD
ATLANTIC HOME SOLUTIONS, INC.
FROM
HUGO GUERRERO
BY A DEED
DATED AUGUST 8, 2025
RECORDED IN BOOK 11894, PAGES 14–15

RECORDING DATA

STATE OF MAINE
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
RECEIVED_____
AT____h____m____M. RECORDED IN
FILE NUMBER _____
ATTEST_____
REGISTRAR

CERTIFICATION

THIS SURVEY CONFORMS WITH THE RULES ADOPTED BY THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS (APRIL 1, 2001) WITH ANY EXCEPTION TAKEN TO CHAPTER 90, PART 2, (TECHNICAL STANDARDS) NOTED HEREON. 32 MRSA 13903 (2)

1. NO WRITTEN REPORT PREPARED AT THIS TIME.

IF NO EMBOSSING SEAL IS PRESENT, PLAN IS INVALID.

TOBY J. KACHNOVICH P.L.S. #2395 _____ DATE

SURVEY PLAN

LAND OF
ATLANTIC HOME SOLUTIONS, INC.

MADE FOR: FRANK PERRY
120 BRENTWOOD DRIVE
AUBURN, MAINE 04210

LOCATION: 502 POLAND ROAD
CITY OF AUBURN
ANDROSCOGGIN COUNTY, MAINE

COMPILED BY:

KACHNOVICH LAND SURVEYING, INC.
328 MAIN STREET
JAY, MAINE 04239
TEL. & FAX (207) 897-2748
WWW.MAINESURVEYING.COM

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

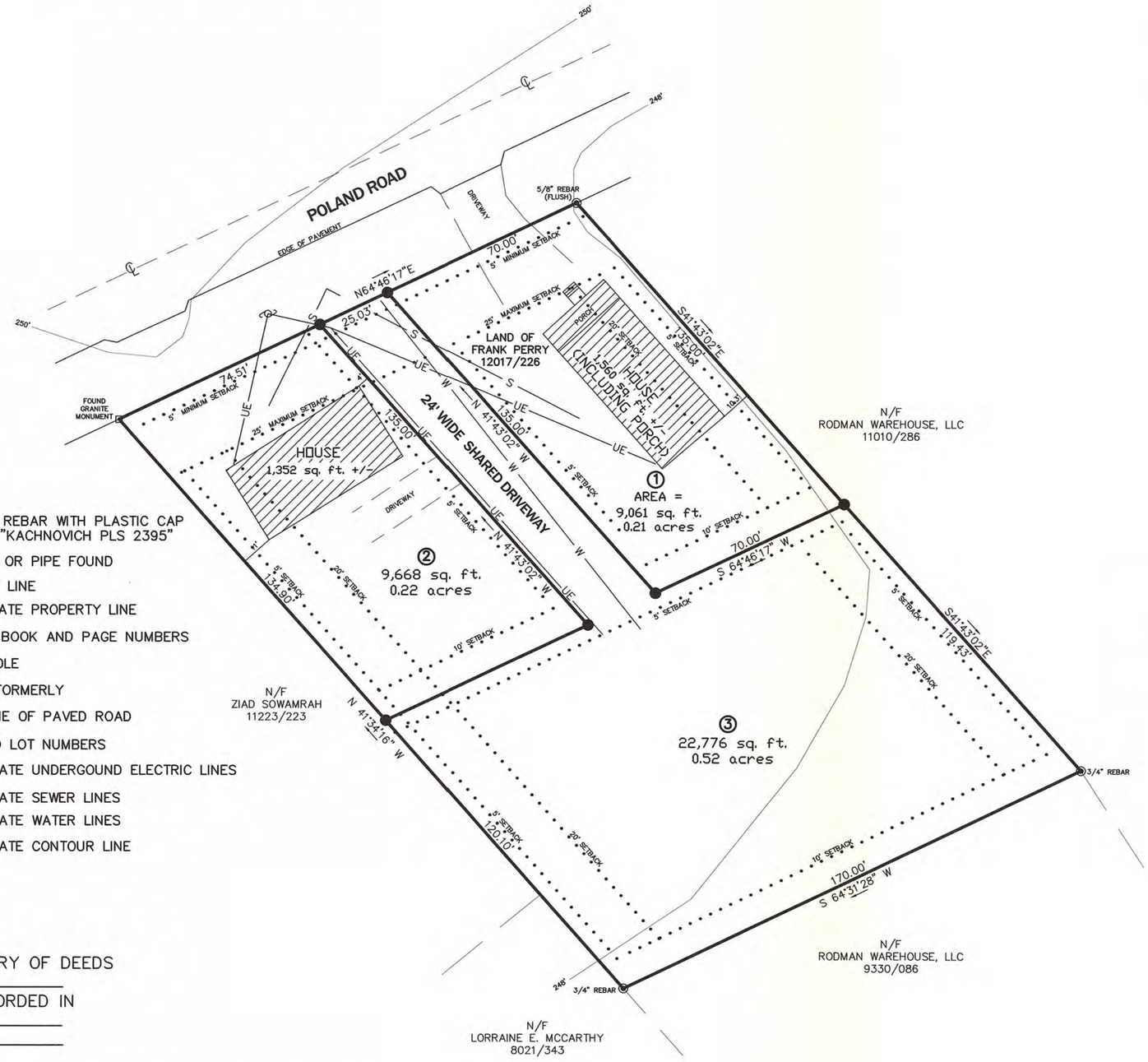
PROJECT NAME	PERRY–25
DATE OF SURVEY	AUGUST 2025
DATE OF PLAN	AUGUST 2025
DC	TD 2025

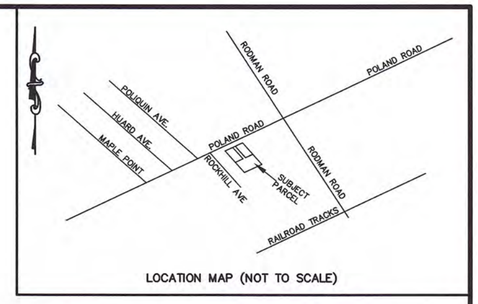
D2723

PLAN REFERENCES

1. TOPOGRAPHIC SITE PLAN MANUFACTURING BUILDING FOR J.B. BROWN & SONS – DATED JULY 1998 – PREPARED BY TECHNICAL SERVICES, INC.

MAINE STATE GRID (WEST ZONE)





LOCATION MAP (NOT TO SCALE)

NOTES

1. ALL BOOK AND PAGE NUMBERS REFER TO THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS.
2. ALL BEARINGS ARE REFERENCED TO MAINE STATE GRID NORTH – NAD 83 – WEST ZONE.
3. EXCEPTING AND RESERVING ANY RIGHT OR INTEREST THE TOWN OR OTHERS MAY CLAIM ON THE ACTUAL ROAD LIMITS.
4. THIS LOT IS DESIGNATED ON THE CITY OF AUBURN ARCGIS WEB MAP 188–016.
5. THESE LOTS WILL BE SERVED BY THE LOCAL WATER AND AND SEWER DEPARTMENTS.
6. THE LOCATION, SIZE, & DEPTH OF UNDERGROUND UTILITY LINES, TANKS, OR STRUCTURES NOT DETERMINED BY THIS SURVEY.
7. NO WETLANDS OR ANY OTHER IMPORTANT WILDLIFE HABITAT WERE FOUND ON THE LOT SHOWN HEREON.
8. THIS LOT IS DESIGNATED IN THE TRADITIONAL NEIGHBORHOOD DEVELOPMENT DISTRICT, WHICH HAS THE FOLLOWING SETBACKS:
   FRONT: 5FT. MIN, 25FT. MAX
   SIDE: 5FT. MIN
   REAR: 10FT. MIN
   NO MINIMUM LOT SIZE, 24FT. WIDE MINUMUM LOT WIDTH

LEGEND

- SET 5/8" REBAR WITH PLASTIC CAP STAMPED "KACHNOVICH PLS 2395"
- IRON ROD OR PIPE FOUND
- PROPERTY LINE
- APPROXIMATE PROPERTY LINE
- 11010/86 — REGISTRY BOOK AND PAGE NUMBERS
- UTILITY POLE
- N/F — NOW OR FORMERLY
- CENTERLINE OF PAVED ROAD
- ① — PROPOSED LOT NUMBERS
- UE — APPROXIMATE UNDERGOUND ELECTRIC LINES
- S — APPROXIMATE SEWER LINES
- W — APPROXIMATE WATER LINES
- 248' 248' — APPROXIMATE CONTOUR LINE

RECORDING DATA

STATE OF MAINE
ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
RECEIVED _____
AT ____ h ____ m ____M. RECORDED IN
FILE NUMBER _____
ATTEST _____
REGISTRAR

OWNER OF RECORD
ATLANTIC HOME SOLUTIONS, INC.
FROM
HUGO GUERRERO
BY A DEED
DATED AUGUST 8, 2025
RECORDED IN BOOK 11894, PAGES 14–15

PRELIMINARY SUBDIVISION

LAND DIVISION OF ATLANTIC HOME SOLUTIONS, INC.

MADE FOR: FRANK PERRY
120 BRENTWOOD DRIVE
AUBURN, MAINE 04210

LOCATION: 502 POLAND ROAD
CITY OF AUBURN
ANDROSCOGGIN COUNTY, MAINE

COMPILED BY:
KACHNOVICH LAND SURVEYING, INC.
328 MAIN STREET
JAY, MAINE 04239
TEL. & FAX (207) 897-2748
WWW.MAINESURVEYING.COM

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

CERTIFICATION

THIS SURVEY CONFORMS WITH THE RULES ADOPTED BY THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS (APRIL 1, 2001) WITH ANY EXCEPTION TAKEN TO CHAPTER 90, PART 2, (TECHNICAL STANDARDS) NOTED HEREON. 32 MRSA 13903 (2)

1. NO WRITTEN REPORT PREPARED AT THIS TIME.
2. NO NEW LEGAL DESCRIPTION PREPARED AT THIS TIME.

IF NO EMBOSSING SEAL IS PRESENT, PLAN IS INVALID.

TOBY J. KACHNOVICH P.L.S. #2395 — DATE

APPROVAL

APPROVED BY THE CITY OF AUBURN PLANNING BOARD

CITY CLERK — DATE

CHAIRMAN — DATE

PROJECT NAME	PERRY–26
DATE OF SURVEY	FEBRUARY 2026
DATE OF PLAN	FEBRUARY 2026
DC	TD 2026

D2723

Land Description
Atlantic Home Solutions, Inc., Grantor
0.21 Acre

A certain parcel of land situated southeasterly of Poland Road, in the City of Auburn, County of Androscoggin, State of Maine, bounded and described as follows to wit:

Beginning at a found 5/8" rebar on the apparent southeasterly sideline of Poland Road, said rebar being at the most northerly corner land of land of Atlantic Home Solutions, Inc. as recorded at the Androscoggin County Registry of Deeds in Book 11894, Pages 014-015;

Thence South 41 degrees 43 minutes 02 seconds East along land now or formerly of Rodman Warehouse, LLC, a distance of 135.00 feet, to a set rebar;

Thence South 64 degrees 46 minutes 17 seconds West, a distance of 70.00 feet, to a set rebar;

Thence North 41 degrees 43 minutes 02 seconds West, a distance of 135.00 feet, to a set rebar on the apparent southeasterly sideline of said Road;

Thence North 64 degrees 46 minutes 17 seconds East along the apparent southeasterly sideline of said Road, a distance of 70.00 feet, to the first mentioned found 5/8" rebar, being the point of beginning.

The land herein contains 0.21 acre.

Bearings are referenced to Maine State Grid North, West Zone.

All rebar set are 5/8 inch in diameter and topped with a plastic cap stamped "Kachnovich PLS 2395".

Being a portion and only a portion of land conveyed to Atlantic Home Solutions, Inc. by a deed dated August 8, 2025, and recorded at the Androscoggin County Registry of Deeds in Book 11894, Pages 014-015.

See survey plan entitled "Land of Atlantic Home Solutions, Inc."- dated August 2025 – compiled by Kachnovich Land Surveying, Inc.

Prepared by:
Kachnovich Land Surveying, Inc.
328 Main Street
Jay, Maine 04239
(207) 897-2748
www.mainesurveying.com

Land Description
Atlantic Home Solutions, Inc., Grantor
0.74 Acre

A certain parcel of land situated southeasterly of Poland Road, in the City of Auburn, County of Androscoggin, State of Maine, bounded and described as follows to wit:

Beginning at a found granite monument on the apparent southeasterly sideline of Poland Road, said monument being at the most westerly corner land of land of Atlantic Home Solutions, Inc. as recorded at the Androscoggin County Registry of Deeds in Book 11894, Pages 014-015;

Thence North 64 degrees 46 minutes 17 seconds East along the apparent southeasterly sideline of said Road, a distance of 99.54 feet, to a set rebar;

Thence South 41 degrees 43 minutes 02 seconds East, a distance of 135.00 feet, to a set rebar;

Thence North 64 degrees 46 minutes 17 seconds East, a distance of 70.00 feet, to a set rebar;

Thence South 41 degrees 43 minutes 02 seconds East along land now or formerly of Rodman Warehouse, LLC, a distance of 119.43 feet, to a found ¾" rebar;

Thence South 64 degrees 31 minutes 28 seconds West along land now or formerly of Rodman Warehouse, LLC, a distance of 170.00 feet, to a found ¾" rebar;

Thence North 41 degrees 34 minutes 16 seconds West along land now or formerly of Lorraine E. McCarthy and land now or formerly of Ziad Sowamrah, a distance of 255.00 feet, to the first mentioned found granite monument, being the point of beginning.

The land herein contains 0.74 acre.

Bearings are referenced to Maine State Grid North, West Zone.

All rebar set are 5/8 inch in diameter and topped with a plastic cap stamped "Kachnovich PLS 2395".

Being a portion and only a portion of land conveyed to Atlantic Home Solutions, Inc. by a deed dated August 8, 2025, and recorded at the Androscoggin County Registry of Deeds in Book 11894, Pages 014-015.

See survey plan entitled "Land of Atlantic Home Solutions, Inc."- dated August 2025 – compiled by Kachnovich Land Surveying, Inc.

Prepared by:
Kachnovich Land Surveying, Inc.
328 Main Street
Jay, Maine 04239
(207) 897-2748
www.mainesurveying.com

DLN #3654752

QUITCLAIM DEED

Atlantic Home Solutions (also known as Atlantic Home Solutions, Inc.), with a mailing address of PO Box 1572, Auburn, Maine 04210-1257, with consideration paid, grants to **Frank Perry**, with a mailing address of 120 Brentwood Drive, Auburn, ME 04210, a certain lot or parcel of land situated at 498 Poland Road, Auburn, Androscoggin County, Maine, described as follows:

> A certain parcel of land situated southeasterly of Poland Road, in the City of Auburn, County of Androscoggin, State of Maine, bounded and described as follows to wit:
>
> Beginning at a found 5/8" rebar on the apparent southeasterly sideline of Poland Road, said rebar being at the most northerly corner of land of Atlantic Home Solutions, Inc. as recorded in the Androscoggin County Registry of Deeds in Book 11894, Pages 014-015;
>
> Thence South 41 degrees 43 minutes 02 seconds East along land now or formerly of Rodman Warehouse, LLC, a distance of 135.00 feet, to a set rebar;
>
> Thence South 64 degrees 46 minutes 17 seconds Wes, a distance of 70.00 feet, to a set rebar;
>
> Thence North 41 degrees 43 minutes 02 seconds West, a distance of 135.00 feet, to a set rebar on the apparent southeasterly sideline of said Road;
>
> Thence North 64 degrees 46 minutes 17 seconds East along the apparent southeasterly sideline of said Road, a distance of 70.00 feet, to the first mentioned found 5/8" rebar, being the point of beginning.

SUBJECT TO the following agreements, covenants and restrictions which run with the land:

(a) That no part of said premise shall be used for the depository of or for the storage of waste or junk.

(b) That no building shall be placed or erected on the granted premises except that which shall be constructed on the exterior of masonry (brick, stone or stucco), clapboards, flush boarding, wooden shakes, wooden shingles to be painted or stained, asbestos type shingle siding, or otherwise covered with usual and permanent outside finish.

(c) That no building shall be erected thereon, any part of which is nearer than twenty-five (25) feet to an of the abutting street lines or nearer than twenty (20) feet to any abutting land owner's line.

(d) That no building shall be erected upon the granted premises unless upon a permanent foundation, such as concrete walls or concrete posts placed below frost level, and if erected upon concrete posts or the like, the space between the floor of the building and the surface of the ground shall be filled in or covered so that the cement posts under pinning shall not be exposed to view.

(e) That no building shall be erected upon said premises unless it shall have a fire-resistant shingle or similar type roof and when required, shall have constructed thereon a masonry chimney for heating purposes.

The land herein contains 0.21 acre. All rebar set are 5/8 inch diameter and topped with a plastic cap stamped "Kachnovich PLS 2395".

Being a portion and only a portion of land conveyed to Atlantic Home Solutions, Inc. from Hugo Guerrero by a deed dated August 8, 2025, and recorded at the Androscoggin County Registry of Deeds in Book 11894, Pages 014-015.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be executed on this 21st day of January, 2026.

Atlantic Home Solutions

Witness

By: _____
Deborah Brackett, Its President

STATE OF MAINE
ANDROSCOGGIN COUNTY. January 21, 2026

Then personally appeared the above-named Deborah Brackett, President of Atlantic Home Solutions and acknowledged the foregoing instrument to be her free act and deed in said capacity and the free act and deed of said Company.

Before me,

_____
Notary Public
Print Name:

DENISE R. COTE
Notary Public, State of Maine
My Commission Expires March 15, 2026

M:\staffle.corp.3200.com\Client Files\ATLANTIC HOME SOLUTIONS - 21571\502 Poland Road\Quitclaim Deed.doc

Maine Real Estate Transfer Tax Paid
TINA M. CHOUINARD, REGISTER
ANDROSCOGGIN COUNTY MAINE E-RECORDED

City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: PUBLIC HEARING SITE PLAN/SPECIAL EXCEPTION STAFF MEMO: Limitless Towing, 276 Riverside Drive (PID 202-006). Application submitted by Erica Flagg for operation of a towing and recovery business. The property is located in the General Business (GB) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception

Date: April 7, 2026

PROPOSAL OVERVIEW
Eric Flagg, the applicant has submitted an application for a towing and recovery business located at 276 Riverside Drive (PID 202-006) in the General Business (GB) district. The applicant currently leases the property from Gagne & Son supply store. The property has an existing single-story building. No building expansions are proposed. The applicant intends to locate vehicles at the impound lot behind the building. All abandoned vehicles will be removed to Audet Automotive & Salvage in Norridgewock. The property will also be used to store commercial equipment for L&L Timber. The property will be fully screened and gated with a fence. Security lighting surrounding the building will be provided as well. In support of this application, the applicant has provided a cover memo with a description of their proposal, a lease agreement, a hand drawn site plan, the boundary survey and photos of proposed, lighting, signage and the fence.



SITE PLAN/SPECIAL EXCEPTION REVIEW STANDARDS

The following findings of fact relevant to the project are summarized below:

- Utilities: The existing building has a service water connection but no public sewer. The applicant has been in contact with the Auburn Sewer and Water District regarding available public sewer and water capacity. The existing building was used for cold storage and has not had a public sewer connection. Staff recommend that as a condition of approval, the applicant discontinue operation until a sewer connection to the building is established.
- Stormwater Management: The proposed towing business will not add any new impervious area to the property and existing drainage patterns will remain the same. Runoff from the site drains away from the Androscoggin River towards Riverside Drive.
- Landscaping: The applicant intends to provide a wood paneled 8 by 8-foot fence to screen the impound lot. The location of the fence is shown on the hand drawn site plan and image of the fence type is provided. The applicant should be aware that the fence will need to be regularly maintained to prevent splintering or rotting.
- Exterior Lighting: The applicant intends to install overhead security lighting surrounding the building. Locations of lighting are shown on the hand drawn site plan, and an image of the type of lighting is provided as well. Staff suggest the lighting be fully shielded wall mounted pack lights. The applicant will need to ensure all lighting is fully shielded and downcast to not reflect onto abutting properties.
- Solid Waste Disposal: All solid waste material will be disposed of in the fully enclosed and screened dumpster shown on the hand drawn site plan. The applicant should ensure all solid waste on the property is disposed of properly.
- Protection of Environmental Features and Natural Resources: The proposed development is not anticipated to adversely impact natural resources, scenic areas or historic sites.
- Noise, Vibration, Odors and Air Pollution: The proposed development is not anticipated to exceed noise standards or generate vibration, odors or air pollution. In the cover memo the applicant states that they will provide oil absorbent pads underneath vehicles in the event of fluid leaks.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1277 and 60-1336:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:

(1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;

(2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;

(3)Adequacy of the methods of disposal for wastes; and

(4)Protection of environment features on the site and in adjacent areas.

Special Exception – Sec 60-1336
As conditions prerequisite to the granting of any special exceptions, the board shall require evidence of the following:

(1) That the special exception sought fulfills the specific requirements, if any, set forth in the zoning ordinance relative to such exception.
(2) That the special exception sought will neither create nor aggravate a traffic hazard, a fire hazard or any other safety hazard.
(3) That the special exception sought will not block or hamper the master development plan pattern of highway circulation or of planned major public or semipublic land acquisition.
(4) That the exception sought will not alter the essential characteristics of the neighborhood and will not tend to depreciate the value of property adjoining and neighboring the property under application.
(5) That reasonable provisions have been made for adequate land space, lot width, lot area, stormwater management in accordance with section 60-1301(14), green space, driveway layout, road access, off-street parking, landscaping, building separation, sewage disposal, water supply, fire safety, and where applicable, a plan or contract for perpetual maintenance of all the common green space and clustered off-street parking areas to ensure all such areas will be maintained in a satisfactory manner.
(6) That the standards imposed are, in all cases, at least as stringent as those elsewhere imposed by the city building code and by the provisions of this chapter.
(7) That essential city services which will be required for the project are presently available or can be made available without disrupting the city's master development plan.

STAFF RECOMMENDATION:
Staff have reviewed the application materials and coordinated with the applicant. Staff recommend that the Board review all materials submitted by the applicant along with the applicable findings and determine if the application is ready for a vote.

If the Board votes to approve the application, staff suggest the following conditions of approval:

- The applicant shall discontinue operating until all required permitting is in place.
- The applicant shall discontinue operating until a sewer connection to the building is established.

SUGGESTED MOTION:
I make a motion to **[approve/deny]** the application for Limitless Towing located at 276 Riverside Drive, PID 202-006 in the General Business (GB) District pursuant to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception.

Good Evening & Thank you for having us,

We have been working hard with the City of Auburn to come into compliance with our new location 276 Riverside Drive Auburn, ME 04210. Please allow us to explain the business layout and how the property will be used, Thank you.

We have a multi-business use. We own and operate a towing and recovery business- Limitless towing.This is the main use of the location, the location is ideal as we are set up to service Lewiston PD, Auburn PD, Maine State Police and Androscoggin Sheriff's office. We would be using the back side of the building to house criminal impounds, parking ban cars, accidents and recoveries. The rules we will be abiding by:

1- If a vehicle is leaking ANY fluids it will have an oil absorbent pad placed under the spot it's leaking. All cosmetic damage loose parts are placed inside the vehicle. Not loose on the ground.

2- Once a vehicle has been in our possession for 14 days with no action to have it moved or paid for by the owner, insurance company or lien holder. We apply for the abandoned title through the Maine BMV process. At that point we have the potentially abandoned vehicles removed to an off location site in Norridgewock Maine, Audet Automotive & Salvage. He either comes to our location and removes them or if time allows we transport them to his yard- to keep the vehicle numbers down at our location and to keep a strict timeline. Typically it takes the state 21 additional days to produce the title. At that point the customer, Insurance company or lien holder has the right to pay all fees and recover vehicle at off site location, or the State Maine issues Limitless the title. In short, vehicles will sit at 276 Riverside drive for a maximum of 2 weeks before being relocated.

3- We have allocated a 56ft X 100ft fenced area behind the shop for all limitless towing vehicles.

4- When/ if approved we would be putting up a fence in the near future- to shield and secure the tow vehicles. We plan to use 8X8 weather treated fencing panels to secure the lot with a gate on both ends for accessibility, please see site plan for visual. As of right now we have jersey barriers and a gate to keep the public out during non business hours, the jersey barriers were existing when we signed our lease.

5- We took down the existing Gagne and real estate signage- but will be working with the city when approved to put up our own sign, and obtain permitting. Once permitted we would like to place a 8'X15' Framed sign on the front of the building to only include: Limitless Towing & Recovery 207-931-7116. With just a small hours of operation sign on the front door next to a secured key box.

6- We will be working with the city water and sewer district as well as permitting in the Spring to re- establish running water, and a bathroom in the building.

7- We will be working with the city on requirements if they see fit for us to add additional landscaping buffers to the property, at this time it doesn't seem like anything will need to be added. When I spoke to Sebego technics, he didn't have any recommendations concerning the flood zone and adding any additional barriers.

8- If we decide to add a dumpster we will make sure it has a separate closure and permit if needed. Once permitted we will have the dumpster located in front of the fence, but still with the same 8X8 Weather treated fencing all the way around it to make it secure but also easily accessible for the removal company to empty it. It will have a locking front gate as well.

9- We plan to install security cameras once permitted to be fully operational as an extra sense of security. We have never had any property theft or issues in the past. But we would like to keep it that way. We will be having a system professional installed, so I'm not 100% sure where they will be placing the cameras. My proposal would be to have one on all 4 corners of the building that have a 360' radius so we have the whole lot covered as well and the entrance. I cannot provide final details on this part of the plan- but it will most certainly be included when I come to the City for a permit. Thank you for understanding.

10- We don't see any additional traffic regulations or needs at this point. Police traffic is only needed for VIN verifications, very minimal.

The secondary use of the property would be to house commercial equipment for L&L Timber. We have multiple commercial snow contracts in Lewiston and Auburn to include Shaw's both locations and all of TD Banks locations. We also have a list of our own trucks and trailers that will be housed at the location to include but not limited to, 18 wheelers, floboy trailers, dump trucks, trailers, loaders and skid steer. This location is strictly an ideal spot and centrally located to house this aspect of the business. NO mechanics work will be done at the garage- as it's still just a cold storage building.

We look forward to answering any and all questions you have pertaining to us being able to operate at 276 Riverside Drive. We also look forward to a working relationship with the City moving forward. It is our goal to make improvements to the building to make it more eye appealing and help with the City of Auburn's goal to make the business district more attractive, and bring more business to the City.

Thank you again,

Lukus + Erica Flagg

City of Auburn, Maine
Office of Planning & Permitting
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Application

PROJECT NAME: Limitless Towing & Recovery

PROPOSED DEVELOPMENT ADDRESS: 276 Riverside Drive Auburn, ME 04210

PARCEL ID #: 202-006

REVIEW TYPE: Site Plan ☐ Site Plan Amendment ☐
Subdivision ☐ Subdivision Amendment ☐

PROJECT DESCRIPTION: We would like to use the facility as a tow yard and a place to store and work on our own equipment & trucking equipment.

CONTACT INFORMATION:

Applicant

Name:	Luke Flagg
Address:	314 County Road
City / State	Turner Maine
Zip Code	04282
Work #:	931-7116
Cell #:	592-2509
Fax #:	
Home #:	513-1011
Email:	LELLC8183@gmail.com

Property Owner

Name:	Dwight Allison III
Address:	21 Little Bay Drive
City / State	Dover, NH
Zip Code	03820
Work #:	603-391-1881
Cell #:	603-391-1881
Fax #:	
Home #:	603-391-1881
Email:	Dwight.Allison@Comcast.net

Project Representative

Name:	
Address:	
City / State	
Zip Code	
Work #:	
Cell #:	
Fax #:	
Home #:	
Email:	

Other professional representatives for the project (surveyors, engineers, etc.),

Name:	
Address:	
City / State	
Zip Code	
Work #:	
Cell #:	
Fax #:	
Home #:	
Email:	

PROJECT DATA

The following information is required where applicable, in order complete the application

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	68,681 sq. ft.
Proposed Total Paved Area	0 sq. ft.
Proposed Total Impervious Area	0 sq. ft.
Proposed Impervious Net Change	0 sq. ft.
Impervious surface ratio existing	% of lot area
Impervious surface ratio proposed	% of lot area

BUILDING AREA/LOT COVERAGE

Existing Building Footprint	sq. ft.
Proposed Building Footprint	sq. ft.
Proposed Building Footprint Net change	sq. ft.
Existing Total Building Floor Area	6100 sq. ft.
Proposed Total Building Floor Area	sq. ft.
Proposed Building Floor Area Net Change	sq. ft
New Building	NO (yes or no)
Building Area/Lot coverage existing	% of lot area
Building Area/Lot coverage proposed	% of lot area

ZONING

Existing	Industrial
Proposed, if applicable	Special exception

LAND USE

Existing	Cold Storage
Proposed	Vehicle storage

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	0
Proposed Number of Residential Units	0
Subdivision, Proposed Number of Lots	0

PARKING SPACES

Existing Number of Parking Spaces	N/A
Proposed Number of Parking Spaces	
Number of Handicapped Parking Spaces	
Proposed Total Parking Spaces	

ESTIMATED COST OF PROJECT: 0

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	68,681 sq. ft.
Proposed Disturbed Area	0 sq. ft.
Proposed Impervious Area	68,681 sq. ft.

1. ***If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.***
2. ***If the proposed impervious area is greater than one acre including any impervious area crated since 11/16/05, then the applicant shall apply for a MDEP Stormwater Management Permit, Chapter 500, with the City.***
3. ***If total impervious area (including structures, pavement, etc) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres then the application shall be made to MDEP unless determined otherwise.***
4. ***If the development is a subdivision of more than 20 acres but less than 100 acres then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres then the application shall be made to MDEP unless determined otherwise.***

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing (Since July 1, 1997) _____ passenger car equivalents (PCE)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) _____ passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

Zoning Summary

1. Property is located in the General Business zoning district.
2. Parcel Area: 1.58 acres / 68,681 square feet(sf).

Regulations	Required/Allowed	Provided
Min Lot Area	/	
Street Frontage	/	
Min Front Yard	/	
Min Rear Yard	/	
Min Side Yard	/	
Max. Building Height	/	
Use Designation	/	
Parking Requirement	1 space/ per square feet of floor area	
Total Parking:	/	
Overlay zoning districts (if any):	/	/
Urban impaired stream watershed?	YES/NO If yes, watershed name	

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submissions shall include fifteen (15) complete packets containing the following materials:

1. 5 Full size plans and 10 smaller (no larger than 11" x 17") plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed by the property owner or designated representative. (NOTE: All applications will be reviewed by staff and any incomplete application will not be accepted until all deficiencies are corrected.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

Refer to the application checklist for a detailed list of submittal requirements.

To view the City of Auburn Zoning Ordinance, go to:
www.auburnmaine.gov under City Departments / Planning, Permitting & Code / Subdivisions / Land Use /Zoning Ordinance

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, I certify that the City'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.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:	Date:
Luke Flagg	12/5/2025

City of Auburn, Maine
Economic & Community Development
Eric Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Checklist

The following information is required where applicable to be submitted for an application to be complete

PROJECT NAME: Limitless Towing & Recovery
PROPOSED DEVELOPMENT ADDRESS: 270 Riverside drive Auburn, ME 04210
PARCEL #: 202-006

Required Information		*Check when Submitted*		*Applicable Ordinance*
Site Plan		*Applicant*	*Staff*	
	Owner's Names/Address	✓		
	Names of Development	✓		
	Professionally Prepared Plan	N/A		
	Tax Map or Street/Parcel Number	✓		
	Zoning of Property	✓		
	Distance to Property Lines	✓		
	Boundaries of Abutting land	See Site Survey		
	Show Setbacks, Yards and Buffers	See Site Survey		
	Airport Area of Influence	N/A		
	Parking Space Calcs	N/A		
	Drive Openings/Locations	✓		
	Subdivision Restrictions	N/A		
	Proposed Use	✓		
	PB/BOA/Other Restrictions	N/A		
	Fire Department Review	If needed?		
	Open Space/Lot Coverage	✓		

SITE PLAN-

1- Property owner: Dwight Allison
21 Little Bay Drive
Dover, NH 03820

2- Names of Development- L&E LLC
314 County Road Turner, ME 04280

3- Professionally Prepared plan- N/A

4-Tax Map or Street/Parcel Number- 276 Riverside Drive Auburn, ME 04210
Parcel ID#- 202-006

5- Zoning of Property- General business

6- Distance to property lines- see final site survey

7- Boundaries of Abutting land- see final site survey

8- ShowSetbacks, Yards and Buffers- see final site survey

9- Airport Area of Influence- N/A

10- Parking Space Cals- N/A

11- Drive Openings/ Locations- Opening to property is in front of the building off Riverside Drive

12- Subdivision Restrictions- N/A

13-Proposed Use- Limitless Towing and Recovery, L&L lot. Timber Commercial snow plowing yard.

14-PB/BOA/Other restrictions- N/A

15- Fire Dept Review- See narrative

16-Open Space/ Lot coverage- 236,509 SQ.FT

LANDSCAPE PLAN-

1- Greenscape Requirements- N/A

2-Setbacks to Parking- See final site survey

3-Buffer Requirements- see narrative and final site survey

4-Street Tree Requirements- N/A

5-Screened Dumpsters- See narrative

6-Additional Design Guidelines- See narrative and site survey

7-Planting schedule- N/A

STORMWATER & EROSION CONTROL PLAN-

1- Compliance w/chapter 500- See final site survey

2- Show Existing Surface Drainage- See final site survey

3- Direction of Flow- See final site survey

4- Location of Catch Basins, etc- See final site survey

5- Drainage Calculations- See final site survey

6- Erosion Control Measures- See narrative and final site survey

7-Maine Construction General Permit- N/A

Required Information		*Check when Submitted*		*Applicable Ordinance*
Landscape Plan		*Applicant*	*Staff*	
	Greenspace Requirements	N/A		
	Setbacks to Parking	N/A		
	Buffer Requirements	See attached narrative		
	Street Tree Requirements	N/A		
	Screened Dumpsters	N/A		
	Additional Design Guidelines	N/A		
	Planting Schedule	N/A		

Stormwater & Erosion Control Plan		*Applicant*	*Staff*	
	Compliance w/ chapter 500	N/A		
	Show Existing Surface Drainage	See attached Site Survey		
	Direction of Flow	See attached Site Survey		
	Location of Catch Basins, etc.	N/A		
	Drainage Calculations	N/A		
	Erosion Control Measures	N/A		
	Maine Construction General Permit	N/A		
	Bonding and Inspection Fees	N/A		
	Post-Construction Stormwater Plan	N/A		
	Inspection/monitoring requirements	N/A		
Lighting Plan		*Applicant*	*Staff*	
	Full cut-off fixtures	N/A		
	Meets Parking Lot Requirements	N/A		
Traffic Information		*Applicant*	*Staff*	
	Access Management	N/A		
	Signage	N/A		
	PCE - Trips in Peak Hour	N/A		

8- Bonding and Inspection Fees- once approved to operate we will comply with all inspection and permit fees needed.
9- Post-Construction Stormwater Plan- N/A
10- Inspection/Monitoring Requirements- N/A

LIGHTING PLAN-

1-Full Cut-off Fixtures- See narrative and final site survey
2-Meets Parking Lot Requirements-N/A

TRAFFIC INFORMATION-

1- Access Management- N/a
2- Signage- Waiting for approval before we obtain a permit for signage.
3- PCE- Trips in Peak Hour- N/A
4-Vehicular Movements- N/A
5-Safety Concerns- please see narrative
6-Pedestrian Circulation- N/A
7- Police Traffic- Minimal- But they do need to stop in every so often to do VIN verifications for State of Maine paperwork. Please see narrative.
8-Engineering Traffic- N/A

UTILITY PLAN-

1-Water- Please see narrative and final site survey.
2-Adequacy of Water Supply- N/A
3-Sewer- Please see Narratvie and final site survey
4-Available City Capacity- N/A
5-Electric- Existing
6- Natural Gas- N/A
7- Cable/Phone- None

NATURAL RESOURCES-

1- Shoreline Zone- Please see narrative and final site survey
2- Flood Plain- Please see narrative and final site survey
3- Wetlands or Streams- Anroscoggin River
4- Urban Impaired Stream- N/A
5-Phosphorus Check- N/A
6-Aquifer/Groundwater Protection- N/A
7-Applicable State Permits- N/A
8-Lake Auburn Watershed- N/A
9-Taylor Pond Watershed- N/A

Required Information		*Check when Submitted*		*Applicable Ordinance*
	Vehicular Movements	N/A		
	Safety Concerns	See attached narrative		
	Pedestrian Circulation	See attached narrative		
	Police Traffic	N/A		
	Engineering Traffic	N/A		
Utility Plan		***Applicant***	***Staff***	
	Water	See attached narrative		
	Adequacy of Water Supply	See attached narrative		
	Water main extension agreement	N/A		
	Sewer	See attached narrative		
	Available city capacity	See attached narrative		
	Electric	N/A		
	Natural Gas	N/A		
	Cable/Phone	N/A		
Natural Resources		***Applicant***	***Staff***	
	Shoreland Zone	See attached Site Survey		
	Flood Plain	See attached Site Survey		
	Wetlands or Streams	N/A		
	Urban Impaired Stream	N/A		
	Phosphorus Check	N/A		
	Aquifer/Groundwater Protection	N/A		
	Applicable State Permits	See attached narrative		
	Lake Auburn Watershed	N/A		
	Taylor Pond Watershed	N/A		
Right, Title or Interest		***Applicant***	***Staff***	
	Verify	See attached narrative		
	Document Existing Easements, Covenants, etc.	See attached narrative		

Required Information		*Check when Submitted*		*Applicable Ordinance*
Technical & Financial Capacity		***Applicant***	***Staff***	
	Cost Est./Financial Capacity	N/A		
	Performance Guarantee	N/A		
State Subdivision Law		***Applicant***	***Staff***	
	Verify/Check	N/A		
	Covenants/Deed Restrictions	N/A		
	Offers of Conveyance to City	N/A		
	Association Documents	N/A		
	Location of Proposed Streets & Sidewalks	N/A		
	Proposed Lot Lines, etc.	N/A		
	Data to Determine Lots, etc.	N/A		
	Subdivision Lots/Blocks	N/A		
	Specified Dedication of Land	N/A		
Additional Subdivision Standards		***Applicant***	***Staff***	
	Mobile Home Parks	N/A		
	PUD	N/A		
A JPEG or PDF of the proposed site plan		***Applicant***	***Staff***	
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving		N/A		

RIGHT, TITLE OR INTEREST-

1-Verify
2-Document Existing Easements, Covenants- Existing

TECHNICAL & FINANCIAL CAPACITY-

1-Cost Est./ Financial Capacity- N/A
2- Performance Guarantee- N/A

STATE SUBDIVISION LAW-

1-Verify/Check- N/A
2-Convenants/ Deed Restrictions- N/A
3-Offers of Conveyance to City- N/A
4-Association Documents- N/A
5-Locations of Proposed Streets & Sidewalks- N/A
6- Proposed Lot Lines, ect- N/A
7-Data to Determine Lots, etc- N/A
8- Subdivisions Lots/ Blocks- N/A
9- Specific Dedication of Land- N/A

ADDITIONAL SUBDIVISION STANDARDS

1- Mobil Home Park- N/A
2-PUD- N/A

AJPEG OR PDF OF THE PROPOSED SITE PLAN-

See attached

GENERAL NOTES:

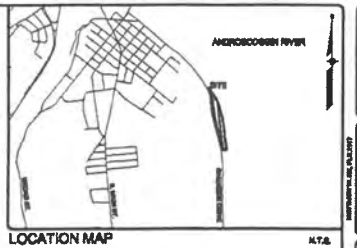
1. THE GRANTOR OWNER OF THE PARCEL IS GSBSB, LLC BY DEED DATED MARCH 23, 2021 AND RECORDED AT THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS (RCRD) IN BOOK 10000, PAGE 01
2. THE PROPERTY IS SHOWN AS LOT 3 ON THE CITY OF AUBURN TAXMAP 240 AND IS LOCATED IN THE GENERAL PURPOSE DISTRICT.
3. TOTAL AREA OF PARCEL IS APPROXIMATELY 5.43 ACRES.
4. BOUNDARY INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN 2020-3 DURING OF 2021
5. PLAN REFERENCES:
   A. "BOUNDARY SURVEY FOR GSBSB, LLC" BY SEBAGO TECHNICS, INC. DATED MARCH 23, 2021 AND RECORDED AT THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS (RCRD) IN BOOK 10000, PAGE 01
   B. "BOUNDARY SURVEY FOR GSBSB, LLC" BY SEBAGO TECHNICS, INC. DATED MARCH 23, 2021 AND RECORDED AT THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS (RCRD) IN BOOK 10000, PAGE 01
   C. PLAN OF LAND BELONGING TO HEIRS OF JOSEPH N. PARADIS, L. RECORDED AT THE (RCRD) IN PLAN BOOK 4, PAGES 000-000.
   D. CONVERSION, SEDIMENT LOAD REDUCTION OF GAGNE & SON CONCRETE BLOCK, INC., DATED OCTOBER MARCH 23, 2021, BY SEBAGO TECHNICS, INC.
6. ENCUMBRANCES/EASEMENTS:
   A. DEED PAGES, 1 TO DEED BOOK 1000 PAGE 01 IS SUBJECT TO THE FOLLOWING EASEMENTS TO GRANTOR, GRANT PURSUANT TO DEED BOOK 000, PAGE 00, TO GRANTOR NAME ET. AL. GRANTOR, INC. DATED BOOK 000 PAGE 00, TWO EASEMENT IS SEE ON, BE DEED NOT AFFECT THE SUBJECT PARCEL. NOTICE OF LAYOUT AND TAKING BY THE STATE OF MAINE IN DEED BOOK 000 PAGE 000.
   B. DEED PAGES, 3-01 DEED BOOK 0000 PAGE 01 IS SUBJECT TO THE FOLLOWING EASEMENTS TO GRANTOR, GRANT PURSUANT TO DEED BOOK 000 PAGE 00, TO GRANTOR, GRANT PURSUANT TO DEED BOOK 000 PAGE 000, THIS EASEMENT IS NOT ON, BE DEED NOT AFFECT THE SUBJECT PARCEL. TO GRANTOR, INC. GRANTOR, INC. DEED BOOK 000 PAGE 00. THIS EASEMENT IS NOT ON, BE DEED NOT AFFECT THE SUBJECT PARCEL.
   C. SUBJECT TO DRAINAGE EASEMENTS AS SHOWN ON PLAN REF. 00.
7. BASIS OF BEARINGS IS GRID NORTH, MAINE STATE PLANE, WEST ZONE, NAD83(2011), DERIVED BY GPS OBSERVATIONS USING THE MAINE DOT REAL TIME NETWORK (MRTN). ALL DISTANCES ARE GROUND, U.S. SURVEY FEET. ELEVATIONS DEPICTED HEREON ARE BASED ON NAVD88, BASED ON GPS OBSERVATIONS AND THE GEOID12B MODEL.
8. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD GUIDELINE 38-02. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS ARE RESPONSIBLE PRIOR TO EXCAVATION TO CONTACT DIG SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
9. THE LISTED PROPERTY AS DEPICTED HEREON DOES FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR AUBURN, MAINE, ANDROSCOGGIN COUNTY, PANEL 0000C0000E, WITH AN EFFECTIVE DATE OF JULY 8, 2013. THE LISTED PARCEL WITHIN AN AREA IDENTIFIED AS ZONE AE, AREAS OF BASE FLOOD ELEVATIONS DETERMINED.
10. SPACE AND BULK CRITERIA FOR THE GENERAL BUSINESS DISTRICT ARE AS FOLLOWS:

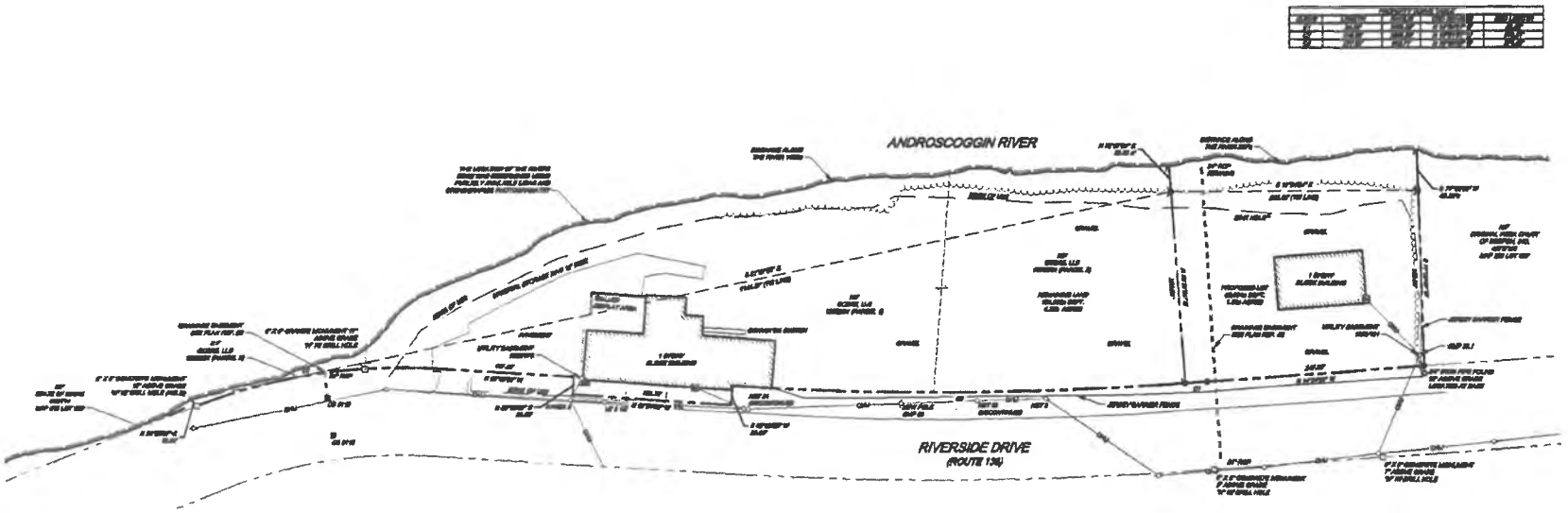
MINIMUM LOT SIZE	10,000 SF
MINIMUM STREET FRONTAGE	100 FEET
MINIMUM FRONT YARD	30 FEET
MINIMUM SIDE YARD	10 FEET
MINIMUM REAR YARD	20% OF DEPTH, 30 FEET MAX
MAXIMUM BUILDING HEIGHT	45 FEET
MAXIMUM BUILDING COVERAGE	80%

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	ABUTTER LINE/LOT	
	RIGHT OF WAY LINE/LOT	
	TIE LINE	
⊙	MONUMENT	
●	IRON PIN/PIPE	●
00.0'	SURVEYING DIS.	
0'±'	MEAN OR PERIMETER	
	BUILDING	
	OVERHANG	
	OVERHANG	
	ASPHALT BARRIER FENCE	
	EDGE OF WATER	
	TREELINE	
	CULVERT	
● ■	WOOD BARN	
	OVERHEAD UTILITY	
	ELEVATION METER	
	UTILITY POLE	
	GUY WIRE	





GRAPHIC SCALE

0 5 10 20

IN FEET
1 INCH = 20 FT.

A	00/00/00	ISSUED	FOR CLIENT REVIEW
B	00/00/00	ISSUED	FOR CLIENT REVIEW
REV	DATE:	ISSUED:	

SEBAGO TECHNICS

LOT DIVISION PLAN
OF:
GAGNE & SON CONCRETE BLOCK, INC.
AND
DWIGHT L. ALLISON III

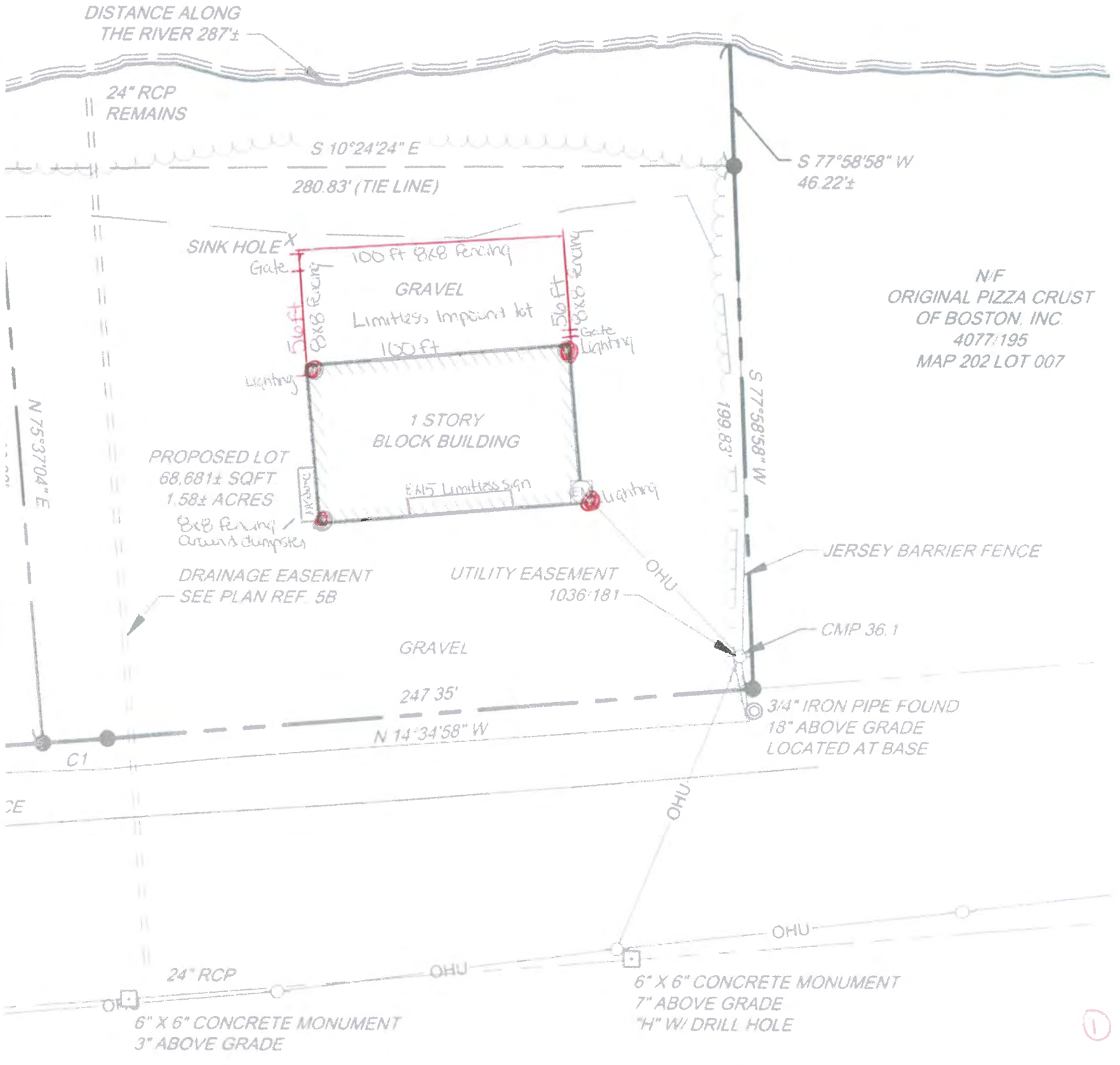
RECORD OWNER:
GSBSB, LLC
24 OLD ROUTE 97 ROAD
RAYMOND, MAINE 04071

DESIGNED	-
DRAWN	BRM / JMB
CHECKED	MMR
DATE	3/2021
SCALE	1" = 20'
PROJECT	20024-00

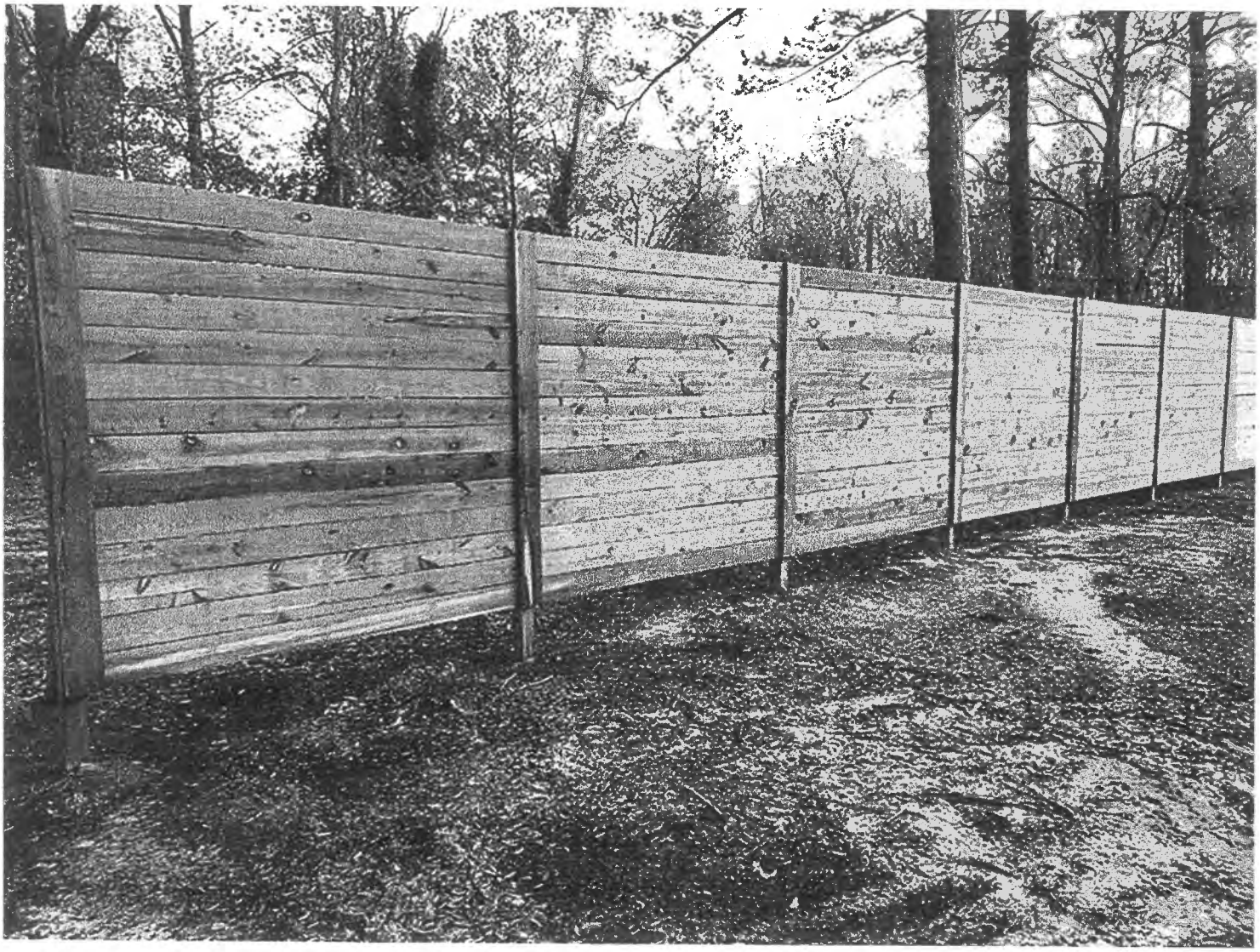
SHEET 1 OF 1

PROPERTY CURVE TABLE				
CURVE	LENGTH	RADIUS	CRD BEARING	CRD LENGTH
C1	24.56'	3856.53'	N 14°24'01" W	24.56'
C2	519.90'	3856.53'	N 10°21'21" W	519.51'
C3	277.02'	642.71'	N 18°50'29" W	274.88'

2716 Riverside Drive
Auburn, ME 04210



1



This is an example of the fence we will be installing. 8x3 panels.

This is an example of the 8x15 sign we want to put on the front of the building. The sign reading; Limitless towing & Recovery 207 931-7116



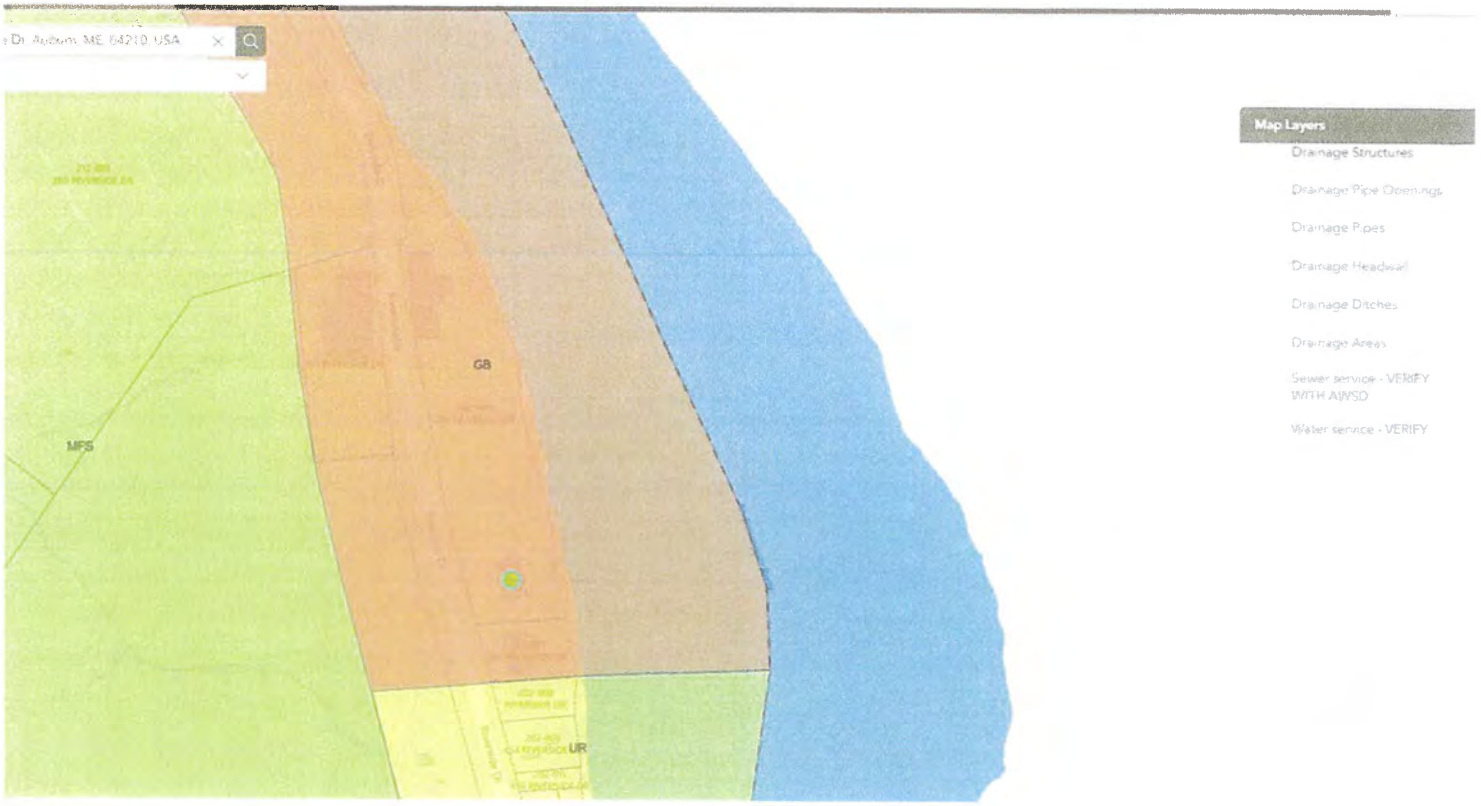
Example of dumpsies. We will be using the same 8x7 fence Panels to fence it in. Total area fenced in 64' 8x8 area.



8

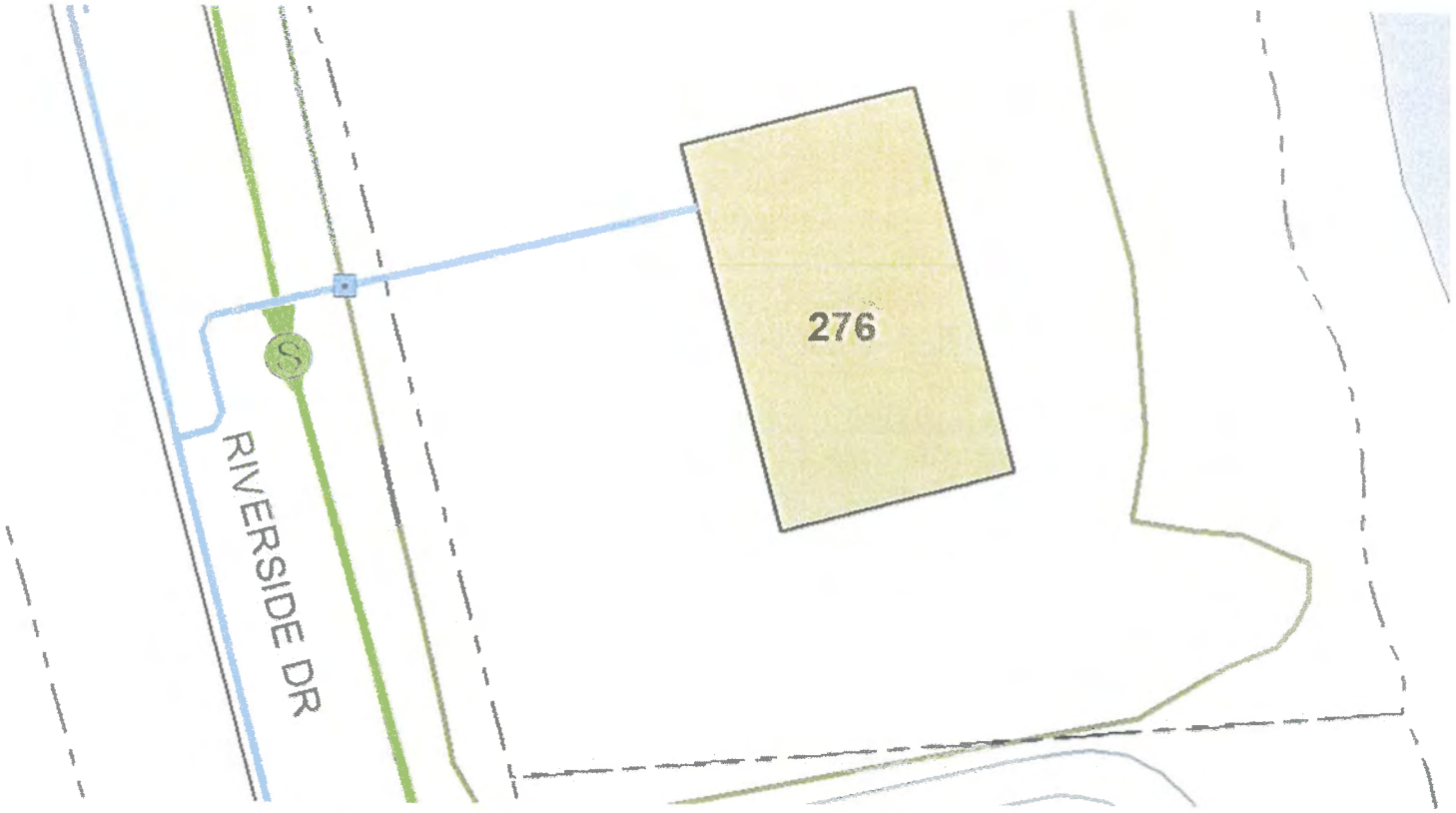
8

276 Riverside tax map.png





An example of lighting fixtures we would like to install on all 4 corners of the building.



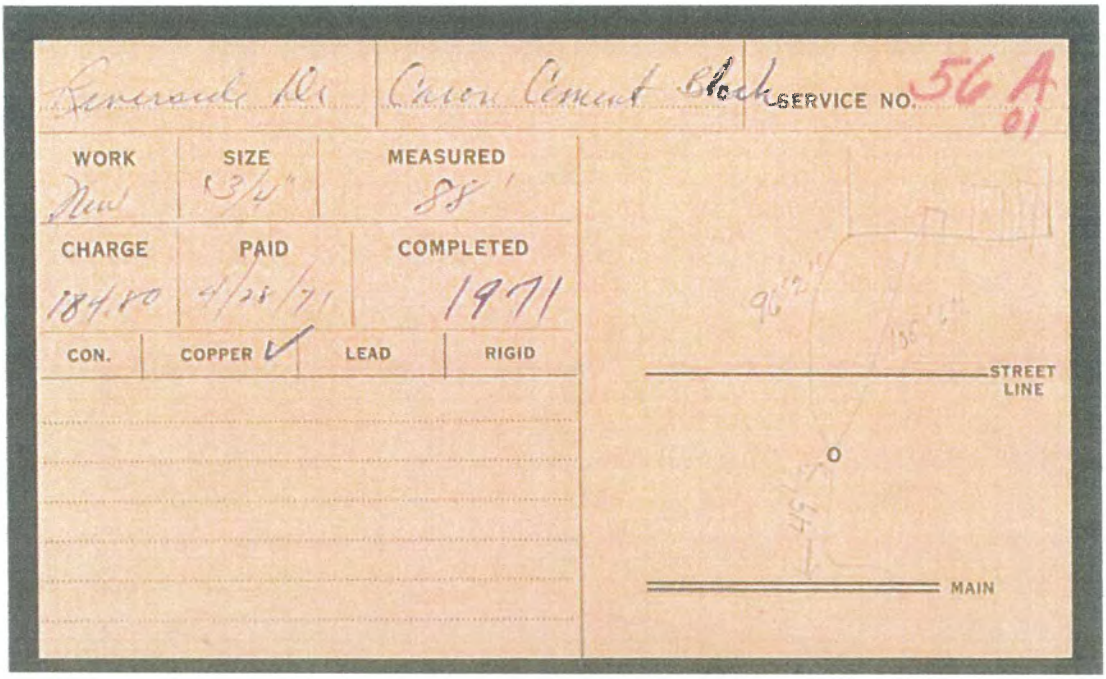
[Quoted text hidden]

1 Tie card/GIS drawing showing city water connection to 276 Riverside drive ↑
↓ Email from Eddie Williams at the water/sewer district with a measured drawing of water connection, and stating its operational. Sewer TBD.

I completely understand! As it turns out, this was requested by somebody else back on 9/17, so I have the supporting documentation readily available which really helps expedite the process. Please see the water service tie card, and the GIS drawing below. To my knowledge, this property has not had sewer service in the past. If there is a septic on site, and it has failed, the city will mandate that you connect to our sewer instead.

Since you're the lessor, there is a small balance outstanding on this account from 11/3/2025 as the realtor had asked us to come out and turn the water service on to ensure it was operable. Are you currently under contract with your lease, or are you still in the process of securing this?

Thank you,


Leonard Rd | Owen Cement Block | SERVICE NO. 56 A 01

WORK	SIZE	MEASURED
New	3/4"	88'
CHARGE	**PAID**	**COMPLETED**
184.00	4/21/71	1971
CON.	COPPER ✓	LEAD	RIGID

STREET LINE
MAIN

LEASE

THIS LEASE is made as of this 30th day of November, 2025 ("Effective Date"), by and between GCBRE, LLC, a Maine limited liability company with a place of business at 28 Old Route 27 Road, Belgrade, Maine 04917 ("Landlord") and L&L, LLC, a Maine limited liability company with a place of business at 314 County Rd, Turner, ME 04282-4270 ("Tenant").

WITNESSETH:

In consideration of the mutual covenants and agreements contained herein and intending to be legally bound hereby, Landlord and Tenant hereby agree with each other as follows:

1. PREMISES LEASED. Subject to the terms and conditions of this Lease, Landlord does hereby lease to Tenant, and Tenant does hereby lease from Landlord, the property known as 278 Riverside Drive, Auburn, Maine, deemed to contain approximately 1.58 acres (the "Property") and together with all improvements thereon, including the building (the "Building") which for purposes of this Lease shall be deemed to contain 6,000 +/- square feet (the Property and the Building, collectively, the "Premises") and as depicted on a plot plan in Exhibit A. The Premises includes the landscaping, appurtenances, rights, privileges and easements benefitting, belonging or pertaining thereto, and amenities necessary for access, use and enjoyment of the Premises, easements and other rights appurtenant thereto and all improvements therein, and is subject to all covenants, restrictions or other rights pertaining thereto. Landlord represents that Tenant shall have exclusive use and possession of the Premises and that no other party uses or has the right to use any portion of the Premises for any purpose.

2. TERM; RENEWAL. The initial term of this Lease and Tenant's occupancy of the Premises shall commence on November 1, 2025 (the "Commencement Date") and shall continue for a term of two (2) years thereafter, ending on the last day of the 2nd Lease Year (the "Initial Term"). The term "Lease Year" as used in this Lease shall mean the twelve (12) calendar months commencing on the Commencement Date or any anniversary thereof. Each Lease Year shall commence on the day immediately following the last day of the preceding Lease Year.

Tenant shall have the right, subject to the terms and conditions specified in this paragraph, to extend the term of this Lease for one (1) additional year ("Renewal Term"), commencing on the day after expiration of the Initial Term. The Renewal Term, if exercised, shall be on all of the terms, covenants and conditions of this Lease, except that there shall be no further rights of extension upon expiration of the Renewal Term, and provided that the Base Rent for the Renewal Term shall be determined as set forth in Section 3. Tenant's right to extend the term of Lease is subject to the following conditions: (i) such right may be exercised only by written notice to Landlord by Tenant (a "Tenant's Renewal Notice") given at least three (3) months prior to the expiration of the Initial Term and (ii) this Lease may be so extended only if this Lease is in full force and effect and Tenant is not in default hereunder with respect to any matter as to which notice of default has been given and not remedied within the applicable cure period on the date of the giving of any Tenant's Renewal Notice. There shall be no further

renewals of this Lease after the Renewal Term except as agreed to in writing by Landlord and Tenant.

3. RENT.

(a) Tenant covenants and agrees to pay, commencing on the Commencement Date, without deduction or set-off annual Base Rent during the Initial Term of Thirty thousand dollars ($2,500 per month). The annual Base Rent shall be payable in advance in twelve (12) equal installments each payable on the first day of each month during the term hereof.

If Tenant exercises its options to extend the term of this Lease for the Renewal Term, the monthly Base Rent shall be at fair market rent but not less than prior year's monthly rent ($2,500/month).

(b) Base Rent is sometimes referred to in the Lease as "Rent".

4. REAL ESTATE TAXES.

(a) Tenant shall reimburse Landlord all real estate taxes, betterments and assessments of every kind and description assessed or levied against the Premises or reasonably allocable to the Premise and allocable to the term hereof, or any parts thereof, which amounts shall be payable during the term of this Lease not later than thirty days after receiving and invoice with reasonable backup from the Landlord. If requested by Tenant, a copy of a tax bill or bill of any taxing authority for other assessments and governmental charges submitted by Landlord to Tenant shall be sufficient evidence of the amount assessed or levied against the Premises. The real estate property taxes for the fiscal year July 1, 2025 through June 30, 2026 are $1,097, representing 26.7 % of the land valuation for the tax bill for GCBRE on Map 2 Lot 6 of the Auburn tax maps, and have been paid in full by the Landlord. Tenant shall reimburse Landlord 22/3rds (eight months) of this amount ($731) upon the signing of this lease. The next real estate tax bill will be for the period July 1, 2026 through June 30, 2027.

(b) For the purposes of this Lease, the term "real estate taxes" shall include without limitation all real estate taxes, betterment assessments and any other charges made by any governmental authority, which are allocable to the term hereof and imposed or levied upon, or assessed against, the Property, that, upon assessment or upon failure of payment, become a lien upon the Premises or any portion thereof or the personal liability of the Landlord. If taxes upon rentals shall be substituted, in whole or in part, for the present ad valorem system of real estate taxes, then real estate taxes shall be based upon such taxes on rentals to the extent to which the same shall be a substitute for present ad valorem real estate taxes, plus said ad valorem real estate taxes. The foregoing shall generally apply to any system of taxation instituted, which replaces the present method of taxation, in whole or in part. Notwithstanding anything to the contrary in this Lease, nothing herein shall require Tenant to pay any income taxes, excess profit taxes; excise taxes; franchise taxes; or estate, succession, inheritance, or transfer taxes.

5. LANDLORD'S WORK. There shall be no Landlord's Work required by this Lease. Tenant excepts the Premise, including the Building, in as-is condition and the tenant has

done all inspections of the property and understands the Landlord makes no representations or warranties relative to the condition of the Premises (including the Building).

6. UTILITIES; PERSONAL PROPERTY TAXES. During the term of this Lease, Tenant shall pay directly to the service provider all charges for oil, gas, propane, electricity, lights, heat, ventilation and air conditioning, power, water charges, sewer charges, telephone and other communication service, and all other utilities and services supplied to or used upon the premises, now or at any time during the term of this Lease. Tenant shall pay prior to delinquency all taxes assessed against and levied upon all of Tenant's trade fixtures, furnishings, equipment and personal property located at the Premises.

Landlord shall not be responsible for any interruption in the electric service, heating or air conditioning of the Premises arising from any cause whatever, except for the willful act of Landlord, and in no case shall Landlord be liable for any consequential damages arising from any such interruption. If an interruption or curtailment, suspension or stoppage of any service shall occur, then there shall be no abatement of Base Rent.

7. USE OF PREMISES. Tenant shall use the Premises for a fleet maintenance yard and tow lot. Tenant shall not use or permit or suffer the use of the Premises for any other business or purpose, without the prior written consent of the Landlord, which consent may be withheld for any reason. Landlord has made no representation that the Premises are suitable for the use proposed by the Tenant or permitted by law and local ordinances.

8. MAINTENANCE AND REPAIR.

(a) Except as otherwise set forth herein, Tenant shall at its sole risk and expense, perform any desired maintenance and/or repair to the Premises, including without limitation, all fixtures, systems and equipment used by Tenant, heating, air conditioning, plumbing, electrical and mechanical installations, fixtures and equipment, and all replacements, repairs and installations. Tenant covenants and agrees that (i) the Premises shall at its sole expense be kept in a clean, sanitary and safe condition, and in accordance with and in compliance with the applicable easements, conditions and restrictions affecting the Premises and with all laws, ordinances and regulations of the United States, the State of Maine and local authorities having jurisdiction of the Premises; and (ii) Tenant shall perform necessary alterations, modifications, replacements or work necessary to comply with the aforesaid.

(b) Tenant expressly agrees that if Tenant wishes to use the Building, then Tenant shall do so at its sole risk, cost and expense and Tenant shall be responsible for repairs and replacement to structural components of the Building, including the roof, load-bearing walls and foundation.

(c) At the expiration of the Term and except as otherwise set forth herein, Tenant shall surrender the Premises to Landlord in at least substantially the same condition as the Premises were in as of the Commencement Date of this Lease, reasonable wear and tear and damage by fire or other casualty excepted. Tenant shall remove all its trade fixtures, as provided

in Section 9 below, before surrendering the Premises. Tenant shall repair any damage to the Premises caused by removal of such trade fixtures, alterations or improvements.

(d) Tenant acknowledges that Landlord shall have no obligation, in any manner whatsoever, to make any improvements or alterations to the Premises, the Building or improvements that are a part thereof, at any time during the term of this Lease other than as expressly set forth herein. Except as otherwise provided in this Lease, Tenant agrees to and hereby does as of the date of this Lease accept possession of the Premises "as is," without warranty or representation of any kind by Landlord, either express or implied, as to their condition or repair, compliance with law, or the suitability of the Premises for any particular purpose.

(e) Landlord shall notify Tenant in writing if Landlord believes that Tenant has not complied with any of Tenant's maintenance and repair obligations under this Section 8 (the "Notice of Noncompliance") within thirty (30) days of Landlord discovering such alleged noncompliance. Tenant shall have the right to challenge Landlord's Notice of Noncompliance by written notice to Landlord, which notice shall include reasonable evidence supporting Tenant's position, within thirty (30) days of Tenant's receipt of the Notice of Noncompliance. If it is determined that Tenant has failed to comply with this Section 8 and Landlord is required to undertake maintenance and/or repairs at the Premises, then Tenant shall reimburse Landlord within ten (10) days after Tenant's receipt from Landlord of a bill, with appropriate backup, for expenses incurred in undertaking such maintenance and/or repairs, provided, however, Landlord shall send a bill and backup within thirty (30) days of incurring any such expense. Landlord's failure to notify Tenant of Tenant's alleged noncompliance under this Section or provide a bill and backup for Landlord's expenses incurred pursuant to this Section within the time periods prescribed by this paragraph shall constitute a waiver of Landlord's rights under this Section 8(e).

9. SIGNS, FIXTURES AND ALTERATIONS.

(a) Tenant will be permitted, at its sole cost and expense, to erect signs on the Premises and/or the exterior of the Building containing the name of Tenant's business, provided that the same complies with the Town of Auburn Zoning Ordinances, rules and regulations, and any federal ordinances, rules and regulations. Tenant agrees to maintain all such signage in good condition and repair at all times.

(b) Tenant shall not make or cause to be made any structural or material non-structural alterations, changes additions or improvements to the Premises, without first obtaining Landlord's prior written approval and consent. For purposes of this Section 9(b), "material" shall mean solely those alterations, additions, improvements or changes which in the aggregate will exceed more than $25,000.00 to complete; "structural" as used above in this section shall include, without limitation, wall or roof penetrating fixtures, equipment or improvements. Landlord's consent shall (i) not be unreasonably withheld , delayed or conditioned and (ii) be deemed granted after fifteen (15) days from the date Landlord receives plans and specifications from Tenant for such penetrating fixtures, equipment or improvements or non-structural alterations, additions, w the Premises.

(c) All non-structural alterations, decorations, trade fixtures made or installed by Tenant (except all heating, plumbing, electric and gas fixtures, door mechanisms and the like permanently affixed to the Premises by Tenant, which shall automatically become part of the Premises without payment therefor by Landlord) shall remain the property of Tenant for the term of this Lease, or any extension thereof. Except as otherwise set forth herein, upon expiration of the term and so long as Tenant is not in default hereunder, Tenant shall remove all such alterations, decorations, trade fixtures and restore the Premises as provided in Section 8 above. If Tenant fails to remove such alterations, decorations, signs and trade fixtures, and to restore the Premises as aforesaid, then upon the expiration of this Lease, and upon Tenant's removal from the Premises, all said alterations, decorations, signs and trade fixtures shall at the option of Landlord become the property of Landlord without payment or further documentation. Notwithstanding the foregoing, Tenant agrees that, if on termination of this Lease by expiration or otherwise, Tenant shall fail to remove any of its property from the Premises as provided for herein, Landlord shall be authorized, in its sole option, and in Tenant's name and on its behalf, to either (i) cause such property to be removed and placed in storage for the account and at the expense of Tenant; or (ii) sell such property at public or private sale, with or without notice, and to apply the proceeds thereof, after the payment of all expenses of removal, storage and sale of such property, to the outstanding obligations, if any, of Tenant to Landlord; the surplus, if any, shall be paid to Tenant.

10. INSURANCE.

(a) Tenant or Landlord, may, if either wishes, purchase policies of insurance insuring the Premises, including the Building and structures now or in the future located on the land that is a part of the Premises (including all improvements regardless of which party paid the cost of such improvements), (i) against loss or damage by fire or other casualty, (ii) loss from so-called explosion, collapse and underground hazards; (iii) if a sprinkler is in the Premises, loss from sprinkler leakage; and (iv) loss or damage from such other risks or hazards of a similar or dissimilar nature which are now or may hereafter be customarily insured against with respect to improvements similar in construction, design, general location, use and occupancy to the Premises.

(b) Tenant agrees to take out and continuously maintain during the term of this Lease and any renewal thereof, comprehensive general liability insurance and excess liability insurance covering claims that may be made against Landlord for damage to property or injury or death of persons by reason of or in any way arising from occurrences on, about or with respect to the Premises, with a minimum of One Million Dollars ($1,000,000.00) combined single limit coverage, on an occurrence basis. Such policy shall be for the benefit of Landlord, as additional insured, and shall also name Landlord's lender as additional insured upon Landlord's request.

(c) Tenant agrees that it shall keep its property, including, but not limited to leasehold improvements, fixtures, merchandise and equipment, insured against loss or damage by fire or other casualty with the usual extended coverage endorsements. It is hereby acknowledged and agreed that Tenant assumes all risk of damage to its own property arising from any cause,

including, without limitation, loss by theft or otherwise, excepting from this sentence any loss or damage suffered that is caused by Landlord's negligent or malicious acts or omissions.

(d) Tenant and Landlord agree that neither Tenant's nor Landlord's insurance company shall have a right of subrogation against the other party on account of any loss or damage to any Building or structure or other property or liability for personal injury. Tenant and Landlord shall obtain a waiver of subrogation from their respective insurance companies.

(e) All insurance required from Tenant shall be written by companies licensed to transact business in the State of Maine, which companies shall at all times during the term hereof possess a Best's Key Rating of A (or its equivalent). All such insurance policies shall require the insurer to notify Landlord and Landlord's lender of any cancellation of insurance at least thirty (30) days in advance thereof.

(f) Any property policies insuring the Building or improvements (excepting Tenant's property and items and/or services for which Tenant is responsible hereunder) therein shall be payable to the party who has purchased the policy and neither party shall be responsible for or required to repair and/or restore the Premises. Original certificates of insurance carried by Tenant evidencing the insurance coverages required hereunder shall be delivered by Tenant to Landlord or Landlord's lender at Landlord's request. Landlord and its lender shall have the right to receive authenticated copies of insurance policies maintained by Tenant pursuant to this Lease and Tenant shall, upon written request of Landlord or Landlord's lender, deliver same to Landlord or Landlord's lender within fifteen (15) days of such request. Tenant shall comply with, observe and perform all provisions and requirements of all policies of insurance at any time in force with respect to the Premises. Without limiting the foregoing, Tenant agrees to name Landlord and Landlord's lender as additional insured and mortgagee on all policies of insurance required hereunder.

11. INDEMNIFICATION.

(a) Except to the extent caused by the negligent acts or omissions of Landlord, its agents, servants or employees, Tenant shall defend and indemnify Landlord and save it harmless from and against any and all claims, actions, damages, liability and expense (including, but not limited to, reasonable attorneys' fees and disbursements) incurred or suffered by Landlord in connection with the loss of life, bodily injury, personal injury or damage to property arising in whole or in part from any act or omission of Tenant, its agents, servants, employees, invitees, contractors, subcontractors, subtenants, licensees or concessionaires, or its or their respective agents, servants or employees in connection with the occupancy or use by Tenant of the Premises or the operation thereof by Tenant. Tenant also agrees to waive any applicable Worker's Compensation immunity as it relates to such indemnification. Tenant shall pay all costs, expenses and reasonable attorneys' fees that may be expended or incurred by Landlord in enforcing the provisions of this Section 11(a). The provisions of this Section 11(a) shall survive the termination or earlier expiration of the term of this Lease.

(b) Except for matters for which Tenant indemnifies Landlord as provided above, Landlord shall defend and indemnify Tenant and save it harmless from and against any and all

claims, actions, damages, liability and expense (including, but not limited to, reasonable attorneys' fees and disbursements) incurred or suffered by Tenant in connection with the loss of life, bodily injury, personal injury or damage to property arising in whole or in part from any act or omission of Landlord, its agents, servants, employees, invitees, contractors, subcontractors, licensees or concessionaires, or its or their respective agents, servants or employees in connection with the ownership or operation of the Premises. Landlord shall also pay all costs, expenses and reasonable attorneys' fees that may be expended or incurred by Tenant in enforcing the provisions of this Section 11(b). Landlord also agrees not to assert as a defense to the enforcement of this indemnity any applicable Worker's Compensation immunity. The provisions of this Section 11(b) shall survive the termination or earlier expiration of the term of this Lease.

(c) The term "bodily injury" as used throughout this Lease shall mean bodily injury, sickness or disease, including death, and the term "property damage" as used throughout this Lease shall mean physical injury to tangible property, including costs and civil penalties incurred as a result of the enforcement of any Environmental Laws (as that term is defined in Section 20), loss of use thereof and also loss of use of tangible property which is not physically injured and the term "personal injury" as used throughout this Lease shall mean false arrest, detention or imprisonment, malicious prosecution, wrongful entry, libel or slander.

(d) Any indemnification obligations set forth in this Lease shall be subject to the following conditions: (i) the indemnified party shall notify the indemnifying party in writing promptly upon learning of any claim or suit for which indemnification is sought; (ii) the indemnifying party shall have control of the defense or settlement, provided that the indemnified party shall have the right to participate in such defense or settlement with counsel at its selection and at its sole expense; and (iii) the indemnified party shall reasonably cooperate with the defense, at the indemnifying party's expense.

12. ESTOPPEL CERTIFICATE, SUBORDINATION AND ATTORNMENT. (a) At any time and from time to time, within ten (10) business days of written request by Landlord or any mortgagee or purchaser, Tenant agrees to deliver to any proposed mortgagee or purchaser, or to Landlord, a written statement based upon the best of Tenant's then-current knowledge (but with such changes as are necessary to accurately reflect the then-current status of such matters): (i) ratifying this Lease; (ii) confirming the commencement and expiration dates of the term of this Lease; (iii) certifying that Tenant is in occupancy of the Premises, and that this Lease is in full force and effect and has not been modified, assigned, supplemented or amended except by such writings as shall be stated, and, if requested by any mortgagee, agreeing not to amend or modify (except to the extent Tenant expressly has the right to do so hereunder) this Lease without mortgagee's written consent; (iv) certifying that all conditions and agreements under this Lease to be satisfied or performed by Landlord have been satisfied and performed except as shall be stated; (v) certifying that Landlord is not in default under this Lease and there are no defenses or offsets against the enforcement of this Lease by Landlord, or stating the defaults and/or defenses claimed by Tenant; (vi) reciting the amount of advance rent, if any, paid by Tenant and the date to which such rent has been paid, and, if requested by any mortgagee, agreeing not to prepay rent more than 30 days in advance; (vii) reciting the amount of security (if any) deposited with Landlord; and (viii) any other information which Landlord or the mortgagee may reasonably request. Upon the failure of Tenant to execute, acknowledge and deliver to

Landlord and/or any mortgagee a statement in accordance with the provisions of this paragraph within the period set forth, Landlord shall provide written notice to Tenant, explicitly referencing this paragraph, of Tenant's failure to comply with this paragraph and provide Tenant an additional three (3) business days to comply with this paragraph. The failure of Tenant to execute, acknowledge and deliver to Landlord and/or any mortgagee a statement in accordance with the provisions of this paragraph within both periods set forth shall be a default under this Lease (i.e., the notice and cure period set forth in Section 19 below shall be inapplicable).

(b) Tenant agrees that this Lease is, and all of Tenant's rights hereunder are and shall always be subject to and subordinate to any mortgage pursuant to which Landlord has or shall retain the right of possession of the Premises, or any security instrument that may in the future exists upon the Premises or any part thereof, and any extensions, renewals or amendments thereof, and any replacements thereof (collectively, the "Mortgage"); that if the holder of any such Mortgage ("Mortgagee") or if the purchaser at any foreclosure sale, or at any sale under a power of sale contained in any Mortgage shall so request, Tenant will attorn to, and recognize such Mortgagee or purchaser, as the case may be, as Landlord under this Lease for the balance then remaining of the term of this Lease; and that the aforesaid provisions shall be self-operative, and no further instrument shall be necessary to evidence the same unless required by any such Mortgagee or purchaser. However, if any Mortgagee or other party shall require such a written agreement confirming such subordination, Tenant shall execute, acknowledge and deliver such agreement within ten (10) days of the request of Landlord. Such written agreement with any Mortgagee shall provide, without limitation, that:

(i) the Tenant will not pay any rent under the Lease more than thirty (30) days in advance of its due date;

(ii) Tenant will not consent to the modification of any terms of this Lease nor to the termination thereof by the Landlord without the prior written consent of Mortgagee;

(iii) that the Mortgagee shall not be (i) liable for any act or omission of any prior Landlord or (ii) subject to any offsets or defenses which Tenant might have against any prior Landlord;

(iv) Tenant will not seek to terminate this Lease by reason of any act or omission of the Landlord until the Tenant shall have given written notice of such act or omission to the Mortgagee and until a reasonable period of time shall have elapsed following the giving of such notice during which period such holder shall have the right to remedy such act or omission;

(v) in the event the Mortgagee, its successors, transferees or assignees takes possession of the Premises or otherwise succeeds to the interest of Landlord hereunder, and upon written notice from Mortgagee, its successors, transferees or assignees, Tenant shall attorn to the Mortgagee, its successors, transferees or assignees under this Lease, and the Lease shall continue in full force and effect so long as Tenant is not in default hereunder; and

(vi) Tenant will subordinate this Lease and the estate hereby created to the lien of any existing or future mortgage upon the Premises, provided the holder of such mortgage will enter into an agreement with Tenant that in the event of foreclosure or other action taken under the mortgage, the rights of Tenant shall continue in full force of effect and shall not be terminated or disturbed except in accordance with the provisions of this Lease in case of the default of Tenant.

13. RESERVED.

14. LANDLORD DEFAULT. Landlord shall be considered in default of its obligations hereunder only if Landlord shall fail to perform such obligations within thirty (30) days after notice by Tenant to Landlord specifying the nature of the alleged failure of Landlord to perform its obligations under this Lease, or, if such default cannot be cured within such time, within such additional time as is necessary to correct any such default provided that Landlord promptly commences cure and diligently pursues cure to completion. Notwithstanding anything to the contrary in this Lease, to the extent Tenant is required to make payment or incur other obligations as a result of Landlord's default, Landlord shall reimburse Tenant for such costs incurred, including, without limitation, reasonable attorneys' fees and disbursements in the event that Tenant substantially prevails in its claim for reimbursement. Any cure by Tenant shall not waive any claim for damages for breach of this Lease or any of Tenant's other remedies hereunder, at any time thereafter.

Tenant agrees to look solely to Landlord's interest in the Premises for recovery of any judgment from Landlord, it being agreed that Landlord, and any fiduciary, any shareholder, any officer, any member, any manager, any employee, any partner, or any beneficiary of Landlord, are not personally liable for any such judgment. The provision contained in the foregoing sentence shall not limit any right that Tenant might otherwise have to obtain injunctive relief against Landlord or Landlord's successors in interest, or any other action not involving the personal liability of Landlord. Landlord and Tenant agree that landlord is not and is not intended to be a partner, joint venturer, alter ego, co-venturer, or other participant of any kind in Tenant's business, it being the intention of both parties that the only relationship of Landlord and Tenant be that of a landlord and tenant in an arms-length commercial relationship.

15. ASSIGNMENT AND SUBLETTING.

(a) Tenant shall not assign this Lease, or any part thereof, or sublet the Premises, or any part thereof, without the prior written consent of Landlord, which may be unreasonably withheld, delayed or conditioned.

(b) Upon an assignment of this Lease or subletting of the Premises, a duly executed copy of the assignment or sublease shall be delivered to Landlord within ten (10) days after execution thereof. Any sublease shall provide that the subtenant shall comply with all applicable terms and conditions of this Lease to be performed by Tenant hereunder. Any assignment of this Lease shall contain an assumption by the assignee of all of the terms, covenants and conditions of this Lease to be performed by Tenant hereunder. No consent by Landlord to any assignment

shall be deemed or interpreted to be an amendment or modification to the terms of this Lease without Landlord's specific and express agreement to such amendment or modification.

(c) In no event shall any permitted assignee or subtenant further convey its interest without compliance with the provisions of this Section 15.

(d) If this Lease is assigned or if the Premises or any part thereof are sublet or occupied by anybody other than Tenant, Landlord may, after default by Tenant uncured within applicable grace periods, collect rent from the assignee, subtenant or occupant, and apply the net amount collected to the rents herein reserved, but no such assignment, subletting, occupancy or collection shall be deemed a waiver of any of Tenant's covenants contained in this Lease or the acceptance of the assignee, subtenant or occupant as Tenant, or a release of Tenant from further performance by Tenant of covenants and agreements of each of them herein contained.

16. GOVERNMENTAL REGULATIONS. Tenant and Landlord (subject to the allocation of responsibility to Tenant or Landlord under this Lease) shall comply with all municipal and county ordinances and state and federal statutes, rules and regulations now or hereafter in force, which are or shall become applicable to its use and occupancy of the Premises hereunder.

17. DAMAGE OR DESTRUCTION BY FIRE OR OTHER CASUALTY.

(a) If the Premises, or any part thereof, shall be damaged by fire, the elements, or other casualty, then Tenant shall give notice thereof to Landlord within twenty-four (24) hours of such occurrence. Neither Landlord nor Tenant shall be responsible for or required to repair and/or restore the Premises. If the damage to the Premises shall render the whole or any part thereof unusable for Tenant's use, no proportion of the Base Rent shall be abated. Landlord and Tenant shall promptly and fully cooperate with the other's efforts to collect insurance proceeds.

(b) Upon commencement of any repair and restoration by Landlord, Tenant may, at its option and expense, repair and replace all trade fixtures, equipment, signs and other property installed by or belonging to Tenant which shall have been damaged or destroyed and shall, if such repair and replacement is undertaken, complete the same with due diligence. Landlord shall not be liable for any inconvenience or annoyance to Tenant, or for any injury or interruption to the business of Tenant resulting from any casualty, Landlord's repair or restoration work or delays related thereto.

(c) Force Majeure. Landlord shall not, in any event, be liable for failure to perform any of its obligations under this Lease when prevented from so doing by strike, lockout, breakdown, accident, order or regulation of or by any governmental authority, or failure of supply, or inability by the exercise of reasonable diligence to obtain supplies, parts, or employees necessary to furnish such services, or because of flood, earthquake, lightning, act of God, war or other emergency, or for any other cause beyond Landlord's reasonable control, or for any other cause due to any act or neglect of the other party, or that party's servants, agents, employees, licensees, or any person claiming by, through or under that party ("Force Majeure Event").

18. EMINENT DOMAIN.

(a) If the whole of the Premises shall be acquired or condemned by eminent domain, then this Lease shall cease and terminate as of the date of such taking or purchase and all rent shall be paid up to that date and Tenant shall have no claim against Landlord nor the condemning authority for the value of any unexpired term of this Lease and Tenant hereby releases same, provided, however, that Tenant shall have the right to claim and recover from the condemning authority only such compensation or damages as may be separately awarded or recoverable by Tenant on account of any and all damage to Tenant's leasehold improvements, equipment, fixtures or other tangible personal property by reason of the condemnation and for or on account of any cost or loss suffered by Tenant in removing Tenant's leasehold improvements, equipment, fixtures or other tangible personal property.

(b) If any part of the Premises shall be acquired as aforesaid and in the event that the Landlord and Tenant reasonably conclude that such partial taking or purchase shall render the Premises unsuitable for the business of Tenant (taking into account the possibility of reconfiguration of the Premises), then this Lease shall cease and terminate as of the date of such taking or purchase. Tenant shall have no claim against Landlord or the condemning authority for the value of any unexpired term of this Lease, with the exception of the rights enumerated in subparagraph (a) above, and the rent shall be adjusted to the date of such termination.

19. DEFAULT.

(a) If:

(i) Tenant shall fail to cure any monetary default (e.g., failure to pay Base Rent or other charges due hereunder) or any default in its obligation to maintain or provide insurance within ten (10) days of written notice thereof, or

(ii) Tenant shall fail to cure any default in the performance of any of its non-monetary covenants, agreements or obligations hereunder within thirty (30) days of written notice of default from Landlord; provided that so long as Tenant has diligently commenced cure within said thirty (30) days and has been unable to complete same within said thirty (30) days, Tenant shall have such additional time as is necessary to cure provided that Tenant promptly commences cure and diligently pursues such cure to completion but in no event beyond ninety (90) days from Landlord's notice; or

(iii) Tenant shall make any assignment for the benefit of creditors or shall apply for or consent to the appointment of a receiver for themselves or any of their property; or

(iv) Tenant shall be adjudged an involuntary bankrupt, or a decree or order for reorganization under the federal bankruptcy laws as now or hereafter amended, or under the laws of any state, shall be entered against Tenant, and any such decree or judgment or

order shall not have been vacated or set aside within sixty (60) days from the date of the entry or granting thereof; or

(v) Tenant shall file or admit the jurisdiction of the court and the material allegations contained in any petition in bankruptcy or any petition pursuant to, or purporting to be pursuant to, the federal bankruptcy laws as now or hereafter amended, Tenant shall institute any proceedings for any relief under any bankruptcy or insolvency laws or any laws relating to the relief of debtors, readjustment of indebtedness, reorganization, arrangements, composition or extension; or

(vi) Tenant's leasehold interest hereunder shall be taken on execution; or

(vii) A decree or order appointing a receiver of all or substantially all of the property of Tenant shall be made and such decree or order shall not have been vacated or set aside within sixty (60) days from the date of entry or granting thereof.

then (notwithstanding any license of any former breach of this Lease or waiver of the benefit hereof or consent in any former instance) in any of such cases Landlord may lawfully, immediately and at any time thereafter, and without further notice or demand, and without prejudice to any other remedies, enter into and upon the Premises or any part thereof, in the name of the whole, or mail a notice of termination addressed to Tenant at the Premises, and upon such entry or mailing this Lease shall immediately terminate, and all of Tenant's rights hereunder shall cease and terminate, including without limitation, Tenant's option to purchase rights set forth in Section 30. In addition to the foregoing and not in lieu of any of Landlord's rights and remedies hereunder or at law or in equity, if a petition is filed by Tenant for relief under Chapter 11 of Title 11 of the United States Code, or for reorganization or arrangement under any provision of the Bankruptcy Code as then in force and effect, or any involuntary petition under any provision of the Bankruptcy Code is filed against Tenant and is not dismissed within sixty (60) days thereafter, then in either of such cases this Lease shall at the option of Landlord terminate upon notice of termination to Tenant.

(b) Further, in case of any termination of this Lease under this Section, and notwithstanding any entry or re-entry by Landlord, whether by summary proceedings, termination, or otherwise, Tenant, as of the date of such termination, (i) shall immediately pay to Landlord as damages all amounts due to Landlord prior to and including the date of termination; and (ii) shall be immediately liable for and pay to Landlord all amounts due under this Lease for the remainder of the Term as if this Lease had not terminated (including Base Rent) and any other balances due under this Lease for such period; provided that Landlord's recovery of items of damages set out in the foregoing (ii) are specifically subject to Landlord's "duty to mitigate" as described in Section 6010-A of Title 14, Maine Revised Statutes Annotated, as the same may be revised, replaced or amended from time to time, and to the extent the same is applicable to Landlord's recovery of damages from Tenant. In addition to the foregoing and notwithstanding any other damages or payments due from Tenant under this Lease or at law or in equity, Tenant agrees that, in the event of its breach of this Lease, it shall be liable to Landlord for Landlord's reasonable attorneys' fees and court costs related to or arising out of Tenant's breach or default of its obligations under this Lease, in the event of termination and otherwise.

(c) Landlord may, at its sole option and without waiving any claim for damages for breach of this Lease or any of Landlord's other remedies hereunder, at any time after an event of default cure such default on the account of Tenant, and Tenant agrees to reimburse Landlord for any amount paid by Landlord in so doing (including reasonable attorneys' fees) and save Landlord harmless from any liability incurred thereby. Any such reimbursement shall be due immediately upon demand therefor. Landlord's performance of any of Tenant's obligations or covenants shall not release Tenant from liability for nonperformance or breach and Landlord shall not be liable to Tenant for any interference or disruption of Tenant's operations or business caused by or related to Landlord's exercise of its rights hereunder, provided that such rights are exercised in a commercially reasonable manner.

(d) Nothing herein contained shall limit or prejudice the right of Landlord to prove for and obtain in proceedings for bankruptcy or insolvency by reason of the termination, an amount equal to the maximum allowed by any statute or rule of law in effect at the time when, the damages are to be proved, provided that such amount is equal to or less than the amount of the loss or damage referred to herein.

(e) Notwithstanding anything in this Lease to the contrary, and in addition to and not in lieu of anything specifically set forth herein, Landlord shall be entitled to all remedies available to Landlords at law and equity, including, without limitation, the remedy of forcible entry and detainer. TENANT, FOR ITSELF, AND ITS HEIRS, SUCCESSORS, AND ASSIGNS HEREBY KNOWINGLY, WILLINGLY, AND VOLUNTARILY WAIVES ANY AND ALL RIGHTS SUCH PARTY MAY HAVE TO A TRIAL BY JURY IN ANY FORCIBLE ENTRY AND DETAINER ACTION AND ANY PROCEEDING TO COLLECT ANY MONEY OR PAYMENTS DUE FROM TENANT UNDER THIS LEASE BROUGHT BY LANDLORD, OR LANDLORD'S SUCCESSORS AND/OR ASSIGNS. LANDLORD, FOR ITSELF, AND ITS HEIRS, SUCCESSORS, AND ASSIGNS HEREBY KNOWINGLY, WILLINGLY, AND VOLUNTARILY WAIVES ANY AND ALL RIGHTS LANDLORD MAY HAVE TO A TRIAL BY JURY IN ANY PROCEEDING TO ENFORCE THIS LEASE BROUGHT BY TENANT, OR TENANT'S SUCCESSORS AND/OR ASSIGNS.

20. HAZARDOUS WASTE.

(a) Tenant covenants and agrees that, with respect to its operations and specifically with respect to any hazardous, toxic or special wastes, materials or substances including without limit asbestos, waste oil and petroleum products, defined or identified in, or regulated by, the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 USC Section 9601, et. seq.), the Hazardous Materials Transportation Act (49 USC Section 1802, et. seq.) and the Resource Conservation and Recovery Act (42 USC Section 6901, et. seq.) or any other federal, state or local statute, law, ordinance, code, rule, regulation, order or decree regulating, relating to or imposing liability or standards of conduct concerning the environment or any hazardous or toxic waste, substance or material (the "Hazardous Materials"), as now or at any time hereafter in effect (collectively, "Environmental Laws") which Tenant, its agents or employees, may use, receive, handle, store, permit on the Premises, or generate in the conduct of its business at the Premises, Tenant shall: (i) comply with all applicable Environmental Laws

which relate to the treatment, storage, transportation and handling of Hazardous Materials; (ii) in no event permit or cause the discharge or disposal of Hazardous Materials in, on or about the Premises in violation of any applicable Environmental Laws; (iii) with respect to any off-site disposal, shipment, storage, recycling or transportation of any Hazardous Materials, Tenant shall properly package and transport the Hazardous Materials and shall cause to be executed and duly filed and retain all manifests and other records as may be required by any applicable Environmental Laws; (iv) at no time operate the Premises as a treatment, storage or disposal facility for the treatment, storage or disposal of Hazardous Materials; (v) to the extent any Hazardous Materials may be temporarily stored at the Premises as part of the ordinary course of Tenant's business, store such materials in secure containers in compliance with all applicable Environmental Laws; (vi) at reasonable times permit Landlord, any mortgagee or their respective agents or employees to enter the Premises to inspect the same for compliance with the terms of this Section 20 and further make available to Landlord, upon fourteen (14) days prior written notice, all manifests and other records which Tenant may be obligated to obtain and keep in accordance with any applicable Environmental Laws; and (vii) at Tenant's sole cost, risk and expense, remove and/or remediate in accordance with all applicable Environmental Laws all Hazardous Materials placed, discharged, released, arriving at, or deposited exclusively after the Commencement Date in, upon or under the Premises in violation any Environmental Laws; provided, however, Tenant shall not be responsible for any cost, risk, or expense that arises, in whole or in part, from any Hazardous Materials placed, discharged, released, arriving at, or deposited in, upon or under the Premises prior to the Commencement Date (collectively, the "Prior Environmental Conditions"), except to the extent caused by the disturbance of Hazardous Materials by Tenant where such disturbance did not occur as a result of Tenant carrying out business in the ordinary course. Tenant further agrees to deliver the Premises to Landlord at the termination of this Lease free of all Hazardous Materials initially placed, discharged, released, arriving at, or deposited in, upon or under the Premises by Tenant, its agents, employees, contractors or invitees after the Commencement Date, except to the extent caused by or resulting from any actions or omissions of Landlord, its employees, contractors, agents or representatives.

(b) In addition to and not in derogation of any other indemnification obligations of Tenant under this Lease, Tenant further agrees to hold harmless and indemnify Landlord for and against any and all claims, loss, costs, damages and expenses, including reasonable attorney's fees, which may arise in the event that Tenant fails to comply with any of the provisions contained in this Section 20; provided, however, this indemnification and hold harmless obligation of the Tenant shall not apply, and instead Landlord shall indemnify and hold harmless Tenant for any such claims, losses, costs, damages and expenses incurred by Tenant to the extent the same arise from any Prior Environmental Conditions, except to the extent such claims, losses, costs, etc. are caused by the disturbance of Hazardous Materials by Tenant where such disturbance did not occur as a result of Tenant carrying out business in the ordinary course.

21. ACCESS OF LANDLORD. Upon not less than twenty-four (24) hours prior verbal or written notice (except in case of emergency, when no prior notice shall be required) and subject to the reasonable requirements of Tenant to preserve the confidentiality of any portion of its business or operations, Landlord shall have reasonable access to the Premises for the purpose of examining the same, showing the same to potential purchasers, mortgagees or tenants, or to perform any of Tenant's obligations where Landlord is doing so under its exercise

of its rights hereunder or to make any replacements or casualty repairs or perform any casualty or eminent domain-related reconstruction as is provided for under this Lease. Tenant agrees to provide Landlord with copies of all keys, security codes, passwords or codes or other electronic means necessary to access the Premises.

22. SUCCESSORS AND ASSIGNS. The provisions of this Lease shall be binding upon and inure to the benefit of the successors and permitted assigns of Landlord and the successors and permitted assigns of Tenant. In the event of any transfer of Landlord's interest in the Premises, Landlord or any subsequent transferor shall cease to be liable and shall be automatically released from all liability for the performance or observation of any agreements or conditions on the part of the Landlord to be performed or observed subsequent to the time of said transfer, it being understood and agreed that from and after said transfer, the transferee shall be liable therefor. Notwithstanding the foregoing, nothing in this paragraph shall release Landlord or any subsequent transferor from liability arising or accruing prior to the time of said transfer.

23. LANDLORD'S COVENANT OF QUIET ENJOYMENT. Upon payment by Tenant of the Base Rent and other charges herein provided and upon the observance and performance of all the covenants, terms and conditions on Tenant's part to be observed and performed, Tenant shall, subject to the terms and conditions hereof, peaceably and quietly hold and enjoy the Premises for the term of this Lease and any extensions thereof without hindrance or interruption by Landlord or any person or persons claiming by, through or under Landlord.

24. WAIVER. The waiver by any party to this Lease of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition on any subsequent breach of the same, or any other term, covenant or condition herein contained. No payment by Tenant or receipt by Landlord of any Base Rent or other amounts due hereunder shall be deemed to be other than on account of the amount due, and no endorsement or statement on any check or any letter accompanying any check or payment shall be deemed an accord and satisfaction (unless otherwise confirmed by Landlord in writing), and Landlord may accept any such check as full or partial payment of the due charges without prejudice to Landlord's right to recover the balance of such installment or payment or pursue any other rights or remedies available to Landlord. No receipt of money by Landlord from Tenant after the termination of this Lease shall reinstate, continue or extend the Lease term or Tenant's right of possession.

25. NOTICES. Any notice, demand, request or other instrument required or permitted to be given under this Lease shall be delivered in person, sent by email, certified mail, postage prepaid, or sent by FedEx or other recognized overnight courier service, and shall be addressed (a) if to Landlord addressed to Landlord, at Dwight L. Allison III, 21 Little Bay Drive, Dover, NH 03820 and to dwight.allison@comcast.net with copies to Drew A. Anderson, Esq., Murray, Plumb & Murray, 75 Pearl Street, P.O. Box 9785, Portland, ME 04104-5085 and an email copy to danderson@mpmlaw.com or at such other address(es) as Landlord may designate by written notice, and (b) if to Tenant at 314 County Rd, Turner, ME 04282-4270 and to lellc8183@gmail.com or at such other address(es) as Tenant shall designate by written notice. All notices shall be deemed received three (3) days after mailing (except in the case of notices delivered by overnight courier service or email, in which case, the notice shall be deemed

received the next business day after mailing). After receiving written notice from any person, firm, or other entity, stating that it holds a Mortgage on the Premises, Tenant shall, so long as such Mortgage is outstanding, be required to give to such holder the same notices as are required to be given to Landlord under the terms of this Lease. Any such Mortgage holder shall have the same opportunity to cure any default, and the same time within which to effect such cure, as is available to Landlord, or such additional time as is set forth in any agreement or document between such holder and Tenant.

26. HOLDOVER. If Tenant remains in possession of the Premises after the expiration of the term of this Lease and any extensions thereof, such possession shall be as month-to-month tenant. During such month-to-month tenancy, the provisions of this Lease for the period just preceding such termination shall be applicable, except for Base Rent which shall increase annually by ten percent (10.0%) above the then-current Base Rent. Landlord or Tenant may terminate any such month-to-month tenancy by giving the other thirty (30) days prior written notice.

27. LANDLORD AND TENANT DEFINED; USE OF PRONOUN. The words "Landlord" and "Tenant" shall be deemed and taken to mean each and every person or party mentioned as a Landlord or Tenant herein, be the same one or more. The necessary grammatical changes required to make provisions of this Lease apply in the plural sense where there is more than one Landlord or Tenant and to either corporations, associations, partnerships, trusts or individuals, males or females, shall in all instances be assumed as though in each case fully expressed. If either Landlord or Tenant is more than one party, then their obligations shall be joint and several.

28. MISCELLANEOUS.

(a) The captions appearing in this Lease are inserted only as a matter of convenience and in no way define, limit, construe or describe the scope or intent of this Lease, nor in any way affect the meaning of this Lease.

(b) Neither party shall record this Lease without the prior written consent of the other, but each party agrees, at the request of the other, to enter into a mutually satisfactory short form Memorandum of Lease in recordable form, which Memorandum may be recorded by either party in the Androscoggin County Registry of Deeds. If this Lease shall terminate or expire pursuant to the terms and conditions set forth herein, Tenant shall, upon request of Landlord, execute and deliver a commercially reasonable instrument within fifteen (15) days after the effective date of such termination or expiration, in a form suitable for recording, acknowledging that the rights of Tenant under said Lease have so terminated or expired.

(c) If any provision of this Lease or its application to any person or circumstance shall to any extent be invalid or unenforceable, the remainder of this Lease or the application of such provision to persons or circumstance other than those as to which it is invalid or unenforceable shall not be affected thereby and each provision of this Lease shall be valid and enforceable to the fullest extent permitted by law.

(d) This Lease constitutes the entire agreement between Landlord and Tenant with respect to the subject matter contained herein and there are no understandings or agreements between Landlord and Tenant with respect to said subject matter which are not contained herein. This Lease cannot be amended except by written instrument executed by Landlord and Tenant.

(e) Landlord and Tenant each covenant to the other that (i) each has the power and capacity to execute this Lease and any documents associated therewith; (ii) that the execution and delivery of this Lease and any documents associated therewith have been duly authorized by appropriate entity actions; (iii) the person or persons executing this Lease is/are the duly authorized officer, trustee or agent therefor; and (iv) this Lease, upon such execution and delivery, shall constitute its valid and binding obligation, enforceable according to its terms. Each shall provide the other upon request with written evidence of such authority, power and capacity, including without limitation, a legal opinion from counsel for such party as to same.

(f) Except as otherwise provided in this Lease, Tenant acknowledges that Landlord does not and shall not make any representations or warranties as to the condition of the Premises, including without limit, the physical condition of the land and any improvements, their suitability for any particular purpose or their compliance with any law, ordinance or regulation. Any and all information provided by Landlord or its agents related to the Premises or their condition was provided as a courtesy and should not be relied on as complete or accurate.

(g) This Lease shall be governed solely by the laws of the State of Maine, excluding the application of its choice of law principles. Tenant consents to the personal and subject matter jurisdiction of the United States Federal courts located in the State of Maine and the Maine State Courts located in Cumberland County Maine for the enforcement of or any dispute or matter arising under this Lease.

29. BROKERAGE. Tenant warrants and represents to Landlord that it has not dealt with any broker, finder or similar person concerning this Lease. In the event of any brokerage claims against Landlord by any broker claiming by, through or under Tenant, Tenant agrees to defend the same and indemnify Landlord against any such claim.

30. OPTIONTO PURCHASE

(a) If, during the Initial Term of this Lease, Tenant wishes to buy the Premises, then Tenant shall provide Landlord written notice of its election to exercise its desire to purchase the Premises ("Purchase Option") and Tenant shall provide a deposit of Twenty Thousand Dollars ($20,000) with the Purchase Option.

(b) The purchase price shall be Three Hundred and Eighty Thousand Dollars ($380,000) ("Purchase price"). Tenant shall take property in "as-is" condition. Tenant and Landlord shall schedule and conclude a closing within ninety days of the notice of the Purchase Option.

(c) At such closing, Landlord shall deliver the deed conveying the Premises, Tenant shall pay Landlord the Purchase Price.

[Signature page to Lease]

IN WITNESS WHEREOF, Landlord and Tenant have executed this Lease as of the date first above written.

TENANT
L&E, LLC

Witness

By: L&E, LLC
Its: 12-7-2025

LANDLORD
GCBRE, LLC

Witness

By: Dwight L. Allison III
Its: Manager

City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: PUBLIC HEARING SITE PLAN/SPECIAL EXCEPTION STAFF MEMO: 26 Myrtle Mixed-Use Convenience Store, 26 Myrtle Street (PID 230-139-002). Application submitted by Victor Ali to change the use of the existing residential building to a mixed-use building with a convenience store on the first floor and a residential apartment on the second floor. The property is located in the Traditional Downtown Neighborhood (T-4.2) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception.

Date: April 7, 2026

PROPOSAL OVERVIEW
The applicant, Victor Ali has submitted an application to change the use of the existing residential building to a mixed-use building with a convenience store on the first floor and a residential apartment on the second floor. The property is located at 26 Myrtle Street (PID 230-139-002) in the Traditional Downtown Neighborhood (T-4.2) district.

In accordance with Sec. 60-554, "General Retail" is permitted as a special exception in T-4.2 and requires Planning Board review and approval. The convenience store proposed on the first floor would fit the definition for "General Retail", which is the reason the application is coming to the Planning Board. The applicant is not changing the exterior of the building. All changes to the building will occur on the interior. The applicant is aware that prior to receiving building permits, the building will need to be inspected for safety by fire and code enforcement. In support of this application, the applicant has provided a cover memo providing an overview of the proposal, floor plans of the building, a site plan of the property to scale and a purchase and sale agreement to demonstrate right, title and interest.



SITE PLAN/SPECIAL EXCEPTION REVIEW STANDARDS

The following findings of fact relevant to the project are summarized below:

- Access: The existing lot is a corner lot and contains frontage on both Academy Street and Myrtle Street. The property does not contain a driveway for access, but on street parking areas are provided along Academy Street and Myrtle Street.
- Parking: The applicant will not be adding any new parking. The existing on-street parking areas will be utilized for customer parking.
- Traffic: The proposed convenience store is anticipated to generate 8-10 vehicle trips or roughly 8-10 customers every hour. The proposed convenience store will not create traffic congestion or create unsafe traffic conditions.
- Utilities: The existing property is served by public water and sewer. No changes to utilities are proposed. The convenience store will be required to be properly sprinkled.
- Exterior Lighting: The applicant intends to install LED shielded lighting near the entrance. An image of the proposed lighting type is attached.
- Solid Waste Disposal: The applicant plans to utilize the existing dumpster on the property. The applicant should ensure the dumpster area is fully enclosed and screened.
- Protection of Environmental Features and Natural Resources: The proposed convenience store is not anticipated to adversely impact natural resources, scenic areas or historic sites.
- Noise, Vibration, Odors and Air Pollution: The proposed convenience store is not anticipated to create a nuisance to surrounding properties or generate vibration, odors or air pollution.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1277 and 60-1336:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:

(1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;

(2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;

(3)Adequacy of the methods of disposal for wastes; and

(4)Protection of environment features on the site and in adjacent areas.

Special Exception – Sec 60-1336

As conditions prerequisite to the granting of any special exceptions, the board shall require evidence of the following:

(1) That the special exception sought fulfills the specific requirements, if any, set forth in the zoning ordinance relative to such exception.

(2) That the special exception sought will neither create nor aggravate a traffic hazard, a fire hazard or any other safety hazard.

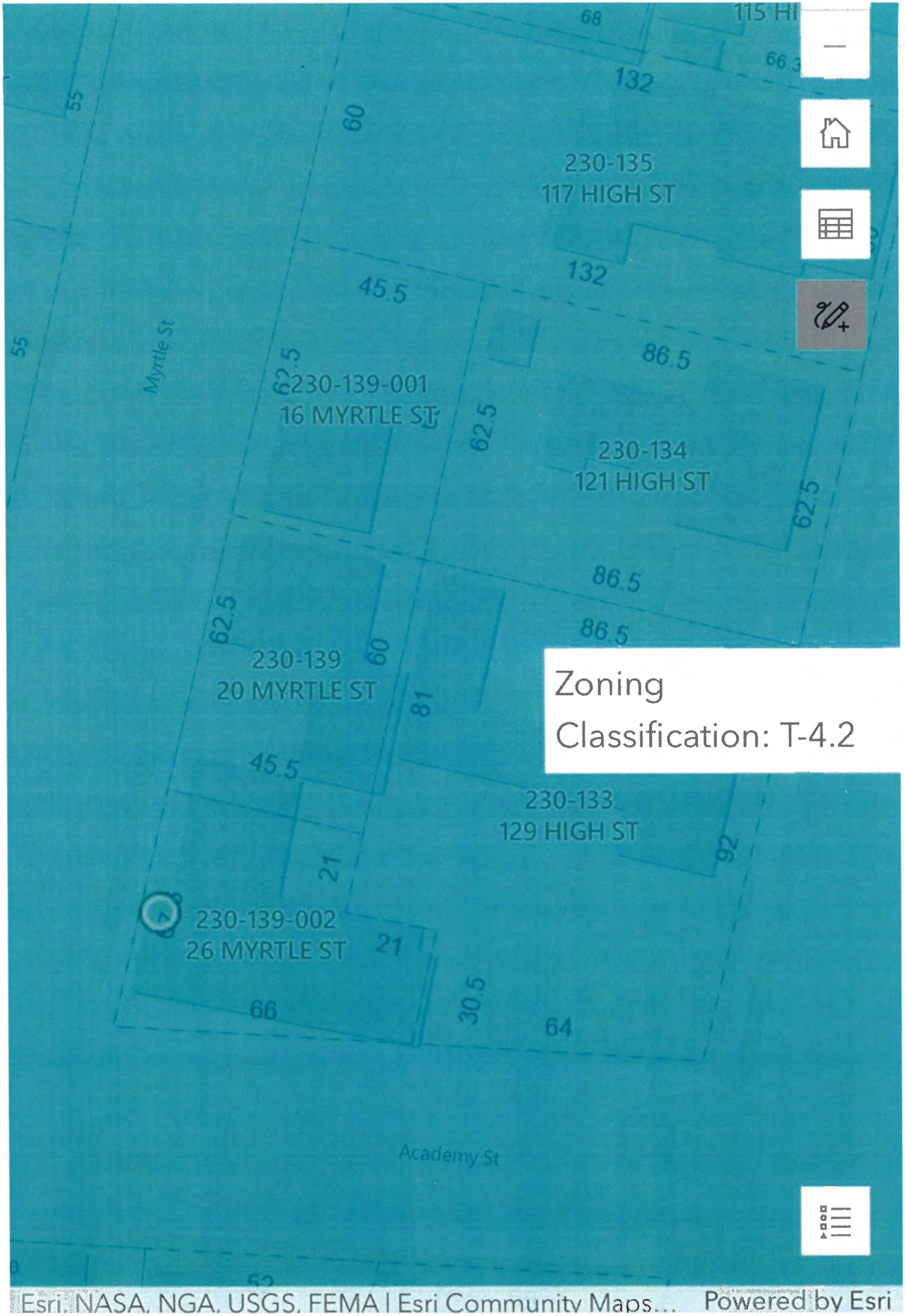
(3) That the special exception sought will not block or hamper the master development plan pattern of highway circulation or of planned major public or semipublic land acquisition.
(4) That the exception sought will not alter the essential characteristics of the neighborhood and will not tend to depreciate the value of property adjoining and neighboring the property under application.
(5) That reasonable provisions have been made for adequate land space, lot width, lot area, stormwater management in accordance with section 60-1301(14), green space, driveway layout, road access, off-street parking, landscaping, building separation, sewage disposal, water supply, fire safety, and where applicable, a plan or contract for perpetual maintenance of all the common green space and clustered off-street parking areas to ensure all such areas will be maintained in a satisfactory manner.
(6) That the standards imposed are, in all cases, at least as stringent as those elsewhere imposed by the city building code and by the provisions of this chapter.
(7) That essential city services which will be required for the project are presently available or can be made available without disrupting the city's master development plan.

STAFF RECOMMENDATION:
Staff have reviewed the application materials and coordinated with the applicant and there are no additional needs at this time. Staff recommend the Board should review all materials submitted by the applicant along with the applicable findings and determine if the application is ready for a vote.

If the Board votes to approve the application, staff suggest the following condition of approval:

- Prior to receiving building permits, the building is inspected for safety by the fire department and code enforcement.

SUGGESTED MOTION:
I make a motion to **[approve/deny]** the application for 26 Myrtle Mixed-Use Convenience Store located at 26 Myrtle Street, PID 230-139-002 in the Traditional Downtown Neighborhood (T-4.2) District pursuant to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception


68
115 HI
66.3
132
55
60
230-135
117 HIGH ST
132
45.5
55
Myrtle St
62.5
230-139-001
16 MYRTLE ST
86.5
62.5
230-134
121 HIGH ST
62.5
86.5
62.5
86.5
230-139
20 MYRTLE ST
60
81
45.5
230-133
129 HIGH ST
92
21
230-139-002
26 MYRTLE ST
21
66
30.5
64
Academy St
Zoning
Classification: T-4.2
Esri, NASA, NGA, USGS, FEMA | Esri Community Maps...
Powered by Esri

GENERAL NOTES

1. CONTRACTOR SHALL STUDY THE DRAWINGS, SPECIFICATIONS AND FIELD CONDITIONS BEFORE COMMENCING WITH THE WORK INVOLVED. ANY DISCREPANCIES FOUND SHALL BE REPORTED TO THE OWNER IN WRITING FOR CORRECTION OR CLARIFICATION.
2. PROVIDE SHORING AT ALL TIMES WHEN ALTERING VERTICAL MEMBERS. CONTRACTOR SHALL VERIFY ACTUAL CONDITIONS AND REPORT IN WRITING TO THE ARCHITECT FOR RESOLUTION PRIOR TO PROCEEDING WITH THE WORK.
3. THE AREA OF GLASS IN WINDOWS LIMITED TO 20% OF THE FLOOR ADDITION PLUS THE AREA OF ANY GLASS THAT WAS ELIMINATED IN THE ORIGINAL RESIDENCE WALL AREA WHERE THE NEW ADDITION IS ATTACHED. ALL NEW WINDOWS SHALL BE DUAL-GLAZED.
4. ALL WINDOWS ARE TO BE WEATHER STRIPPED.
5. SMOKE DETECTORS SHALL BE INSTALLED IN AREAS GIVING ACCESS TO SLEEPING ROOMS OR ON NEAR THE CEILING IN EACH SLEEPING ROOM.
6. ATTIC VENTILATION, EQUAL TO 1/150 OF SPACE VENTILATED, SHALL BE PROVIDED OR AS REQUIRED FOR FORCED AIR UNIT.
7. UTILITY LINES AND ACCESSORIES FOUND AT THE SITE THAT INTERFERE WITH THE NEW CONSTRUCTION SHALL BE RELOCATED AS NECESSARY. THE CONTRACTOR SHALL OBTAIN ANY BUILDING PERMIT REQUIRED.
8. ALL WOOD IN CONTACT WITH CONCRETE AND FOUNDATION SILLS SHALL BE PRESSURE TREATED.
9. PROVIDE CORROSION RESISTED WEEP SCREED AT FOUNDATION PLATE LINE WHICH WILL ALLOW TRAPPED WATER TO DRAIN TO THE EXTERIOR OF THE BUILDING. 4" MINIMUM HEIGHT ABOVE GRADE.
10. WALLS CONTAINING 3" OR 4" DIAMETER DRAIN/WASTE/VENT PIPING SHALL BE SIZED TO ALLOW CUTTING/NOTCHING/BORING (2 X 6 MIN.).
11. CAULK/SEAL ALL PENETRATIONS TO TOP AND BOTTOM PLATES.
12. CAULK/SEAL ALL EXTERIOR BOTTOM PLATES.
13. INSULATION - WALLS R-15 / CEILING R-30 / FLOOR R-19
14. ALL EXTERIOR FINISH MATERIAL TO MATCH EXISTING IN TYPE AND COLOR.
15. ALL NEW ELECTRICAL WIRING SHALL BE COPPER.
16. PROVIDE SEPARATE INSPECTION FOR EACH PHASE OF EXTERIOR PLASTER AS FOLLOWS: SCRATCH COAT, BROWN COAT, COLOR COAT | STAPLES ARE NOT PERMITTED FOR ATTACHING WIRE |
17. BUILDING PAPER TO BE USED # 60 FOR STUCCO THAT DOES NOT HAVE PLYWOOD BACKING.
18. DUCTS SHALL BE SIZED PER CHAPTER 6 OF THE MECHANICAL CODE.
19. DISTANCE FROM FACE OF THE FOUNDATION TO PROPERTY LINE TO BE ZONING SETBACK PLUS WALL FINISH THICKNESS (MINIMUM).
20. THE DISCHARGE OF POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE MATERIALS, OR WASTEWATER GENERATED OR CONSTRUCTION SITES ON MY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.
21. THE INSULATION INSTALLER AND THE CONTRACTOR SHALL POST A SIGNED CERTIFICATE OF COMPLIANCE IN A CONSPICUOUS LOCATION IN THE BUILDING. THIS CERTIFICATE SHALL STATE THAT THE INSTALLATIONS AND MATERIALS CONFORM TO THE APPROPRIATE SECTIONS OF THE CALIFORNIA ADMINISTRATIVE CODE, TITLES 20 AND 24 AND SHALL SPECIFY THE MANUFACTURER'S NAME AND MATERIAL IDENTIFICATION, THE INSTALLED R VALUE, AND WHERE LOOSE FILL IS INSTALLED, SHALL STATE THE MINIMUM INSTALLED WEIGHT PER SQUARE FOOT CONSISTENT WITH THE MANUFACTURER'S LABELED DENSITY FOR THE DESIRED R VALUE.
22. ALL INTERIOR DOORS TO BE HOLLOW CORE 1 3/8" THICK U.N.O., (SEE PLAN FOR SIZE). AT DOUBLE INTERIOR DOOR CONDITIONS PROVIDE DEADBOLT AT TOP OF INACTIVE DOOR.
23. ALL EXTERIOR FRENCH DOORS TO BE SOLID CORE 1 3/4" THICK. (SEE PLAN FOR SIZE). AT DOUBLE FRENCH DOORS PROVIDE DEADBOLT AT TOP AND BOTTOM OF INACTIVE DOOR W/ TRIM. GL.
24. CONTRACTOR SHALL VERIFY WITH WINDOW MANUFACTURER THAT ALL ESCAPE OR RESCUE WINDOWS HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQUARE FEET, GRADE FLOOR OPENINGS SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5 FT. THE MIN. NET CLEAR OPENING HEIGHT SHALL BE 24". THE MINIMUM NET CLEAR OPENING WIDTH SHALL BE 20" AND THE BOTTOM OF THE CLEAR OPENING NO GREATER THAN 44" ABOVE THE FLOOR. WINDOWS NOT MEETING THESE REQUIREMENTS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE DESIGNER.
25. DUCTS PENETRATING WALL OR CEILING PENETRATIONS BETWEEN GARAGE AND DWELLING UNIT SHALL BE CONSTRUCTED OF 26 GAGE MIN. SHEET METAL AND SHALL HAVE NO OPENING INTO GARAGE -PER SEC R302.5.2
26. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE FOOT CLEAR AND AN OBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES,PULL BOXES,TRANSFORMERS, VAULTS,PUMPS,VALVES,METERS,APPURTENANCE ETC.) OR THE LOCATION OF THE HOOK UPS.
27. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHEATHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY.FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/ OR ADDITIONAL EXPENSES.
28. AN APPROVED SEISMIC GAS SHUT OFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE OR THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING.(PER ORDINANCE 170.155) INCLUDES COMMERCIAL ADDITIONS AND IT WORK OVER $10,000) SEPARATE PLUMBING PERMIT IS REQUIRED.
29. PROVIDE ULTRA LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION.EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
30. WATER HEATER MUST BE STRAPPED TO WALL (SEC 5013 LAFC)
31. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS,REPAIRS,OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000) (R314.6.2)
32. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS,REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000) EXISTING DWELLING OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.1.CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNITS FOR WHICH THE PERMIT WAS OBTAINED (R315 .2)
33. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENING IN ACCORDANCE WITH SECTION R303.1. OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF FOUT CANDLES OVER THE AREA OF THE ROOM, AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL (R303.1)

GENERAL REQUIREMENTS

1. SEPARATE PERMITS MAY BE REQUIRED FOR MECHANICAL,ELECTRICAL, PLUMBING, SHORING, GRADING, AND DEMOLITION.
2. ALL PROPERTY LINES,EASEMENTS,AND EXISTING BUILDINGS HAVE BEEN INDICATED ON THIS SITE PLAN.
3. A SECURITY FENCE SHALL BE PROVIDED AROUND THE CONSTRUCTION AREA THAT SHALL BE INSTALLED PRIOR TO EXCAVATION AND OR F FOUNDATION TRENCHING.
4. WATER SHALL BE PROVIDED ON THE SITE AND USED TO CONTROL DUST.
5. TEMPORARY TOILET FACILITIES SHALL BE PROVIDED ON SITE.THE FINISH GRADE SHALL SLOPE A MIN. OF 5%,OR 6"TO A POINT 10 FEET FROM BUILDING FOUNDATION,OR TO AN APPROVED ALTERNATE METHOD OF DIVERTING WATER AWAY FROM THE FOUNDATION. SWALES SHALL SLOPE A MINIMUM OF 2%.THE TOP OF THE EXTERIOR FOUNDATION SHALL EXTEND ABOVE THE ELEVATION OF THE STREET GUTTER A MINIMUM 12"OR PLUS 2%

FIRE PROTECTION

1. AN APPROVED *SMOKE ALARMS SHALL BE INSTALLED IN EACH SLEEPING ROOM AND* HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND EACH STORY AND BASEMENT FOR DWELLING WITH MORE THAN ONE STORY.SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTUATION OF A ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT.IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK UP AND LOW BATTERY SIGNAL (R314)
2. AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FEL BUSNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES.CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE DWELLING UNITS SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENT (R315)

SCOPE OF WORK

PROPERTY INFORMATION

PROJECT FOR:	INTERIOR REMODELING
ADDRESS:	28 MYRTLE ST, AUBURN, ME 04210, USA
PROPERTY TYPE:	MERCHANT / MULTI FAMILY RESIDENCE
EXISTING OCCUPANCY:	R 2
PROPOSED OCCUPANCY:	R 2, M
EXISTING ZONING:	T-4.2

BUILDING DESCRIPTION

APN:	220-139-002
LOT SIZE:	4,350 SQFT
INACTIVE DATE:	N/A
STORIES:	2 STORY
OCCUPANCY:	R-2, M
SPRINKLER SYSTEM:	N/A
MAX. BUILDING HEIGHT ALLOWED:	30 FOOT
MAX. BUILDING HEIGHT PROVIDED:	27 FOOT

BUILDING AREA / LOT COVERAGE

LOT AREA	4,350 SQFT
EXISTING OTHER BUILDING:	1,577 SQFT
EXISTING MAIN BUILDING:	664 SQFT
PROPOSED BUILDING FOOTPRINT:	0 SQFT
TOTAL AREA :	2,240 SQFT
LOT COVERAGE RATIO:	66.86%

TOTAL IMPERVIOUS SURFACE

LOT AREA	4,350 SQFT
EXISTING PAVED AREA:	614 SQFT
PROPOSED PAVED AREA:	0 SQFT
EXISTING TOTAL PERVIOUS AREA:	2,854 SQFT
IMPERVIOUS SURFACE RATIO EXISTING:	85.19 %

CODE COMPLIANCE

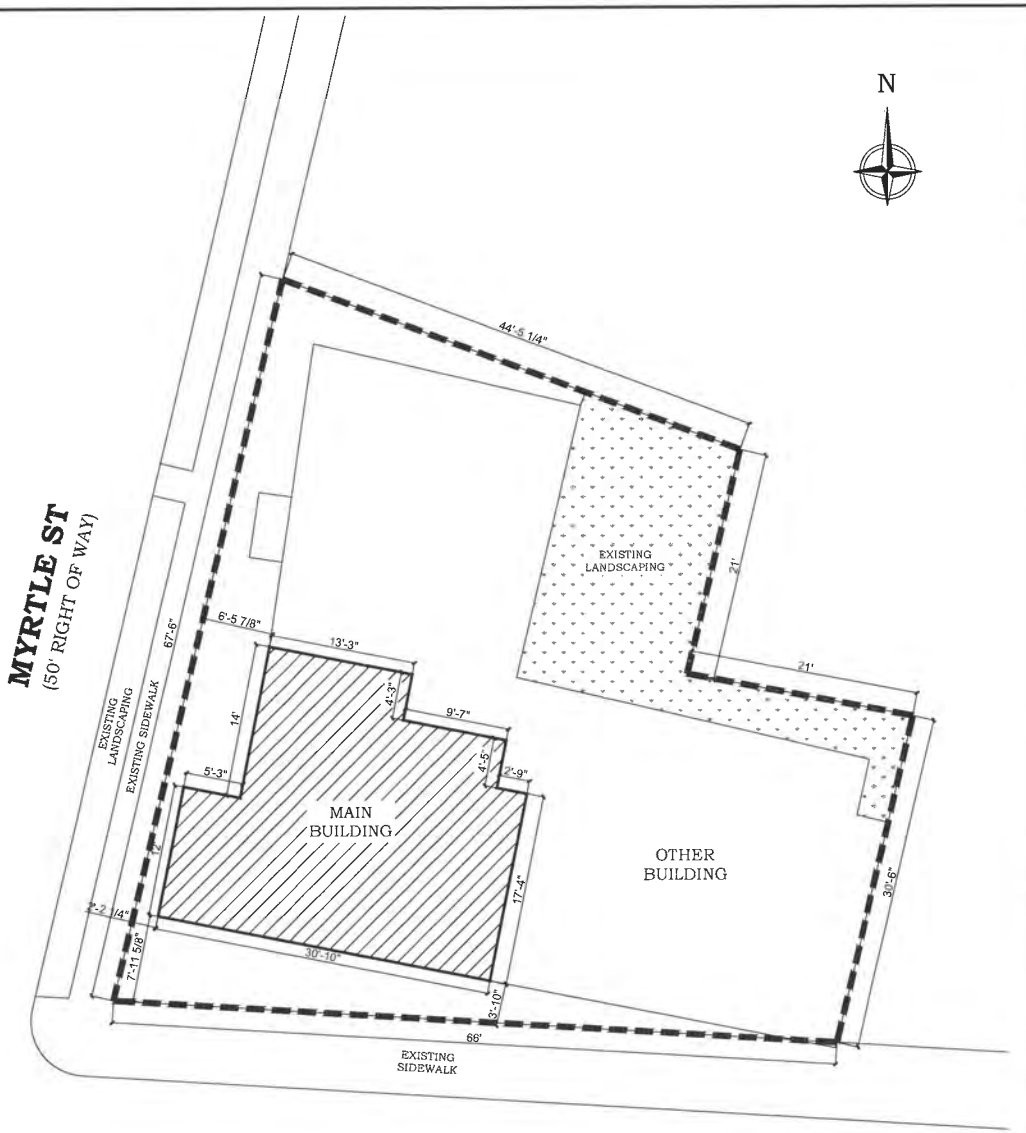
- 2021 IBC: INTERNATIONAL BUILDING CODE (2021 EDITION)
- 2021 IRC: INTERNATIONAL RESIDENTIAL CODE (2021 EDITION)
- 2021 IEBC: INTERNATIONAL EXISTING BUILDING CODE (2021 EDITION)
- 2021 IFC: INTERNATIONAL FIRE CODE (2021 EDITION
- 2021 IPC: INTERNATIONAL PLUMBING CODE (2021 EDITION)
- 2021 IMC: INTERNATIONAL MECHANICAL CODE (2021 EDITION)
- 2021 IECC: INTERNATIONAL ENERGY CONSERVATION CODE (2021 EDITION)
- 2020 NEC: NATIONAL ELECTRIC CODE (2020 EDITION)

RESIDENTIAL REQUIREMENTS CHECKLIST

1. CONCRETE STRENGTH: 2,500 P.S.I. USE TYPE II OR V CEMENT. SPECIAL INSPECTION IS NOT REQUIRED
2. STEEL REINFORCEMENT: GRADE 60, DEFORMED.
3. ANCHOR BOLTS: A-307.
4. LUMBER: USE DOUGLAS FIR, LARCH &=, 2 OR BETTER UNLESS OTHERWISE NOTED ON FRAMING PLANS.
5. USE 2-15# FELT BACKING WHEN STUCCO IS APPLIED OVER PLYWOOD, UBC SEC. 2510.4.
6. ALL WORK SHALL COMPLY WITH THE FOLLOWING CODES INCLUDING LOCAL AMENDMENTS.
7. THE FOLLOWING IS INTENDED AS AN ATTACHMENT FOR CONSTRUCTION AND GRADING PLANS AND REPRESENT THE MINIMUM STANDARDS OF HOUSEKEEPING WHICH MUST BE IMPLEMENTED ON ALL CONSTRUCTION SITES REGARDLESS OF SIZE.
8. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE OR WIND.
9. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE OR WIND.
10. FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
11. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE
12. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
13. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
14. ANY SLOPES WITH DISTURBED SOILS OR DESIRED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
15. ADU LESS THAN 800 SF DO NOT GET INCLUDED IN THE LOT COVERAGE CALCULATION. THE LOT COVERAGE SHALL BE LIMITED TO MAIN HOME AND ADDITION.



VICINITY MAP



SITE PLAN
SCALE :3/16" = 1'-0"

PROJECT FOR
28 MYRTLE ST, AUBURN, ME
04210, USA

NO.	REVISION

DRAWING NO.:

DATE: 02-20-2025

DRAWN BY:

SHEET: A01

ARCHITECTURE NOTE

GENERAL NOTES:
1. COMPLY WITH ALL APPLICABLE BUILDING CODES, ORDINANCES AND REGULATIONS PERTAINING TO CONSTRUCTION.
2. CONNECT WATER, GAS AND ELECTRIC LINES TO EXISTING UTILITIES IN ACCORDANCE WITH ALL APPLICABLE BUILDING CODES.
3. MIN. FINISHED FLOOR ELEVATION WILL BE AT LEAST 6" PLUS 1 PERCENT ABOVE LOW POINT OF LOT, MIN. F.E.M.A. FLOOD ELEVATION, OR AS NOTED ON SITE.
4. ALL FOOTINGS TO EXTEND BELOW GRADE MINIMUM AS PER ALL APPLICABLE CODES AT BEARING WALLS. INTERIOR BEARING FOOTINGS 6" INTO NATIVAL GRADE UNLESS NOTED OTHERWISE.
5. SLOPE BACKFILL 6" OF FALL PER 10' AWAY FROM FOUNDATION WALL.
6. SEAL SILL PLATE & TOP PLATES OF ALL EXTERIOR WALLS, GARAGE SEPARATION WALLS, AND ALL WINDOWS & DOOR JAMBS W/ CAULK, GASKETS, BACKER RODS, OR EQUIVALENT.
7. PROVIDE WEATHER STRIPPING AT ALL ATTIC ACCESSES/ ACCESS PANELS.
8. ALL PARTICLE BOARD, MDF, & PLYWOOD TO BE CERTIFIED LOW FORMALDEHYDE EMISSION.
9. PROVIDE MOISTURE RESISTANT BACKER BOARD IN ALL WET AREAS.

GREEN NOTES:
1. ADVANCED FRAMING TECHNIQUES (19.2" OR 24" O.C. FRAMING) WILL BE USED WHERE ALLOWED BY STRUCTURAL ENGINEER.
2. PROVIDE A BATTERY ROOM IN ATTIC WITH ROUGH IN OF PIPING FROM ROOF FOR FUTURE BSEE & UL CERTIFIED PHOTOVOLTAIC, WIND, OR HYDRO RENEWABLE ENERGY SYSTEM.
3. UTILIZE LOCAL/ INDIGENOUS PRODUCTS, RECYCLED CONTENT MATERIALS, & MATERIALS MANUFACTURED FROM RENEWABLE RESOURCES OR AGRICULTURAL BY PRODUCTS SUCH AS SOY-BASED INSULATION, BAMBOO, OR WOOD-BASED PRODUCTS WHERE AVAILABLE.
4. USE ONLY "GREEN LABELED" CARPETS, PADS, & FLOOR COVERING ADHESIVES. USE LOW OR NO-VOC EMITTING WALL PAPER, ADHESIVES, PAINTS, & SEALANTS.
5. IF APPLICABLE, FIREPLACES TO BE DIRECT-VENT SEALED COMBUSTION GAS FIREPLACE.
6. USE "SUN TUNNEL SKYLIGHTS" IN ROOMS WITHOUT WINDOWS OR ROOMS USED OFTEN DURING DAY LIGHT HOURS.
7. ALL WINDOWS TO BE "LOW E-4 ANDERSEN WINDOWS" AS PER BUILDING SITE CLIMATE CONDITIONS AND PASSIVE SOLAR ORIENTATION

SOIL:
ALLOWABLE SOIL PRESSURE - 3000 P.S.F. MINIMUM
MINIMUM FOOTING DEPTH AS PER ALL APPLICABLE BUILDING CODES

CONCRETE:
1. FOUNDATIONS - 3000 P.S.I.@ 28 DAYS, TYPE II CONCRETE, 6 BAG.
2. FLOOR SLABS - 2500 P.S.I. @ 28 DAYS (4" CONCRETE ON 6 MIL POLYETHYLENE VAPOR BARRIER ON STAINLESS STEEL TERMITE DETERRENT MESH OR 4" OF COMPACTED STONE, OR TERMITE TREATED FILL) MAX. SLUMP = 4", TYPE II CONCRETE 6-BAG.
3. PROVIDE CONSTRUCTION JOINTS @ 400 SQ. FT. MAXIMUM IN SLABS.
4. WALLS & DRIVES - 2500 P.S.I.@ 28 DAYS, TYPE II CONCRETE, 6-BAG WITH AIR ENTRAINMENT.

MASONRY:
1. CONCRETE BLOCK UNITS - GRADE N: FM = 1350 P.S.I.
2. GROUT - 3000 P.S.I.
3. MORTAR - TYPE S - 1800 P.S.I.
4. PROVIDE DUROWIRE @ 16" O.C. VERTICAL, 9 GAUGE STEEL.
5. ALL CELLS WITH RE-BAR TO BE GROUTED SOLID.

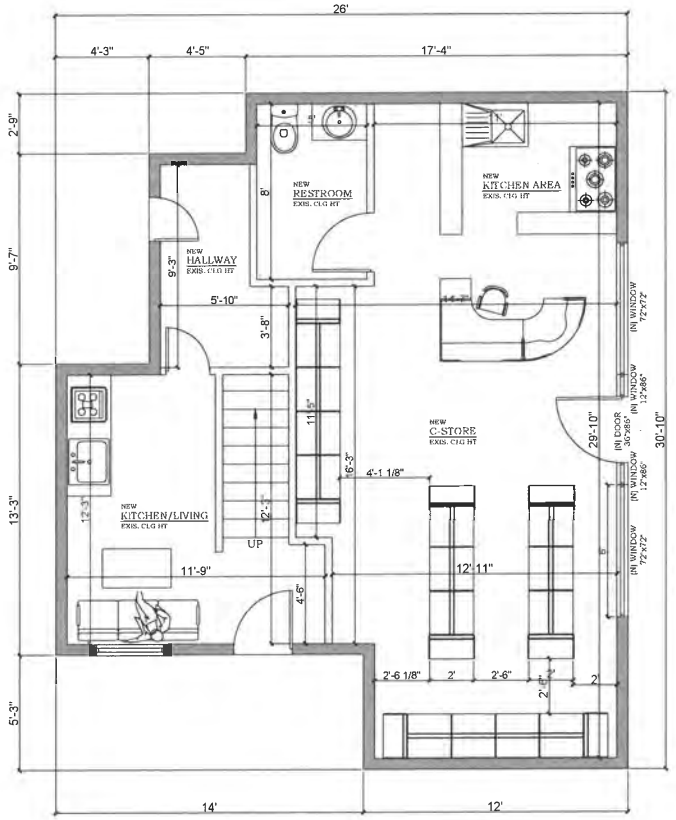
GLASS:
1. ALL EXTERIOR AND INTERIOR GLAZING TO COMPLY WITH ALL APPLICABLE BUILDING CODES.
2. HORIZONTAL WINDOW MUNTINS BETWEEN WINDOW TO BE 1-1/2" & 24" & 36" FROM FLOOR AT ALL WINDOWS LESS THAN 18" FROM FLOOR.
3. ALL GLASS (WITH LEAST DIMENSION GREATER THAN 3") IN DOORS AND ADJOINING WINDOWS LESS THAN 40" FROM LOCKING DEVICE TO BE TEMPERED.

PLUMBING:
1. WATER HEATERS TO BE ELECTRIC, SIZED ACCORDING TO ACTUAL NEEDS, OR SUBSTITUTED FOR TANKLESS GAS OR ELECTRIC SYSTEM, LOCATED WITHIN 30' OF PIPE RUN OF ALL FIXTURES.
2. WATER CLOSETS - 1.2 GAL / FLUSH MAXIMUM OR LOWER. USE POWER ASSIST/ DUAL FLUSH WHERE AVAILABLE.
3. SHOWER HEADS - 2.5 G.P.M. MAXIMUM W/ AERATOR OR VENTURI TECHNOLOGY
4. SINK/ LAVATORY FAUCETS 2.2 G.P.M. MAXIMUM W/ AERATOR.
5. DISHWASHER TO HAVE AIR GAPS INSTALLED AND BE ENERGY STAR LABELED.
6. ALL WATER SUPPLY PIPES MATERIAL AND INSTALLATION PER ALL APPLICABLE BUILDING CODES & NAHB GREEN BUILDING GUIDELINES.
7. ALL WASTE AND VENT PIPE MATERIAL AND INSTALLATION PER ALL APPLICABLE BUILDING CODES & NAHB GREEN BUILDING GUIDELINES.
8. PROVIDE LOCATION IN PIPING FOR ATTACHMENT OF A SOFTENER SYSTEM.

INSULATION:
SPRAY FOAM INSULATION ON ENTIRE BUILDING ENVELOPE AND ALL ELECTRICAL, PLUMBING, & HVAC PENETRATIONS. MINIMUM R-VALUE AS PER ALL APPLICABLE BUILDING CODES. INCREASED R-VALUE SHALL BE UTILIZED WHERE AVAILABLE AS PER SPRAY FOAM INSULATION CONTRACTOR

MECHANICAL:
1. ELECTRIC SERVICE PER ALL APPLICABLE BUILDING AND UTILITY CODES.
2. ENTIRE HVAC SYSTEMS TO BE WITHIN CONDITIONED BUILDING ENVELOPE, SIZED ACCORDINGLY BASED ON BUILDING PERFORMANCE, WITH ALL DUCTS, PLENUMS & EQUIPMENT SEALED WITH UL RATED FOIL TAPE AND OR MASTIC'S
3. USE ENERGY STAR LABELED APPLIANCES. ENERGY STAR CEILING FANS, & EXHAUST FANS DUCTED TO OUTSIDE WITH HUMIDISTAT.
4. USE MOTION DETECTORS ON OUTDOOR AREAS
5. PROVIDE AN AUTOMATED MECHANICAL VENTILATION SYSTEM IN GARAGE EXHAUSTING TO OUTSIDE.
6. INSTALL RETURN DUCTS OR TRANSFER GRILLS IN ALL ROOM HAVING DOORS EXCEPT BATHS, KITCHEN, CLOSETS, PANTRIES, & UTILITIES.
7. USE RATED AIR TIGHT TYPE "IC" HOUSING FOR ALL RECESSED LIGHTS.

SMOKE DETECTOR:
PER ALL APPLICABLE BUILDING CODES. SEE ELECTRICAL PLAN FOR LOCATIONS.



PROPOSED
FIRST FLOOR PLAN
SCALE :3/8" = 1'-0"

WALL LEGEND
- EXTERIOR WALL 8" CMU
- EXT.INT WALL (2X6)
- EXT.INT WALL (2X4)

PROJECT FOR
28 MYRTLE ST, AUBURN, ME
04210, USA

NO.	REVISION

DRAWING NO.:

DATE: 02-20-2025

DRAWN BY:

SHEET: A02

ARCHITECTURE NOTE

GENERAL NOTES:
1. COMPLY WITH ALL APPLICABLE BUILDING CODES, ORDINANCES AND REGULATIONS PERTAINING TO CONSTRUCTION.
2. CORRECT WATER, GAS AND ELECTRIC LINES TO EXISTING UTILITIES IN ACCORDANCE WITH ALL APPLICABLE BUILDING CODES.
3. MIN. FINISHED FLOOR ELEVATION WILL BE AT LEAST 6" PLUS 1 PERCENT ABOVE LOW POINT OF LOT. MIN. F.E.M.A. FLOOD ELEVATION, OR AS NOTED ON SITE.
4. ALL FOOTINGS TO EXTEND BELOW GRADE MINIMUM AS PER ALL APPLICABLE CODES AT BEARING WALLS. INTERIOR BEARING FOOTINGS 6" INTO NATURAL GRADE UNLESS NOTED OTHERWISE.
5. SLOPE BACKFILL 6" OF FALL PER 10' AWAY FROM FOUNDATION WALL.
6. SEAL SILL PLATE & TOP PLATES OF ALL EXTERIOR WALLS. GARAGE SEPARATION WALLS, AND ALL WINDOWS & DOOR JAMBS W/ CAULK, GASKETS, BACKER RODS, OR EQUIVALENT.
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8. ALL PARTICLE BOARD, MDF, & PLYWOOD TO BE CERTIFIED LOW FORMALDEHYDE EMISSION.
9. PROVIDE MOISTURE RESISTANT BACKER BOARD IN ALL WET AREAS.

GREEN NOTES:
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2. PROVIDE A BATTERY ROOM IN ATTIC WITH ROUGH IN OF PIPING FROM ROOF FOR FUTURE BIKE & UL CERTIFIED PHOTOVOLTAIC, WIND, OR HYDRO RENEWABLE ENERGY SYSTEM.
3. UTILIZE LOCALLY INDIGENOUS PRODUCTS, RECYCLED CONTENT MATERIALS, & MATERIALS MANUFACTURED FROM RENEWABLE RESOURCES OR AGRICULTURAL BY PRODUCTS SUCH AS SOY-BASED INSULATION, BAMBOO, OR WOOD-BASED PRODUCTS WHERE AVAILABLE.
4. USE ONLY "GREEN LABELED" CARPETS, PADS, & FLOOR COVERING ADHESIVES. USE LOW OR NO VOC EMITTING WALL PAPER, ADHESIVES, PAINTS, & SEALANTS.
5. IF APPLICABLE, FIREPLACES TO BE DIRECT-VENT SEALED COMBUSTION GAS FIREPLACE.
6. USE "SUN TUNNEL SKYLIGHTS" IN ROOMS WITHOUT WINDOWS OR ROOMS USED OFTEN DURING DAY LIGHT HOURS.
7. ALL WINDOWS TO BE "LOW E-4 ARGONSER WINDOWS" AS PER BUILDING SITE CLIMATE CONDITIONS AND PASSIVE SOLAR ORIENTATION

SOIL:
ALLOWABLE SOIL PRESSURE 3000 P.S.F. MINIMUM
MINIMUM FOOTING DEPTH AS PER ALL APPLICABLE BUILDING CODES

CONCRETE:
1. FOUNDATIONS - 3000 P.S.I. @ 28 DAYS, TYPE II CONCRETE, 5 BAG.
2. FLOOR SLABS - 2500 P.S.I. @ 28 DAYS 4" CONCRETE ON 6 MIL POLYETHYLENE VAPOR BARRIER ON STAINLESS STEEL TERMITE DETERRENT MESH OR 4" OF GRANULATED STONE, OR TERMITE TREATED FILL) MAX. SLUMP = 4", TYPE II CONCRETE 6 BAG.
3. PROVIDE CONSTRUCTION JOINTS @ 400 SQ. FT. MAXIMUM IN SLABS.
4. WALKS & DRIVES - 2500 P.S.I. @ 28 DAYS, TYPE II CONCRETE, 6-BAG WITH AIR ENTRAINMENT.

MASONRY:
1. CONCRETE BLOCK UNITS - GRADE N: FM = 1350 P.S.I.
2. GROUT - 3000 P.S.I.,
3. MORTAR - TYPE S - 1800 P.S.I.
4. PROVIDE DURO-O-WIRE @ 16" O.C. VERTICAL, 9 GAUGE STEEL.
5. ALL CELLS WITH RE-BAR TO BE GROUTED SOLID.

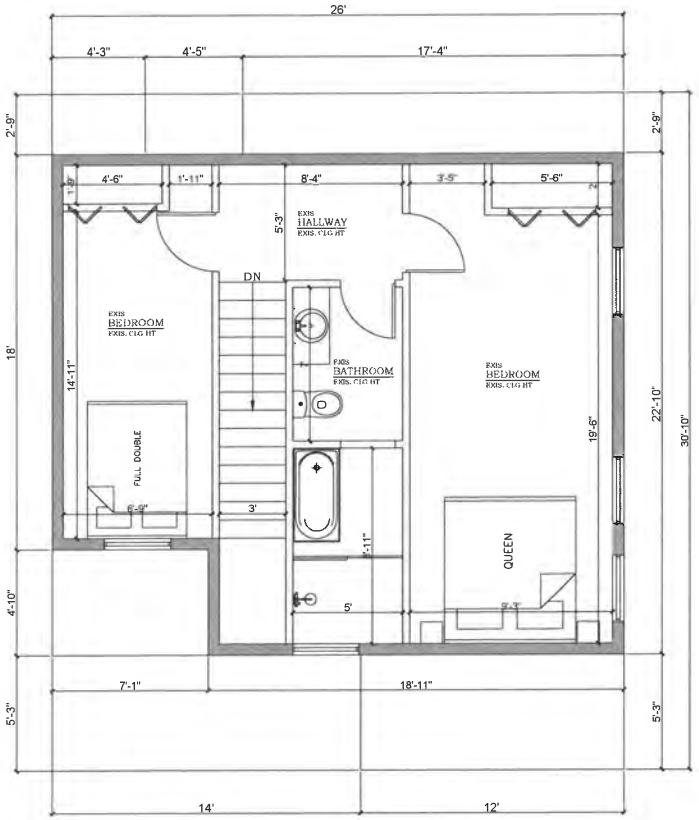
GLASS:
1. ALL EXTERIOR AND INTERIOR GLAZING TO COMPLY WITH ALL APPLICABLE BUILDING CODES.
2. HORIZONTAL WINDOW MUNTINS BETWEEN WINDOW TO BE 1-1/2" & 24" & 36" FROM FLOOR AT ALL WINDOWS LESS THAN 18" FROM FLOOR.
3. ALL GLASS (WITH LEAST DIMENSION GREATER THAN 3") IN DOORS AND ADJOINING WINDOWS LESS THAN 40" FROM LOCKING DEVICE TO BE TEMPERED.

PLUMBING:
1. WATER HEATERS TO BE ELECTRIC, SIZED ACCORDING TO ACTUAL NEEDS, OR SUBSTITUTED FOR TANKLESS GAS OR ELECTRIC SYSTEM, LOCATED WITHIN 30' OF PIPE RUN OF ALL FIXTURES.
2. WATER CLOSETS - 1.2 GAL / FLUSH MAXIMUM OR LOWER. USE POWER ASSIST/ DUAL FLUSH WHERE AVAILABLE.
3. SHOWER HEADS - 2.5 G.P.M. MAXIMUM W/ AERATOR OR VENTURI TECHNOLOGY
4. SINK/ LAVATORY FAUCETS - 2.2 G.P.M. MAXIMUM W/ AERATOR.
5. DISHWASHER TO HAVE AIR GAPS INSTALLED AND BE ENERGY STAR LABELED.
6. ALL WATER SUPPLY PIPES MATERIAL AND INSTALLATION PER ALL APPLICABLE BUILDING CODES & MAHB GREEN BUILDING GUIDELINES.
7. ALL WASTE AND VENT PIPE MATERIAL AND INSTALLATION PER ALL APPLICABLE BUILDING CODES & MAHB GREEN BUILDING GUIDELINES.
8. PROVIDE LOCATION IN PIPING FOR ATTACHMENT OF A SOFTENER SYSTEM.

INSULATION:
SPRAY FOAM INSULATION ON ENTIRE BUILDING ENVELOPE AND ALL ELECTRICAL, PLUMBING, & HVAC PENETRATIONS. MINIMUM R-VALUE AS PER ALL APPLICABLE BUILDING CODES. INCREASED R-VALUE SHALL BE UTILIZED WHERE AVAILABLE AS PER SPRAY FOAM INSULATION CONTRACTOR

MECHANICAL:
1. ELECTRIC SERVICE PER ALL APPLICABLE BUILDING AND UTILITY CODES.
2. ENTIRE HVAC SYSTEMS TO BE WITHIN CONDITIONED BUILDING ENVELOPE, SIZED ACCORDINGLY BASED ON BUILDING PERFORMANCE, WITH ALL DUCTS, PLENUMS, & EQUIPMENT SEALED WITH UL RATED FOIL TAPE AND OR MASTIC'S
3. USE ENERGY STAR LABELED APPLIANCES. ENERGY STAR CEILING FANS, & EXHAUST FANS DUCTED TO OUTSIDE WITH HUMIDISTAT.
4. USE MOTION DETECTORS OR OUTDOOR AREAS
5. PROVIDE AN AUTOMATED MECHANICAL VENTILATION SYSTEM IN GARAGE EXHAUSTING TO OUTSIDE.
6. INSTALL RETURN DUCTS OR TRANSFER GRILLS IN ALL ROOM HAVING DOORS EXCEPT BATHS, KITCHEN, CLOSETS, PANTRIES, & UTILITIES.
7. USE RATED AIR TIGHT TYPE "IC" HOUSING FOR ALL RECESSED LIGHTS.

SMOKE DETECTOR:
PER ALL APPLICABLE BUILDING CODES. SEE ELECTRICAL PLAN FOR LOCATIONS.



EXISTING
SECOND FLOOR PLAN
SCALE :3/8" = 1'-0"

WALL LEGEND
- EXTERIOR WALL 8" CMU
- EXT.INT WALL (2X6)
- EXT.INT WALL (2X4)

PROJECT FOR
28 MYRTLE ST, AUBURN, ME
04210, USA

NO.	REVISION

DRAWING NO.:

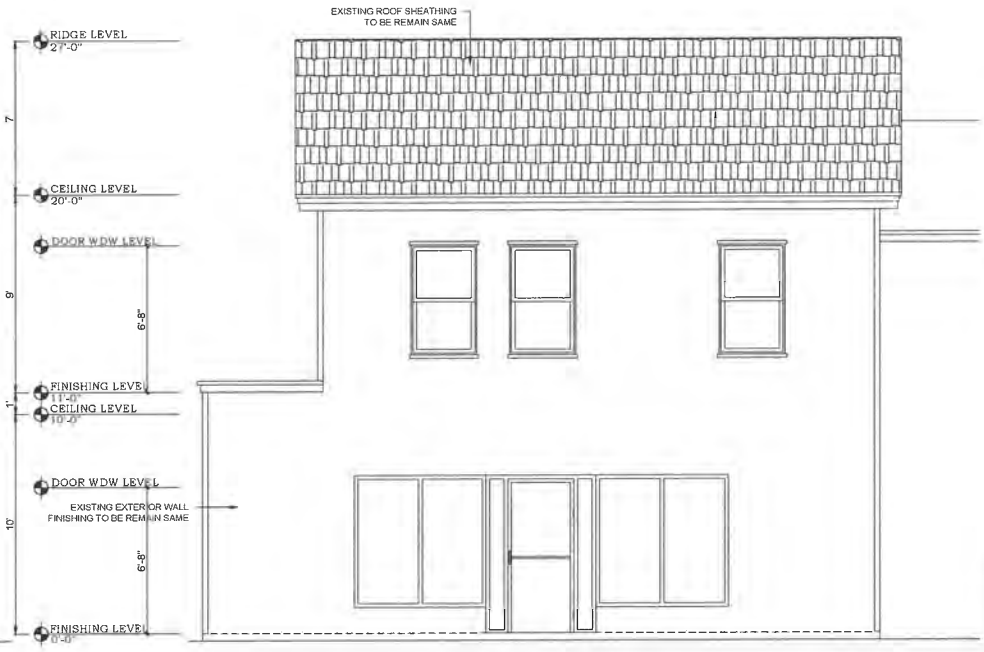
DATE: 02-20-2025

DRAWN BY:

SHEET: A03



WEST ELEVATION
SCALE :3/8" = 1'-0"



SOUTH ELEVATION
SCALE :3/8" = 1'-0"

PROJECT FOR
28 MYRTLE ST, AUBURN, ME
04210, USA

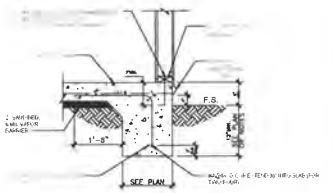
NO.	REVISION

DRAWING NO.:

DATE:
02-20-2025

DRAWN BY:

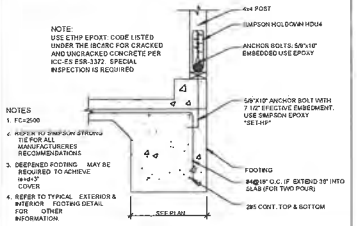
SHEET:
A04



EXTERIOR FOOTING DETAIL (1)

SIMPSON HOLDOWN	POST	ANCHOR dia. & TYPE
HDU2	4x4	SDS 5/8" DIA.

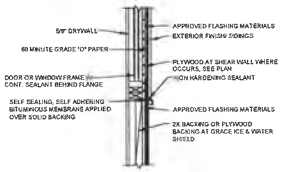
60 ICC-ES ESR AND IAPMO UES ER REPORTS EVALUATED TO THE 2006, 2009, 2012, 2015 AND 2018 INTERNATIONAL BUILDING CODES (IBC) AND INTERNATIONAL RESIDENTIAL CODES (IRC).



NOTE:
USE ETHP EPOXY: CODE LISTED UNDER THE IBC/IRC FOR CRACKED AND UNCRACKED CONCRETE PER ICC-ES ESR-3372. SPECIAL INSPECTION IS REQUIRED

NOTES
1. FC=2500
4. REFER TO SIMPSON STRONG TIE FOR ALL MANUFACTURERES RECOMMENDATIONS
3. DEEPENED FOOTING MAY BE REQUIRED TO ACHIEVE 18"+3" COVER
4. REFER TO TYPICAL EXTERIOR & INTERIOR FOOTING DETAIL FOR OTHER INFORMATION

HOLDOWN DETAIL (2)



WINDOW SILL/ FLASHING DETAIL (3)

GA FILE NO. WP 3243	GENERIC	1 HOUR FIRE	50 TO 54 STC SOUND

GYPSUM WALLBOARD, RESILIENT CHANNELS, MINERAL OR GLASS FIBER INSULATION, WOOD STUDS

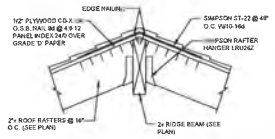
RESILIENT CHANNELS 24" O.C. ATTCHED AT RIGHT ANGLES TO ONE SIDE OF 2 X 4 WOOD STUDS 24" O.C. WITH 1 1/4" TYPE S DRYWALL SCREWS. ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED AT RIGHT ANGLES TO CHANNELS WITH 1" TYPE S DRYWALL SCREWS 8" O.C. WITH VERTICAL JOINTS LOCATED MIDWAY BETWEEN STUDS. 3" MINERAL OR GLASS FIBER INSULATION IN STUD SPACE.

OPPOSITE SIDE: ONE LATER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO STUDS WITH 6D CEMENT COATED NAILS, 1 7/8" LONG, 0.0915" SHANK, 15/64" HEADS, 7" O.C.

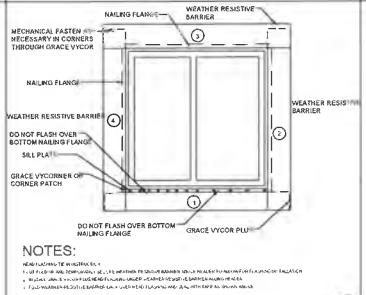
VERTICAL JOINTS STAGGERED 24" ON OPPOSITE SIDES. (LOAD-BEARING)

THICKNESS: 5 3/8"
APPROX. WEIGHT: 7 PSF
FIRE TEST: BASED ON UL R14196, GA-WP-3243, 2-15-95, UL DESIGN U309
SOUND TEST: NRCC TL-93-103, IRC-IR-751, 3/93

1 HR RATING-SOUND RATED WALL (4)

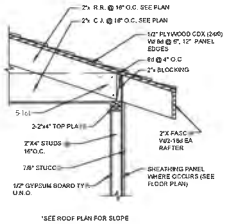


RIDGE DETAIL (5)



NOTES:

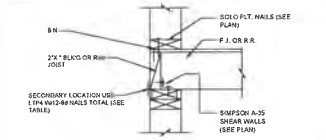
WINDOW FLASHING (6)



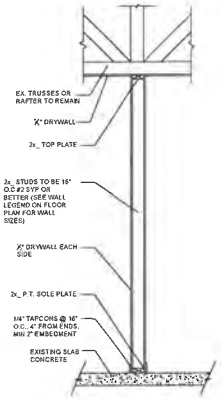
*SEE ROOF PLAN FOR SLOPE

ROOF EAVES DETAIL (7)

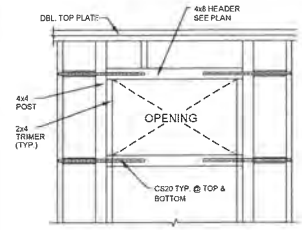
SHEAR WALL CALL OUT	SIMPSON LTP4	AT DETAIL 10d COMMON	SOLE PLT 10d NAILS (O.C.)
AT ROOF U.N.O.	24"	8"	8"
AT FLOOR U.N.O.	28"	8"	4"



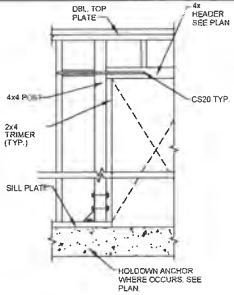
SHEAR TRANSFER SCHEDULE (8)



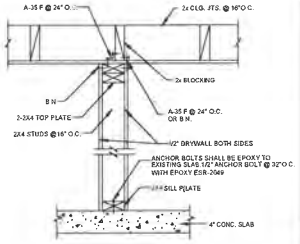
NON-BEARING INTERIOR WALL (13)



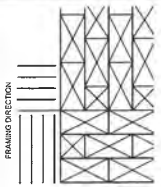
STRAP @ OPENING (9)



SHEAR WALL ELEVATION (10)



INTERIOR NON-BEARING WALL (11)



ROOF: 3/8" & 1/2" PLY APA RATED SHEATHING EXPOSURE I, PS1-83, CDX WI 10d NAIL @ 6" O.C. BOUNDARY & STRUT 6" O.C. OTHER EDGES 12" O.C. INTERMEDIATE FRAMING

5/8" 3/4" & 1 1/8" PLY APA RATED SHEATHING EXP. I, PS1-83, CDX W12d @ 6" O.C. BOUNDARY & STRUT 6" O.C. OTHER EDGES 12" O.C. INTERMEDIATE FRAMING

FLOOR: 3/8" & 1/2" PLY APA RATED SHEATHING EXP I, PS1-83, CDX W10d NAILS @ 6" O.C. BOUNDARY & STRUT 6" O.C. OTHER EDGES 10" O.C. INTERMEDIATE FRAMING

5/8".3/4" & 1 1/8" PLY APA RATED SHEATHING EXP I, PS1-83, CDX W12d @ 6" O.C. BOUNDARY & STRUT 6" O.C. OTHER EDGES 10" O.C. INTERMEDIATE FRAMING

NOTE: USE BOUNDARY NAILING AT ALL RIDGES VALLEYS & OPENINGS.

ROOF DIAGRAM (12)

PROJECT FOR
28 MYRTLE ST, AUBURN, ME
04210, USA

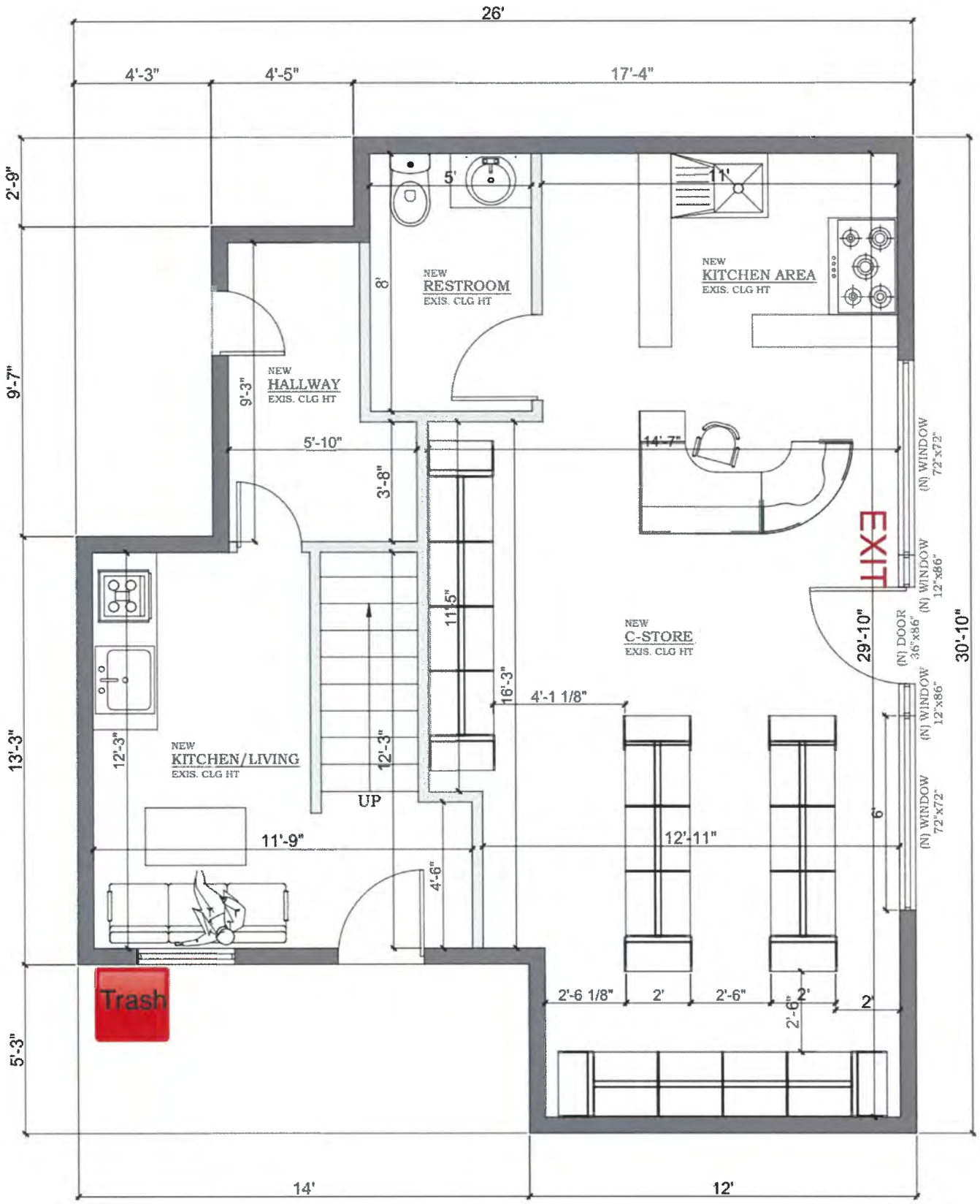
NO.	REVISION

DRAWING NO.:

DATE: 02-20-2025

DRAWN BY:

SHEET: A05



PROPOSED

FIRST FLOOR PLAN

SCALE :3/8" = 1'-0"



EXRG Exit Sin

Ideal for small spaces

Easy Installation

Switchable Technology

Affordable Lighting Solutions

LITHONIA LIGHTING


Mini Mart

Date: March 03, 2026

Victor Samuel Ali
28 Myrtle Street
Auburn, Maine 04210
vvista13@gmail.com

To: City of Auburn

Dear Sir or Madam,

I hope this letter finds you well. I am writing to formally request permission to begin a construction project at my property located at 28 Myrtle Street, Auburn, Maine 04210.

The existing structure is currently a three-bedroom, two-bathroom residential building. I am proposing to convert this three-bedroom townhouse into a mixed-use property consisting of a two-bedroom apartment on the second floor and a convenience store on the ground floor. We have carefully outlined the project details and believe this development will contribute positively to the community.

The scope of work includes the following:

1. **Site Preparation:** The store entrance will face Academy Street, Auburn, Maine. The entrance will include a fire-rated door with a minimum 32-inch clear opening, operable with one hand. Commercial glass windows will be installed on both sides of the entrance door.
2. **Fire Safety:** Installation of emergency lighting, clearly marked exit signs, panic hardware, fire sprinklers, fire alarms, and proper occupant load calculations in compliance with applicable codes.
3. **Accessibility Compliance:** Installation of ramps, an accessible restroom, and checkout counters constructed at compliant heights.
4. **Structural Integrity:** All floors, walls, and roof structures will meet required load-bearing and safety standards.
5. **Utility Installation:** Plumbing, electrical, and HVAC systems will be installed or upgraded to meet safety and energy-efficiency requirements.
6. **Space Planning:** An efficient layout that ensures clear floor space, includes a small kitchen area, and provides safe and convenient customer flow.
7. **Landscape Plan:** Waste and trash hauling will be managed using my cargo van, eliminating the need for large exterior waste containers or private contracts.
8. **Lighting Plan:** LED lighting with dark-sky compliance will be installed near entrance pathways to improve safety and visibility.
9. **Small Kitchen Construction:** Walls, floors, and ceilings will be smooth, easy to clean, and resistant to moisture and mold. The kitchen will include a commercial hood system with make-up air, fire extinguishers, a clear water supply, and designated staff sanitation space.

10. **Residential Apartment:** The residential entrance will remain at 28 Myrtle Street. Upon entering, there will be a kitchen to the left, a living room area, and a rear exit. The second floor will remain largely unchanged, consisting of one bathroom and two bedrooms.

Please let me know if any additional documentation, permits, inspections, or approvals are required to proceed with this project. My contractor and I are fully committed to complying with all local codes and regulations and to delivering work that meets the City's standards and expectations.

Thank you for your time and consideration. I look forward to your prompt response.

Sincerely,

Victor Samuel Ali
Property Owner
28 Myrtle Street
Auburn, Maine 04210

City of Auburn, Maine
Office of Planning & Permitting
Eric J. Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Application

PROJECT NAME: Residential/commercial

PROPOSED DEVELOPMENT ADDRESS: 28 Myrtle St., Auburn, ME 04210

PARCEL ID #:

REVIEW TYPE:
- Site Plan ☐
- Site Plan Amendment ☐
- Subdivision ☐
- Subdivision Amendment ☐

PROJECT DESCRIPTION:

CONTACT INFORMATION:

Applicant
- **Name:** Victor S Ali
- **Address:** 28 Myrtle St
- **City / State** Auburn, Maine
- **Zip Code** 04120
- **Work #:** 207-878-3229
- **Cell #:** 207-415-3046
- **Fax #:**
- **Home #:**
- **Email:** vvista13@gamil.com

Property Owner Owner
- **Name:** Victor S Ali
- **Address:** 28 Myrtle Street
- **City / State** Auburn,Maine
- **Zip Code**
- **Work #:** 207-878-3229
- **Cell #:** 207-415-3046
- **Fax #:**
- **Home #:**
- **Email:** Vvista13@gmail.com

Project Representative
- **Name:** PH Group LLC
- **Address:** 744 Roosevelt trail
- **City / State** Wyndham, Maine
- **Zip Code** 04062
- **Work #:**
- **Cell #:**
- **Fax #:**
- **Home #:**
- **Email:** Phgroupllc1@gmail.com

Other professional representatives for the project (surveyors, engineers, etc.),
- **Name:**
- **Address:**
- **City / State**
- **Zip Code**
- **Work #:**
- **Cell #:**
- **Fax #:**
- **Home #:**
- **Email:**

PROJECT DATA

The following information is required where applicable, in order complete the application

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	1,577	sq. ft.
Proposed Total Paved Area	388	sq. ft.
Proposed Total Impervious Area	1,577	sq. ft.
Proposed Impervious Net Change	0	sq. ft.
Impervious surface ratio existing	34	% of lot area
Impervious surface ratio proposed	34	% of lot area

BUILDING AREA/LOT COVERAGE

Existing Building Footprint	3,350	sq. ft.
Proposed Building Footprint	1,577	sq. ft.
Proposed Building Footprint Net change	0	sq. ft.
Existing Total Building Floor Area	2,240	sq. ft.
Proposed Total Building Floor Area	2,240	sq. ft.
Proposed Building Floor Area Net Change	0	sq. ft
New Building	No	(yes or no)
Building Area/Lot coverage existing	663	% of lot area
Building Area/Lot coverage proposed	331.5	% of lot area

ZONING

Existing	T4.2
Proposed, if applicable	T4.2

LAND USE

Existing	Residential
Proposed	Residential/commercial mix use

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	3
Proposed Number of Residential Units	3
Subdivision, Proposed Number of Lots	0

PARKING SPACES

Existing Number of Parking Spaces	Within 1,000"
Proposed Number of Parking Spaces	0
Number of Handicapped Parking Spaces	0
Proposed Total Parking Spaces	Street parking/resident parking

ESTIMATED COST OF PROJECT:

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	1,577	sq. ft.
Proposed Disturbed Area	663	sq. ft.
Proposed Impervious Area	663	sq. ft.

1. ***If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.***
2. ***If the proposed impervious area is greater than one acre including any impervious area crated since 11/16/05, then the applicant shall apply for a MDEP Stormwater Management Permit, Chapter 500, with the City.***
3. ***If total impervious area (including structures, pavement, etc) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres then the application shall be made to MDEP unless determined otherwise.***
4. ***If the development is a subdivision of more than 20 acres but less than 100 acres then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres then the application shall be made to MDEP unless determined otherwise.***

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing (Since July 1, 1997) 8-10 Cars within hour passenger car equivalents (PCE)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) 5-7 cars in hour a day passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

Zoning Summary

1. Property is located in the _____zoning district.
2. Parcel Area: _____acres / _____ square feet(sf).

Regulations	Required/Allowed	Provided
Min Lot Area	_____ /	_____
Street Frontage	_____ /	_____
Min Front Yard	_____ /	_____
Min Rear Yard	_____ /	_____
Min Side Yard	_____ /	_____
Max. Building Height	_____ /	_____
Use Designation	_____ /	_____
Parking Requirement	1 space/ per_____ square feet of floor area	
Total Parking:	_____ /	_____
Overlay zoning districts (if any):	_____ /	_____ / _____
Urban impaired stream watershed?	YES/NO If yes, watershed name_____	

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submissions shall include fifteen (15) complete packets containing the following materials:

1. 5 Full size plans and 10 smaller (no larger than 11" x 17") plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed by the property owner or designated representative. (NOTE: All applications will be reviewed by staff and any incomplete application will not be accepted until all deficiencies are corrected.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

Refer to the application checklist for a detailed list of submittal requirements.

To view the City of Auburn Zoning Ordinance, go to:
www.auburnmaine.gov under City Departments / Planning, Permitting & Code / Subdivisions / Land Use /Zoning Ordinance

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, I certify that the City'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.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:	**Date:**
	3/3/2026

City of Auburn, Maine
Office of Planning & Permitting
Eric J. Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Checklist

The following information is required where applicable to be submitted for an application to be complete

PROJECT NAME: _____

PROPOSED DEVELOPMENT ADDRESS: _____

PARCEL #: _____

Required Information		*Check when Submitted*		*Applicable Ordinance*
Site Plan		***Applicant***	***Staff***	
	Owner's Names/Address	N/A		
	Names of Development	N/A		
	Professionally Prepared Plan	N/A		
	Tax Map or Street/Parcel Number	N/A		
	Zoning of Property	N/A		
	Distance to Property Lines	N/A		
	Boundaries of Abutting land	N/A		
	Show Setbacks, Yards and Buffers	N/A		
	Airport Area of Influence	N/A		
	Parking Space Calcs	N/A		
	Drive Openings/Locations	N/A		
	Subdivision Restrictions	N/A		
	Proposed Use	N/A		
	PB/BOA/Other Restrictions	N/A		
	Fire Department Review	N/A		
	Open Space/Lot Coverage	N/A		

Required Information		*Check when Submitted*		*Applicable Ordinance*
Landscape Plan		*Applicant*	*Staff*	
	Greenspace Requirements	N/A		
	Setbacks to Parking	N/A		
	Buffer Requirements	N/A		
	Street Tree Requirements	N/A		
	Screened Dumpsters	✓		
	Additional Design Guidelines	✓		
	Planting Schedule	N/A		
Stormwater & Erosion Control Plan		*Applicant*	*Staff*	
	Compliance w/ chapter 500	N/A		
	Show Existing Surface Drainage	N/A		
	Direction of Flow	N/A		
	Location of Catch Basins, etc.	N/A		
	Drainage Calculations	N/A		
	Erosion Control Measures	N/A		
	Maine Construction General Permit	N/A		
	Bonding and Inspection Fees	N/A		
	Post-Construction Stormwater Plan	N/A		
	Inspection/monitoring requirements	N/A		
Lighting Plan		*Applicant*	*Staff*	
	Full cut-off fixtures	N/A		
	Meets Parking Lot Requirements	✓		
Traffic Information		*Applicant*	*Staff*	
	Access Management	N/A		
	Signage	N/A		
	PCE - Trips in Peak Hour	N/A		

Required Information		*Check when Submitted*		*Applicable Ordinance*
	Vehicular Movements	N/A		
	Safety Concerns	N/A		
	Pedestrian Circulation	N/A		
	Police Traffic	N/A		
	Engineering Traffic	N/A		
Utility Plan		*Applicant*	*Staff*	
	Water	N/A		
	Adequacy of Water Supply	N/A		
	Water main extension agreement	N/A		
	Sewer	N/A		
	Available city capacity	N/A		
	Electric	N/A		
	Natural Gas	N/A		
	Cable/Phone	N/A		
Natural Resources		*Applicant*	*Staff*	
	Shoreland Zone	N/A		
	Flood Plain	N/A		
	Wetlands or Streams	N/A		
	Urban Impaired Stream	N/A		
	Phosphorus Check	N/A		
	Aquifer/Groundwater Protection	N/A		
	Applicable State Permits	N/A		
	Lake Auburn Watershed	N/A		
	Taylor Pond Watershed	N/A		
Right, Title or Interest		*Applicant*	*Staff*	
	Verify	✓		
	Document Existing Easements, Covenants, etc.	✓		

Required Information		*Check when Submitted*		*Applicable Ordinance*
Technical & Financial Capacity		*Applicant*	*Staff*	
	Cost Est./Financial Capacity	N/A		
	Performance Guarantee	N/A		
State Subdivision Law		*Applicant*	*Staff*	
	Verify/Check	N/A		
	Covenants/Deed Restrictions	N/A		
	Offers of Conveyance to City	N/A		
	Association Documents	N/A		
	Location of Proposed Streets & Sidewalks	N/A		
	Proposed Lot Lines, etc.	N/A		
	Data to Determine Lots, etc.	N/A		
	Subdivision Lots/Blocks	N/A		
	Specified Dedication of Land	N/A		
		N/A		
Additional Subdivision Standards		*Applicant*	*Staff*	
	Mobile Home Parks	N/A		
	PUD	N/A		
A JPEG or PDF of the proposed site plan		*Applicant*	*Staff*	
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving				

Dept. of Professional & Financial Regulation
Office of Professional & Occupational Regulation

MAINE REAL ESTATE COMMISSION

35 State House Station Augusta ME 04333-0035

REAL ESTATE BROKERAGE RELATIONSHIPS FORM

Right Now You Are A Customer

Are you interested in buying or selling residential real estate in Maine? Before you begin working with a real estate licensee it is important for you to understand that Maine Law provides for different levels of brokerage service to buyers and sellers. You should decide whether you want to be represented in a transaction (as a client) or not (as a customer). To assist you in deciding which option is in your best interest, please review the following information about real estate brokerage relationships:

Maine law requires all real estate brokerage companies and their affiliated licensees ("licensee") to perform certain basic duties when dealing with a buyer or seller. You can expect a real estate licensee you deal with to provide the following **customer-level services:**

- # To disclose all material defects pertaining to the physical condition of the real estate that are known by the licensee;
- # To treat both the buyer and seller honestly and not knowingly give false information;
- # To account for all money and property received from or on behalf of the buyer or seller; and
- # To comply with all state and federal laws related to real estate brokerage activity.

Until you enter into a written brokerage agreement with the licensee for client-level representation you are considered a "customer" and the licensee is not your agent. **As a customer, you should not expect the licensee to promote your best interest, or to keep any information you give to the licensee confidential, including your bargaining position.**

You May Become A Client

If you want a licensee to represent you, you will need to enter into a written listing agreement or a written buyer representation agreement. These agreements **create a client-agent relationship** between you and the licensee. As a client you can expect the licensee to provide the following services, **in addition to** the basic services required of all licensees listed above:

- # To perform the terms of the written agreement with skill and care;
- # To promote your best interests;
  - For seller clients this means the agent will put the seller's interests first and negotiate the best price and terms for the seller;
  - For buyer clients this means the agent will put the buyer's interests first and negotiate for the best prices and terms for the buyer; and
- # To maintain the confidentiality of specific client information, including bargaining information.

COMPANY POLICY ON CLIENT-LEVEL SERVICES - WHAT YOU NEED TO KNOW

The real estate brokerage company's policy on client-level services determines which of the three types of agent-client relationships permitted in Maine may be offered to you. The agent-client relationships permitted in Maine are as follows:

- # The company and all of its affiliated licensees represent you as a client (called **"single agency"**);
- # The company appoints, with your written consent, one or more of the affiliated licensees to represent you as an agent(s) (called **"appointed agency"**);
- # The company may offer limited agent level services as a **disclosed dual agent.**

WHAT IS A DISCLOSED DUAL AGENT?

In certain situations a licensee may act as an agent for and represent both the buyer and the seller in the same transaction. This is called **disclosed dual agency**. *Both the buyer and the seller must consent to this type of representation in writing.*

Working with a dual agent is not the same as having your own exclusive agent as a single or appointed agent. For instance, when representing both a buyer and a seller, the dual agent must not disclose to one party any confidential information obtained from the other party.

Remember!
Unless you enter into a written agreement for agency representation, you are a customer—not a client.

THIS IS NOT A CONTRACT

It is important for you to know that this form is not a contract. The licensee's completion of the statement below acknowledges that you have been given the information required by Maine law regarding brokerage relationships so that you may make an informed decision as to the relationship you wish to establish with the licensee/company.

To Be Completed By Licensee

This form was presented on (date) April 18, 2022

To Victor Ali
Name of Buyer(s) or Seller(s)

by Misti L. Fecteau
Licensee's Name

MF 04/18/22 12:39 PM EDT dotloop verified

on behalf of F.O. Bailey Real Estate
Company/Agency

MREC Form#3 Revised 07/2006
Office Title Changed 09/2011

To check on the license status of the real estate brokerage company or affiliated licensee go to www.maine.gov/professionallicensing. Inactive licensees may not practice real estate brokerage.

EXCLUSIVE BUYER REPRESENTATION AGREEMENT

AGENCY: **F.O. Bailey Real Estate** DATE: **April 18, 2022**

DISCLOSURE PROVISIONS

APPOINTED AGENT:

Agency has a policy of appointing a specific agent(s) (hereinafter "Appointed Agent") within the Agency to represent you. This practice is authorized under Maine State law and is regulated by the Maine Real Estate Commission. The Appointed Agent(s) representing you is/are **Misti Fecteau** and holds a **Associate Broker** Maine real estate license. The Appointed Agent(s) will owe you, the client, fiduciary duties, which include among other things, the obligation not to reveal confidential information obtained from you to other licensees, except the designated broker or the designated broker's designee for the purpose of seeking advice or assistance for your benefit. This Agency may be representing both the Seller and the Buyer in connection with the sale or purchase of real estate. Should the appointed agent named above be unable to fulfill the terms of the brokerage contract, or by agreement between you and the designated broker, another agent from this Agency may be appointed during the term of your brokerage contract with this agency. Appointment of another agent as a new or additional agent does not relieve the agent named above of any fiduciary duties owed to you.

If a replacement or temporary appointed agent is appointed to represent you either to replace the original appointed agent, or while that agent is temporarily unavailable, a new Disclosure and Agreement will be entered into with you by the Agency. Once the original appointed agent agreement is terminated, or the temporary appointed agent agreement is terminated by expiration, the original agent or temporary agent will no longer be representing you and will owe you no further duties or obligations except the duties to account for money and property and to maintain confidentiality of information as set forth in 32 M.R.S.A. Sec 13281 (2).

Client has read Appointed Agent Disclosure prior to entering into a brokerage contract with Agency, and hereby consents to the appointment to the Agent(s). ☒ **Yes** ☐ **No**

DISCLOSED DUAL AGENT:

Client(s) acknowledge they have been informed by Agency that the Agency has a policy that permits Disclosed Dual Agency. This practice is authorized under Maine State law and is regulated by the Maine Real Estate Commission. In a transaction where a Buyer Client desires to purchase a Seller Client's listing, Disclosed Dual Agency may arise. In serving as a Disclosed Dual Agent, Agency:

1. represents two clients, the Buyer and the Seller, whose interests are adverse and the agency duties are limited;
2. may disclose to Buyer any information provided by Seller and may disclose to Seller any information provided by Buyer except:
   - the willingness or ability of Seller to accept less than the asking price;
   - the willingness or ability of Buyer to pay more than has been offered;
   - confidential negotiating strategy not disclosed in the sales offer as terms of the sale;
   - the motivation of Seller for selling and the motivation of Buyer for buying.

Client has read and understood the Agreement; Client understands they may choose to consent, or not consent, to Agency serving as a Disclosed Dual Agent. Client hereby voluntarily consents to the Agency and Appointed Agent acting as a Disclosed Dual Agent. ☒ **Yes** ☐ **No**

Victor Ali (hereinafter "Buyer")

Buyer hereby retains **F.O. Bailey Real Estate** (Agency) on an exclusive basis and in consideration of its efforts to locate and/or assist in the acquisition of real property suitable to Buyer by way of purchase, exchange, option, lease or otherwise, consistent with the terms and conditions below.

1. This Agreement begins on **April 18, 2022** and will expire on **September 19, 2022** ("Expiration Date"). If at such expiration date Buyer has placed a property under any type of contract and the transaction is still pending, the expiration date of this Agreement shall be extended until completion of that transaction by either closing/transfer of title or termination/expiration of the contract. This Agreement is specific to properties located in the following areas: **Cumberland, York, Oxford, Androscoggin County.**
2. Agency responsibilities:
   a. Make available to the Buyer the Agency's professional skills and resources in locating, negotiating and closing on property determined by Buyer to be suitable to Buyer's needs;
   b. Assist the Buyer to determine current market value, if requested by Buyer;
   c. Will not reveal confidential information obtained from Buyer to other licensees, except to the Designated Broker or his designee for purposes of seeking advice and assistance of benefit to Buyer;
   d. Assist Buyer, if requested, to locate property-related professional assistance (e.g., survey, tax, legal, inspection of building and/or systems) or other areas that Buyer indicates are crucial to the transaction.
3. Buyer responsibilities:
   a. Work exclusively with Agency; Refer all properties of interest and conduct all negotiations through Agency for any property of interest to Buyer;
   b. Furnish Agency with necessary personal and financial information to verify Buyer's ability to purchase property;
   c. Consult with Agency before visiting open houses, contacting any other agency or "For Sale by Owner" properties to avoid confusion over the agency relationship or misunderstanding about liability for commission;
   d. To make an independent investigation and determination that neighborhood, amenities, and non-property related issues meet Buyer's needs;
   e. Request in writing that Agency investigate or verify specific issues and receive Agency's agreement to do so.
   f. Retain sole and exclusive responsibility to evaluate the qualifications and make the final selection of any property-related professionals (e.g. builders, contractors, surveyors, building inspect[redacted]isors, attorneys, closing agents).

4. Compensation:
   a. Retainer Fee: Upon signing of this Agreement, Buyer shall pay $**NO RETAINER FEE** dollars to retain Agency's services during this period. This retainer fee is not refundable but shall be credited to the Buyer at closing.
   b. For listed property, Buyer agrees to pay, or cause to be paid, to Agency a commission of $---------- or **3.000** % of the purchase price or the amount offered by the listing agency to a buyer agency, whichever is greater. If Agency is paid some or all of the above amount out of the listing agency's commission, Buyer will only be required to pay the difference, if any. The payment of any of the above commission by the Seller(s) or listing agency will not make Agency either the agent or subagent of the Seller(s).
   c. For unlisted property, Buyer agrees to pay, or cause to be paid, to Agency a commission of $---------- or **4.000** % of the purchase price, whichever is greater. If the Seller pays some or all of the above amount to Agency, Buyer will only be required to pay the difference, if any. The payment of any of the above commission by the Seller will not make Agency an agent of the Seller.
   d. If, within 6 months of the expiration of this Agreement, Buyer receives an interest in property by way of purchase, exchange, option, lease or otherwise, which property was introduced to Buyer during the term of this Agreement, a commission will be due Agency unless Buyer in good faith has entered into a subsequent Buyer Representation Agreement with another agency. Introduction to the property includes receiving any information concerning the property, being shown the property or presenting offers on the property. All rights under this paragraph shall expire on **September 19, 2022** ("Carryover Date").
   e. The commission will be earned when a contract has been accepted by a Seller and all contingencies have been satisfied. The commission will be earned even when Buyer pursues the acquisition of property on their own without the involvement or assistance of Agency.
   f. Disclosure of Agency Compensation Policies
      ☐ Yes ☒ No This Agency's policy is to compensate all other real estate brokerage agencies in the same manner. If no, Buyer acknowledges this policy may limit the participation of other agencies in the marketplace.
      ☐ Yes ☒ No This Agency's policy on paying commissions to its affiliated licensees is to provide a greater commission for an in-house sale versus sales involving a cooperating real estate brokerage agency.
5. Other Conditions:
   a. This agreement includes property for sale by owner, property not currently for sale, unlisted new construction and property listed for sale by this or other real estate agencies.
   b. All properties are acceptable at the sole and absolute discretion of Buyer.
   c. Buyer agrees that Agency and its agents may present the same property to other prospective buyers and may represent other buyers in the acquisition of the same property.
   d. Agency will cooperate and compensate other agencies if appropriate in locating property for Buyer under this Agreement.
   e. Agency will not be responsible for independently investigating or verifying specific information not related to the property itself.
   f. Agency will not be responsible for independently verifying information supplied by other licensees, outside professionals or government agencies, third party advice, data or specific information unless agreed in writing by both parties.
   g. Agency will not be responsible for determining the applicability of, or compliance with, any federal, state or municipal codes, including, but not limited to, fire, life safety, electrical and plumbing.
   h. Buyer acknowledges Agency's advice to seek legal, tax and other professional advice as necessary relating to proposed transaction.
   i. For properties not listed in the MLS, Buyer authorizes publication of property and applicable disclosure attachments in the MLS and use of information for marketing, appraisal, and statistical purposes.

Additional Conditions: **No additional Conditions.**

Buyer(s) acknowledges receipt of a copy of the Residential Property Transaction Booklet ☒ Yes ☐ No

Buyer(s) acknowledges that properties shown to Buyer(s) may be monitored by audio and/or video surveillance equipment and any discussion held at the property may not be confidential.

Agency and Buyer agree that Agency shall represent Buyer and that this Agreement creates an agency/client relationship as defined in the Real Estate Brokerage License Act.

Properties shall be presented without regard to race, color, religion, sex, physical or mental disability, familial status, ancestry, sexual orientation, gender identity, or national origin as defined in Maine state law or because the person sought and received an order of protection under Title 19-A, section 4007.

I hereby consent to receive fax or other electronic transmissions from Agency to fax number(s) and/or email address(es) provided herein.

Pursuant to the Maine Uniform Electronic Transactions Act and Digital Signature Act, the parties authorize and agree to the use of electronic signatures as a method of signing/initialing this Agreement, including all addenda. The parties hereby agree that either party may sign electronically by utilizing an electronic signature service.

BUYER **Victor Ali** BUYER

BUYER BUYER

Accepted by Misti Fecteau dotloop verified 04/18/22 12:37 PM EDT GZ8Z-IWJL-U6WN-KRRH on behalf of **F.O. Bailey Real Estate**

LICENSEE **Misti Fecteau** AGENCY

BUYER(S) Mailing Address: **130 Wellesley Estate, Portland, ME. 04103**

BUYER(S) Phone Number(s): **(207)415-3046**

BUYER(S) E-mail Address: **vvista13@gmail.com** BUYER(S) Fax Number(s):

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CYBER / WIRE FRAUD ADVISORY

Buyers and sellers need to exercise extreme caution when wiring funds in real estate transactions. Criminals/hackers target email accounts of real estate licensees as well as other parties involved in real estate transactions, including mortgage brokers, closing attorneys, and title agents. In many cases, they have been able to intercept emailed wire transfer instructions, obtain account information and, by altering some of the data, use emails to redirect the funds to a different account. These emails are convincing and sophisticated and may look like legitimate emails from parties in the transaction. You should look carefully at the entire email address as it may look legitimate but will contain some small change to fool you for example, joe@acme.com becomes joe@acrne.com a very hard distinction to pick up. If you believe you have received questionable or suspicious wire transfer instructions, immediately contact the title company/closing agent and your real estate professional.

Do NOT Initiate the Electronic Transfer of Funds (Wires) Without Double Checking the Legitimacy of the Destination

In every real estate transaction, Buyer and Seller are advised to:

- **Never wire funds without personally speaking with the intended recipient of the wire to confirm the routing number and account number.**
- **Verify that the contact information for the wire transfer recipient is legitimate. Buyer and seller should each call using a phone number that has been independently obtained, not the phone number contained in the email containing the wiring instructions.**
- **Never share personal information such as social security numbers, bank account numbers and credit card numbers, unless it is through secured/encrypted email or personal delivery (or phone call) to the intended recipient.**
- **Take steps to secure the system you are using with your email account such as using strong passwords and secure WiFi and email using a domain name account (safer than using a public account such as aol or gmail).**

If you suspect that you have been victimized by wire fraud:

1) Contact the financial institution immediately and ask them to do a "swift recall".
2) Then call your local law enforcement immediately (town police department or county sheriff's office) to report the incident.
3) Then call the FBI immediately (24 hours or less) and let them know you are reporting the incident within 24 hours and file a complaint online at www.ic3.gov. Your chances of recovery are greater with less than 24-hour reporting.

To contact the FBI in Maine:

Augusta: 207-622-2902 -- Bangor: 207-947-6670 -- Portland: 207-774-9322

Even if you cannot undo the damage, file a complaint as specified above as this will help track the criminals.

Again, Do Not Initiate Wires Without Double Checking the Legitimacy of the Destination

F.O. BAILEY
REAL ESTATE
EST F.O. BAILEY COMPANY 1819

Disclosure Acknowledgement

Victor Ali acknowledges receipt of the following documents either in paper, electronic or digital format:

- ✓ Real Estate Brokerage Relationship Form #3

- ✓ Arsenic Treated Wood Pamphlet
- ✓ Arsenic Well Water Pamphlet
- ✓ Fair Housing Brochure – Equal Opportunity For All
- ✓ Offers / Counter Offers Guidelines
- ✓ Protect Your Family From Lead in Your Home Brochure
- ✓ Residential Transaction Booklet
- ✓ Radon in Maine

_____ Date

_____ Date

Misti Fecteau dotloop verified 04/18/22 12:37 PM EDT HLA2-P5BQ-AAUJ-I7PL

F.O. Bailey Real Estate – Agent

_____ Date

Maine Association of REALTORS®

Residential Property Transaction Booklet

An Informational Guide

--- Includes ---

Property Transaction Questions & Answers
List of Professional Associations and Government Agencies



The Maine Real Estate Network, 75 John Roberts Road South Portland, ME 04106
Phone: (207) 615-4346 Fax: (207) 615-4346 Misti Fecteau

Blank Forms

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PROPERTY TRANSACTION QUESTIONS AND ANSWERS

The purchase of property is a very significant act for many people. You have taken an important step by contacting a REALTOR® to be your licensee in the transaction. The relationship between buyer and real estate licensee is more satisfying if all parties understand the scope of the responsibilities of each in the transaction.

Your REALTOR® will be assisting you in many ways during the course of your real estate transaction. One of the ways your REALTOR® will help you is by directing you to information sources and specialized professionals who are especially equipped to answer certain questions, perform certain tasks or handle certain aspects of the transaction. Some issues are also the buyer's or seller's responsibility. To avoid misunderstandings, and to make sure you have adequate information so that you know what to expect, the following questions and answers cover some common issues regarding the responsibilities of the seller, the buyer, the real estate professional and other appropriate professionals.

DISCLOSURE RESPONSIBILITIES

First and foremost, buyers, sellers and licensees have an obligation to deal honestly with each other.

Every property has defects; some small and some large, some obvious and some not so obvious. Some sellers have lived with a defect that they view as unimportant but it may be important to the buyer. This section deals with what must be disclosed and the format in which it must be disclosed.

Question 1: What must a seller disclose about the property?

Answer: A seller must disclose known material defects about the property. Typically, a seller would make these disclosures on a Property Disclosure Form. In virtually all cases, a buyer will discover any problems once the buyer occupies the property. By disclosing all problems up front, the seller can avoid the surprise that many times provokes a lawsuit.

Question 2: What is the Property Disclosure Form?

Answer: Among other things, a Property Disclosure Form asks the seller to list whether or not the various features are in operating condition. It allows a seller to state whether the seller is aware of a variety of common issues such as environmental hazards and other matters that might affect the property. Adding "as is" does not exempt a seller from disclosing known material defects about the property.

Question 3: Must the seller correct the defects in the property?

Answer: No, the seller has no obligation to correct defects, known or discovered unless the seller has agreed to do so in writing. Any correction of the defects is a matter of negotiation as part of the Purchase & Sale Agreement.

Question 4: What are the buyer's responsibilities in the transaction?

Answer: A buyer must take an active role in the transaction. Rather than passively waiting for the seller to volunteer information, a buyer has an obligation to inspect the property and ask questions. All real property and improvements contain defects and conditions which are not readily apparent and which may affect the value or desirability of the property. The buyer should review the Property Disclosure Form with a particular eye to questions answered "unknown" or left unanswered. Keep in mind, the buyer should not rely on the licensee to verify any statements by the seller. Because conditions and defects are often difficult to locate and discover, all buyers should obtain independent inspections by appropriate professionals to ascertain facts important to him or her.

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Question 5: What obligation does a buyer have to investigate facts regarding the property?

Answer: The buyer should request any information important to the buyer that could affect the property's value or desirability. Since neither the seller nor the licensees are always aware of a buyer's particular needs, the buyer must request information in areas of interest or importance to the buyer. Some information will be disclosed as a matter of course, but the buyer should at least take responsibility to assure that all important issues are verified and addressed. At the very least, if an issue is not addressed in disclosure documents or other reports, the buyer should affirmatively raise it. One way for a buyer who has employed the services of a buyer's agent to inquire about these issues is to write a list of any such concerns and give the list to the buyer's agent. The agent may not have the information, in which case the agent may direct the buyer to a source or the appropriate professional who can provide the information through inspections or other means. If the buyer never raises an issue, the agent will assume that the disclosure documents cover areas of concern to the buyer. If the buyer is working with a transaction broker, the buyer will need to investigate areas of concern on their own.

Question 6: What are the real estate brokerage agency's disclosure responsibilities in the transaction?

Answer: A real estate brokerage agency employed by a seller as their agent shall treat all prospective buyers honestly and may not knowingly give false information and shall disclose in a timely manner to a prospective buyer all material defects pertaining to the physical condition of the property of which the real estate brokerage agency knew or, acting in a reasonable manner, should have known. A real estate brokerage agency is not liable to a buyer for providing false information to the buyer if the false information was provided to the real estate brokerage agency by the seller and the real estate brokerage agency did not know, or acting in a reasonable manner, should not have known that the information was false. A real estate brokerage agency is not obligated to discover latent defects in the property.

Since conditions and defects are often difficult to locate and discover, and since the licensee often relies on the statements of the owner of the property, the licensee does not guarantee, and in no way assumes responsibility for, the condition of the property.

An agent representing a buyer shall disclose to the buyer material facts of which an agency has actual knowledge or, if acting in a reasonable manner, should have known concerning the transaction. However, the buyer is still obligated to conduct his/her own inspection of the physical condition of the property.

Question 7: How does a buyer protect him or herself from defects after closing?

Answer: There are home warranties and other insurance policies available that cover certain types of defects. These are usually purchased separately. Neither the seller nor the licensees involved warrant the condition of the property against defects that occur or are discovered after closing, unless they specifically agree in writing. Though the seller and the licensees must make certain disclosures, this does not mean that the seller or licensees warrant the property to be free from defects or agree to correct defects which occur or are discovered after the closing. Requesting contingencies and inspection rights are critical to a buyer as they enable a buyer to ascertain the condition of the property before closing and negotiate possible solutions to any problems before electing to go forward with the transaction.

INSPECTIONS AND INVESTIGATIONS

Question 8: Since the seller must make disclosures, is it still necessary for the buyer to obtain inspections and investigate the property?

Answer: Yes. Many times the seller does not know about a defect or problem. For example, a seller may not be aware that a repair was done incorrectly and therefore the problem still exists. Alternatively, something that may be unimportant to the seller (i.e., a defect that they have lived with for years) may be an issue for the buyer. The seller's disclosure may also not reveal issues of importance to the buyer. An inspection by an appropriate professional can help the buyer determine the condition of the property and address issues that the buyer deems important.

Question 9: Does a buyer have a responsibility to obtain information about the property?

Answer: Yes. A buyer must inspect the property and ascertain facts through diligent attention and observation. A buyer should make careful observations, examine the property and request or otherwise obtain any records important to the buyer. These requests should be made in writing.

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Question 10: Does the licensee have a responsibility to obtain information about the property?

Answer: A licensee listing a property which is either residential, a residential lot, a commercial property with a residential component, or a licensee representing a buyer in such a transaction, when the property is not listed with an agency, shall ask the seller for information about the water supply, heating system, waste disposal system and known hazardous materials.

Question 11: What types of non-physical conditions should the buyer investigate?

Answer: The type and scope of the investigation the buyer makes will depend on the specific needs of the buyer. A buyer may have various plans for the property, such as remodeling, renting or other use. Since neither the seller nor the licensees involved may know of the buyer's intent, the buyer needs to satisfy him or herself as to these matters. The following are just some of the property's non-physical conditions that the buyer may wish to address:

- Governmental requirements and limitations
- Absence of required governmental permits, inspections, certificates, or other determinations affecting the property
- Limitations, restrictions, and requirements affecting the use of the property
- Rent and occupancy restrictions
- Neighborhood or area conditions
- Schools
- Proximity and adequacy of law enforcement, crime statistics, proximity of registered sex offenders and/or other criminals
- Proximity to fire protection and other governmental services
- Proximity to commercial, industrial, or agricultural services
- Existing and proposed transportation, construction, and development which may affect noise, view, or traffic, airport noise, noise or odor from any source (wind power development, natural gas pipelines, etc.)
- Wild and domestic animals; other nuisances, hazards or circumstances
- Possible lack of compliance with any governing documents or homeowners' association requirements
- Adequacy and condition of common areas and facilities of common interest developments (e.g., condominiums)
- Violations of governing documents of homeowners' association requirements of common interest developments
- Information regarding homeowners' associations, including, but not limited to, minutes, financial statements, pending special assessments, claims, and litigation
- Conditions and influences of significance to specific cultures and religions, or to the personal needs, requirements and preferences of the buyer

Since a buyer may have a wide range of concerns, including non-physical aspects of the property, a buyer desiring additional information or investigation of issues should discuss these with the licensee and, if the licensee consents to inquiring further, should get a written agreement to that effect. Many times, the licensee will respond with directing a buyer to the appropriate inspector or consultant.

Question 12: Is the seller required to fix defects that are discovered as a result of any inspection prior to closing?

Answer: Generally the answer is no, but it really depends on the Purchase and Sale Agreement. Unless specifically agreed to in writing, a sale of real estate does not include any warranty as to any system, component, or aspect of the property. Licensees do not warrant the property or its features.

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Question 13: Is the seller required to fix defects that are discovered after the transaction closes?

Answer: Generally no. This is why it is so important that buyers follow through with their obligation to investigate the property before completing the transaction. As stated earlier, licensees do not warrant the property or its features and a seller does not warrant any system, component, or aspect of the property unless he or she specifically agrees to do so in writing. Defects or problems that occur after the transaction closes are the responsibility of the new owner. Home warranty or maintenance policies can be purchased to cover some items. Homeowners' insurance may also cover damage caused by certain defects.

Question 14: What aspects of the property should the buyer investigate?

Answer: The buyer should investigate every physical or non-physical aspect of the property and surrounding neighborhood about which he or she is concerned. The following are some, but not all, of the conditions the buyer should investigate or inspect and which professionals are qualified under each category:

Item	What It Covers and Explanation	Appropriate Professional
Size	Square footage, room dimensions	Licensed or Certified Appraiser; Buyer measurement if square footage is of a material consideration in purchase.
Age of Structure and Additions	Age of property improvements	Municipal records
Waste Disposal System	Age, location, type, size, adequacy, capacity and condition of sewer and septic systems and components. Compliance with Local and State codes.	Municipal and State records; Code Enforcement Officer of Town; licensed soils evaluator (scientist); local plumbing inspectors
Water Supply (public & private)	Water quality, quantity, availability and use restrictions. Performance of well systems and components. Roots growing onto pipes in public systems.	General Building Inspectors, Water Quality Testing Labs, Well and Water Consultants, Well and Drilling Contractors, Local Water Utilities
Condition of Structure, Systems and Components	Built-in appliances, foundation, roof, plumbing, heating, air conditioning, electrical systems, mechanical, security, pool/spa, other structural and non-structural systems and components. Personal property if included in the sale. Insulation, energy efficiency of the property	General building inspector, other licensed contractors to answer your specific concerns, Energy Consultant/Inspector.
Chimney	Structure of the interior and the exterior of the chimney.	Chimney sweeps, fire department, Level II inspectors, State Fire Marshal's office, building inspector.
Property Lines and Boundaries; Lot Size	Property lines and boundaries. Fences, hedges, walls, and other natural or constructed barriers or markers should not be relied on to establish property boundaries. Lot size.	Registries of deeds, Municipal records, licensed surveyor to establish boundaries through staked survey

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Encroachments, Setbacks, Floodplain, Easements	Boundaries and land issues affecting the property	Mortgage loan inspection, surveyor, Registry of Deeds, Municipal records, title attorney, Federal Emergency Management Agency (FEMA)
Land Use, Zoning & Other Codes	Compliance with existing codes (e.g., building, fire, plumbing & electrical), permitted uses (e.g., subdivisions, expansions), setbacks, restrictions, land use, erosion control, shoreland zoning and resource protection, compliance with Americans with Disabilities Act (ADA), endangered species/natural habitat	Code Enforcement Officers, Local and State Agencies, Surveyors, Appraisers
Current Use Property Tax Programs	Tree Growth, Farmland, Open Space, Working Waterfront	Local assessors, Maine Revenue Services Property Tax Division, Maine Department of Agriculture, Conservation & Forestry
Title Issues	Liens, Easements, Restrictions, Association/Condominium Restrictions, Covenants, Private Road issues (e.g., private road maintenance), Types of Deeds, Types of Ownership	Title Attorneys, title insurance companies, Association/Condominium officers
Environmental Hazards and Issues on the property and Surrounding Areas	Any concerns you may have about environmental issues inside & outside the property and surrounding areas including but not limited to Air Quality (e.g., radon, asbestos, odors), contaminated soil and water (e.g., MBTE, radon, arsenic, lead), fuel or chemical storage tanks, hazardous waste (e.g., dump site, junk yards), electromagnetic fields, nuclear sources, neighborhood noise issues	Local, State & Federal Agencies; Environmental Consultants; Water Quality laboratories; general building inspectors.
Lead-Based Paint	Testing for presence of lead in paint, dust, soil, water, and/or any other areas in or around the property	Lead inspector, lead assessor, general building inspector
Mold	Inspecting for presence of moisture problem which may have led to mold or moisture issues	Home inspector, Certified Industrial Hygienist
Property Stigmas	Any influences or occurrences that might be of concern to you, such as death, suicide, supernatural phenomena, fire or crimes.	Local media, law enforcement agencies, fire departments, neighbors, previous owners, local historical societies.
Neighborhood & Community Issues	Schools, crimes, municipal services, medical services, utility availability, sex offender registration	Municipal officials, school districts, chambers of commerce, law enforcement agencies, hospitals, local utility companies (e.g., telephone companies, cable companies, power companies)

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Question 15: How should a buyer select other service professionals such as a building inspector or attorney?

Answer: There are many professionals and service providers (including lending institutions, loan brokers, title insurers, title and closing companies, inspectors, structural pest control companies, contractors and home warranty companies) who assist buyers. Unless otherwise agreed, the person hiring the provider ultimately makes the selection. Service providers should be selected based on their qualifications, the scope of their service, satisfaction of previous clients and the price of their service. Keep in mind that if licensees provide the buyer or seller names of providers or other professional persons, (1) the licensees do not guarantee the performance of any providers, and (2) the buyer and seller are free to select providers other than those referred or recommended by the licensees. Many service providers are members of professional trade associations. A list of such associations and/or governmental agencies overseeing the provider's function is located at the end of this booklet.

Question 16: How do I select a home inspector?

Answer: As with any professional, a buyer will want to check a home inspector's references and ask questions, such as whether the inspector has any licenses, carries professional liability insurance, belongs to a professional trade association and provides written reports. Buyers should find out what items the inspector's report covers to ensure that items important to the buyer will be addressed. The scope of the report and any limitations or disclaimers should also be examined. An appraiser is not a home inspector.

Question 17: What are the different water tests?

Answer: Standard water test kits include several different options for testing a property's water supply. The testing lab can screen the sample for as little or as much as they are directed to do. The cost will vary depending on what tests they are required to perform. Water can be determined to be "drinkable" but still contain elements that cause odors, coloration, staining of fixtures or laundry and taste problems. In addition, governmental authorities are warning about possible health issues resulting from the presence of elements such as radon, lead, arsenic, uranium, and magnesium in the water supply. Buyers should think carefully about the types of tests they want performed on the property's water supply and not simply rely on the standard tests performed at the request of a lender.

Question 18: How much is too much arsenic in water and wood?

Answer: When well water is tested for arsenic, the testing lab will often report how much is present as the number of milligrams of arsenic per liter of water (a liter is about a quart). Shorthand for milligrams per liter is "mg/L." The standard is adopted by the U.S. Environmental Protection Agency to protect the water quality of public water systems. The Maine Center for Disease Control (formerly Bureau of Health) has created brochures explaining arsenic in water and arsenic in wood – *Arsenic in Well Water Brochure* and *Fact Sheet: Arsenic Treated Wood*. Sellers must provide these brochures to buyers. Those can be found on the Internet at http://www.maine.gov/dhhs, then search for ''arsenic''.

Question 19: What can I do if my water has high arsenic levels?

Answer: If the arsenic level in your water is greater than their standard, the Maine Center for Disease Control recommends that you stop using your well water for drinking and preparing food. Bottled water can be used for these purposes as a quick way to decrease the amount of arsenic getting into your body. Arsenic is rather quickly removed from your body. Most of the arsenic in your body will be gone several days after stopping use of water for drinking and cooking. Do not attempt to remove arsenic from water by boiling.

Which treatment system or combined systems are best for you will depend on several factors, such as: 1) how high your arsenic water levels are and therefore how much needs to be removed; 2) whether you want to treat all water coming into the house or just water at one or two sinks; and 3) the chemistry of your water - some treatment systems do not remove certain forms of arsenic very well. Cost of systems can range from $500 to $3000 dollars. A water treatment specialist should always be consulted prior to buying a water treatment system; and always retest your water after installing a new system to make sure the arsenic has been removed.

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Question 20: What is radon?

Answer: Radon is an invisible and odorless gaseous radioactive element. Real estate licensees are not generally qualified to advise purchasers on radon or its health or safety risks. Obtain the services of a qualified and experienced professional to conduct inspections and tests regarding radon.

Question 21: What is asbestos?

Answer: Asbestos is a common form of magnesium silicate which was used in various construction products due to its stability and resistance to fire. Asbestos exposure (caused by inhaling loose asbestos fibers) is associated with various forms of lung disease. Real estate licensees are not generally qualified to advise purchasers on asbestos or its health or safety risks. Obtain the services of a qualified and experienced professional to conduct inspections and tests regarding asbestos.

Question 22: What are the lead paint disclosure requirements?

Answer: The Residential Lead-Based Paint Hazard Reduction Act of 1992 requires the disclosure of known information on lead-based paint and lead-based paint hazards before the sale or lease of most residential housing built before 1978. The disclosure obligations of this law must be met before ratification of a contract for sale or lease. The requirements can be summarized as follows:

- Sellers and landlords must disclose known lead-based paint and lead-based paint hazards and provide available reports to buyers and tenants.
- Sellers and landlords must give buyers and renters a pamphlet published by HUD/EPA entitled *"Protect Your Family From Lead in Your Home"*.
- Homebuyers will get a 10-day period to conduct a lead-based paint inspection or risk assessment at their own expense, if desired. The number of days can be changed by mutual consent.
- Sales contracts and leasing arrangements must include certain federal and state mandatory lead warning statements to ensure that disclosure and notification actually took place.

Failure to comply with these laws can result in fines, penalties and significant civil liability.

Question 23: What is an Energy Audit and Why is it Important?

Answer: An energy audit is an in-depth inspection and assessment, by a trained auditor, of the energy systems and uses within a home. Among the factors considered are heating and cooling, windows, doors, insulation, appliances, and lighting. The resulting report contains a wealth of information about the dwelling's energy use at the time of the audit. However, perhaps even more useful and important is the information in the report that details the improvements that can be made to a residence to increase it's energy efficiency. There are many certified energy auditors in the State. A list is available on-line at mainehousing.org, as well other energy related sites.

Question 24: What is the difference between a survey and a mortgage loan inspection?

Answer: A mortgage loan inspection is <u>not</u> a survey. It is a land surveyor's professional opinion, based only on limited information, of the location of the property's improvements relative to the apparent boundary lines of the properties. The purpose of the mortgage loan inspection is to determine the absence of any obvious boundary problems so that the title insurer can provide boundary title insurance coverage for the lender. It is prepared for the lender and its title insurer, not the property owner. If the property owner wants to determine the boundaries of the property, a full boundary survey would be needed. With a full boundary survey, a land surveyor is certifying what the actual boundaries are, as opposed to a mortgage loan inspection where the land surveyor is only making a limited certification as to what the boundaries appear to be.

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Question 25: What is title insurance and should I purchase it?

Answer: In most residential transactions in Maine, the title to the property is reviewed by a lawyer and certified to the lender. In many cases, the lender also receives a title insurance policy. The homebuyer, however, often leaves the closing with no protection against title problems except the option of going after their seller under the warranty covenants in their deed. The other available option is to purchase an owner's title insurance policy. For a small, one-time premium, the policy protects you from actual loss resulting from risks covered by the policy, up to the amount of the policy. It will also pay for legal fees in the event your title is challenged. It will provide protection for you and your heirs forever, even after you sell the property if you should ever be sued on the warranty covenants in your deed. An owner's policy does not cover you for everything, however. There are standard exceptions and there may also be specific exceptions based on the title search done for your property. You should carefully review the title insurance commitment before closing to avoid surprises later.

Question 26: What are the protected classes in Maine?

Answer: Federal and State laws require that properties be offered for sale or lease without regard to race, color, religion, sex, handicap/disability, familial status (families with children), ancestry, sexual orientation or national origin. In addition, licensees may not ask or answer questions related to AIDS.

Question 27: What do I need to know about Mold?

Answer: The Centers for Disease Control (CDC) has developed FAQ's about molds available at: http://www.cdc.gov/mold/stachy.htm The information below was excerpted from that document.

Q1. I heard about toxic molds that grow in homes and other buildings. Should I be concerned about a serious health risk to me and my family?

The term "toxic mold" is not accurate. While certain molds are toxigenic, meaning they can produce toxins (specifically mycotoxins), the molds themselves are not toxic, or poisonous. Hazards presented by molds that may produce mycotoxins should be considered the same as other common molds which can grow in your house. There is always a little mold everywhere - in the air and on many surfaces. There are very few reports that toxigenic molds found inside homes can cause unique or rare health conditions such as pulmonary hemorrhage or memory loss. These case reports are rare, and a causal link between the presence of the toxigenic mold and these conditions has not been proven. A common-sense approach should be used for any mold contamination existing inside buildings and homes. The common health concerns from molds include hay fever-like allergic symptoms. Certain individuals with chronic respiratory disease (chronic obstructive pulmonary disorder, asthma) may experience difficulty breathing. Individuals with immune suppression may be at increased risk for infection from molds. If you or your family members have these conditions, a qualified medical clinician should be consulted for diagnosis and treatment. For the most part, one should take routine measures to prevent mold growth in the home.

Q2. How do molds get in the indoor environment and how do they grow?

Mold spores occur in the indoor and outdoor environments. Mold spores may enter your house from the outside through open doorways, windows, and heating, ventilation, and air conditioning systems with outdoor air intakes. Spores in the air outside also attach themselves to people and animals, making clothing, shoes, bags, and pets convenient vehicles for carrying mold indoors. When mold spores drop on places where there is excessive moisture, such as where leakage may have occurred in roofs, pipes, walls, plant pots, or where there has been flooding, they will grow. Many building materials provide suitable nutrients that encourage mold to grow. Wet cellulose materials, including paper and paper products, cardboard, ceiling tiles, wood, and wood products, are particularly conducive for the growth of some molds. Other materials such as dust, paints, wallpaper, insulation materials, drywall, carpet, fabric, and upholstery, commonly support mold growth.

Q3. How do you get the molds out of buildings, including homes, schools and places of employment?

In most cases mold can be removed from hard surfaces by a thorough cleaning with commercial products, soap and water, or a bleach solution of no more than 1 cup of bleach in 1 gallon of water. Absorbent or porous materials like ceiling tiles, drywall, and carpet may have to be thrown away if they become moldy. If you have

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an extensive amount of mold and you do not think you can manage the cleanup on your own, you may want to contact a professional who has experience in cleaning mold in buildings and homes. It is important to properly clean and dry the area as you can still have an allergic reaction to parts of the dead mold and mold contamination may recur if there is still a source of moisture.

Q4. How do you keep mold out of buildings and homes?
As part of routine building maintenance, buildings should be inspected for evidence of water damage and visible mold. The conditions causing mold (such as water leaks, condensation, infiltration, or flooding) should be corrected to prevent mold from growing.

Specific Recommendations: a) Keep humidity level in house below **50%**; b) Use air conditioning or a dehumidifier during humid months; c) Be sure home has adequate ventilation, including exhaust fans in kitchen and bathrooms; d) Use mold inhibitors which can be added to paints; e) Clean bathroom with mold killing products; f) Do not carpet bathrooms; g) Remove and replace flooded carpets.

Question 28: If I am planning to put in a new driveway or entrance onto a state road what do I need to know?

Answer: There are standards for getting permits for the construction and maintenance of entrances onto any state highway or state aid highway. The Maine Department of Transportation (MDOT) was given authority to limit the number, spacing, design, location and construction of driveways and entrances onto state highways in order to maintain existing posted speeds and ensure safe travel. Given the increased sight distances and driveway separation requirements, lot owners who anticipate accessing onto state highways may have difficulty getting permits even though their parcel satisfies the town's minimum lot size and minimum road frontage requirements. The availability of the access permit should be explored early on in the development process. For further information on these rules, contact DOT at (207) 624-3600 or the MDOT website at www.maine.gov/mdot/ppp/accessmgmt/realestate.htm.

Question 29: How can insurance availability/affordability affect the real estate transaction?

Answer: The affordability and availability of insurance affects both buyers and sellers. Buyers will typically be obtaining mortgage financing to pay the purchase price of the property. The lender will require that there be property insurance to cover their interest in the property. If proof of insurance is not available at closing the lender will likely refuse to release the funds and therefore delay or even derail the transaction, either of which can impose both inconvenience and cost to both the buyer and seller. Even in a "cash" transaction the buyer may be hesitant to complete a transaction where insurance is not available to cover the buyer's equity in the property.

Question 30: At what point in a transaction should I apply for homeowner's insurance?

Answer: You should apply immediately after a contract has been accepted. Due to changes in the insurance industry, you may experience difficulty in securing homeowners insurance. Various issues including multi-family properties, rentals, island/coastal, homes with 60 AMPs, diving boards, vicious dogs (including mixed breeds), trampolines, age of home/roof, and a wide range of systems areas including the roof, wiring and heating systems - and others could be problematic from an insurance standpoint. In addition, the insurance industry has access to a database named CLUE that tracks historical information on claims made by an insured or on specific property. Properties with a claims history will be problematic for future buyers. In addition, some vendors are now using credit scoring, bad pay on prior policies, bankruptcy, and history of filing claims as additional underwriting tools. Starting the insurance process early may ensure ability to provide adequate time for addressing any area of difficulty that may arise with insurers.

Question 31: Is a chimney inspection recommended?

Answer: The National Fire Protection Association, a private association that drafts codes for fire safety, recommends conducting a "Level II" inspection of the chimney. A Level II inspection is a comprehensive inspection including all accessible portions of the chimney, inspection of the chimney, particularly if a chimney fire has occurred or a new heating system/source has been added and an inspection has not been conducted. It includes areas within accessible attics, crawl spaces and basements and accessible portions of appliance and chimney connections which include inspection by video scanning or other means of inspection. Home inspectors, chimney cleaning companies and installers of solid fuel-burning appliances (woodstoves, gas inserts, etc.) may have inspectors available who are familiar with the NFPA Standard for Level II inspections. The State Fire Marshal's Office's web site is www.state.me.us/dps/fmo/index.htm or contact (207) 626-3880.

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Question 32: What are the requirements of Maine's Smoke and Carbon Monoxide Detector Law in the purchase of a home?

Answer: Maine law requires that owners of a single-family dwelling built after January 1982, to properly install smoke detectors, if not already present, in areas as designated in the manufacturers requirements. Owners of a single family dwelling in which a restoration or addition was made after September 19, 1985 must install smoke detectors, if they are not already present, even if it was built prior to 1982. Smoke detectors are to be installed in a building converted to a single-family occupancy after September 19, 1985 if they are not already present. The purchaser of a single-family or multi-family dwelling(s) must certify that they shall properly install smoke detectors in the building, if not already present, within 30 days of acquisition or occupancy of the dwelling(s), whichever is later.

At present, unless a single-family dwelling had done an addition or restoration to the dwelling adding one bedroom after September 12, 2009, or had converted another structure over to a single family dwelling after September 12, 2009, they do not have to install a carbon monoxide detector. It is recommended that carbon monoxide detectors be installed in these occupancies. The purchaser of a single-family or multi-family dwelling(s) must certify that they shall properly install carbon monoxide detectors in the building, if not already present, within 30 days of acquisition or occupancy of the dwelling(s), whichever is later. This includes single-family dwellings in which the previous owner did not have to, by law, install a carbon monoxide detector.

Question 33: Smoke Detectors: What kind and how many?

Answer: A smoke detector installed within 20 feet of a bathroom or kitchen must be a photo electric type detector but smoke detectors in bedrooms may be ionization type detectors. Smoke detectors are to be installed in each unit of an apartment building. All rental units are to install smoke detectors. This includes single-family dwellings rented on a seasonal basis for a week, two weeks, a month, etc.

Question 34: Carbon Monoxide Detectors: What kind and how many?

Answer: Carbon monoxide detectors must be powered by the electrical service in the building by plugging them in a wall outlet or by having them hardwired in by an electrician. In either case, the detector must have a battery backup as an alternative source of power in the event the building loses electrical service.

Single-family dwellings along with all rental units, including apartments and seasonally rented single-family dwellings are to install CO detectors in each area within, or giving access to, the bedrooms. This means you can put one in each bedroom or in the hallway or room in which a person travels through to reach a bedroom(s). It is strongly recommended that no CO detector be placed in excess of 15 feet of any bedroom door.

Question 35: Why is mediation referenced in the contract?

Answer: Mediation is a way to resolve contractual disputes without litigation. It can save the expense and time involved with litigation, and allows the parties to discuss potential ways to resolve a dispute with the assistance of a trained, professional mediator. While the parties do agree to participate in a mediation, they are not bound to agree to a resolution as part of that mediation. Parties may go to court if mediation is not successful. The process for mediation is outlined on the MAR website at http://www.mainerealtors.com, under Documents You Ask For.

Question 36: What is a significant wildlife habitat?

Answer: The State of Maine set up protections for valuable waterfowl and wading bird habitat and shorebird feeding and roosting areas under the Natural Resources Protection Act (NRPA). The Maine Department of Inland Fisheries and Wildlife (DIF&W) identified inland waterfowl and wading bird habitats throughout the state as having "high to moderate value." These habitats are comprised of a complex of freshwater wetland and open water areas plus a 250 foot wide area surrounding the complex where the birds nest (Note: on great

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ponds, only the upland area that is within the 250 feet of the freshwater wetland is included as part of the habitat). This means there is a 250 foot zone around waterfowl and wading bird habitats (as described above) that require either a Permit By Rule (PBR) through the Maine Department of Environmental Protection (DEP) for activities in existing developed areas, or if not previously developed a landowner must apply for a full individual NRPA permit through DEP. DIF&W has identified essential "staging area" habitats (where the birds feed and rest) where concentrations of shorebirds congregate during migration periods. The shorebird feeding area includes the intertidal area used for feeding and a 100 foot buffer area which is measured from the edge of the coastal wetland, and includes nearby upland areas. The shorebird roosting area includes the intertidal area used for feeding, the roosting area, and a 250 foot buffer area which is measured from the edge of the roosting area, and includes nearby upland areas. Like the inland waterfowl and wading bird habitats, activities in the shorebird feeding (100 foot area) and roosting areas (250 foot area) require either a PBR for activities in an existing developed area, or if not previously developed a landowner must apply for a full individual NRPA permit through DEP. DIF&W has also identified certain intertidal areas along the coast as high or moderate value to waterfowl and wading birds. This tidal habitat is limited to the identified tidal habitat area and is located within the coastal wetland, which was previously regulated as a protected natural resource under NRPA.

Question 37: How do you know if your property contains a significant wildlife habitat?

Answer: DEP and MDIF&W have produced screening maps (available at www.maine.gov/dep under keyword "birds") for each organized municipal jurisdiction; however, these are not exact maps down to each lot of land within a municipality. For a specific lot to be identified as having or not having a significant wildlife habitat a site-specific assessment by DEP is recommended. Call DEP at 207.287.3901 to request a site assessment.

Question 38: What kinds of activities are regulated within each habitat?

Answer: The following regulated activities in a Significant Wildlife Habitat require a permit: Dredging, bulldozing, removing or displacing soil, sand, vegetation or other materials; Draining or otherwise dewatering the habitat; Filling; or Any construction, repair or alteration of any permanent structure.

Question 39: What about cutting or removing vegetation in a shorebird habitat?

Answer: In a shorebird feeding area cutting or removal of vegetation is prohibited except when it meets the same vegetative screening standards that apply under Shoreland Zoning within 75 feet of a coastal wetland 2 (as detailed in DEP's Shoreland Zoning guidelines, Chapter 1000, which are available at www.maine.gov/dep under keyword "shoreland zoning"). These standards are applied to the entire 100-foot feeding area buffer. And cutting or removal determined necessary by DEP in order to conduct other activities approved by DEP that are done in accordance with NRPA standards such as avoidance, minimization, and no unreasonable impact. In a shorebird roosting area all cutting or removal of vegetation must be done in consultation with DIF&W. The only allowable instances are for the removal of a safety hazard, cutting to allow a meandering footpath no more than 6 feet wide that does not create a cleared line of sight to the water, and cutting or removal determined necessary by DEP in order to conduct other activities approved by DEP that are done in accordance with NRPA standards such as avoidance, minimization, and no unreasonable impact. The DEP may not approve cutting to create a view unless DEP determines that there will be no unreasonable impact on the habitat.

Question 40: What is a vernal pool, why are they important, and what happens if I have one on my property?

Answer: Vernal pools are shallow depressions that usually contain water for only part of the year. Vernal pools serve as essential breeding habitat for certain species of wildlife, including wood frogs, spotted and blue-spotted salamanders and fairy shrimp. Loss of vernal pools and the habitats around them can lead to a decrease in certain species. Vernal pools with high value for wildlife are called "significant vernal pools" and are protected by law under the Natural Resources Protection Act (NRPA). An activity in, on, or over these areas must avoid unreasonable impacts on the significant vernal pool habitat and obtain permission from the DEP, through a Permit by Rule or individual NRPA approval. For more info on NRPA, copy of the rules addressing significant vernal pools, application forms and related materials, go to: http://www.maine.gov/dep/blwq/docstand/nrpa/vernalpools/

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Question 41: What are the requirements for a property located in a coastal shoreland zone?

Answer: For many years, sellers of property that have subsurface waste water disposal systems located in a shoreland zone have had to certify whether the system has malfunctioned within 180 days of closing. This law has been expanded to impose additional requirements for properties located in a coastal shoreland zone. For any property that has a subsurface waste water disposal system located in a coastal shoreland zone, the buyer is required to have the system inspected by a certified inspector prior to purchase or, if impossible due to weather conditions, within nine months after transfer unless: a) the system was installed in compliance with current rules and regulations within three years prior to closing; b) the seller has had an inspection done within three years prior to closing; or c) the buyer certifies to the local plumbing inspector that they will be replacing the system within one year of closing. If the seller has had an inspection done within the prior three year period they are required to provide it to the buyer. If an inspection is required and it finds that the system is malfunctioning, it must be repaired or replaced within one year of closing. Commonly asked: (1) What triggers application of the new requirements? The trigger is the system being located in the coastal shoreland zone, not the property or the residence. (2) What is a coastal shoreland zone? An area within 250 feet of the normal high-water line of any saltwater body or within 250 feet of the upland edge of a coastal wetland. Coastal wetlands include all tidal and subtidal lands, all lands with vegetation present that is tolerant of salt water and occurs primarily in a saltwater or estuarine habitat, and any swamp, marsh, bog, beach, flat or other contiguous low land that is subject to tidal action during the highest tide level for the year. Coastal wetlands may include portions of coastal sand dunes. (3) Who is eligible to do the inspection? Inspections have to be done by "certified" inspectors. The Division of Environmental Health within DHHS maintains a "List of Certified Septic System Inspectors" which is available online at www.maine.gov/dhhs/eng/plumb/lists.htm. (4) Is there any reporting requirement? There is no filing or reporting requirement imposed on the buyer or the inspector.

Question 42: What is the "Registration of Farmland Act" and what impact can it have on abutting properties?

Answer: The Registration of Farmland Act is a state law originally passed in 1989 allowing farmers to register their farmland (parcels of 5 or more acres meeting certain minimum annual income thresholds) and provide notice of that registration to owners of abutting land (parcels larger than 1 acre that were located within 100 feet of the registered farmland). Once notified, the owner of the abutting land could not construct a residence or put in a well within 100 feet of the farmland. Very few farms registered during the original 1990/1991 registration period. In 2012, the Legislature amended the Act to re-open the registration process on an on-going basis any time after July 1, 2012. These new registrations will be effective for only 5 years but can be renewed for additional 5-year periods (with new notification to abutters). Original 1990/1991 registrations will expire April 1, 2013 but can be renewed for additional 5-year periods the same as new registrations. For new registrations, notice must be provided to owners of abutting land within 50 feet of the registered farmland and, once notified, the only prohibition for the owner of the abutting land is that no well can be placed within 50 feet of the registered farmland. The registrations will be recorded in the Registry of Deeds and will be binding on subsequent owners of the abutting land.

Question 43: If I am planning landscaping or yard work in a shoreland zone, what do I need to know?

Answer: First, you need to determine if the property is in a shoreland zone (fresh or salt water) by reviewing municipal records. If yes, effective January 1, 2013, any activity that adds or displaces more than one cubic yard of soil in the shoreland zone, must either 1) be done by a certified contractor, or 2) a person trained and certified in erosion control by the Department of Environmental Protection (DEP) must be on-site while the activity is being done. The law does not apply to homeowners doing the work themselves. For a list of erosion control certified contractors: www.maine.gov/dep/land/training/ccec.html

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Question 44: What do I need to know about flood insurance?

Your mortgage lender may require you to purchase flood insurance in connection with your purchase of a property. The National Flood Insurance Program provides for the availability of flood insurance and establishes flood insurance policy premiums based on the risk of flooding in the area where properties are located. Recent changes to federal law (The Biggert-Waters Flood Insurance Reform Act of 2012 and the Homeowner Flood Insurance Affordability Act of 2014, in particular) will result in changes to flood insurance premiums that are likely to be higher, and in the future may be substantially higher, than premiums paid for flood insurance prior to or at the time of sale of the property. As a result, purchasers of property should not rely on the premiums paid for flood insurance on this property previously as an indication of the premiums that will apply after completion of the purchase. In considering purchase of this property you should consult with one or more carriers of flood insurance for a better understanding of flood insurance coverage, current and anticipated future flood insurance premiums, whether the prior owner's policy may be assumed by a subsequent purchaser of the property, and other matters related to the purchase of flood insurance for the property. You may also wish to contact the Federal Emergency Management Agency (FEMA) at http://www.fema.gov/national-flood-insurance-program or the town office where the property is located for more information about flood insurance as it relates to this property. For more information about flood insurance and the National Flood Insurance Program (NFIP): www.floodsmart.gov

Question 45: What are the State of Maine's property tax relief programs?

1) Current Land Use Programs: Maine has four "current use" programs which offer the property owner a reduction in their assessed value: Tree Growth, Farm Land, Open Space and Working Waterfront. Criteria must be met for each program in order to be eligible, and any future change in the use of the land which would cause disqualification would result in a penalty. Removal from the program would result in changes to property tax payment liability. Apply at the local town office where the property is located. Additional information: http://www.maine.gov/revenue/propertytax/propertytaxbenefits/CurrentUseLandPrograms.htm

2) Property Tax Exemptions: Certain classes of property are tax exempt by law. Fully exempt property tax may include real estate or personal property owned by governmental entities, school systems, and other institutions. Partially exempt property tax relates to the following categories: Homestead Exemption, Veteran Exemption, Paraplegic Veteran, and Blind Exemption. Apply at the local town office where the property is located. For more information: http://www.maine.gov/revenue/propertytax/sidebar/exemptions.htm

3) Property Tax Fairness Credit: Eligible Maine residents can claim the Property Tax Fairness Credit on the Maine Individual Income Tax Form 1040ME beginning in January, 2014. To learn more: http://www.maine.gov/revenue/taxrelief/tnr.htm

4) Business Equipment Tax Exemption Program (BETE) and Business Equipment Tax Reimbursement Program (BETR): These are programs designed for property tax relief for eligible business equipment and qualified business property. Maine Revenue Services has additional information: http://maine.gov/revenue/propertytax/propertytaxbenefits/bete.htm and http://maine.gov/revenue/taxrelief/betr.htm

Question 46: What if the property/land I am purchasing is in Maine's Tree Growth Tax program?

The owner of a parcel of land of at least 10 forested acres used primarily for growth of trees to be harvested for commercial use may elect to participate in the Tree Growth program which results in the land being taxed at a significantly reduced rate. If land currently in Tree Growth is withdrawn from the program, the assessor will impose a penalty on the owner. If a parcel resulting from a sale is less than 10 forested acres in area, that parcel will be considered withdrawn from the program and the penalty will be assessed against the seller. If the parcel exceeds the 10 forested acres and you withdraw it from the program, you will be have to pay the penalty.

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In order to participate in the program, a forest management and harvest plan must be prepared and updated every 10 years. The plan is a written document that outlines activities to regenerate, improve and harvest a standing crop of timber. It must be prepared by a licensed professional forester or the landowner and then reviewed and certified by a licensed professional forester. The landowner has to file a sworn statement with the municipal assessor that a forest management and harvest plan has been prepared for the parcel, must comply with the plan on an on-going basis, and every 10 years must submit to the municipal assessor a statement from a licensed professional forester that the landowner is managing the parcel according to the plan.

When land in the program is transferred to a new owner, the buyer must file with the municipal assessor, within one year of the date of transfer, either: 1) a sworn statement indicating that a new forest management and harvest plan has been prepared; or b) a statement from a licensed professional forester that the land is being managed in accordance with the plan prepared for the previous landowner.

CONCLUSION

Selling or purchasing a property is an important step in one's life. All parties involved play a role in obtaining the information to make informed decisions regarding the property. It is critical that the buyer and seller actively participate in this process to ensure that their needs are addressed.

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