



October 28, 2024

Project #2104.1

Emily Cole-Prescott, City Planner
City of Saco
300 Main Street
Saco, ME 04072

**Subdivision, Site Plan & Conditional Use Applications
Clover Leaf Development – Phase 2
986 Portland Road, Saco, ME 04072**

Dear Emily,

Terradyn Consultants, LLC (Terradyn) is pleased to submit the attached amendments to the previously approved Subdivision, Site Plan, Conditional Use & Maine DEP Site Location of Development Applications on behalf of Clover Leaf Development, LLC for the second phase of the Clover Leaf Development project. This phase includes 138 multifamily units, an outparcel to be located adjacent to Portland Road, one single family house lot off the end of Apple Tree Lane and a solar array that will be accessory to the apartment complex. The first phase was permitted in 2022 and included 120 multifamily units located at 986 Portland Road. The property is shown as lot 3-1 on the City of Saco Tax Map 63. The 68.3-acre property is located within the Portland Road (PR) District.

The sketch plan was brought before the Planning and Development Review Committee reviewed in May and the Planning Board in June. The layout of the project is mostly unchanged except the solar area was consolidated into one area and moved beyond the apartment complex.

Existing Conditions:

The parcel features approximately 326' of frontage on the westerly side of Portland Road and is located immediately north of the Aquaboggin Waterpark. Construction of the first phase of Clover Leaf Development is nearing completion. That phase included 10 twelve-unit apartment buildings, a multi-purpose building, storage building, hard-scaped courtyards, landscaped areas and a dog park. The development is served by a 1,000' long access drive that was generally built to City road standards. The first phase was limited

to the 10 acres of the property that are closest to Portland Road. The remaining 58 acres of the site are undeveloped and located across a 250' wide wetland area. A 50' wide right of way extends to the property from Apple Tree Lane along the northwest side of the rear of the property.

Water & underground electrical services were stubbed beyond the end of the access road to allow for easy connection for the second phase. The first phase is served by a gravity sewer line but the ground drops off beyond the limits of construction, so a sleeve was installed in one of the sewer manholes to allow for a future force main connection.

Wetlands

Mark Hampton of Hampton Associates, Inc. performed the project wetland delineation. Approximately 32,023 SF of wetlands are proposed to be permanently altered. This figure includes 18,966 SF that were permitted for the filling of a borrow pit in phase 1 and 13,057 SF that are associated with the proposed second phase. We have prepared a NRPA Tier 2 Wetland Alteration Permit separately and have submitted to the Maine Department of Environmental Protection and the Army Corp of Engineers.. There are two areas of proposed alteration:

- Area 1 is located just west of phase 1 and is related with the extension of the access road across a scrub shrub wetland to access the buildable area of the lot. Most of the wetland impacts (12,121 SF) associated with the second phase are associated with this crossing. This impact area is generally 240' long and 50' wide.
- Area 2 is associated with the access road to the solar array. A 16' driveway will cross a scrub shrub/forested wetland and result in an impact of approximately 936 SF.

The associated wetland report can be seen in the SLODA Section 11 - Soils.

High Intensity Soil Survey

Mark Hampton of Hampton Associates, Inc. completed a Class B High Intensity Soil Survey for the project area. The report can be seen in Section 11 - Soils.

Site Topography

Topography for the entire site was compiled from a variety of sources. The developed area of the first phase and connections to Portland Road & Apple Tree Lane were surveyed

by Owen Haskell, Inc. The remainder of the property was obtained from the LIDAR topography that was made available by the Maine Office of GIS. The topographic information can be seen on the attached construction plans. A copy of the U.S.G.S. Quadrangle Map is attached to this section.

Proposed Conditions

The second phase of Clover Leaf Development will include the following:

1. 138 multifamily units to be located in nine buildings
2. Formal creation of a 1.1 acre commercial outparcel along Portland Road. The plan for the creation of this lot was discussed in the first phase and included within the assumed watershed of the now-existing gravel wetland that handles runoff from the area.
3. One single family home that will be accessed via a new private way that will extend off the hammerhead of Apple Tree Lane.
4. A 1 MW AC solar array that will be accessory to the project. It is hoped that the array will be able to fully offset the power usage for both phases of development.

Apartment Complex

The second phase of the Cloverleaf Development features 138 units in nine buildings. The buildings were designed by Shaughn P. MacGilvray, R. A. of High Rock Designs, LLC. Building elevations and floor plans are include in Attachment 6. The units are broken out as follows: five of the buildings will contain 12, three will contain 24 and the final building will feature 6.

The first phase of the development contained many amenities that will be added to by the second phase. The total complex will be served by many amenities including:

- Garages
- Walking Trails that connect to an existing local trail system
- Community Building
- Dog Park
- Playground suitable for young children
- Potential Community Gardens
- Multipurpose Building
- Pickle Ball Courts

There are 24 two & three car garages located throughout the project site. There will be centrally located pickleball courts along with an associated support building.

Access

The access road that served the first phase will be extended 1,550' to serve the phase of multifamily housing. The access driveway will be a minimum of 24' wide and feature on-street parking spaces adjacent to the apartments. The drive will be lined with concrete slipform curbing. Sidewalks will be constructed on both sides of the access drive except in the wetland crossing area. The sidewalk system will connect into the sidewalks that were built for the first phase of development. The sidewalks will be located behind a 5' wide esplanade where wetlands aren't a limiting factor. Where wetland impacts are attempting to be avoided, the sidewalk will be directly adjacent to the driveway.

Parking

The zoning ordinance stipulates that multi-family developments must provide 1.5 spaces for each 1-bedroom unit, 2 spaces for each 2-bedroom unit, 2.5 spaces for each 3 bedroom unit and 1 space per every 6 units for visitor parking. The calculation is shown on C-1.0 Overall Development Plan. The second phase of development is required to provide 245 spaces. The design provides 277 spaces. Throughout both phases, 454 spaces are required and 488 spaces are provided.

Traffic

VHB Traffic Engineers have conducted a traffic analysis for the fully built out project as part of the MDOT Traffic Movement Permit Application that they have submitted on behalf of the applicant. The City Planning & Engineering Departments along with the City 3rd party traffic consultant were part of the recent scoping meeting and helped form the parameters of the detailed study that will be conducted as part of that permit process. A copy of the traffic movement permit application is included in Attachment 5.

Utilities

Public water and underground electricity will be extended from the end of the first phase. A new gravity sewer system will be installed in the access road in the area adjacent to the new buildings. That gravity system will flow to a new private pump station that will outlet to the closest gravity manhole in phase 1. The pump station is designed to the standards that were requested by the City Water Resource Recovery Department. A new fire hydrant will be installed near the midpoint of the second phase, in front of the community center.

Snow Removal

We have designated snow removal areas through the project site. These areas are not blocked by parking spaces and should have sufficient storage space to handle the entire season.

Landscaping & Lighting

Barry Hosmer, RLA prepared the landscaping plan. That plan features a significant amount of landscaping, both along the entrance driveway and throughout the pedestrian areas. Fully cut off, architectural light fixtures will be used throughout the project. Photometrics plans are provided in the plan set.

The ordinance requires that a 20 wide green space be maintained along all external property lines. The second phase of the apartment complex is located hundreds of feet from the nearest residential structure. The rear corner of the parking lot for Building 6 is just over 20' from the undeveloped portion of the Aquaboggin property. Beside that location, the parking lots for Buildings 5 & 6 will maintain more than the required 20' wide screen of existing trees. Sheet C-1.0 Subdivision Plan includes a note that states that the perimeter setback of the apartment complex lot will be maintained as a green space buffer.

Signage

The applicant is not proposing any additional signage along Portland Road. The only signs that will be added are road signs for speed limits, directional aids, handicapped parking areas and any necessary special instructions.

Subdivision Open Space

Table 7.1 of the Subdivision Ordinance requires 12% of the lot be set aside for open space for a project with an average lot density of 1 unit per an area less than 10,000 square feet. We've shown the limits of the common open space on the plan. That area includes 23.8 acres. Once roads, parking lots, buildings and stormwater ponds are deducted, it leaves approximately 18.1 acres of common open space. This equates to approximately 29% of the lot, which far exceeds the standard.

Condominium Plan

The applicant has requested that the first and second phases be able to be financed separately so a condominium plan will be created that allows the first and second phases to be legally separated.

Commercial Outparcel

A commercial outparcel will be formally created adjacent to Portland Road. The area was set aside in phase 1 for the lot to be broken out during the second phase. The driveway to the proposed lot will connect to the existing access road. The phase 1 stormwater pond was sized to handle full development of the outparcel. Utility stubs were already installed for this property during construction of the first phase.

Private Way

A new private way will be constructed off the Apple Tree Lane turnaround that will provide frontage for one single family residential lot. That lot is proposed to be 1.77 acres. A connection will be constructed between the end of the private way and the nearest apartment complex parking lot. This connection will be gated and outfitted with a Knox Box to allow for the passage of emergency vehicles.

Connection to Apple Tree Lane

During the sketch plan hearing, it was suggested by a board member that we explore the possibility of making a full connection between the end of the apartment complex and Apple Tree Lane. During our neighborhood meeting, the residents of Apple Tree Lane and a neighboring subdivision were adamantly opposed to anything other than an emergency access. They strongly felt that it would destroy the safety and character of the 4 lot dead end road. The applicant agrees with the abutters and does not want a full connection. The access driveway is not a public or private road. The concern is that vehicles will use the apartment complex as a cut through for the Flag Pond Road/Route 1 intersection. The apartment complex is meant to be a walkable & safe environment for the residents with vehicles accessing the development at slow speeds. Our discussions with City staff found all relevant departments were supportive of an emergency access only.

Solar Array

A 1 MW AC solar array will be constructed to the west of the second phase of the apartments. The array is accessory to the apartments. It's estimated that the array will completely offset the power requirements of both the previously constructed 120 units and the newly proposed 138 units.

Environmental Considerations

All utility connections related to the system will be underground. The array will be located exclusively in an upland area and won't result in the impact of wetlands (other than the access road), surface waters, steep slopes, high value plant and animal habitats or significant ecological areas mapped by MDIF&W.

Buffering

A 100' no disturbance setback has been provided along any boundary where the abutting property contains a residential unit as is required by the City ordinance. This is only significant along the northerly property line where the existing farm field is associated with a single-family home. All other property lines are several hundred feet from the solar field and will be screened by several hundred feet of trees. We don't believe the array will be visible from any existing residence so glare should not be an issue.

Definition of Commercial Solar Energy System

The array appears to meet most, but potentially not all of the technical definition of a Commercial Solar Energy System as defined in Article XXI – 230-2103 of the Zoning Ordinance and shown below:

A complete assembly consisting of one or more ground-level or pole-mounted solar collectors and associated mounting hardware or equipment that occupies more than 2,000 square feet of surface area (surface area shall be measured by the total surface area of the solar collector at maximum tilt that occupies a given space), intended to provide for the collection, storage and distribution for sale or credit, including, but not limited to, net energy billing, of solar energy for heating or cooling, electricity generation, or solar/thermal hot water systems; these may be ground-mounted systems. Roof-mounted solar energy systems are accessory uses subject to § [230-725](#) of this chapter and do not comprise commercial solar energy systems as defined herein.

This system will be used for the collection, storage and distribution for credit with Central Maine Power. However, the solar array is an accessory to the apartment complex. The above definition states that roof-mounted solar energy systems are accessory uses....and do not comprise commercial solar energy systems. That implies that roof-mounted solar energy systems are not included within the definition because they are accessory. The applicant believes their system is more like a large residential system and should be viewed as such.

Chapter 180 – Solar Systems, Commercial

Objections to the definition aside, the array has been designed to meet the majority of the standards set in the zoning ordinance. Several important components are outlined below.

Access to the Site & Records

The applicants will grant the City of Saco unimpeded access to the solar array.

The applicants have engaged with Revision Energy to design and permit the system. Revision Energy will also be contracted to provide the necessary inspections of the system, once constructed. An annual report of the operation of the facility will be provided to the City on an annual basis. Maintenance & Inspection of the system will be performed by industry experts at Revision Energy.

Fire Department Protection Plan

A 16' wide gravel access road will be constructed off the end of the nearest apartment complex parking lot that leads to solar field. The access road will traverse along the entirety of the southeastern edge of the array, giving the fire department complete access to all parts of the array. Hammerhead turnarounds will be provided on the ends of the driveway to allow trucks to turnaround.

The array will not be gated or fenced. There will not be a need for a Knox Box on anything except for the battery storage containers. The absence of a fence removes the issue of wild animal passage.

The applicant understands that there will be ongoing engagement with the fire department throughout the life of the array to review fire fighting concerns and they may need to update the fire protection plan if deficiencies are found in the future.

Decommissioning, Bonding & Future Conditions Plan

The applicant does not believe that some of the decommissioning, bonding & future revegetation requirements of the ordinance should apply to this project. It appears that the regulations were written to apply to a typical lease agreement where the owner of the system is leasing the land where the array is constructed. In that case, the land owner and municipality deserve bonding protection to ensure the proper removal of an array at the end of the lease agreement. In the case of the Cloverleaf Development solar field, there is no lease. They own the system in its entirety and would only plan to replace solar panels once they are no longer viable. They are

requesting a waiver of the decommissioning bonding requirements and the future conditions plan.

The solar field is built in an area that was heavily forested around 2016 so there are no trees of significant size in the area. The area will be loamed, seeded and mulched during construction and then maintained as a meadow buffer from that point forth. If the applicants were to ever remove the system, they would simply remove the infrastructure and stop maintaining the meadow.

For the sake of project completeness, we have provided a standard decommissioning document that outlines the steps for decommissioning, demolition & disposal of the array. That document can be found in Attachment 9 and includes a cost estimate using standard methodology.

Stormwater Management:

The development parcel is located within the Scarborough River Watershed. The proposed development activities will be subject to Basic, General, and Flooding Standards contained in MEDEP Rules, Chapter 500 Sections 4.B, 4.C, and 4.F respectively. Additionally, the project will conform to the stormwater quality standards of Ordinance Section §230-1205 of the City of Saco Code where treatment shall be provided for 95% of the new or developed impervious area and 75% of the new or developed non impervious surface area.

A Gravel Wetland, Filter Basin, Roof Drain Filter Strips & Meadow Buffer BMPs will provide stormwater quality and quantity control to runoff flows of the second phase of apartments, solar array, private way and single-family lot to ensure that the post-development peak flow rates for the 2, 10, 25, and 50-year/24-hour design storm events do not exceed the pre-development conditions.

Attachments

A Maine DEP Site Location of Development Act (SLODA) Permit is required for this project. That permit application contains 25 Sections and can be found in the attached SLODA Application. The sections are as follows:

1. Development Description
2. Right, Title & Interest (including property deeds)

3. Financial Capacity (including construction cost estimate & proof of financial capacity)
4. Technical Ability
5. Noise
6. Visual Quality
7. Wildlife & Fisheries
8. Historic Sites
9. Unusual Natural Areas
10. Buffers
11. Soils
12. Stormwater Management
13. Urban Impaired Streams (n/a)
14. Basic Standards (Erosion Control)
15. Groundwater
16. Water Supply
17. Wastewater Disposal
18. Solid Waste
19. Flooding
20. Blasting
21. Air Emissions (n/a)
22. Odors (n/a)
23. Water Vapor (n/a)
24. Sunlight (n/a)
25. Notices (including abutter list)

The following items are attached as required by the Site Plan Application procedures:

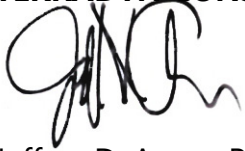
- Subdivision Plan Application Fee & Escrow (\$575/\$1,450)
- Site Location of Development Application Fee & Escrow (\$500/\$3,000)
- Attachment 1: Site Plan Application & Checklist
- Attachment 2: Subdivision Application & Checklist
- Attachment 3: Conditional Use Permit Application & Checklist
- Attachment 4: Abutters within 600'
- Attachment 5: Traffic Assessment/TMP Application
- Attachment 6: Article V Section 179-5 Architectural Standards
- Attachment 7: Location Map at 800 scale
- Attachment 8: Ability to Serve Letters

- Attachment 9: Decommissioning Plan & Estimate
- Attachment 10: Pump Station Information
- Attachment 11: Site Plan Approval Criteria
- Attachment 12: Subdivision Approval Criteria
- Attachment 13: Conditional Use Approval Criteria

If you have any questions or need more information, please contact me at (207) 926-5111 or by email at jeff@terradynconsultants.com.

Sincerely,

TERRADYN CONSULTANTS, LLC

A handwritten signature in black ink, appearing to read 'J. Amos', written over the company name.

Jeffrey D. Amos, P.E.

#1

Site Plan Application & Checklist



Site Plan Review Application
Saco Planning Board Review

Application # _____

Street Address of Proposed Project: 986 Portland Road Tax Map & Lot: 63/3-1

Registry of Deeds Book & Page Number: 19071/215 Zoning District: PR

Applicant: Clover Leaf Development, LLC

Applicant's Address: P.O. Box 6799, Scarborough, Maine 04070

Applicant's Email & Phone #: RhondaAnderson245@gmail.com (207) 252-0245

Architect/Engineer's Name: Terradyn Consultants, LLC - Jeff Amos, P.E.

Architect/Engineer's Email & Phone #: jeff@terradyconsultants.com & (207) 926-5111

Architect/Engineer's Address: 41 Campus Drive, Suite 301, New Gloucester, ME 04260

Property Owner: Clover Leaf Development, LLC

Property Owner's Email & Phone #: RhondaAnderson245@gmail.com (207) 252-0245

Property Owner's Address: P.O. Box 6799, Scarborough, ME 04070

Area of Parcel: 65.84 Ac Proposed Developed Area: 16.9 Ac Proposed Height: 42'5"

Sq. Ft. of Each Proposed Structure: 6720,4320,3050 Proposed # of Parking Spaces: 277

Amendment to Previously Approved Plan: ☒ Yes ☐ No

Description of Proposal: 138 unit apartment complex with accessory solar array & storage
commercial out parcel & private way serving 1 residential lot.

Signature & Application Requirements: Applications are due at least three weeks in advance of Planning Board meetings, but the Department encourages applicants to plan for five weeks before a Planning Board meeting. Staff will schedule your application for a Planning Board meeting once all reviews are complete and comments have been sufficiently addressed.


Signature of Owner/Applicant

9/20/2024
Date

Site Plan Review Checklist

Section 179-3.01B: Submission Requirements

Applicant	City staff	Submission Requirement
☒	☐	A fully executed and signed copy of the application for site plan review
☒	☐	Two copies of a site plan on paper not larger than 24 by 36 inches nor smaller than 11 by 17 inches, drawn at a scale sufficient to allow review of the items listed under the approval criteria herein, but at not more than 50 feet to the inch for that portion of the total tract of land being proposed for development. One electronic PDF copy of all applications materials shall be submitted via email: Planning@sacomaine.org. The site plan shall show the following:
☒	☐	owner's and applicant's name and address, names and addresses of consultants who aided in preparing the plan, if any, and the name and address of the person or company leasing the property, if applicable, and, in order to establish right, title and interest, a deed, an executed lease, option, or purchase and sale agreement;
☒	☐	names and addresses of all abutting property owners;
☒	☐	sketch map showing general location of the site within the city and north arrow;
☒	☐	boundaries of the property and of all contiguous property under the control of the owner or applicant regardless of whether all or part is being developed at this time;
☒	☐	zoning classification(s) of the property and the location of zoning district boundaries if the property is located in two or more zoning districts or abuts a different zone
☒	☐	the location and width of all building setbacks required by the Zoning Ordinance;
☒	☐	the location and delineation of site elements, including: all existing and proposed buildings (including dimensions where appropriate), driveways, sidewalks, parking spaces, loading areas, open spaces, large trees, wetlands preservation measures and protection measures, stormwater control facilities, dumpsters and recycling facilities, etc.
☒	☐	the location and widths of nearby streets.
☒	☐	The location and delineation of natural resource areas, historic features and archaeological features of the site including, but not limited to floodplains, wetlands, open drainage courses, sand and gravel aquifers, scenic areas, significant wildlife habitats, habitat areas for rare and endangered plants and animals, deer wintering areas, stands of trees, stone walls, graveyards, fences, unique natural areas, historically

		significant structures or features, archaeologically significant features, or other important Unusual Natural Areas and site features
☒	☐	Copies of existing and proposed easements, covenants, or deed restrictions
☒	☐	Copies of applicable local and state approvals and permits, provided however, that the Planning Board or in the case of minor site plans the City Planner, may approve site plans subject to the issuance of specified state licenses and permits in cases where it determines that it is not feasible for the applicant to obtain them at the time of site plan review
☒	☐	Names and addresses and tax map and lot numbers of all property owners within six hundred (600) feet of the applicant's property if it is located in the RC, I, LDR, MDR, SR, WR or RPOD Zoning Districts, or within two hundred (200) feet when the applicant's property is located in the SI, HB, CE, HDR, MB, GB, PR or BI Zoning Districts
☒	☐	For site plans in which ten thousand (10,000) square feet of impervious surface will be created, a storm water drainage plan, prepared by a registered Maine Professional Engineer, showing:
☒	☐	the existing and proposed method of handling storm water run-off;
☒	☐	the direction of flow of the run-off through the use of arrows;
☒	☐	the location, elevation, and size of all catch basins, dry wells, drainage ditches, swales, retention basins, and storm sewer engineering calculations used to determine drainage requirements based upon the 2, 10, 25 and 50 year 24 hour storm event that show the predevelopment and post-development runoff rates. If the post-development runoff rate exceeds the predevelopment runoff rate on-site mitigation measures, such as detention basins or flow restrictors, shall be required unless a drainage plan prepared by a Maine registered engineer demonstrated that the increase has no adverse impact to the downstream conditions
☒	☐	Existing and proposed topography of the site at two (2) foot contour intervals, or such other interval as the Board may determine
☒	☐	A utility plan showing provisions for water supply and wastewater disposal including the size and location of all piping, holding tanks, leach fields, and showing the location and nature of all electrical, telephone and any other utility services to be installed on the site
☒	☐	A landscape plan, with a planting schedule keyed to the site plan and indicating the varieties and sizes of trees, shrubs and other plants to be planted on the site
☒	☐	A standard boundary survey by a registered land surveyor showing the location of all property lines. The Board may waive the requirement of a boundary survey when sufficient information is available to establish, on the ground, all property boundaries

☒	☐	The location, size and character of all signs
☒	☐	A waste disposal plan describing how all solid waste will be handled on site, how it will be removed from the site, the disposal facilities to which it will be transported, and, if the waste is of an unusual nature, information indicating that a suitable disposal facility will accept the waste. For businesses which use industrial chemicals and produce hazardous waste, the name, amount, and nature of all chemicals used, and the manner of disposal of all chemical, hazardous and industrial wastes
☒	☐	A medium intensity soils map of the site. The Board may require a high intensity soils map if issues of water quality, wetlands, or other natural constraints are noted
☒	☐	For projects which will create over ten thousand (10,000) square feet of impervious surface, a plan showing the methods of controlling erosion and sedimentation both during and after construction, including a written description of these methods and a schedule for implementing them in accordance with the requirements of the York County Soil and Water Conservation District
☒	☐	An estimate of the amount and type of traffic generated daily and at peak hours. For sites that generate more than four hundred (400) vehicle trips per day, a traffic impact analysis, prepared by a registered professional engineer with experience in traffic engineering and transportation, shall be submitted. The analysis shall show, at a minimum, existing traffic volumes, proposed traffic generation, proposed access, types of vehicles expected, effect on level of service within the study area, sight lines, and accident history in the study area. The report will recommend improvements both on site and off site to meet the requirements of this ordinance.
☐	☐	A hydrogeologic assessment may be required by the Board for projects in which groundwater quality is a concern. Such instances include, but are not limited to, sites: A. Over a sand and gravel aquifer; B. Not served by public water or sewer; C. Where the depth to groundwater is less than 48 inches; D. In soils rated by the SCS Soil Survey as poor or very poor for subsurface septic systems; E. In coarse soils categorized as having "severe" limitations for septic systems; F. Where a septic system of over 2000 gallons per day is proposed
☐	☐	When a hydrogeologic assessment is submitted, the assessment shall contain at least the following information: A. A map showing the basic soil types; B. The depth to the water table at representative points throughout the lot; C. Drainage conditions throughout the project;

		D. Data on the existing ground water quality, from test wells in the project or from existing wells on neighboring properties; E. A map showing the location of any subsurface wastewater disposal systems and drinking water wells within the project and within 200 feet of the project boundaries; F. An analysis and evaluation of the effect of the project on ground water resources. In the case of residential developments, the evaluation shall, at a minimum, include a projection of post development nitrate – nitrogen concentrations at any wells within the project, at the project boundaries, and at a distance of one thousand (1,000) feet from potential contamination sources, whichever is a shorter distance. Projections of ground water quality shall be based on the assumption of drought conditions (assuming 60% of annual average precipitation).
☒	☐	If the project is subject to the stormwater quality standards of Section 230-1202, a stormwater quality management plan that includes the following: A narrative describing how the site is oriented within the watershed, identifying downstream waterbodies including wetlands, and addressing the potential effects of site runoff. The narrative shall identify and discuss the stormwater treatment methods proposed to be used on the site. A plan showing relevant existing contours, proposed contours, existing and proposed sub-watersheds, proposed topographic features, and existing and proposed site features including buildings and other facilities, natural and manmade drainageways, streams, channels, culverts, catch basins, and stormwater treatment facilities. The plan shall include detail drawings of the stormwater Best Management Practices proposed to be used and the location of both structural and non-structural BMPs. Calculations demonstrating that the proposed stormwater treatment facilities will meet the standards of Section 230-1204. A stormwater facilities management plan which sets forth the types and frequencies of proposed maintenance activities needed to maintain the efficiency of the stormwater treatment facilities and which identifies the party that will be responsible for carrying out each maintenance activity and for submitting the Annual Maintenance Report and the proposed institutional arrangements that will assure that all maintenance occurs as proposed.

☒	☐	A lighting plan, prepared by a qualified lighting professional, showing at least the following at the same scale as the Site Plan:
☒	☐	The location of all buildings, landscaping, parking areas, and proposed exterior lighting fixtures; Specifications for all proposed lighting fixtures including photometric data, designation as “cut-off” fixtures, Color Rendering Index (CRI) of all lamps (bulbs), and other descriptive information on the fixtures; The proposed mounting height of all exterior lighting fixtures; Analyses and illuminance level diagrams or photometric point by point diagrams on a twenty foot grid showing that the proposed installation conforms to the lighting level standards of this ordinance together with statistical summaries documenting the average illuminance, maximum illuminance, minimum illuminance, average to minimum uniformity ratio, and maximum to minimum uniformity ratio for each parking area, drive, canopy, and vehicle sales or storage area; and Drawings of all relevant building elevations showing the fixtures, the portions of the walls to be illuminated, the illuminance levels of the walls, and the aiming points for any remote light fixtures.
☒ N/A	☐	Any proposed land use activity involving structural development or soil disturbance on or adjacent to sites listed on, or known by the City to be eligible to be listed on the National Register of Historic Places shall be submitted by the applicant to the Maine Historic Preservation Commission and the Saco Historical Preservation Commission (as appropriate) for review and comment prior to action being taken by the permitting authority. The permitting authority shall consider comments received from the Commissions prior to rendering a decision on the application
☒	☐	A design analysis demonstrating how the project conforms to the design standards of §179-5.03, including any district-specific additional requirements. This analysis must address each of the applicable design standards and allow the Planning Board to determine if each standard has been met. The analysis must provide information about the proposed development and the characteristics of neighboring properties and the adjacent neighborhood and an analysis demonstrating how the proposed development meets the standards. This analysis should include plans, building elevations, visual simulations, and a narrative as appropriate to document conformance with the standards.

Design Review Submission Requirements
Article V Section 179-5

Applicant	City staff	Submission Requirement
☒	☐	The plans shall include line drawings of all sides of the building or buildings

☒	☐	The proposed exterior construction materials shall be indicated, including but not limited to siding materials and roofing materials
☒	☐	Line drawings that demonstrate the style and design of windows and doors proposed for the building or buildings shall be submitted
☒	☐	The plans shall include line drawings of all proposed accessory structures, including but not limited to canopies, storage buildings, fenced enclosures, and maintenance buildings
☒	☐	If the applicant is or represents a corporate entity that operates businesses of a similar nature in locations beyond Saco, representative color photographs of existing structures identical or similar to that proposed in Saco shall be submitted

If property is located on sewer, please complete the IWS Form.

Waiver Requests

If you are asking for a waiver, please indicate the type of waiver and the reason for the waiver request. The Board reviews the application and waiver requests uniquely to each project, so the request should clearly demonstrate the unique aspect of the project.

Waiver Request #1: Section 230-722.F: Solar area not leased. Will not be removed.

Waiver Request #2: Section 230-_____: _____

Waiver Request #3: Section 230-_____: _____

Waiver Request #4: Section 230-_____: _____

Waiver Request #5: Section 230-_____: _____

#2

Subdivision Application & Checklist



Subdivision Review Application

 Preliminary Final

Planning Department

Planning Board

Street Address of Proposed Project: 986 Portland Road Tax Map & Lot: 63/3-1

York County Registry of Deeds Book & Page Number: 19071/215 Zoning District: PR

Applicant: Clover Leaf Development, LLC

Applicant's Address: P.O. Box 6799, Scarborough, Maine 04070

Applicant's Email & Phone #: RhondaAnderson245@gmail.com (207) 252-0245

Architect/Engineer's Name: Terradyn Consultants, LLC - Jeff Amos, P.E.

Architect/Engineer's Email & Phone #: jeff@terradyconsultants.com & (207) 926-5111

Architect/Engineer's Address: 41 Campus Drive, Suite 301, New Gloucester, ME 04260

Property Owner: Clover Leaf Development, LLC

Property Owner's Email & Phone #: RhondaAnderson245@gmail.com (207) 252-0245

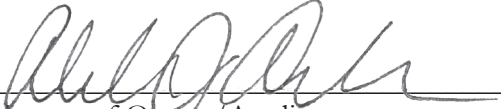
Property Owner's Address: P.O. Box 6799, Scarborough, ME 04070

Area of Parcel: 65.84 Ac Proposed Developed Area: 16.9 Ac Proposed Height: 42'5"

Description of Proposal: 138 unit apartment complex with accessory solar array & storage

commercial out parcel & private way serving 1 residential lot.

Signature & Application Requirements: Applications are due at least three weeks in advance of Planning Board meetings, but the Department encourages applicants to plan for five weeks before a Planning Board meeting. Staff will schedule your application for a Planning Board meeting once all reviews are complete and comments have been sufficiently addressed.


Signature of Owner/Applicant

9/20/2024
Date

Subdivision Review Checklist

Article 5: Submission Requirements

Applicant	City staff	Submission Requirement
☒	☐	The Department requires two hard copies and one electronic copy (PDF) of the following list of items sent to: planning@sacomaine.org .
☒	☐	Two location plans of the subdivision and neighboring areas within at least a 2,000 foot radius at scales of 800 feet to the inch and 200 feet to the inch, showing right of way lines of all proposed streets in the subdivision and their location in relation to existing streets and readily identifiable as to locus on the Zoning Map of Saco, Maine, as most recently amended.
☒	☐	The preliminary plan must be a contact print of an original drawing in permanent black ink on mylar, or other reproducible, stable based transparent originals. It must be clearly designated as "preliminary plan," drawn at the scale not less than one inch equals 100 feet. Sheets shall be 24" by 36" and plans shall be prepared by an engineer, architect, landscape architect, or land surveyor registered in Maine. Surveyed plans shall be stamped and signed. If multiple sheets are used, they must be accompanied by an index sheet as a cover showing the entire subdivision. The preliminary plan shall be prepared using the following standards: a. Projection shall be Maine State Plane West. b. Vertical Datum shall be NAD 83. c. Units shall be measured in feet. d. Coordinates shall be shown on at least four corners of the site plan. Coordinates shall be referenced to the Maine State Coordinate System.
☒	☐	The preliminary plan shall contain the following information: Subdivision name, boundaries, acreage, tax map and lot numbers, date and graphic scale, and a magnetic and true north arrow.
☒	☐	Name and address of record owner, subdivider, and engineer, surveyor, firm, and/or individual who prepared the plan.
☒	☐	An actual field survey of the boundary lines of the tract, giving complete descriptive data by bearings and distances, made and certified by a registered land surveyor.
☒	☐	Boundary lines of adjacent land and names of owners as determined from most recent tax list.
☒	☐	Location, name, and present width of each street and public or private way bounding, approaching or within 500 feet of the subdivision, and any easements within or adjacent to the subdivision.
☒	☐	Locations and outlines of all existing buildings and significant site features such as stone walls, fences, large trees (24 inch diameter breast height) or wooded areas, rock ridges and outcroppings, cemeteries, water courses, wetlands and water bodies on the site. Wooded areas, watercourses, wetlands

		and water bodies within 200 feet of the site shall also be identified, when possible.
☒	☐	Topography with two-foot contours of existing and proposed grades to include the demarcation of wetlands, 100-year flood elevations, and flood hazard areas.
☒	☐	The location, direction, and length of every proposed street line, lot line and boundary line established on the ground, the location of temporary markers adequate to enable the Board to locate the layout in the field, and the names of proposed streets.
☒	☐	Lot lines with dimensions, zoning setback lines, and the area of each lot in square feet and acres, and lot numbers.
☒	☐	Locations of existing and proposed monuments, hydrants and the location and size of public utility facilities, sewers, culverts, drains, and water pipes.
☒	☐	Park, open, recreation, or common areas within a subdivision and a plan of any formal recreation area.
☒	☐	A plan for the management of surface drainage waters, including existing waterways and the proposed disposition of water from proposed subdivision to new or existing subsurface drainage systems with sufficient capacity to dispose of the storm flows.
☒	☐	Locations and species of proposed street trees and/or wooded areas to be retained within the sidelines of each street, and other no-cut areas.
☒	☐	Street plans and profiles showing the percent slope of each grade, and the radius, length, point of curvature and point of tangency of each curve.
☒	☐	Street plans and profiles showing proposed centerline grades and existing ground grades at fifty (50) foot stations. All existing and proposed elevations shall be based on the U.S.C. & G.S. Datum.
☒	☐	Location of all of the following proposed improvements unless specifically waived in writing by the Board: proposed monuments, parking areas, street lights, sidewalks, street signs, all utilities above and below ground, curbs, gutters, street trees, storm drainage, and all easements, service buildings and structures, and dumpsters.
☒	☐	Erosion control plan showing the placement of all berms, silt fences, hay bales, sedimentation ponds and other erosion control devices, detention ponds, to the standards of the "Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices," by the Cumberland County Soil and Water Conservation District and the Maine Department of Environmental Protection, latest revision.
☒ N/A	☐	Areas within or adjacent to the proposed subdivision which have been identified as high or moderate value wildlife habitat by the Maine Department of Inland Fisheries and Wildlife or within the Comprehensive Plan. If any portion of the subdivision is located within an area designated as a critical natural area by the Comprehensive Plan or the Maine Natural Areas Program, the plan shall indicate appropriate measures for the preservation of the values which qualify the site for such designation.
☒ N/A	☒	The location of any identified historic and/or archaeological resources together with a description of such features.

☒	☐	Verification of subdivider's legal right, title, or interest in the property (deed or purchase and sale agreement)
☒	☐	A copy of the deed upon which the survey was based. A copy of all easements, covenants, and restrictions applying to the area proposed to be subdivided.
☒	☐	Proposed arrangements for water supply as required by the Maine Water Company, and a letter from the water company stating that the water supply is adequate to serve the subdivision.
☒	☐	Proposed arrangements for storm drainage, with supporting data and design analysis, including plans and profiles showing location and size of drain lines and culverts, catch basins and manholes, and such other information as may be required to define the drainage provisions, stamped by an engineer registered in Maine, and an operating and maintenance plan for any detention basins.
☒	☐	A copy of that portion of the county Soil Survey covering the subdivision superimposed on a copy of the plan. When the medium intensity soil survey shows soils which are questionable for the uses proposed, the Planning Board may require the submittal of a high intensity soil survey.
☒	☐	An estimate of the amount and type of traffic to be generated daily and at peak hours. For developments involving 40 or more parking spaces or projected to generate more than 200 vehicle trips per day, a traffic impact analysis, prepared by a traffic engineer, shall be submitted. The analysis shall show, at a minimum, the expected average number of vehicle trips per day, peak-hour volumes, access conditions at the site, distribution of traffic, types of vehicles expected, effect upon the level of service of the street giving access to the site, neighboring streets which may be affected, the intersection(s) nearest to the site and other intersections which may be affected, and recommended improvement to maintain the level of service on the road.
☒	☐	The names, addresses and tax map and lot numbers of owners of record of adjacent property, including any property directly across an existing street from the subdivision, and (B) the names, addresses and tax map and lot numbers of owners of record of all property within 600 feet of the subdivision.
☒	☐	Description of how proposed open space will be owned and managed.
☐	☒	When sewage disposal is to be accomplished by subsurface disposal systems, test pit analyses prepared by a Licensed Site Evaluator shall be provided. A map showing the location of all test pits dug on the site shall be submitted. (The plumbing inspector must be notified before test pits are dug.)
☒	☐	Proof of financial and technical capacity as described in Article 8.7 and 8.8.
☒	☐	A letter from Maine Water stating that it can serve the proposed development
☒	☐	The anticipated amount of land to be covered by buildings and structures expressed in square feet and as a percentage of the site and lots.
☒	☐	The anticipated amount of land to be covered by buildings, pavement, and other impervious coverage expressed in square feet, percentage of site, and percentage of lot.

☒	☐	If the project is subject to the stormwater quality standards of section 10.12.4, a stormwater quality management plan that includes the following: - A narrative describing how the site is oriented within the watershed, identifying downstream waterbodies including wetlands, and addressing the potential effects of site runoff. The narrative shall identify and discuss the stormwater treatment methods proposed to be used on the site. - A plan showing relevant existing contours, proposed contours, existing and proposed subwatersheds, proposed topographic features, and existing and proposed site features including buildings and other facilities, natural and manmade drainageways, streams, channels, culverts, catch basins, and stormwater treatment facilities. The plan shall include detail drawings of the stormwater Best Management Practices proposed to be used and the location of both structural and non-structural BMP's. - Calculations demonstrating that the proposed stormwater treatment facilities will meet the standards of Section 10.12.4. A stormwater facilities management plan which sets forth the types and frequencies of proposed maintenance activities needed to maintain the efficiency of the stormwater treatment facilities and which identifies the party that will be responsible for carrying out each maintenance activity and for submitting the Annual Maintenance Report and the proposed institutional arrangements that will assure that all maintenance occurs as proposed.
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Waiver Requests

If you are asking for a waiver, please indicate the type of waiver and the reason for the waiver request. Waiver requests are reviewed uniquely to each project, so the request should clearly demonstrate the unique aspect of the project.

Waiver Request #1: Section-_____: _____

Waiver Request #2: Section-_____: _____

Waiver Request #3: Section-_____: _____

Waiver Request #4: Section-_____: _____

Waiver Request #5: Section-_____: _____

#3

Conditional Use Application & Checklist



Conditional Use Application

Application # _____

Street Address of Proposed Project: 986 Portland Road Tax Map & Lot: 63/3-1

York County Registry of Deeds Book & Page Number: 19071/215 Zoning District: PR

Applicant: Clover Leaf Development, LLC

Applicant's Address: P.O. Box 6799, Scarborough, Maine 04070

Applicant's Email & Phone #: RhondaAnderson245@gmail.com (207) 252-0245

Architect/Engineer's Name: Terradyn Consultants, LLC - Jeff Amos, P.E.

Architect/Engineer's Email & Phone #: jeff@terradyconsultants.com & (207) 926-5111

Architect/Engineer's Address: 41 Campus Drive, Suite 301, New Gloucester, ME 04260

Property Owner: Clover Leaf Development, LLC

Property Owner's Email & Phone #: RhondaAnderson245@gmail.com (207) 252-0245

Property Owner's Address: P.O. Box 6799, Scarborough, ME 04070

Area of Parcel: 65.84 Ac Proposed Developed Area: 16.9 Ac Proposed Height: 42'5"

Description of Proposal: 138 unit apartment complex with accessory solar array & storage

commercial out parcel & private way serving 1 residential lot.

Signature & Application Requirements: Applications are due at least three weeks in advance of Planning Board meetings, but the Department encourages applicants to plan for five weeks before a Planning Board meeting. Staff will schedule your application for a Planning Board meeting once all reviews are complete and comments have been sufficiently addressed.


Signature of Owner/Applicant

9/20/2024
Date

Conditional Use Application Checklist

Chapter 230 Section XIV Submission Requirements

Check boxes for
applicant's use

- ☒ A. Two signed complete copies of the entire application and materials and one electronic copy of the application emailed to planning@sacomaine.org.
- ☒ B. The name and address of the owner and conditional use permit application with evidence of sufficient right, title, or interest in the premises to permit the application to undertake the proposed use.
- ☒ C. Names, addresses, and tax map and lot number of all abutting property owners. (Can
- ☒ D. also be obtained by request through the Planning Department)
- ☒ E. Building plans, which shall include line drawings of all sides of the proposed building(s) that show, the first-floor plan, all elevations, and the proposed construction material.
 - ☒ 1. A map of the site with reference to surrounding area and existing street locations. A plan that includes the following information:
 - ☒ 2. A plan of the area showing the lot line dimensions, applicable zone or zones, and the normal high-water mark, if applicable.
 - ☒ 3. The location of all existing and proposed buildings and structures, streets, easements, driveways, entrances, and exits on the site and within one hundred (100) feet thereof.
 - ☒ 4. All setbacks from bodies of water and lot lines.
 - ☒ 5. Parking, loading and unloading areas with dimensions, traffic patterns, access aisles, and curb radii.
 - ☒ 6. The location and design of existing and proposed stormwater systems, sanitary waste disposal systems and potable water supply, and methods of solid waste storage and disposal.
 - ☒ 7. A landscaping and buffering plan showing what will remain and what will be planted, indicating botanical and common names of plants and trees, dimensions, approximate time of planting and maintenance plans.
 - ☒ 8. Lighting details indicating type of fixtures, location, radius, and intensity of light.
 - ☒ 9. The location, dimensions, and details of signs.
 - ☒ 10. The proposed use of all floor area.
 - ☒ 11. Improvements such as roads, curbs, bumpers, and sidewalks with cross sections, design details, and dimensions.
 - ☒ 12. All existing physical features on the site and within two hundred (200) feet of the site, including streams, watercourses, and existing woodlands.
 - ☒ 13. Soil conditions as reflected by a medium-intensity survey (such as wetlands, rock

ledge, and areas of high-water table). The City Planner or Planning Board may require a high-intensity soils survey where necessary.

- ☒ 14. A narrative and sketch sufficient to describe trees and other vegetation located on the site. The City Planner or Planning Board may require mapping of trees proposed to be preserved as part of the site and landscaping plans presented for approval.
- ☒ 15. Topography showing existing and proposed contours at five (5) foot intervals for slopes averaging five (5) percent or greater and at two (2) foot intervals for land of lesser slope. A reference benchmark shall be clearly designated. Where variations in the topography may affect the layout of buildings and roads, the City Planner or Planning Board may require that the topographic maps be based on an on-site survey.
- ☒ 16. A narrative description of how the proposal satisfies each of the applicable standards of Section XIV6 of Saco's Zoning Ordinance.

F. The application for conditional use permit review for business, commercial, and industrial uses shall also include:

- ☒ 1. A written description of the proposed operations in sufficient detail to indicate the degree to which the operations will create traffic congestion, noise, toxic or noxious matter, vibration, odor, heat, glare, air pollution, waste, and other objectionable effects, along with engineering and architectural plans for mitigating such effects.
- N/A ☒ 2. The proposed number of shifts to be worked and the maximum number of employees on each shift.
- N/A ☒ 3. A list of all hazardous materials to be hauled, stored, used, generated, or disposed of on the site, and state or federal permits required.
- N/A ☒ 4. Completed Industrial Waste Discharge Application.

Waiver Requests

If you are asking for a waiver, please indicate the type of waiver and the reason for the waiver request. The Board reviews the application and waiver requests uniquely to each project, so the request should clearly demonstrate the unique aspect of the project.

Waiver Request #1: Section-_____: _____

Waiver Request #2: Section-_____: _____

Waiver Request #3: Section-_____: _____

#4

Abutters within 600'

Abutter List within 600' of Cloverleaf Development Property

MBLU	Location	Owner Name	Co-Owner Name	Address 1	Address 2	City, State, Zip
062/ / 018/ 004/000	VANESSA LN	HOME INNOVATIONS LLC		57 SMUTTY LN		SACO, ME 04072
063/ / 003/ 000/000	980 PORTLAND RD	AQUA MANAGEMENT LLC		33 APRIL DR		LITCHFIELD, NH 03052
063/ / 003/ 001/000	5 MERRILL DR	CLOVERLEAF DEVELOPMENT LLC		PO BOX 6799		SCARBOROUGH, ME 04070
063/ / 004/ 000/000	992 PORTLAND RD	JIPSON JR WILLIAM A		992 PORTLAND RD		SACO, ME 04072
063/ / 006/ 000/000	991 PORTLAND RD	PARK NORTH DEVELOPMENT LLC		1022 PORTLAND RD		SACO, ME 04072
063/ / 007/ 000/000	985 PORTLAND RD RD	MKM REALTY TRUST LLC		198 SACO AVE		OLD ORCHARD BEACH, ME 04064
063/ / 007/ 001/000	987 PORTLAND RD	TK ENTERPRISES LLC		987 PORTLAND RD		SACO, ME 04072
063/ / 008/ 000/000	977 PORTLAND RD	ROBINSON CALVIN C III	ROBINSON AMY	5 PAQUATANEE PL		BIDDEFORD, ME 04005
063/ / 008/ 001/000	983 PORTLAND RD	MKM REALTY TRUST LIMITED	LIABILITY CO	198 SACO AVE		OLD ORCHARD BEACH, ME 04064
063/ / 009/ 000/000	969 PORTLAND RD	JENSTAR OF MAINE LLC		76 COOPER RD	PO BOX 1400	VORHEES, NJ 08043
064/ / 014/ 000/000	1006 PORTLAND RD RD	LEARY EDNA M		269 FLAG POND RD		SACO, ME 04072
076/ / 001/ 000/000	FLAG POND RD	LEARY TIMOTHY J	LEARY LYNN M W	1 BUTTERNUT LN		SACO, ME 04072
076/ / 003/ 000/000	133 FLAG POND RD	IVES MARILYN		133 FLAG POND RD		SACO, ME 04072
076/ / 004/ 000/000	121 FLAG POND RD	COLLIN CASSANDRA D	LARIVIERE ERICKA L	121 FLAG POND RD		SACO, ME 04072
076/ / 004/ 001/000	117 FLAG POND RD	HERSEY THERESE M	HERSEY PAUL D	117 FLAG POND RD		SACO, ME 04072
076/ / 005/ 000/000	107 FLAG POND RD	STARK NICHOLAS S	STARK ERICA J	107 FLAG POND RD		SACO, ME 04072
076/ / 005/ 001/000	93 FLAG POND RD	SCHMIDT DAWNA LEE		5 APPLE TREE LANE		SACO, ME: Ma 04072
077/ / 002/ 000/000	PORTLAND RD	LEARY EDNA M		269 FLAG POND RD		SACO, ME 04072
063/ / 006/ 001/000	1001 PORTLAND RD	UNIVERSITY CREDIT UNION		15 MAIN ST		ORONO, ME 04473
063/ / 006/ 001/001	PORTLAND RD	CITY OF SACO		300 MAIN ST		SACO, ME 04072
059/ / 019/ 001/002	PORTLAND RD	CITY OF SACO		300 MAIN ST		SACO, ME 04072

#5

Traffic Movement Permit Application

Clover Leaf Development

Traffic Movement Permit (TMP) Application Phase 1 and 2

PREPARED FOR

Clover Leaf Development, LLC
P.O. Box 6799
Scarborough, Maine 04070

PREPARED BY



500 Southborough Drive
Suite 105B
South Portland, ME 04106-6928

September/2024

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1

Section 1: Site and Traffic Information

1.A Site Description and Site Plan

The proposed residential apartment project site is located to the west of US Route 1/Portland Road in Saco, Maine approximately 1,700 feet north of Flag Pond Road just north of Aquaboggan Water Park. The site will be accessed via an existing driveway on Merrill Road at 986 Portland Road. The project site is identified on the following City Parcel:

- › The City of Saco Tax Map 63 Lot 3-1

The lot is located on the west side of US Route 1/Portland Road in Saco, Maine. The site and boundary surveys and proposed site plan are included in Attachment 1A.

1.B Existing and Proposed Site Uses

The following describes the existing and proposed uses:

Existing Uses

The existing site contains Phase 1 of the Clover Leaf Development and consists of 120 residential apartment units on the 65.84-acre lot. The existing site contains a paved driveway (Merrill Road) that is accessed via US Route 1/Portland Road and includes 107 parking spaces to support the 120 residential units. A local Traffic Impact Study was prepared for and approved by the City of Saco in April of 2021 for the 120 residential units. The construction of the Phase 1 residential units began in June 2023 and occupancy began in March of 2024.

Proposed Site Uses

Clover Leaf Development, LLC proposes the construction of 140 additional residential units as Phase 2 of this project. Phase 1 and 2 combined will total 260 residential units.

Phase 2 of the project will use the same access driveway on US Route 1/Portland Road as used by Phase 1. The site will also have an emergency access on US Route 1/Portland Road that will remain blocked during day to day use, but opened on an as needed basis. The site driveway approaching US Route 1/Portland Road in the eastbound direction will contain a left-turn and right-turn lane.

Clover Leaf Development

Parking will be located throughout the development along Merrill Road as well as in lots adjacent to the apartment buildings. Phase 2 of the project includes the construction of 104 parking spaces. Phases 1 and 2 will include a combined total of 211 parking spaces throughout the site.

Phase 1 did not require a Traffic Movement Permit (TMP) therefore this TMP application includes both phases of the project totaling 260 residential units and 211 parking spaces.

1.C Regional Mapping

A regional map showing the proposed development site, study area and other proposed uses in the study area is included in Attachment 1B.

1.D Proposed Uses in the Study Area

Projects that have been approved but are not yet occupied as well as projects that have applied for approval are required to be included in the no-build traffic volumes. VHB reached out to the City of Saco and the following projects in the vicinity were identified:

- › Office & Commercial at 969 Portland Road – the redevelopment of 969 Portland Road includes 44,000 sf of office space and is currently under review.
- › Blue Haven Mobile Home Park Expansion – an existing community at 855 Portland Road is proposing to construct 12 additional new single-family manufactured homes and is currently under review.
- › Aroma Joes & Retail Building – a retail development undergoing permitting located at 6 Cascade Road will contain a 1,000 sf Aroma Joes and a 1,760 sf retail building. The development includes 82 parking spaces.
- › Childcare Center & Preschool Expansion – a childcare center located at 80 Flag Pond Road is currently undergoing permitting to include an expansion to accommodate 18 additional children.
- › Self-Storage Facility – a self-storage facility is approved and under construction at 1031 Portland Road. The project includes the construction of 6 buildings containing 312 storage units. There will be 81,000 square feet of development.
- › Pack Edge Warehouse – a 45,450 sf warehouse is under construction at 955 Portland Road.
- › Ziggi's Coffee Shop – an 865 sf coffee shop has been approved and is currently under construction at 3 Waterfall Drive. The shop is expected to open on February 20th, 2024.
- › Self-Storage Facility Expansion – an approved expansion of a self-storage facility at 1020 Portland Road is currently under construction. The project includes the construction of a 12,425 square foot climate-controlled building and four 3,000 square foot storage buildings. There will be 24,425 square feet of total development.
- › Saco Elementary Schools – two new elementary schools have been approved to be built on Mill Brook Road. The schools will have capacity for 12 classrooms per grade in pre-K and kindergarten, and 11 classes per grade for older students. There would also be space to expand by up to 10 classrooms in the future.

A map of these project locations is shown in Attachment 1B.

1.E Trip Generation

The trip generation for the proposed project has been based on 260 residential units for the combined Phases 1 and 2 and has been estimated using the 11th edition of the Institute for Transportation Engineers (ITE) Trip Generation Manual. The ITE publication categorizes various land uses and provides weekday daily, weekday morning peak hour, weekday evening peak hour, and Saturday daily and peak hour vehicle trip generation estimates. Trip generation estimates for the proposed development were projected using Land Use Code 220 Multifamily Housing (Low-Rise) for the weekday. However, there is no Saturday direction distribution data available for LUC 220, so 50% entering and 50% exiting was assumed for the Saturday peak hour. Trip generation calculations are provided in Attachment 1C.

Table 1 Total Project Generated Trips

	AM Peak Hour of Adjacent Street Traffic	AM Peak Hour of Generator	PM Peak Hour of Adjacent Street Traffic	PM Peak Hour of Generator	Saturday Peak Hour of Generator ¹
Entering	25	29	83	89	53
Exiting	79	93	49	55	54
Total	104	122	132	144	107

Source: ITE Trip Generation 11th Edition LUC 220 Multifamily (Low-Rise) assuming 260 residential units

1. Assumed 50% entering and 50% exiting

The site is expected to generate 122 vehicle trips during the morning peak hour, 144 vehicle trips during the evening peak hour and 107 vehicle trips during the Saturday peak hour as shown in Table 1.

1.F Trip Distribution

Travel patterns of project trips to and from the proposed site are consistent with the Traffic Impact Study completed for Phase 1 of the Clover Leaf Development project, as shown in Table 2, and are based on existing travel patterns along US Route 1/Portland Road. Turning movement counts were completed on June 25, 2024 to confirm this distribution.

Table 2 Trip Distribution

	AM Peak Hour	PM Peak Hour
US Route 1/Portland Road Southbound	40%	55%
US Route 1/Portland Road Northbound	60%	45%

Source:

The likely travel patterns to and from the proposed project are illustrated in Figure 1D attached.

1.G Trip Assignment

All project trips are assumed to be primary trips. With no pass-by trips, all project trips are anticipated to start or end at the proposed driveway on US Route 1/Portland Road. New vehicle trips were assigned based on the distribution in Attachment 1D. The estimated resultant AM and PM peak hour project trip assignments are shown in Attachment 1D.

1.H Attachments

Attachment 1A – Site Survey, Proposed Site Plan

Attachment 1B – Site Location Map

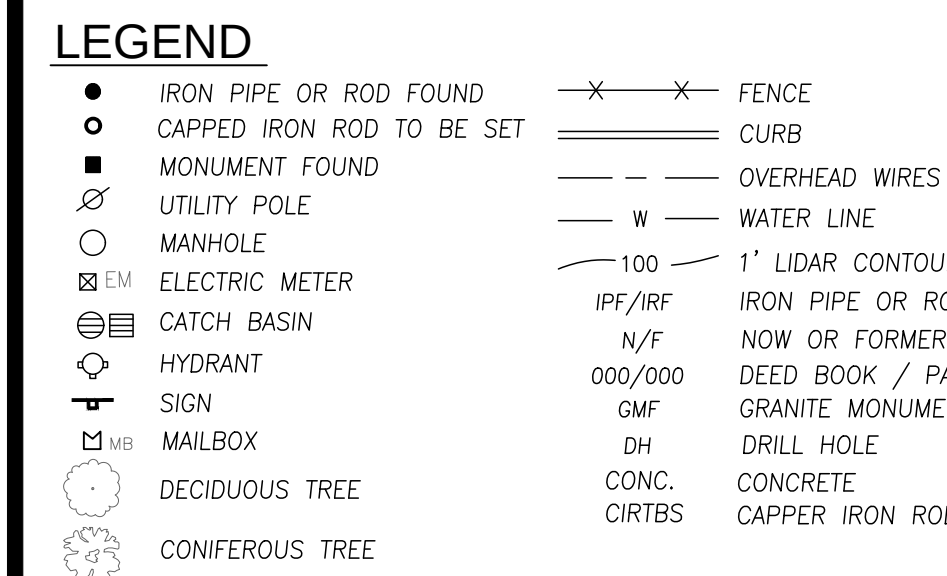
Attachment 1C – Trip Generation Calculations

Attachment 1D - Trip Distribution and Project Generated Trips Figures

Attachment 1A

Site Survey

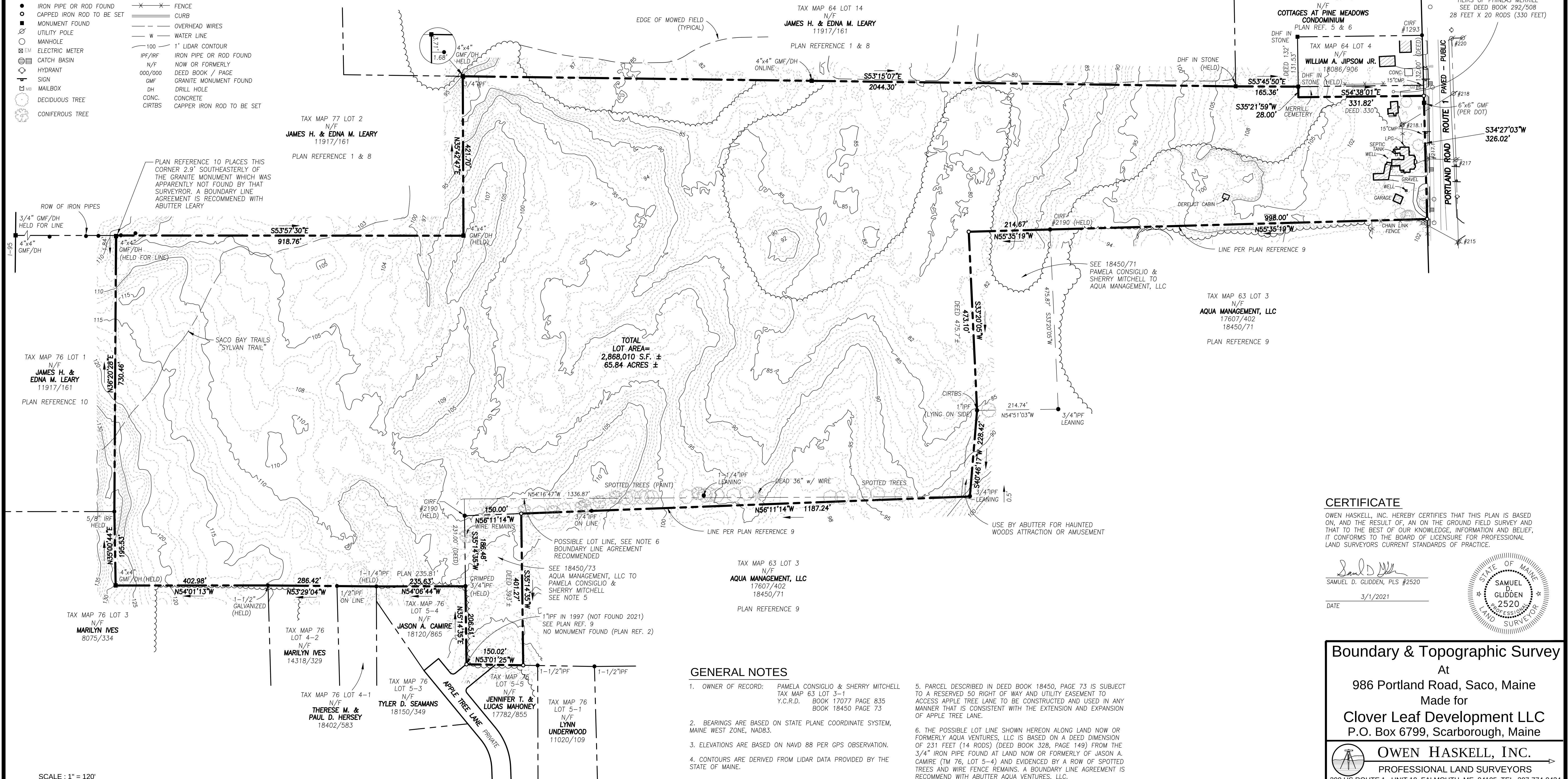
Proposed Site Plan



1. PLAN OF MERRILL J. GAY PROPERTY, SACO, MAINE APR. 4, 1979 BY WILLIAM STANTON ASSOC. RECORDED IN PLAN BOOK 97, PAGE 35.
2. FINAL PLAN, APPLE TREE LANE SUBDIVISION, 107 FLAG POND ROAD, SACO, MAINE MADE FOR BILL KOCH MARCH 2, 2016 BY CULLENBERG LAND SURVEYING RECORDED IN PLAN BOOK 381, PAGE 44.
3. MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY 'A', FEDERAL PROJECT NO. 118-A(4) RTE. 1, SACO, YORK COUNTY APRIL 1940 S.H.C. FILE NO. 16-56.
4. U.S. ROUTE ONE SEWER EXTENSION, CASCADE ROAD TO WEST SCARBOROUGH TOWN LINE, SEWER EXTENSION PLAN & PROFILE, CITY OF SACO, MAINE JANUARY 15, 2019, REV. 1 1/31/2020, BY ATLANTIC RESOURCE CONSULTANTS.
5. COTTAGES AT PINE MEADOWS, OVERALL SITE LAYOUT & MATERIALS PLAN, BILL KOCH & SANDRA MURRAY APRIL 9, 2018, REV. 4 2/2/20 BY ATLANTIC RESOURCE CONSULTANTS RECORDED IN PLAN BOOK 960, PAGE 1.
6. PLAN SHOWING A BOUNDARY SURVEY MADE FOR BILL KOCH AND SANDRA MURRAY, PARCEL LOCATED AT 994 PORTLAND ROAD (U.S. ROUTE #1), BY DOW & COULOMBE, INC., DATED SEPTEMBER 11, 2014 AND REVISED THROUGH 20-20-2015.

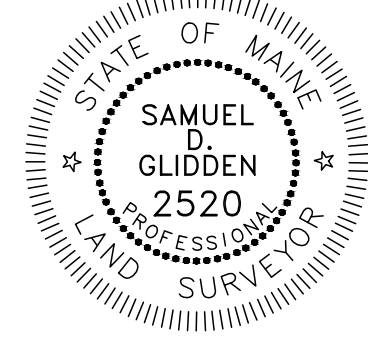
7. STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY '1' SACO, YORK COUNTY, FEDERAL AID PROJECT NO. STP-6615(00)X JANUARY 1999 D.O.T. FILE NO. 16-375.
8. MERRILL GAY SURVEY (COPY OF PLAN MADE IN 1888), SACO, MAINE 12/9/77 BY WILLIAM STANTON ASSISTANTS RECORDED IN PLAN BOOK 90, PAGE 80.
9. STANDARD BOUNDARY SURVEY, AQUABOGGIN, U.S. ROUTE ONE, SACO, MAINE 04072 FOR WESLEY HURST, JR. & WAYNE HOSV NOV. 1977, REV. 2 02-00-98 BY BH2M.
10. STANDARD BOUNDARY SURVEY, PROPERTY OF JAMES H. AND EDNA M. LEARY ON FLAG POND ROAD, SACO, MAINE FOR JAMES H. LEARY FEBRUARY 1997 BY ROSS BOUNDARY SURVEYS.

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 AND DEPTH ALTHOUGH THERE IS CERTAINTY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEY HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.



OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

Samuel D. Glidden
SAMUEL D. GLIDDEN, PLS #2520
3/1/2021
DATE



OWEN HASKELL, INC.
 PROFESSIONAL LAND SURVEYORS
 390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

C-1.0

GENERAL NOTES

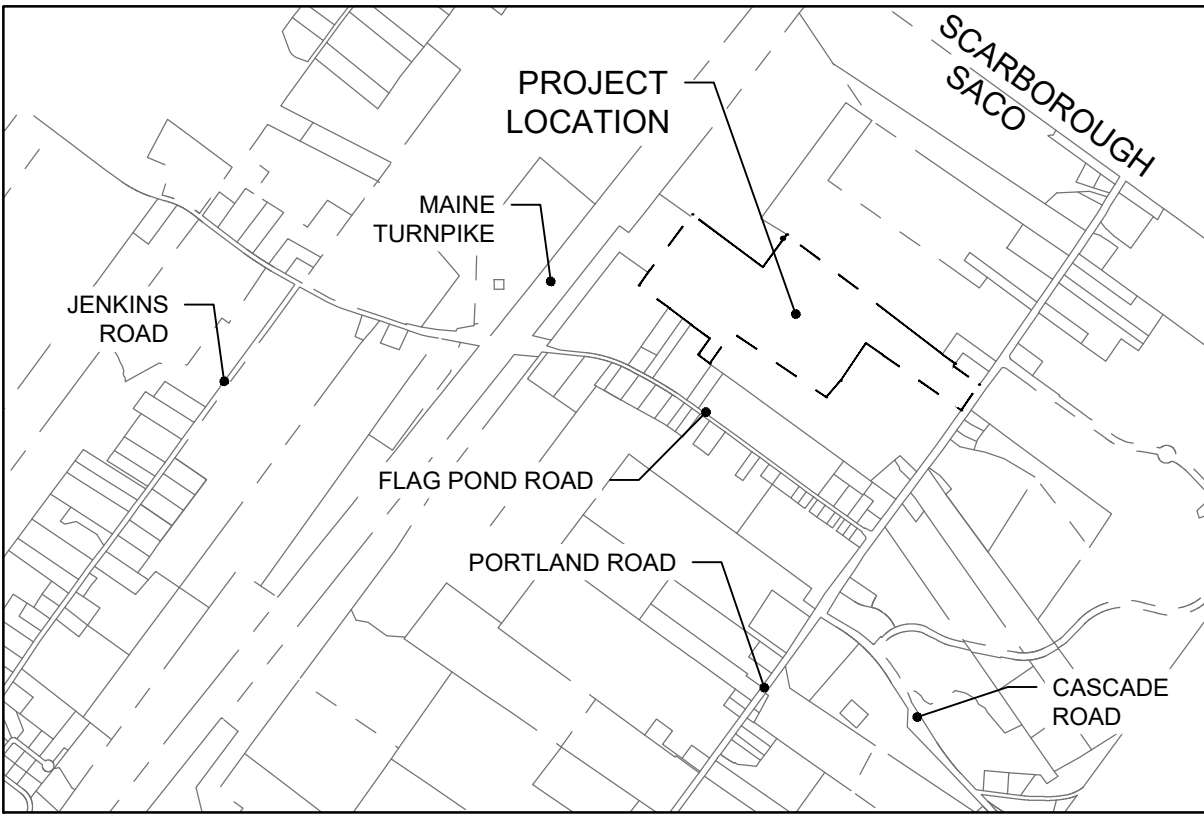
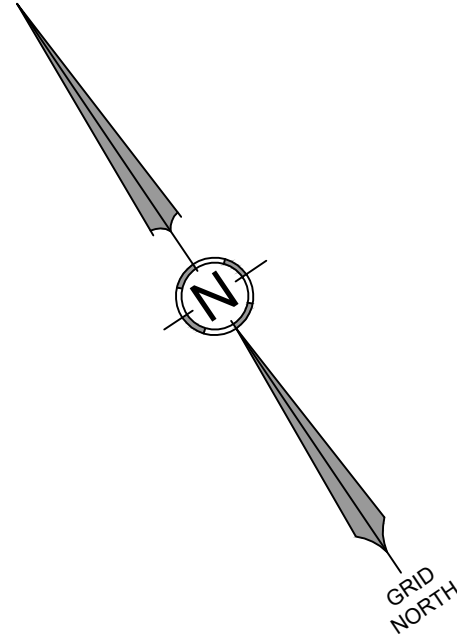
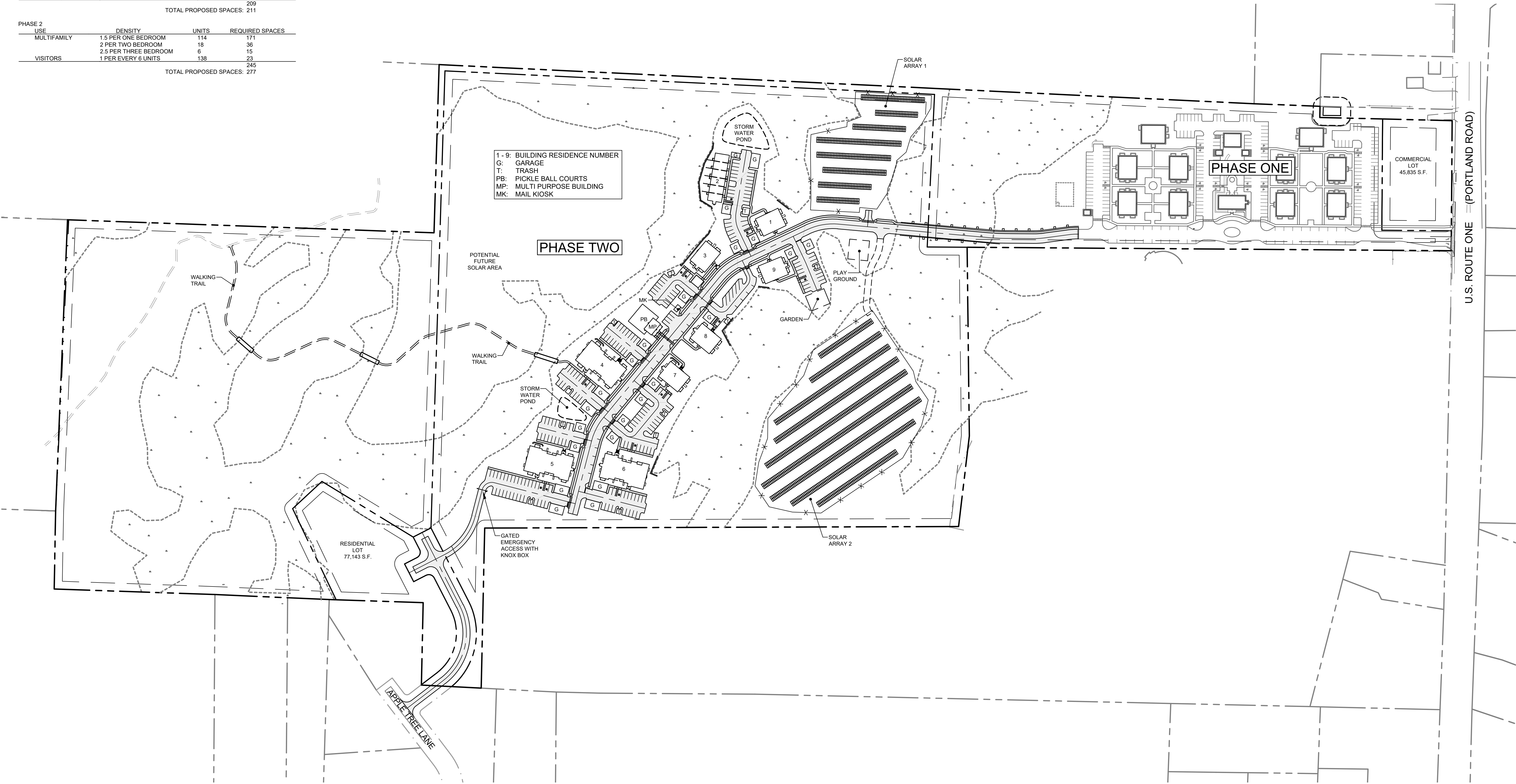
1. THE RECORD OWNER OF THE PARCEL IS CLOVER LEAF DEVELOPMENT, LLC AND RECORDED IN THE YORK COUNTY OF DEEDS IN BOOK 19071 PAGE 215.
2. THE PROPERTY IS SHOWN AS LOT 3-1 ON THE CITY OF SACO TAX MAP 63 AND IS LOCATED PORTLAND ROAD DISTRICT (PR).
3. BOUNDARY & TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A BOUNDARY SURVEY BY OWEN HASKELL INC. FALMOUTH MAINE. PLAN TITLED, "BOUNDARY AND TOPOGRAPHIC SURVEY AT 986 PORTLAND ROAD SACO, MAINE MADE FOR CLOVER LEAF DEVELOPMENT LLC. P.O. BOX 6799 SCARBOROUGH, MAINE" DATED FEBRUARY 23, 2021.
4. THE TOTAL AREA OF THIS PROPERTY IS 65.84 AC.
5. SPACE AND BULK CRITERIA (PR):
- | | |
|---------------------------------|--|
| MIN. LOT SIZE | 20,000 SF (SEWERED AND UNSEWERED) |
| MIN. LOT AREA PER DWELLING UNIT | 7,500 SF (SEWERED) |
| MIN. STREET FRONTAGE | 200' FOR ROUTE 1, 50' ALL OTHER ROADS |
| MIN. FRONT SETBACK | 40' FOR ROUTE 1, CASCADE & FLAG POND ROADS |
| MIN. SIDE SETBACK | 25' ALL OTHER ROADS |
| MIN. REAR SETBACK | 20' |
| MAX. LOT COVERAGE | 60% |
| MAX. HEIGHT | 60' |
6. THE WETLANDS ON THIS PLAN WERE DELINEATED BY MARK HAMPTON ASSOCIATES, INC., PORTLAND, MAINE.
7. PARKING CALCULATION:

PHASE 1			
USE	DENSITY	UNITS	REQUIRED SPACES
MULTIFAMILY	1.5 PER ONE BEDROOM	102	153
	2 PER TWO BEDROOM	18	36
VISITORS	1 PER EVERY 6 UNITS	120	20
			209
		TOTAL PROPOSED SPACES: 211	

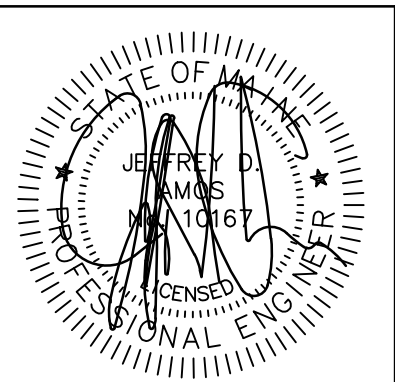
PHASE 2			
USE	DENSITY	UNITS	REQUIRED SPACES
MULTIFAMILY	1.5 PER ONE BEDROOM	114	171
	2 PER TWO BEDROOM	18	36
	2.5 PER THREE BEDROOM	6	15
VISITORS	1 PER EVERY 6 UNITS	138	23
			245
		TOTAL PROPOSED SPACES: 277	

NET RESIDENTIAL ACREAGE CALCULATION

TOTAL PARCEL AREA	2,869,010 SF
INACCESSIBLE AREAS	0 SF
FLOODWAYS OR FLOOD ZONES	0 SF
WETLANDS	847,254 SF
STREAM CHANNELS	0 SF
SUSTAINED STEEP SLOPES (>20%)	0 SF
NET RESIDENTIAL ACREAGE (NRA)	2,020,756 SF
ALLOWABLE DENSITY	1 LOT/20,000 SF
ALLOWABLE DENSITY	1 UNIT/7,500 SF
COMMERCIAL OUT PARCEL	45,835 SF
DENSITY USED FOR 1 RESIDENTIAL LOT	20,000 SF
REMAINING NRA	1,954,921 SF
ALLOWABLE NUMBER OF UNITS	280.7
TOTAL PROPOSED UNITS	258 (120 PHASE 1, 138 PHASE 2)



LOCATION MAP
SCALE: 1"=2,000 FT



DATE: 08-13-2024

NO.	DATE	REVISIONS
2	08-13-2024	MDOT TMP SUBMISSION
1	04-30-2024	SKETCH PLAN SUBMISSION
NO.	DATE	REVISIONS

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: CLOVERLEAF DEVELOPMENT, PHASE 2
986 PORTLAND ROAD, SACO, MAINE

SHEET TITLE: OVERALL DEVELOPMENT PLAN

CLIENT: CLOVERLEAF DEVELOPMENT, LLC
P.O. BOX 6799
SCARBOROUGH, MAINE 04070

DATE: 01-30-2024

SCALE: 1" = 120'

JOB NO: 21-04.1

SHEET: C-1.0

C:\ODI\terrady\Consultants\Project Folders - Documents\2021 Jobs\21-04.1 Cloverleaf Phase 2\CAD\Permitting\21-04.1 S1.dwg

Attachment 1B

Site Location Map

SITE LOCATION MAP



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

0.1
Miles
1 inch = 0.14 miles

Date: 2/12/2024
Time: 9:45:15 AM



Saco Elementary
Schools:
Mill Brook Rd

Self Storage
Facility:
1031 Portland Rd

Self Storage
Facility Expansion:
1020 Portland Rd

SITE

Ziggi's Coffee Shop:
3 Watterfall Dr

Childcare
Center & Preschool
Expansion:
80 Flag Pond Rd

Office &
Commercial:
969 Portland Rd

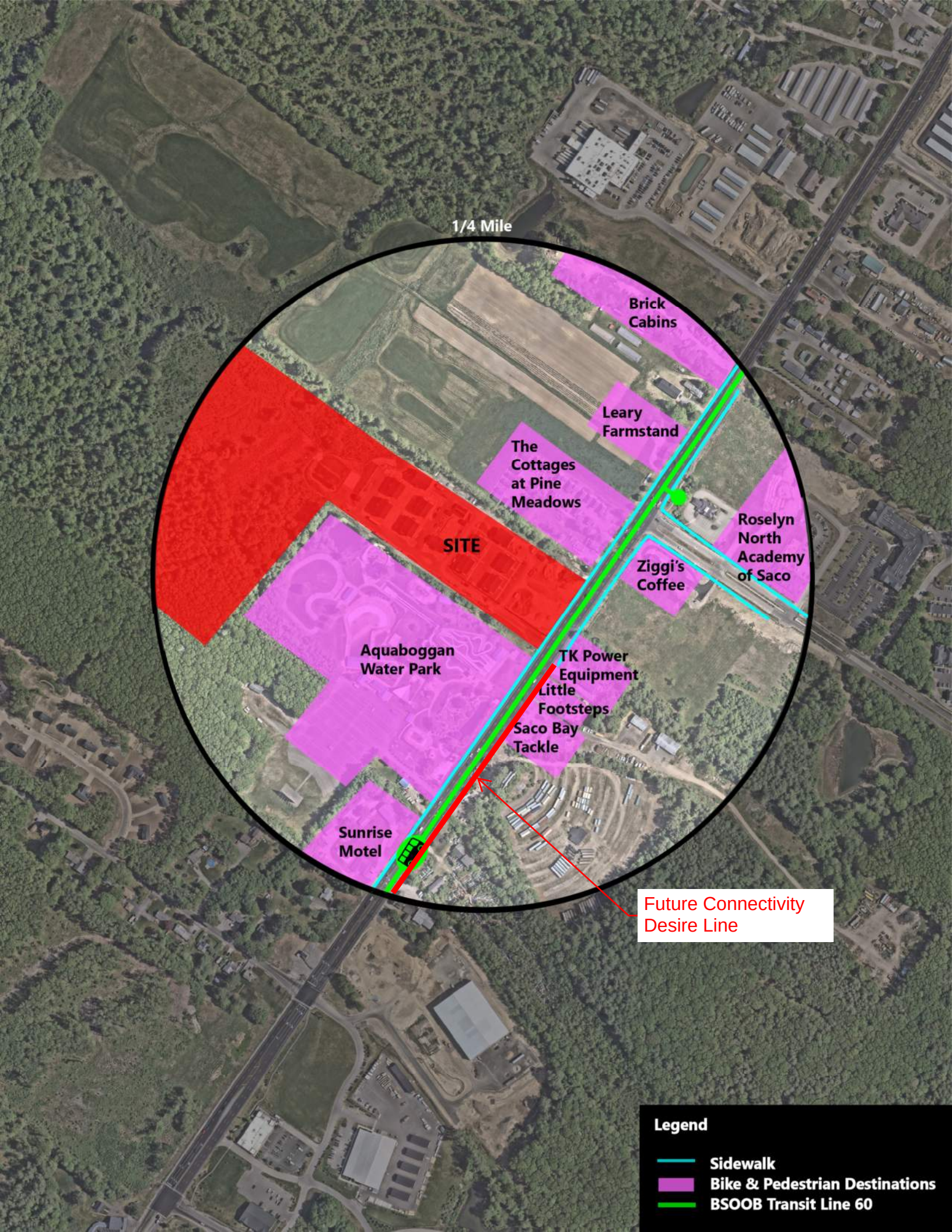
Pack Edge
Warehouse:
955 Portland Rd

Aroma Joe's &
Retail Building:
6 Cascade Rd

Blue Haven
Mobile Park Extension:
855 Portland Rd

Legend

 **Other Developments**



1/4 Mile

Brick Cabins

Leary Farmstand

The Cottages at Pine Meadows

Roselyn North Academy of Saco

Ziggi's Coffee

SITE

Aquaboggan Water Park

TK Power Equipment

Little Footsteps

Saco Bay Tackle

Sunrise Motel

Future Connectivity Desire Line

Legend

-  Sidewalk
-  Bike & Pedestrian Destinations
-  BSOOB Transit Line 60

Attachment 1C

Trip Generation Calculations

Trip Generation - Clover Leaf Development
Total Site generated trips

Site Land Uses and Descriptions				AM PK HR OF ADJACENT STREET TRAFFIC												PM PK HR OF ADJACENT STREET TRAFFIC													
Code	Land Use	Size	Unit	directional dist.		average				regression		# trips		Entering		Exiting	directional dist.		average				regression		# trips		Entering		Exiting
				% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r ²	total by Eq'n	Method Chosen	Total Trips				% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r ²	total by Eq'n	Method Chosen	Total Trips			
Phase 1				24%	76%	49	0.40	0.12	104	0.79	103	average	104	25	79	63%	37%	59	0.51	0.15	133	0.84	132	regression	132	83	49		
220	Multifamily Housing (Low-Rise)	260	units																										

	total	entering	exiting
AM Peak Hour Total Site Trips:	104	25	79

PM Peak Hour Total Site Trips:	132	83	49
--------------------------------	-----	----	----

Site Land Uses and Descriptions				AM PK HR OF GENERATOR TRAFFIC												PM PK HR OF GENERATOR TRAFFIC													
Code	Land Use	Size	Unit	directional dist.		average				regression		# trips		Entering		Exiting	directional dist.		average				regression		# trips		Entering		Exiting
				% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r ²	total by Eq'n	Method Chosen	Total Trips				% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r ²	total by Eq'n	Method Chosen	Total Trips			
Phase 1				24%	76%	40	0.47	0.16	122	0.76	119	average	122	29	93	62%	38%	38	0.57	0.20	148	0.80	144	regression	144	89	55		
220	Multifamily Housing (Low-Rise)	260	units																										

	total	entering	exiting
AM Peak Hour Total Site Trips:	122	29	93

PM Peak Hour Total Site Trips:	144	89	55
--------------------------------	-----	----	----

Total Site generated trips

Site Land Uses and Descriptions			
Code	Land Use	Size	Unit
Phase 1			
221	Multifamily Housing (Mid-Rise)	260	units

AM PK HR OF GENERATOR TRAFFIC													
directional dist.		average				regression		# trips					
% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r ²	total by Eq'n	Method Chosen	Total Trips	Entering	Exiting		
26%	74%	23	0.35	0.11	91	0.89	89	regression	89	23	66		

total			entering	exiting
AM Peak Hour Total Site Trips:			89	23 66

PM PK HR OF GENERATOR TRAFFIC													
directional dist.		average				regression		# trips					
% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r ²	total by Eq'n	Method Chosen	Total Trips	Entering	Exiting		
60%	40%	22	0.39	0.10	101	0.93	99	regression	99	59	40		

PM Peak Hour Total Site Trips:			99	59 40
--------------------------------	--	--	----	-------

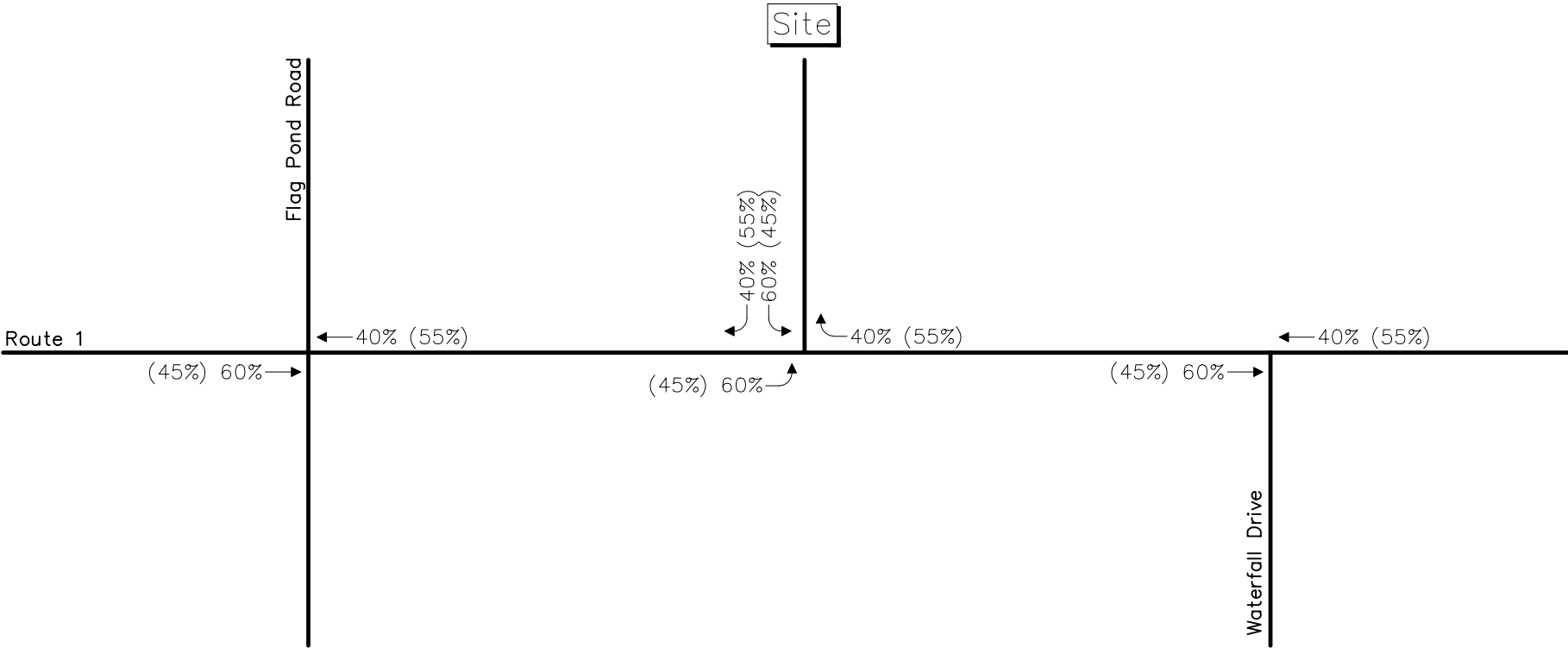
Trip Generation - Clover Leaf Development
Total Site generated trips

Site Land Uses and Descriptions				SATURDAY PK HR OF ADJACENT STREET TRAFFIC											
Code	Land Use	Size	Unit	directional dist.		average				regression		# trips		Entering Exiting	
				% enter	% exit	# studies	Avg Rate	Std Dev.	Total by Avg	r ²	total by Eq'n	Method Chosen	Total Trips		
Phase 1															
221	Multifamily Housing (Mid-Rise)	260	units	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
								</							

	LUC 221 - Multi-family Housing (Mid-Rise)					LUC 220 - Multi-family Housing (Low-Rise)				
	AM Peak Hour of Adjacent Street Traffic	AM Peak Hour of Generator	PM Peak Hour of Adjacent Street Traffic	PM Peak Hour of Generator	Saturday Peak Hour of Generator	AM Peak Hour of Adjacent Street Traffic	AM Peak Hour of Generator	PM Peak Hour of Adjacent Street Traffic	PM Peak Hour of Generator	Saturday Peak Hour of Generator
Entering	24	23	62	59	53	25	29	83	89	NA
Exiting	79	66	40	40	54	79	93	49	55	NA
Total	103	89	102	99	107	104	122	132	144	NA

Attachment 1D

Trip Distribution Project Generated Trips Figures

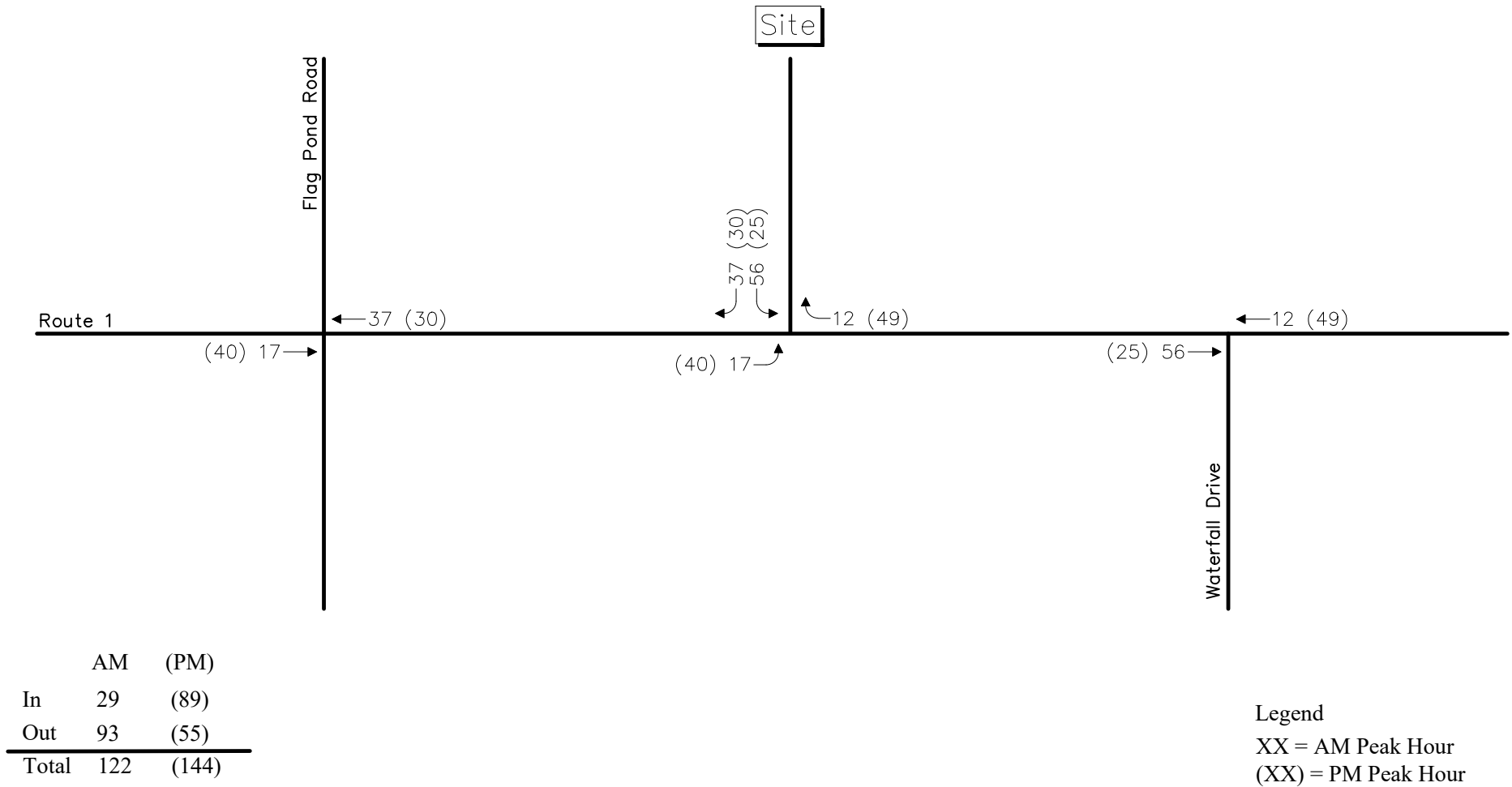


Legend
XX = AM Peak Hour
(XX) = PM Peak Hour


Not to Scale



Figure 1
Trip Distribution
AM (PM)



Not to Scale



Figure 2
Trip Assignment
AM (PM)

2

Section 2: Traffic Crashes

2.A Crash Summary Data

Crash data was obtained from MaineDOT for the most recent available three-year period (2021-2023).

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

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

Based on the crash data provided by MaineDOT, there are no HCLs in the vicinity of the site. It should be noted that during the previous three-year period (2020-2022), the intersection of US Route 1/Portland Road and Flag Pond Road experienced 16 crashes and had a CRF of 2.28, qualifying as an HCL. During the 2021-2023 period the intersection experienced 13 crashes and has a CRF of 0.52, and no longer meets the criteria of an HCL. A traffic signal was installed which may have helped decrease the number of crashes at the intersection in 2023.

The crash information for the intersections in the site vicinity is provided in Attachment 2A.

There has been one crash involving pedestrians and no crashes involving bicyclists in the past three years in the vicinity of the site. Utilizing MaineDOT's Public Crash Query Tool, the crash involving a pedestrian occurred at 897 Portland Road in 2021. This crash resulted in an injury and was non-fatal.

2.B Attachments

Attachment 2A – Node Map, Crash Summary Report , HCL Diagram

Attachment 2A

Node Map

Crash Summary Report

HCL Diagram

NODE MAP



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0.5
Miles
1 inch = 0.57 miles

Date: 2/20/2024
Time: 3:06:03 PM

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

Saco
Portland Rd (Rte 1) from Spring Hill Rd (59683) to Scarborough TL (56673)

REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

Route: 0001X	Start Node: 59683 End Node: 56673	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0001S	Start Node: 64960 End Node: 56671	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0001S	Start Node: 56671 End Node: 64959	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
53989	0001X - 38.07	Non Int PORTLAND RD	2	0	0	0	0	0	0	0.0	5.697	0.00	0.36	0.00
												Statewide Crash Rate:	0.15	
56672	0001X - 38.73	Int of ENT TO HANCOCK LUMBER FLAG POND RD PORTL	9	13	0	0	1	2	10	23.1	7.202	0.60	1.15	0.52
												Statewide Crash Rate:	0.71	
58278	0001X - 39.43	Non Int PORTLAND RD	2	0	0	0	0	0	0	0.0	6.462	0.00	0.35	0.00
												Statewide Crash Rate:	0.15	
56673	0001X - 39.59	TL Saco Scarborough	2	0	0	0	0	0	0	0.0	6.486	0.00	0.35	0.00
												Statewide Crash Rate:	0.15	
56671	0001X - 38.54	Int of CASCADE RD PORTLAND RD	9	7	0	0	1	3	3	57.1	7.296	0.32	1.15	0.28
												Statewide Crash Rate:	0.71	
64960	0001X - 38.65	Non Int PORTLAND RD	2	0	0	0	0	0	0	0.0	6.805	0.00	0.35	0.00
												Statewide Crash Rate:	0.15	
P59683	0001X - 37.44	Int of MILL BROOK RD PORTLAND RD SPRING HILL RD	9	14	0	0	2	0	12	14.3	6.357	0.73	1.18	0.62
												Statewide Crash Rate:	0.71	
64959	0001X - 38.48	Non Int PORTLAND RD	2	0	0	0	0	0	0	0.0	5.510	0.00	0.37	0.00
												Statewide Crash Rate:	0.15	
Study Years:	3.00	NODE TOTALS:		34	0	0	4	5	25	26.5	51.815	0.22	0.50	0.44

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
53989	59683	3115057	0 - 0.63	0001X - 37.44	0.63	2	22	0	0	2	3	17	22.7	0.03660	200.37	317.22	0.63
Non Int PORTLAND RD															Statewide Crash Rate: 209.30		
53989	64959	3116379	0 - 0.41	0001X - 38.07	0.41	2	19	0	1	2	3	13	31.6	0.02289	276.63	344.22	0.80
Non Int PORTLAND RD															Statewide Crash Rate: 209.30		
64959	56671	3116380	0 - 0.06	0001X - 38.48	0.06	2	1	0	0	0	0	1	0.0	0.00172	193.87	631.27	0.00
Non Int PORTLAND RD															Statewide Crash Rate: 209.30		
56671	64960	3116381	0 - 0.11	0001X - 38.54	0.11	2	0	0	0	0	0	0	0.0	0.00375	0.00	516.05	0.00
Int of CASCADE RD PORTLAND RD															Statewide Crash Rate: 209.30		
64960	56672	3116382	0 - 0.08	0001X - 38.65	0.08	2	1	0	0	0	0	1	0.0	0.00543	61.42	470.67	0.00
Non Int PORTLAND RD															Statewide Crash Rate: 209.30		
56672	58278	3114296	0 - 0.70	0001X - 38.73	0.70	2	23	0	0	1	3	19	17.4	0.04507	170.11	306.96	0.55
Int of ENT TO HANCOCK LUMBER FLAG POND RD PORTLAND RD															Statewide Crash Rate: 209.30		
56673	58278	3130767	0 - 0.16	0001X - 39.43	0.16	2	8	0	0	1	3	4	50.0	0.01038	256.98	404.46	0.64
TL Saco Scarborough															Statewide Crash Rate: 209.30		
56671	64960	3139704	0 - 0.11	0001S - 23.13	0.11	2	0	0	0	0	0	0	0.0	0.00371	0.00	517.73	0.00
Int of CASCADE RD PORTLAND RD															Statewide Crash Rate: 209.30		
64959	56671	3116383	0 - 0.06	0001S - 23.24	0.06	2	0	0	0	0	0	0	0.0	0.00163	0.00	639.90	0.00
Non Int PORTLAND RD															Statewide Crash Rate: 209.30		
Study Years: 3.00				Section Totals:		2.32	74	0	1	6	12	55	25.7	0.13118	188.04	267.44	0.70
				Grand Totals:		2.32	108	0	1	10	17	80	25.9	0.13118	274.44	388.47	0.71

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
53989	59683	3115057	0 - 0.63	0001X - 37.44	22	0	0	2	3	17	2023-8568	03/16/2023	37.46	B
											2022-22011	08/04/2022	37.47	PD
											2021-25550	09/22/2021	37.47	PD
											2022-21197	07/27/2022	37.50	PD
											2023-25454	08/27/2023	37.56	C
											2021-1020	01/12/2021	37.59	C
											2021-11252	05/08/2021	37.68	PD
											2022-34079	11/19/2022	37.76	PD
											2023-17626	06/16/2023	37.79	PD
											2021-31504	11/13/2021	37.81	PD
											2023-23262	08/11/2023	37.85	PD
											2022-25492	09/06/2022	37.89	C
											2022-36599	12/07/2022	37.90	PD
											2022-4260	02/04/2022	37.90	PD
											2021-84	01/03/2021	37.90	PD
											2023-36504	11/30/2023	37.90	PD
											2022-21014	07/25/2022	37.92	PD
											2022-19873	07/14/2022	37.93	B
											2022-26887	09/19/2022	37.93	PD
											2022-21196	07/27/2022	37.94	PD
2021-15392	06/16/2021	38	PD											
2022-39478	12/29/2022	38.06	PD											

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
53989	64959	3116379	0 - 0.41	0001X - 38.07	19	0	1	2	3	13	2021-9954	04/23/2021	38.08	PD
											2021-17877	07/13/2021	38.10	C
											2023-10638	04/04/2023	38.14	B
											2022-24708	07/26/2022	38.14	PD
											2022-11626	04/19/2022	38.14	PD
											2022-18732	07/01/2022	38.14	PD
											2023-21327	07/22/2023	38.15	PD
											2021-33903	12/02/2021	38.15	PD
											2023-9106	03/17/2023	38.17	PD
											2023-12804	04/30/2023	38.19	PD
											2022-16833	06/14/2022	38.20	PD
											2021-18402	07/16/2021	38.21	B
											2021-21878	08/20/2021	38.21	C
											2021-17840	07/13/2021	38.24	PD
											2021-22491	08/20/2021	38.26	A
											2022-9370	03/22/2022	38.39	PD
											2023-14805	05/22/2023	38.40	C
											2022-35441	11/27/2022	38.46	PD
											2021-17456	07/09/2021	38.46	PD
64959	56671	3116380	0 - 0.06	0001X - 38.48	1	0	0	0	0	1	2022-30692	10/22/2022	38.53	PD
56671	64960	3116381	0 - 0.11	0001X - 38.54	0	0	0	0	0	0				
64960	56672	3116382	0 - 0.08	0001X - 38.65	1	0	0	0	0	1	2023-8163	03/14/2023	38.72	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
56672	58278	3114296	0 - 0.70	0001X - 38.73	23	0	0	1	3	19	2021-33793	11/24/2021	38.78	PD
											2022-9971	03/31/2022	38.78	PD
											2022-3636	01/21/2022	38.84	PD
											2022-9853	03/29/2022	38.89	PD
											2021-30236	11/01/2021	38.90	PD
											2021-36289	12/20/2021	38.92	PD
											2022-25629	09/07/2022	38.93	PD
											2021-26360	10/02/2021	38.95	PD
											2021-12210	05/20/2021	38.99	PD
											2021-15835	06/23/2021	39.04	C
											2021-14162	06/08/2021	39.15	PD
											2022-17177	06/21/2022	39.15	PD
											2022-26344	09/13/2022	39.16	C
											2023-1820	01/19/2023	39.16	PD
											2022-20471	07/19/2022	39.16	PD
											2023-31960	10/28/2023	39.17	PD
											2023-38528	12/17/2023	39.22	PD
											2022-22030	08/05/2022	39.26	PD
											2022-24815	08/02/2022	39.27	C
											2021-18062	07/12/2021	39.29	PD
											2022-16082	06/07/2022	39.30	B
											2023-12194	04/27/2023	39.35	PD
											56673	58278	3130767	0 - 0.16
2022-9631	03/24/2022	39.49	PD											
2022-10441	04/05/2022	39.53	PD											
2021-4214	02/11/2021	39.54	C											
2022-26264	09/12/2022	39.55	B											
2021-12846	05/27/2021	39.55	C											
2023-17627	06/20/2023	39.58	C											
2022-33838	11/16/2022	39.58	PD											
56671	64960	3139704	0 - 0.11	0001S - 23.13	0	0	0	0	0	0				
64959	56671	3116383	0 - 0.06	0001S - 23.24	0	0	0	0	0	0				

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
Totals:					74	0	1	6	12	55				

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM												PM												Un	Tot
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
SUNDAY	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	0	0	0	0	0	0	6
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	5	3	3	0	0	0	0	0	0	0	14
TUESDAY	1	0	1	0	0	1	0	0	2	2	1	2	0	2	3	2	2	4	0	0	1	0	0	0	0	24
WEDNESDAY	0	0	0	0	0	0	1	1	2	0	2	0	0	1	0	1	1	3	0	1	0	0	0	0	0	13
THURSDAY	0	0	1	0	0	0	2	2	1	0	2	1	1	0	2	1	1	4	2	1	0	0	0	0	0	21
FRIDAY	0	0	0	0	0	0	1	0	2	0	1	0	1	2	4	4	3	0	0	1	0	0	0	1	0	20
SATURDAY	0	1	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	0	2	0	0	10
Totals	1	2	4	0	0	1	4	4	7	2	8	3	4	11	9	13	11	15	2	3	1	0	2	1	0	108

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	86	23-Bicyclist	0
2-(Sport) Utility Vehicle	73	24-Witness	9
3-Passenger Van	1	25-Other	0
4-Cargo Van (10K lbs or Less)	4	26-Construction	1
5-Pickup	40	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	221
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)	2		
17-Medium/Heavy Trucks (More than 10,000 lbs)	3		
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	42	54	8	1	0	0	105
Ran Off Roadway	5	0	0	0	0	0	5
Failed to Yield Right-of-Way	20	14	1	0	0	0	35
Ran Red Light	1	0	0	0	0	0	1
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	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	0	0	0	0	0	1
Improper Turn	1	1	0	0	0	0	2
Improper Backing	0	3	0	0	0	0	3
Improper Passing	1	0	0	0	0	0	1
Wrong Way	1	0	0	0	0	0	1
Followed Too Closely	24	7	2	1	1	1	36
Failed to Keep in Proper Lane	6	4	0	0	0	0	10
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	4	2	0	0	0	0	6
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	2	0	0	0	0	3
Unknown	1	1	0	0	0	0	2
Total	108	88	11	2	1	1	211

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	100	89	11	2	1	1	204
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	5	0	0	0	0	0	5
Other	1	0	0	0	0	0	1
Total	108	89	11	2	1	1	212

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	14	0	0	0	0	14
20-24	28	0	0	0	0	28
25-29	25	0	0	0	0	25
30-39	37	0	0	0	0	37
40-49	28	0	0	0	0	28
50-59	26	0	0	0	0	26
60-69	38	0	0	0	0	38
70-79	11	0	0	0	0	11
80-Over	3	0	0	0	0	3
Unknown	1	0	0	1	0	2
Total	211	0	0	1	0	212

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.)	1
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	211
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	1		
9-Pedestrian	1		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	6		
13-Motor Vehicle in Transport	197		
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	1		
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	2		
33-Traffic Sign Support	0		
34-Traffic Signal Support	1		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	23	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	4	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	22	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	2	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	55	
14-Other	2	
Total	108	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	10	10
C	17	21
PD	80	0
Total	108	32

Road Character	
Road Grade	Total
1-Level	103
2-On Grade	3
3-Top of Hill	0
4-Bottom of Hill	2
5-Other	0
Total	108

Light	
Light Condition	Total
1-Daylight	82
2-Dawn	1
3-Dusk	1
4-Dark - Lighted	15
5-Dark - Not Lighted	9
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	108

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2021	2022	2023	Total
JANUARY	2	3	1	6
FEBRUARY	3	1	2	6
MARCH	2	4	4	10
APRIL	3	3	3	9
MAY	4	0	1	5
JUNE	5	3	4	12
JULY	5	8	1	14
AUGUST	2	5	2	9
SEPTEMBER	4	5	2	11
OCTOBER	2	4	2	8
NOVEMBER	7	4	2	13
DECEMBER	2	2	1	5
Total	41	42	25	108

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	1	0	1	0	0	0	0	0	0	0	0	2
Rear End - Sideswipe	24	0	4	10	0	13	0	0	0	0	0	0	0	0	51
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	3	14	0	19	0	0	0	0	0	0	0	0	36
Pedestrians	1	0	0	0	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	6	1	0	1	0	1	0	0	0	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	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	1	0	0	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	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
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	39	1	7	27	0	34	0	0	0	0	0	0	0	0	108

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	10	0	0	0	0	1	0	0	0	0	0	11
Dark - Not Lighted	9	0	0	0	0	0	0	0	0	0	0	9
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	1	1
Daylight	73	0	0	0	0	0	0	0	0	0	1	74
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	1	3
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	2	0	0	0	0	0	0	0	0	0	1	3
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	1	0	0	0	0	0	0	0	0	3	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
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	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
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	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	97	1	0	0	0	1	0	2	0	0	7	108

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

Saco

Portland Rd (Rte 1) from Scarborough TL (56673) to Spring Hill Rd/Mill Brook Rd (59683)

REPORT PARAMETERS

Year 2020, Start Month 1 through Year 2022 End Month: 12

Route: 0001X	Start Node: 59683 End Node: 64959	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0001S	Start Node: 56671 End Node: 64959	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0001X	Start Node: 64959 End Node: 56671	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0001S	Start Node: 64960 End Node: 56671	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0001X	Start Node: 56671 End Node: 64960	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0001X	Start Node: 64960 End Node: 56673	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node

Crash Summary I

Nodes																
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF		
P59683	0001X - 37.44	Int of MILL BROOK RD PORTLAND RD SPRING HILL RD	9	14	0	0	1	1	12	14.3	6.368	0.73	1.09	0.68		
												Statewide Crash Rate:	0.64			
53989	0001X - 38.07	Non Int PORTLAND RD	2	0	0	0	0	0	0	0.0	5.720	0.00	0.34	0.00		
												Statewide Crash Rate:	0.14			
64959	0001X - 38.48	Non Int PORTLAND RD	2	0	0	0	0	0	0	0.0	5.532	0.00	0.35	0.00		
												Statewide Crash Rate:	0.14			
56671	0001X - 38.54	Int of CASCADE RD PORTLAND RD	9	6	0	0	1	2	3	50.0	7.305	0.27	1.06	0.26		
												Statewide Crash Rate:	0.64			
56672	0001X - 38.73	Int of FLAG POND RD PORTLAND RD	2	16	0	1	2	3	10	37.5	7.227	0.74	0.32	2.28		
												Statewide Crash Rate:	0.14			
58278	0001X - 39.43	Non Int PORTLAND RD	2	0	0	0	0	0	0	0.0	6.488	0.00	0.33	0.00		
												Statewide Crash Rate:	0.14			
56673	0001X - 39.59	TL Saco Scarborough	2	0	0	0	0	0	0	0.0	6.512	0.00	0.33	0.00		
												Statewide Crash Rate:	0.14			
64960	0001X - 38.65	Non Int PORTLAND RD	2	0	0	0	0	0	0	0.0	6.833	0.00	0.33	0.00		
												Statewide Crash Rate:	0.14			
Study Years: 3.00				NODE TOTALS:		36	0	1	4	6	25	30.6	51.985	0.23	0.38	0.61

Crash Summary I

Sections																		
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
53989	59683	3115057	0 - 0.63	0001X - 37.44	0.63	2	22	0	0	1	5	16	27.3	0.03675	199.57	292.63	0.68	
Non Int PORTLAND RD															Statewide Crash Rate: 190.17			
53989	64959	3116379	0 - 0.41	0001X - 38.07	0.41	2	21	0	2	1	4	14	33.3	0.02299	304.53	318.20	0.96	
Non Int PORTLAND RD															Statewide Crash Rate: 190.17			
64959	56671	3116383	0 - 0.06	0001S - 23.24	0.06	2	0	0	0	0	0	0	0.0	0.00164	0.00	595.23	0.00	
Non Int PORTLAND RD															Statewide Crash Rate: 190.17			
64959	56671	3116380	0 - 0.06	0001X - 38.48	0.06	2	1	0	0	0	0	1	0.0	0.00173	193.08	587.24	0.00	
Non Int PORTLAND RD															Statewide Crash Rate: 190.17			
56671	64960	3139704	0 - 0.11	0001S - 23.13	0.11	2	1	0	0	0	0	1	0.0	0.00372	89.56	481.57	0.00	
Int of CASCADE RD PORTLAND RD															Statewide Crash Rate: 190.17			
56671	64960	3116381	0 - 0.11	0001X - 38.54	0.11	2	1	0	0	0	0	1	0.0	0.00377	88.42	479.99	0.00	
Int of CASCADE RD PORTLAND RD															Statewide Crash Rate: 190.17			
64960	56672	3116382	0 - 0.08	0001X - 38.65	0.08	2	0	0	0	0	0	0	0.0	0.00545	0.00	437.43	0.00	
Non Int PORTLAND RD															Statewide Crash Rate: 190.17			
56672	58278	3114296	0 - 0.70	0001X - 38.73	0.70	2	22	0	0	2	4	16	27.3	0.04525	162.07	282.90	0.57	
Int of FLAG POND RD PORTLAND RD															Statewide Crash Rate: 190.17			
56673	58278	3130767	0 - 0.16	0001X - 39.43	0.16	2	6	0	0	1	2	3	50.0	0.01042	191.97	375.11	0.51	
TL Saco Scarborough															Statewide Crash Rate: 190.17			
Study Years: 3.00				Section Totals:			2.32	74	0	2	5	15	52	29.7	0.13170	187.29	245.42	0.76
				Grand Totals:			2.32	110	0	3	9	21	77	30.0	0.13170	278.40	357.62	0.78

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
53989	59683	3115057	0 - 0.63	0001X - 37.44	22	0	0	1	5	16	2021-25550	09/22/2021	37.47	PD
											2022-22011	08/04/2022	37.47	PD
											2022-21197	07/27/2022	37.50	PD
											2021-1020	01/12/2021	37.59	C
											2021-11252	05/08/2021	37.68	PD
											2022-34079	11/19/2022	37.76	PD
											2021-31504	11/13/2021	37.81	PD
											2022-25492	09/06/2022	37.89	C
											2020-12444	05/23/2020	37.89	C
											2020-22870	09/21/2020	37.89	PD
											2021-84	01/03/2021	37.90	PD
											2022-4260	02/04/2022	37.90	PD
											2022-36599	12/07/2022	37.90	PD
											2022-21014	07/25/2022	37.92	PD
											2022-19873	07/14/2022	37.93	B
											2020-19818	08/12/2020	37.93	C
											2020-23166	09/24/2020	37.93	PD
											2022-26887	09/19/2022	37.93	PD
											2022-21196	07/27/2022	37.94	PD
											2021-15392	06/16/2021	38	PD
											2020-23526	10/02/2020	38.06	C
											2022-39478	12/29/2022	38.06	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
53989	64959	3116379	0 - 0.41	0001X - 38.07	21	0	2	1	4	14	2020-1979	01/13/2020	38.08	C
											2021-9954	04/23/2021	38.08	PD
											2021-17877	07/13/2021	38.10	C
											2020-12738	05/29/2020	38.13	PD
											2020-26897	11/03/2020	38.14	A
											2022-24708	07/26/2022	38.14	PD
											2022-18732	07/01/2022	38.14	PD
											2022-11626	04/19/2022	38.14	PD
											2021-33903	12/02/2021	38.15	PD
											2022-16833	06/14/2022	38.20	PD
											2021-18402	07/16/2021	38.21	B
											2021-21878	08/20/2021	38.21	C
											2020-18670	08/06/2020	38.24	PD
											2021-17840	07/13/2021	38.24	PD
											2021-22491	08/20/2021	38.26	A
											2020-13005	05/30/2020	38.26	C
											2020-15726	07/02/2020	38.31	PD
											2020-22142	09/12/2020	38.32	PD
											2022-9370	03/22/2022	38.39	PD
											2021-17456	07/09/2021	38.46	PD
											2022-35441	11/27/2022	38.46	PD
64959	56671	3116383	0 - 0.06	0001S - 23.24	0	0	0	0	0	0				
64959	56671	3116380	0 - 0.06	0001X - 38.48	1	0	0	0	0	1	2022-30692	10/22/2022	38.53	PD
56671	64960	3139704	0 - 0.11	0001S - 23.13	1	0	0	0	0	1	2020-24459	10/13/2020	23.19	PD
56671	64960	3116381	0 - 0.11	0001X - 38.54	1	0	0	0	0	1	2020-8377	03/18/2020	38.56	PD
64960	56672	3116382	0 - 0.08	0001X - 38.65	0	0	0	0	0	0				

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
56672	58278	3114296	0 - 0.70	0001X - 38.73	22	0	0	2	4	16	2022-9971	03/31/2022	38.78	PD
											2021-33793	11/24/2021	38.78	PD
											2022-3636	01/21/2022	38.84	PD
											2022-9853	03/29/2022	38.89	PD
											2021-30236	11/01/2021	38.90	PD
											2021-36289	12/20/2021	38.92	PD
											2022-25629	09/07/2022	38.93	PD
											2021-26360	10/02/2021	38.95	PD
											2021-12210	05/20/2021	38.99	PD
											2021-15835	06/23/2021	39.04	C
											2020-24345	10/10/2020	39.12	C
											2021-14162	06/08/2021	39.15	PD
											2022-17177	06/21/2022	39.15	PD
											2022-26344	09/13/2022	39.16	C
											2022-20471	07/19/2022	39.16	PD
											2020-26101	10/25/2020	39.17	B
											2022-22030	08/05/2022	39.26	PD
											2022-24815	08/02/2022	39.27	C
											2021-18062	07/12/2021	39.29	PD
											2022-16082	06/07/2022	39.30	B
											2020-26955	11/05/2020	39.37	PD
56673	58278	3130767	0 - 0.16	0001X - 39.43	6	0	0	1	2	3	2022-9631	03/24/2022	39.49	PD
											2022-10441	04/05/2022	39.53	PD
											2021-4214	02/11/2021	39.54	C
											2022-26264	09/12/2022	39.55	B
											2021-12846	05/27/2021	39.55	C
											2022-33838	11/16/2022	39.58	PD
											Totals:			

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	0	0	0	2	1	0	0	0	0	1	0	0	1	0	0	0	0	0	5									
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	5	2	5	0	0	0	0	0	0	0	15									
TUESDAY	1	0	0	0	0	0	0	1	2	2	1	2	0	2	3	1	2	5	0	1	1	0	0	0	0	24									
WEDNESDAY	0	0	1	1	0	0	1	1	2	0	2	0	0	1	0	1	1	3	1	1	0	0	0	0	0	16									
THURSDAY	0	0	0	0	0	0	2	3	2	2	1	1	0	0	1	0	1	4	2	1	0	0	0	0	0	20									
FRIDAY	0	0	0	0	0	0	1	0	1	1	1	0	1	4	2	3	2	0	0	0	0	0	0	1	0	17									
SATURDAY	0	1	2	0	1	0	0	0	0	0	0	0	1	3	0	0	1	1	0	0	1	0	2	0	0	13									
Totals	1	1	3	1	1	0	4	6	7	5	7	4	2	12	6	10	10	18	3	4	2	0	2	1	0	110									

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	89	23-Bicyclist	0
2-(Sport) Utility Vehicle	75	24-Witness	11
3-Passenger Van	2	25-Other	0
4-Cargo Van (10K lbs or Less)	2	26-Construction	1
5-Pickup	43	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	230
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	1		
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	45	52	8	1	0	0	106
Ran Off Roadway	5	0	0	0	0	0	5
Failed to Yield Right-of-Way	21	15	1	0	0	0	37
Ran Red Light	1	0	0	0	0	0	1
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	0	0	0	0	0	0	0
Drove Too Fast For Conditions	2	3	1	1	0	0	7
Improper Turn	2	2	0	0	0	0	4
Improper Backing	0	2	0	0	0	0	2
Improper Passing	2	0	0	0	0	0	2
Wrong Way	0	1	0	0	0	0	1
Followed Too Closely	20	6	2	1	1	1	31
Failed to Keep in Proper Lane	7	4	0	0	0	0	11
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	3	2	0	0	0	0	5
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	1	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	2	0	0	0	0	3
Unknown	1	1	0	0	0	0	2
Total	110	91	12	3	1	1	218

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	102	92	12	3	1	1	211
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	6	0	0	0	0	0	6
Other	1	0	0	0	0	0	1
Total	110	92	12	3	1	1	219

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	12	0	0	0	0	12
20-24	35	0	0	0	0	35
25-29	18	0	0	0	0	18
30-39	39	0	0	0	0	39
40-49	33	0	0	0	0	33
50-59	29	0	0	0	0	29
60-69	37	0	0	0	0	37
70-79	12	0	0	0	0	12
80-Over	2	0	0	0	0	2
Unknown	1	0	0	1	0	2
Total	218	0	0	1	0	219

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.)	1
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	218
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	6		
13-Motor Vehicle in Transport	204		
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	1		
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	1		
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	0		
34-Traffic Signal Support	1		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	1		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	23	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	4	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	24	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	2	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	55	
14-Other	2	
Total	110	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	3	3
B	9	9
C	21	29
PD	77	0
Total	110	41

Road Character	
Road Grade	Total
1-Level	107
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	1
5-Other	0
Total	110

Light	
Light Condition	Total
1-Daylight	82
2-Dawn	1
3-Dusk	2
4-Dark - Lighted	16
5-Dark - Not Lighted	9
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	110

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2020	2021	2022	Total
JANUARY	4	2	3	9
FEBRUARY	0	3	1	4
MARCH	1	2	4	7
APRIL	0	3	3	6
MAY	3	4	0	7
JUNE	1	5	3	9
JULY	4	5	8	17
AUGUST	3	2	5	10
SEPTEMBER	4	4	5	13
OCTOBER	4	2	4	10
NOVEMBER	2	7	4	13
DECEMBER	1	2	2	5
Total	27	41	42	110

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	1	0	0	1	0	0	0	0	0	0	0	0	2
Rear End - Sideswipe	26	0	6	6	0	13	0	0	0	0	0	0	0	0	51
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	15	5	0	19	0	0	0	0	0	0	0	0	39
Pedestrians	1	0	0	0	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	6	0	0	2	0	1	0	0	0	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	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	1	0	0	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	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
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	40	0	22	14	0	34	0	0	0	0	0	0	0	0	110

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	9	0	0	0	0	1	0	0	0	0	0	10
Dark - Not Lighted	9	0	0	0	0	0	0	0	0	0	0	9
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	1	1
Daylight	71	0	0	0	0	0	1	0	0	0	0	72
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	1	3
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	2	0	0	0	0	0	0	0	0	0	1	3
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	1	0	0	0	0	0	0	0	0	4	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	2	0	0	0	0	0	1	0	0	0	3
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	2	0	0	0	2
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	94	3	0	0	0	1	1	3	0	0	8	110

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: **YORK**

TOWN: **SACO**

LOW NODE: **56672** HIGH NODE: **0000**

REGION: **1**

U/R: **URBAN**

DESCRIPTION: **Int of Portland Rd & Flag Pond Rd**

RTE # / RD #: **0001X**

DATE DRAWN: **6/9/2023**

DRAWN BY: **Michelle**

STUDY FROM: **1/1/2020**

STUDY TO: **12/31/2022**

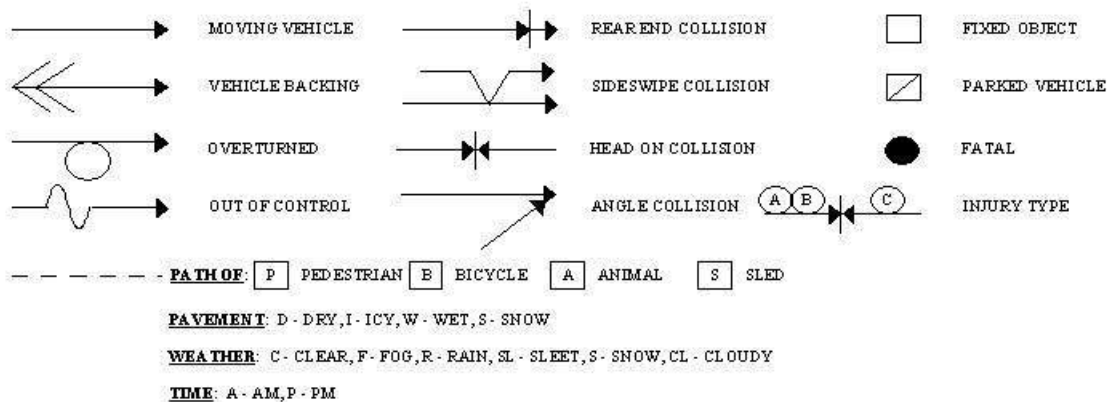
CRASH RATE: **0.74**

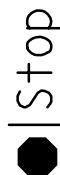
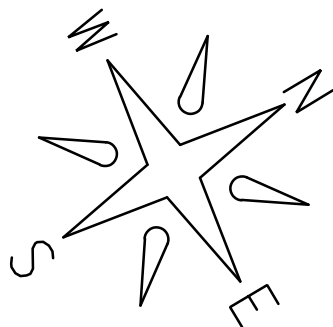
CRF: **2.28**

% INJURY: **37.5**

TOTAL CRASHES: **16**

LEGEND





Stop

32630 11-22-21 7:38A W/R Fail To Yield

23310 9-28-20 3:22P D/C Follow Too Close

23441 8-17-22 3:13P D/C Follow Too Close

13870 6-1-21 8:08A D/C Improper Backing

Flag Pond Rd.

Saco

Node: 56672

Study Period: 2020-2022

of Crashes: 16 / CRF: 2.28

Prepared by Office of Safety & Mobility

(MP 6/9/23)

Main St.



31676 12-10-20 8:43A D/C Improper Turn

32269 11-17-21 7:11P D/C Fail to Yield

(B) 20680 7-12-20 7:34P D/C Fail To Yield
moped

24803 8-30-22 8:01A D/C Fail to Yield

17388 6-27-20 5:58P D/C Fail To Yield

14974 6-11-21 2:54P D/C Unknown

Traffic barrels

2141 1-20-22 2:11P D/C Fail to Yield

(B) 27627 10-11-21 4:53P D/C Fail to Yield

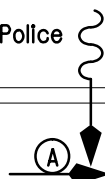
33015 11-22-21 5:01P D/C Fail To Yield

31144 10-27-22 6:36P D/C Fail to Yield

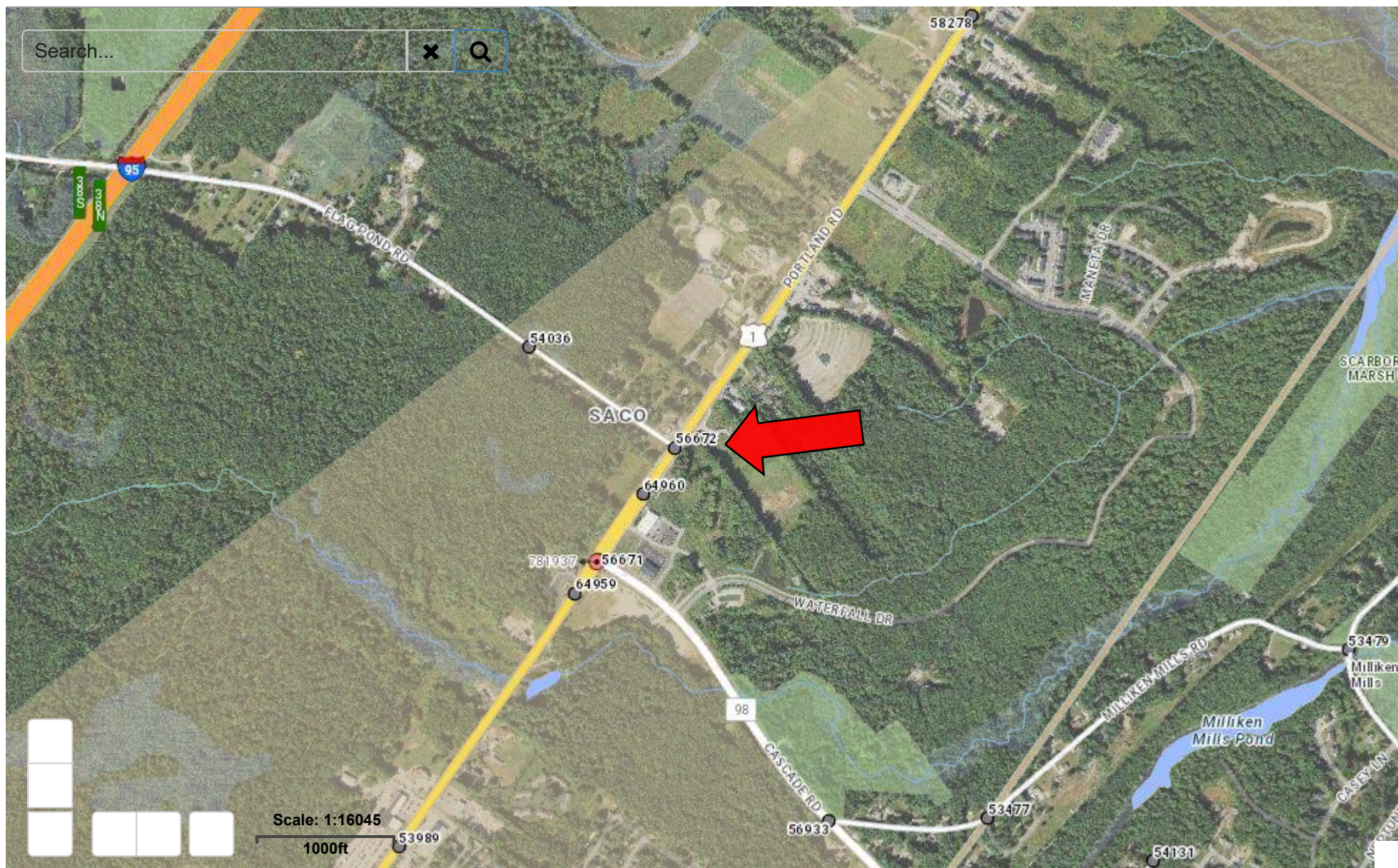


15725 7-3-20 9:18A W/R Fail To Yield

19015 7-29-20 3:30A D/C O.U.I./Eluding Police



Main St.



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

Saco
Int of Portland Rd & Flag Pond Rd

REPORT PARAMETERS

Year 2020, Start Month 1 through Year 2022 End Month: 12

Route: 0001X

Start Node: 56672

Start Offset: 0

☐ Exclude First Node

End Node: 56672

End Offset: 0

☐ Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Annual M Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
56672	0001X - 38.73	Int of FLAG POND RD PORTLAND RD	2	16	0	1	2	3	10	37.5	7.227	0.74	0.32	2.28
				Statewide Crash Rate: 0.14										
Study Years:	3.00	NODE TOTALS:		16	0	1	2	3	10	37.5	7.227	0.74	0.32	2.28

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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1									
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	4									
TUESDAY	0	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									
WEDNESDAY	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3									
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3									
FRIDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2									
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1									
Totals	0	0	0	1	0	0	0	1	3	1	0	0	0	0	2	2	1	2	1	2	0	0	0	0	0	16									

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	14	23-Bicyclist	0
2-(Sport) Utility Vehicle	7	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	1	26-Construction	0
5-Pickup	9	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	32
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	1		
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	4	11	1	0	0	0	16
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	9	2	0	0	0	0	11
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	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	1	0	0	0	0	1
Improper Backing	0	1	0	0	0	0	1
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	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	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	16	15	1	0	0	0	32

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	15	15	1	0	0	0	31
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	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	16	15	1	0	0	0	32

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	2	0	0	0	0	2
20-24	6	0	0	0	0	6
25-29	1	0	0	0	0	1
30-39	4	0	0	0	0	4
40-49	6	0	0	0	0	6
50-59	4	0	0	0	0	4
60-69	6	0	0	0	0	6
70-79	3	0	0	0	0	3
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	32	0	0	0	0	32

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	32
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	31		
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	1		
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		

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	14	
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	2	
14-Other	0	
Total	16	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	2	2
C	3	3
PD	10	0
Total	16	6

Road Character	
Road Grade	Total
1-Level	16
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	16

Light	
Light Condition	Total
1-Daylight	11
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	4
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	16

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2020	2021	2022	Total
JANUARY	0	0	1	1
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	1	2	0	3
JULY	3	0	0	3
AUGUST	0	0	2	2
SEPTEMBER	1	0	0	1
OCTOBER	0	1	1	2
NOVEMBER	0	3	0	3
DECEMBER	1	0	0	1
Total	6	6	4	16

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	1	0	0	0	0	0	0	0	0	0	0	0	1
Rear End - Sideswipe	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	12	0	0	0	0	0	0	0	0	0	0	0	12
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	16	0	0	0	0	0	0	0	0	0	0	0	16

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	4	0	0	0	0	0	0	0	0	0	0	4
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	9	0	0	0	0	0	0	0	0	0	0	9
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	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	2	2
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	14	0	0	0	0	0	0	0	0	0	2	16

3

Section 3: Development Entrances and Exits

3.A Entrance and Exit Locations

The site is located on Tax Map 63 and Lot 3-1 on Merrill Road bounded by Route 1/Portland Road to the east in Saco, Maine. The proposed driveway location is illustrated on the site plan as attachments to Section 1.

The proposed development will continue to have one driveway that operates as both the entrance and exit to the apartment buildings and parking. Adjacent to the site, US Route 1/Portland Road contains two travel lanes in each direction and a two-way left-turn lane. Residents traveling into and out of the site can utilize the existing two-way-center-left-turn lane when making a left-turn.

There will also be a proposed emergency access on Apple Tree Lane that will be blocked off during day-to-day operation but available on an as needed basis.

There are existing sidewalks on both sides of Portland Road south of the site and a sidewalk adjacent to the site on the west side. There are no existing bicycle accommodations on Portland Road near the site.

3.B Plan View

Attachment 1A of Section 1 shows the proposed site plan. As shown, the entrance and exit to the proposed residential development is via Merrill Road.

3.C Stopping Sight Distances

VHB followed the MaineDOT and City of Saco evaluation methods for sight distance. Since the City of Saco requires a longer sight distance than MaineDOT standards, their evaluation methods were used for the analysis. Under the City of Saco Technical Design and Construction Standards Manual, sight distance is measured to and from the point of centerline of the proposed access that is located 10 feet behind the edge of traveled way, with the height of the driver's eye 3-1/2

Clover Leaf Development

feet, to the top of an object 3-1/2 feet above the pavement. The speed limit on US Route 1/Portland Road is posted as 45 mph near the site. The minimum allowable sight distances are presented in Table 1 below:

Table 1 City of Saco Sight Distance Requirements

Posted Speed (MPH)	Recommended Sight Distance (Feet)	Minimum Required Distance (feet)
25	280	250
30	335	300
35	390	350
40	445	400
45	500	450
50	555	500
55	610	550

Based on a field visit, available sight distance exceeds the recommended requirement of 500 feet with a maximum sight distance of 800 feet to the left and 1,000 feet to the right of the driveway as shown in Attachment 3A. The left side is obstructed past 800 feet by a telephone pole and trees, and the right side is obstructed past 1,000 feet by the intersection of Flag Pond Road at US Route 1/Portland Road.

3.D Entrance/Exit Compliance with Design Requirements

Entrances and exits were designed to meet all the criteria specified in the MaineDOT's Chapter 299 Highway Driveway and Entrance Rules.

3.E Attachments

Attachment 3A – Sight Distance Site Plan

10

4

Section 4: Title, Right, or Interest

4.A Evidence of Title, Right, or Interest

The proposed development is located on property owned by the Applicant. Copies of the deeds associated with the property are attached.

4.B Attachments

Attachment 4A Deeds

Attachment 4A

Deeds



DLN: 1002240202008

QUITCLAIM DEED WITH COVENANT

PAMELA CONSIGLIO, of Lady Lake, County of Lake, State of Florida, whose mailing address is 1316 Debra Drive, Lady Lake, Florida 32159 and **SHERRY W. MITCHELL**, of Lady Lake, County of Lake, State of Florida, whose mailing address is 930 Oleander Street, Lady Lake, Florida 32159, for consideration paid, grant, with quitclaim covenant, to **CLOVER LEAF DEVELOPMENT LLC**, a Maine limited liability company with a mailing address of PO Box 6799, Scarborough, Maine 04070, the land located at or near 986 Portland Road in Saco, County of York, State of Maine, together with all rights and easements appurtenant thereto, such land being more particularly described as follows (hereinafter referred to as "Surveyor's Description"):

A certain lot or parcel of land with the buildings thereon, situated on the northwesterly side of Portland Road (US Route 1) in the City of Saco, County of Cumberland and State of Maine bounded and described as follows:

Beginning at a point on the northwesterly sideline of Portland Road (US Route 1) at the northeasterly corner of land now or formerly of Aqua Management, LLC as described in deed book 17607, page 402 and deed book 18450, page 71;

Thence, the following courses and distances along land of said Aqua Management, LLC:

N 55°35'19" W a distance of 998.00 feet to a capped iron rod;

N 55°35'19" W a distance of 214.67 feet;

S 33°20'05" W a distance of 473.10 feet;

S 40°46'17" W a distance of 228.42 feet;

N 56°11'14" W a distance of 1,187.24 feet;

S 35°14'35" W a distance of 401.27 feet to land now or formerly of Jennifer T. & Lucas Mahoney as described in deed book 17782, page 855;

Thence, N 53°01'25" W along land of said Mahoney and the end of a private right of way, as shown on "Final Plan, Apple Tree Lane Subdivision" recorded in York County Registry of Deeds plan book 381, page 44, a distance of 150.02 feet to land now or formerly of Jason A. Camire as described in deed book 18120, page 865;

Maine R.E. Transfer Tax Paid

SPB -> BSSC
For Box 777
P.O. Box 777
P.O. Box 777

Thence, N 35°14'35" E along land of said Camire 206.51 feet to a crimped iron pipe;

Thence, N 54°06'44" W continuing along land of said Camire 235.63 feet to an iron pipe and land now or formerly of Therese M. and Paul D. Hersey as described in deed book 18402, page 583;

Thence, N 53°29'04" W along land of said Hersey and land now or formerly of Marilyn Ives as described in deed book 14318, page 329 a distance of 286.42 feet to and iron pipe and other land now or formerly of Marilyn Ives as described in deed book 8075, page 334;

Thence, N 54°01'13" W along land of said Ives 402.98 feet to a granite monument;

Thence, N 35°00'44" E along land of said Ives 195.53 feet to an iron rod and land now or formerly of James H. and Edna M. Leary as described in deed book 11917, page 161;

Thence, the following courses and distances along land of said Leary:

N 36°20'28" E a distance of 730.38 feet;

S 53°57'48" E a distance of 918.75 feet to a granite monument;

N 35°45'01" E a distance of 421.76 feet to a granite monument;

S 53°15'01" E a distance of 2,044.03 feet to a drill hole and land now or formerly of Cottages at Pine Meadows Condominium as shown on "Cottages at Pine Meadows, Overall Site Layout and Materials Plan" recorded in York County Registry of Deeds plan book 960, page 1;

Thence, S 53°45'50" E along land of said Cottage at the Pine Meadows Condominium 165.36 feet to a drill hole at land now or formerly of William A. Jipsom, Jr. as described in deed book 18086, page 906 and land now or formerly of Phineas Merrill heirs, being the grave yard lot excepted in deed book 292, page 508;

Thence, the following courses and distances along land of said Phineas Merrill heirs:

S 35°21'59" W a distance of 28.00 feet;

S 54°38'01" E a distance of 331.82 feet to the northwesterly sideline of said Portland Road (US Route 1);

Thence, S 34°27'03" W along the northwesterly sideline of said Portland Road (US Route 1) 326.02 feet to the point of beginning, containing 65.84 acres more or less.

The above-described parcel of land is shown on "Boundary and Topographic Survey at 986 Portland Road, Saco, Maine made for Clover Leaf Development LLC," dated Feb. 23, 2021 and revised 3/4/21 by Owen Haskell, Inc. OHI Job #2020-392 S-Y.

Also releasing Grantor's right, title and interest in and to the premises described as follows (hereinafter referred to as "Historical Description"):

Certain lots or parcels of land with the buildings thereon, situated on the northwesterly side of Portland Road (US Route 1) in the City of Saco, County of Cumberland and State of Maine bounded and described as follows:

Parcel One:

A certain lot or parcel of land, with the buildings thereon, situated and located on the Northwesterly side of the Portland Road, in Saco, Maine, and being the Mills Homestead, so-called, and containing ninety (90) acres, more or less, and being the same premises devised to Edgar E. Mills by his father, Eugene Mills, late of Saco, Maine, and the same premises devised to this Grantor by his late father, Edgar E. Mills, the Wills of the said Eugene Mills and Edgar E. Mills having been duly proved and allowed by the Probate Court for the County of York.

Excepting from the above above-described premises, the land described in Deed from Pamela Consiglio and Sherry Mitchell to Aqua Management LLC dated September 25, 2020 and recorded in York County Registry of Deeds in Book 18450, Page 71.

Parcel Two:

A certain lot or parcel of land together with any improvements thereon situated northeasterly of the Flag Pond Road but not adjacent thereto, and at the end of Apple Tree Lane as the same is shown on plan recorded in the York County Registry of Deeds in Plan Book 381, Page 44 in Saco, York County, Maine and being more particularly bounded and described as follows:

Beginning at the granite monument which marks the end of Apple Tree Lane, a corner of Lot No. 4 as shown on said plan where it abuts and land labeled on said plan N/F Michael S. Kimball and Peter J Kimball in Book 13763, Page 88;

Thence N 35° 29' 35" W along said Lot No. 4 and land now or formerly of Witham a distance of 392.99 feet to an iron rod and other land of Witham;

Thence S 37° 23' 58" E along said Witham land a distance of 150 feet to a point;

Thence S 35° 29' 35" W through remaining land of Aqua Management LLC a distance of 393 feet, more or less, to a point on the northerly sideline of Lot No. 3 as shown on said plan;

Thence N 52° 59' 44" W along Lot No. 3 and Apple Tree Lane a distance of 150 feet to the monument which marks the point and place of beginning.

For source of title, see Deed of Distribution from Harold Mitchell, personal representative to Grantors dated August 3, 2015, and recorded in the York County Registry of Deeds in Book 17077, Page 835, Warranty Deed from Aqua Management LLC dated November 12, 2020, recorded in said Registry in Book 18450, Page 73, and Boundary Line Establishment with Aqua Management LLC dated March 16, 2021, and recorded in said Registry in Book 18610, Page 857.

IN WITNESS WHEREOF, the undersigned have executed this instrument as of this 13th day of July, 2022.

Witness:

Sherry W. Mitchell

Melissa M. Braley

Pamela Consiglio
Pamela Consiglio

STATE OF VERMONT
GRAND ISLE, ss.

July ____, 2022

Then personally appeared before me the above-named Sherry W. Mitchell and acknowledged the foregoing instrument to be her free act and deed.

Notary Public
My Commission Expires:
Print name:

STATE OF MAINE
PENOBSCOT, ss.

July 13th, 2022

Then personally appeared before me the above-named Pamela Consiglio and acknowledged the foregoing instrument to be her free act and deed.

Melissa M. Braley
Notary Public
My Commission Expires:
Print name:

MELISSA M BRALEY
NOTARY PUBLIC
State of Maine
My Commission Expires
June 13, 2028

SEAL

IN WITNESS WHEREOF, the undersigned have executed this instrument as of this 13th day of July, 2022.

Witness:

Sherry W. Mitchell

Pamela Consiglio

STATE OF VERMONT
GRAND ISLE, ss.

July 12, 2022

Then personally appeared before me the above-named Sherry W. Mitchell and acknowledged the foregoing instrument to be her free act and deed.

Danielle James Choiniere
Notary Public F&T James
My Commission Expires: 1.31.2023
Print name: Danielle James Choiniere
Credential # 157.0002819

STATE OF MAINE
PENOBSCOT, ss.

July ____, 2022

Then personally appeared before me the above-named Pamela Consiglio and acknowledged the foregoing instrument to be her free act and deed.

Notary Public
My Commission Expires:
Print name:

SEAL



BK 17077 PGS 835 - 836
INSTR # 2015034006
RECEIVED YORK SS

08/14/2015 12:54:47 PM
DEBRA ANDERSON
REGISTER OF DEEDS

**DEED OF DISTRIBUTION
BY PERSONAL REPRESENTATIVE (TESTATE)**

I, HAROLD MITCHELL, now of 115 US Route 2 South, Alburgh, Vermont 05440, duly appointed and acting personal representative of the Estate of DONALD M. WITHAM, whose will was duly admitted to probate in the Probate Court for York County, Maine, Docket No. 2014-0981, by the power conferred by law, and every other power, in distribution of the estate grant to SHERRY W. MITCHELL, now of 115 US Route 2 South, Alburgh, Vermont 05440, and PAMELA CONSIGLIO, now of 1316 Debra Drive, Lady Lake, Florida 32159, being the persons entitled to distribution, as Tenants in Common, the real property in Saco, York County, Maine, described as follows:

A certain lot or parcel of land, with the buildings thereon, situated and located on the Northwesterly side of the Portland Road, in Saco, Maine, and being the Mills Homestead, so-called, and containing ninety (90) acres, more or less, and being the same premises devised to Edgar E. Mills by his father, Eugene Mills, late of Saco, Maine, and the same premises devised to this Grantor by his late father, Edgar E. Mills, the Wills of the said Eugene Mills and Edgar E. Mills having been duly proved and allowed by the Probate Court for the County of York.

Also, the same premises conveyed to Lawrence B. Mills, a/k/a Laurence B. Mills, and Bernice G. Mills by deed of Mary a. Bradbury dated June 22, 1953 and recorded in the York County Registry of Deeds in Book 1230, Page 471.

This conveyance is subject to "Notice of Layout and Taking" dated July 14, 1999 and recorded in the York County Registry of Deeds in Book 9267, Page 3, by which the Maine Department of Transportation widened U. S. Route One;

Also subject to Federal Aid Project No. STP-66125 (00)X Plans dated January, 1999, and

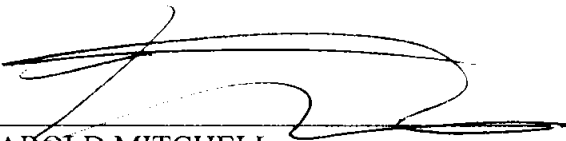
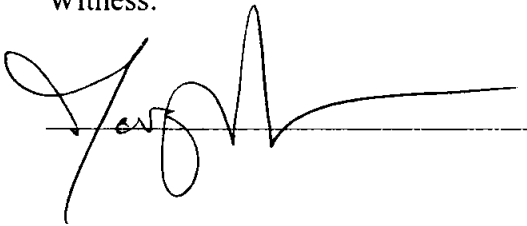
No R.E. Transfer Tax Paid

recorded in the York Country Registry of Deeds in Book 323, Pages 46 and 47 on September 26, 2007.

Being a portion of the same premises conveyed to JEAN M. WITHAM and DONALD M. WITHAM by deed of LAWRENCE B. MILLS , a/k/a Laurence B. Mills, dated January 26, 1979 and recorded in the York County Registry of Deeds in Book 2468, Page 331. Jean M. Witham died on January 14, 2011. Donald M. Witham was the surviving joint tenant.

Witness my hand and seal on August 3, 2015.

Witness:

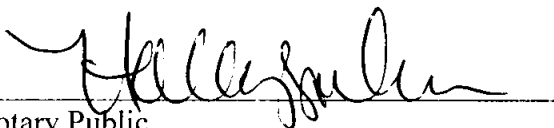

HAROLD MITCHELL
Personal Representative of the
Estate of Donald M. Witham

Maine
STATE OF ~~VERMONT~~
Cumberland ss.

August 3rd, 2015

Then personally appeared the above named HAROLD MITCHELL and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,


Notary Public

Please type or print name of Notary:

Holly Gordon

HOLLY BARRETT NASH GORDON
Notary Public State of Maine
My Commission Expires **June 19 2021**

Seal

Joyce Leary Clarke, Esq.
Prescott Jamieson Murphy
PO Box 1190
Saco, ME 04072
→
2pgs

WARRANTY DEED
Maine Statutory Short Form

KNOW ALL MEN BY THESE PRESENTS,

THAT **AQUA MANAGEMENT LLC**, a Maine Limited Liability Company with a principal address of 980 Portland Road, U.S.Route 1, of Saco, County of York, State of Maine,

for consideration paid,

grant to **PAMELA CONSIGLIO**, of Lady Lake, County of Lake, State of Florida, whose mailing address is 1316 Debra Drive, Lady Lake, FL 32158 and **SHERRY MITCHELL**, of Alburgh, County of Grand Isle, State of Vermont, whose mailing address is 1099 US Route 2 S, Alburgh, VT 05440, with **warranty covenants, as tenants in common**, the land in Saco, County of York, State of Maine, described as follows:

A certain lot or parcel of land together with any improvements thereon situated northeasterly of the Flag Pond Road but not adjacent thereto, and at the end of Apple Tree Lane as the same is shown on plan recorded in the York County Registry of Deeds in Plan Book 381, Page 44 in Saco, York County, Maine and being more particularly bounded and described as follows:

Beginning at the granite monument which marks the end of Apple Tree Lane, a corner of Lot No. 4 as shown on said plan where it abuts and land labled on said plan N/F Michael S. Kimball and Peter J. Kimball in Book 13763, Page 88;

Thence N 35° 29' 35" W along said Lot No. 4 and land now or formerly of Witham a distance of 392.99 feet to an iron rod and other land of Witham;

Thence S 37° 23' 58" E along said Witham land a distance of 150 feet to a point;

Thence S 35° 29' 35" W through remaining land of Aqua Management LLC a distance of 393 feet, more or less, to a point on the northerly sideline of Lot No. 3 as shown on sid plan;

Thence N 52° 59' 44" W along Lot No. 3 and Apple Tree Lane a distance of 150 feet to the monument which marks the point and place of beginning.

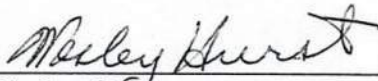
Being a portion of the premises conveyed to Aqua Management LLC by virtue of a deed from Aquaventures, LLC dated November 14, 2017 and recorded in the York County Registry of Deeds in Book 17607, Page 402.

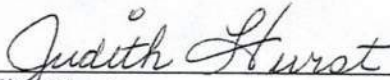
Reserving to the Grantor, its successors and assigns a 50 foot wide right of way and utility easement to access Apple Tree Lane, said right of way is to be constructed and used in any manner that is consistent with the extension and expansion of Apple Tree Lane.

IN WITNESS WHEREOF, We, the said Wesley Hurst and Judith Hurst, Members of AQUA MANAGEMENT LLC, have hereunto set my hand and seal, this 12th day of November, 2020.

SIGNED, SEALED AND DELIVERED
IN PRESENCE OF

AQUA MANAGEMENT LLC


Wesley Hurst
Its Member


Judith Hurst
Its Member

STATE OF MAINE
YORK, ss.

November 12, 2020

Then personally appeared the above named Wesley Hurst and Judith Hurst, Managers of AQUA MANAGEMENT LLC, and acknowledged the foregoing instrument to be their free act and deed and the free act and deed of said LLC.

Before me,


Kimbaly A. Phinney, Notary Public
Commission Expires: 11/09/22

WARRANTY DEED
Maine Statutory Short Form

KNOW ALL MEN BY THESE PRESENTS,

THAT We, **PAMELA CONSIGLIO**, of Lady Lake, County of Lake, State of Florida and **SHERRY MITCHELL**, of Alburgh, County of Grand Isle, State of Vermont,

for consideration paid,

grant to **AQUA MANAGEMENT LLC**, a Maine Limited Liability Company with a principal address of 980 Portland Road, U.S. Route 1, of Saco, County of York, State of Maine, with **warranty covenants**, the land in Saco, County of York, State of Maine, described as follows:

A certain lot or parcel of land located westerly of but not adjacent to US Route 1 in Saco, York County, Maine and being more particularly bounded and described as follows:

Beginning at an iron rod which marks the most northerly corner of, (Aquaboggan,) land of Aqua Management LLC and is located a distance of 998 feet as measured along the common boundary of land now or formerly of Witham and Aqua Management LLC on a course of N 36° 48' 03" W from and iron rod set in the westerly sideline of US Route 1;

Thence S 52° 07' 21" W along the common boundary of Aqua Management LLC and land now or formerly of Witham a distance of 475.87 feet to an iron rod;

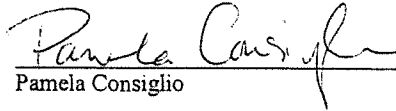
Thence N 36° 03' 47" W along said boundary a distance of 214.74 feet to an iron rod;

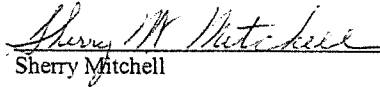
Thence N 52° 07' 33" E parallel with the first course a distance of 475.87 feet, more or less, to a point;

Thence S 36° 48' 03" E a distance of 214 feet, more or less, to the iron rod which marks the point of beginning;

IN WITNESS WHEREOF, We, the said **PAMELA CONSIGLIO and SHERRY MITCHELL**, have hereunto set our hands and seals, this 25 day of September, 2020.

SIGNED, SEALED AND DELIVERED
IN PRESENCE OF


Pamela Consiglio


Sherry Mitchell

STATE OF MAINE
YORK, ss.

Sept 25, 2020

Then personally appeared the above named **PAMELA CONSIGLIO** and **SHERRY MITCHELL** and acknowledged the foregoing instrument to be their free act and deed.

Before me,


Notary Public: Kimberly A. Phinney
Commission Expires: 11-09-22



Individual Member
Individual Membership



One Canal Plaza, Portland, ME 04101 • 207.772.1333

CONTRACT FOR THE SALE OF REAL ESTATE

Date: Monday, December 14, 2020

RECEIVED OF: Clover Leaf Development LLC whose mailing address is PO Box 6799, Scarborough Maine 04070 hereinafter called the Purchaser(s), the sum of _____ Dollars (\$ _____) as earnest money deposit and in part payment of the purchase price of the following described real estate, situated in the municipality of Saco, County of York, State of Maine and located at 986 Portland Road being the property owned by the Seller(s) at the above address, and described at said County's Registry of Deeds Book (per Exhibit A), Page (per Exhibit A) and further described as: approximately 67 acres to be more thoroughly depicted in the attached Exhibit A upon the terms and conditions indicated below:

1. PERSONAL PROPERTY: The following items of personal property are included in this sale (if applicable): n/a.
2. PURCHASE PRICE: The TOTAL purchase price being _____ Dollars (\$) to be paid as follows: earnest money deposit included herein, any additional deposits which may be made during the permitting and approval period and the balance to be paid at Closing by certified funds.
3. EARNEST MONEY/ACCEPTANCE: The Boulos Company shall hold said earnest money in a non-interest bearing account and act as Escrow Agent until closing; this offer shall be valid until 12/17/2020 at 5:00PM; and, in the event of the Seller's non-acceptance, this earnest money shall be returned promptly to the Purchaser(s).
4. TITLE: That a deed, conveying good and merchantable title in accordance with standards adopted by the Maine Bar Association shall be delivered to the Purchaser(s) and this transaction shall be closed and the Purchaser(s) shall pay the balance due and execute all necessary papers on or before within 30 days of receipt of the unappealable approvals for the Proposed Development (anticipated to be approximately 12 months from the effective date). If Seller(s) is unable to convey in accordance with the provisions of this paragraph, then the Seller(s) shall have a reasonable time period, not to exceed thirty (30) days, from the time the Seller(s) receives written notice of the defect, unless otherwise agreed to by both parties, to remedy the title, after which time, if such defect is not corrected so that there is merchantable title, the Purchaser(s) may, within fifteen (15) days thereafter, at Purchaser's option, declare the contract null and void and any earnest money shall be returned to the Purchaser(s) and neither party shall have any further obligation hereunder. If the Purchaser(s) does not declare the contract void within the period set forth above, the Purchaser(s) shall have waived the right to object to title. The Seller(s) hereby agrees to make a good-faith effort to cure any title defect during such period.
5. DEED: That the property shall be conveyed by a quitclaim with covenant deed, and shall be free and clear of all encumbrances except building and zoning restrictions of record, restrictive covenants and conditions of record and usual public utilities servicing the property and shall be subject to applicable land use and building laws and regulations.
6. POSSESSION /OCCUPANCY: Possession/occupancy of premises shall be given to Purchaser(s) immediately at closing, free of any leases, tenancies, or occupancies.
7. LEASES/TENANT SECURITY DEPOSITS: Intentionally deleted.
8. RISK OF LOSS: Until the transfer of title, the risk of loss or damage to said premises by fire or otherwise, is assumed by the Seller(s) unless otherwise agreed in writing. Said premises shall then be in substantially the same condition as at present, excepting reasonable use and wear.
9. PRORATIONS: The following items shall be prorated as of the date of closing:
 - a. Real Estate Taxes based on the municipality's tax year. Seller is responsible for any unpaid taxes for prior years. Purchaser shall receive at closing a credit equal to the Tree Growth termination penalty that will due to the City of Saco.
 - b. Fuel
 - c. n/a
 - d. Rents
 - e. Metered utilities, such as water and sewer, shall be paid by Seller(s) through the date of closing.
 - f. Purchaser(s) and Seller(s) shall each pay its transfer tax as required by the State of Maine.

Seller [Signature] Purchaser [Signature] DS

10. **INSPECTIONS:** The Purchaser(s) is encouraged to seek information from professionals regarding any specific issue of concern. Purchaser(s) acknowledges receipt of disclosure form attached hereto. The Agent makes no warranties regarding the condition, permitted use or value of the Seller's real or personal property. This Contract is subject to the following inspections, with the results being satisfactory to the Purchaser(s):

TYPE OF INSPECTION	YES	NO	RESULTS REPORTED	TYPE OF INSPECTION	YES	NO	RESULTS REPORTED
a. General Building	☐	☒	Within <u>#</u> days	g. Lead Paint	☐	☒	Within <u>#</u> days
b. Sewage Disposal	☒	☐	Within <u>60</u> days	h. Pests	☐	☒	Within <u>#</u> days
c. Water Quality	☒	☐	Within <u>60</u> days	i. ADA	☐	☒	Within <u>#</u> days
d. Radon Air Quality	☐	☒	Within <u>#</u> days	j. Wetlands	☒	☐	Within <u>60</u> days
e. Radon Water Quality	☐	☒	Within <u>#</u> days	k. Environmental Scan	☒	☐	Within <u>60</u> days
f. Asbestos Air Quality	☐	☒	Within <u>#</u> days	l. Other: <u>survey</u>	☒	☐	Within <u>60</u> days

The use of days is intended to mean from the effective date of this Contract. All inspections will be done by inspectors chosen and paid for by the Purchaser(s). If the result of any inspection or other condition specified herein is unsatisfactory to the Purchaser(s), in Purchaser(s) sole discretion, Purchaser(s) may declare the Contract null and void by notifying Seller(s) in writing within the specified number of days, and any earnest money shall be returned to the Purchaser(s). If the Purchaser(s) does not notify the Seller(s) that an inspection is unsatisfactory within the time period set forth above, this contingency is waived by the Purchaser(s). In the absence of inspection(s) mentioned above, the Purchaser(s) is relying completely upon Purchaser's own opinion as to the condition of the property.

11. **FINANCING:** Intentionally Deleted.
12. **AGENCY DISCLOSURE:** The Purchaser(s) and Seller(s) acknowledge that they have been informed that the Selling Licensee is acting as a Purchaser's agent in this transaction and is representing the Purchaser(s) and that the Listing Licensee is acting as Seller's agent in this transaction and is representing the Seller(s).
13. **DEFAULT:** If Purchaser(s) fails to perform any of the terms of this Contract or is otherwise in default of any of its obligations, Seller shall have the option of either retaining the earnest money as full and complete liquidated damages or employing all available legal and equitable remedies. If Seller(s) fails to perform any of the terms of this Contract or is otherwise in default of any of its obligations, Seller shall have the option of all available legal and equitable remedies, including the right of specific performance. Notwithstanding any other provision of this agreement, Escrow Agent shall have the right to require written releases from both parties prior to releasing the earnest money to either party. If a dispute arises between Purchaser(s) and Seller as to the existence of a default hereunder and/or the release of the earnest money and said dispute is not resolved by the parties within (30) days, Escrow Agent may elect to file an action in interpleader and deposit the earnest money in the court to resolve said dispute, or otherwise disburse the earnest money pursuant to Maine Real Estate Commission regulations. Purchaser(s) and Seller, jointly and severally, shall indemnify Escrow Agent for all costs, losses, expenses, and damages, including reasonable attorneys' fees, incurred by Escrow Agent in connection with said action and/or in connection with any dispute relating to this Contract and/or the Deposit.
14. **MEDIATION:** Any dispute or claim arising out of or relating to this Contract or the premises addressed in this Contract shall be submitted to mediation in accordance with the Maine Residential Real Estate Mediation Rules of the American Arbitration Association. This clause shall survive the closing of this transaction.
15. **PRIOR STATEMENTS:** Any verbal representations, statements and agreements are not valid unless contained herein. This Contract completely expresses the obligations of the parties. This is a Maine contract and shall be construed according to the laws of Maine.
16. **HEIRS/ASSIGNS:** This Contract is assignable by Purchaser YES ☒ NO ☐. This Contract shall extend to and be obligatory upon heirs, personal representatives, successors, and assigns (if assignment is allowed by the terms of this Contract), of the respective parties.
17. **COUNTERPARTS:** This Contract may be signed on any number of identical counterparts, including telefacsimile copies, with the same binding effect as if the signatures were on one instrument. Original or telefacsimiled signatures are binding.
18. **BINDING CONTRACT:** This Contract is a binding contract when signed by both Seller(s) and Purchaser(s) and when that fact has been communicated to all parties or to their agents. The Effective Date of the Contract is noted below. Time is of the essence of this Contract.
19. **REVIEW OF LEASES AND INCOME AND EXPENSE INFORMATION:** Intentionally deleted
20. Seller(s) and Purchaser(s) acknowledge receipt of the Maine Real Estate Commission Disclosure of Agency Relationship Form (Form #2), if the property is, or has a component of, one to four residential dwelling units.

DS DS
 Seller [Signature] Purchaser [Signature] kl

21. CONDITION TO CLOSE:

Intentionally Omitted

22. Due Diligence Reports: In the event Purchaser terminates this contract, all surveys, reports, studies, and other items related to the inspections and the permitting and approval process for the property, that are completed by the Purchaser prior to such termination date shall be provided to the Seller at no cost to the Seller.

23. ADDENDA: This Contract has addenda containing additional terms and conditions YES ☐ NO ☒

A COPY OF THIS CONTRACT IS TO BE RECEIVED BY ALL PARTIES AND, BY SIGNATURE, RECEIPT OF A COPY IS HEREBY ACKNOWLEDGED. IF NOT FULLY UNDERSTOOD CONSULT AN ATTORNEY.

Seller(s) acknowledges that the laws of the State of Maine provide that every buyer of real property located in Maine must withhold a withholding tax equal to 2 1/2% of the consideration unless the Seller(s) furnishes to the Buyer(s) a certificate by the Seller(s) stating, under penalty of perjury, that Seller(s) is/are a resident of Maine or the transfer is otherwise exempt from withholding.

Signed by: *[Signature]*
 Purchaser: *as Agent*
Clover Leaf Development LLC
 Name/Title

12/17/2020

Date

Soc. Sec # or Tax I.D.

Purchaser

Date

Name/Title

Soc. Sec # or Tax I.D.

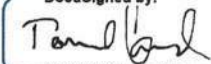
The Seller(s) accepts the offer and agrees to deliver the above-mentioned property at the price and upon the terms and conditions set forth above and agrees to pay the Broker the commission for services herein according to the Listing Agreement or if there is no Listing Agreement in the sum of: Enter sum here. The obligation to pay said commission or sum shall survive the closing of this transaction. Seller agrees that Broker may apply any deposit(s) received in connection with the sale of the Property toward commissions due and payable under this Agreement. If the earnest money is forfeited by Purchaser(s), it shall be evenly distributed between the Broker and Seller(s), provided, however, that Broker's portion shall not exceed the full amount of the commission specified. In the event the Seller(s) defaults on its obligations hereunder, The Boulos Company shall be entitled to costs of collection, including reasonable attorneys' fees.

Signed this: _____ day of _____, _____. Effective date of Contract: _____, day of _____, _____.

The Listing Licensee is Brice O'Connor of The Boulos Co (Company).

The Selling Licensee is Drew Sigfridson, SIOR of The Boulos Co (Company).

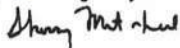
DS DS DS
 Seller *[Signature]* Purchaser *[Signature]*

DocuSigned by:


09CD08508D004A1...
Seller
Paul Consiglio

Name/Title

DocuSigned by:



8ED1A0ACE3A4D1...
Seller
Sherry Mitchell

Name/Title

12/17/2020

Date

Soc. Sec # or Tax I.D.

12/17/2020

Date

Soc. Sec # or Tax I.D.

Offer reviewed and refused on _____, _____, _____, Seller

DS
 DS
 DS

Seller _____ Purchaser _____

WARRANTY DEED
Maine Statutory Short Form

KNOW ALL MEN BY THESE PRESENTS,

THAT We, **PAMELA CONSIGLIO**, of Lady Lake, County of Lake, State of Florida and
SHERRY MITCHELL, of Alburgh, County of Grand Isle, State of Vermont,

for consideration paid,

grant to **AQUA MANAGEMENT LLC**, a Maine Limited Liability Company with a principal address of 980 Portland Road, U.S. Route 1, of Saco, County of York, State of Maine, with warranty covenants, the land in Saco, County of York, State of Maine, described as follows:

A certain lot or parcel of land located westerly of but not adjacent to US Route 1 in Saco, York County, Maine and being more particularly bounded and described as follows:

Beginning at an iron rod which marks the most northerly corner of, (Aquaboggan,) land of Aqua Management LLC and is located a distance of 998 feet as measured along the common boundary of land now or formerly of Witham and Aqua Management LLC on a course of N 36° 48' 03" W from and iron rod set in the westerly sideline of US Route 1;

Thence S 52° 07' 21" W along the common boundary of Aqua Management LLC and land now or formerly of Witham a distance of 475.87 feet to an iron rod;

Thence N 36° 03' 47" W along said boundary a distance of 214.74 feet to an iron rod;

Thence N 52° 07' 33" E parallel with the first course a distance of 475.87 feet, more or less, to a point;

Thence S 36° 48' 03" E a distance of 214 feet, more or less, to the iron rod which marks the point of beginning;

IN WITNESS WHEREOF, We, the said **PAMELA CONSIGLIO** and **SHERRY MITCHELL**, have hereunto set our hands and seals, this 25 day of September, 2020.

SIGNED, SEALED AND DELIVERED
IN PRESENCE OF

Pamela Consiglio
Pamela Consiglio

Sherry M Mitchell
Sherry Mitchell

STATE OF MAINE
YORK, ss.

Sept 25, 2020

Then personally appeared the above named **PAMELA CONSIGLIO** and **SHERRY MITCHELL** and acknowledged the foregoing instrument to be their free act and deed.

Before me,

Kimberly A. Hinney

Notary Public: Kimberly A. Hinney
Commission Expires: 11-09-22

WARRANTY DEED
Maine Statutory Short Form

KNOW ALL MEN BY THESE PRESENTS,

THAT **AQUA MANAGEMENT LLC**, a Maine Limited Liability Company with a principal address of 980 Portland Road, U.S. Route 1, of Saco, County of York, State of Maine,

for consideration paid,

grant to **PAMELA CONSIGLIO**, of Lady Lake, County of Lake, State of Florida, whose mailing address is 1316 Debra Drive, Lady Lake, FL 32158 and **SHERRY MITCHELL**, of Alburgh, County of Grand Isle, State of Vermont, whose mailing address is 1099 US Route 2 S, Alburgh, VT 05440, with **warranty covenants, as tenants in common**, the land in Saco, County of York, State of Maine, described as follows:

A certain lot or parcel of land together with any improvements thereon situated northeasterly of the Flag Pond Road but not adjacent thereto, and at the end of Apple Tree Lane as the same is shown on plan recorded in the York County Registry of Deeds in Plan Book 381, Page 44 in Saco, York County, Maine and being more particularly bounded and described as follows:

Beginning at the granite monument which marks the end of Apple Tree Lane, a corner of Lot No. 4 as shown on said plan where it abuts and land labeled on said plan N/F Michael S. Kimball and Peter J. Kimball in Book 13763, Page 88;

Thence N 35° 29' 35" W along said Lot No. 4 and land now or formerly of Witham a distance of 392.99 feet to an iron rod and other land of Witham;

Thence S 37° 23' 58" E along said Witham land a distance of 150 feet to a point;

Thence S 35° 29' 35" W through remaining land of Aqua Management LLC a distance of 393 feet, more or less, to a point on the northerly sideline of Lot No. 3 as shown on said plan;

Thence N 52° 59' 44" W along Lot No. 3 and Apple Tree Lane a distance of 150 feet to the monument which marks the point and place of beginning.

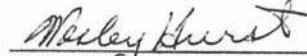
Being a portion of the premises conveyed to Aqua Management LLC by virtue of a deed from Aquaventures, LLC dated November 14, 2017 and recorded in the York County Registry of Deeds in Book 17607, Page 402,

Reserving to the Grantor, its successors and assigns a 50 foot wide right of way and utility easement to access Apple Tree Lane, said right of way is to be constructed and used in any manner that is consistent with the extension and expansion of Apple Tree Lane.

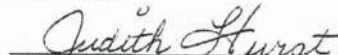
IN WITNESS WHEREOF, We, the said Wesley Hurst and Judith Hurst, Members of **AQUA MANAGEMENT LLC**, have hereunto set my hand and seal, this 12th day of November, 2020.

SIGNED, SEALED AND DELIVERED
IN PRESENCE OF

AQUA MANAGEMENT LLC



Wesley Hurst
Its Member



Judith Hurst
Its Member

STATE OF MAINE
YORK, ss.

November 12, 2020

Then personally appeared the above named Wesley Hurst and Judith Hurst, Managers of **AQUA MANAGEMENT LLC**, and acknowledged the foregoing instrument to be their free act and deed and the free act and deed of said LLC.

Before me,



Kimbaly A. Phinney, Notary Public
Commission Expires: 11/09/22



BK 17077 PGS 835 - 836 08/14/2015 12:54:47 PM
INSTR # 2015034006 DEBRA ANDERSON
RECEIVED YORK SS REGISTER OF DEEDS

**DEED OF DISTRIBUTION
BY PERSONAL REPRESENTATIVE (TESTATE)**

I, HAROLD MITCHELL, now of 115 US Route 2 South, Alburgh, Vermont 05440, duly appointed and acting personal representative of the Estate of DONALD M. WITHAM, whose will was duly admitted to probate in the Probate Court for York County, Maine, Docket No. 2014-0981, by the power conferred by law, and every other power, in distribution of the estate grant to SHERRY W. MITCHELL, now of 115 US Route 2 South, Alburgh, Vermont 05440, and PAMELA CONSIGLIO, now of 1316 Debra Drive, Lady Lake, Florida 32159, being the persons entitled to distribution, as Tenants in Common, the real property in Saco, York County, Maine, described as follows:

A certain lot or parcel of land, with the buildings thereon, situated and located on the Northwesterly side of the Portland Road, in Saco, Maine, and being the Mills Homestead, so-called, and containing ninety (90) acres, more or less, and being the same premises devised to Edgar E. Mills by his father, Eugene Mills, late of Saco, Maine, and the same premises devised to this Grantor by his late father, Edgar E. Mills, the Wills of the said Eugene Mills and Edgar E. Mills having been duly proved and allowed by the Probate Court for the County of York.

Also, the same premises conveyed to Lawrence B. Mills, a/k/a Laurence B. Mills, and Bernice G. Mills by deed of Mary a. Bradbury dated June 22, 1953 and recorded in the York County Registry of Deeds in Book 1230, Page 471.

This conveyance is subject to "Notice of Layout and Taking" dated July 14, 1999 and recorded in the York County Registry of Deeds in Book 9267, Page 3, by which the Maine Department of Transportation widened U. S. Route One;

Also subject to Federal Aid Project No. STP-66125 (00)X Plans dated January, 1999, and

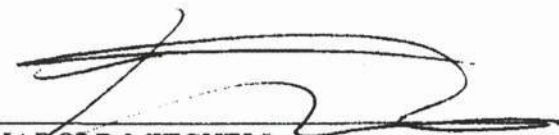
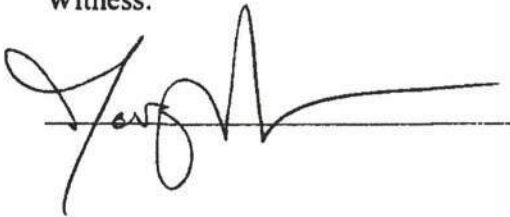
No R.E. Transfer Tax Paid

recorded in the York County Registry of Deeds in Book 323, Pages 46 and 47 on September 26, 2007.

Being a portion of the same premises conveyed to JEAN M. WITHAM and DONALD M. WITHAM by deed of LAWRENCE B. MILLS , a/k/a Laurence B. Mills, dated January 26, 1979 and recorded in the York County Registry of Deeds in Book 2468, Page 331. Jean M. Witham died on January 14, 2011. Donald M. Witham was the surviving joint tenant.

Witness my hand and seal on August 3, 2015.

Witness:

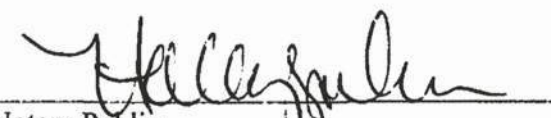

HAROLD MITCHELL
Personal Representative of the
Estate of Donald M. Witham

Maine
STATE OF ~~VERMONT~~
Cumberland ss.

August 3rd, 2015

Then personally appeared the above named HAROLD MITCHELL and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,


Notary Public

Please type or print name of Notary:

Holly Gordon

HOLLY BARRETT NASH GORDON
Notary Public State of Maine
My Commission Expires June 19 2021

Seal

Joyce Leary Clark, Esq.
Prescott Jamieson Murphy
PO Box 1190
Saco, ME 04072
2095

5

Section 5: Public or Private Right-of-Way

5.A Public or Private Rights-of-Way

The site is proposed to be accessed as described in Section 3 with one primary access and a secondary access for emergency use. No additional public or private rights of way are proposed.

6

Section 6: Schedule

6.A Schedule

Construction for Phase 1 of the project began in June of 2023 and occupancy began in March 2024.

Construction for Phase 2 of the project is expected to begin in December of 2024 and occupancy is slated for August of 2025.

#6

Article V Section 179-5 Architectural Standards



HIGH ROCK DESIGN LLC

October 25, 2024

88 gloucester road
westwood, ma 02090
smac@highrockdesign.com

C: 617.378.7882

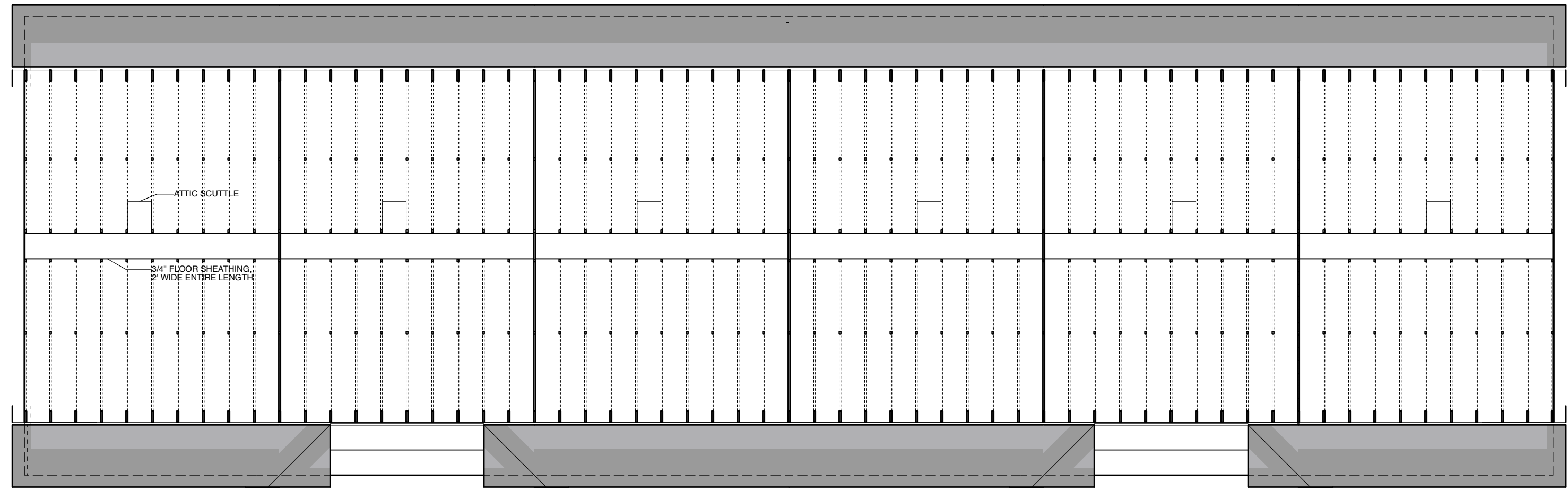
Re: City of Saco Design Guidelines _ Clover Leaf Community

Building scale and massing has been designed to be in keeping with classic New England architecture. 3 types of apartment building make up the overall neighborhood. 6 unit 2-story townhouse building of 3-bedrooms, 12 unit 3-story apartment building of 1-bedrooms, & 24 unit 3-story apartment building of studios, 1-bedrooms & 2-bedrooms. The 6 unit building has 2 front facing gables & entry overhangs to break up the long façade that runs end to end. The 12 Unit buildings were intentionally kept simple with a gable roof and outset balconies due to their overall size. The 24 unit buildings have multiple gables & projections proportioned to break up the longer massing. These larger buildings also incorporate inset and outset balconies giving further depth to the building façade. Floor heights are slightly over 8' tall keeping the 3-story building to a minimal overall height. Windows have been sized proportionally along with a contrasting siding color ground floor to upper floors similar to phase 1.

Careful consideration has been given to the sizes of the water table, corner board, cornices and rakes that fit the scale of the overall buildings. Exterior trim is to be solid pvc and siding is to be a prefinished cementitious clapboard in a traditional exposure. Roofing is to be a reinforced asphalt architectural shingle in a traditional charcoal color.

Windows, doors and entry porches have been designed with human scale in mind. Illumination of entries will incorporate overhead lighting and bollards where necessary for exterior stairs from parking.

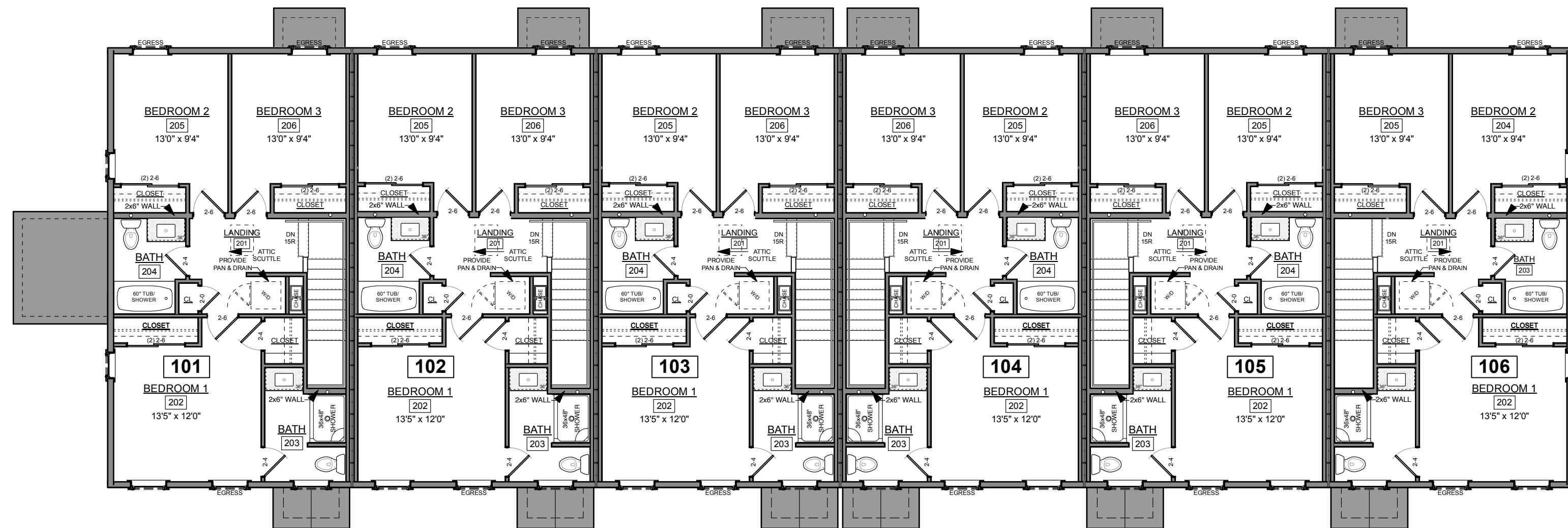
Shaughn MacGilvray
High Rock Design



A Attic Plan
Scale: 1/8" = 1'-0"

KEY:
PROPOSED WALL: 2x6" EXTERIOR, 2x4" INTERIOR

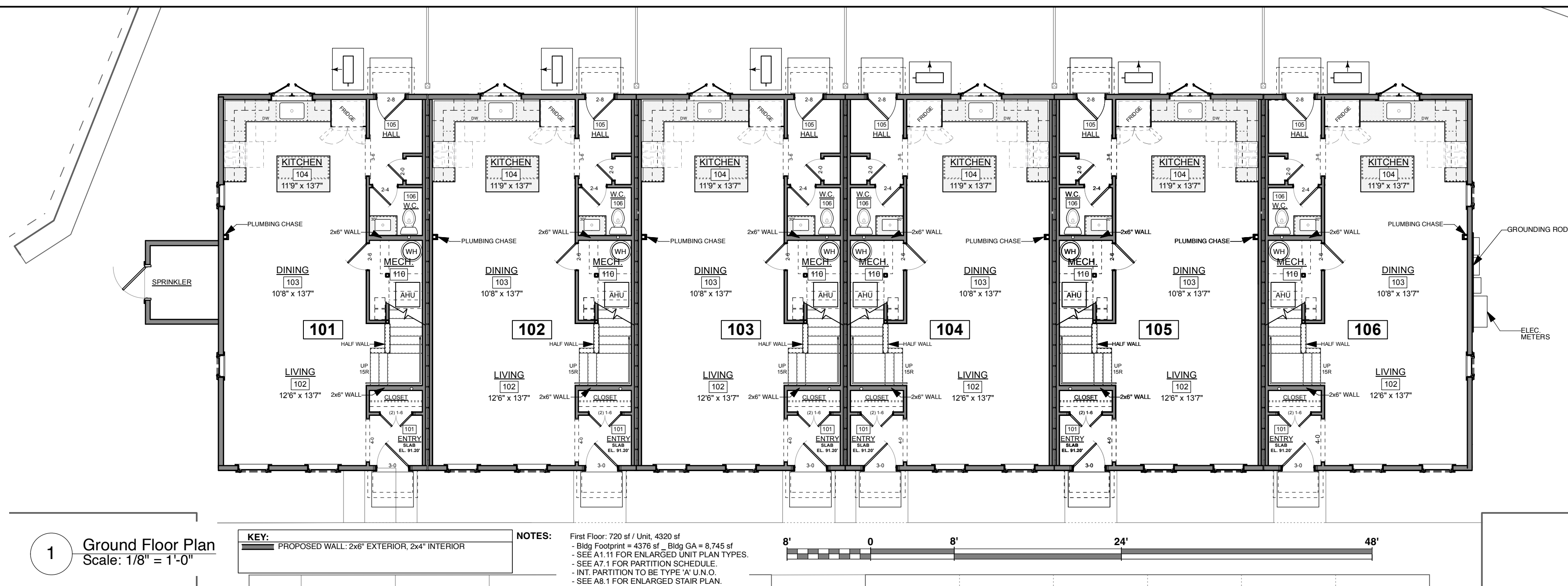
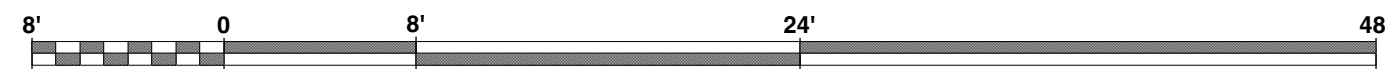
NOTES:



2 Second Floor Plan
Scale: 1/8" = 1'-0"

KEY:
PROPOSED WALL: 2x6" EXTERIOR, 2x4" INTERIOR

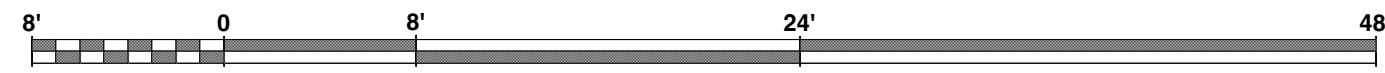
NOTES:
Second Floor: 720 sf / Unit, 4320 sf



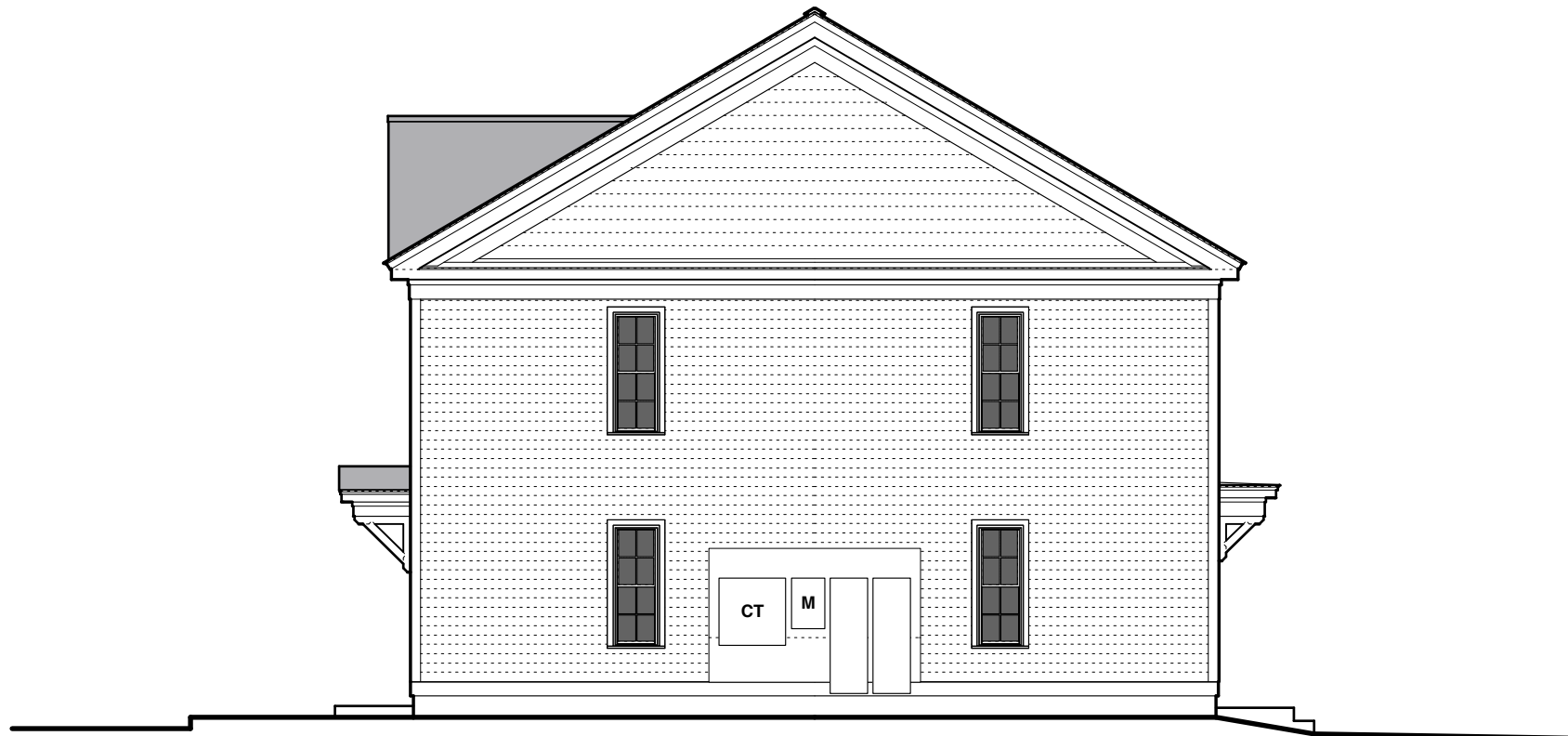
1 Ground Floor Plan
Scale: 1/8" = 1'-0"

KEY:
PROPOSED WALL: 2x6" EXTERIOR, 2x4" INTERIOR

NOTES:
First Floor: 720 sf / Unit, 4320 sf
Bldg Footprint = 4376 sf, Bldg GA = 8745 sf
SEE A1.1 FOR ENLARGED UNIT PLAN TYPES.
SEE A7.1 FOR PARTITION SCHEDULE.
INT. PARTITION TO BE TYPE 'X' U.N.O.
SEE A8.1 FOR ENLARGED STAIR PLAN.



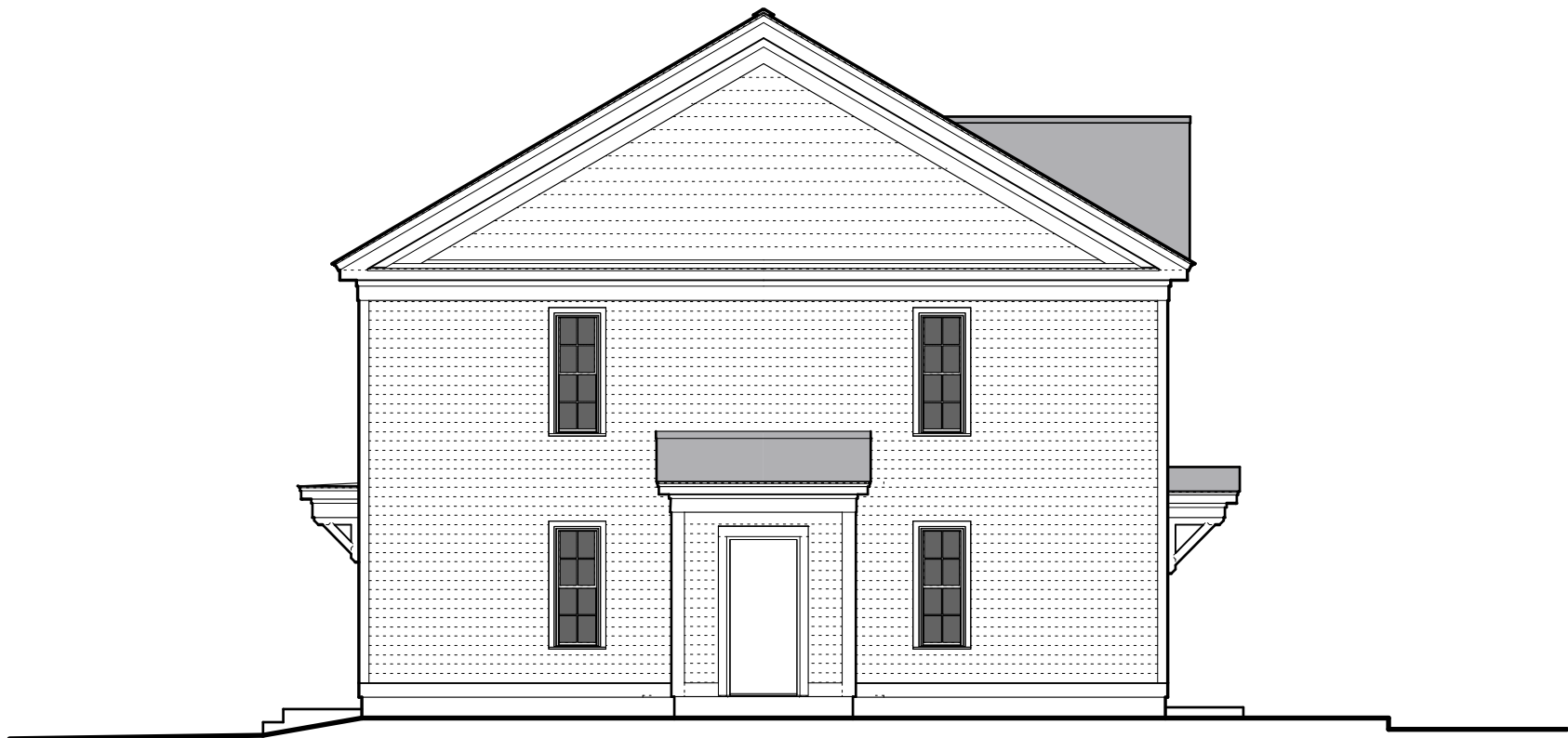
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
WINDOWS:	5" EXPOSURE VINYL	WHITE
DOORS:	METAL	PTD GREY



N North Elevation
Scale: 1/8" = 1'-0"



W West Elevation
Scale: 1/8" = 1'-0"

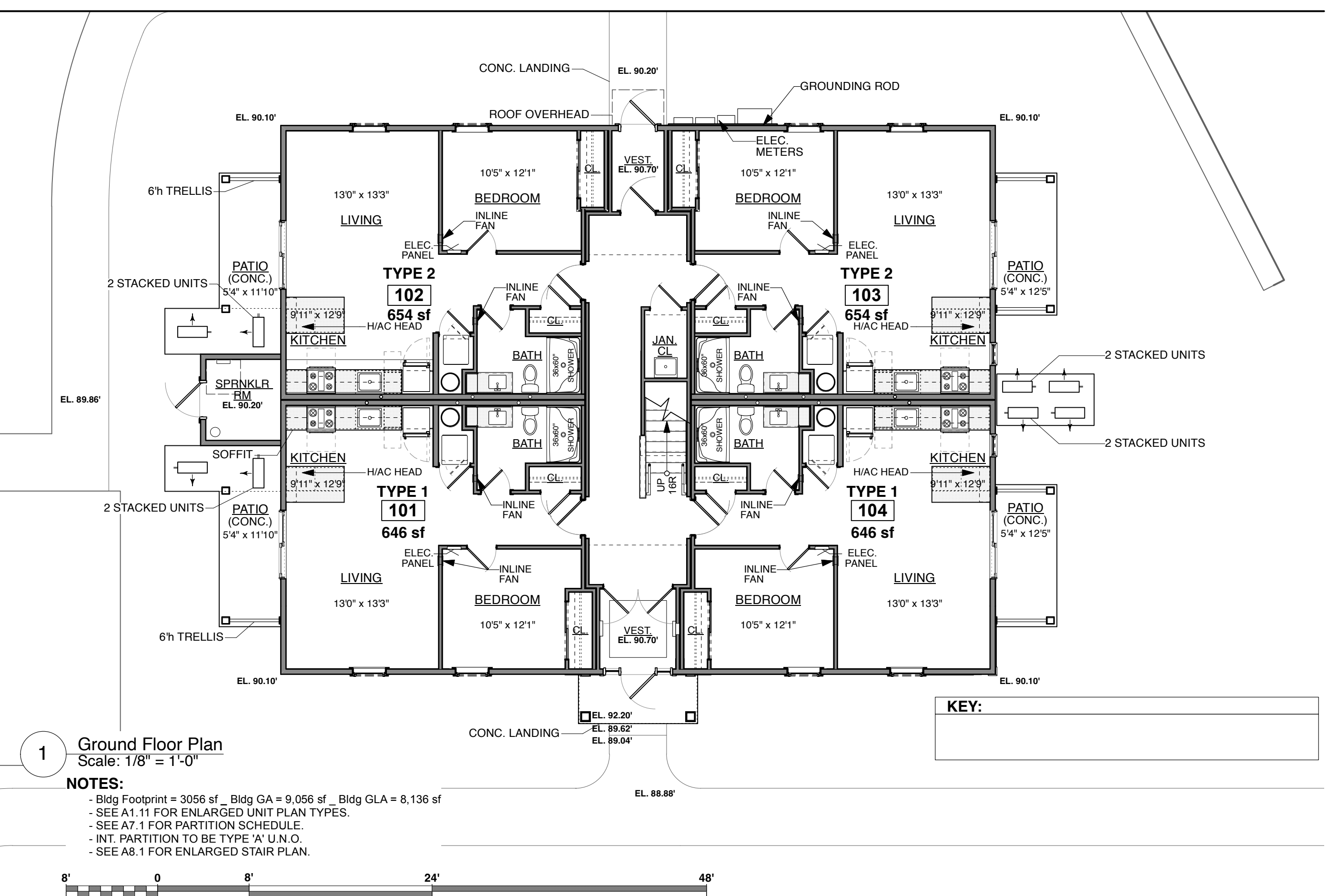
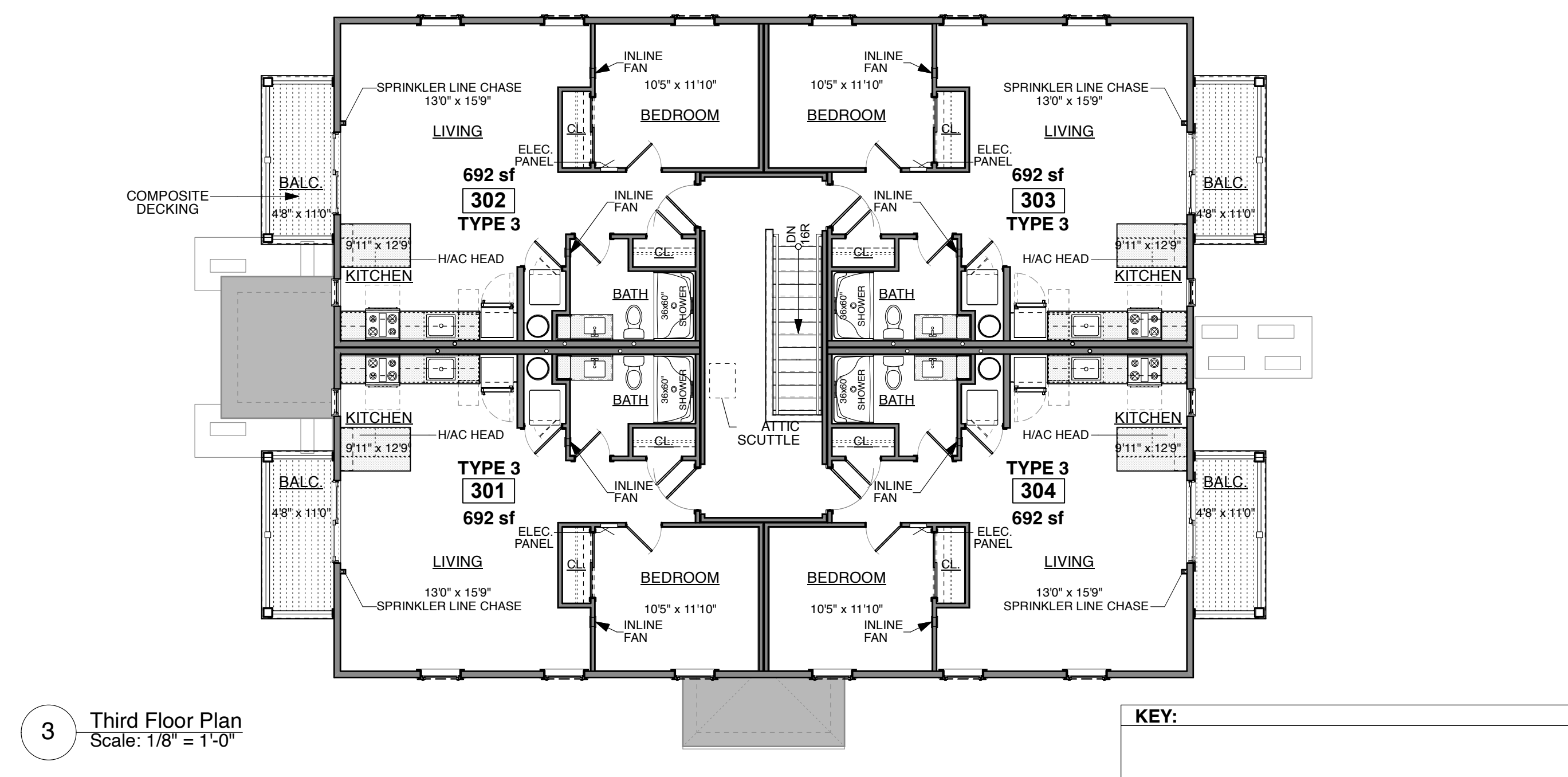


S South Elevation
Scale: 1/8" = 1'-0"

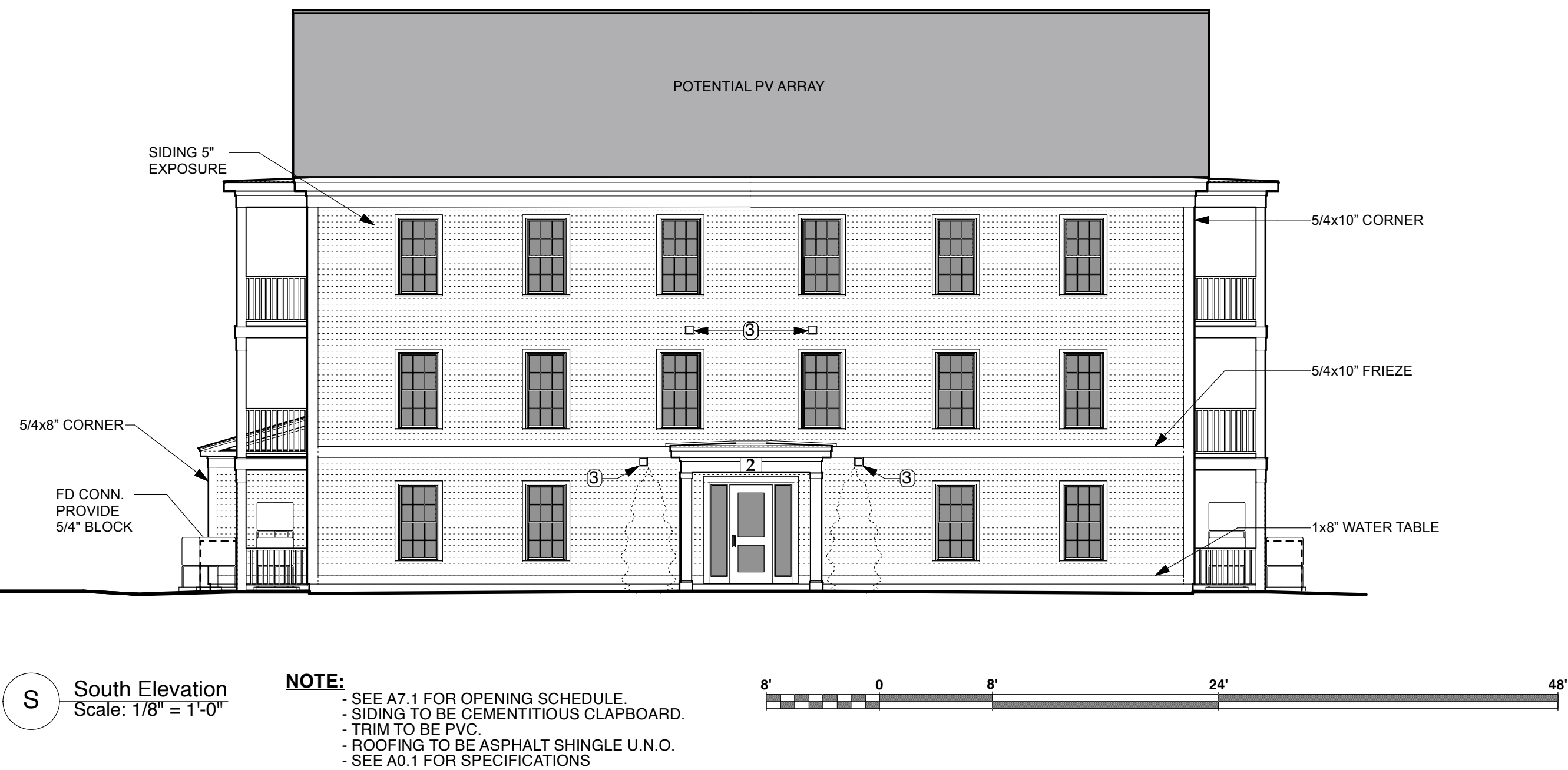
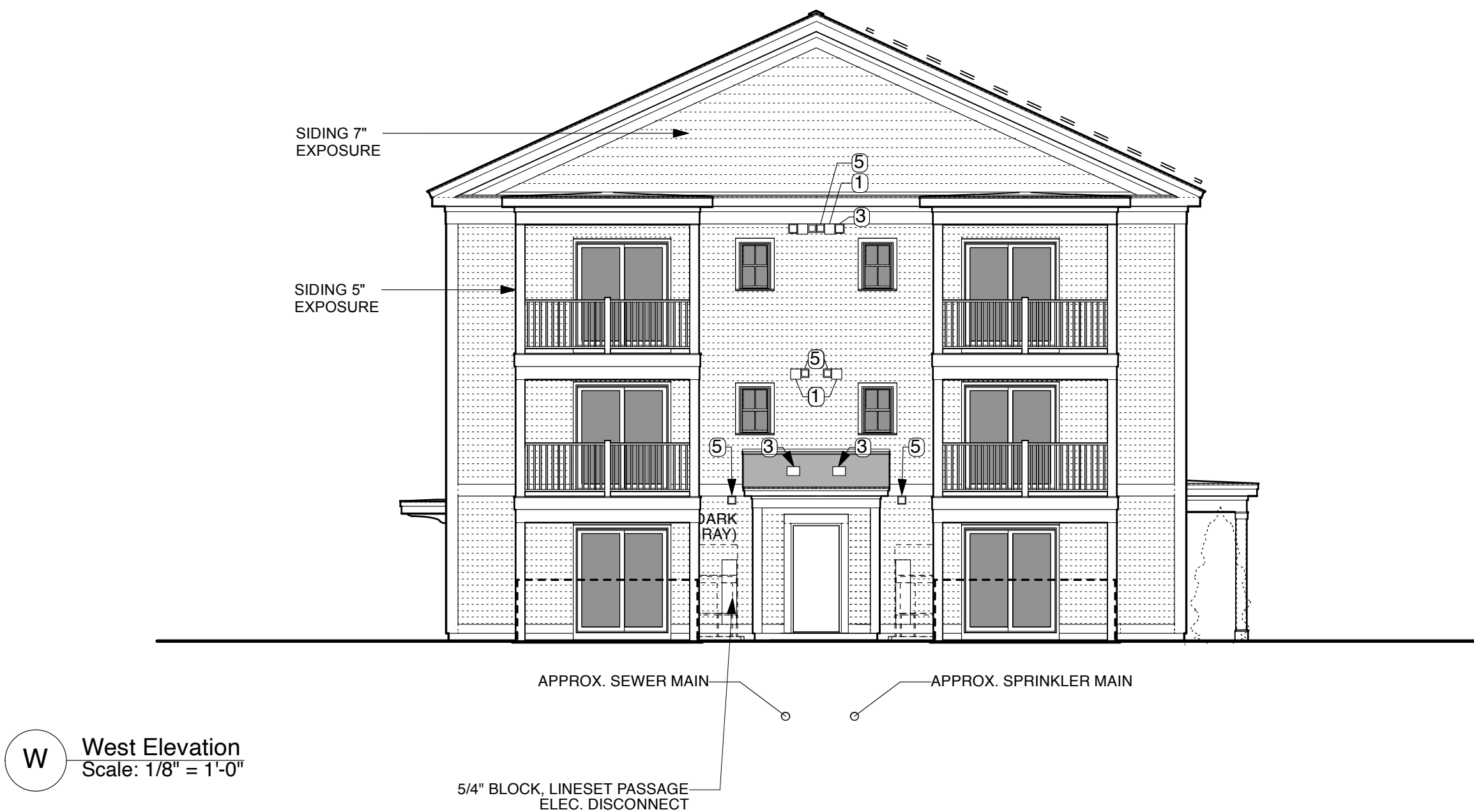
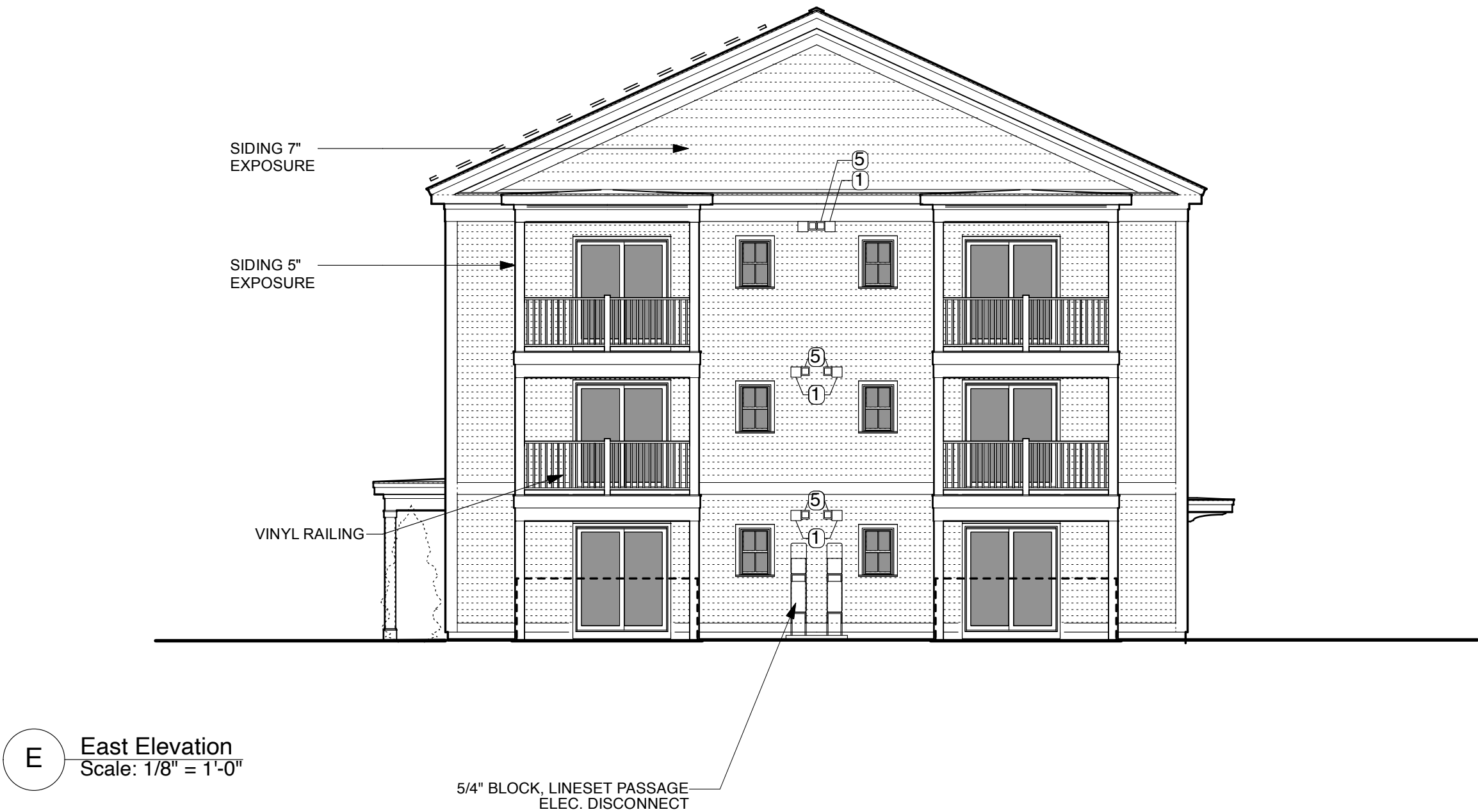
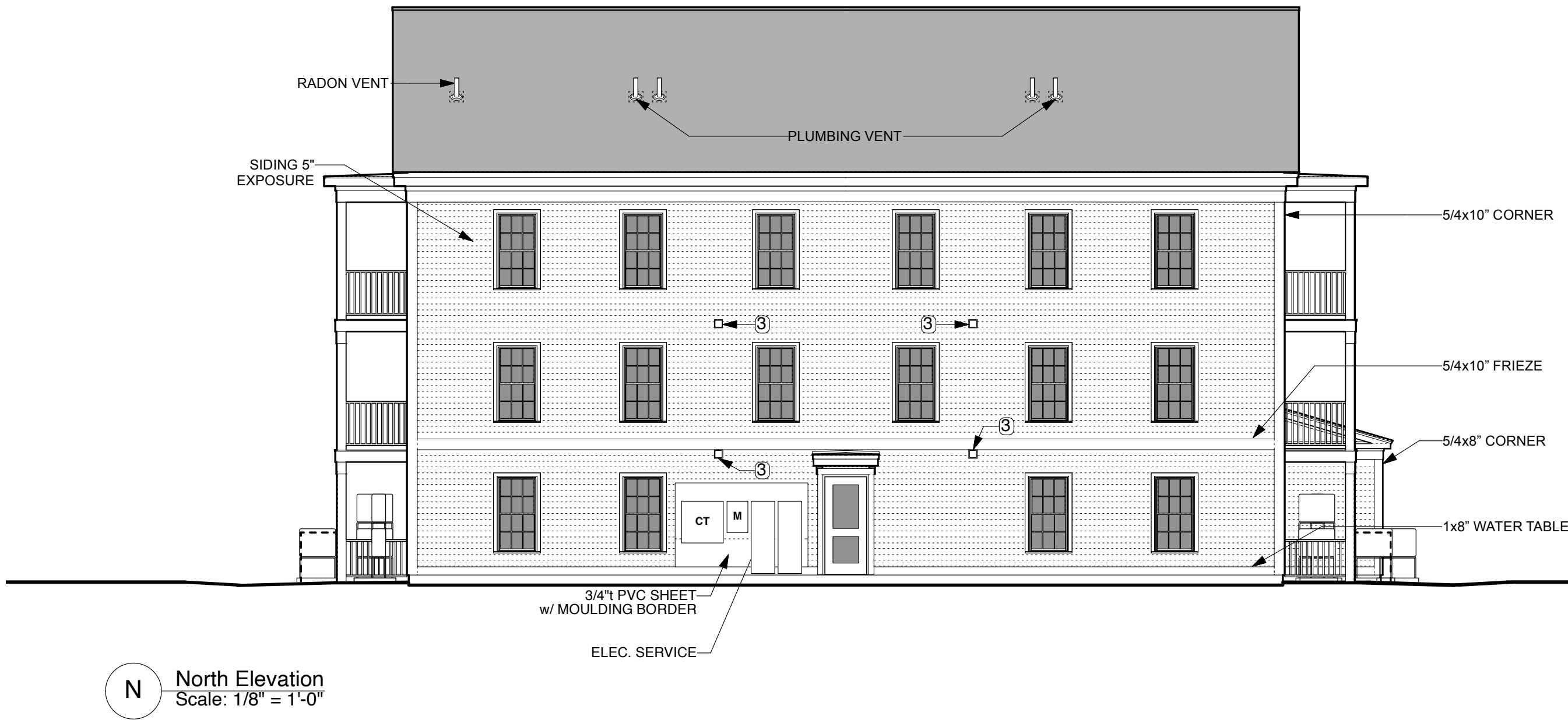


E East Elevation
Scale: 1/8" = 1'-0"



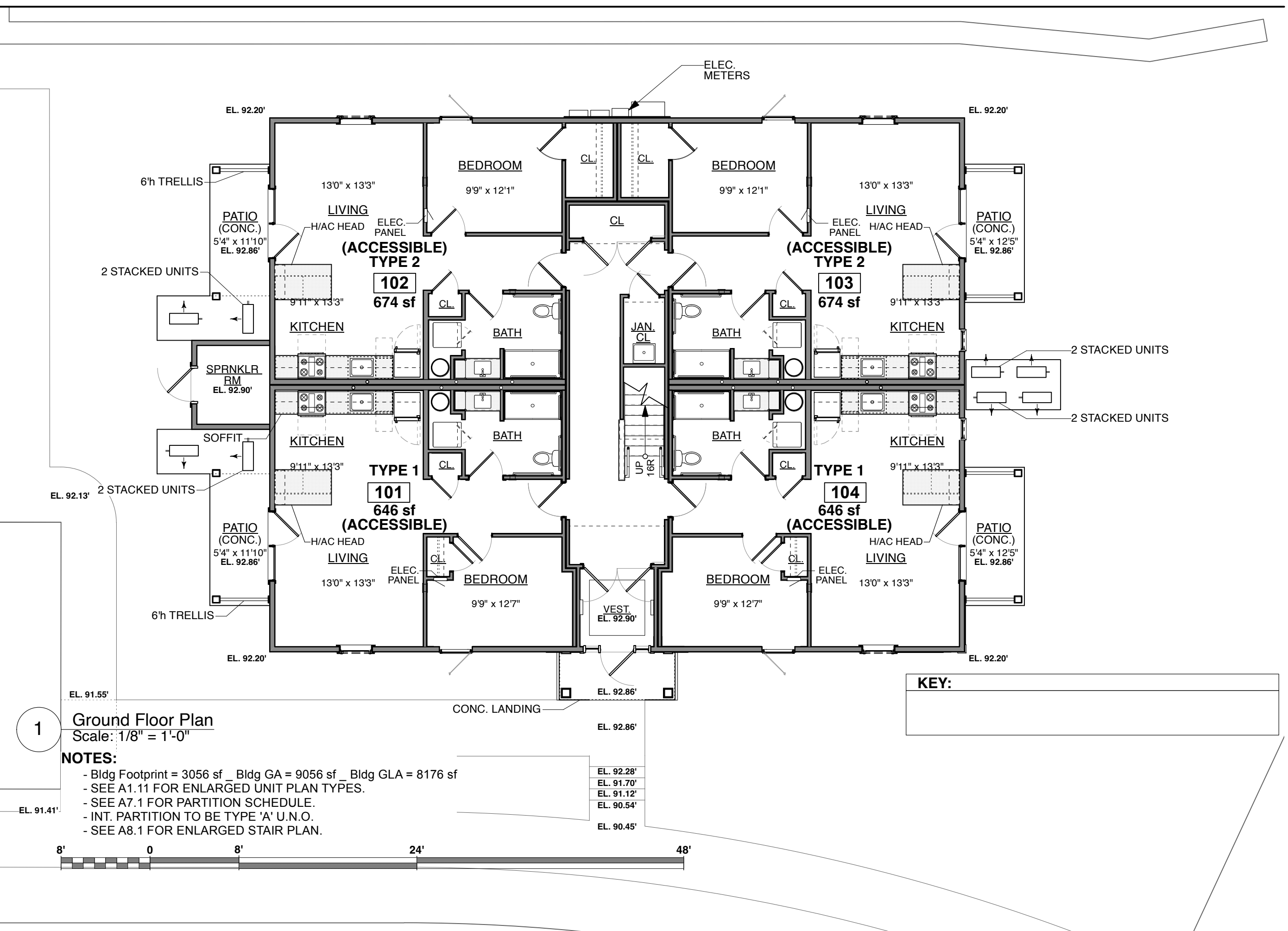
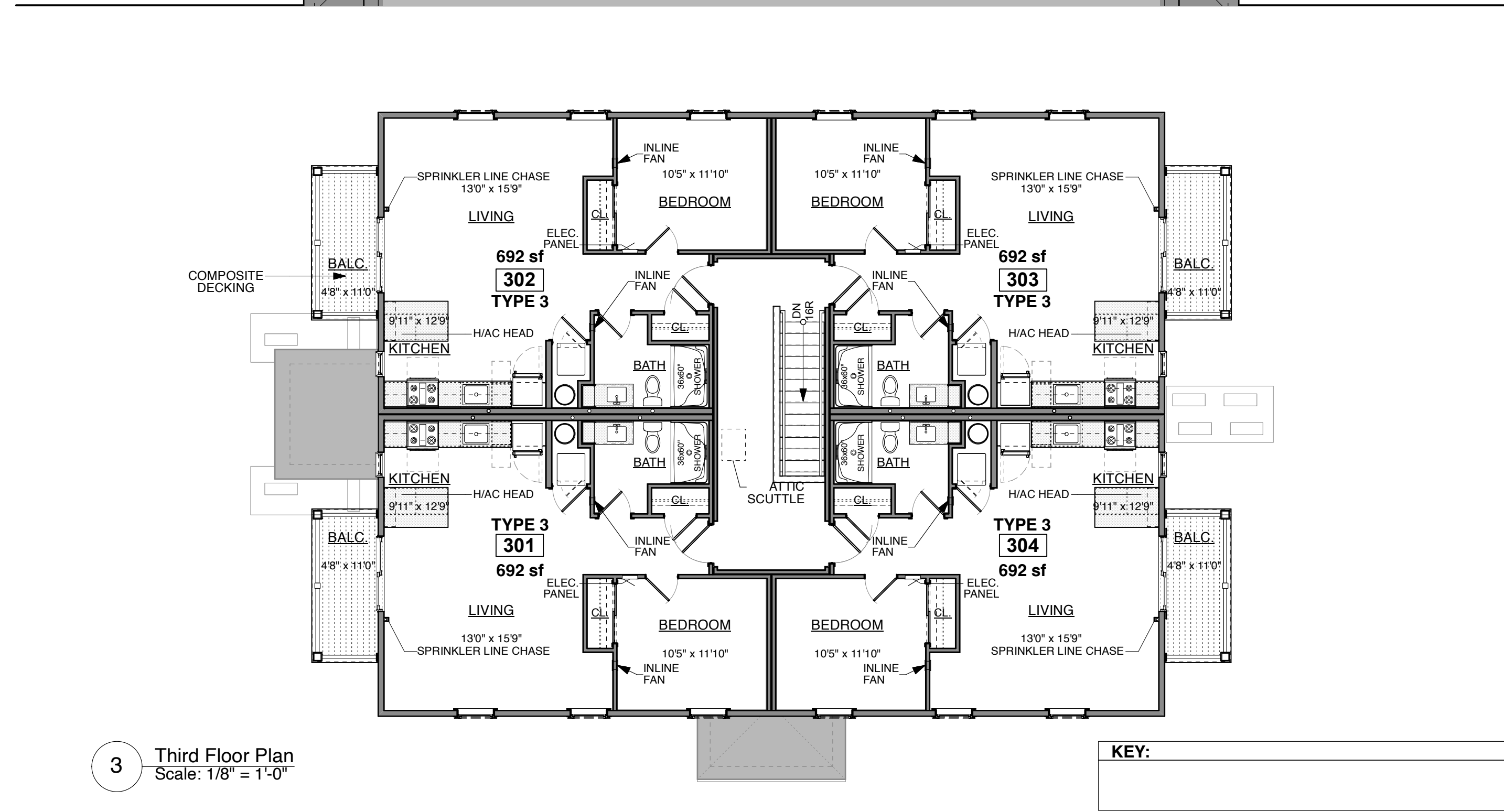


COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY

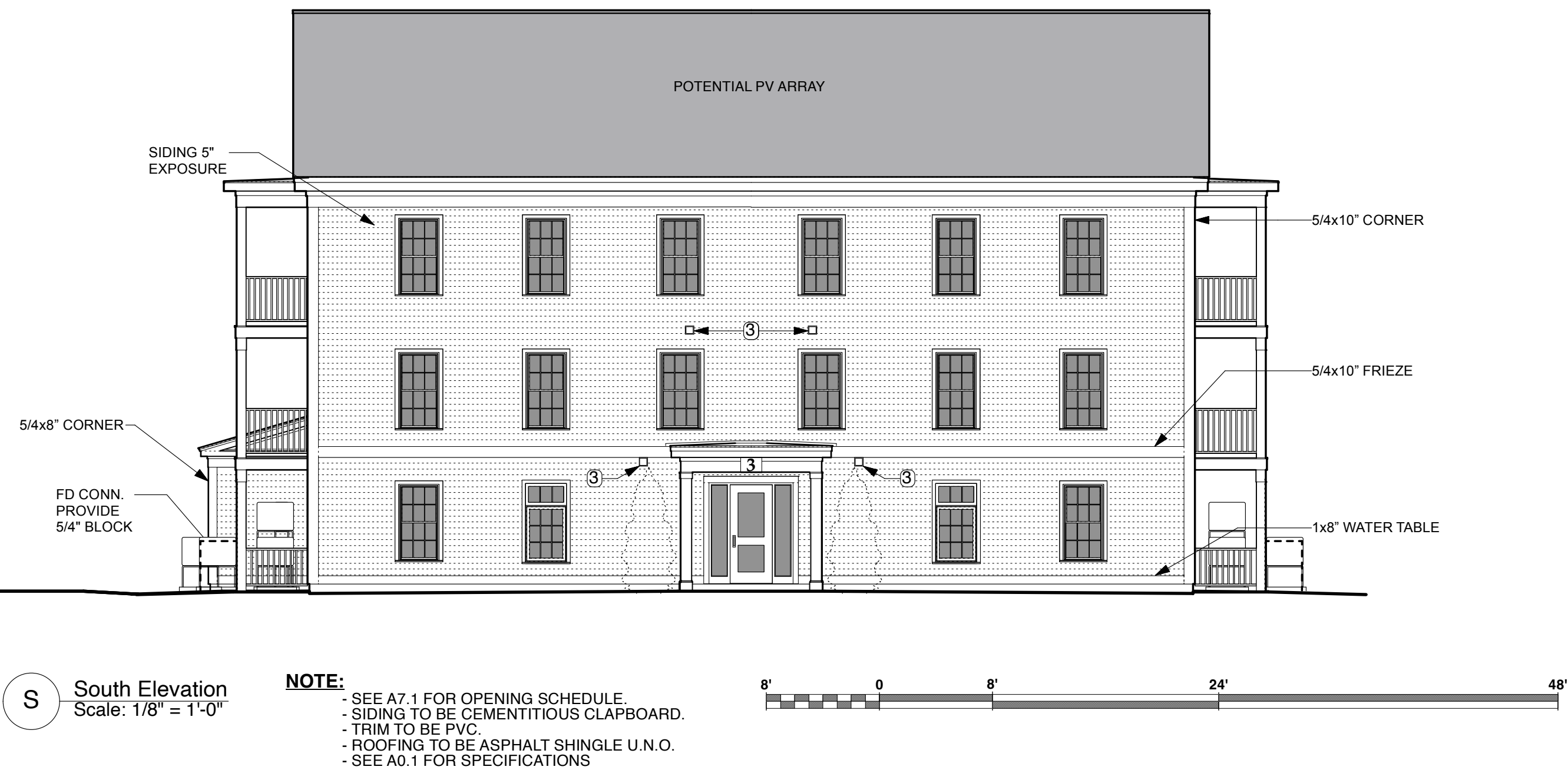
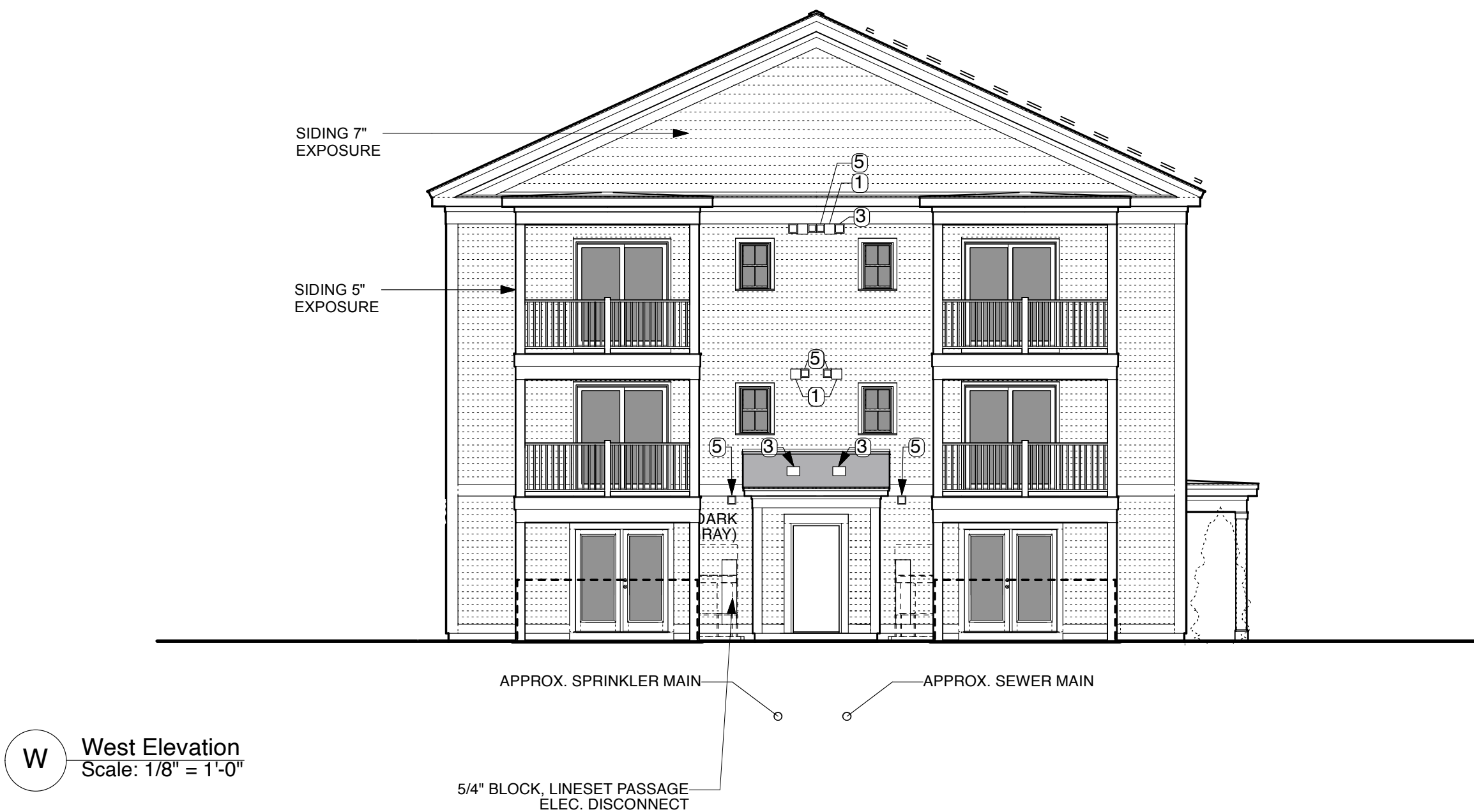
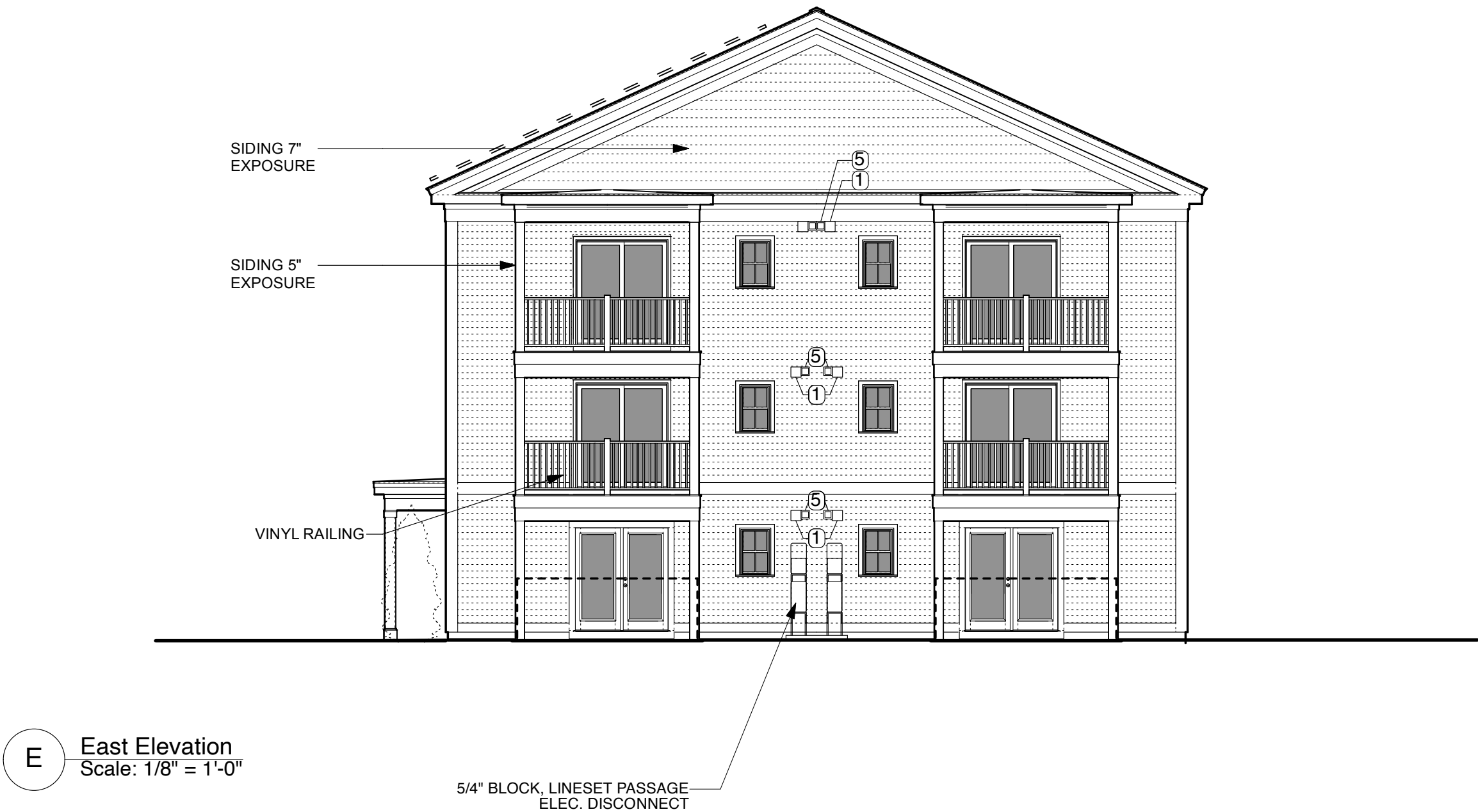
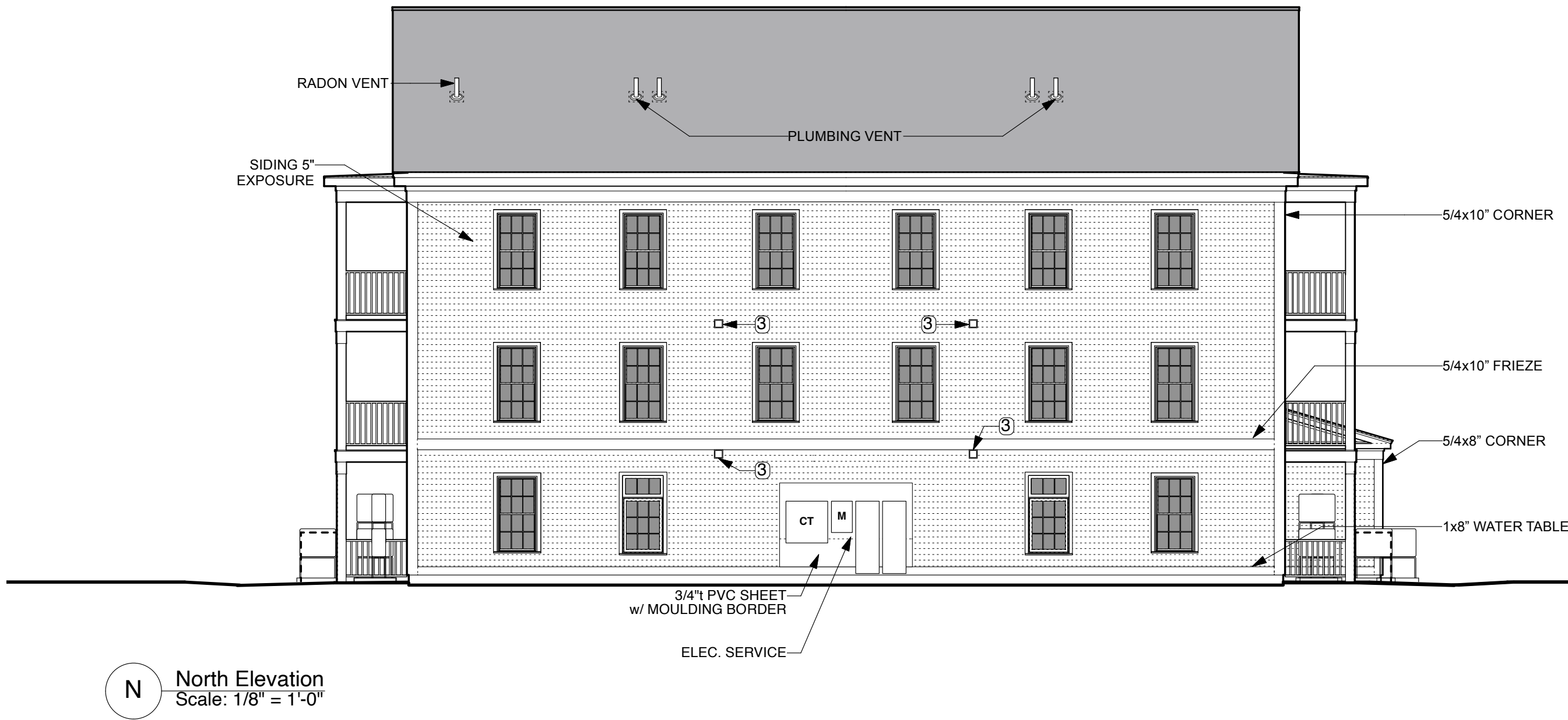


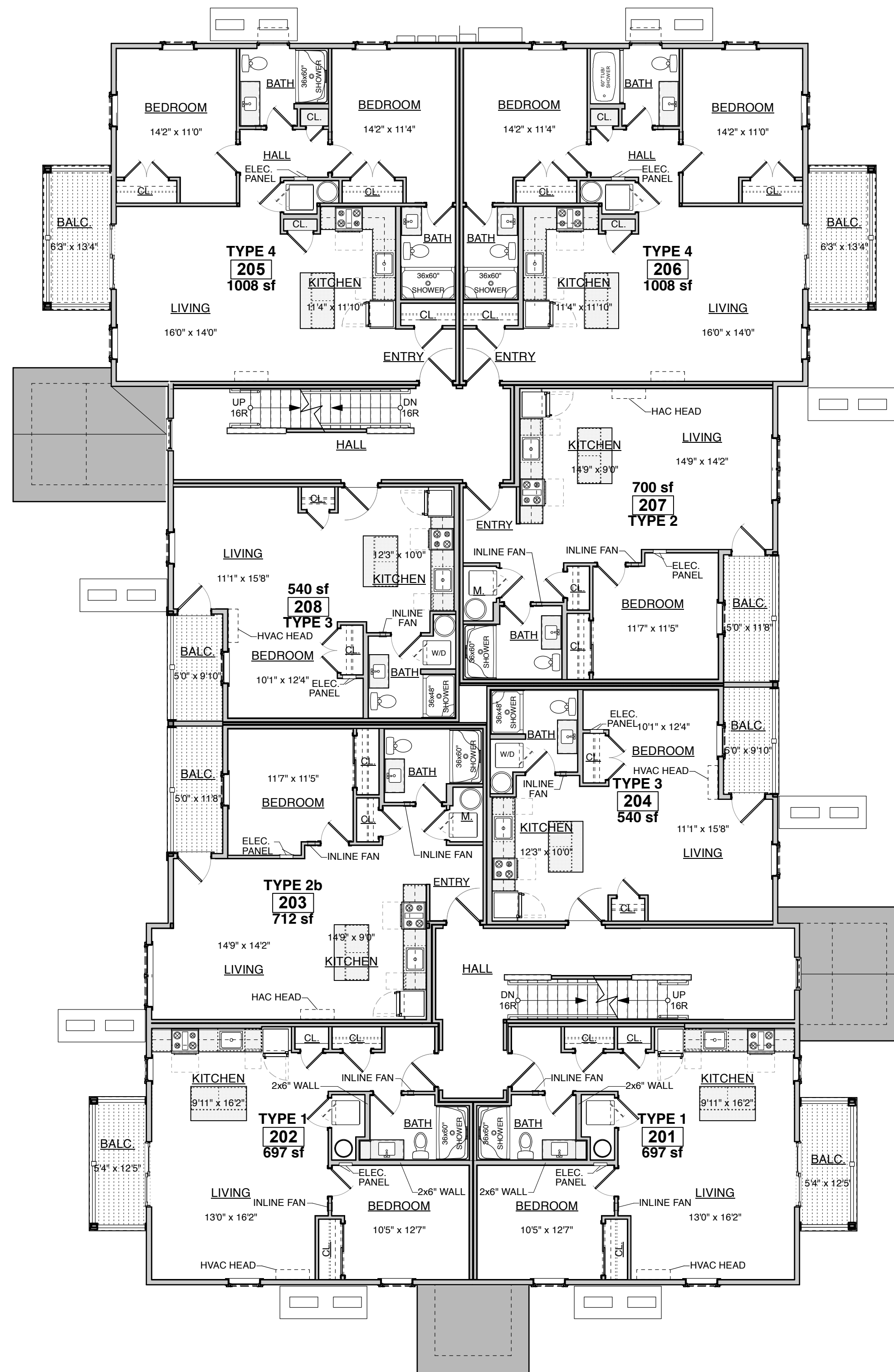
NOTE:
- SEE A7.1 FOR OPENING SCHEDULE.
- SIDING TO BE CEMENTITIOUS CLAPBOARD.
- TRIM TO BE PVC
- ROOFING TO BE ASPHALT SHINGLE U.N.O.
- SEE A0.1 FOR SPECIFICATIONS





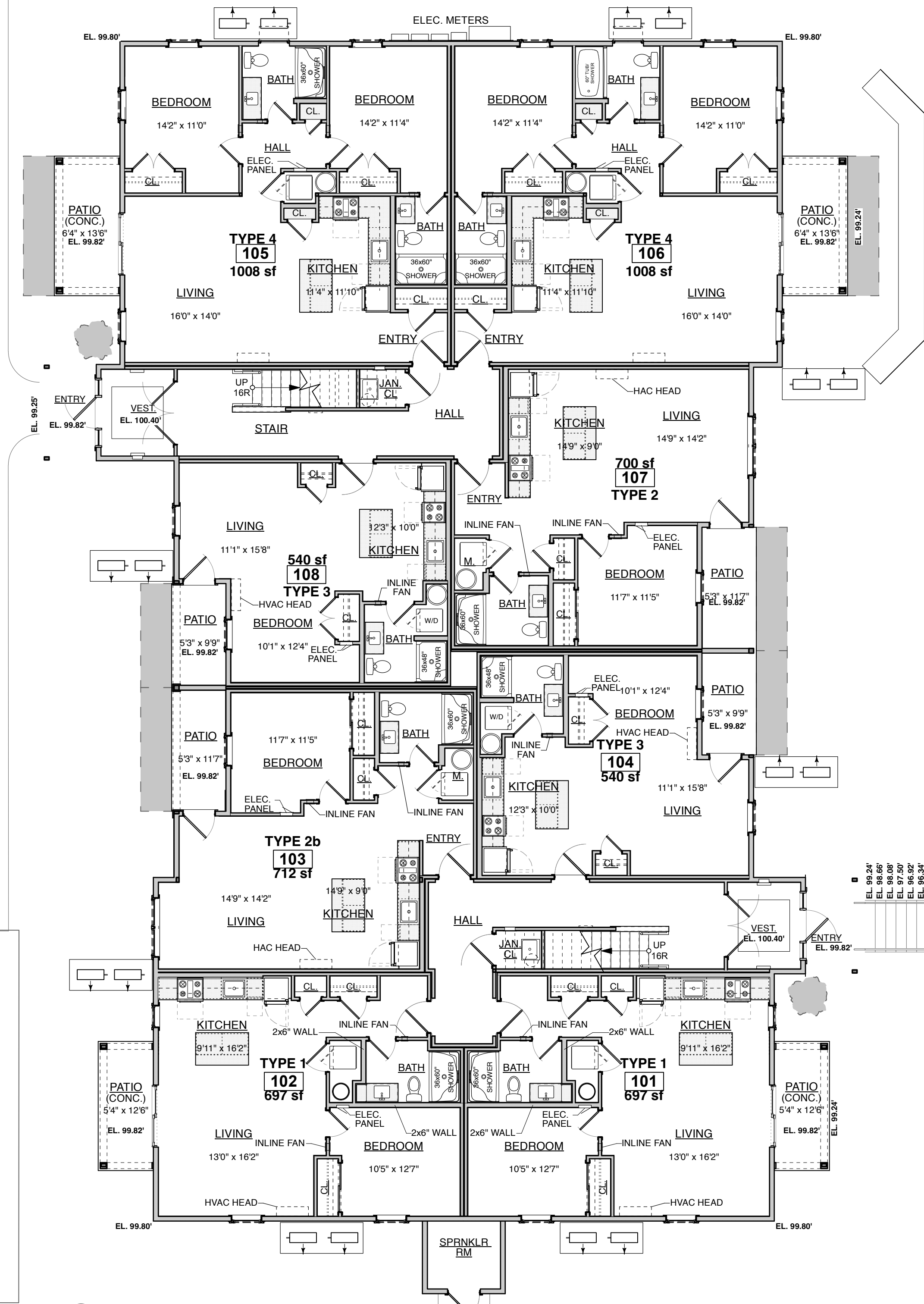
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY





2 Second Floor Plan
Scale: 1/8" = 1'-0"

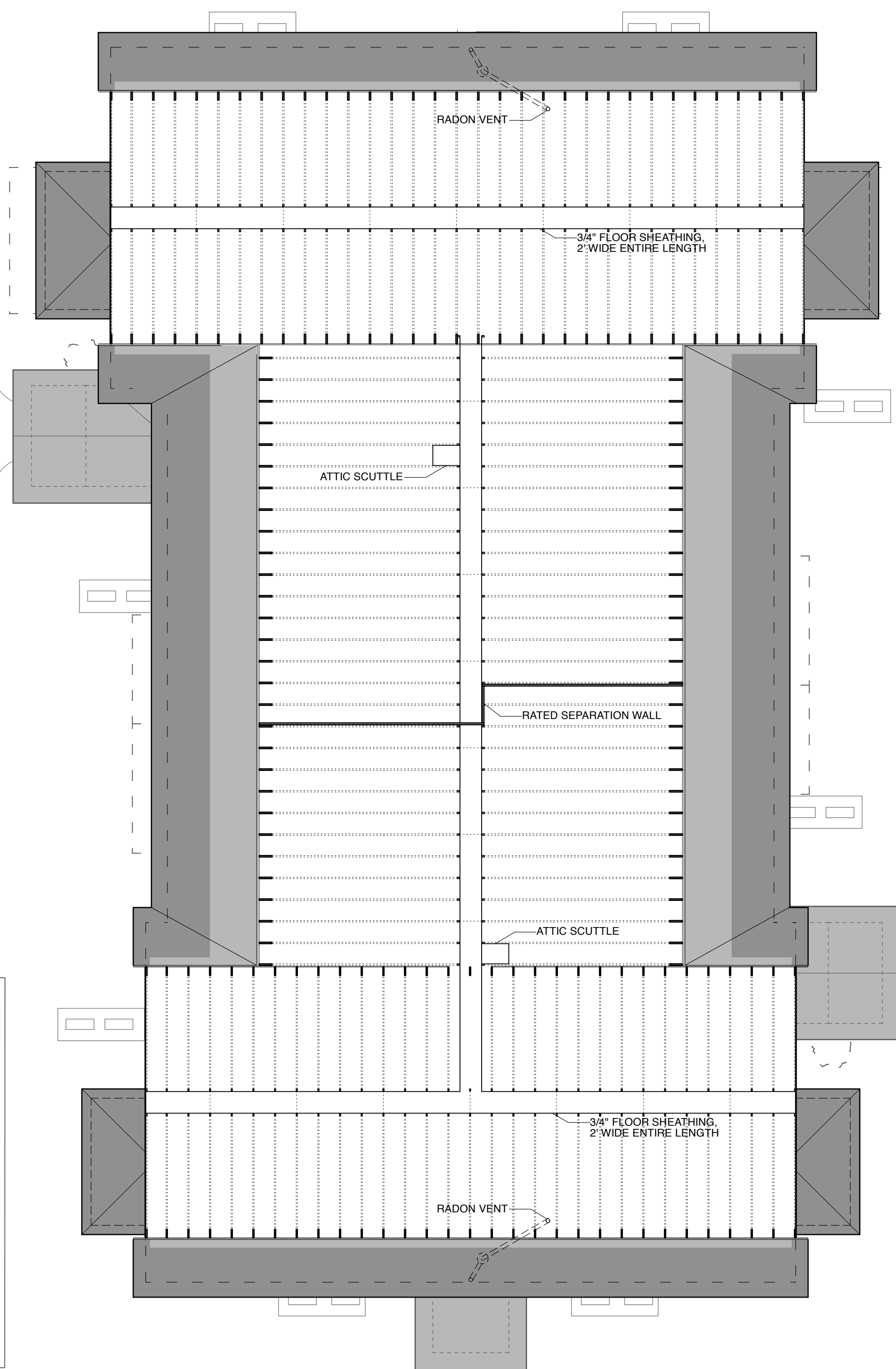
- Flr Footprint = 6512 sf



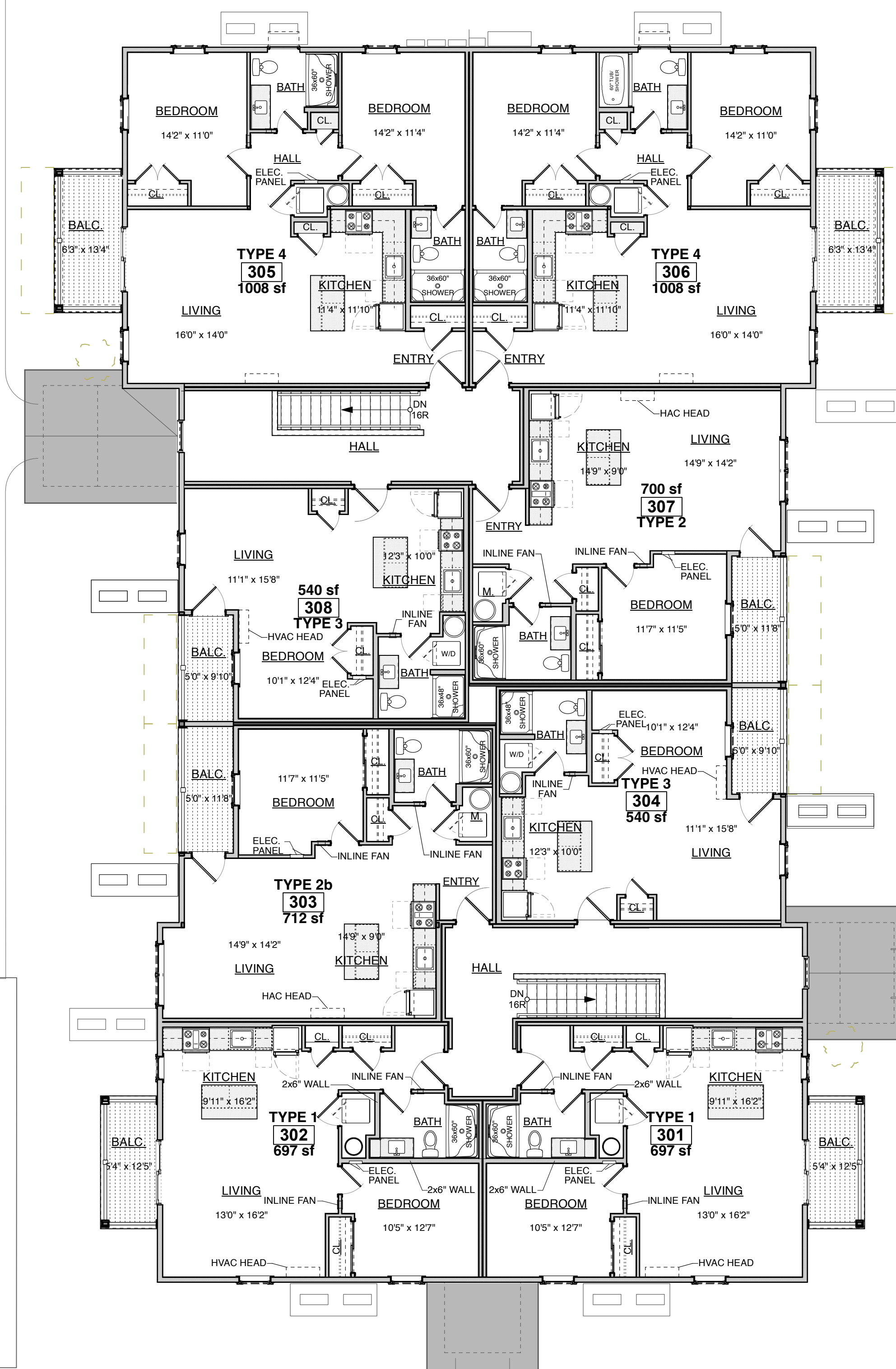
1 Ground Floor Plan
Scale: 1/8" = 1'-0"

- Bldg Footprint = 6702 sf - Bldg GA = 19707 sf - Bldg GLA = 17670 sf
- SEE A1.11 FOR ENLARGED UNIT PLAN TYPES.
- SEE A7.1 FOR PARTITION SCHEDULE.
- INT. PARTITION TO BE TYPE 'A' U.N.O.
- SEE A8.1 FOR ENLARGED STAIR PLAN.



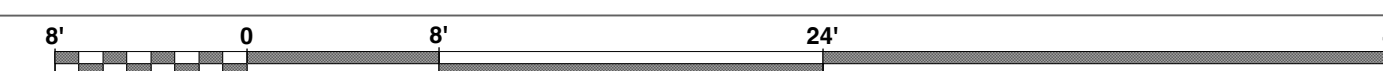


4 Attic Plan
Scale: 1/8" = 1'-0"



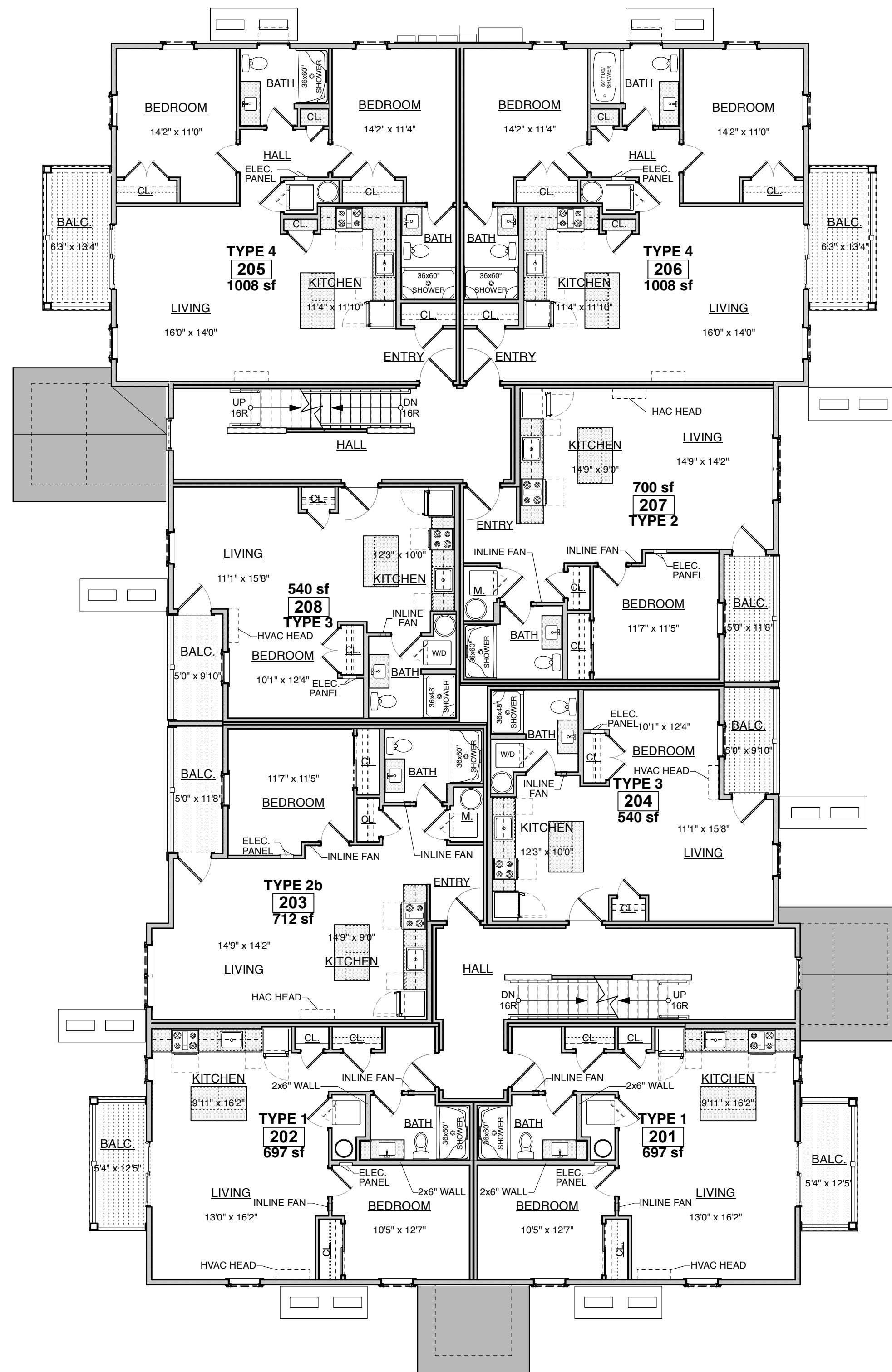
3 Third Floor Plan
Scale: 1/8" = 1'-0"

- Flr Footprint = 6512 sf



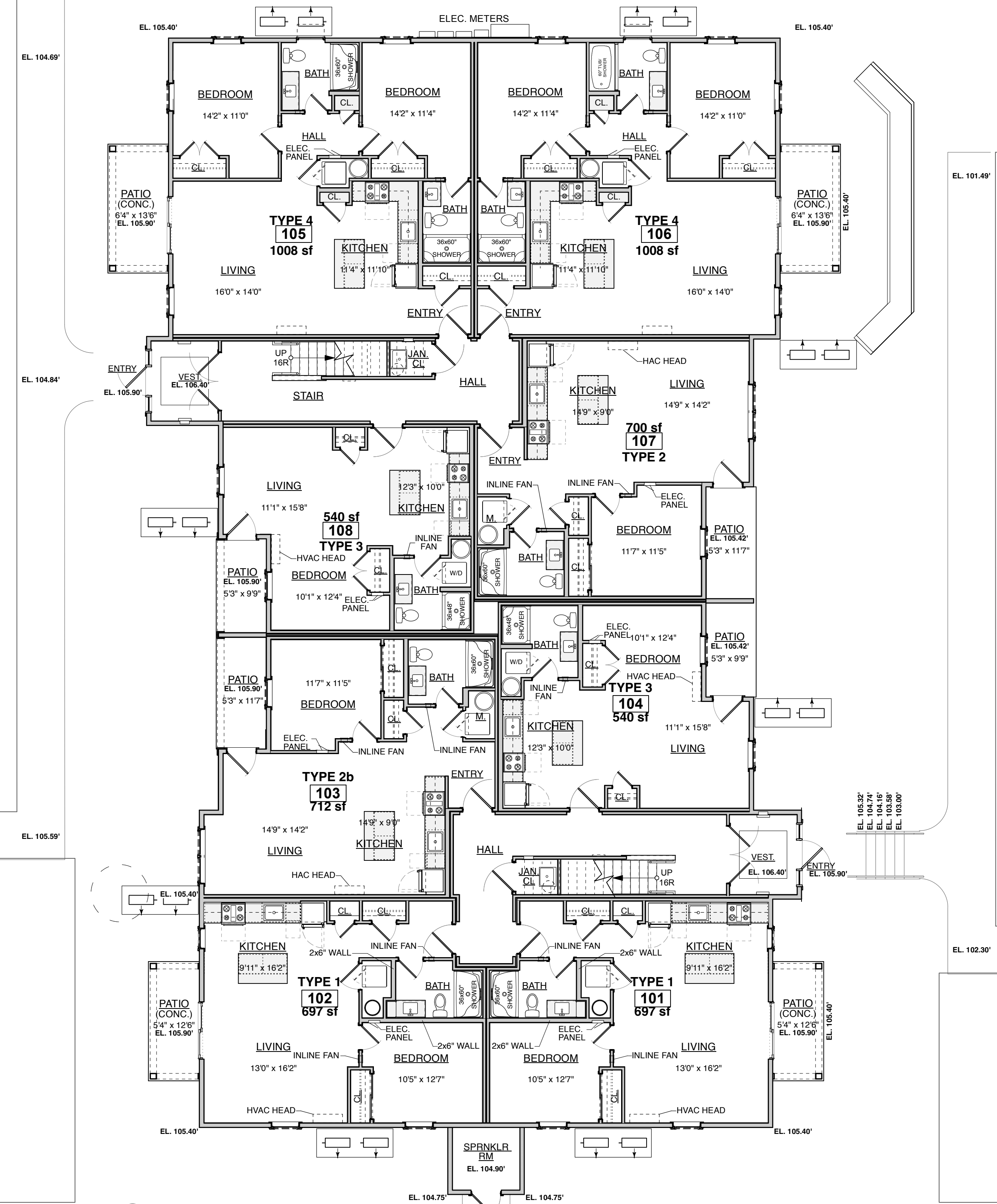
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY





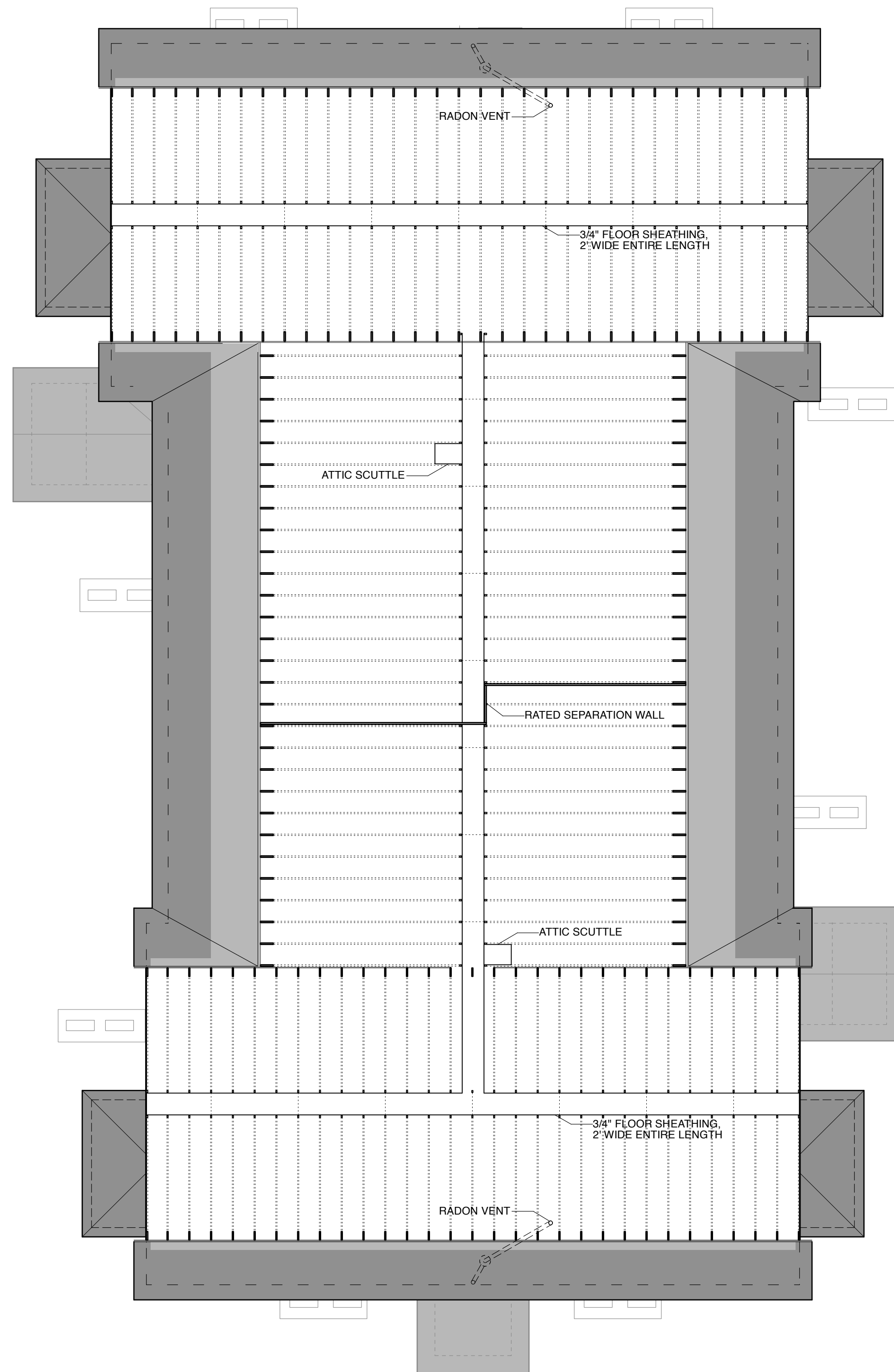
2 Second Floor Plan
Scale: 1/8" = 1'-0"

- Flr Footprint = 6512 sf

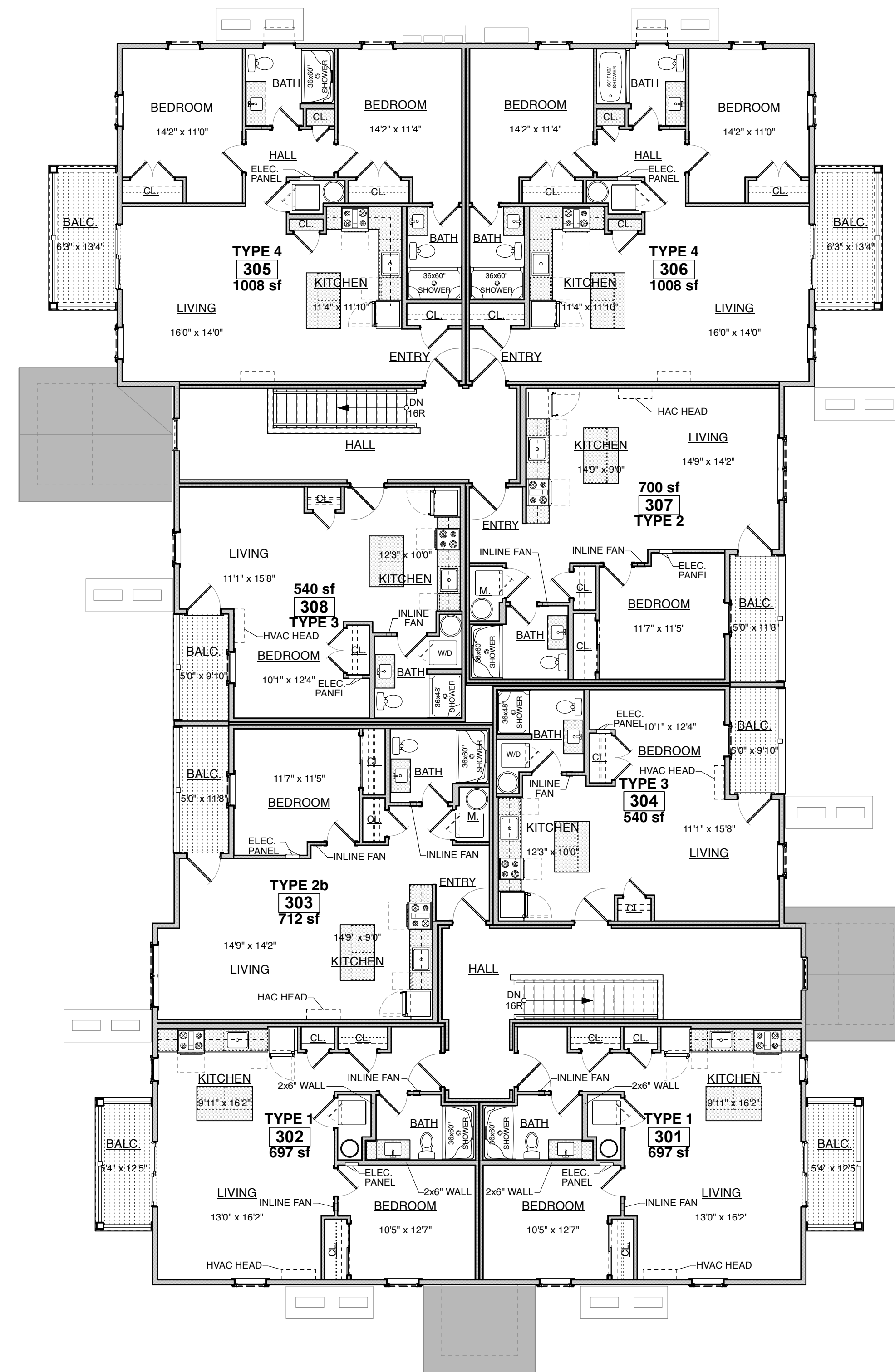


1 Ground Floor Plan
Scale: 1/8" = 1'-0"

- Bldg Footprint = 6702 sf - Bldg GA = 19707 sf - Bldg GLA = 17670 sf
- SEE A1.11 FOR ENLARGED UNIT PLAN TYPES.
- SEE A7.1 FOR PARTITION SCHEDULE.
- INT. PARTITION TO BE TYPE 'A' U.N.O.
- SEE A8.1 FOR ENLARGED STAIR PLAN.



4 Attic Plan
Scale: 1/8" = 1'-0"

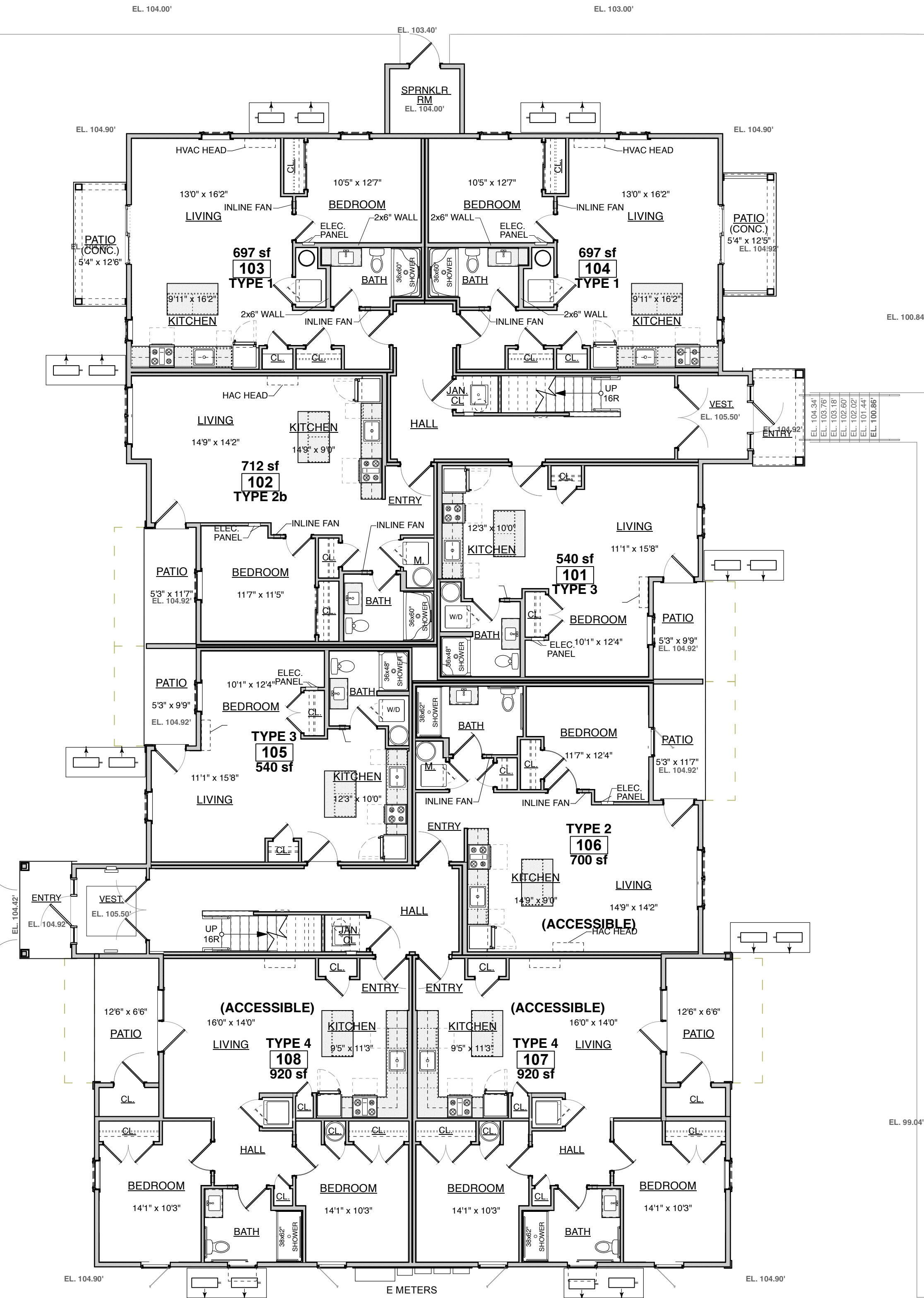
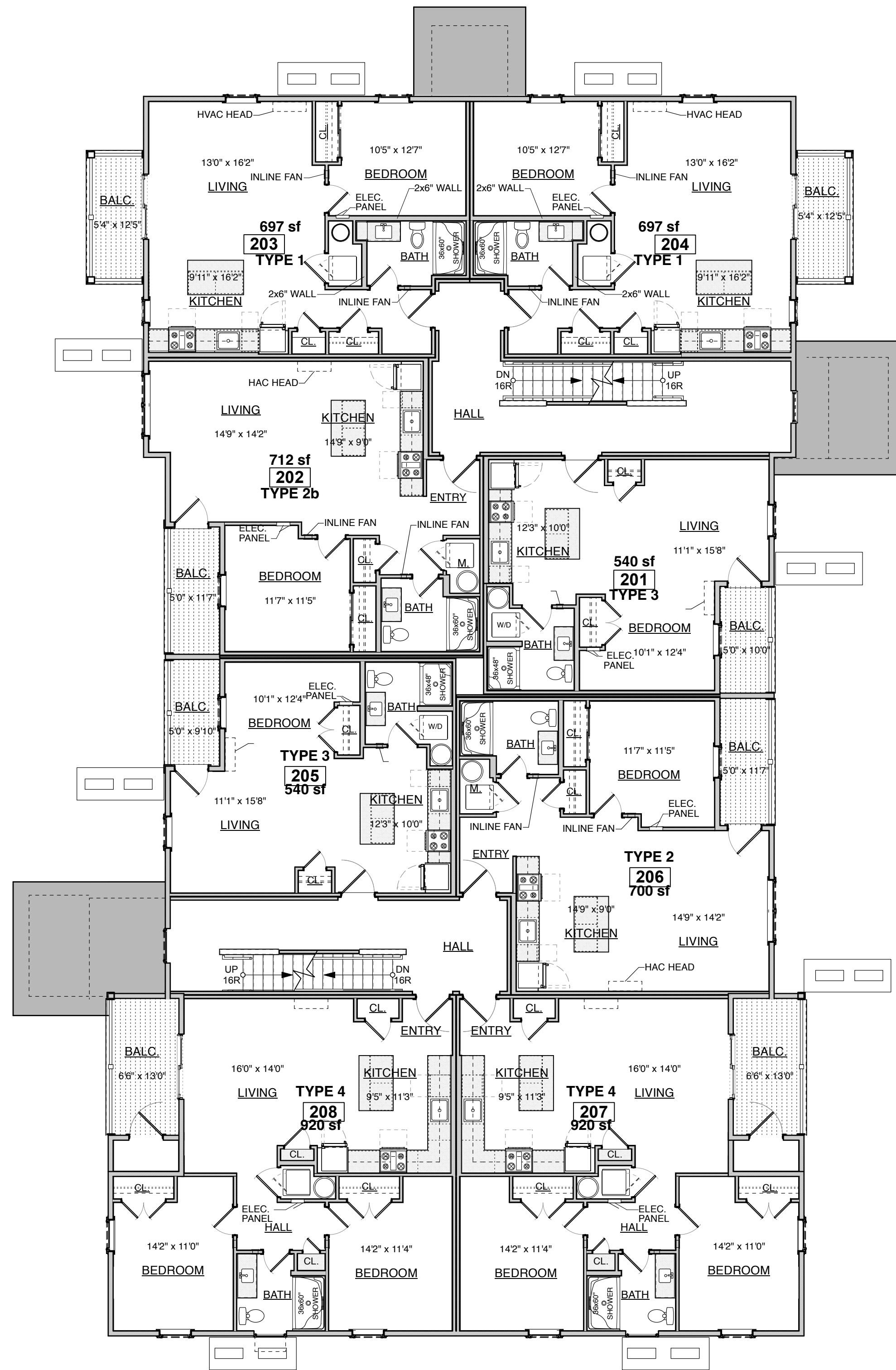


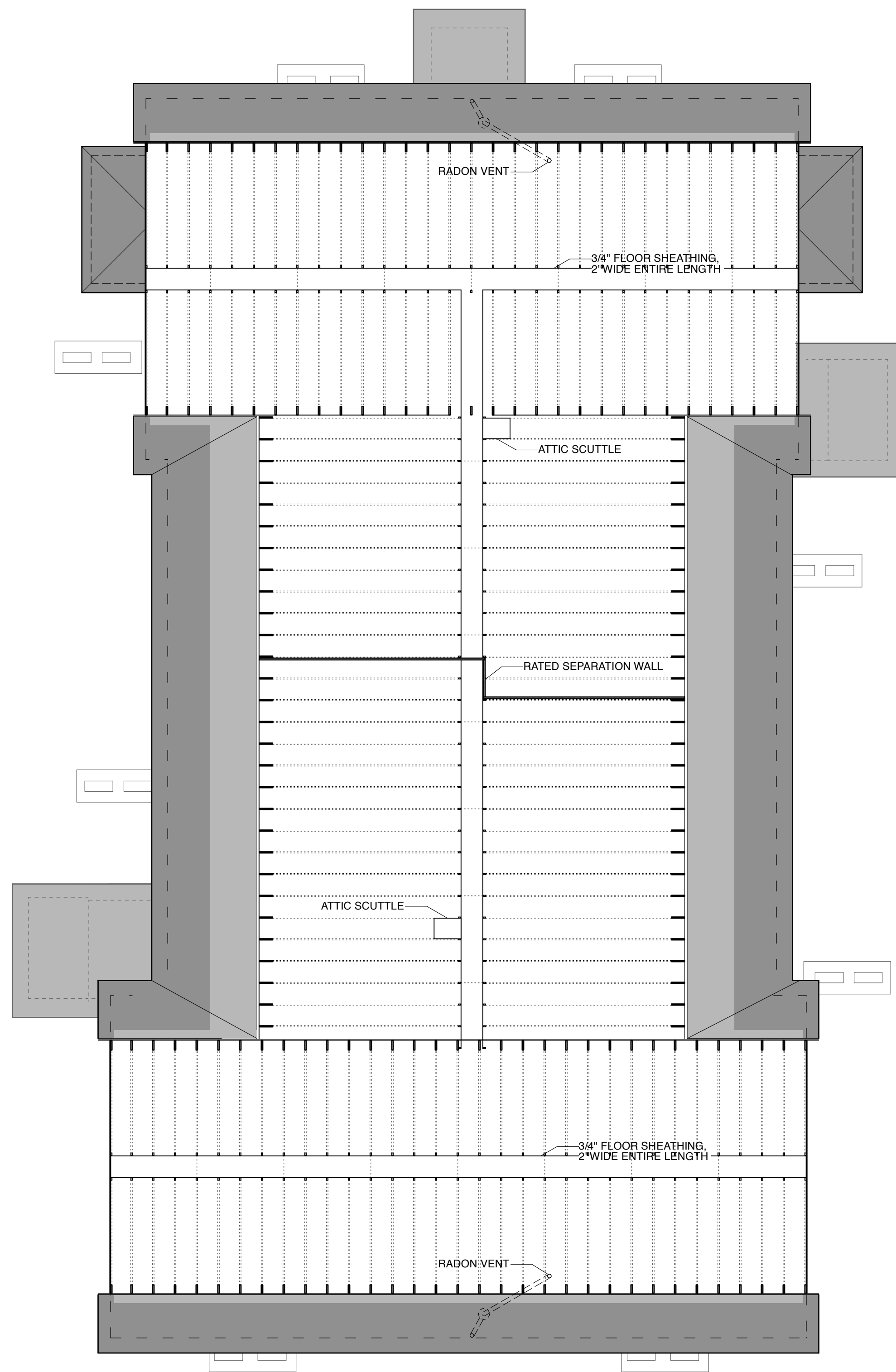
3 Third Floor Plan
Scale: 1/8" = 1'-0"

- Fir Footprint = 6512 sf

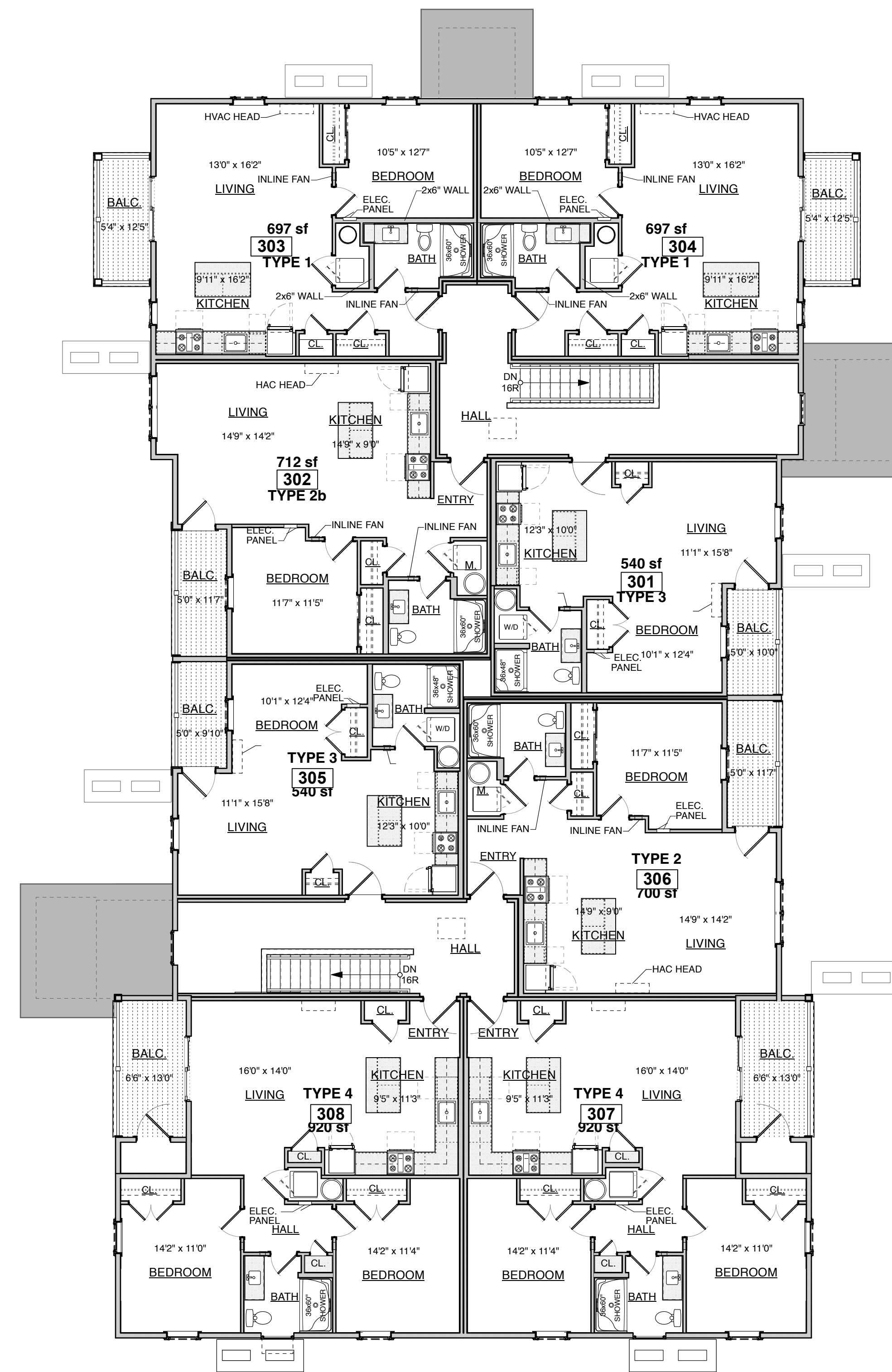
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
WINDOWS:	5" EXPOSURE	WHITE
DOORS:	VINYL	PTD GREY
	METAL	







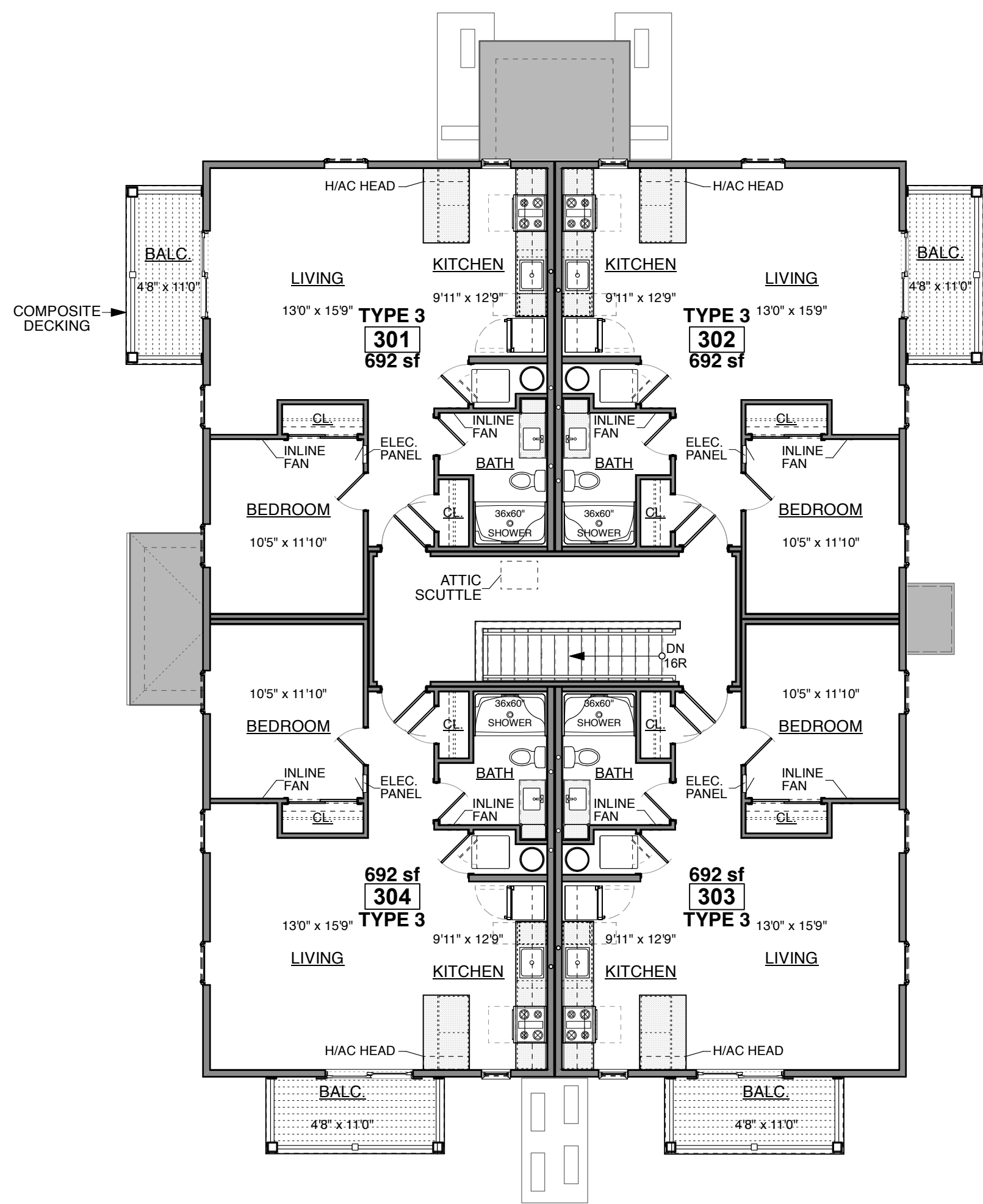
4 Attic Plan
Scale: 1/8" = 1'-0"



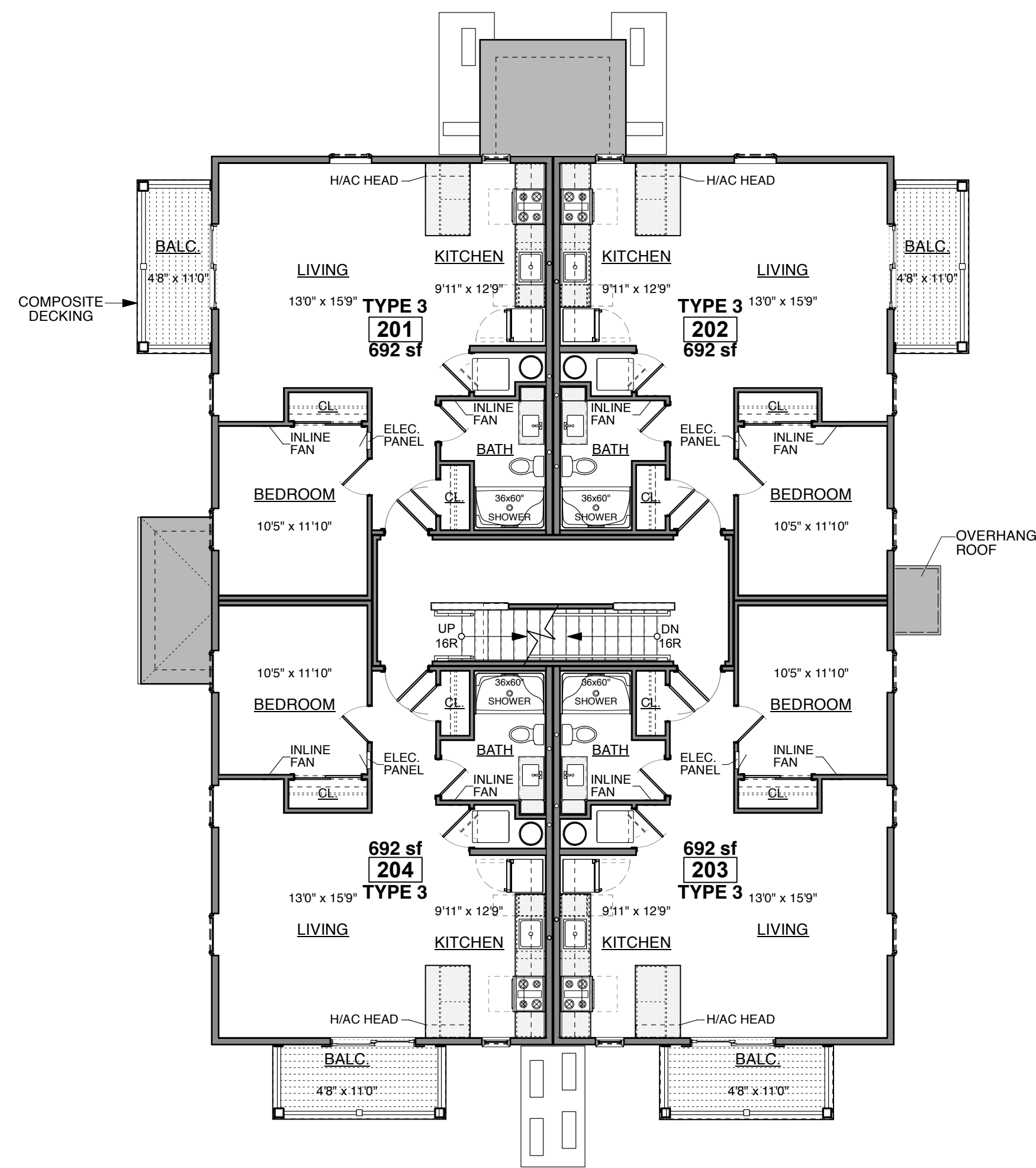
3 Third Floor Plan
Scale: 1/8" = 1'-0"

COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY

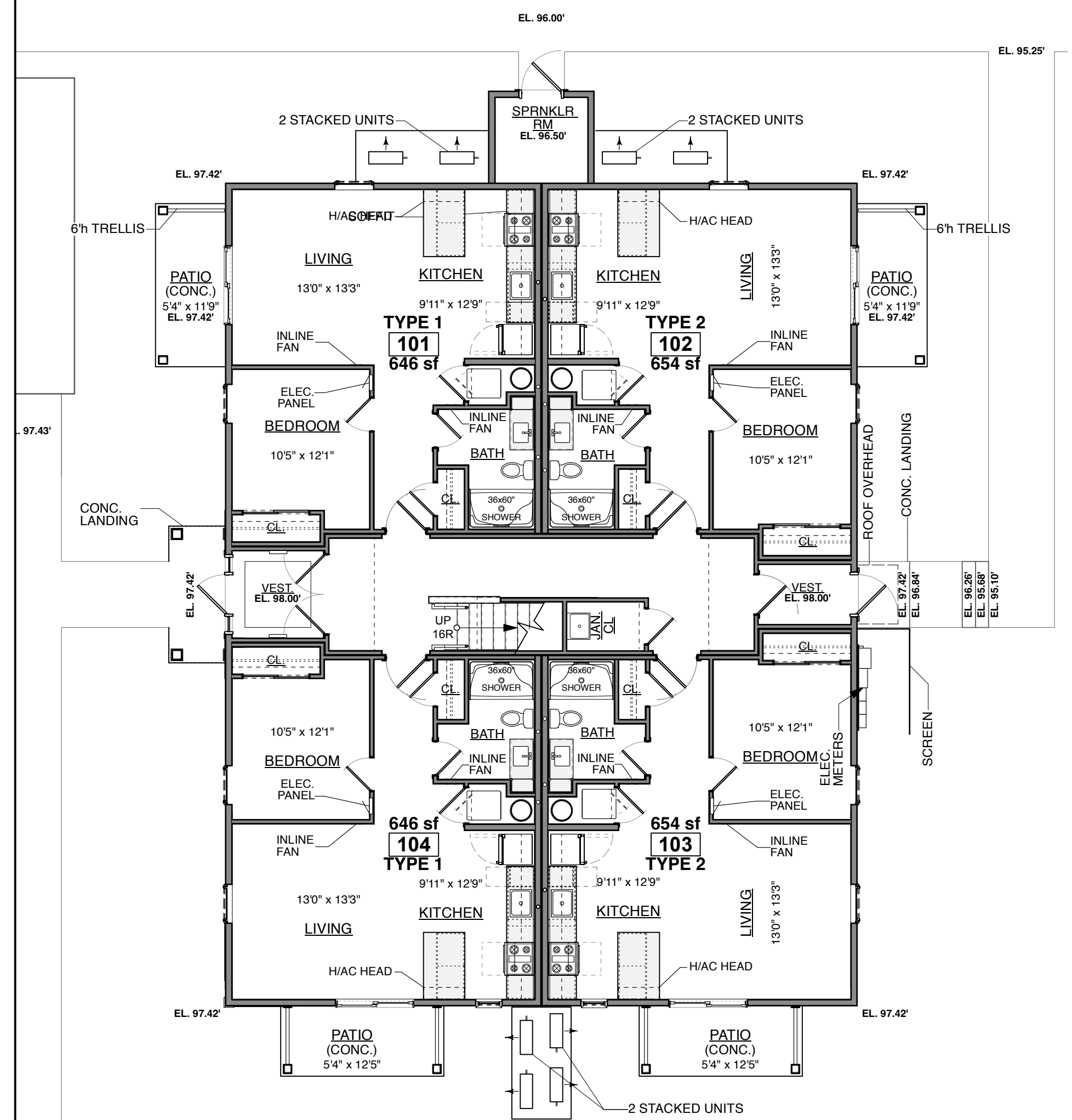




3 Third Floor Plan
Scale: 1/8" = 1'-0"



2 Second Floor Plan
Scale: 1/8" = 1'-0"

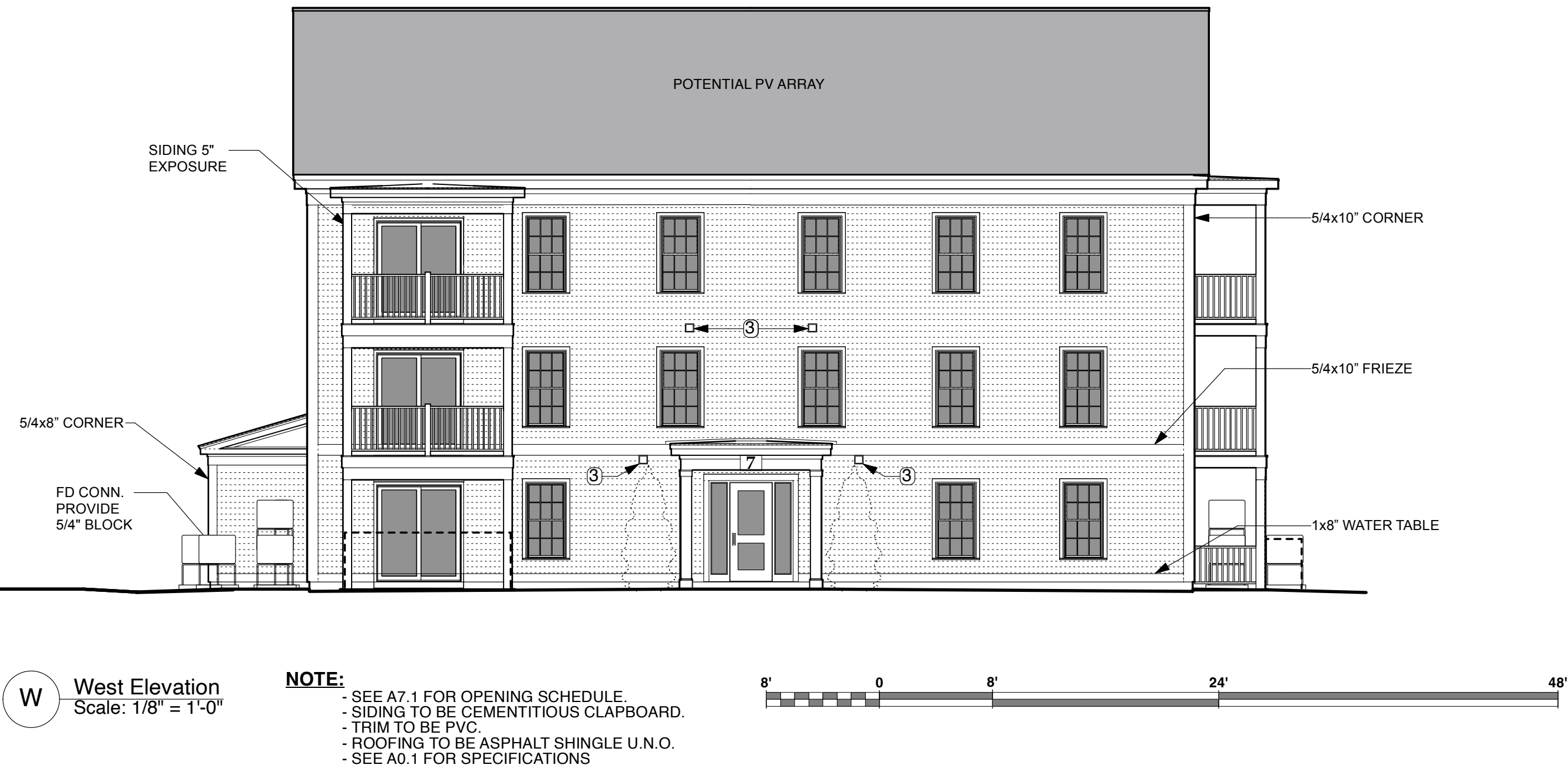
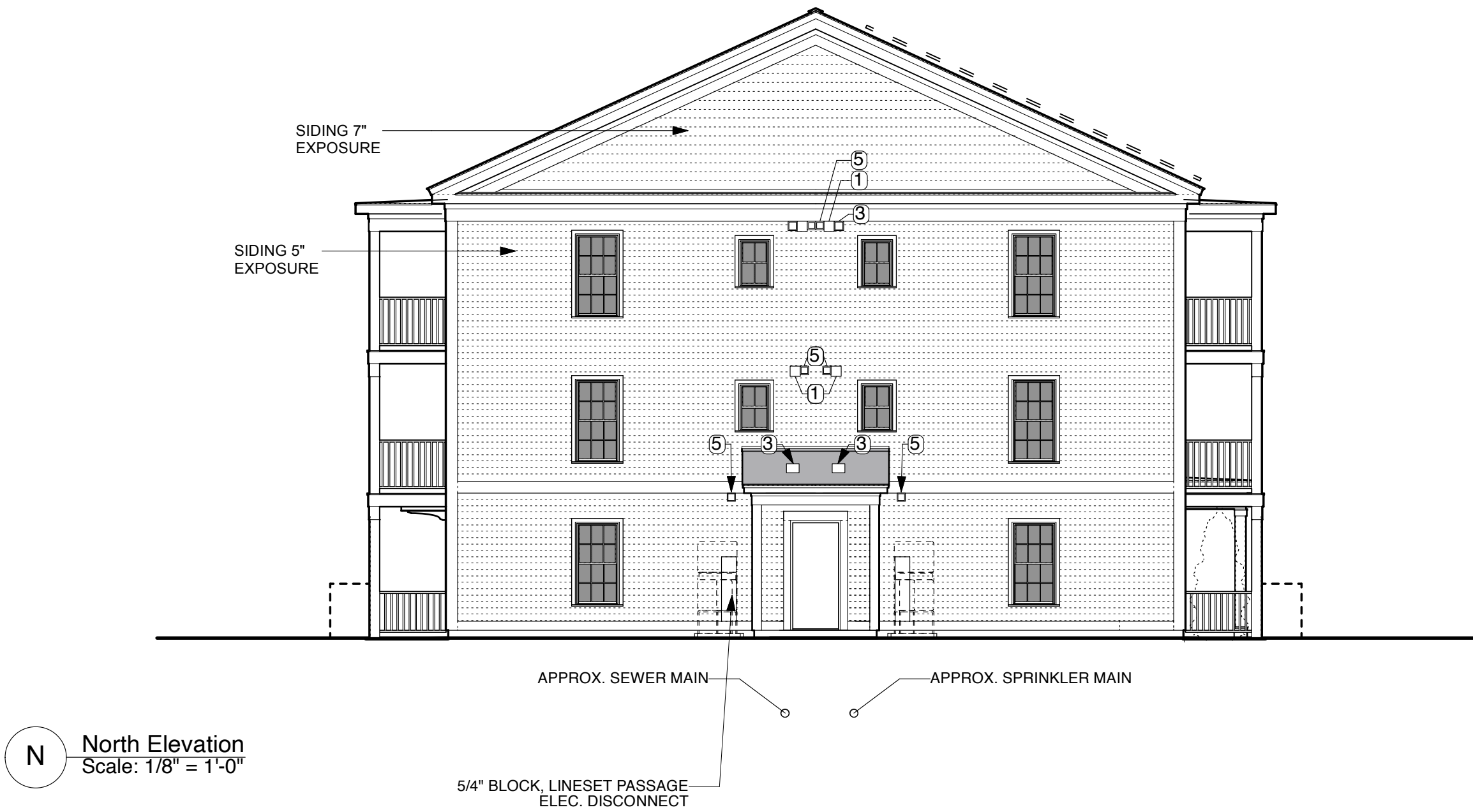
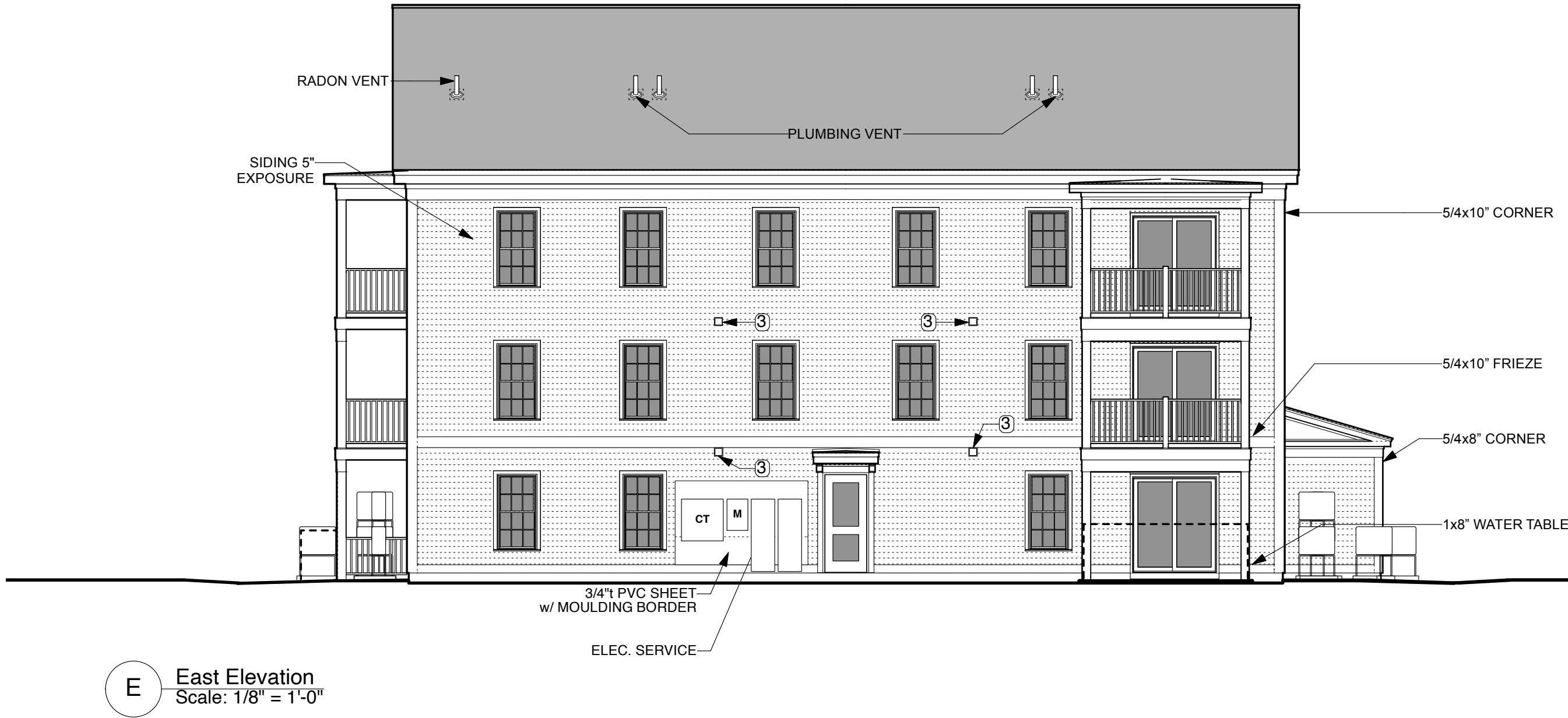


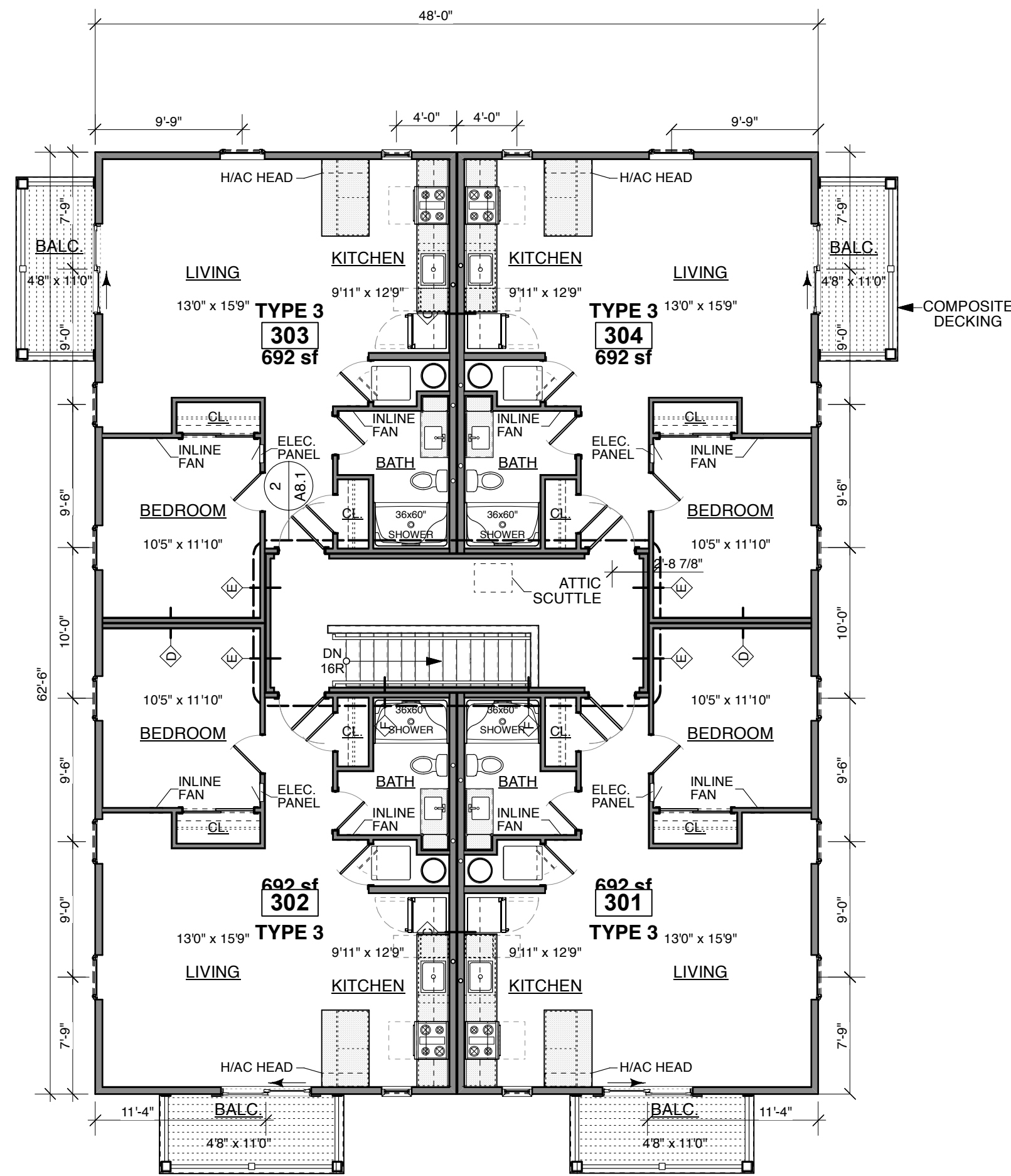
1 Ground Floor Plan
Scale: 1/8" = 1'-0"

NOTES:
- Bldg Footprint = 3056 sf - Bldg GA = 9,056 sf - Bldg GLA = 8,136 sf
- SEE A1.11 FOR ENLARGED UNIT PLAN TYPES.
- SEE A7.1 FOR PARTITION SCHEDULE.
- INT. PARTITION TO BE TYPE 'A' U.N.O.
- SEE A8.1 FOR ENLARGED STAIR PLAN.

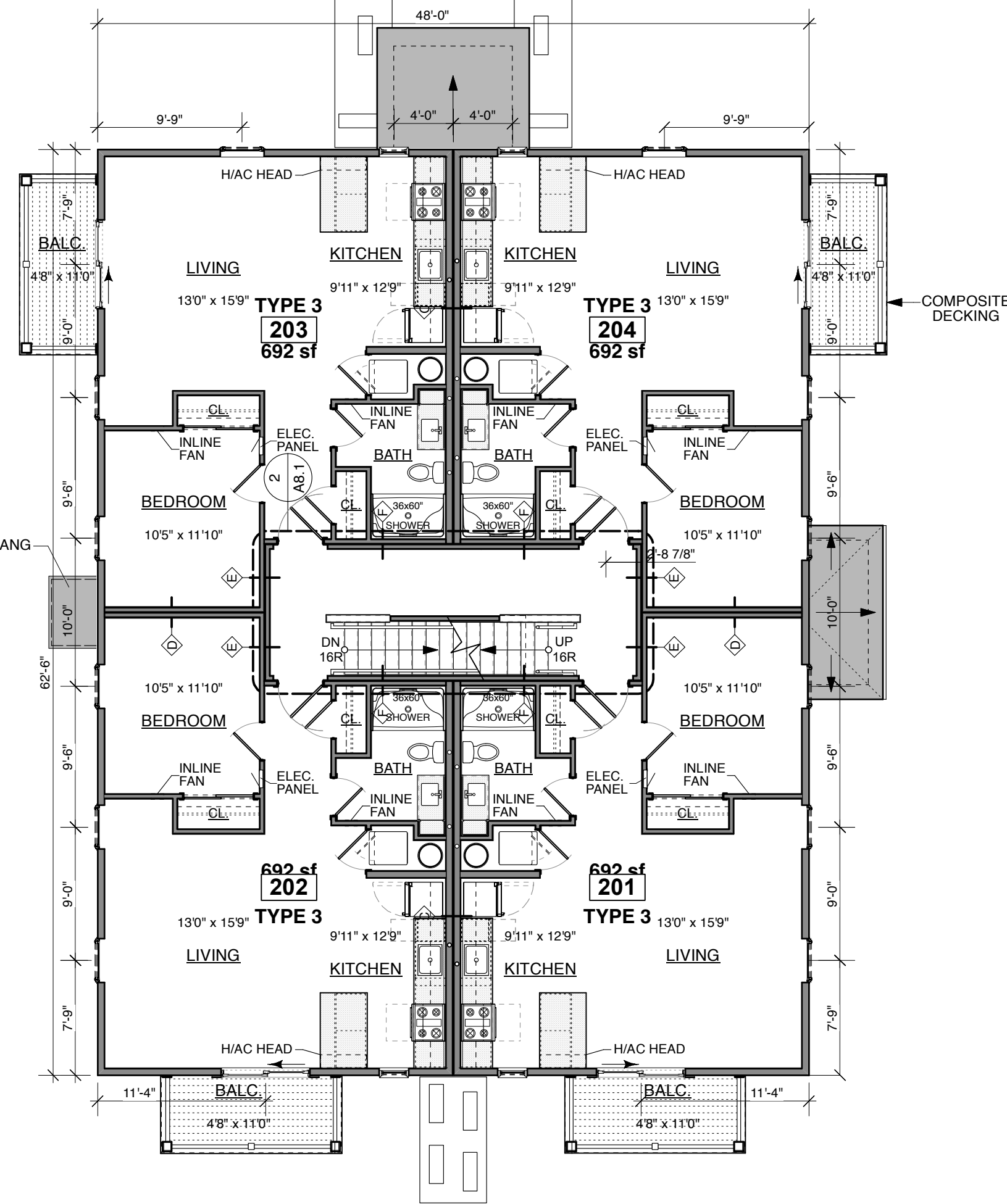


COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY

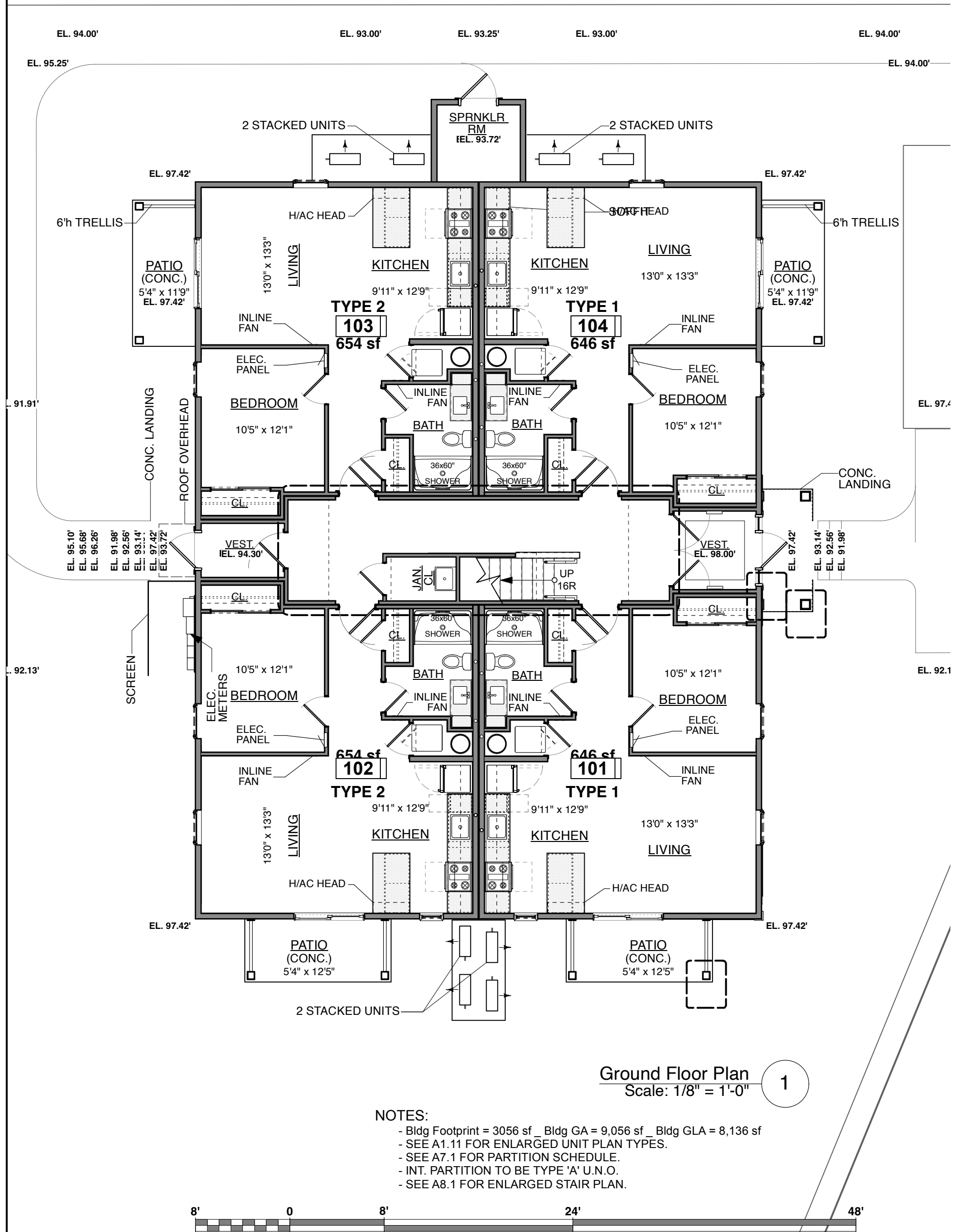




Third Floor Plan
Scale: 1/8" = 1'-0"

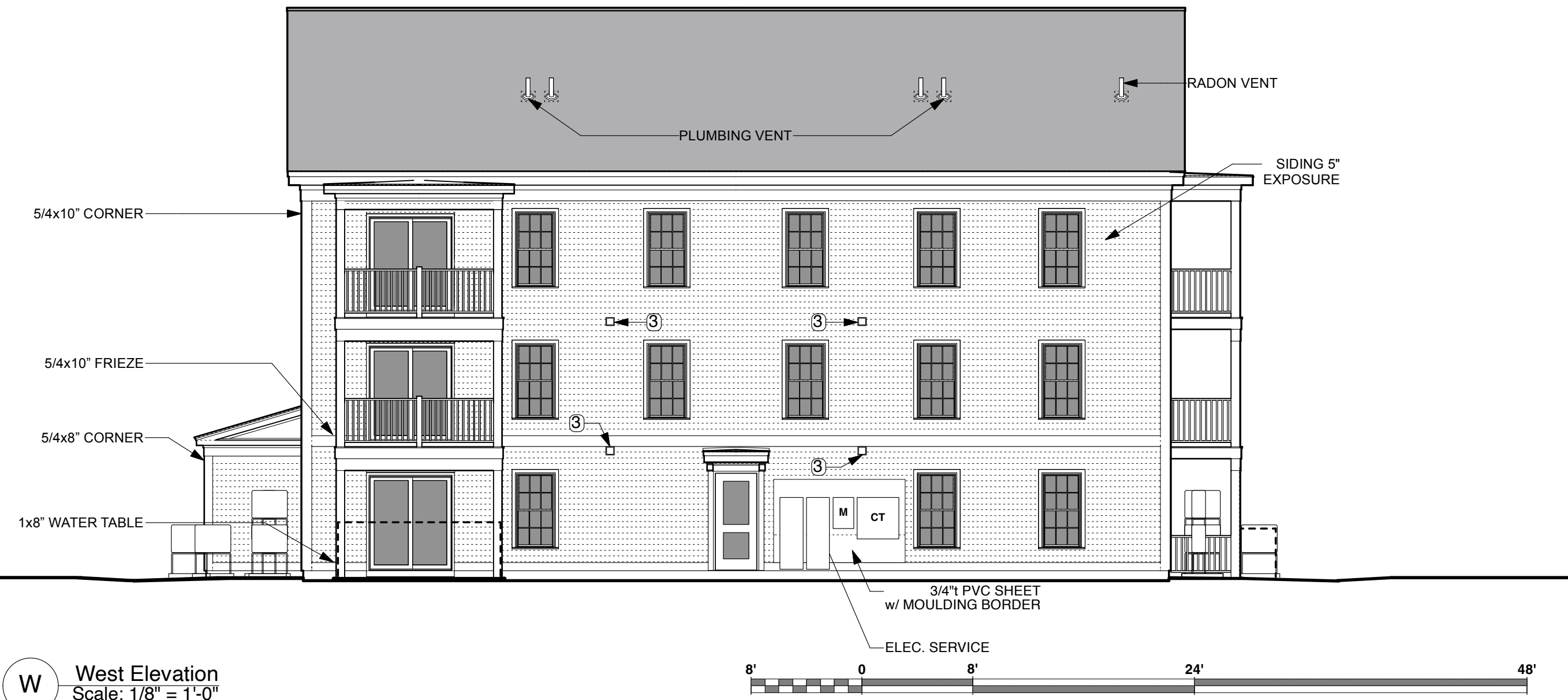
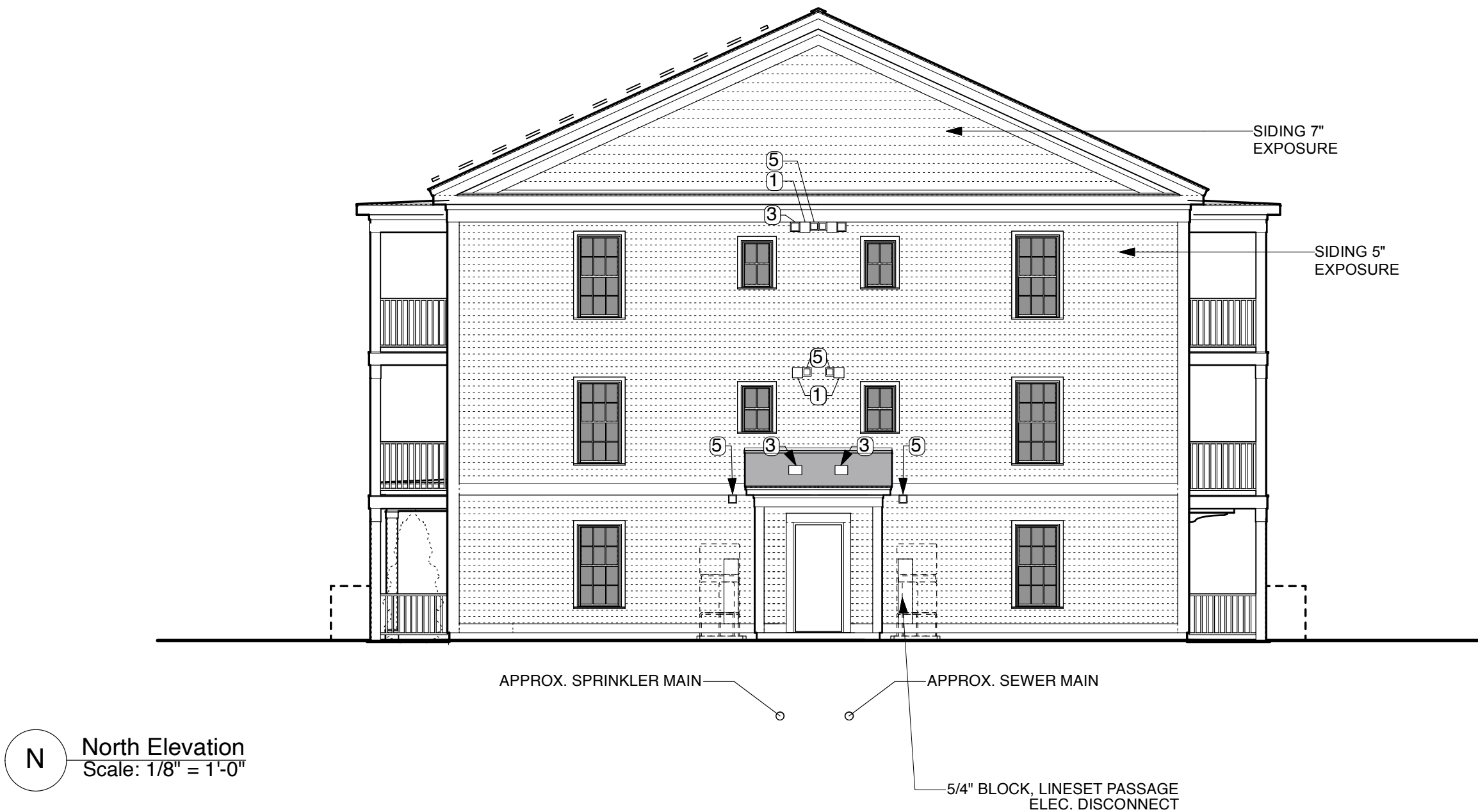
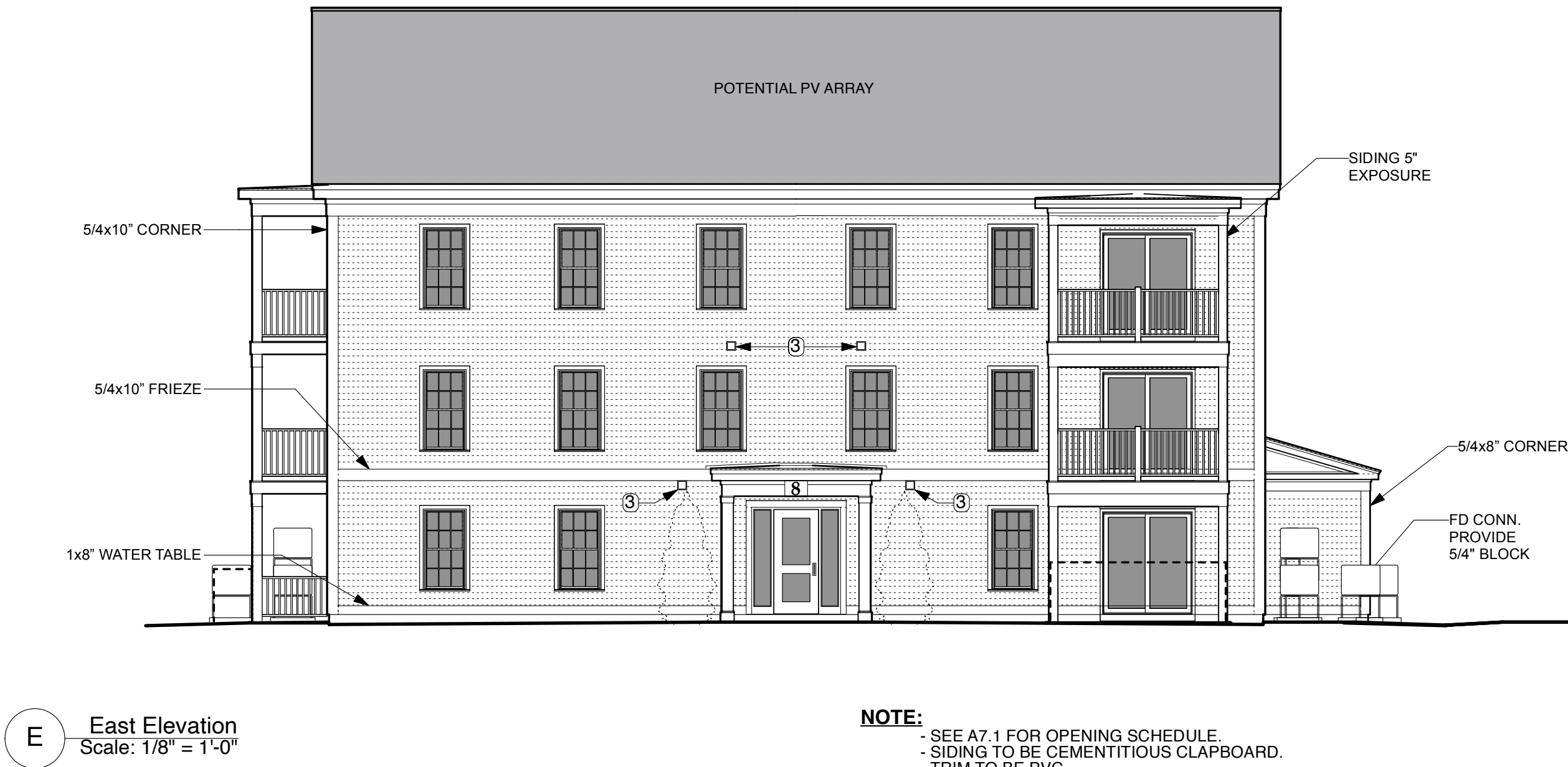


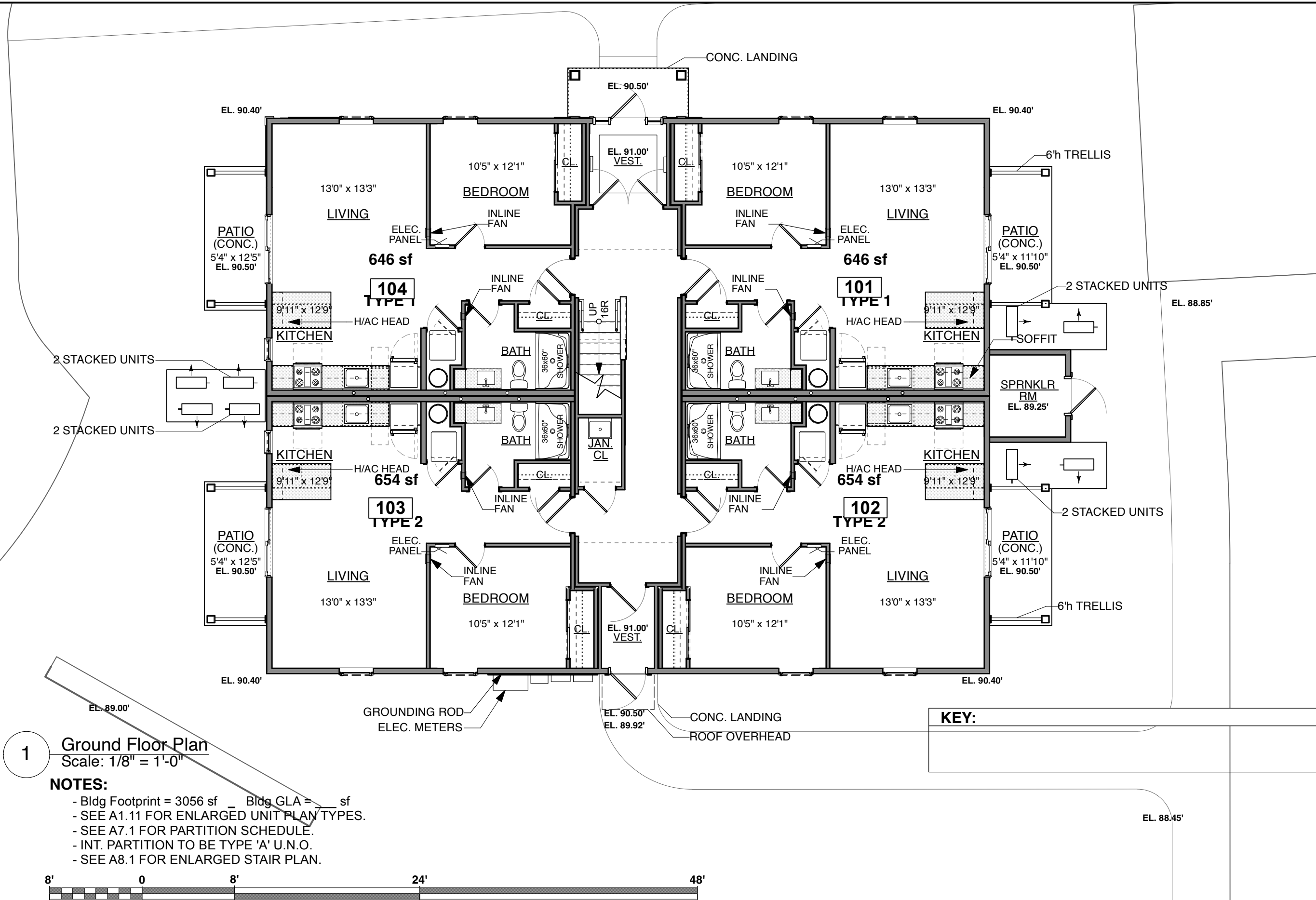
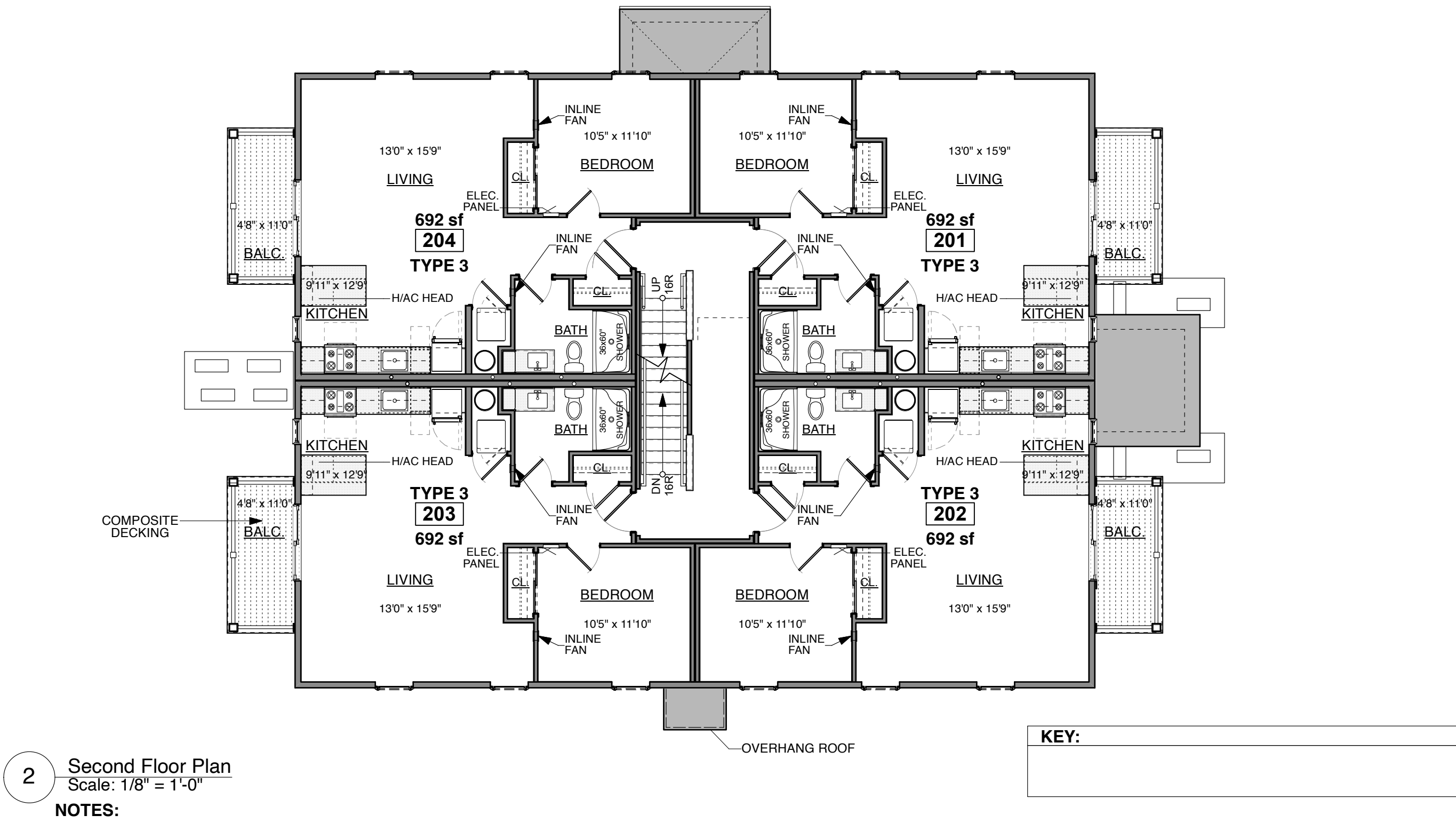
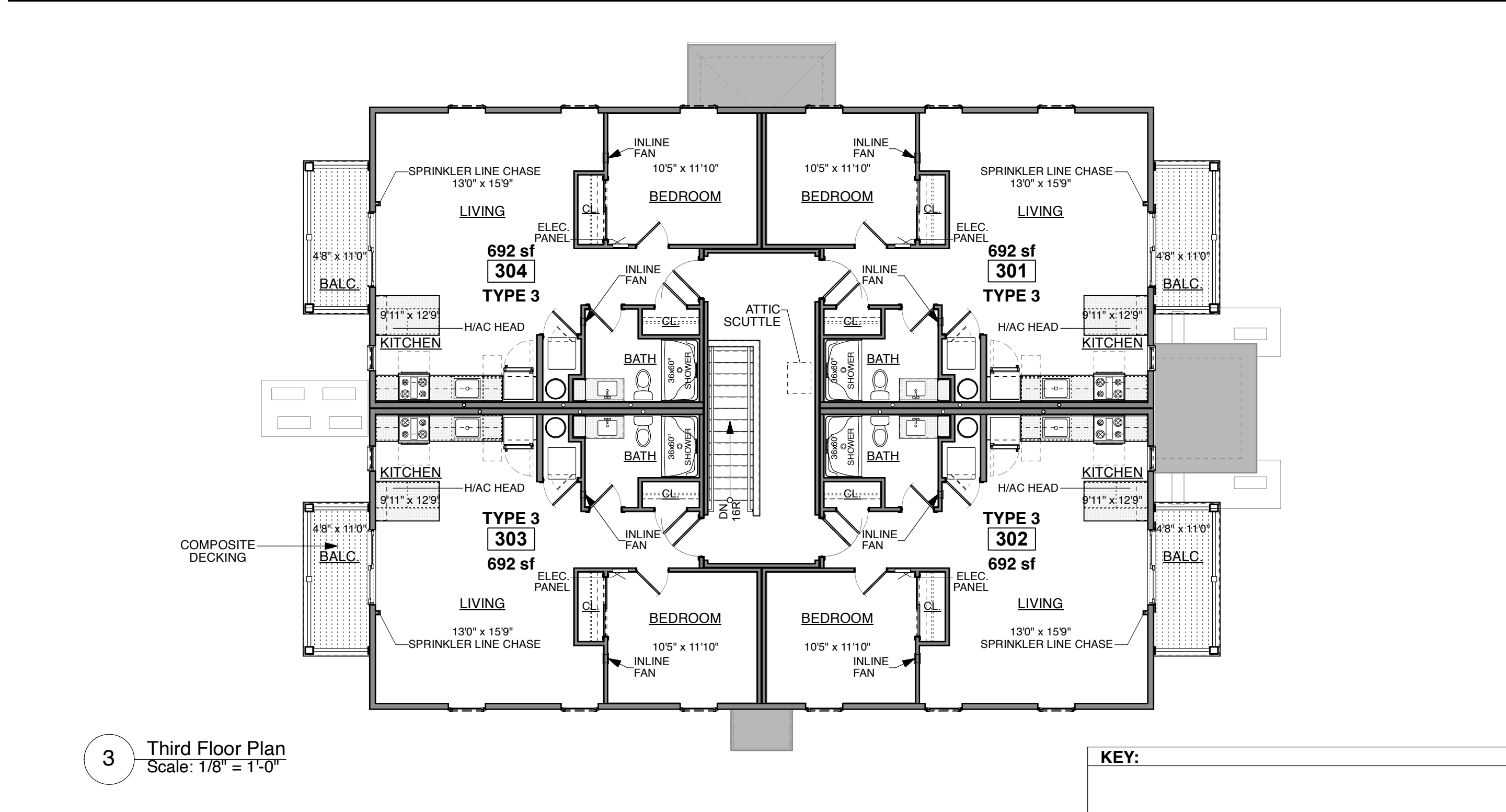
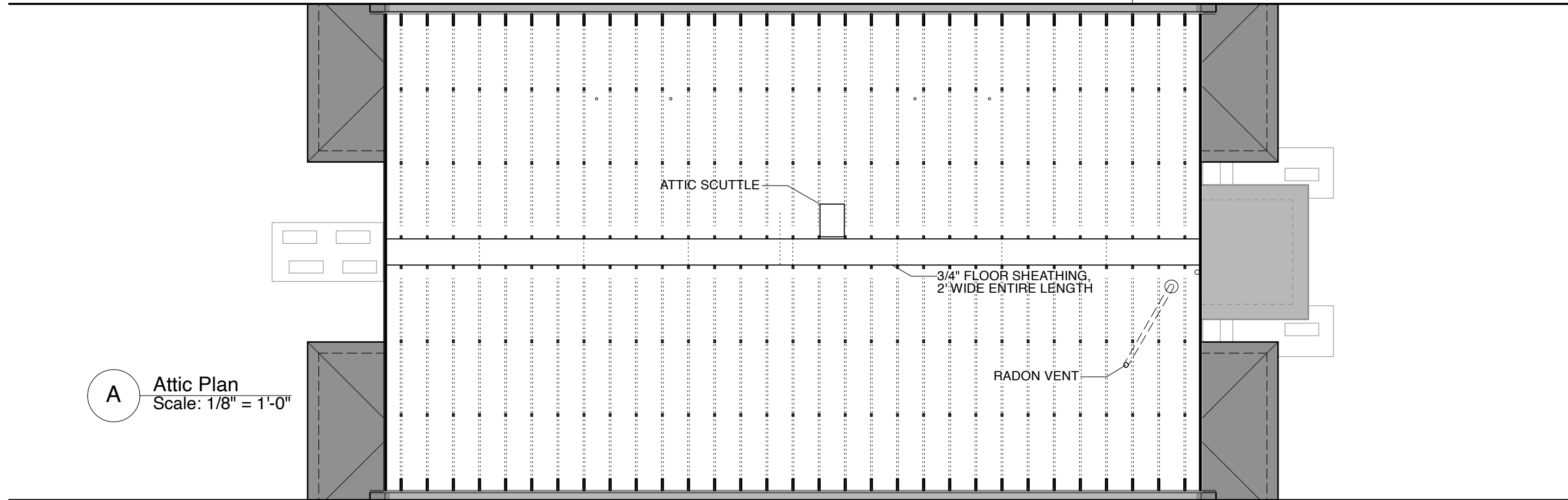
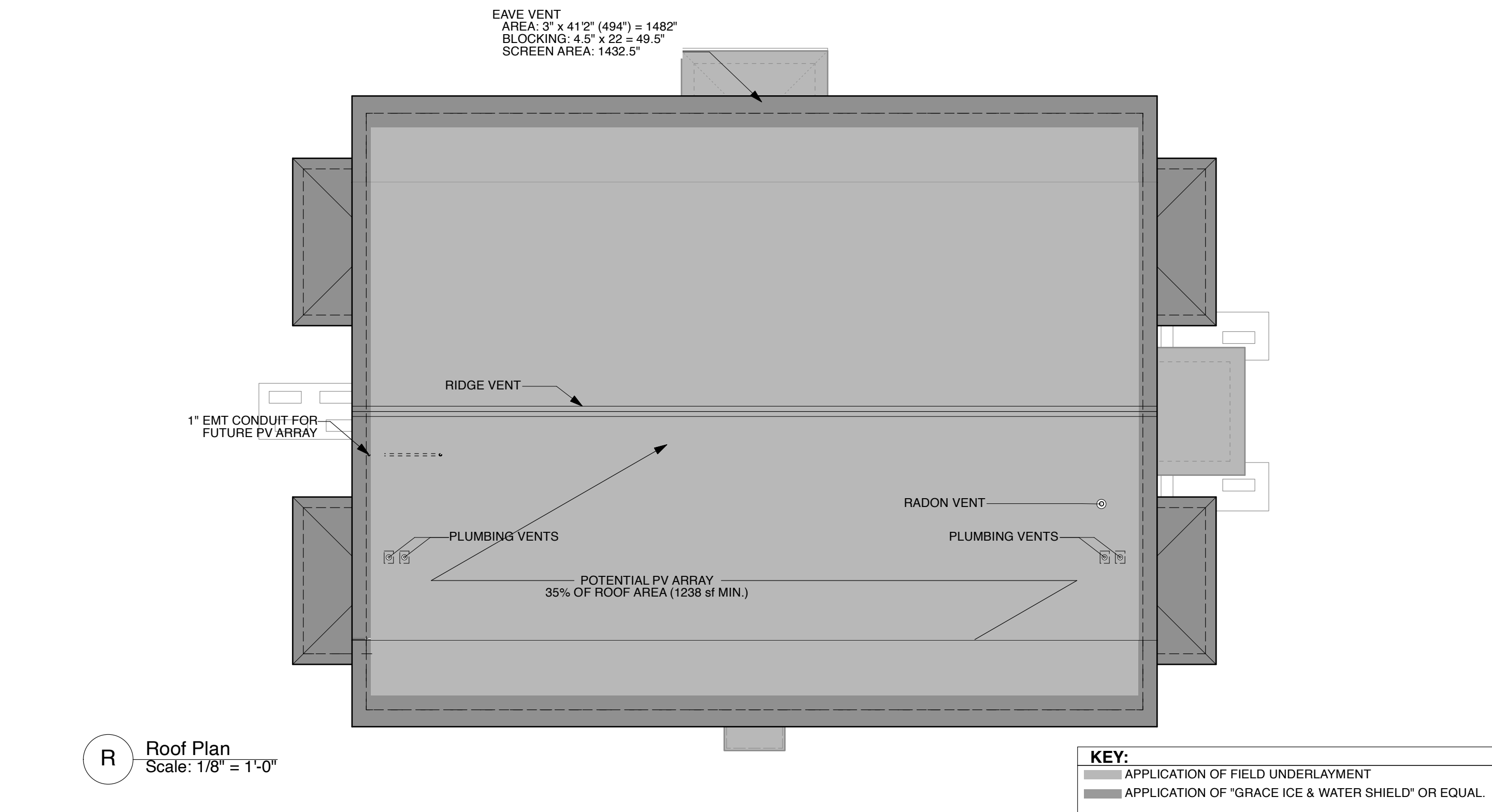
Second Floor Plan
Scale: 1/8" = 1'-0"



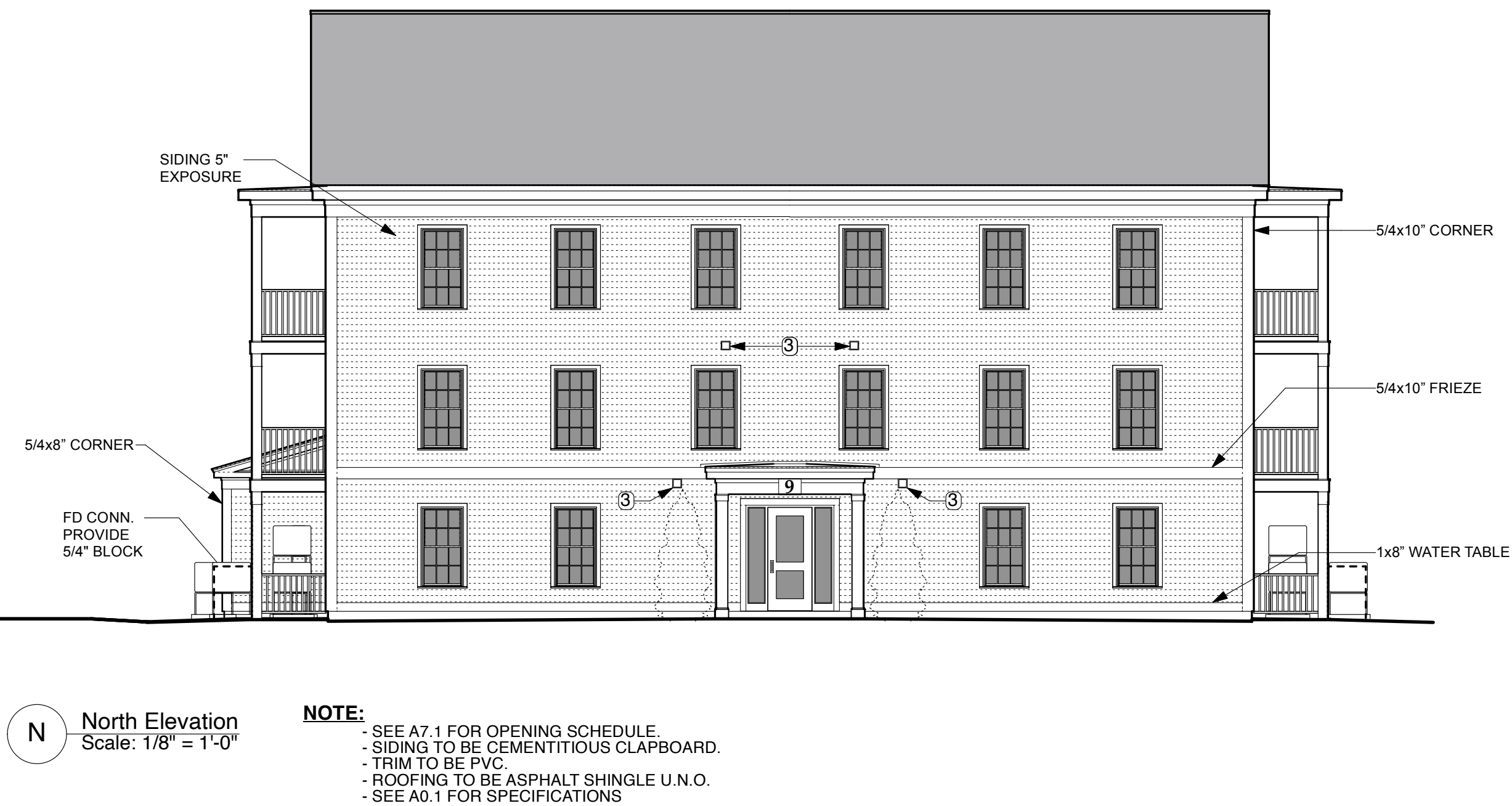
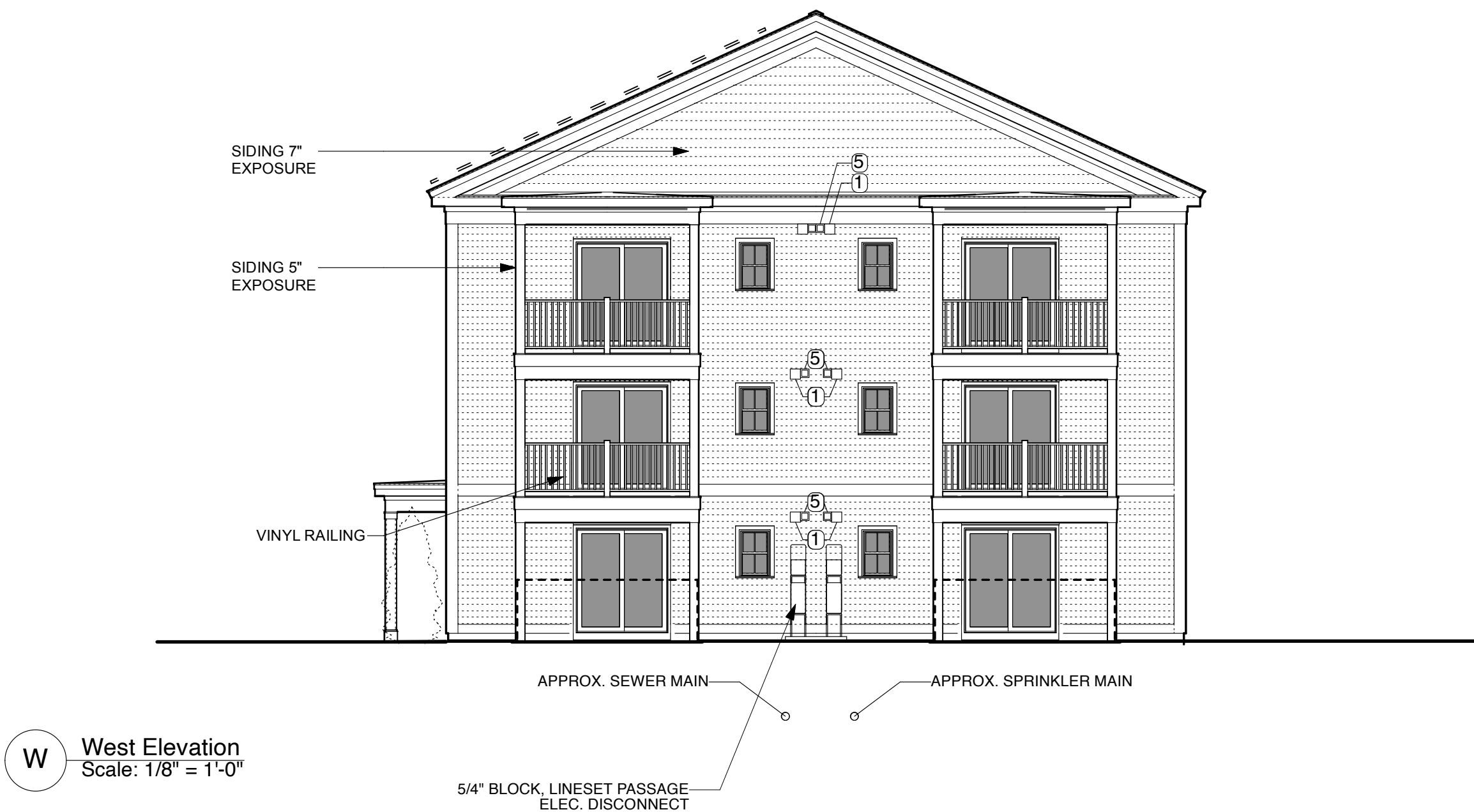
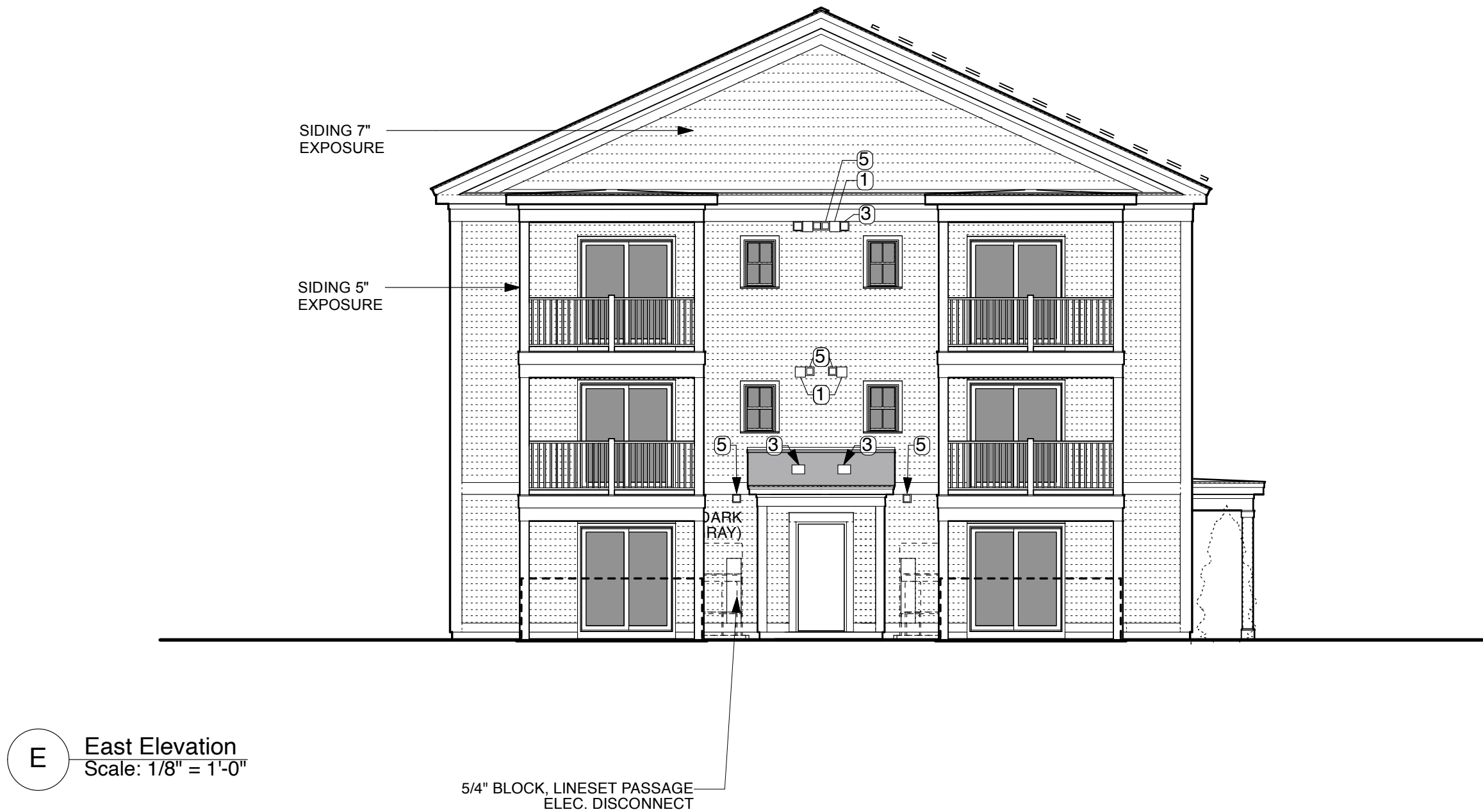
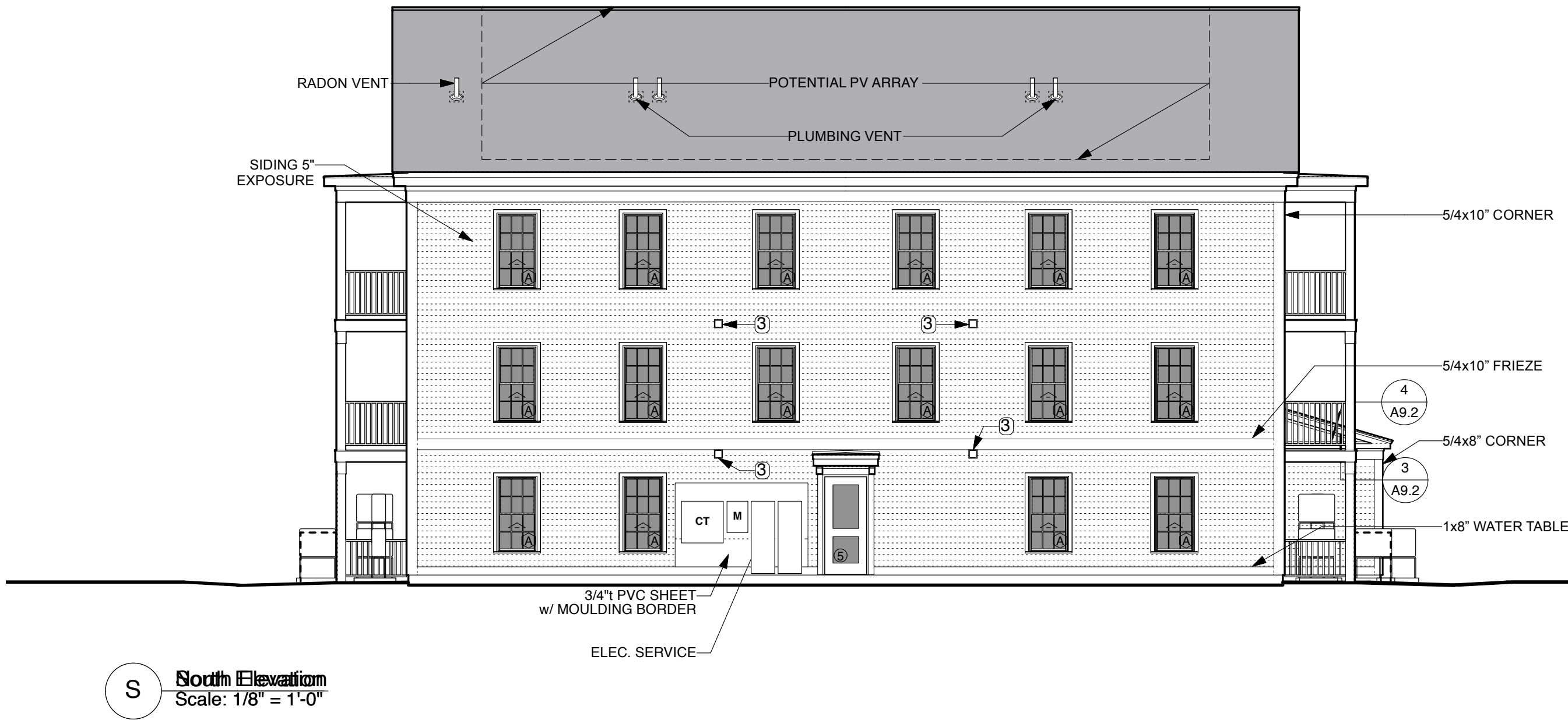
Ground Floor Plan
Scale: 1/8" = 1'-0"

COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY

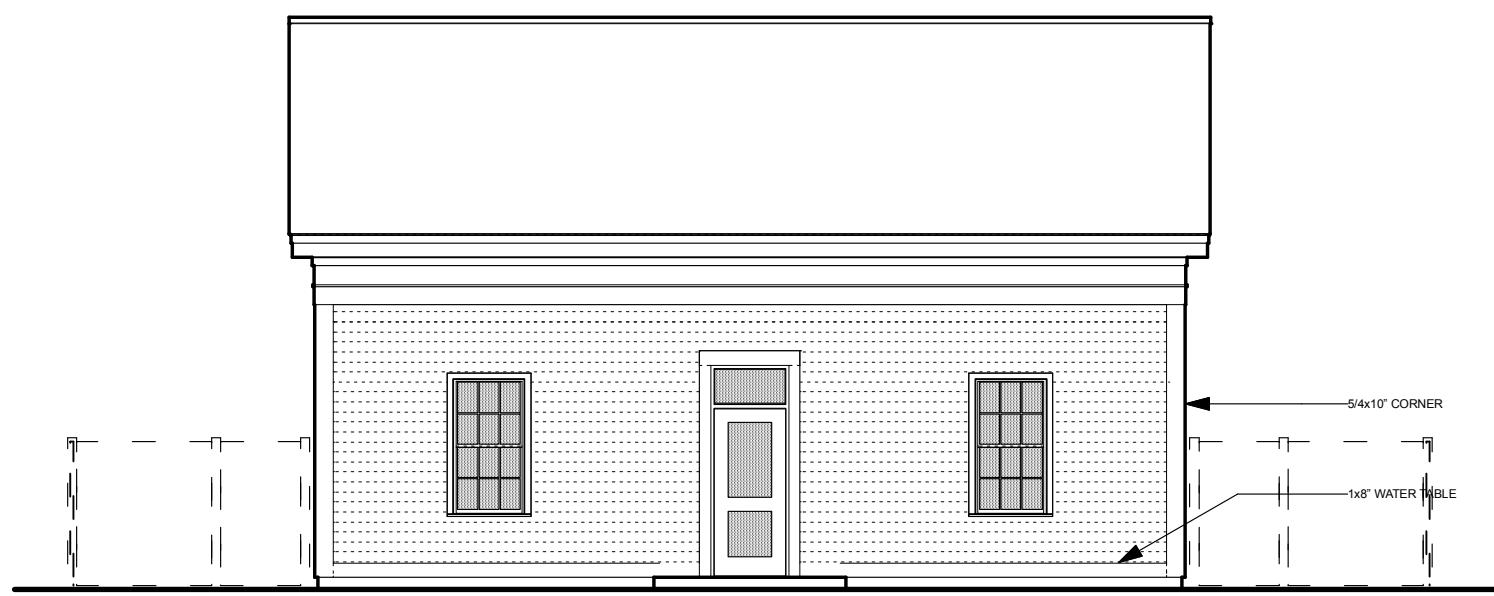




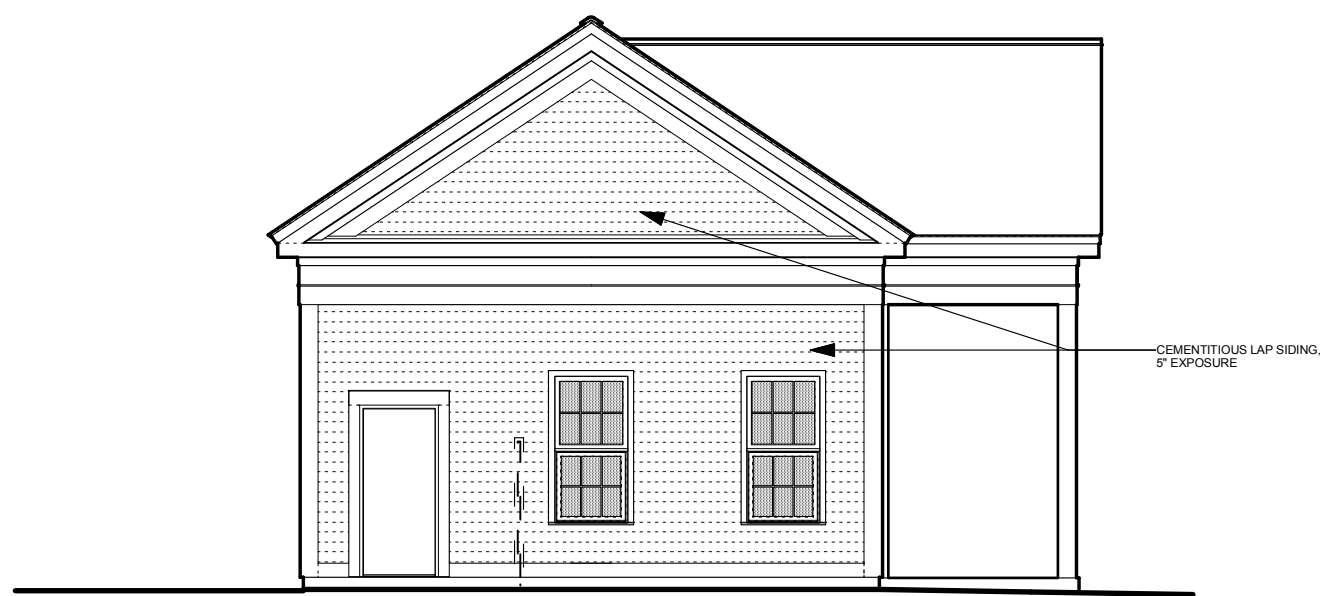
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY



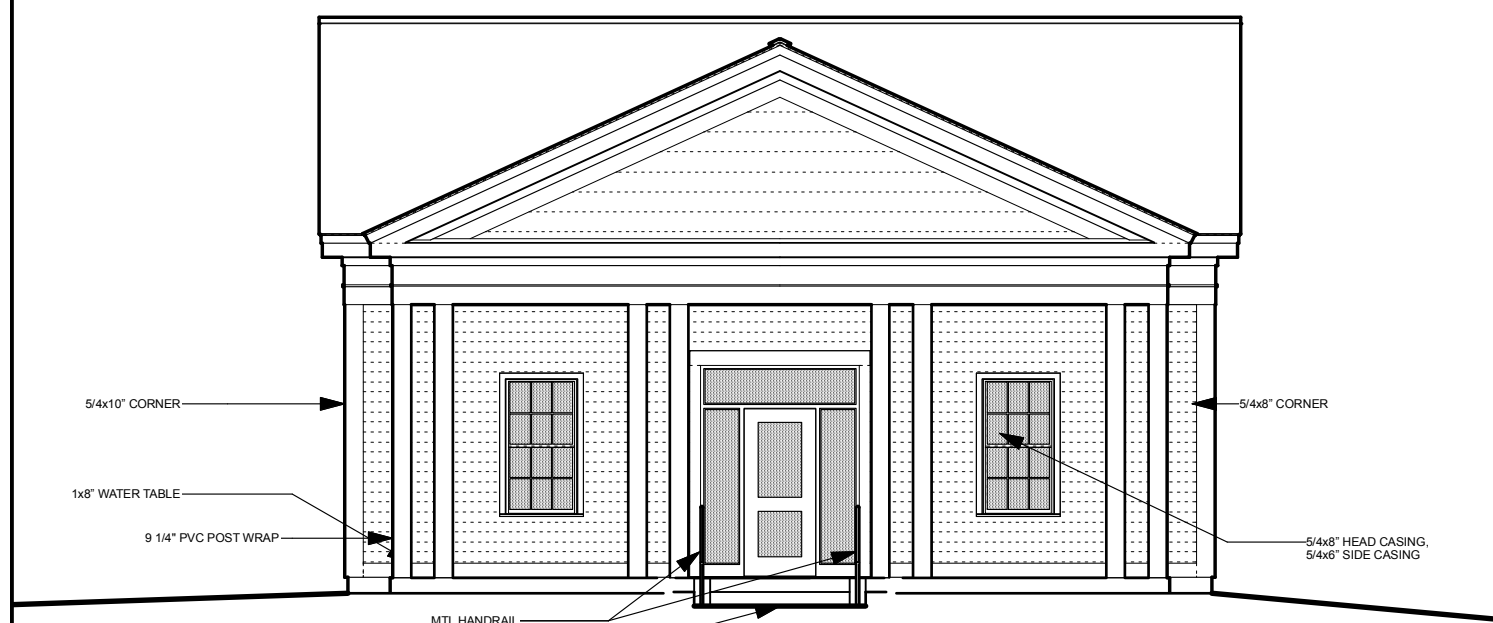
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY



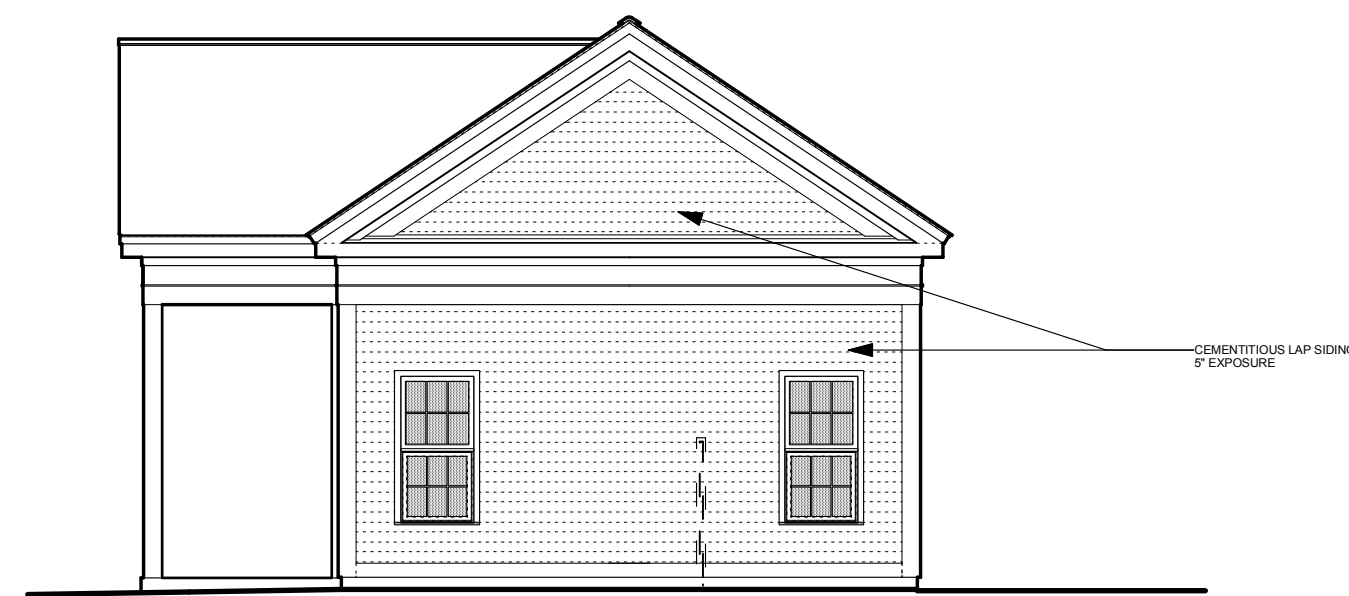
N North Elevation
Scale: 1/8" = 1'-0"



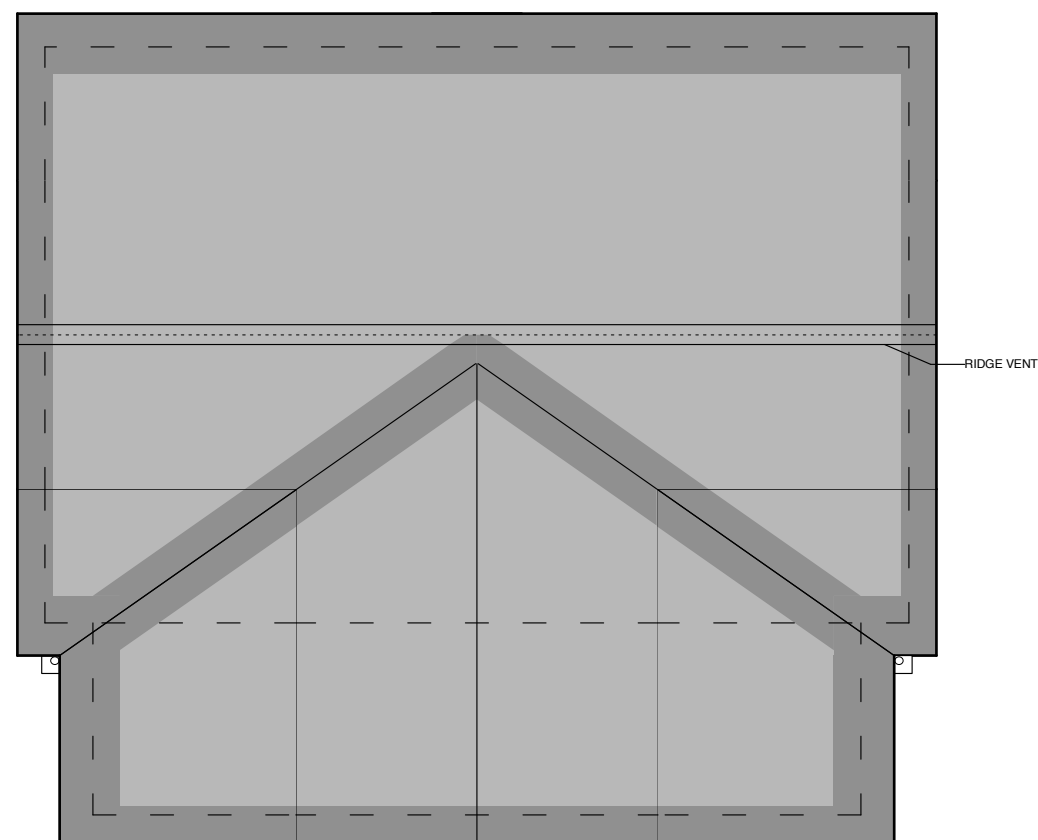
W West Elevation
Scale: 1/8" = 1'-0"



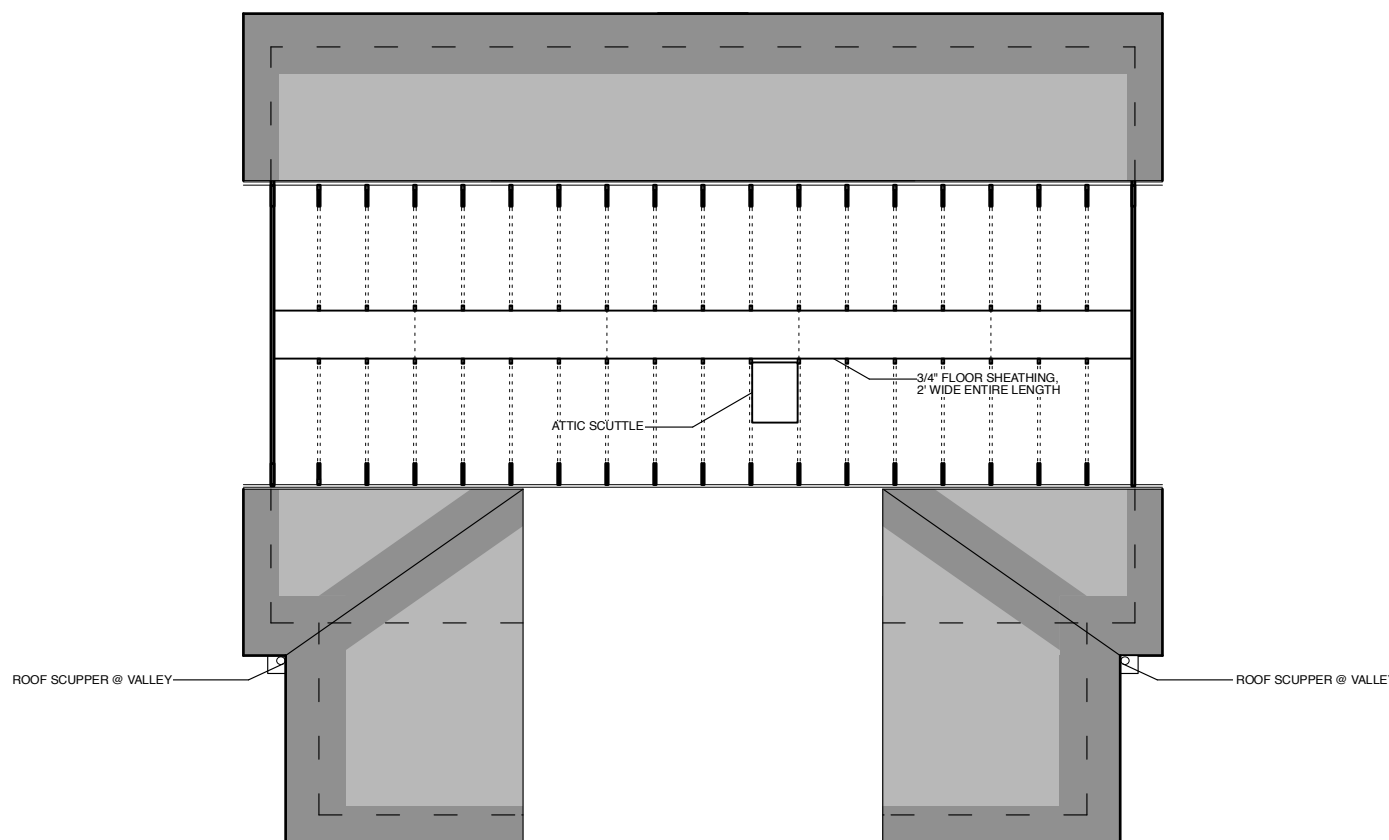
S South Elevation
Scale: 1/8" = 1'-0"



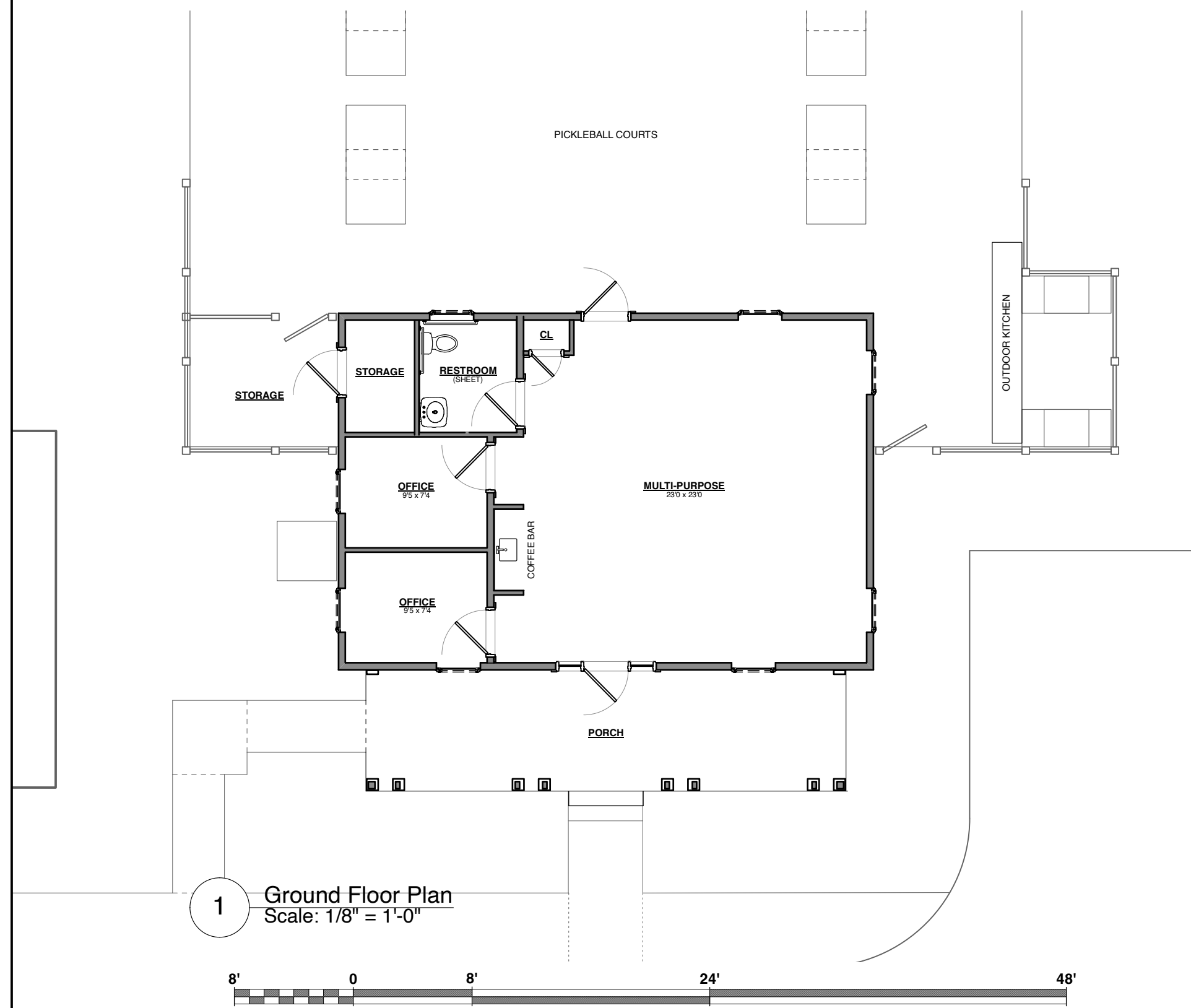
E East Elevation
Scale: 1/8" = 1'-0"



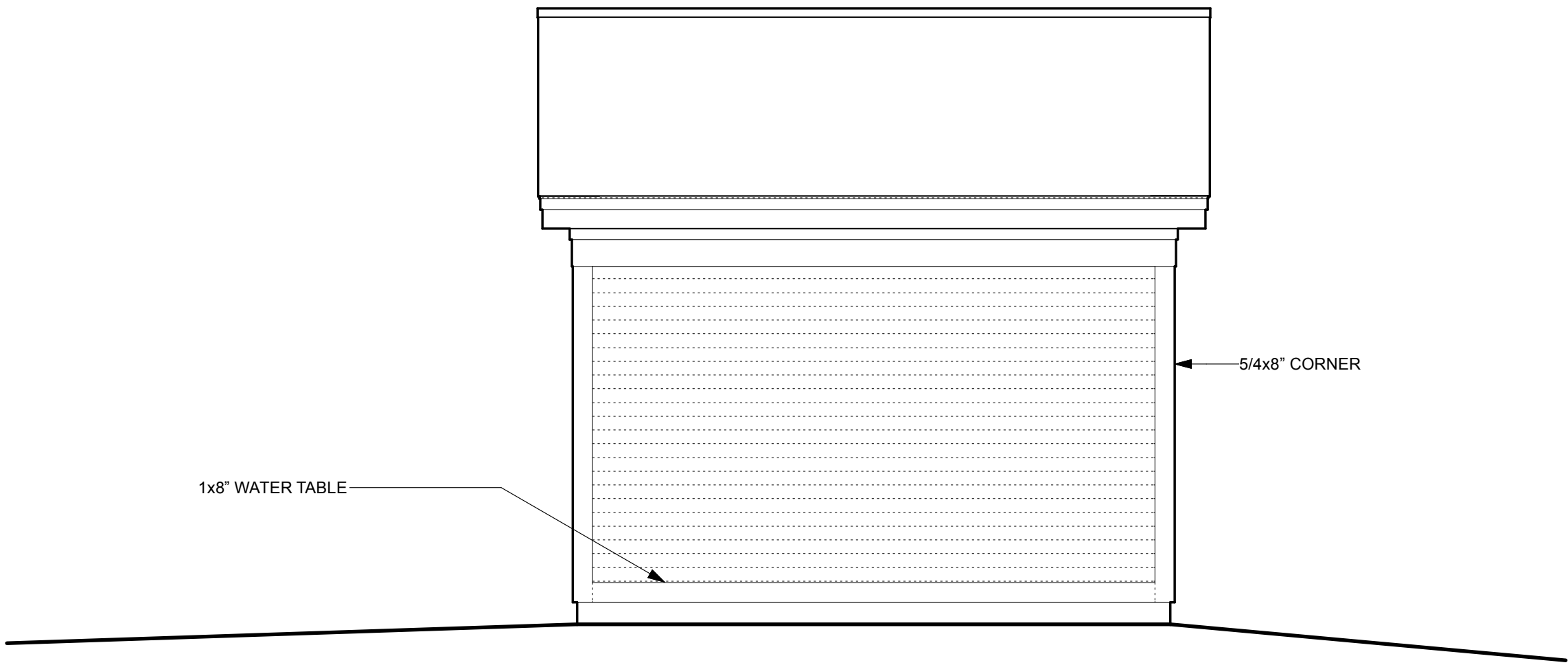
R Roof Plan
Scale: 1/8" = 1'-0"



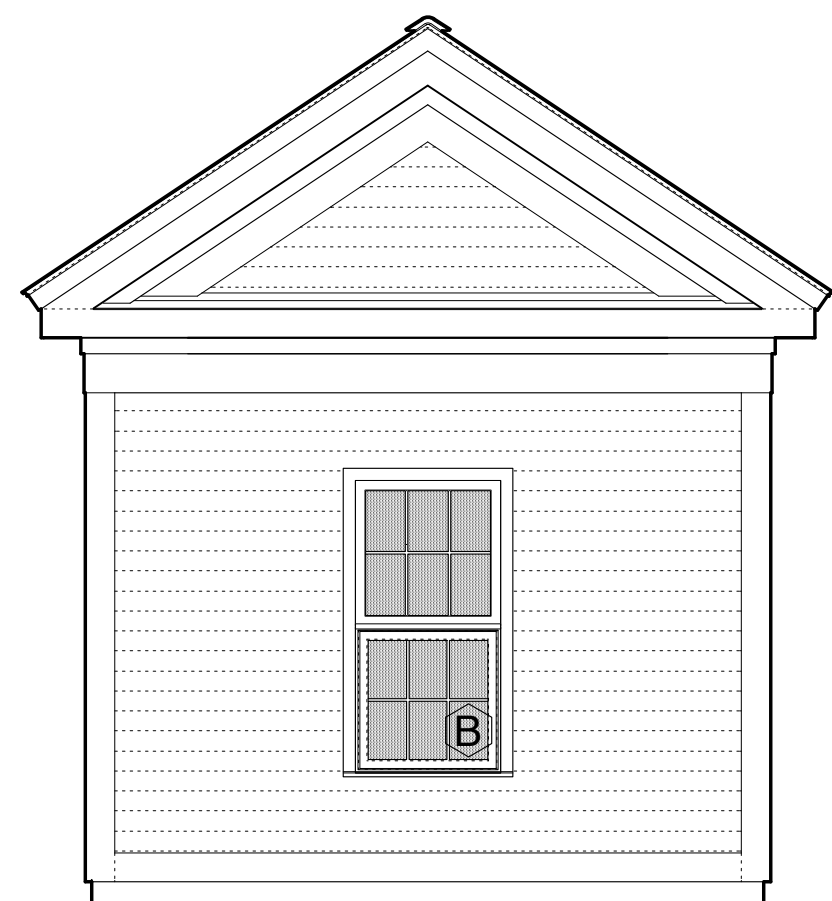
A Attic Plan
Scale: 1/8" = 1'-0"



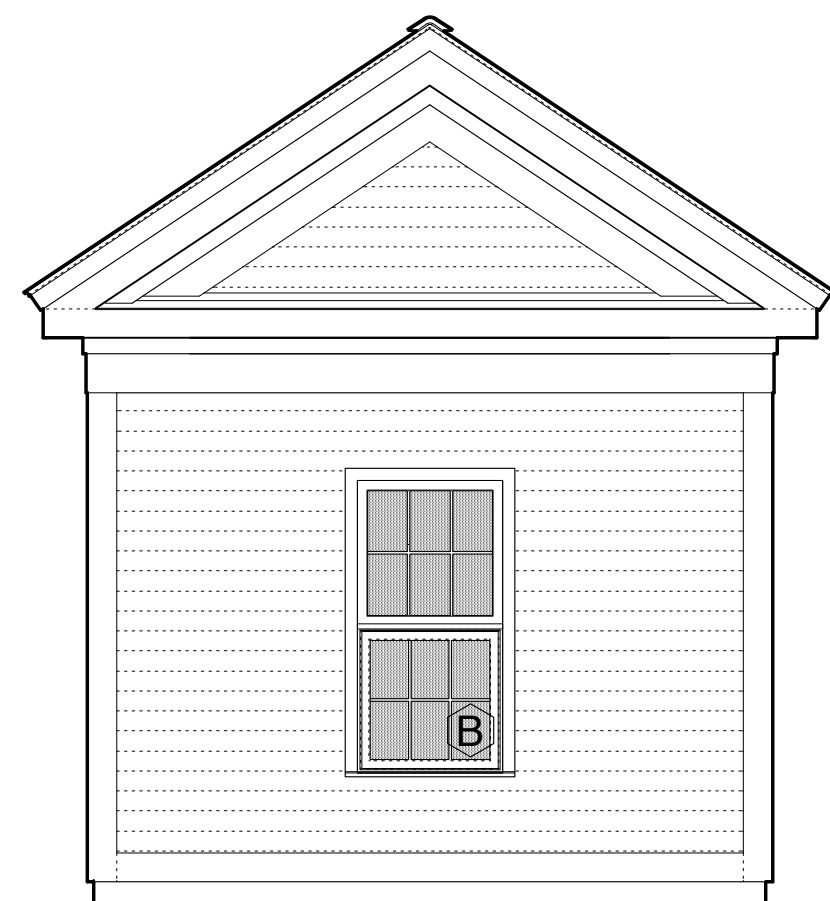
1 Ground Floor Plan
Scale: 1/8" = 1'-0"



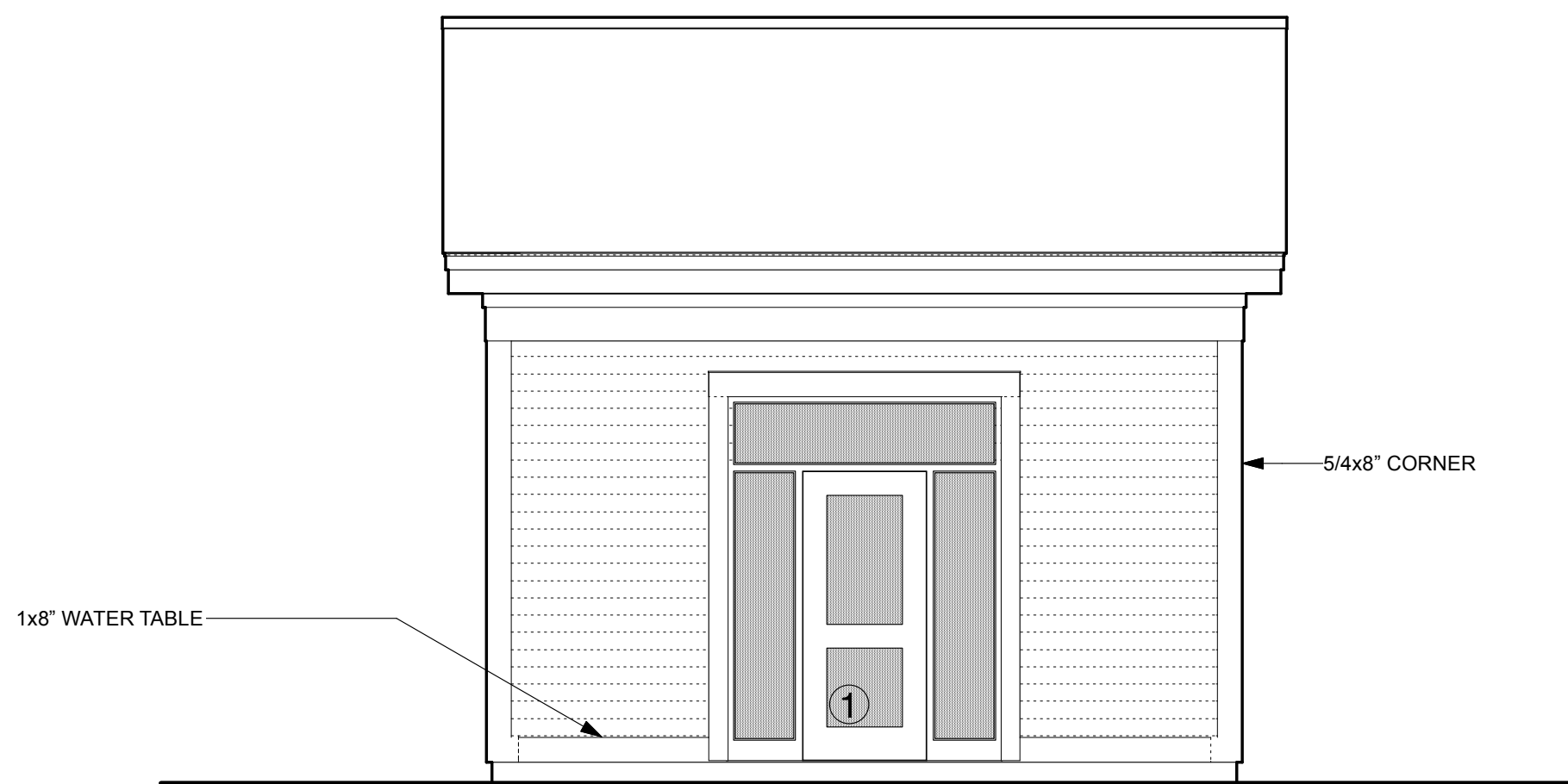
N North Elevation
Scale: 1/4" = 1'-0"



W West Elevation
Scale: 1/4" = 1'-0"



E East Elevation
Scale: 1/4" = 1'-0"

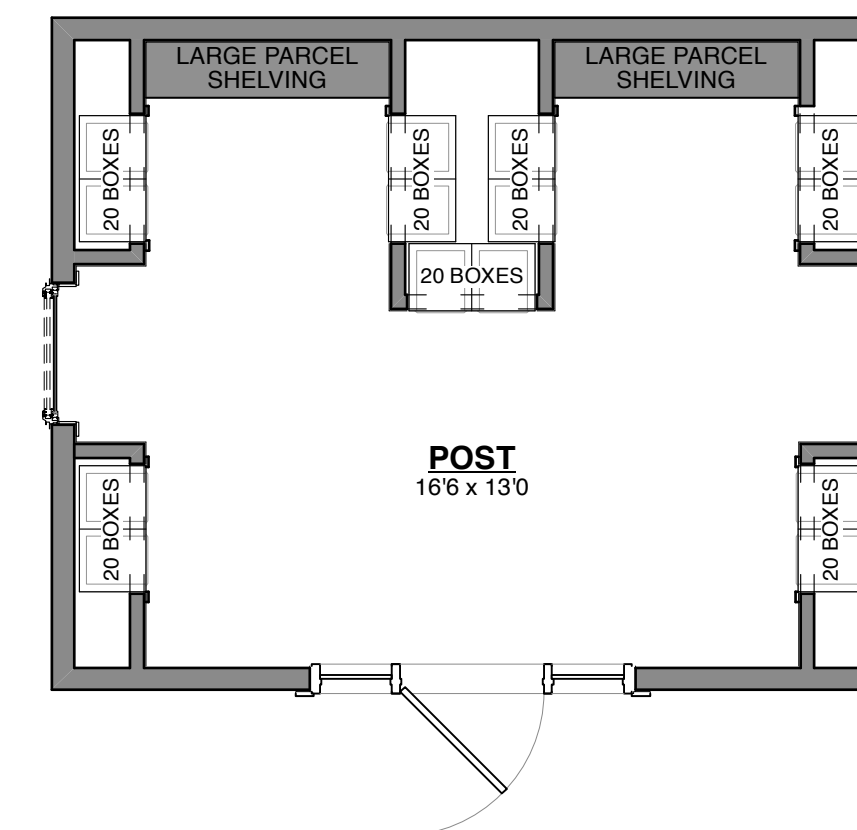


S South Elevation
Scale: 1/4" = 1'-0"

COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY



R Roof Plan
Scale: 1/4" = 1'-0"



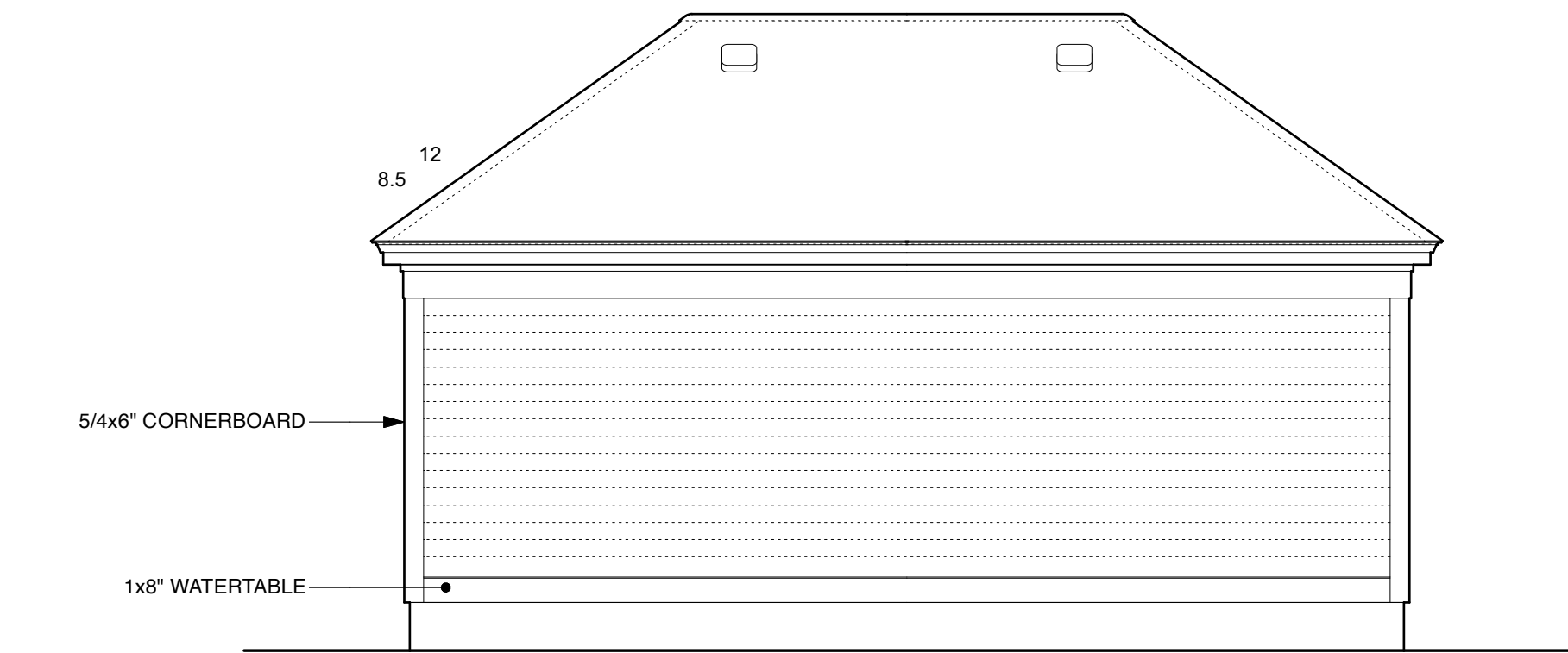
1 Ground Floor Plan
Scale: 1/4" = 1'-0"

KEY:

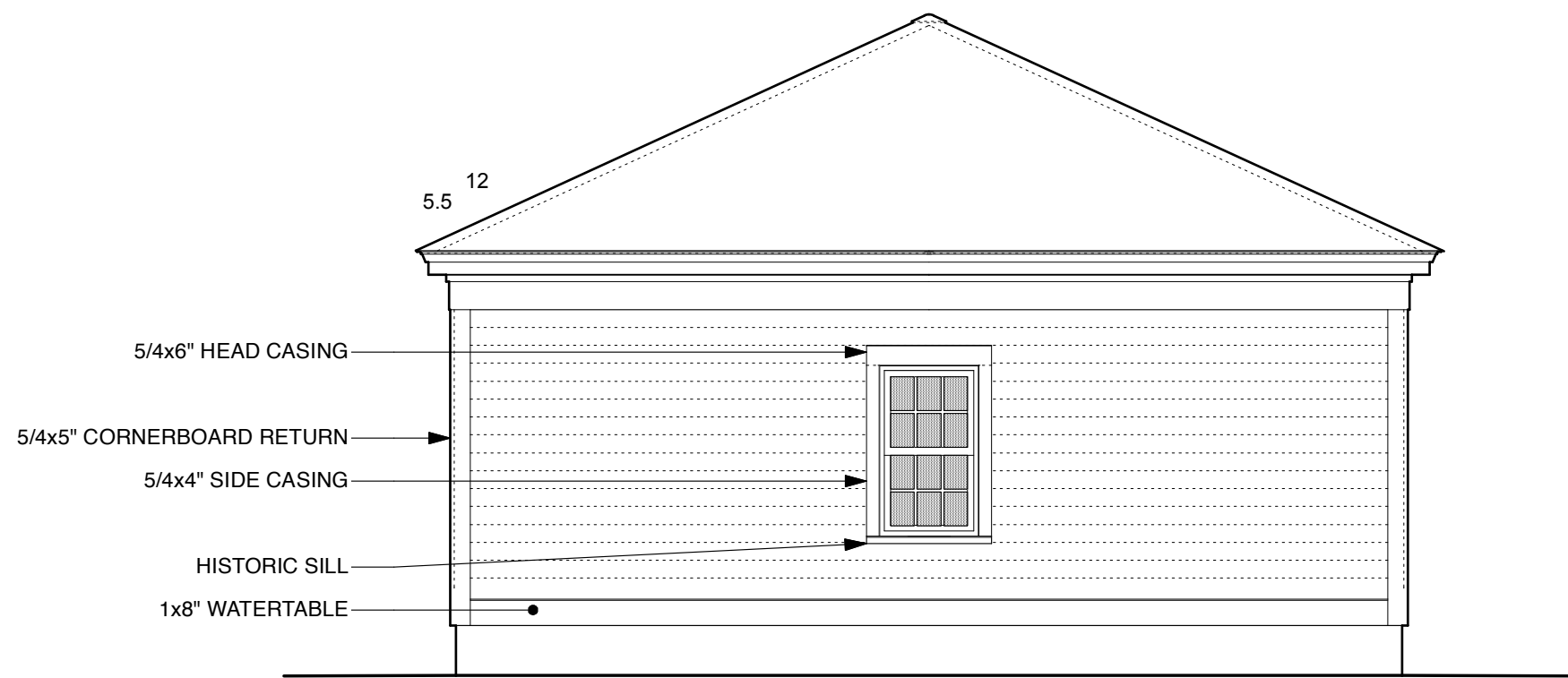
NOTES:



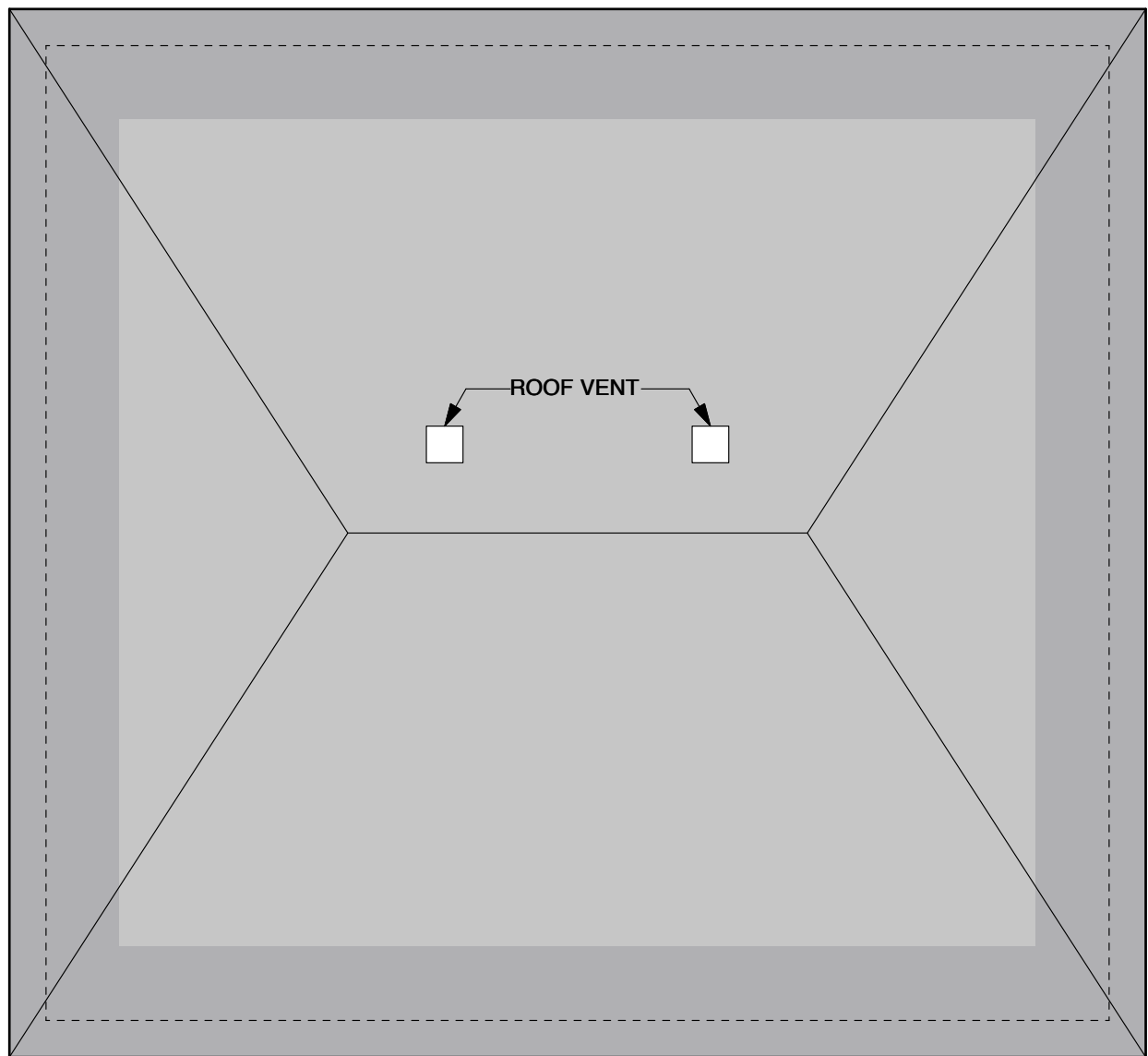
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY



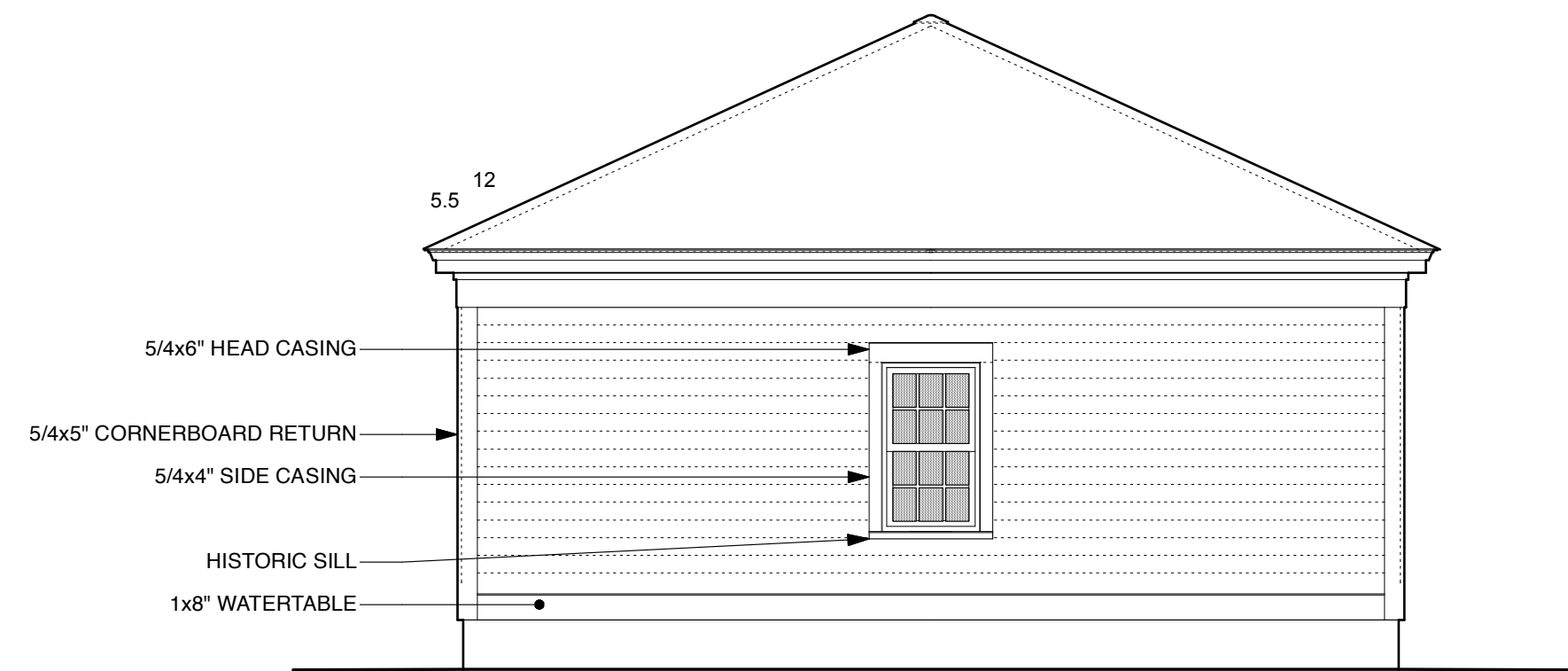
R Rear Elev
Scale: 1/4" = 1'-0"



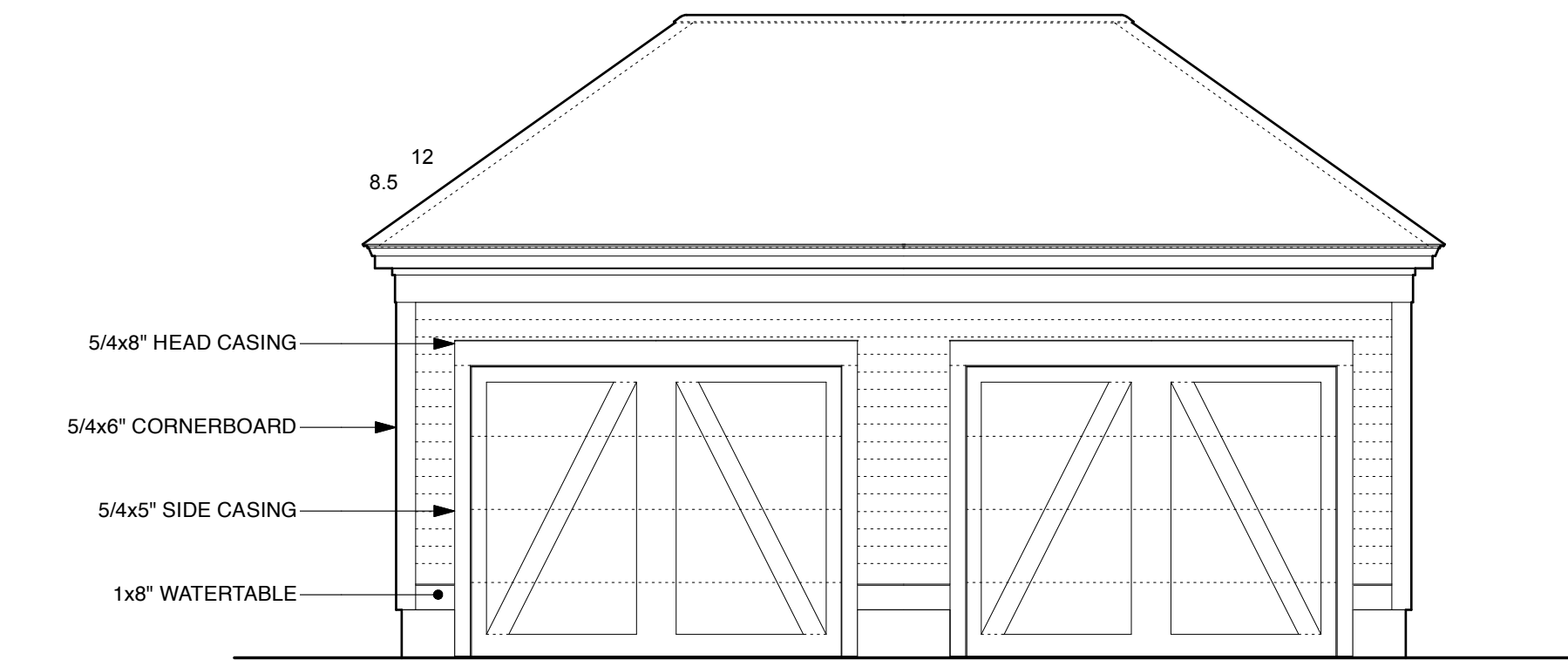
S Side Elev
Scale: 1/4" = 1'-0"



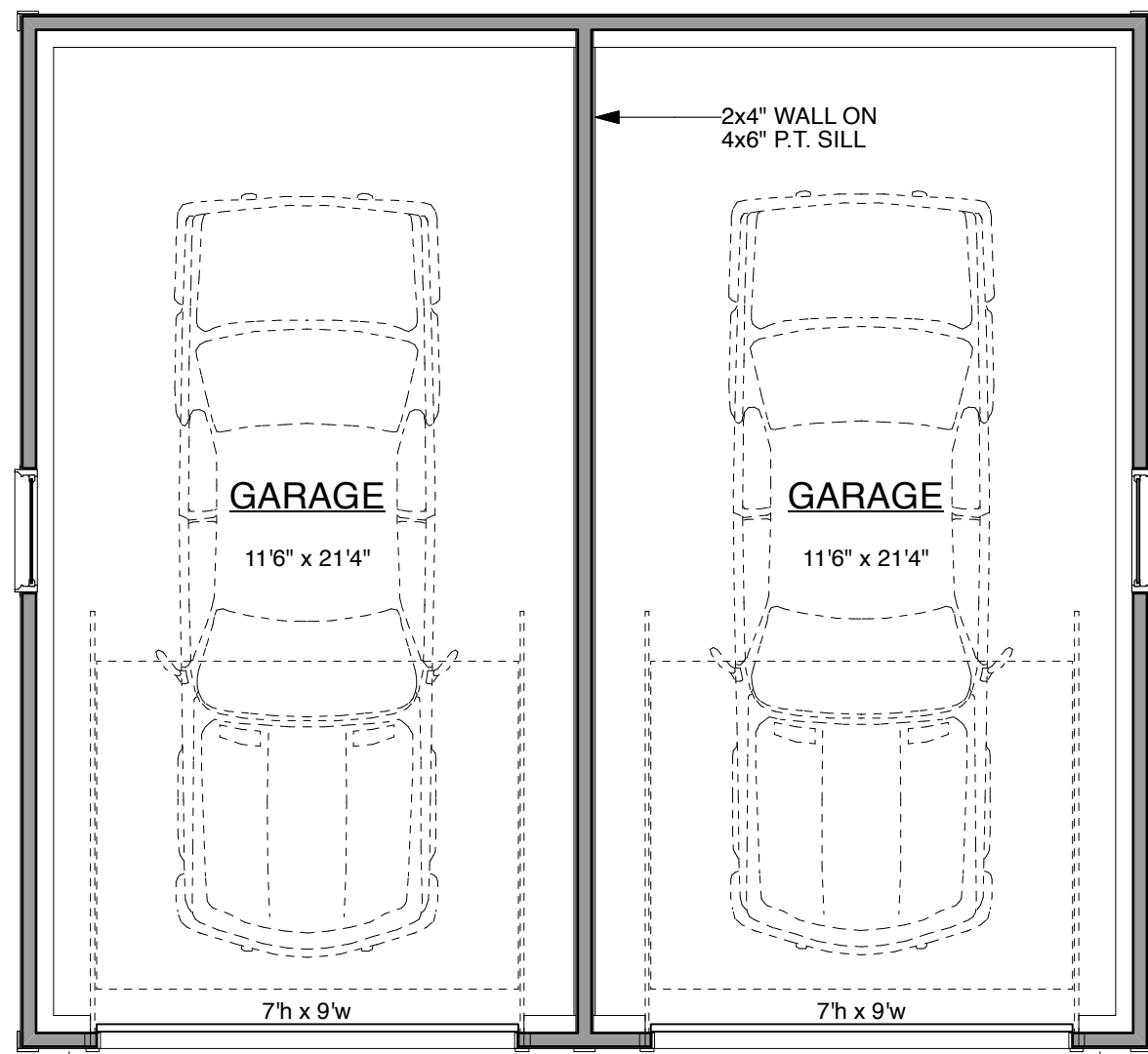
R Roof Plan
Scale: 1/4" = 1'-0"



S Side Elev
Scale: 1/4" = 1'-0"



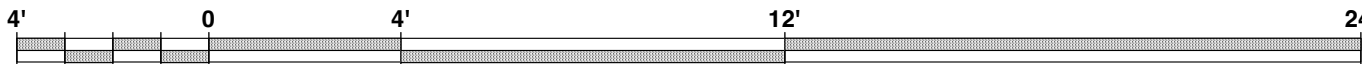
F Front Elev
Scale: 1/4" = 1'-0"



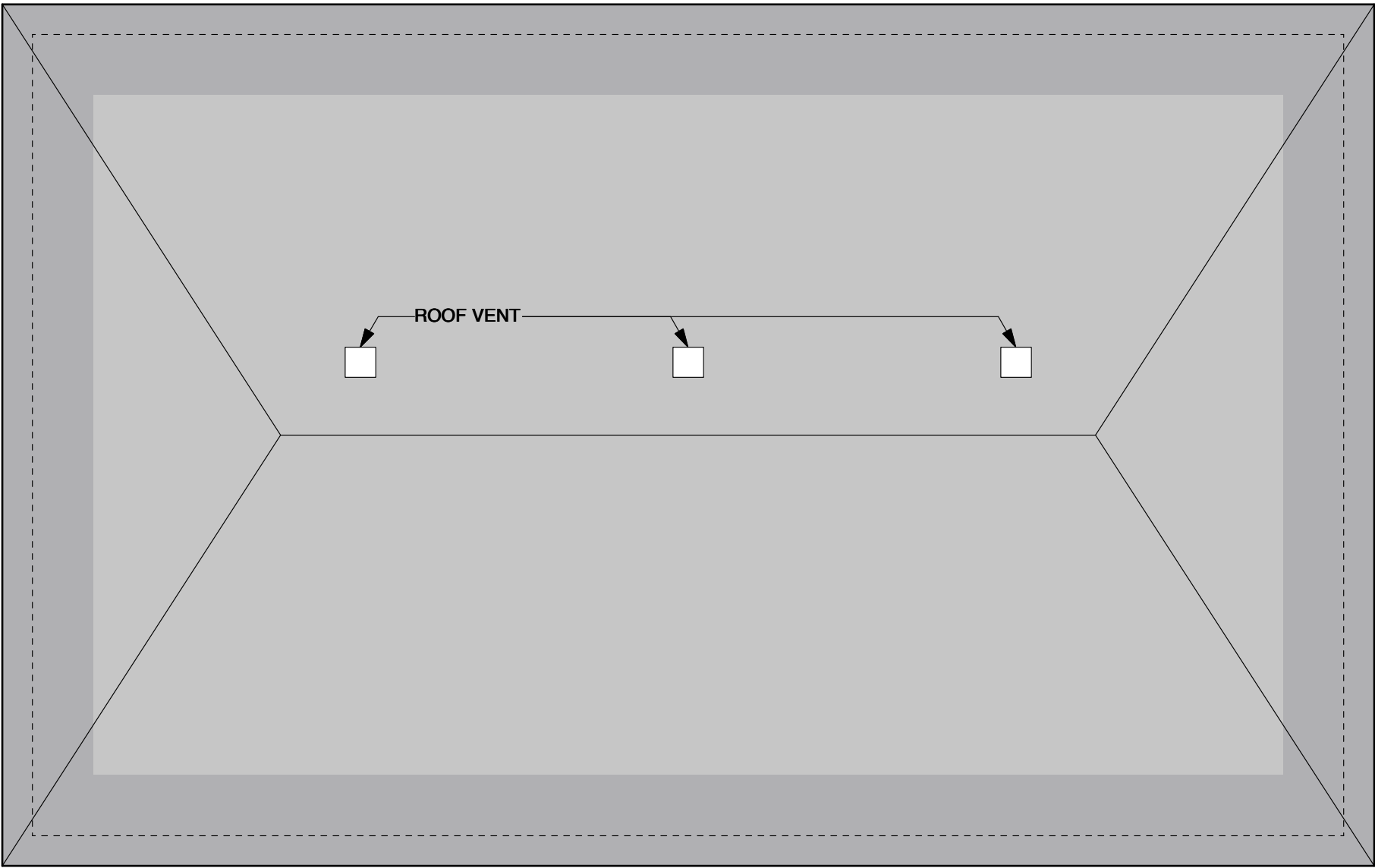
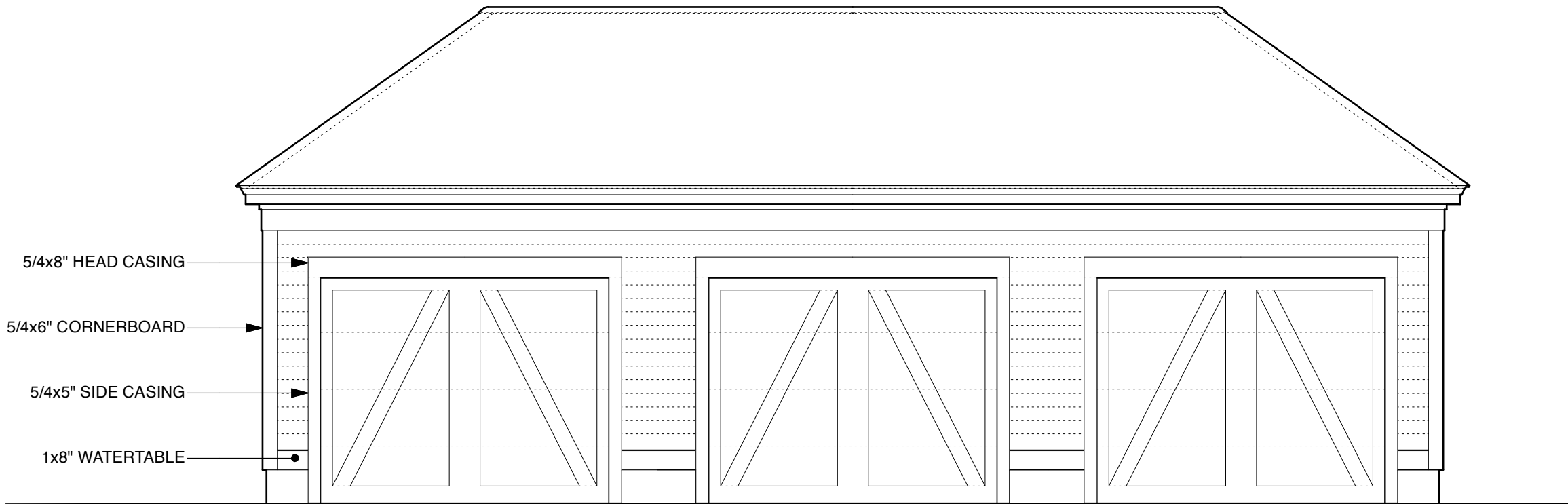
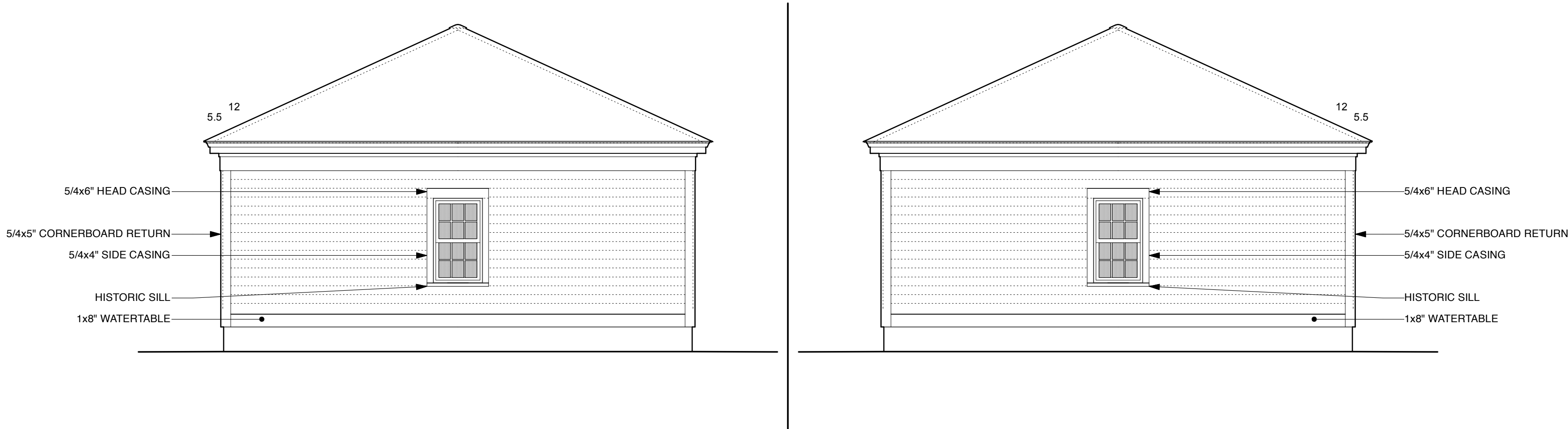
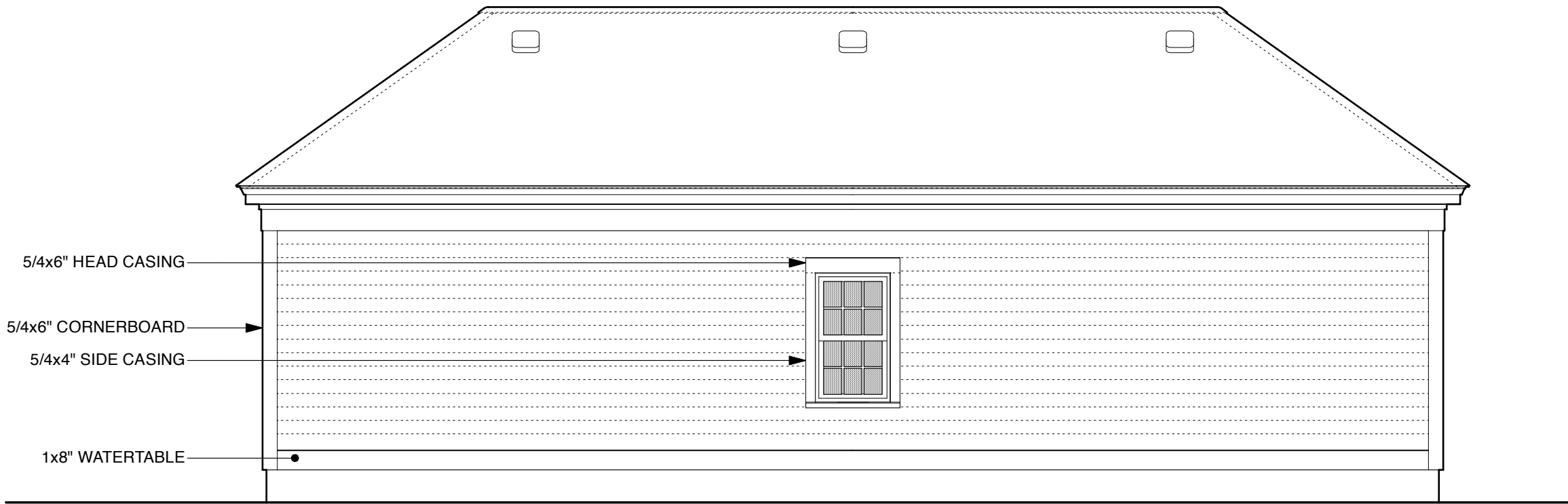
1 First Floor Plan
Scale: 1/4" = 1'-0"

KEY:

NOTES:



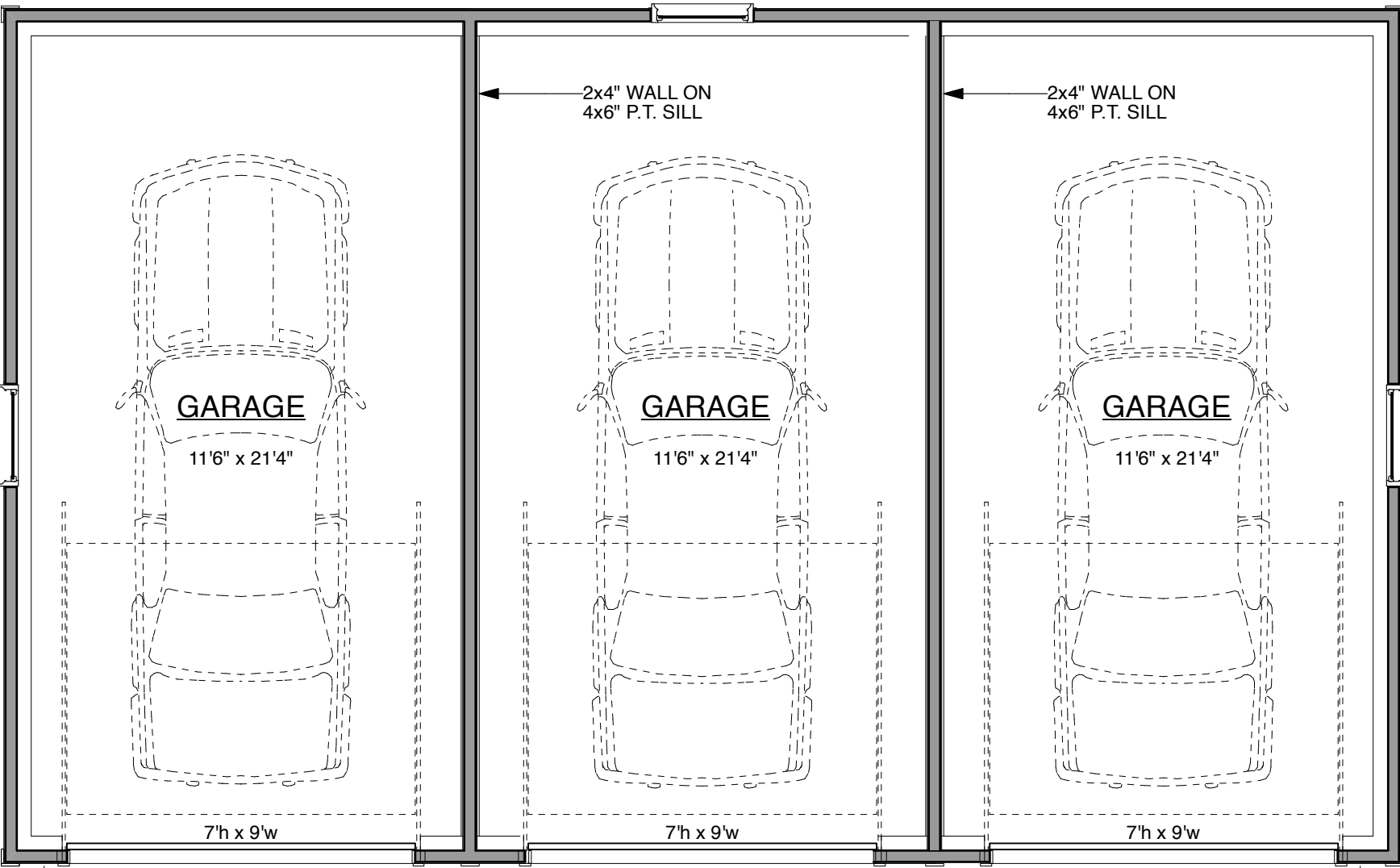
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY



R Roof Plan
Scale: 1/4" = 1'-0"

KEY:

NOTES:



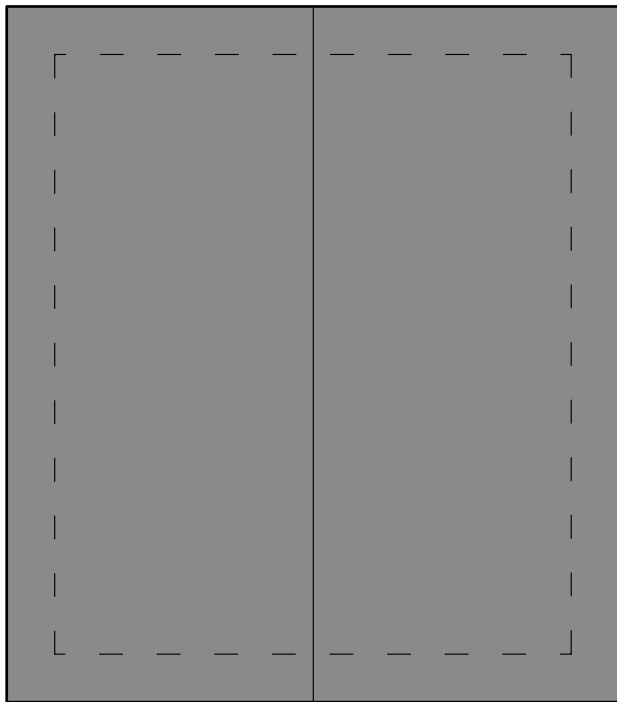
1 First Floor Plan
Scale: 1/4" = 1'-0"

KEY:

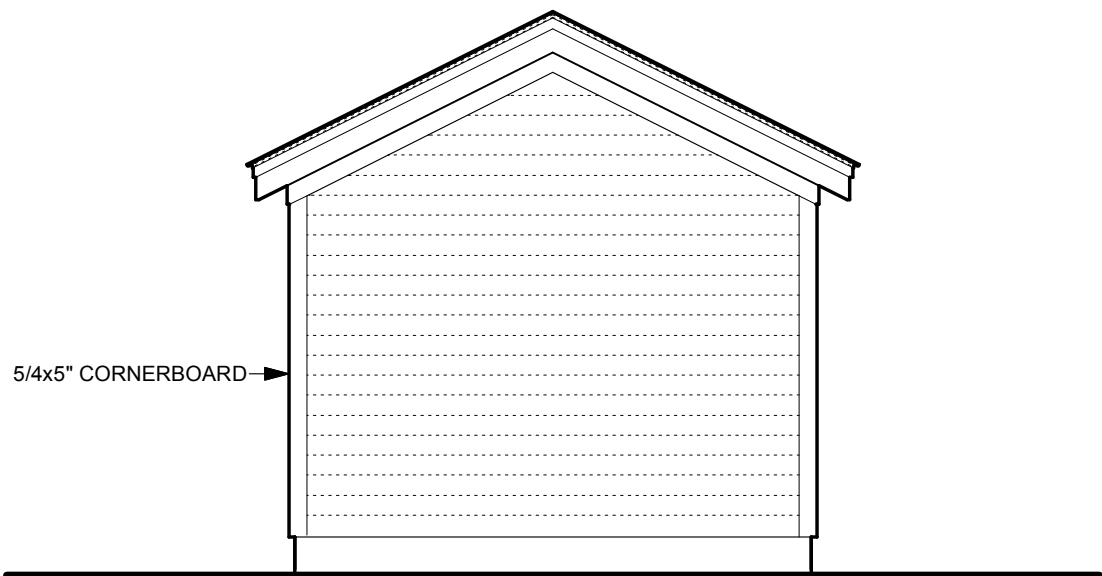
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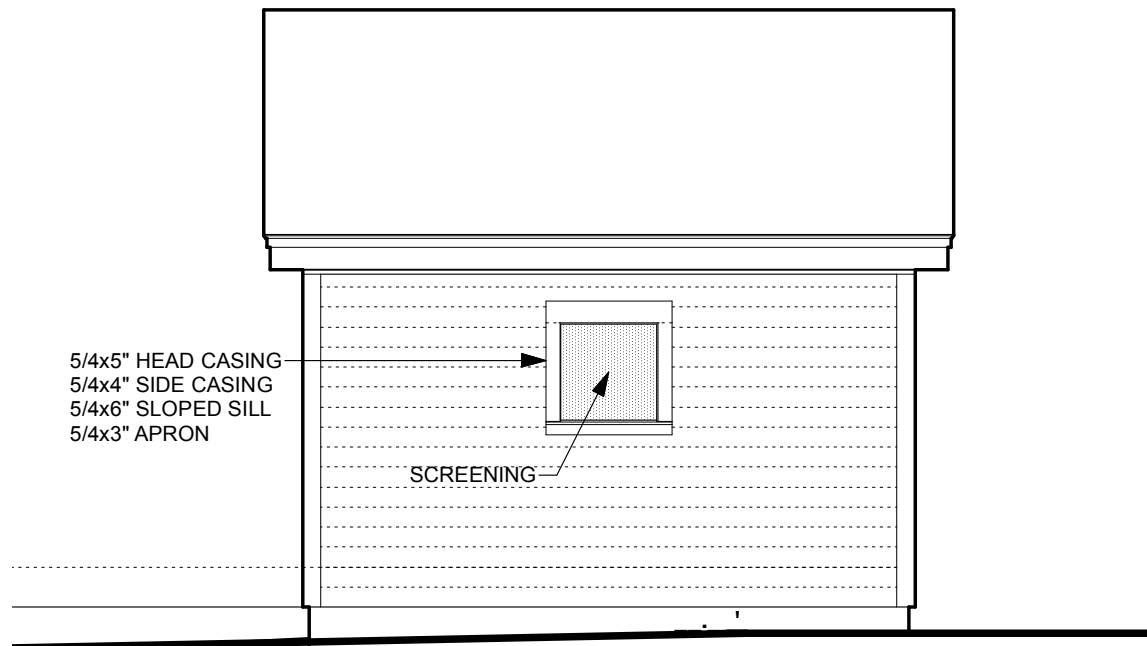
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY



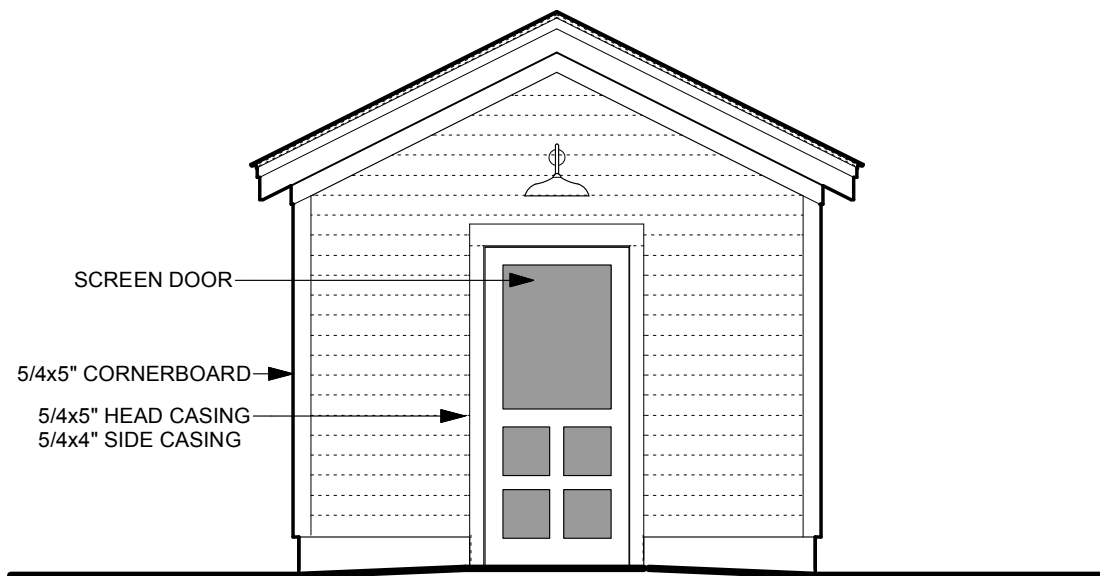
R Roof Plan
Scale: 1/4" = 1'-0"



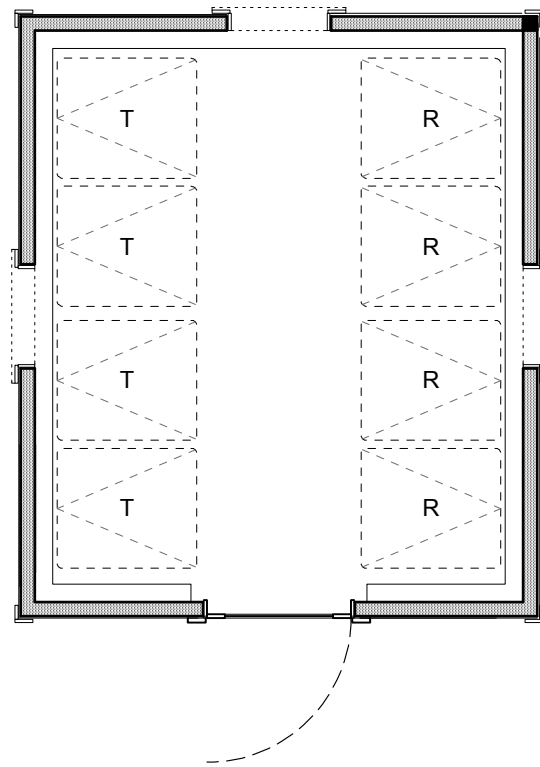
R Rear Elevation
Scale: 1/4" = 1'-0"



S Side Elevation
Scale: 1/4" = 1'-0"



F Front Elevation
Scale: 1/4" = 1'-0"



1 Ground Floor Plan
Scale: 1/4" = 1'-0"

KEY:

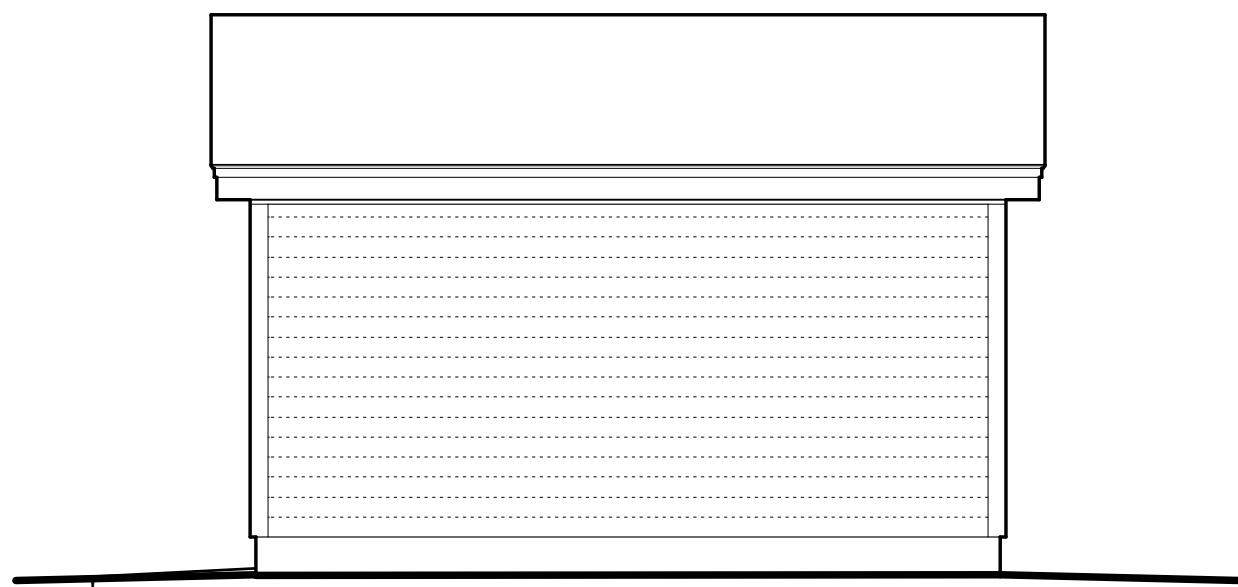
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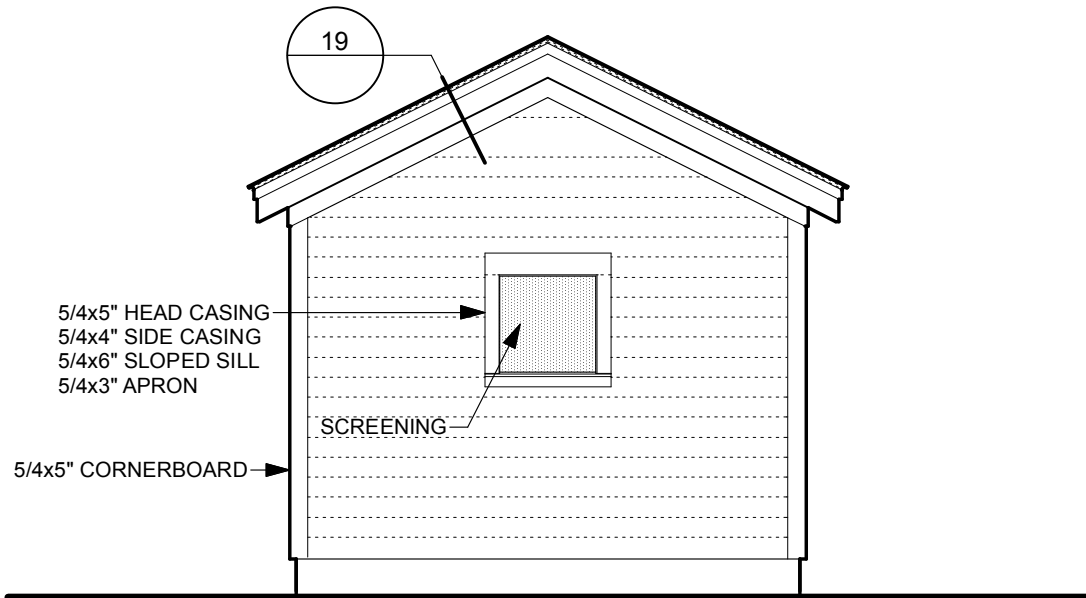
COMPONENT	MATERIAL	FINISH
ROOFING:	ARCH. ASPHALT SHINGLES	CHARCOAL
TRIM:	PVC (SMOOTH)	WHITE
SIDING:	CEMENTITIOUS CLAPBOARD	TBD
	5" EXPOSURE	
WINDOWS:	VINYL	WHITE
DOORS:	METAL	PTD GREY



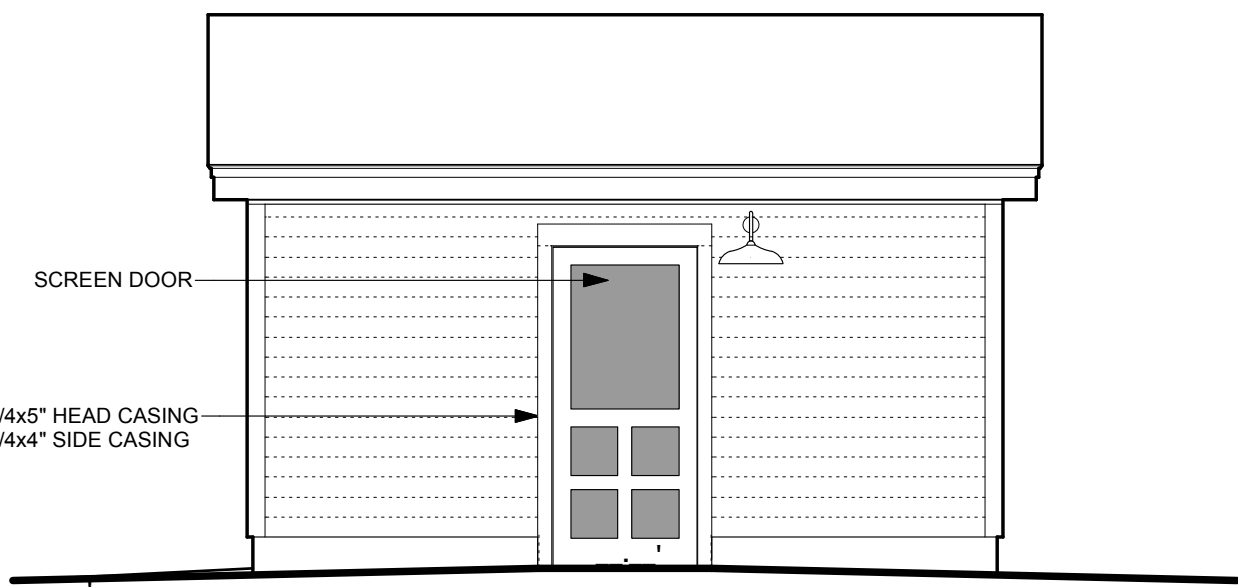
R Roof Plan
Scale: 1/4" = 1'-0"



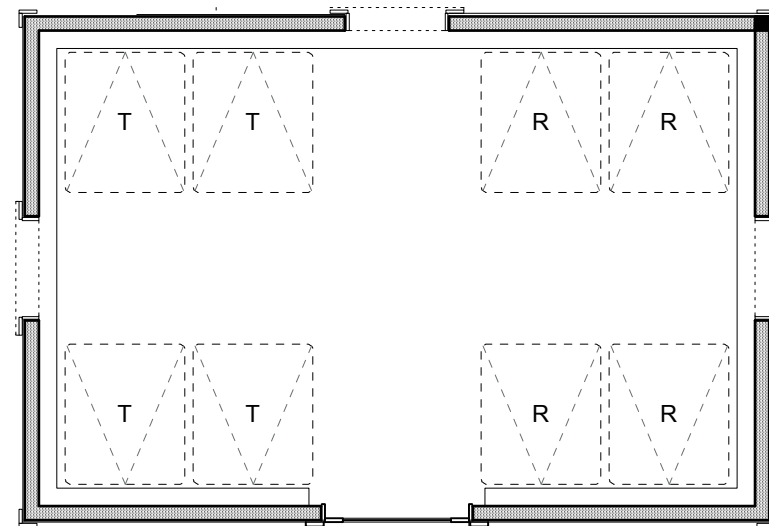
R Rear Elevation
Scale: 1/4" = 1'-0"



S Side Elevation
Scale: 1/4" = 1'-0"



F Front Elevation
Scale: 1/4" = 1'-0"



1 Ground Floor Plan
Scale: 1/4" = 1'-0"

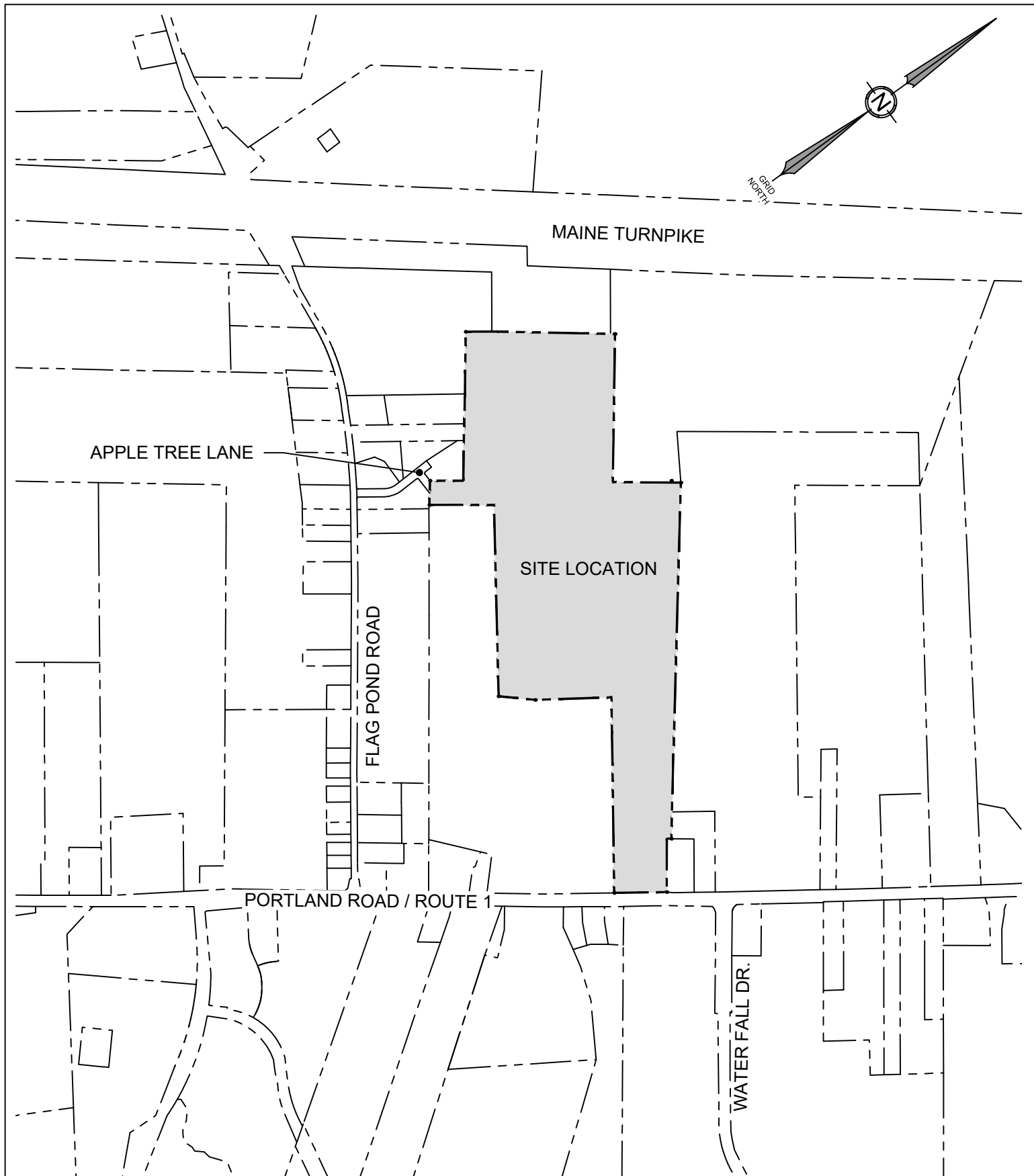
KEY:

NOTES:



#7

Location Map at 800 scale



2104 C.dwg

LOCATION MAP

PROJECT:
CLOVER LEAF DEVELOPMENT
986 PORTLAND ROAD, SACO, ME

PREPARED FOR:
CLOVER LEAF DEVELOPMENT, LLC
P.O. BOX 6799
SCARBOROUGH, MAINE 04070



Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

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

PROJECT NO.

21-04.1

DATE

10-23-2024

SCALE

1" = 800'

SHEET

1

OF

1

#8

Ability to Serve Letters



October 24, 2024

Jeff Amos, PE
Terradyn Consultants, LLC
41 Campus Drive
New Gloucester, ME 04260

Re: Ability to Serve Determination – 986 Portland Rd, Saco

Greetings,

The Maine Water Company (MWC) has received your request on the behalf of your client, Cloverleaf Development, LLC, for an Ability to Serve Determination for a proposed development to be located at 986 Portland Rd, Saco, ME.

The request specifies a plan to create Phase 2 of the Cloverleaf Development to include one 6-unit building, five 12-unit buildings, three 24-unit buildings, one community building, a single-family lot, and utility infrastructure improvements. The expected peak domestic service demand is 35 gallons per minute. The expected fire service demand for the project is not provided. Based on the criteria provided by the developer's engineer, the expected increase in water usage is within the water system's available capacity. The static pressure in the area is approximately **40 psi**. The Biddeford Saco Division of MWC does have sufficient capacity from the existing 16-inch HDPE water main in the Portland Road Right-of-Way to serve this project. Additional infrastructure improvements may be required at the expense of the developer to meet the overall needs of this project.

Conditions of Service

- MWC has the understanding that fire service demand is unknown at this time, are not to be included in this request, or accounted for in this Ability to Serve Determination.
- If fire service is required, a hydrant flow test at the nearest available hydrant will need to be conducted and analyzed by the sprinkler designer to ensure that adequate flows can be met during a peak fire demand event.
- The developer is required to pay for the cost of any modification, renewal of impacted service lines, and retirement of unused or discontinued services to MWC standards of best practice.
- Additional plan approval, paperwork, and fees associated with this project will require proper coordination with MWC. MWC requires upfront payment for inspection and paperwork to be fully completed before any construction on waterworks materials.
- Service lines must comply with MWC Cross Connection Control Program.
- Allow up to 30 days for the MWC utility review process once final plans are ready to be completed before any construction on waterworks materials will be approved.

Should a request for service or completion of the project not be executed within one year of the date of this letter, MWC reserves the right to reevaluate its ability to serve this project. All work must be completed in accordance with MWC Terms and Conditions as well as material specifications. All appropriate paperwork must be completed, and deposit paid prior to the start of construction. Please forward all design plan revisions as the project develops to prevent construction delays. Water service will be provided in accordance with Maine Public Utility Commission rules. If you have any additional questions, please do not hesitate to contact our office at 1-800-287-1643 or by email at Patrick.Gere@mainewater.com. We look forward to working with you throughout design and construction.

Sincerely,
The Maine Water Company


Patrick Gere, PE
Project Engineer



Wastewater Discharge Application & Sewer Capacity Request

Water Resource Recovery Department

300 Main Street, Saco, ME 04072

207-282-3564 / WRRDCompliance@sacomaine.org

Please complete this form if you plan to connect to or use any part of the City of Saco's sewer system. This form is used to help the WRRD understand potential impacts to the sewer system. The WRRD uses this form to assist businesses with any required pretreatment and retains the data for sewer infrastructure planning.

Contact Information

Legal name of business or industry: Cloverleaf Development, LLC

Physical Facility Address: 986 Portland Road

Mailing Address: P.O. Box 6799, Scarborough, ME 04070

Facility Contact (Name, title, work email, work phone): Terradyn Consultants, LLC c/o Jeff Amos, P.E.

jeff@terradyconsultants.com, 207-926-5111

Use Details

Type of Business / Use / Operations: Apartment Complex

What is the anticipated gallons per day (GPD) you will need for this project? 15,042 *If you do not know, refer to [Appendix Bin Chapter 176](#) or call the Saco WRRD at 207-282-3564.*

For Multi-family Only: Anticipated number of housing units: 138 # of units over 800 sq ft. 24

Pump Station Required? *Select One:* ☒ Yes ☐ No ☐ Unsure *(If multi-family proposal, stop here and skip to signature section).*

Number of Employees: N/A Normal hours of operation: N/A

Applicable industry classification codes (NAICS or SIC codes): _____

Hazardous or other types of chemicals stored or used at facility? *Select One:* ☐ Yes ☒ No ☐ Unsure
Some types and/or amounts of hazardous chemicals require additional reporting to the State or local Fire Department.

Operational Details

Do you use water for purposes other than sanitary (toilet, shower) use? *Select One:* ☐ Yes ☒ No ☐ Unsure

Do you discharge process wastewater to the public sewer system? *Select One:* ☐ Yes ☒ No ☐ Unsure

Does the facility have a grease trap or oil/water separator? *Select One:* ☐ Yes ☒ No ☐ Unsure

Grease trap or separator size: _____

Location of grease trap within facility: _____

Maintenance schedule: _____

Destination of intercepted waste: _____

Does the facility generate or receive any waste? *Select One:* ☐ Yes ☒ No ☐ Unsure

Material: _____

Amount (gallons or lbs./month): _____

Removal schedule: _____

Describe storage method and location: _____

Does the facility have a/any floor drain(s) installed, or plan to install a/any floor drain(s) *Select One:* ☐ Yes ☒ No ☐ Unsure

If marked yes, what is the number of floor drains to be present in your facility: _____

Where is the floor drain(s) located within the building: _____

What is the grating size and type of floor drain(s): _____

What activities or processes discharge into the floor drain(s): _____

Estimate the daily volume (GPD) of wastewater discharged through the floor drain(s): _____

What measures do you have in place to prevent spills or leaks from reaching the floor drain(s): _____

Please note that: Floor drains must be connected to an oil/water separator if there is a significant potential for industrial, hazardous or toxic liquids or pollutants (including gasoline, oils and degreasers) to drip, be spilled or washed into the floor drains. (State of Maine Subsurface Wastewater Disposal Rules Sec. 1 F) This includes if snowmelt or wastewater is generated from cars, trucks, or other equipment utilizing engines which run on gasoline, diesel, or aviation fuel.

Wastewater Details

This section required for light industrial, heavy industrial, processing facilities, and breweries/distilleries uses. If you do not know the answers to the below questions, please contact the Compliance Manager at the Saco Water Resource Recovery Department to discuss.

Biochemical Oxygen Demand (BOD) in mg/L: _____

Total Suspended Solids (TSS) in mg/L: _____

pH: _____

Fats, Oils and Grease (FOG) in mg/L: _____

Provide a list of all contaminants that may be in your wastewater.

Will your process water have any kind of discoloration? *Select One:* ☐ Yes ☐ No ☐ Unsure

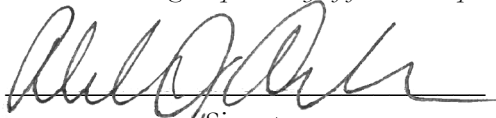
Are you planning on treating your wastewater prior to discharge? *Select One:* ☐ Yes ☐ No ☐ Unsure

Water and/or sewer account number(s), if applicable: _____

For Light Industrial, Heavy Industrial, Brewery/Distillery, Food Processing & Restaurants: Attach site plans, floor plans, mechanical and plumbing plans and details to show all sewers, sewer connections, inspection manholes, sampling chambers, and appurtenances by size, location and elevation, if applicable. All sources of discharge should be numbered and identified as being process flow, sanitary flow, or combinations thereof, if applicable.

Flow Rates & Impact Fees: The landowner is responsible for payments of any and all fees assessed by the Saco Water Resource Recovery Department (WRRD). Annually, Saco WRRD will confirm that assigned flow rate and/or loading capacity are not exceeded. If flow rate is above approved usage, WRRD will assess the additional impact fee for the higher flow rate.

Certification & Signature: *I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information is, to the best of my knowledge and belief, true, accurate, and complete. I understand per Chapter 176, Sewer Ordinance, that new, proposed dischargers shall file permit applications at least 90 days prior to connecting to the city's wastewater facilities. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.*


Signature

Owner

Title

Rhonda Anderson

Printed Name

10/28/2024

Date

#9

Decommissioning Plan & Cost Estimate

Cloverleaf Development/986 Portland Road, Saco Maine
Decommissioning Plan
Cloverleaf Development, LLC.

Overview

The proposed Cloverleaf Development Solar Project in the City of Saco, York, Maine will consist of approximately a project area of approximately 4.1 acres. The Project will interconnect to Central Maine Power's (CMP) existing distribution system on Route 1. Other Project components include a perimeter fence surrounding the Project, PV inverters to convert the power to AC, a step-up transformer to condition the power to the local grid voltage, underground and electrical collector lines extending from the panels and connecting to the transformer and underground electrical lines within the property ultimately connecting to the CMP distribution line on Route 1.

If properly maintained, the panels have a warranted usable life of 25 years; or up to 50 years with equipment replacement and repowering and extension of the lease agreement. The decommissioning process would be triggered when the system has reached the end of its useful life, unless otherwise approved by the City or the Department of Environmental Protection (MDEP) upon a showing that the project will be operational again. Decommissioning will involve removal of system components and rehabilitation of the site to as close to pre-construction conditions as is feasible. Under the site decommissioning plan, all solar facility components would be physically removed from the site 180 days following discontinuation of operations, per the requirements of the Saco Ordinance.

Project decommissioning and rehabilitation activities would be designed to ensure public health and safety, environmental protection, and compliance with applicable regulations. Typical activities involved in decommissioning and site reclamation include:

- Facility de-energizing;
- PV module removal;
- Installation of temporary erosion control measures, as needed;
- Dismantling and removal of aboveground and belowground utilities to a depth of 24 inches or to the depth of bedrock, whichever is less (or 48 inches if the Project Area were classified as farmland within 5 years prior to start of construction);
- Remove steel rack foundations to a depth of 24 inches below grade or to the depth of bedrock, whichever is less (or 48 inches if the Project Area were classified as farmland within 5 years prior to start of construction);
- Debris management, including hauling and disposal;
- Removal of security fencing; and
- Revegetation of disturbed areas, as needed.

At the end of the Project life or at the end of the lease term, landscaping and/or visual screening and developed roads may be removed and restored, at the request of the Project site landowner. Under the proposed decommissioning plan, the Project owner shall be responsible for all decommissioning costs. Prior to construction the owner shall provide demonstration of ability to cover costs, such as an irrevocable standby letter of credit, performance bond, surety bond, or other form of financial assurance acceptable to the environmental permitting entity, will be established and shared with both the City of Saco and the Maine Department of Environmental Protection (MDEP) before construction of

the Project begins. The financial assurance will be updated every 5 years after approval of the plan and every 5 years thereafter in accordance with DEP and local requirements. Updates will be submitted to the City and the MDEP on or before December 31st of the year in which the updates are required.

Any additional permits required for decommissioning, removal, and legal disposal of Project components will be obtained before decommissioning activities begin. All activities will be conducted in accordance with all permits and applicable rules and regulations.

Facility Materials

PV facilities are constructed using the same basic materials and methods of installation common to their application. Materials include:

Metals: Steel from pier foundations, racking, conduits, electrical enclosures, fencing, equipment buildings, and storage containers; aluminum from racking, module frames, electrical wire, and transformers; stainless steel from fasteners, electrical enclosures, and racking; copper from electrical wire, transformers, and inverters.

Concrete: Equipment pads and footings.

PV Cells: PV modules are typically constructed of glass front sheets (some use a glass back sheet as well), plastic back sheets and laminates, semiconductor rigid or thin-film silicon cells, internal electrical conductors (aluminum or copper), silver solder, plus a variety of micro materials. The semiconductor PV cell materials represent a very small part of a PV module's weight, between 1 and 2%. As manufacturers pursue lower-cost modules, thinner layers of semiconductor materials are used, which reduces this percentage. The most commonly used semiconductor material for the construction of PV modules is silicon. Glass, aluminum, and copper are easily recyclable materials, and silicon can be recycled by specialty electronics recyclers.

Glass: Most PV modules are approximately 80% glass by weight.

Plastics: A limited amount of plastic materials are used in PV systems due to a system's continuous exposure to the elements and long operational lifetime. Plastics typically are found in PV facilities as wire insulation, electrical enclosures, control and monitoring equipment, and inverter components. Additionally, plastic laminate films are used in most PV module assemblies.

Decommissioning Sequence

The following sequence for the removal of the components will be used. Decommissioning activities will include the installation and maintenance of temporary erosion control measures on the site, as needed. The proposed Project site does not qualify as Farmland as defined in L.D. 802. Therefore, below-ground equipment removal will be performed to a depth of 24 inches below grade, or the depth of bedrock, whichever is less.

PV Site:

- Disconnect PV facility from the utility power grid;
- Disconnect all aboveground wirings, cables, and electrical interconnections and recycle off-site by an approved recycling facility;

- Remove concrete foundations. Electric components and their foundations will be removed and recycled off-site by a concrete recycler;
- Remove PV modules and ship to recycling facilities for recycling and material reuse;
- Remove all waste;
- Remove the perimeter fence and recycle off-site by an approved metal recycler.

Inverters/Transformers:

- Disconnect all electrical equipment;
- Remove all on-site inverters, transformers, meters, fans, lighting fixtures, and other electrical components and recycle off-site by an approved recycler;
- Remove all waste.

Access Road:

- The access road built on the Project site, and associated drainage infrastructure, will remain to access the site in the future.

Below-Ground Structure Decommissioning:

- Disconnect and remove all underground cables and transmission lines to a depth of 24 inches below grade or to the depth of bedrock, whichever is less, and recycle off-site by an approved recycling facility.
- Remove steel rack foundations to a depth of 24 inches below grade or to the depth of bedrock, whichever is less.
- Grade and revegetate the disturbed areas, using native seed, as needed.

Site Restoration

Following the removal of Project components, the site will be returned to existing conditions. Site restoration will include seeding, using native seed, and mulching, as well as minor regrading as needed.

Estimated Cost of Decommissioning

This section provides an estimate of the cost of decommissioning the proposed Solar Project. The Project will have an installed capacity of up to 999 kW and will occur within an approximate 4.1 acre Project Area (inside of fence). A key assumption in this cost estimate is that the fencing, electrical cabinetry, solar racking, solar modules, wiring, and all other equipment is recyclable. Therefore, the primary cost of decommissioning is the labor associated with dismantling and loading the equipment to be transported for disposal. The following types of items from the array are anticipated to be recycled:

- Inverters and PV modules
- Perimeter fencing
- All electrical wiring, conductors, conduits, and associated hardware

Any material that meets the definition of hazardous waste will be removed and disposed of in accordance with the Maine Hazardous Waste Rules (No Hazardous Waste is anticipated).

The *New York State Solar Guidebook for Local Governments: Decommissioning Solar Panel Systems* was utilized to estimate the cost of decommissioning the Project. Because the resource was published in

2018, all cost guides in the published resource have been increased to accommodate 5 years of annual inflation at 2.5%. The table below provides a breakdown of the estimated cost for the tasks required for decommissioning the Project. The estimated total cost of decommissioning the Project is **\$28,095**.

Decommissioning Tasks and Estimated Costs for the [Name of project] Solar Project

Task	Est. Cost (\$) per MW¹	Est. Total Cost (\$)
Remove Rack Wiring	\$ 1,391	\$ 1,147.58
Remove Panels	\$ 1,385	\$ 1,142.63
Dismantle Racks	\$ 6,986	\$ 5,763.45
Remove Electrical Equipment	\$ 1,046	\$ 862.95
Breakup and Remove Concrete Pads	\$ 848	\$ 699.60
Remove Racks	\$ 4,412	\$ 3,639.90
Remove Cable	\$ 3,677	\$ 3,033.53
Remove Ground Screws and Power Poles	\$ 7,835	\$ 6,463.88
Remove Fence	\$ 2,800	\$ 2,310.00
Grading	\$ 2,262	\$ 1,866.15
Seed Disturbed Areas	\$ 141	\$ 116.33
Truck to Recycling Center	\$ 1,272	\$ 1,049.40
Total		\$ 28,095

¹ Source: New York State Solar Guidebook for Local Governments: Decommissioning Solar Panel Systems. Available at: [https://www.nyserda.ny.gov/All-Programs/Clean-Energy-Siting-Resources/Solar-Guidebook \(see Solar Decommissioning Section\)](https://www.nyserda.ny.gov/All-Programs/Clean-Energy-Siting-Resources/Solar-Guidebook%20(see%20Solar%20Decommissioning%20Section))

#10

Pump Station Information



Champlin Associates

Pump & Controls Specialists
A Crawford Champlin Company

DATE	9/26/2024
JOB NAME	Clover Leaf - 986 Portland Rd - Saco ME
PREPARED BY	Larry Mills

DISTRIBUTION SYSTEM INFORMATION

REPORTED FLOW METHOD	
TOTAL DAILY FLOW REPORTED (GPD)	25430
PEAKING FACTOR USED FOR PEAK GPM FLOW	5.6
SWPA PEAKING METHOD (GPM)	169.53
PEAKING FACTOR METHOD--> PEAKING FACTOR GPD	5.6
HOURS OPERATED PER DAY	24
PEAK FLOW CALCULATED (GPM)	98.89
AVERAGE DAILY FLOW (GPM)	17.66

EDU METHOD	
GALLONS PER EDU - 1 to 2 Bedroom	180
NUMBER OF UNITS	132
GALLONS PER EDU - 3 Bedroom	270
NUMBER OF UNITS	6
MISC USE	50
AVERAGE DAILY FLOW	25430
PEAK DAY AVG DAILY FLOW FACTOR	1
PEAK DAY CALCULATED AVERAGE DAILY FLOW	25430
SWPA PEAKING METHOD (GPM)	169.53
PEAKING FACTOR METHOD--> PEAKING FACTOR	6
HOURS OPERATED PER DAY	24
PEAK FLOW CALCULATED (GPM)	105.96
AVERAGE DAILY FLOW (GPM)	17.66

FLOW USED FOR SIZING (GPM)	200
MINIMUM DIA STRUCTURE FOR 2 MIN CYCLE 1 FT	8
MINIMUM DIA STRUCTURE FOR 2 MIN CYCLE 2 FT	6

Information in this document is based on information provided for this project to approximate the hydraulic profile to size pumping equipment. Published Pump Curves, Cameron Hydraulic Data, published pipe information and established hydraulic formulas & calculations are utilized to create the information generated.

It is not a substitution for a full engineering review that may include alterations or other factors affecting the hydraulic profile. All information should be reviewed by engineering prior to confirming equipment selection (as applicable).

5.6 peaking factor from graph published by WEF/ASCE listed in NEIWPCC's TR-16 Guides for the design of wastewater treatment works



DATE	9/26/2024
JOB NAME	Clover Leaf - 986 Portland Rd - Saco ME
PREPARED BY	Larry Mills

DISTRIBUTION SYSTEM INFORMATION

Pump Station Diameter	6
Pump Station Rim to Interior Bottom	18
Top of Structure Elevation	85.02
Finish Grade Elevation	84.52
Invert Elevation	76.69
Bottom of Pump Station Elevation	67.02
All Pumps Off Elevation	70.02
Lead Pump On Elevation	72.52
Lead Cycle Available Volume in Gallons	528.9
Lead Cycle Minimum Run Time in Minutes at Anticipated Flow Rate w/Avg Inflow	2.3
Lag Pump On Elevation	73.52
HW Alarm Elevation	73.27
Volume From HW to Invert in Gallons	723.5
Pump Station Discharge Elevation	76.69
Highest FM Discharge Elevation	95.45
Additional FM Pressure at Connection Point (FT)	0
Additional FM Flows Present	NONE
Minor Losses (adder)(FT)	0
Design Flow Rate for System	200
Pump Station Discharge Piping Type	PVC SCH80
Pump Station Discharge Piping Size	4
Force Main Piping Length	920
Force Main Piping Type	HDPE DR11 200#
Force Main Piping Size	4
Electrical Service at Station	240V 1PH
Electrical Service Size at Station	100 AMP
Explosion-Proof Station	YES
Pump Control Type	PC-3000X w/2 FLOAT DPC-4F B/U
SCADA	MISSION
Pump Model Selected	HOMA Chopper Pump OC4x2-150-13ETFM
Pump HP / Voltage / FLA	13.1hp, 230v 3ph, 32.4fla
Level Control System	TRANSDUCER & RADAR w/FLOAT B/U
Pump Model Design Duty Point	~247gpm @ 89.6ft TDH

Information in this document is based on information provided for this project to approximate the hydraulic profile to size pumping equipment. Published Pump Curves, Cameron Hydraulic Data, published pipe information and established hydraulic formulas & calculations are utilized to create the information generated.

It is not a substitution for a full engineering review that may include alterations or other factors affecting the hydraulic profile. All information should be reviewed by engineering prior to confirming equipment selection (as applicable). Structure vertical dimensions vary by manufacturer. Elevations used for actual structure overall height and dimensions from top of structure to inside bottom of structure should be confirmed.



DATE	9/26/2024
JOB NAME	Clover Leaf - 986 Portland Rd - Saco ME
PREPARED BY	Larry Mills

DISTRIBUTION SYSTEM INFORMATION

PIPING SEGMENTS / TDH CALC							Calculated Head in FT									
PIPE TYPE	PIPE SIZE	C FACTOR	LENGTH	EQ LENGTH	ADD FLOW	ADD TDH	0.25 xQ	0.50 xQ	0.75 xQ	1.00 xQ	Estimated Pump Duty Point	1.25 xQ	1.50 xQ	1.75 xQ	2.00 xQ	2.25 xQ
PVC SCH80	4	130	15	84.29			0.26	0.93	1.97	3.36	4.97	5.08	7.11	9.46	12.11	15.06
HDPE DR11 200#	4	130	920	0			3.08	11.11	23.52	40.05	59.18	60.52	84.80	112.78	144.38	179.54
		130		0			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		130		0			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		130		0			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Calc TDH (Pumps Off)							28.77	37.47	50.93	68.84	89.58	91.03	117.34	147.67	181.93	220.03
Calc TDH (Lead Pump On)							26.27	34.97	48.43	66.34	87.08	88.53	114.84	145.17	179.43	217.53
Velocity Line 1							1.40	2.79	4.19	5.58	6.89	6.98	8.37	9.77	11.16	12.56
Velocity Line 2							1.55	3.10	4.64	6.19	7.65	7.74	9.29	10.83	12.38	13.93
Velocity Line 3							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Velocity Line 4							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Velocity Line 5							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Estimated Flush Time (minutes)							10.09	5.04	3.36	2.52	2.04	2.02	1.68	1.44	1.26	1.12
Safety Factor High							1.05									
Safety Factor Low							0.95									

EQUIVALENT LENGTH CALCS - LINE 1

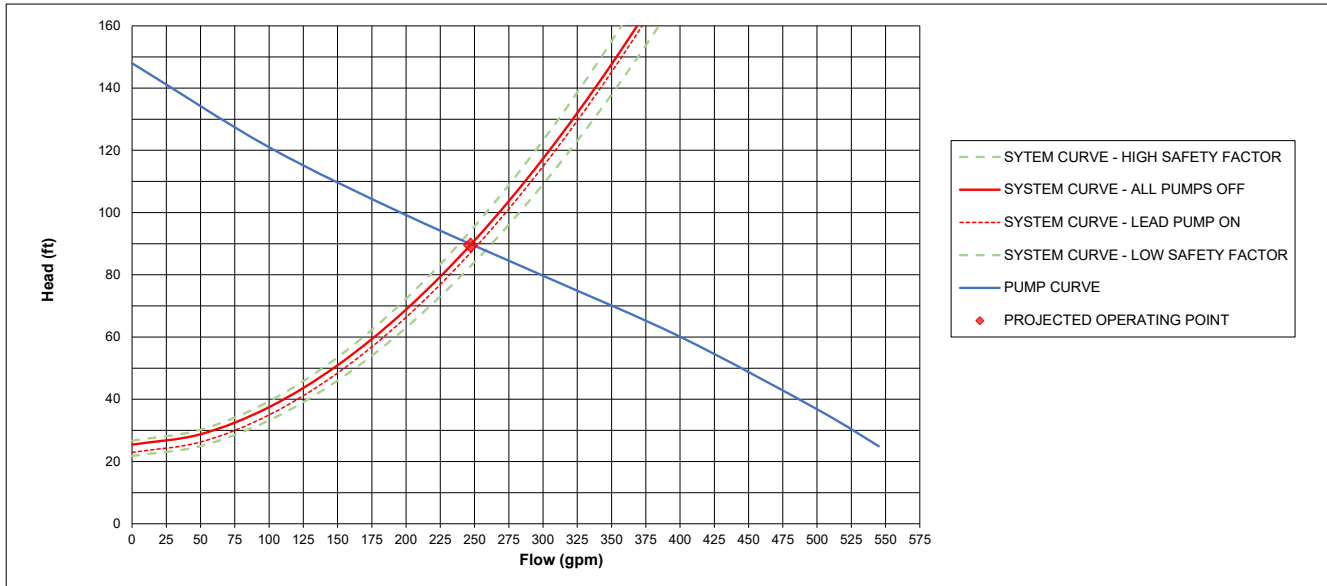
SIZE	1.25	1.5	2	3	4	6	8	10
GATE VALVE					1			
90 Deg EL					2			
Long Rad 90 - Std 45								
Std Tee Run					1			
Std Tee Leg					1			
Close Ret Bend								
Swing Check					1			
Angle Valve								
Globe Valve								
Butterfly Valve								
Reducer					1			
Total	0	0	0	0	84.29	0	0	0
Grand Total	84.29							



Champlin Associates

Pump & Controls Specialists
A Crawford Champlin Company

DATE	9/26/2024				
JOB NAME	Clover Leaf - 986 Portland Rd - Saco ME				
PREPARED BY	Larry Mills				
PUMP MODEL	SGV3022L				
PUMP HP	3	PUMP PHASE	1	PUMP VOLTAGE	230
DISCHARGE SIZE	2	PUMP RPM	3450	IMPELLER TRIM	5



APPLICATION SYSTEM FLOW	0	50	100	150	200	250	300	350	400	450
SYTEM CURVE - HIGH SAFETY FACTOR	26.70	30.21	39.35	53.47	72.28	95.58	123.21	155.06	191.02	231.03
SYSTEM CURVE - LEAD PUMP ON	22.93	26.27	34.97	48.43	66.34	88.53	114.84	145.17	179.43	217.53
SYSTEM CURVE - ALL PUMPS OFF	25.43	28.77	37.47	50.93	68.84	91.03	117.34	147.67	181.93	220.03
SYSTEM CURVE - LOW SAFETY FACTOR	21.78	24.96	33.22	46.00	63.02	84.10	109.10	137.91	170.46	206.65

PUMP CURVE

FLOW	0	100	200	300	400	500	545				
HEAD	148	121	99.2	79.7	60.1	36.8	24.9				

PROJECTED OPERATING POINT	
FLOW	247
HEAD	89.58

HI SAFETY FACTOR MULT	1.05
LOW SAFETY FACTOR MULT	0.95
STATIC HEAD (ALL PUMPS OFF) (FT)	25.43
STATIC HEAD (LEAD PUMP ON) (FT)	22.93
STRUCTURE DIAMETER SELECTED	6
GALLONS PER FOOT	211.56
EST. MINIMUM CYCLE (MINUTES)	2.3
PUMP CYCLE ESTIMATES	
EST. CYCLES PER HOUR PEAK (SIMPLEX)	6.7
EST. CYCLES PER HOUR PEAK (DUPLEX)	3.4
EST. CYCLES AVG DF (SIMPLEX) HR DAY	1.9 44.6
EST. CYCLES PER AVG DF (DUPLEX) HR DAY	0.9 22.3

Technical Information

OC4X2-150/13,1ETFM

Clover Leaf - 986 Portland Rd - Saco ME

Operating data

Flow	247 US g.p.m.
Head	89.6 ft
Shaft power P2	10.8 hp
Pump efficiency	52 %
Required pump NPSH	
Pump type	Single pump
No. of pumps	1
Fluid	Wastewater

Pump

Pump Code	OC4X2-150/13,1ETFM
Impeller	Vane impeller with cutter sys.
Impeller size	57/8"
Solid size	
Discharge port	4" ANSI
Suction port	DN100

Motor

Rated voltage	230/ 460 V
Frequency	60 Hz
Rated power P2	13.1 hp
Rated speed	3450 rpm
Number of poles	2
Efficiency	92.6 %
Rated current	32.4 16,2 A
Degree of protection	IP 68

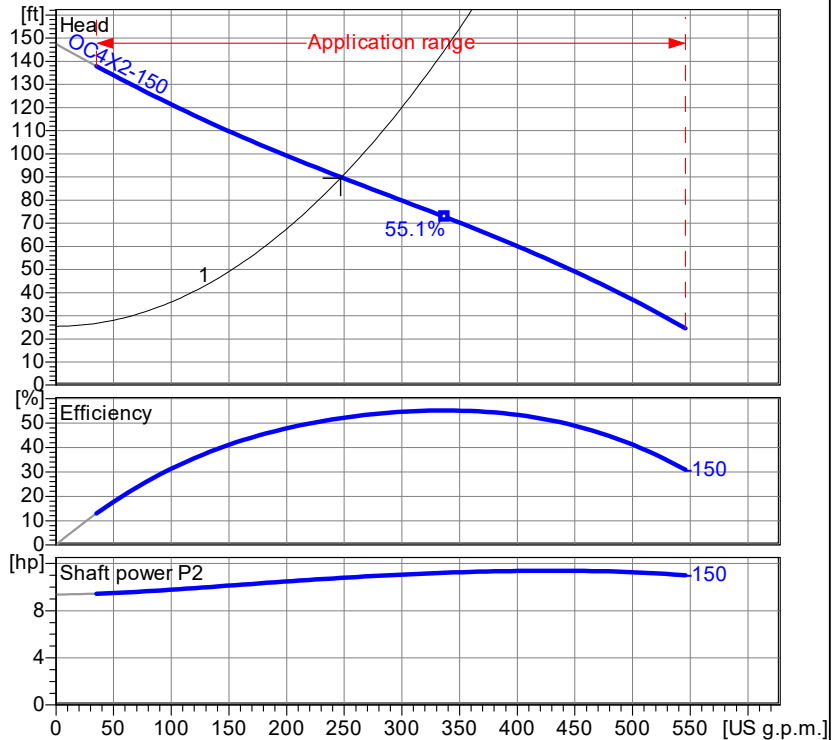
Materials

Motor housing	Cast Iron ASTM A48;Cl.40B
Pump housing	Cast Iron ASTM A48;Cl.40B
Impeller	Hard cast iron ASTM A532 IIIA, 60HRC
Wear plate	Hard cast iron ASTM A532 IIIA, 60HRC
Suction cover	Cast Iron ASTM A48;Cl.40B

Motor shaft	AISI 430 F Stainless Steel
Bolts	AISI 304 Stainless Steel
Elastomers	Nitrile Rubber
Motor jacket	Stainless steel

Mechanical seal on motor side	SiC / SiC
Mechanical seal on medium side	SiC / SiC
Lower Bearing	Double row angular ball bearing
Upper Bearing	Deep Groove Ball Bearing

Testnom: P2>10kW, HI Standard Grade 2B
P2<10kW, HI Standard Sect. 11.6.5.4



Wet well installation with coupling kit (ET, 150...200)

Dimensions in mm [inch], letters see table

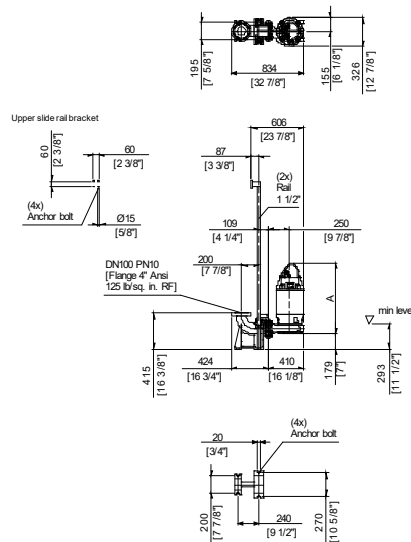


Table Dimensions
(inch)

A 31 7/8

Project

Project no.:

Created by:
Larry Mills

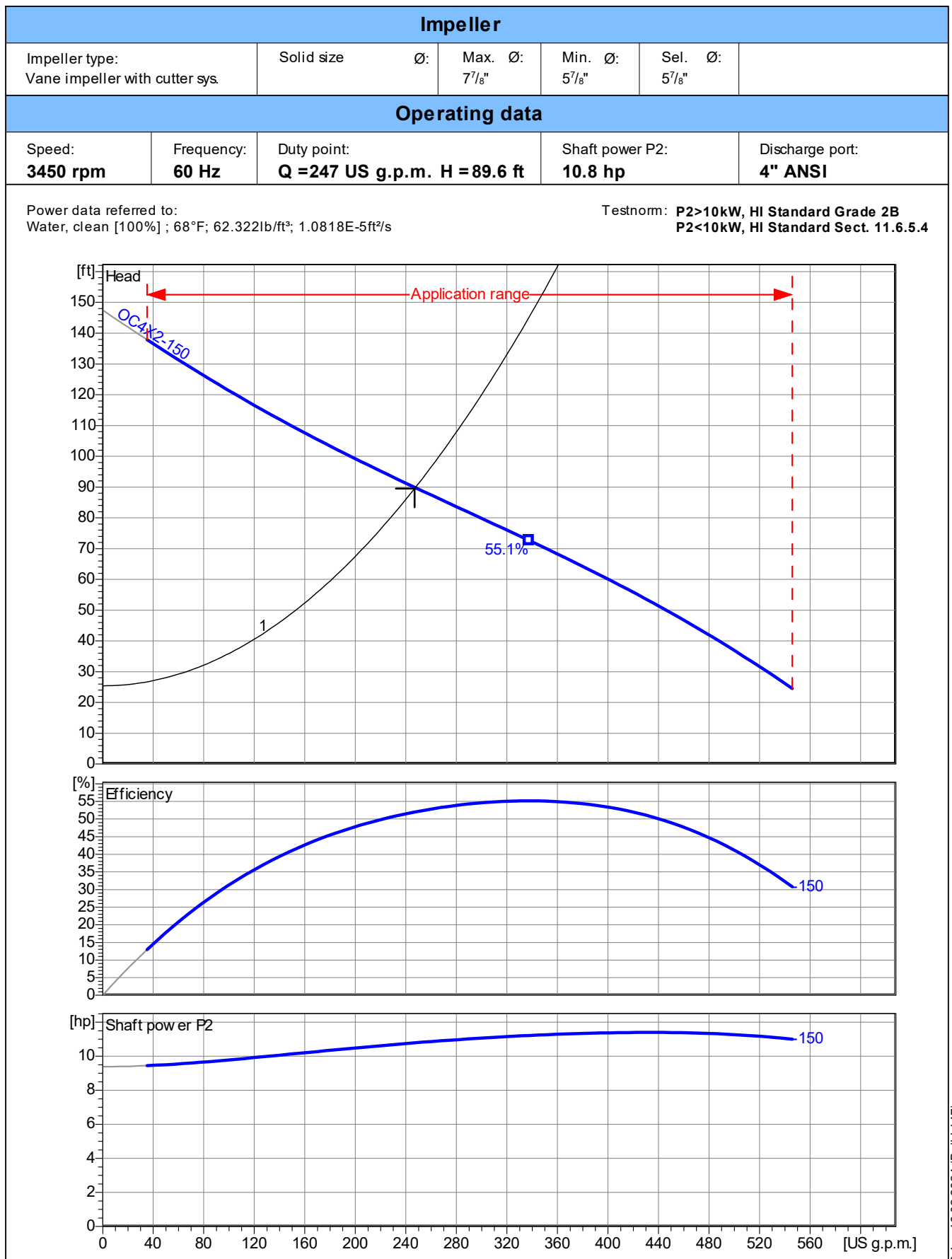
Page:
1

Date:
2024-09-26

Performance Curve

OC4X2-150/13,1ETFM

Clover Leaf - 986 Portland Rd - Saco ME



Project	Project no.:	Created by: Larry Mills	Page: 2	Date: 2024-09-26
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Dimensions

OC4X2-150/13,1ETFM

Clover Leaf - 986 Portland Rd - Saco ME

Wet well installation with coupling kit (ET, 150...200)

Dimensions in mm [inch], letters see table

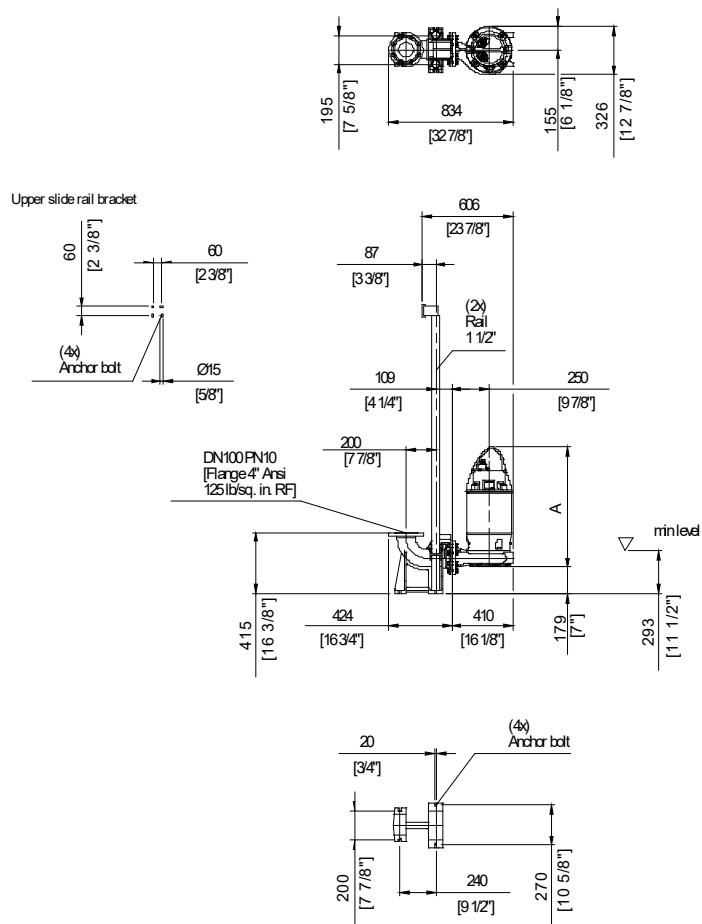


Table Dimensions (inch)

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Technical Data

OC4X2-150/13,1ETFM

Clover Leaf - 986 Portland Rd - Saco ME

Operating data				
Flow	247 US g.p.m.	18 g.p.m.	Head	89.58 ft
Shaft power P2	10.8	hp	Static head	25.43 ft
Pump efficiency	52.0	%	Required pump NPSH	ft
Pump type	Single pump		No. of pumps	1
Fluid	Wastewater		Temperature	68 °F
Density	62.31	lb/ft³	Kin. viscosity	1.077E-5 ft²/s

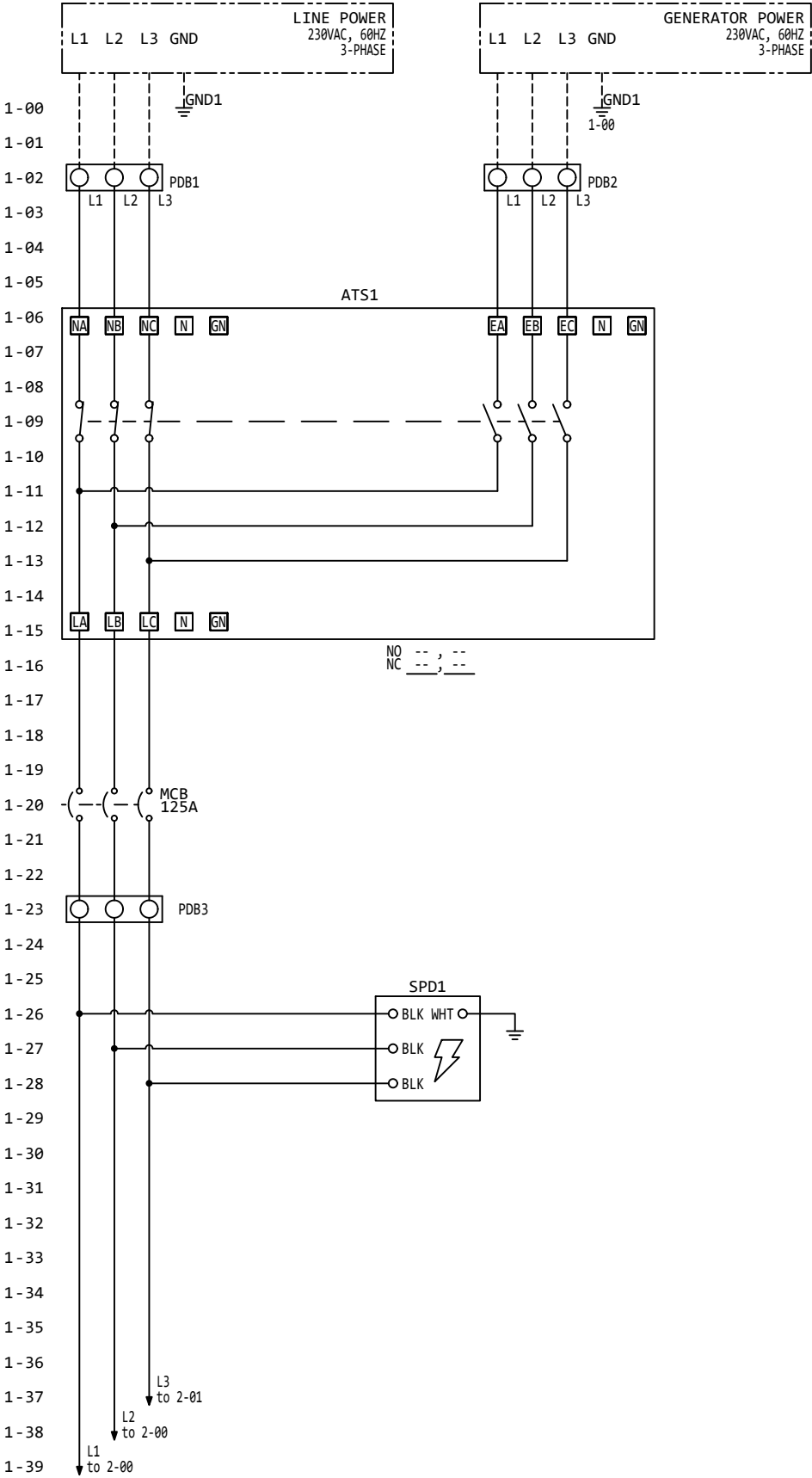
Pump					
Pump Code	OC4X2-150/13,1ETFM	Speed	3450	rpm	
Suction port	DN100	Head	Max.	137.9	ft
Discharge port	4" ANSI		Min.	24.6	ft
Impeller type	Vane impeller with cutter sys	Flow	Max.	546.0	US g.p.m.
Solid size	inch	Pump efficiency max.		55.1	%
Impeller Ø	5.91	inch	Required rated power max. P2	11.4	hp

Motor				
Motor design	Submersible motor		Insulation class	H
Motor name	AM210.14,2ET/2/3		Degree of protection	IP 68
Frequency	60	Hz	Temperature class	T3C
Rated power P2	13.1	hp	NEMA code	L
			Explosion protection	Class I, Div. 1, Grp. C&D
Rated speed	3450	rpm	Efficiency at % rated power	100% 92.6 %
Rated voltage	230	/ 460 V 3~		75% 92.3 %
Rated current	32.4	/ 16,2 A		50% 91.0 %
Starting current, direct starting	315.9	/ 158,0 A	cos phi at % rated power	100% 0.82
Starting current, star-delta	10	A		75% 0.74
Starting mode	Directly			50% 0.60
Power cable	4G4		Control cable	5G1,5
Type of power cable	H07RN8-F PLUS		Type of control cable	H07RN8-F PLUS
Cable length	32.8 ft		Service factor	1.15
Shaft seal	Mechanical seal on motor side		SiC / SiC	
	Mechanical seal on medium side		SiC / SiC	
Bearing	Lower Bearing		Double row angular ball bearing	
	Upper Bearing		Deep Groove Ball Bearing	
Remarks				

Materials / Weight			
Motor housing	Cast Iron ASTM A48;Cl.40B	Motor shaft	AISI 430 F Stainless Steel
Pump housing	Cast Iron ASTM A48;Cl.40B	Bolts	AISI 304 Stainless Steel
Impeller	Hard cast iron ASTM A532 III	AE rollers	Nitrile Rubber
Wear plate with cutter	Hard cast iron ASTM A532 III	Motor bracket	Stainless steel
Suction cover	Cast Iron ASTM A48;Cl.40B		
Weight aggregate	363.76 lb		

Project	Project no.:	Created by: Larry Mills	Page: 4	Date: 2024-09-26
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SERVICE COMPARTMENT

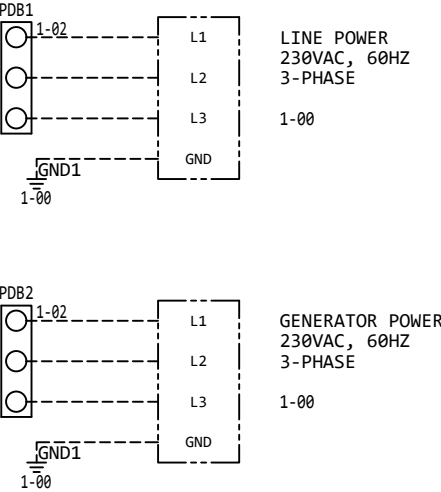


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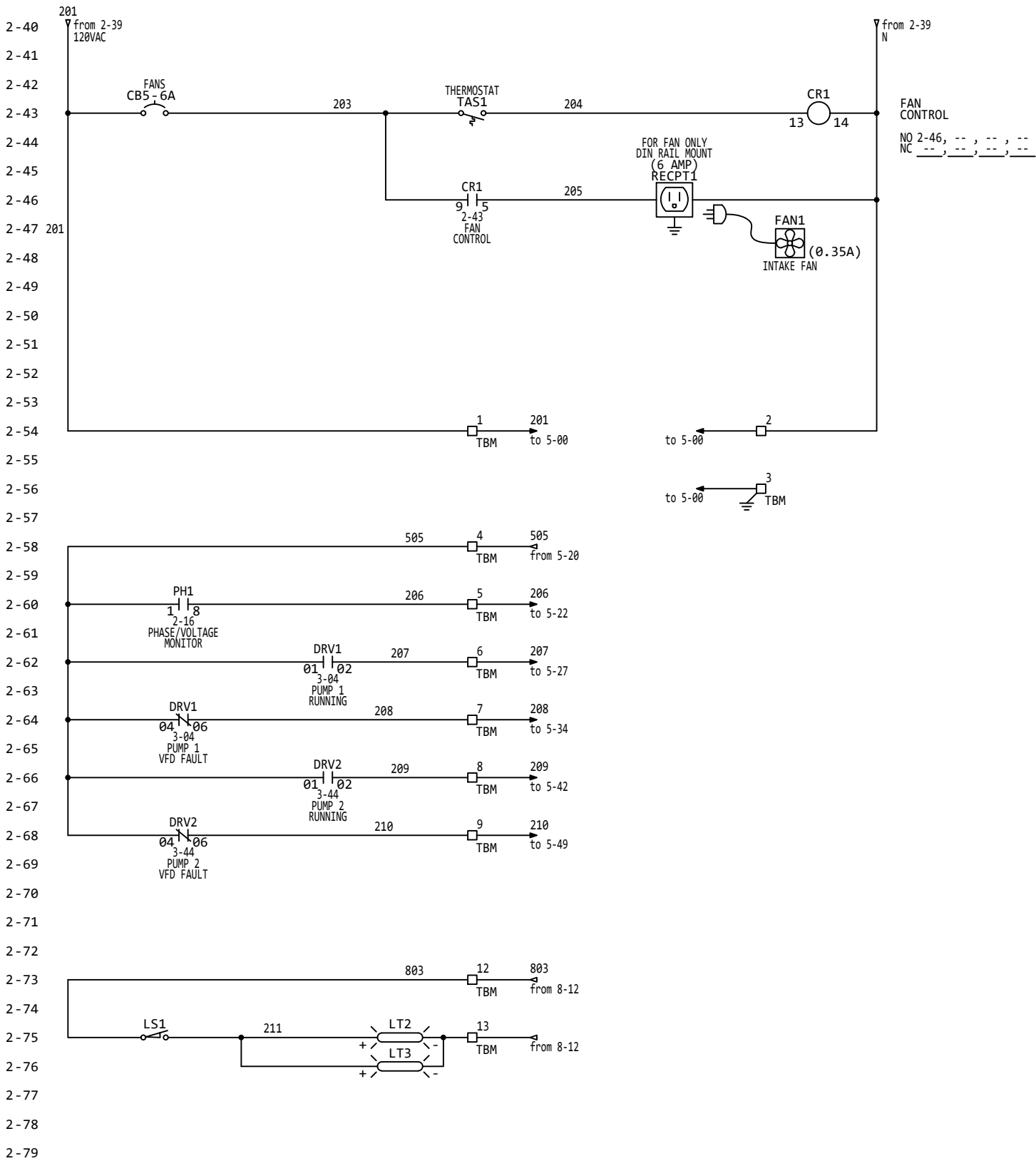
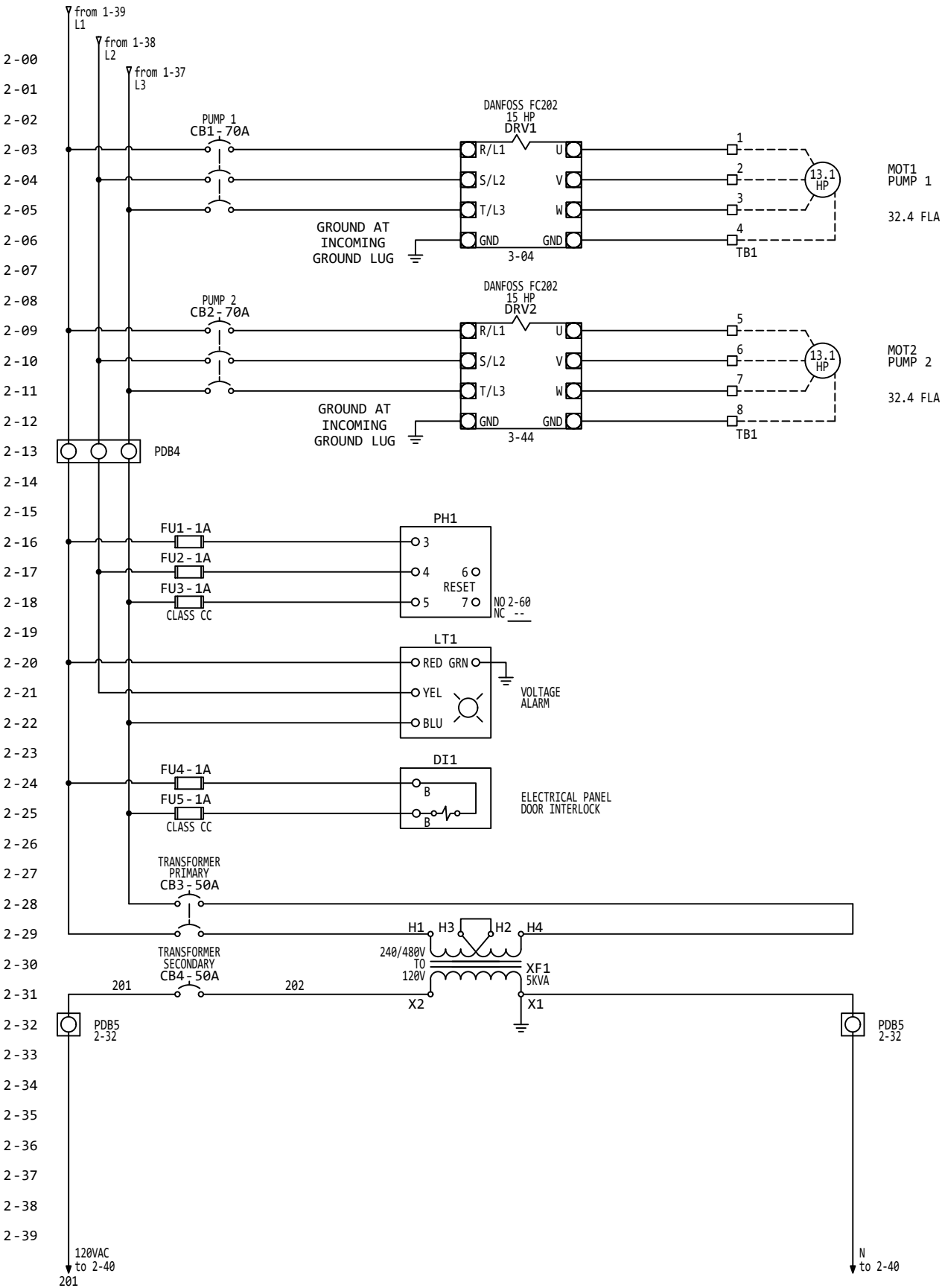
FIELD WIRING SECTION

- NOTES:
1. FIELD WIRING IS SHOWN -----
 2. TEMPERATURE RATING OF FIELD INSTALLED CONDUCTORS LESS THAN 100 AMPS MUST BE RATED 60DEG C OR ABOVE. FIELD INSTALLED CONDUCTORS GREATER THAN OR EQUAL TO 100 AMPS MUST BE RATED 75 DEG C OR ABOVE.
 3. FIELD WIRING WILL ACCEPT COPPER CONDUCTORS ONLY.

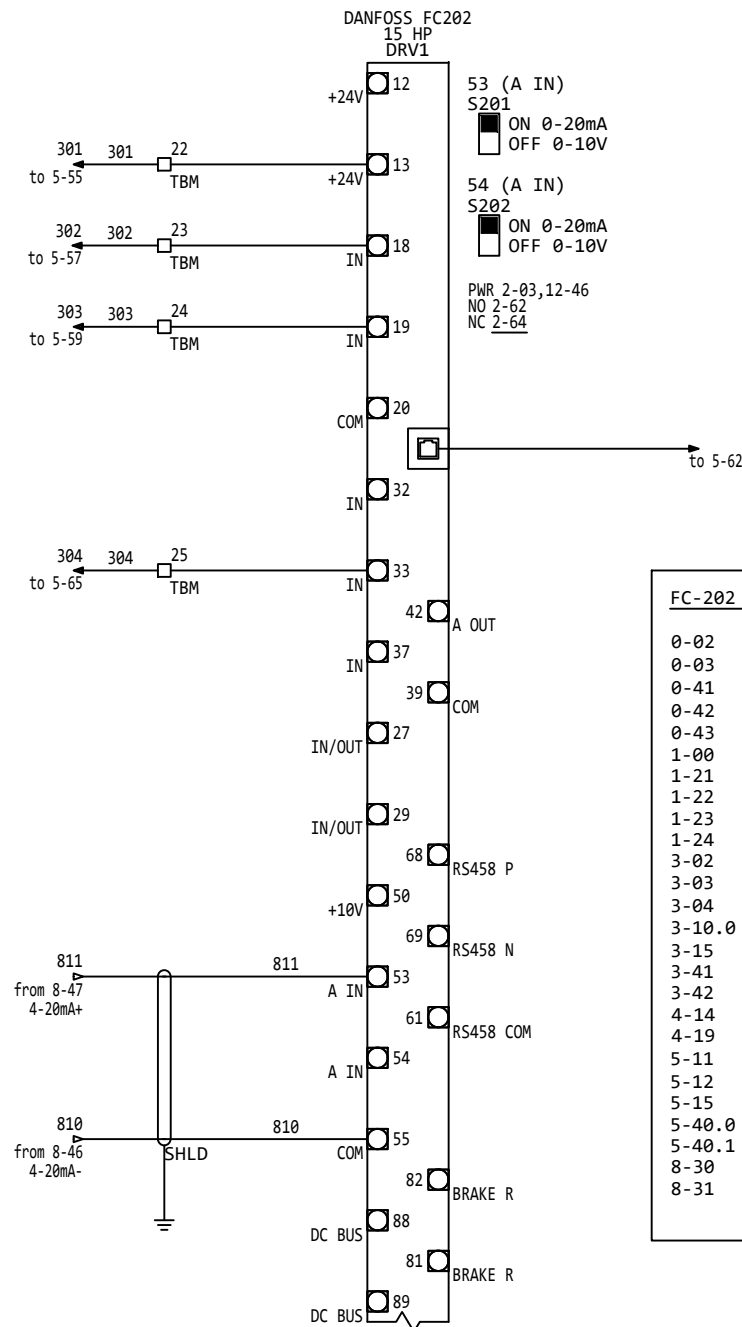
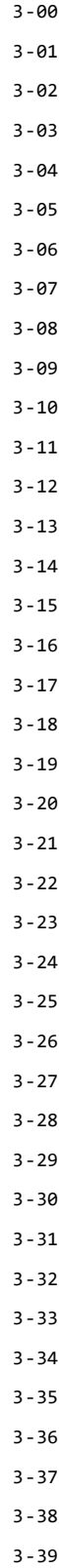
TORQUE REQUIREMENTS	
DEVICE ID	Tightening Torque for Wire Size (AWG)
PDB1	35 LB/IN FOR #14 - #10 AWG, 40 LB/IN FOR #8 AWG, 120 LB/IN FOR #6 - 2/0 AWG
GND1	35 LB/IN FOR #14 - #10 AWG, 40 LB/IN FOR #8 AWG, 45 LB/IN FOR #6 - 4 AWG, 50 LB/IN FOR #2 - 1/0 AWG



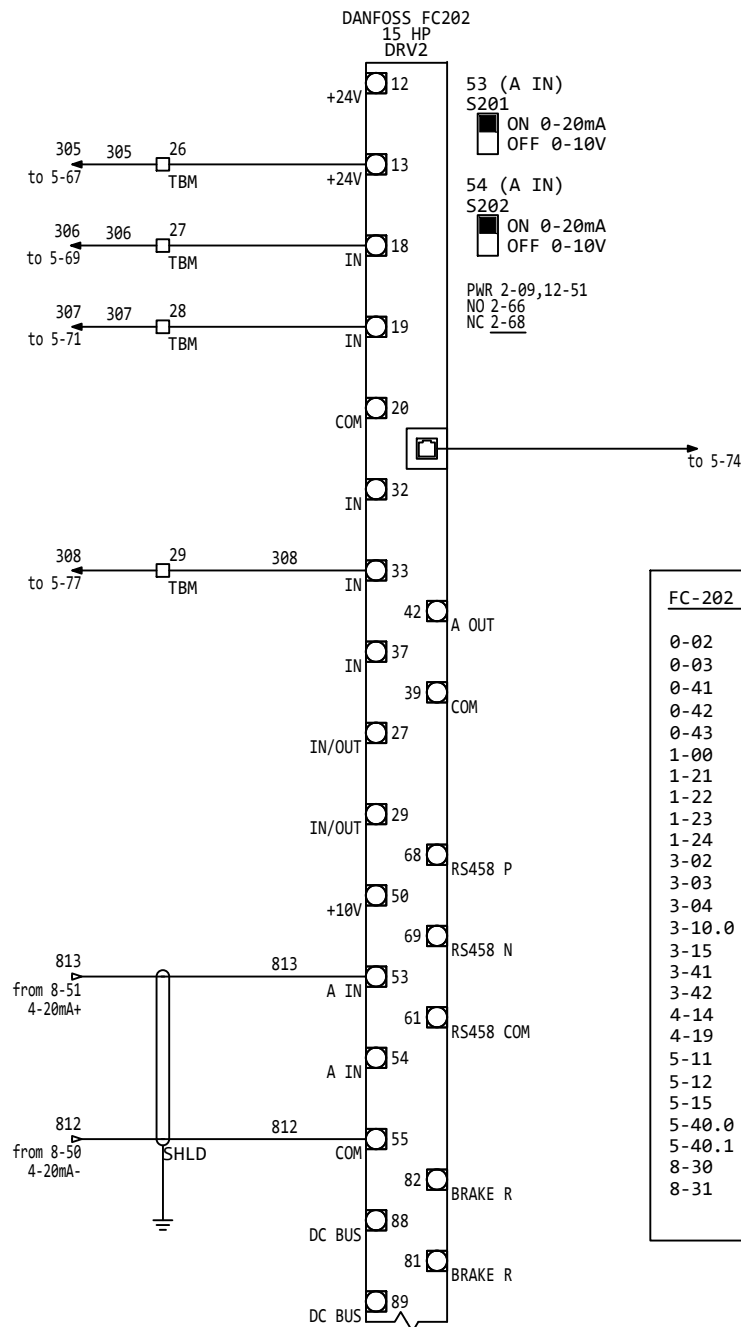
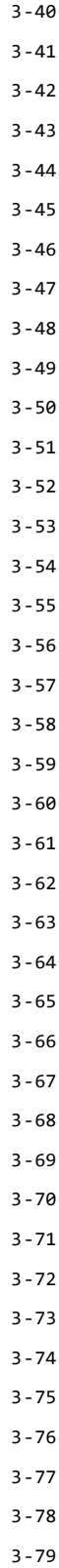
MOTOR CONTROL COMPARTMENT



MOTOR CONTROL COMPARTMENT



<u>FC-202 DRIVE PARAMETER LIST</u>		
0-02	SPEED UNIT	1 (HZ)
0-03	REGION	1 (HP)
0-41	KEYPAD OFF	0 (DISABLED)
0-42	KEYPAD AUTO ON	0 (DISABLED)
0-43	KEYPAD RESET	1 (ENABLE)
1-00	CONFIG MODE	0 OPEN LOOP
1-21	MOTOR HP	SEE MOTOR
1-22	MOTOR VOLTAGE	SEE MOTOR
1-23	MOTOR FREQ	SEE MOTOR
1-24	MOTOR AMPS	SEE MOTOR
3-02	MIN REF	0
3-03	MAX REF	60
3-04	REFERENCE FUNC.	1(EXTERNAL/PRESET)
3-10.0	PRESET SPEED	100%
3-15	REF SOURCE	1 (ANALOG INPUT 53)
3-41	ACCEL TIME	5s
3-42	DECEL TIME	5s
4-14	MOTOR SPD LIMIT	60
4-19	MAX FREQ	60
5-11	DINPUT 1	15 (PRESET REF ON)
5-12	DINPUT 27	0 (NO OPERATION)
5-15	TERM 33 DIN	1 RESET
5-40.0	RELAY OUT 1	5 RUNNING
5-40.1	RELAY OUT 2	9 ALARM
8-30	PROTOCOL	MODBUS
8-31	MODBUS ADDRESS	5



<u>FC-202 DRIVE PARAMETER LIST</u>		
0-02	SPEED UNIT	1 (HZ)
0-03	REGION	1 (HP)
0-41	KEYPAD OFF	0 (DISABLED)
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1-00	CONFIG MODE	0 OPEN LOOP
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1-22	MOTOR VOLTAGE	SEE MOTOR
1-23	MOTOR FREQ	SEE MOTOR
1-24	MOTOR AMPS	SEE MOTOR
3-02	MIN REF	0
3-03	MAX REF	60
3-04	REFERENCE FUNC.	1(EXTERNAL/PRESET)
3-10.0	PRESET SPEED	100%
3-15	REF SOURCE	1 (ANALOG INPUT 53)
3-41	ACCEL TIME	5s
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5-40.0	RELAY OUT 1	5 RUNNING
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8-31	MODBUS ADDRESS	5

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SHEET NUMBER
3 OF 15

NO.	REVISION HISTORY	DATE	BY



CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

DRAWN BY BMC	DATE 8/5/24
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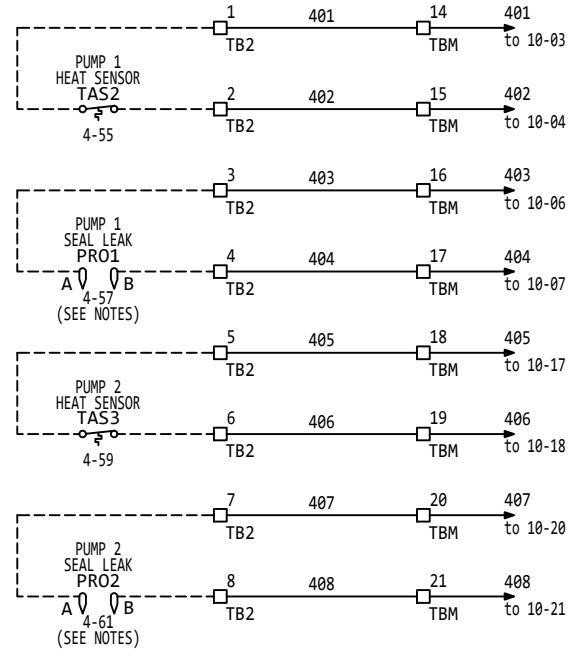
PANEL REQUIREMENTS	
SYM.	
VOLTAGE	230 VAC
PHASE	3 PHASE
FREQUENCY	60 HZ
SCCR	5 kA RMS SY
TOTAL FLA	86.5 FLA
TYPE	3

LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA

PROJECT NUMBER
20242918

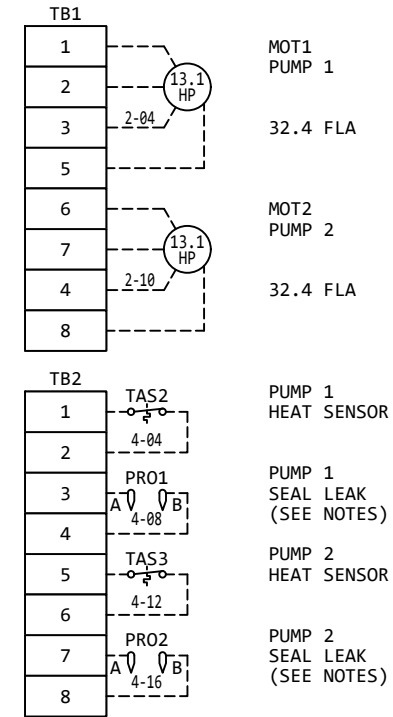
MOTOR CONTROL COMPARTMENT

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FIELD WIRING SECTION



FUSE CHART				
TAG1	RATING1	DESC1	MFG	CAT
FU1	1A	CLASS CC	BUSSMANN	FNQ-R-1
FU2	1A	CLASS CC	BUSSMANN	FNQ-R-1
FU3	1A	CLASS CC	BUSSMANN	FNQ-R-1
FU4	1A	CLASS CC	BUSSMANN	FNQ-R-1
FU5	1A	CLASS CC	BUSSMANN	FNQ-R-1

NOTES:

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3. FIELD WIRING WILL ACCEPT COPPER CONDUCTORS ONLY.
4. IF SEAL PROBE IS ONE WIRE, B IS PANEL GROUND.

TORQUE REQUIREMENTS	
DEVICE ID	Tightening Torque for Wire Size (AWG)
TB1	13-16 LB/IN FOR #20 - #6 AWG
TB2	13-16 LB/IN FOR #24 - #8 AWG

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SHEET NUMBER
4 OF 15

NO.	REVISION HISTORY	DATE	BY



CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

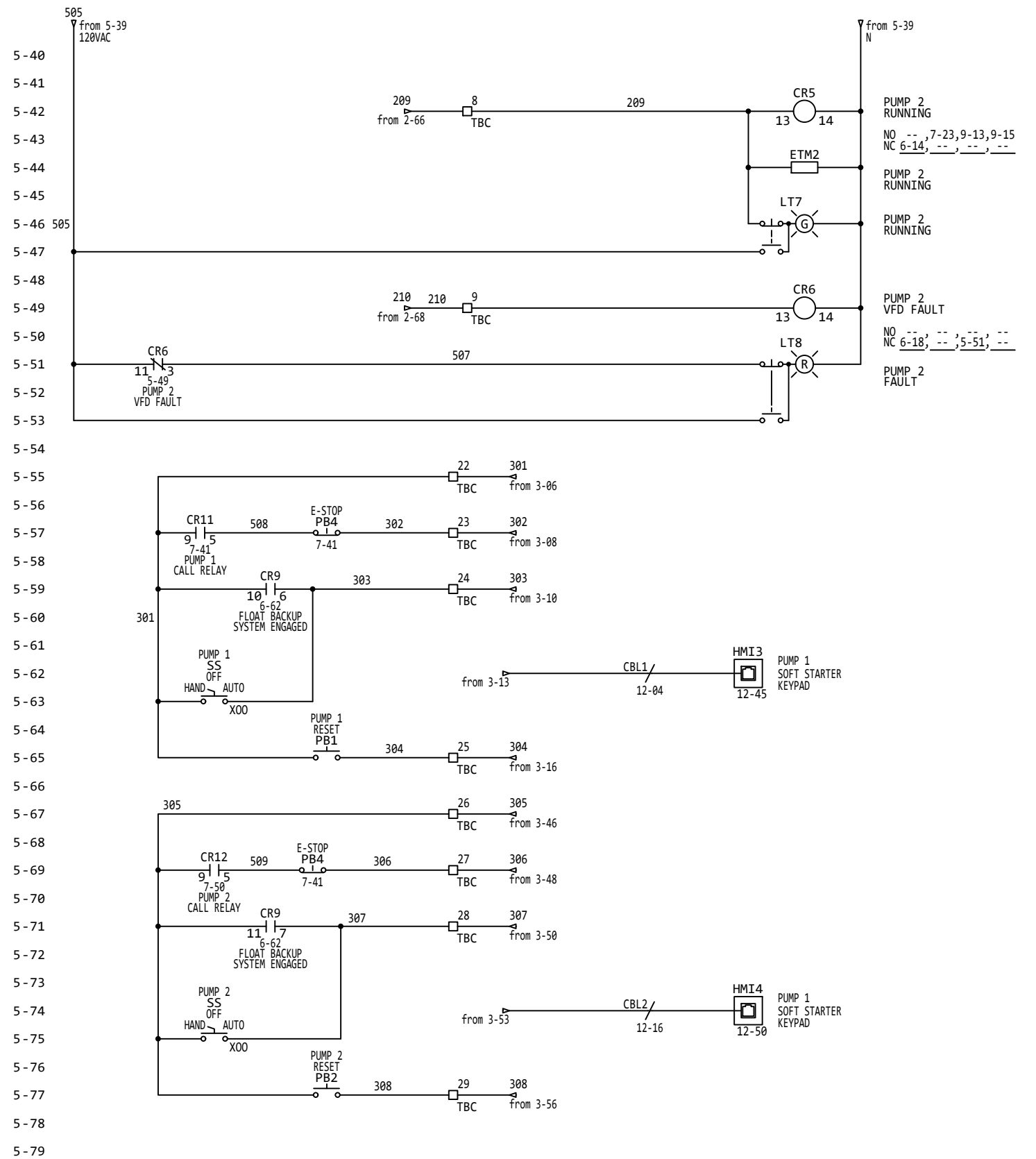
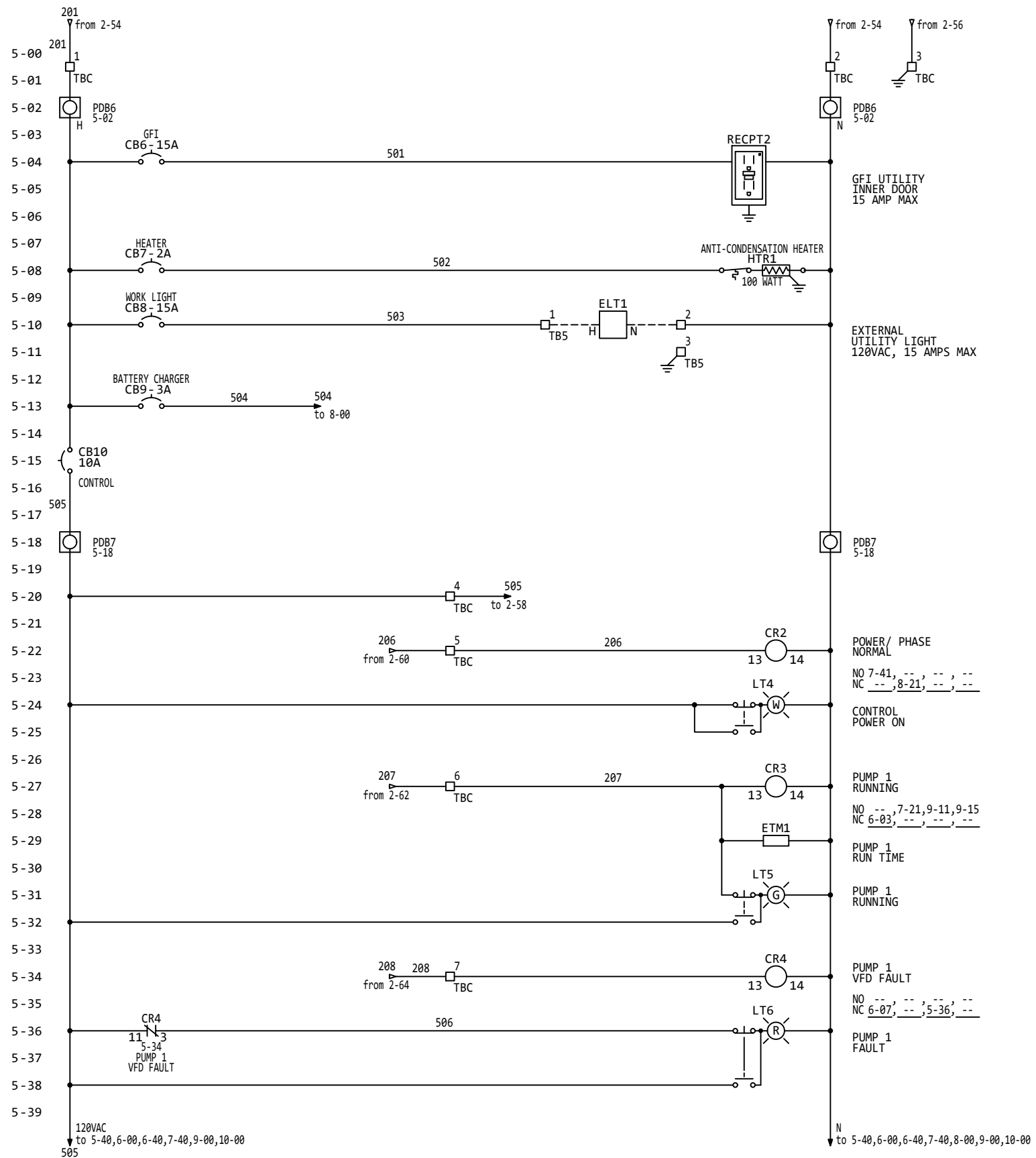
DRAWN BY BMC	DATE 8/5/24
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PANEL REQUIREMENTS	
SYM.	
VOLTAGE	230 VAC
PHASE	3 PHASE
FREQUENCY	60 Hz
SCCR	5 kA RMS SYM
TOTAL FLA	86.5 FLA
TYPE	3R

LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA

PROJECT NUMBER
20242918

CONTROLS COMPARTMENT



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SHEET NUMBER
5 OF 15

NO.	REVISION HISTORY	DATE	BY



CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

DRAWN BY
BMC

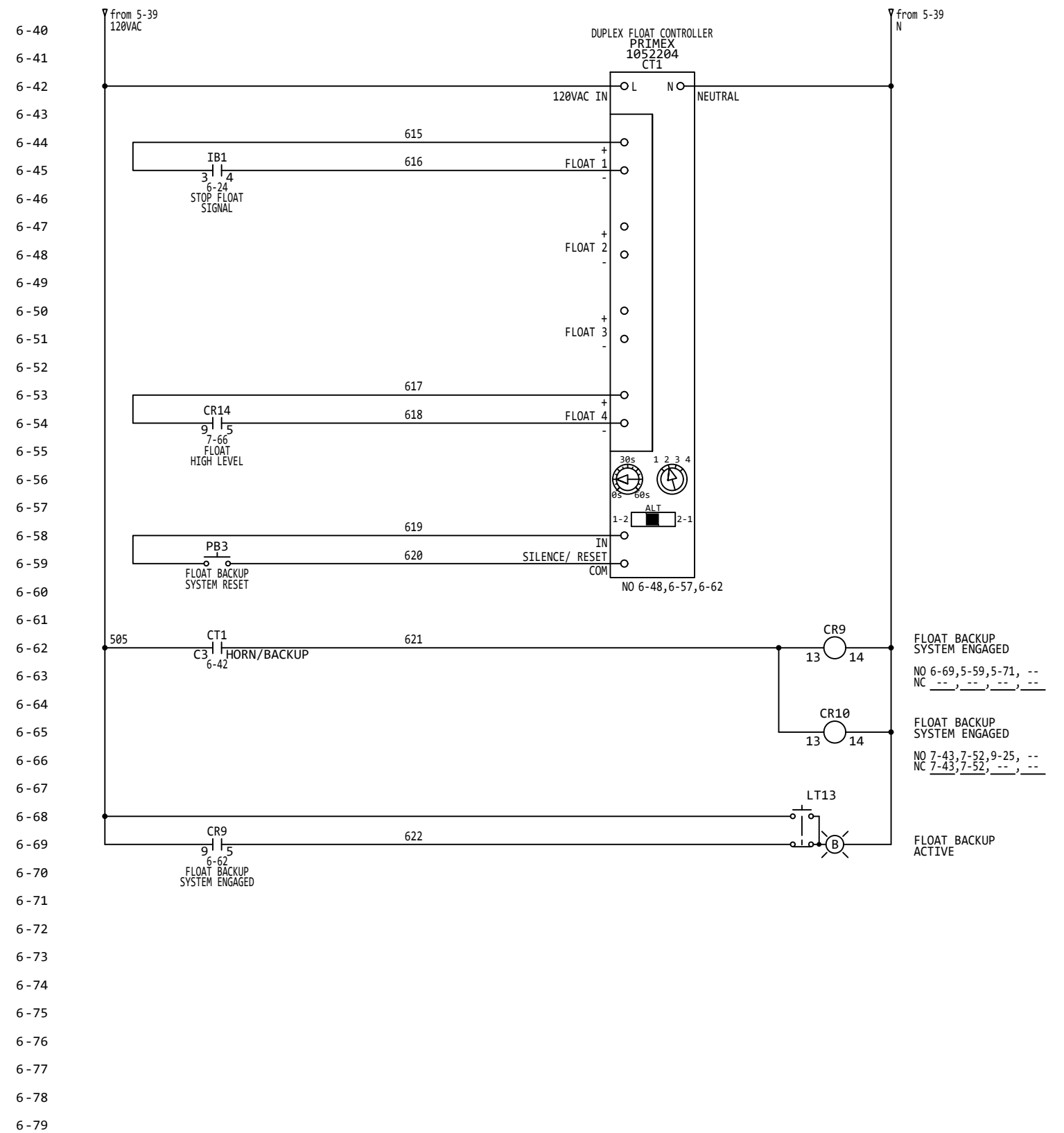
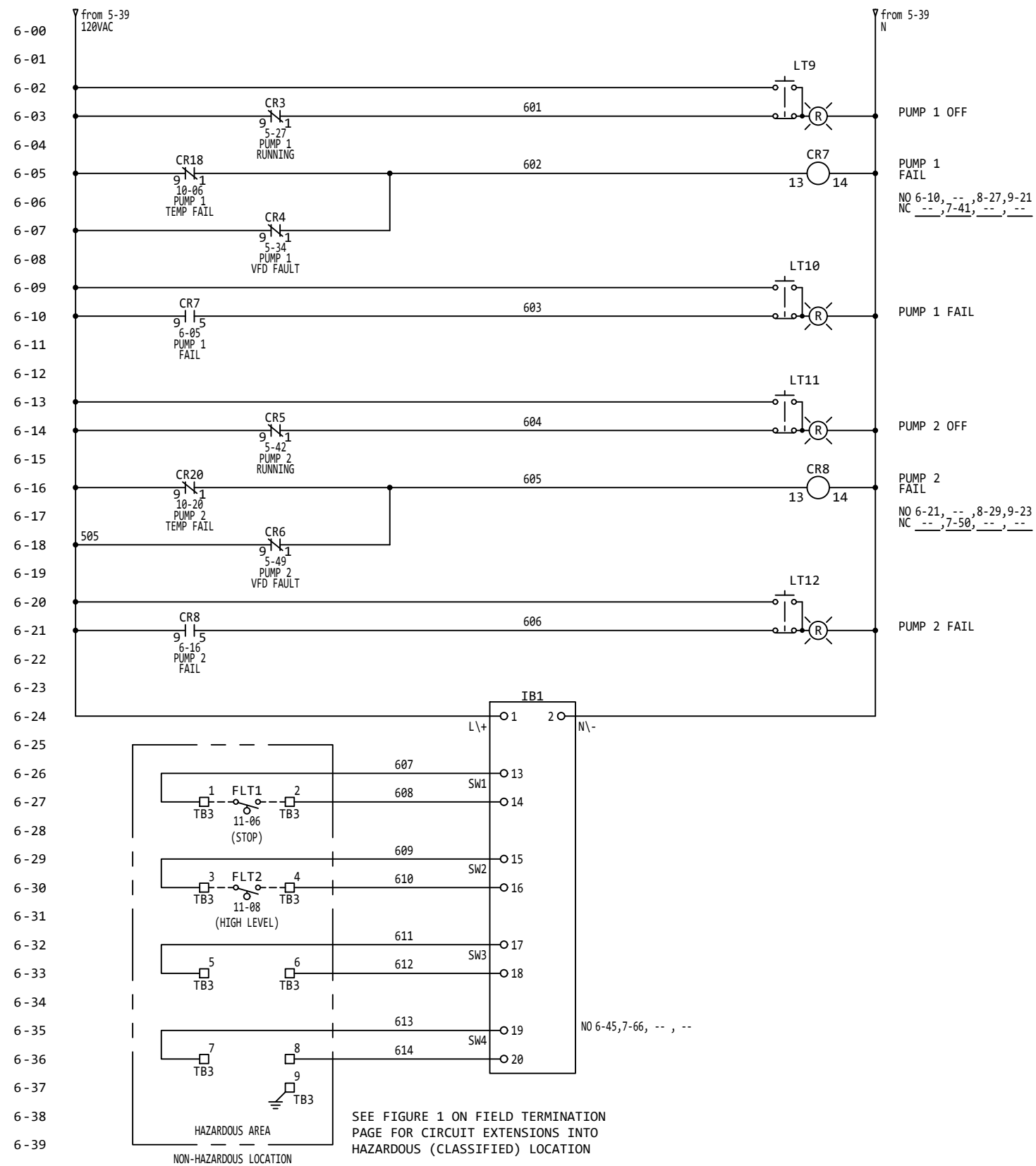
DATE
8/5/24

PANEL REQUIREMENTS	
SYM.	
VOLTAGE	230 VA
PHASE	3 PHASE
FREQUENCY	60 HZ
SCCR	5 KA RMS SY
TOTAL FLA	86.5 FLA
TYPE	3

LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA

PROJECT NUMBER
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CONTROL COMPARTMENT



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SHEET NUMBER
6 OF 15

NO.	REVISION HISTORY	DATE	BY



CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

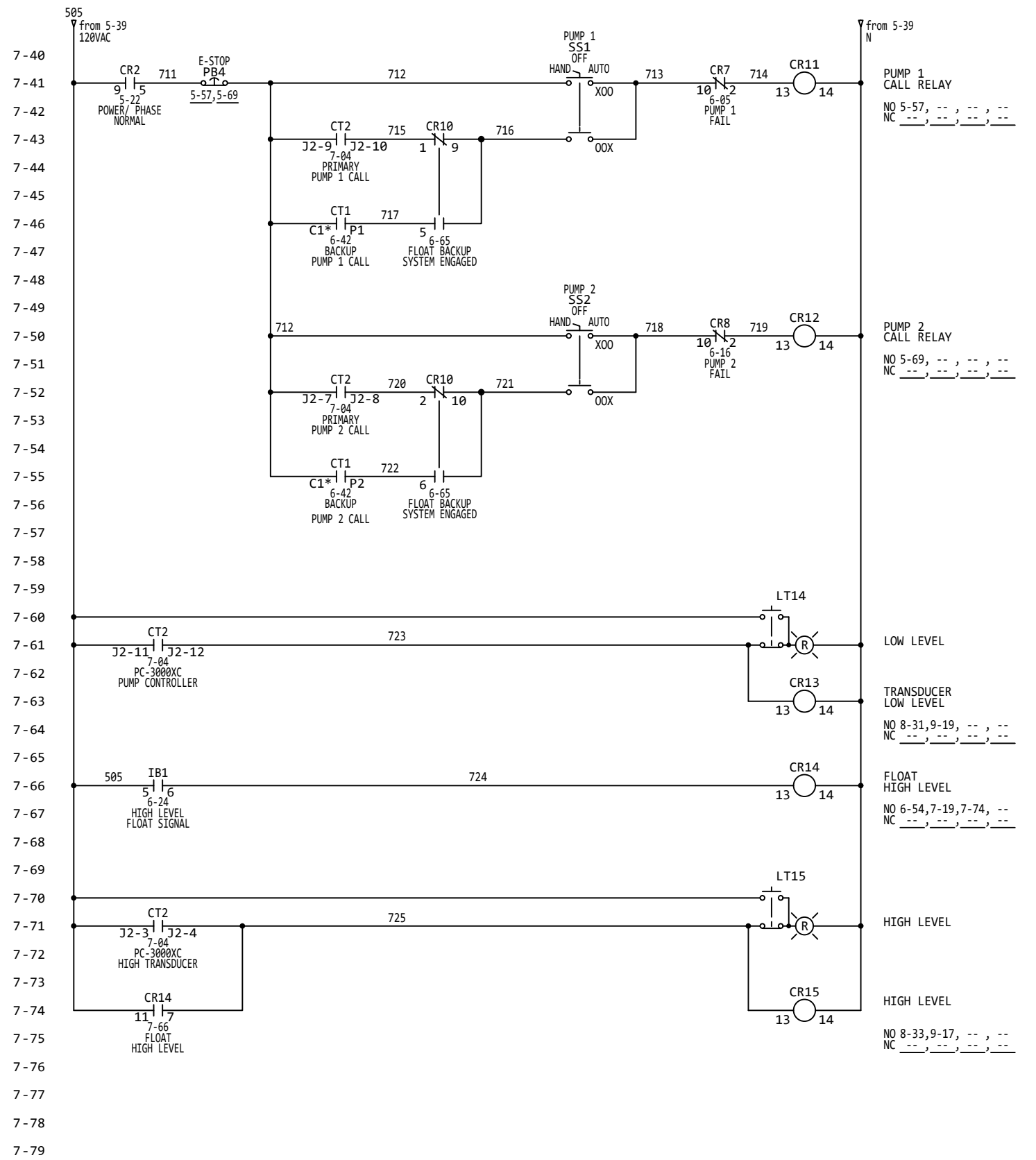
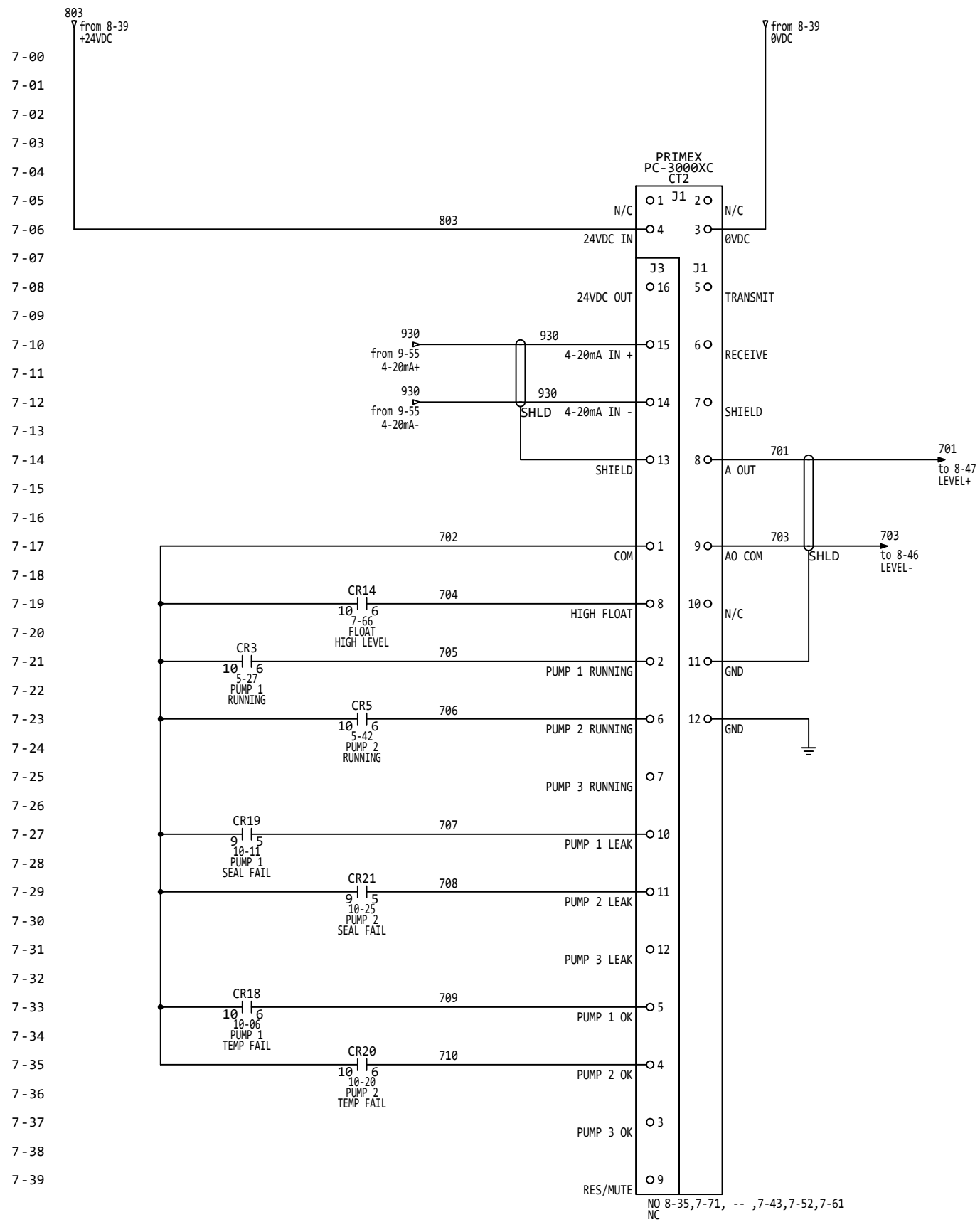
DRAWN BY BMC	DATE 8/5/24
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PANEL REQUIREMENTS	
SYM.	
VOLTAGE	230 VAC
PHASE	3 PHASE
FREQUENCY	60 Hz
SCCR	5 kA RMS SYM
TOTAL FLA	86.5 FLA
TYPE	3R

LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA

PROJECT NUMBER
20242918

CONTROLS COMPARTMENT



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SHEET NUMBER
7 OF 15

NO.	REVISION HISTORY	DATE	BY



CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

DRAWN BY
BMC

DATE
8/5/24

PANEL REQUIREMENTS
Panel must be made of solid wood or plywood.
Panel must be at least 1/2 inch thick.
Panel must be at least 18 inches wide.
Panel must be at least 36 inches long.
Panel must be finished with a clear finish.
Panel must be free of knots, holes, and other defects.
Panel must be free of warping, twisting, and bending.
Panel must be free of staining, discoloration, and other marks.
Panel must be free of odors.
Panel must be free of insects and other pests.
Panel must be free of mold and mildew.
Panel must be free of fire hazards.
Panel must be free of electrical hazards.
Panel must be free of sharp edges and corners.
Panel must be free of splinters and rough surfaces.
Panel must be free of loose material.
Panel must be free of glue and other adhesives.
Panel must be free of nails and other fasteners.
Panel must be free of paint and other coatings.
Panel must be free of varnish and other finishes.
Panel must be free of oil and grease.
Panel must be free of dirt and debris.
Panel must be free of moisture.
Panel must be free of heat.
Panel must be free of cold.
Panel must be free of wind.
Panel must be free of rain.
Panel must be free of snow.
Panel must be free of ice.
Panel must be free of frost.
Panel must be free of hail.
Panel must be free of lightning.
Panel must be free of earthquakes.
Panel must be free of hurricanes.
Panel must be free of tornadoes.
Panel must be free of volcanoes.
Panel must be free of tsunamis.
Panel must be free of asteroids.
Panel must be free of comets.
Panel must be free of meteors.
Panel must be free of space debris.
Panel must be free of nuclear weapons.
Panel must be free of biological weapons.
Panel must be free of chemical weapons.
Panel must be free of radiological weapons.
Panel must be free of conventional weapons.
Panel must be free of all weapons.
Panel must be free of all threats.
Panel must be free of all dangers.
Panel must be free of all risks.
Panel must be free of all harm.
Panel must be free of all damage.
Panel must be free of all destruction.
Panel must be free of all loss.
Panel must be free of all suffering.
Panel must be free of all pain.
Panel must be free of all grief.
Panel must be free of all sorrow.
Panel must be free of all despair.
Panel must be free of all hopelessness.
Panel must be free of all fear.
Panel must be free of all anxiety.
Panel must be free of all stress.
Panel must be free of all tension.
Panel must be free of all pressure.
Panel must be free of all burden.
Panel must be free of all weight.
Panel must be free of all load.
Panel must be free of all strain.
Panel must be free of all effort.
Panel must be free of all exertion.
Panel must be free of all labor.
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Panel must be free of all duty.
Panel must be free of all obligation.
Panel must be free of all responsibility.
Panel must be free of all accountability.
Panel must be free of all liability.
Panel must be free of all blame.
Panel must be free of all fault.
Panel must be free of all error.
Panel must be free of all mistake.
Panel must be free of all sin.
Panel must be free of all crime.
Panel must be free of all lawlessness.
Panel must be free of all wickedness.
Panel must be free of all evil.
Panel must be free of all darkness.
Panel must be free of all ignorance.
Panel must be free of all stupidity.
Panel must be free of all foolishness.
Panel must be free of all madness.
Panel must be free of all insanity.
Panel must be free of all mental illness.
Panel must be free of all physical illness.
Panel must be free of all disease.
Panel must be free of all death.
Panel must be free of all hell.
Panel must be free of all punishment.
Panel must be free of all torment.
Panel must be free of all agony.
Panel must be free of all anguish.
Panel must be free of all misery.
Panel must be free of all woe.
Panel must be free of all sadness.
Panel must be free of all loneliness.
Panel must be free of all isolation.
Panel must be free of all alienation.
Panel must be free of all rejection.
Panel must be free of all abandonment.
Panel must be free of all neglect.
Panel must be free of all indifference.
Panel must be free of all apathy.
Panel must be free of all cynicism.
Panel must be free of all pessimism.
Panel must be free of all negativity.
Panel must be free of all hatred.
Panel must be free of all anger.
Panel must be free of all rage.
Panel must be free of all fury.
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Panel must be free of all holiness.
Panel must be free of all goodness.
Panel must be free of all beauty.
Panel must be free of all grace.
Panel must be free of all mercy.
Panel must be free of all compassion.
Panel must be free of all kindness.
Panel must be free of all gentleness.
Panel must be free of all meekness.
Panel must be free of all patience.
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Panel must be free of all self-control.
Panel must be free of all temperance.
Panel must be free of all moderation.
Panel must be free of all balance.
Panel must be free of all harmony.
Panel must be free of all peace.
Panel must be free of all tranquility.
Panel must be free of all calmness.
Panel must be free of all serenity.
Panel must be free of all stillness.
Panel must be free of all quietude.
Panel must be free of all silence.
Panel must be free of all solitude.
Panel must be free of all seclusion.
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Panel must be free of all relationship.
Panel must be free of all bond.
Panel must be free of all tie.
Panel must be free of all link.
Panel must be free of all chain.
Panel must be free of all fetter.
Panel must be free of all shackle.
Panel must be free of all cage.
Panel must be free of all prison.
Panel must be free of all confinement.
Panel must be free of all restriction.
Panel must be free of all limitation.
Panel must be free of all hindrance.
Panel must be free of all obstacle.
Panel must be free of all barrier.
Panel must be free of all wall.
Panel must be free of all fence.
Panel must be free of all gate.
Panel must be free of all door.
Panel must be free of all window.
Panel must be free of all opening.
Panel must be free of all exit.
Panel must be free of all way.
Panel must be free of all path.
Panel must be free of all road.
Panel must be free of all street.
Panel must be free of all highway.
Panel must be free of all avenue.
Panel must be free of all boulevard.
Panel must be free of all parkway.
Panel must be free of all drive.
Panel must be free of all lane.
Panel must be free of all alley.
Panel must be free of all court.
Panel must be free of all square.
Panel must be free of all plaza.
Panel must be free of all courtyard.
Panel must be free of all garden.
Panel must be free of all yard.
Panel must be free of all field.
Panel must be free of all acre.
Panel must be free of all hectare.
Panel must be free of all kilometer.
Panel must be free of all mile.
Panel must be free of

SYM.	
VOLTAGE	230 VAC
PHASE	3 PHASE
FREQUENCY	60 Hz
SCCR	5 kA RMS SYM
TOTAL FLA	86.5 FLA
TYPE	3R

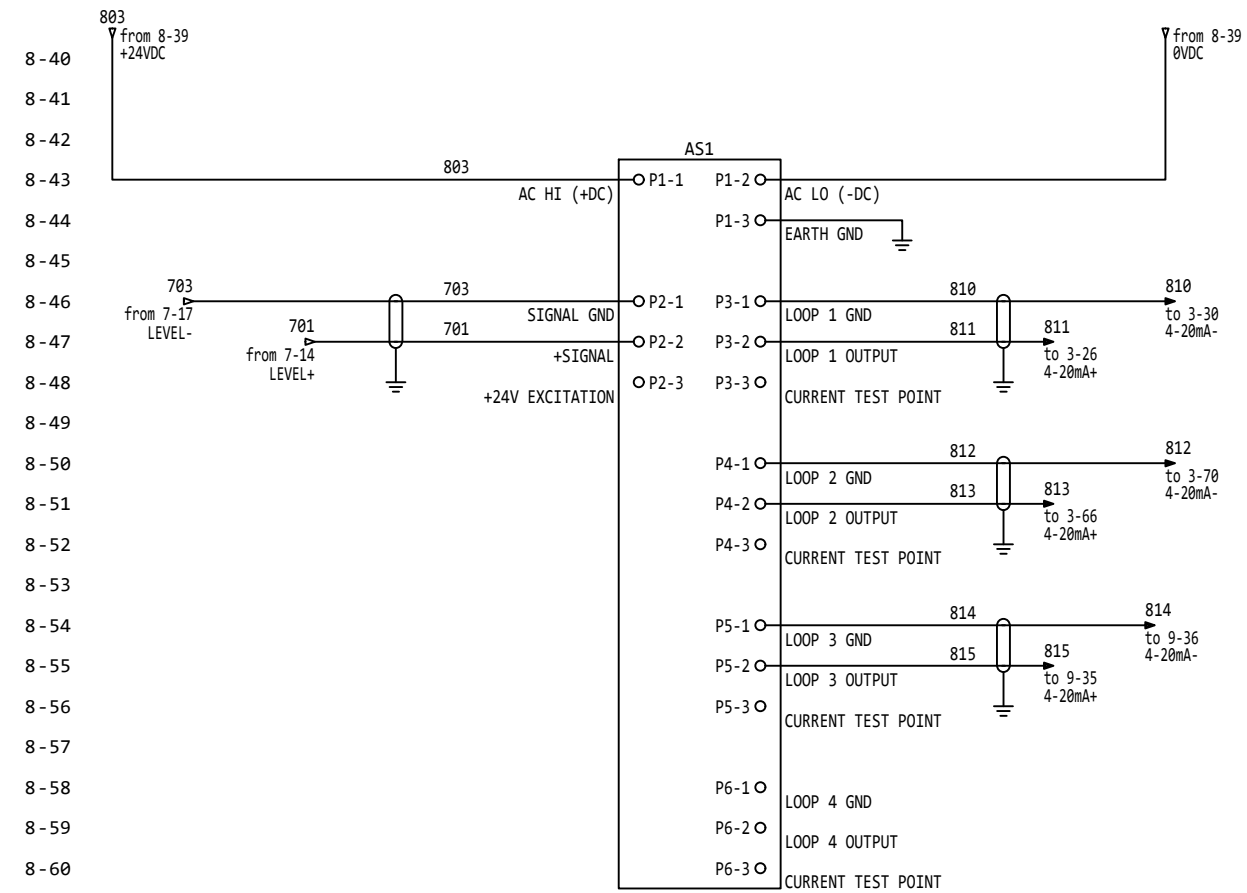
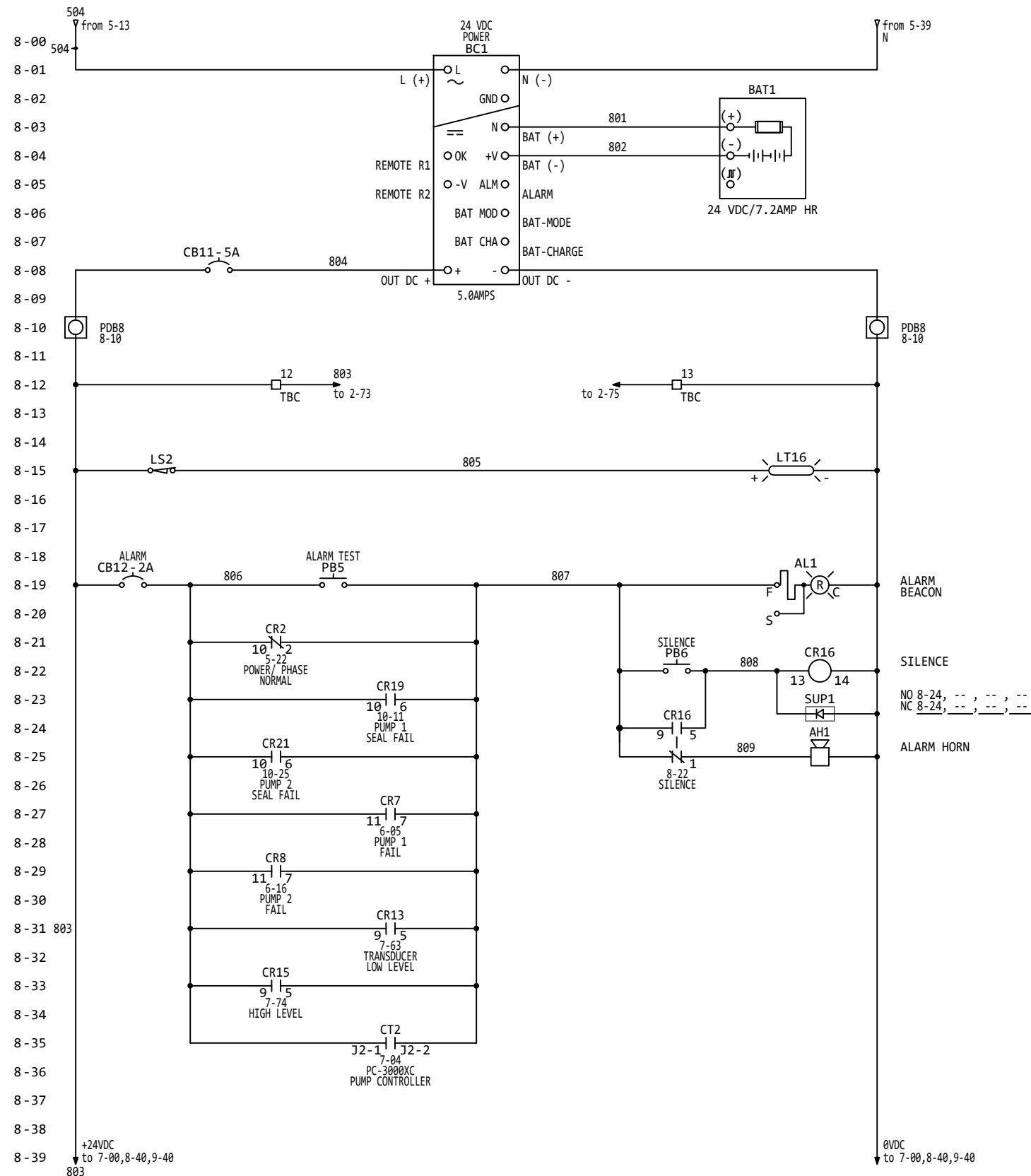
LARGEST MOTOR POWER REQUIREMENTS

HP	13.1 HP
FLA	32.4 FLA

PROJECT NUMBER

20242918

CONTROLS COMPARTMENT



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SHEET NUMBER
8 OF 15

[illegible]

CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

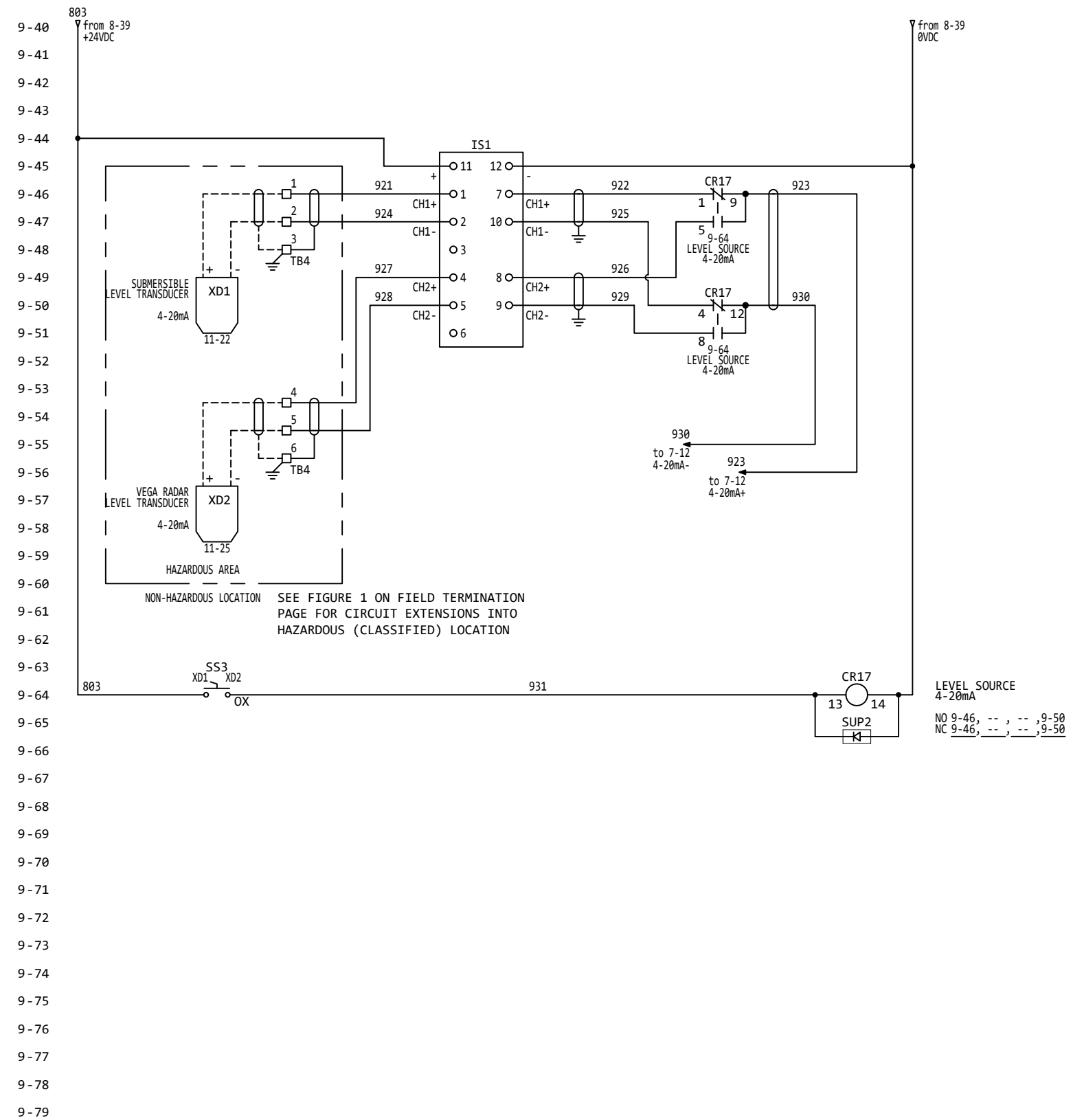
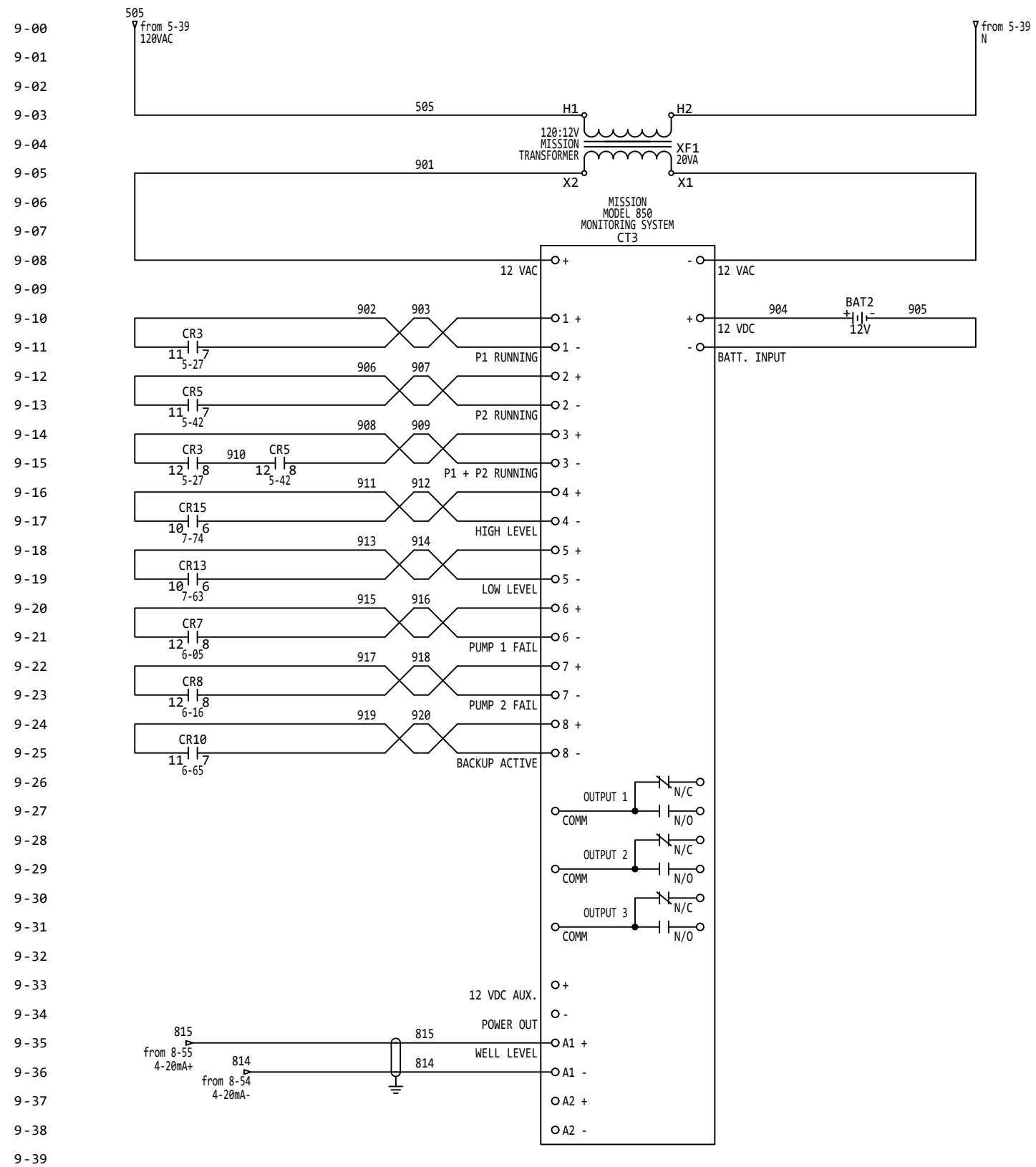
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PANEL REQUIREMENTS	
SYM.	
VOLTAGE	230 VAC
PHASE	3 PHASE
FREQUENCY	60 Hz
SCCR	5 kA RMS SYM
TOTAL FLA	86.5 FLA
TYPE	3R

LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
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SHEET NUMBER
9 OF 15

[illegible]

CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

DRAWN BY
BMC

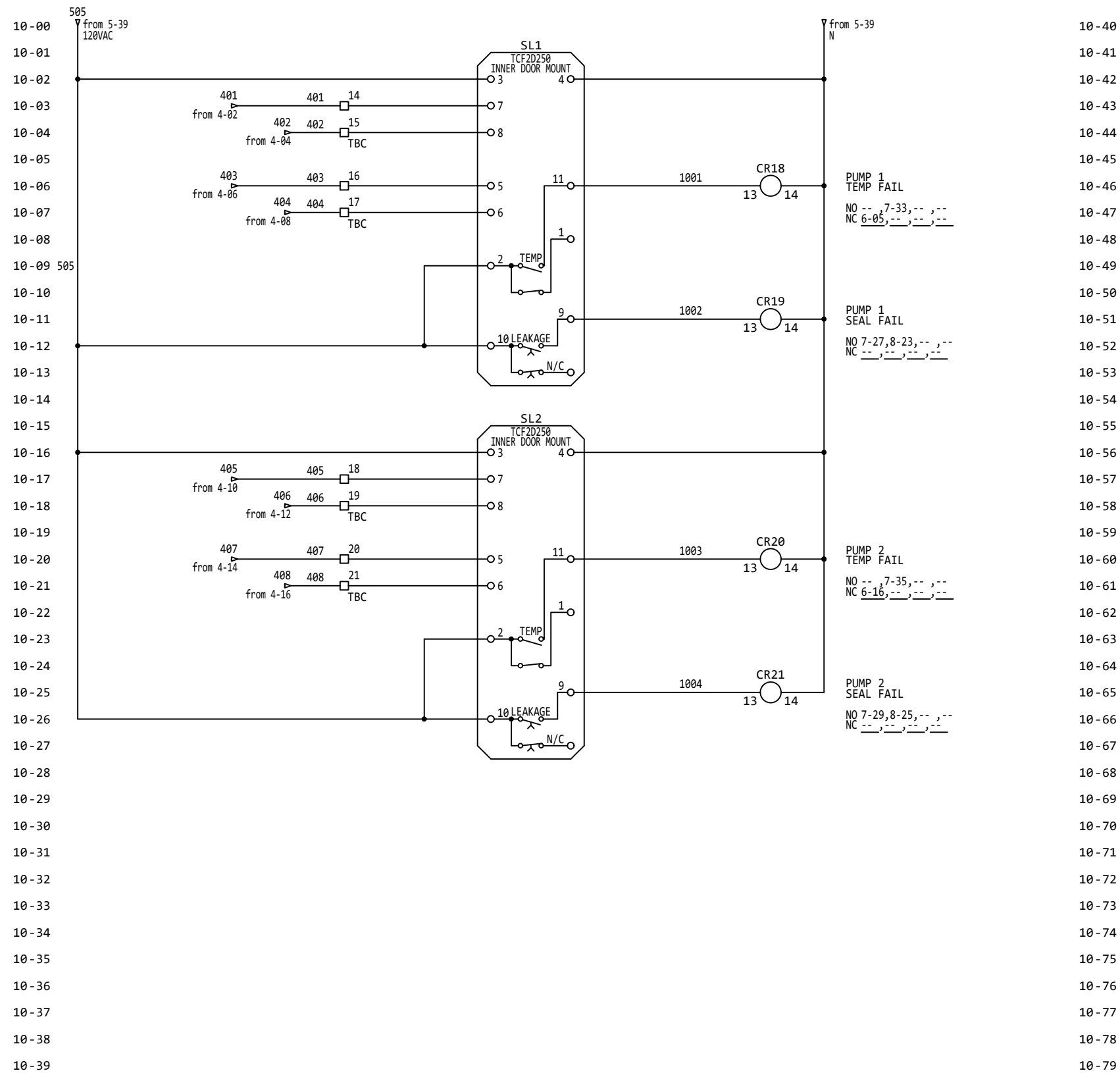
DATE
8/5/24

PANEL REQUIREMENTS	
SYM.	
VOLTAGE	230 VAC
PHASE	3 PHASE
FREQUENCY	60 Hz
SCCR	5 kA RMS SYM
TOTAL FLA	86.5 FLA
TYPE	3R

LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA

PROJECT NUMBER
20242918

CONTROLS COMPARTMENT



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10 OF 15

NO.	REVISION HISTORY	DATE	BY



CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

DRAWN BY
BMC

DATE
8/5/24

PANEL REQUIREMENTS	
SYM.	
VOLTAGE	230 VAC
PHASE	3 PHASE
FREQUENCY	60 Hz
SCCR	5 kA RMS SYM
TOTAL FLA	86.5 FLA
TYPE	3R

LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA

PROJECT NUMBER
20242918

CONTROLS COMPARTMENT - FIELD WIRING SECTION

FIGURE 1
PANEL CONTROL DRAWING

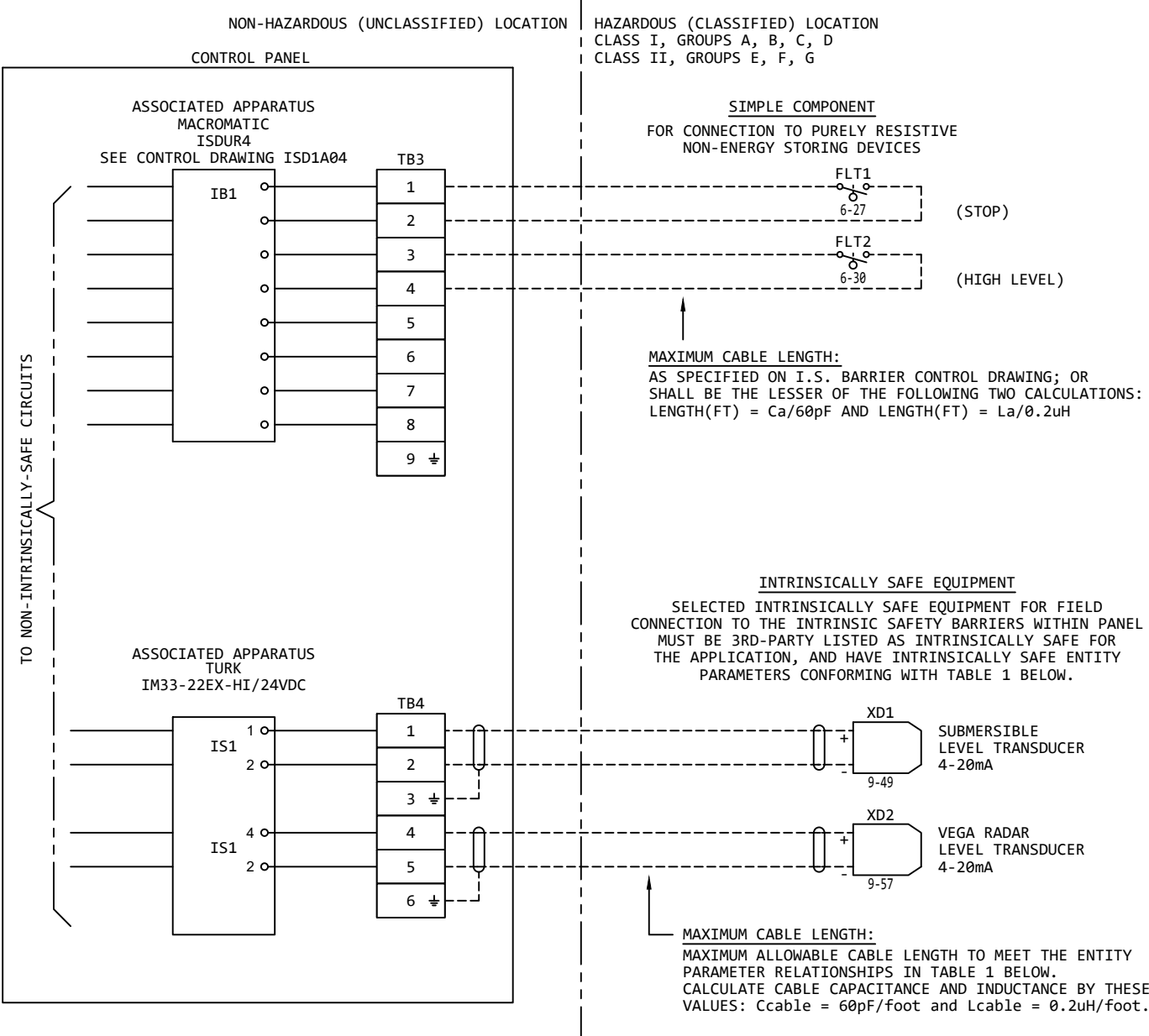
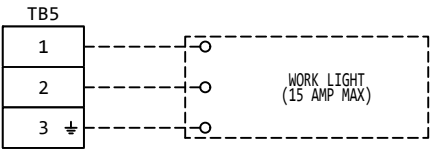


TABLE 1

UL LISTED I.S. BARRIER ENTITY PARAMETERS	REQUIRED RELATIONSHIP BETWEEN ENTITY PARAMETERS	I.S. APPARATUS ENTITY PARAMETERS
Voc or Vt (or Uo)	<	Vmax (or Ui)
Isc or It (or Io)	<	Imax (or Ii)
Po	<	Pmax (or Pi)
Ca (or Co)	>	Ci + Ccable
La (or Lo)	>	Li + Lcable



- NOTES:
1. FIELD WIRING IS SHOWN -----
 2. TEMPERATURE RATING OF FIELD INSTALLED CONDUCTORS LESS THAN 100 AMPS MUST BE RATED 60DEG C OR ABOVE. FIELD INSTALLED CONDUCTORS GREATER THAN OR EQUAL TO 100 AMPS MUST BE RATED 75 DEG C OR ABOVE.
 3. FIELD WIRING WILL ACCEPT COPPER CONDUCTORS ONLY.

PART ID	Tightening Torque for Wire Size (AWG)
TB3,4,5	13-16 LB/IN FOR #24 - #8 AWG

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11 OF 15				
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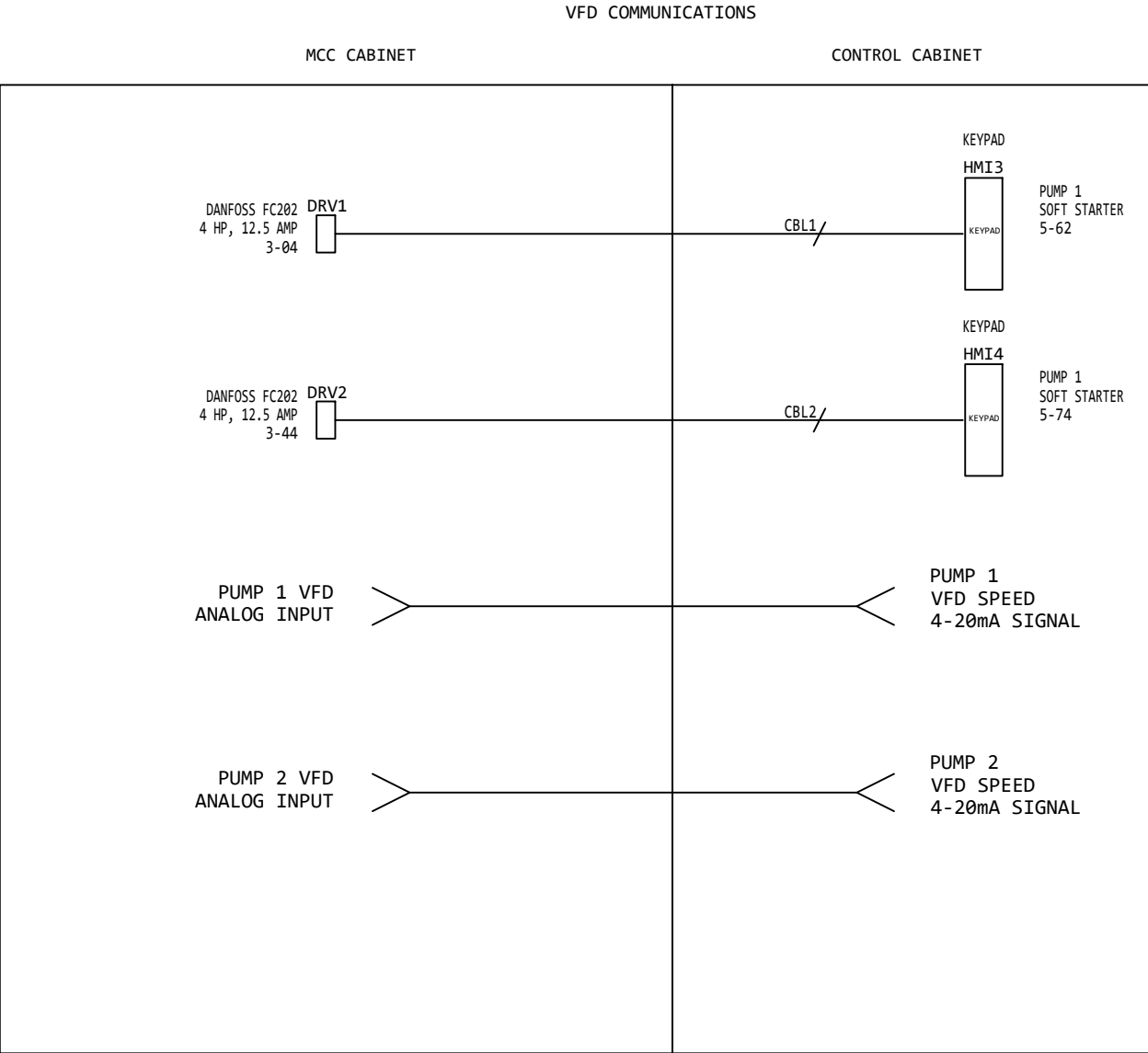
CHAMPLIN ASSOCIATES SACO, ME NEW ARC ARMOR DUPLEX CONTROL PANEL		PANEL REQUIREMENTS		LARGEST MOTOR POWER REQUIREMENTS	
		SYM.			
		VOLTAGE	230 VAC	HP	13.1 HP
		PHASE	3 PHASE	FLA	32.4 FLA
		FREQUENCY	60 Hz		
DRAWN BY BMC	DATE	SCCR	5 kA RMS SYM	PROJECT NUMBER 20242918	
	8/5/24	TOTAL FLA	86.5 FLA		
		TYPE	3R		

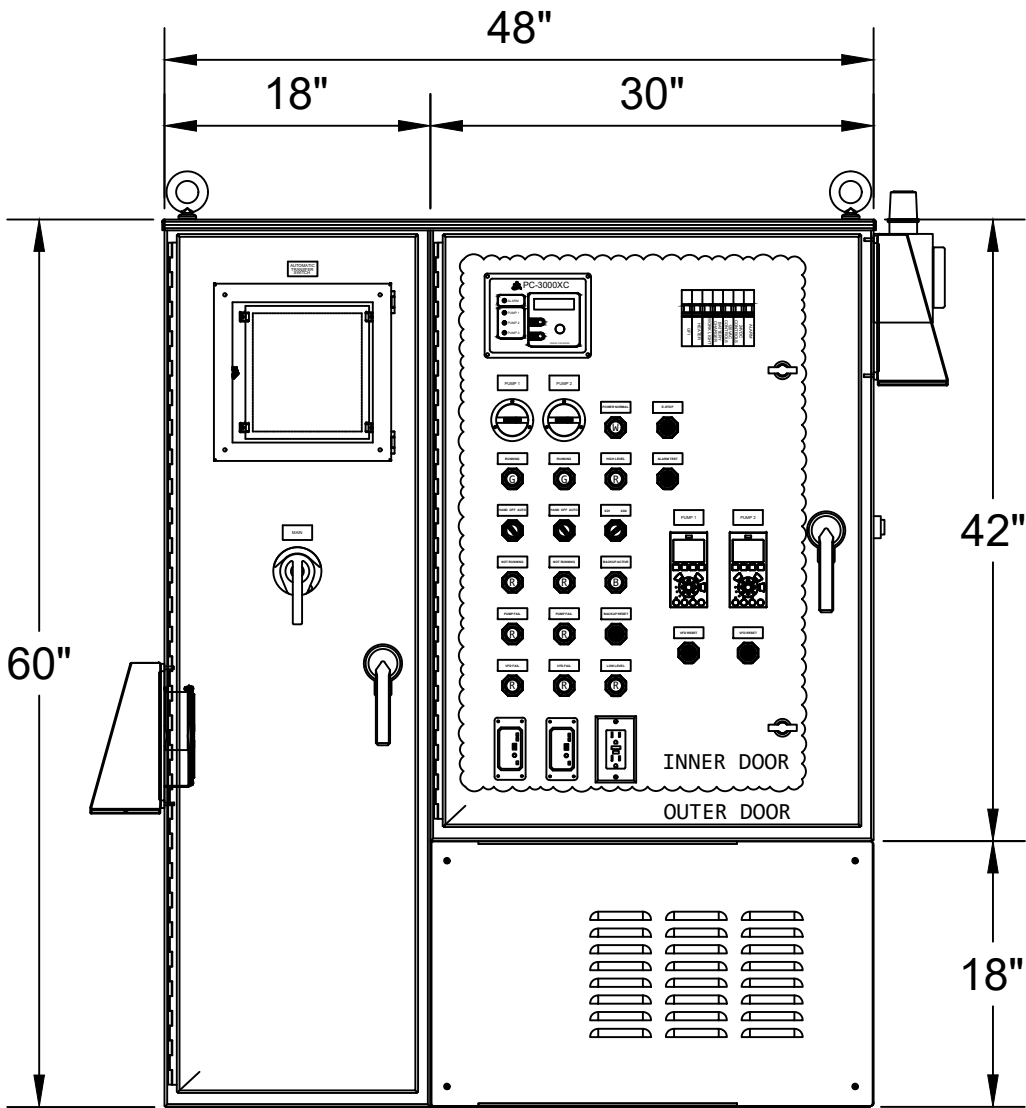
MOTOR CONTROL TO CONTROLS COMPARTMENT INTER-COMPARTMENT WIRING

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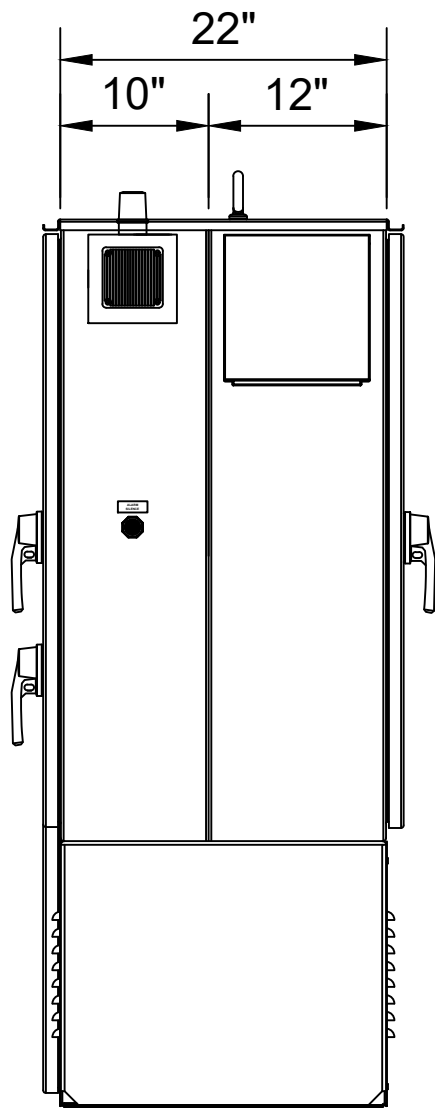
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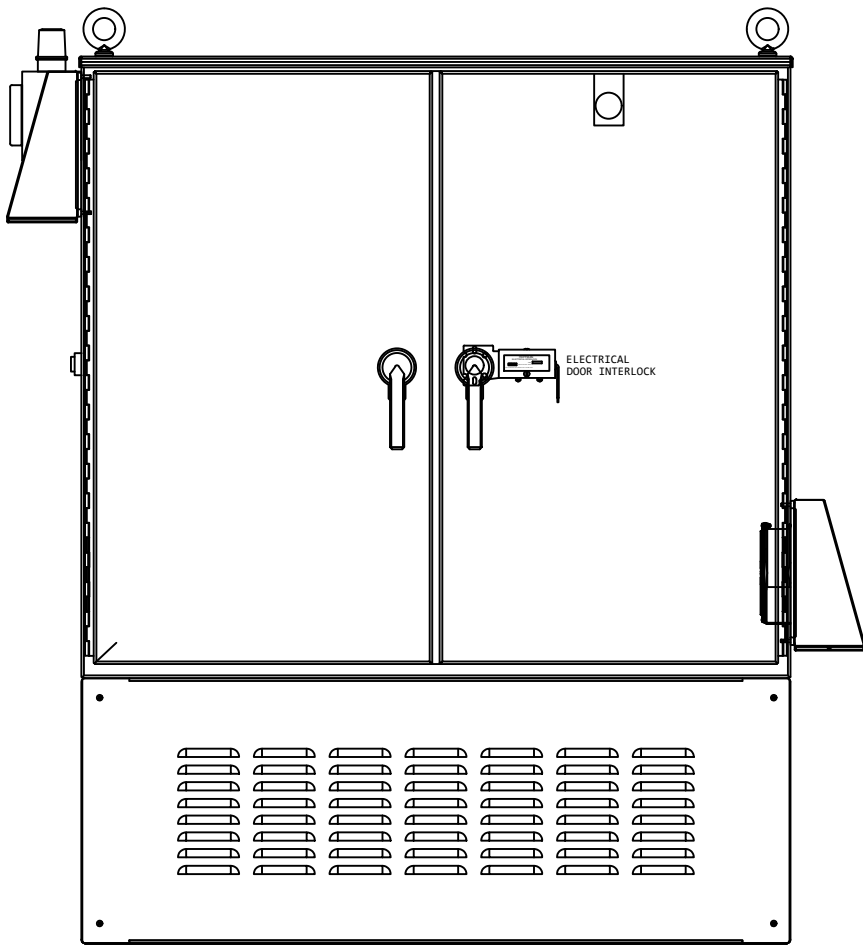




FRONT



SIDE



BACK

AA604822 Arc Armor
#1037253 (Size 1.5)

SUGGESTED LAYOUT.
SUBJECT TO CHANGE WITHOUT NOTICE.

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SHEET NUMBER
13 OF 15

NO.	REVISION HISTORY	DATE	BY



PRIMEX
primexcontrols.com
2221 Ford Drive ~ Ashland, Oh 44805
419-281-5767

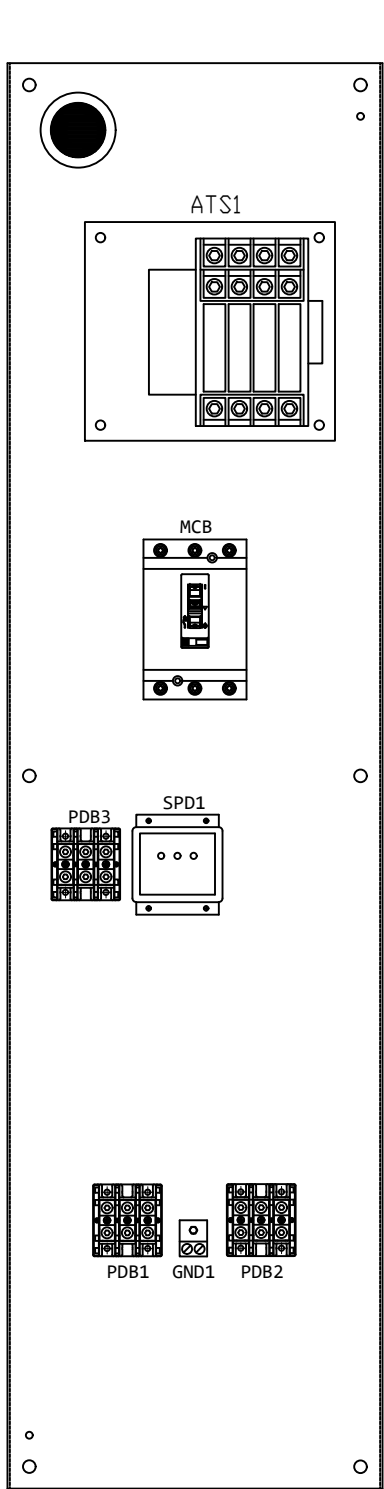
CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

DRAWN BY
BMC

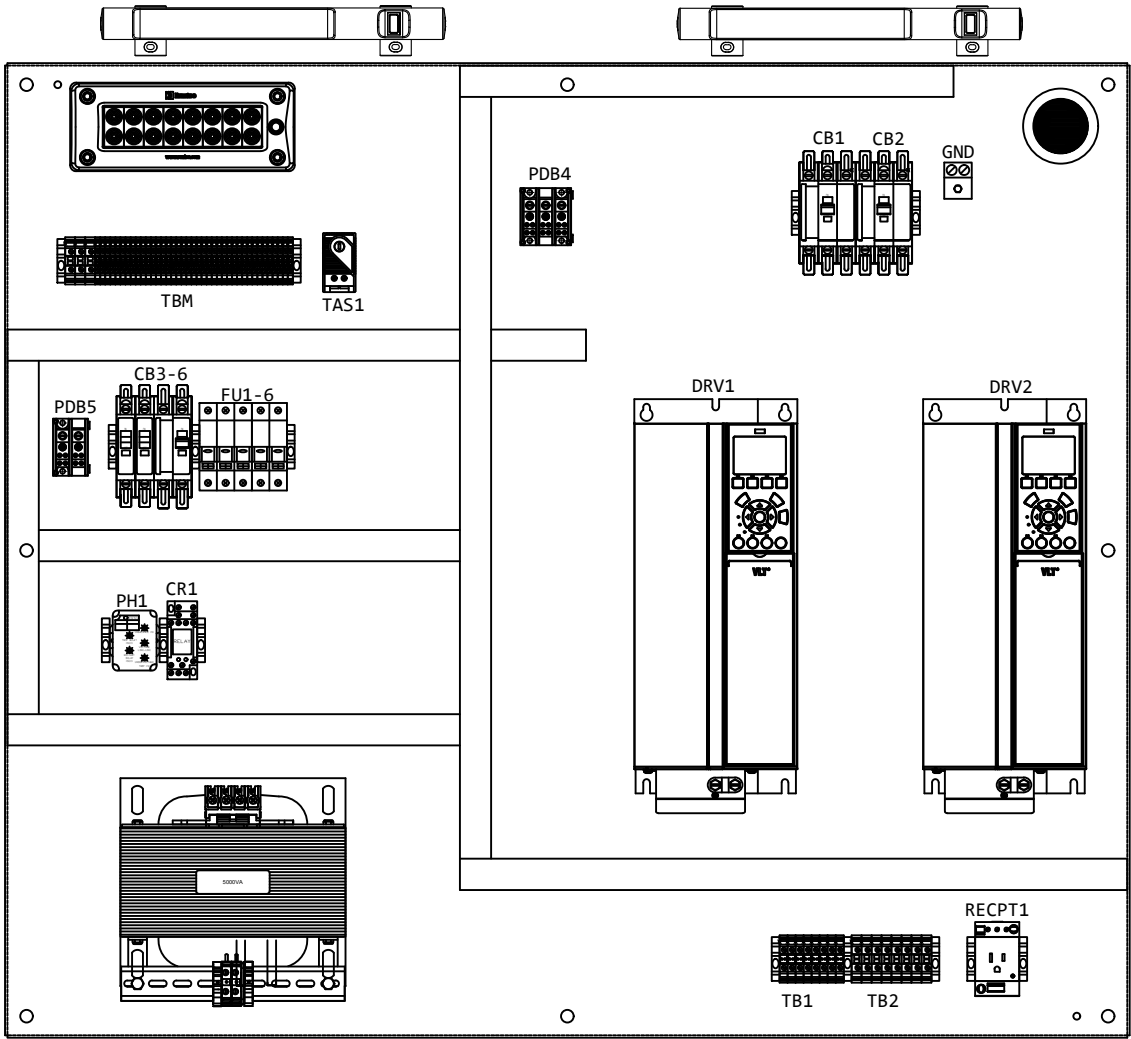
DATE
8/5/24

PANEL REQUIREMENTS	
SYM.	
VOLTAGE	230 VAC
PHASE	3 PHASE
FREQUENCY	60 Hz
SCCR	5 kA RMS SYM
TOTAL FLA	86.5 FLA
TYPE	3R

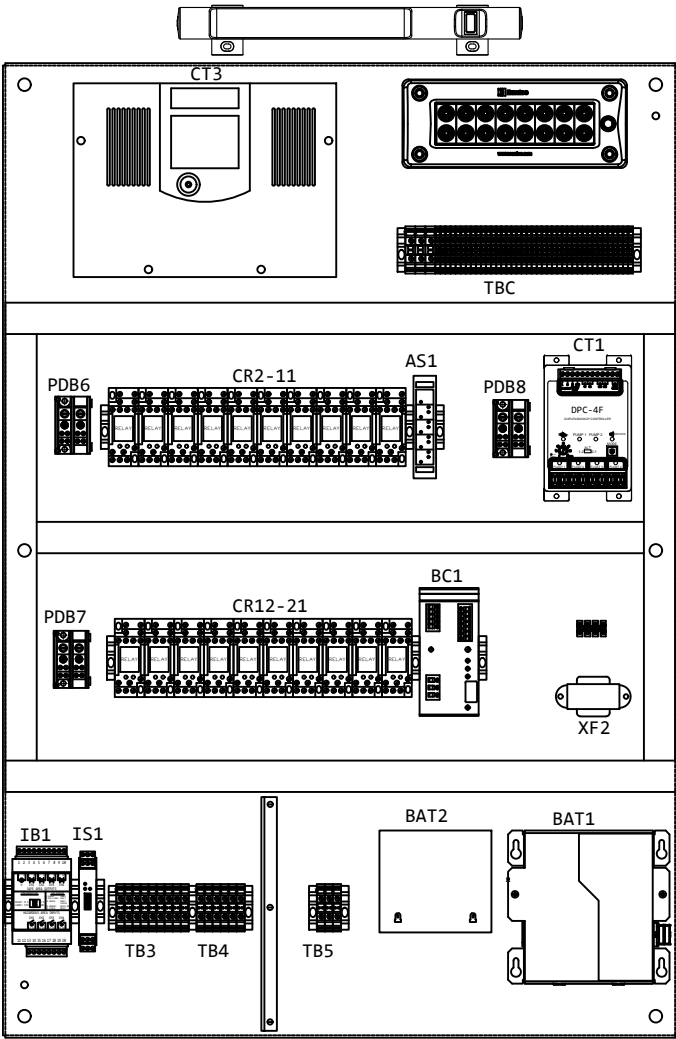
LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA
PROJECT NUMBER	
20242918	



SERVICE
BACKPANEL



MCC
BACKPANEL



CONTROL
BACKPANEL

LAYOUT SUBJECT TO CHANGE WITHOUT NOTICE

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CHAMPLIN ASSOCIATES
SACO, ME
NEW ARC ARMOR
DUPLEX CONTROL PANEL

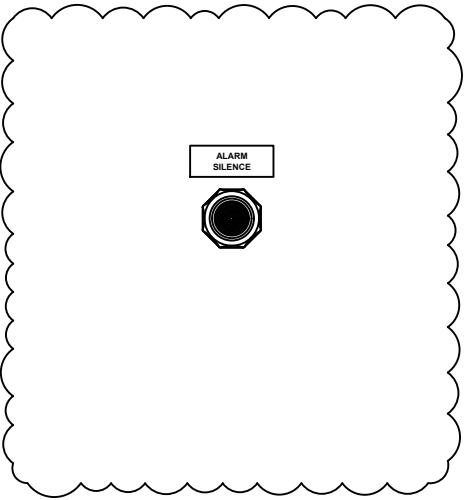
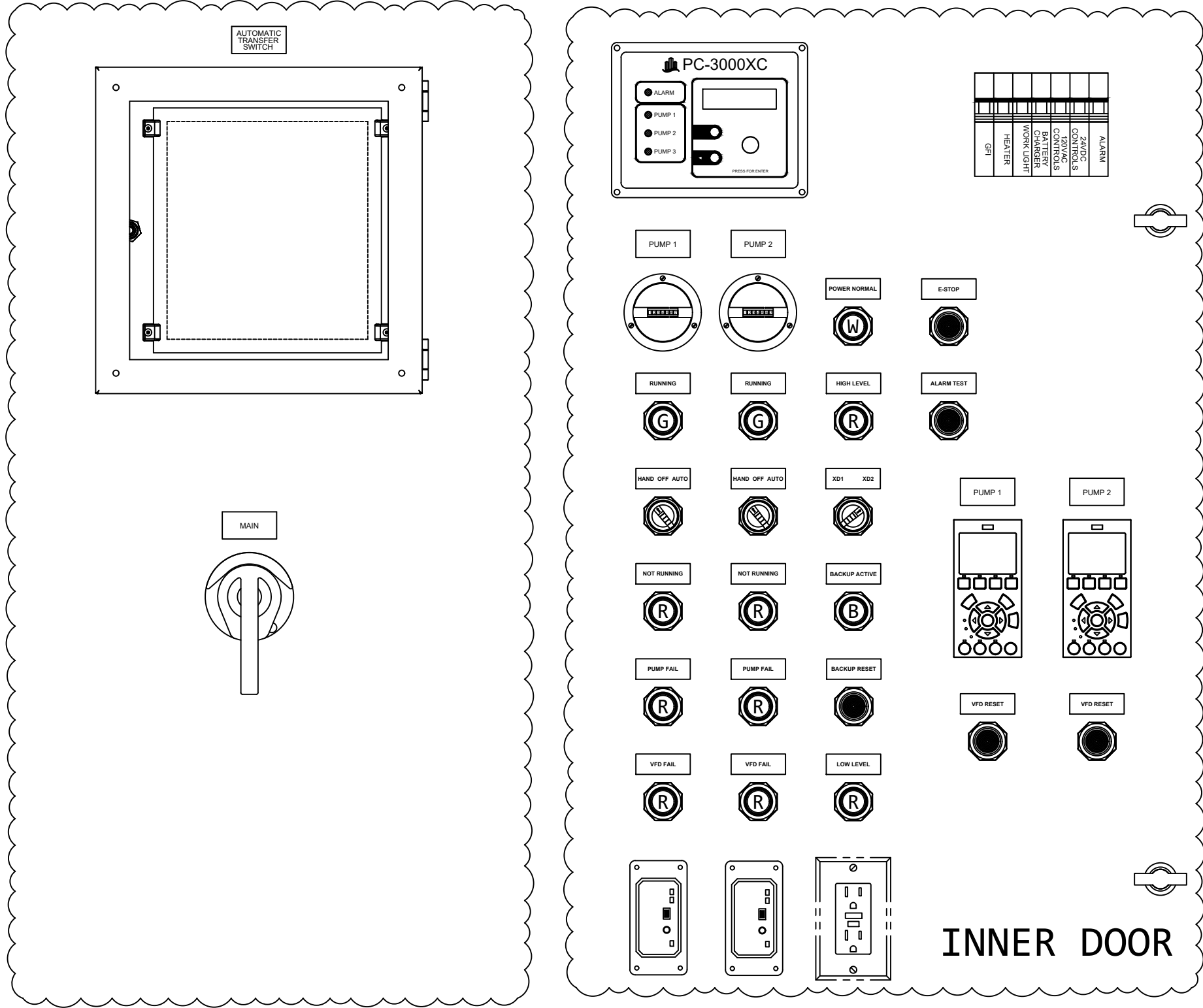
DRAWN BY
BMC

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LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA
PROJECT NUMBER	
20242918	

OBJECTS ENLARGED
FOR CLARITY



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SHEET NUMBER
15 OF 15

NO.	REVISION HISTORY	DATE	BY

**PRIMEX**
primexcontrols.com
2221 Ford Drive - Ashland, Oh 44805
419-281-5767

CHAMPLIN ASSOCIATES
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NEW ARC ARMOR
DUPLEX CONTROL PANEL

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LARGEST MOTOR POWER REQUIREMENTS	
HP	13.1 HP
FLA	32.4 FLA
PROJECT NUMBER	
20242918	

#11

Site Plan Approval Criteria



Site Plan Approval Criteria

We offer the following information in support of the Site Plan Approval Criteria:

Compliance with all Applicable Standards: We believe that we have met all the standards of the land use ordinance and are not asking for any waivers outside of the inapplicable solar decommissioning standards. Multifamily development is an allowed use within the Portland Road district.

Other Laws: We believe that the project follows all federal and state laws. The site and buildings were designed to be in compliance with the Americans with Disabilities Act.

Compatibility with Neighboring Buildings: The property is compatible with neighboring buildings. The development area is in the portion of the property that is closest to Portland Road. The first phase is currently located directly north of the Aquaboggin Water Park. The combined apartment complex will have no impact on the operation of the water park. The development is located generally away from nearby residences.

Public Safety: The development will meet basic public safety standards for fire protection, access for public safety vehicles and provides appropriate separation for pedestrian & vehicular traffic. A second fire hydrant will be constructed along the access road and placed where requested by the fire department, near the midpoint of the second phase. The apartments will be outfitted with sprinklers. Fire trucks will be able to easily maneuver through the site because of the proposed 24' wide access drive and parking lot aisles. Sidewalks are proposed throughout the project site and pedestrian areas are separated from vehicular areas.

Lighting: Architectural style, full cut-off fixtures will be used throughout the property to provide a safe level of lighting for residents & guests while avoiding unnecessary glare into the sky and onto neighboring properties. A photometrics plan is included with the submittal materials.

Landscaping: A detailed landscaping plan is included with the submittal materials. That plan exceeds ordinance requirements.

Off-site Impacts: There are no offsite impacts to the use and peaceful enjoyment of abutting properties because of noise, vibrations, fumes, odors, dust or other causes due

to the residential nature of the property. During construction, dust will be controlled by the contractor by the procedures that are outlined in the attached erosion & sedimentation control plan as well as the good housekeeping standards set forth by the Maine DEP.

Vehicle Circulation and Pedestrian Access: The site has been designed for easy circulation of both vehicles and pedestrians. Vehicles will access the project via a new drive aisle that was designed to comply with City road standards. The access drive features 12' lanes, areas of on-street parking, curbing and sidewalks. The existing intersection with Portland Road has three lanes: an inbound lane, a dedicated left turn out lane and a dedicated right turn out lane. The parking areas meet ordinance requirements: 24' wide drive aisles, 9' wide parking spaces & ample handicapped parking spaces. Pedestrians are separated from vehicular traffic. A sidewalk will be installed along the entire length of the entrance driveway, along the parking areas where adjacent to the apartment buildings. The project also features pedestrian areas throughout the project.

Flood Hazards: The project is not located in a flood hazard area. An excerpt of the relevant FEMA Floodmap is included in SLODA Application Section 12 – Stormwater Management.

Wastewater: The project will connect to the City sewer system. The system design will be reviewed and approved by the water resource recovery department prior to final approval by the planning board. A new gravity sewer main will be constructed in the main access drive of the second phase that leads to a private pump station. The pump station was designed to meet the current water resource recovery department recommendations.

Solid Waste: The applicant will contract with a private waste hauler for removal of all trash and recycling materials that is generated by the future residents. The applicant already contracts with a waste hauler for the first phase. There are eleven trash disposal and recycling buildings conveniently located in the various parking lots that will house trash receptacles and recycling bins.

Construction debris, wood waste and any special waste will be disposed of appropriately, as outlined by Section 18 of the attached SLODA.

Stormwater and Erosion Control: The amended project is expected to create approximately 9.46 acres of new impervious area and 16.48 acres of developed area. Water quality treatment and runoff control will be accomplished by of a series of best

management practices. A gravel wetland was constructed off the end of the access road in the first construction phase that treat the majority of that phase. The second phase features a Gravel Wetland, Filter Basin, Roof Drain Filter Strips & Meadow Buffer BMPs that will provide stormwater quality and quantity control to runoff flows of the second phase of apartments, solar array, private way and single family lot to ensure that the post-development peak flow rates for the 2, 10, 25, and 50-year/24-hour design storm events do not exceed the pre-development conditions.

A full stormwater report is attached in Section 12 of the attached SLODA.

An erosion control plan is outlined on the construction plans and Section 14 of the attached SLODA.

Water Supply: The project will be served by the public water system. Maine Water has the capacity to serve the project and will review and approve the construction elements prior to final approval.

Hazardous Materials: There are not any hazardous materials that will be produced by the apartment complex. If any hazardous materials are found during the demolition of the either of the two single family homes, MDEP protocols will be followed as outlined in Section 18 of the attached SLODA.

Wildlife, Scenery & Unique Critical Areas: The Maine Departments of Wildlife & Fisheries and Agriculture, Conservation & Forestry were contacted as part of this project. All correspondence can be seen in the attached SLODA in Section 6 – Visual Quality & Scenic Character & Section 7 – Wildlife & Fisheries. The proposed development does not disturb any critical areas or high value wildlife areas.

Traffic: A MDOT Traffic Movement Permit is required for this project. They ensure that the project does not have a significant impact to local traffic patterns. The final traffic study & approved TMP will be forwarded to the City, once received.

Water Quality: Surface water impacts are not greater than allowed an permitted under State Law. Stormwater peak flows have been limited to predevelopment levels. Stormwater runoff from the proposed development will be treated by a variety of best management practices. See Section 12 of the SLODA for more information.

Utilities: The proposed development does not impose an unreasonable burden on sewers, storm drains, water lines or other public utilities. The water and sewer districts have sufficient capacity to handle the development. There are no connections to the public stormwater drainage system nor is there a connection to the gas main.

Audio Visual Buffer: The project maintains significant buffers between the development area and the residentially developed properties that it borders. The solar field maintains a minimum 100' undisturbed forested buffer along its perimeter. The future residents of Cloverleaf Development will be shielded from the Aquaboggin Water Park by significant landscaping to be located in the proposed access drive.

#12

Subdivision Approval Criteria



Subdivision Approval Criteria

We offer the following information in support of the Subdivision Approval Criteria:

- A. Pollution. The proposed subdivision will not result in undue water or air pollution. The wastewater will flow into the public sewer system. The development isn't adjacent to any floodplain and stormwater & erosion control plans were submitted and reviewed as part of the application.
- B. Sufficient water. The proposed subdivision has sufficient water available for the reasonably foreseeable needs of the subdivision; Maine Water Company reviewed and approved the plans and also provided an ability to serve letter.
- C. Public water supply. The proposed subdivision will not cause an unreasonable burden on an existing water supply; Maine Water Company provided an ability to serve letter.
- D. Erosion. The proposed subdivision will not cause unreasonable soil erosion or a reduction in the land's capacity to hold water so that a dangerous or unhealthy condition results; An erosion control plan was reviewed and approved as part of this project.
- E. Traffic. The proposed subdivision will not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing or proposed; The applicants obtained a Maine DOT Traffic Movement Permit. The permit and study parameters were reviewed and approved by the City 3rd party review engineer.
- F. Sewage disposal. The proposed subdivision will provide for adequate sewage waste disposal and will not cause an unreasonable burden on the municipality; The project connects to the public sewer system. The Water Resource Recovery Department reviewed and approved the project.
- G. Municipal solid waste disposal. The proposed subdivision will not cause an unreasonable burden on the municipality's ability to dispose of solid waste; Solid waste will be collected by a private hauler – as is currently done in the first phase.

- H. Aesthetic, cultural and natural values. The proposed subdivision will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline; There are no shorelines on the project nor are there any significant wildlife habitats or unusual natural areas. The apartment complex and related solar field are hundreds of feet away from the nearest single family home.
- I. Conformity with local ordinances and plans. The proposed subdivision conforms with this chapter, the zoning ordinance¹¹ and the Comprehensive Plan;
- J. Financial and technical capacity. The subdivider has provided proof of adequate financial and technical capacity to meet the standards of this chapter;
- K. Surface waters. The project is not situated entirely or partially within the watershed of any pond or lake or within 250 feet of any wetland, great pond or river.
- L. Groundwater. The proposed subdivision will not adversely affect the quality or quantity of groundwater; The wastewater flows into the public sewer system. A full erosion control plan was reviewed and approved.
- M. Flood areas. The project is not located within the 100 year flood zone. No flooded areas are anticipated.
- N. Freshwater wetlands. All freshwater wetlands within the proposed subdivision have been identified on maps submitted as part of the application, regardless of the size of these wetlands; Freshwater wetlands were delineated by a qualified professional. A report was submitted as part of the Site Location of Development Application.
- O. River, stream or brook. There are no rivers, streams or brooks on the property.
- P. Stormwater. The proposed subdivision will provide for adequate stormwater management; A stormwater management plan was reviewed and approved as part of this project.
- Q. Spaghetti lots prohibited. N/A

- R. Phosphorus concentration. N/A. The project is not located within a watershed of a great pond.
- S. Impact on adjoining municipality. The proposed subdivision will not cause unreasonable traffic congestion or unsafe conditions. Intersections in Scarborough were studied as part of the MDOT TMP.
- T. Roads. The access road meets most of the standards for a private road but is considered to be a commercial driveway. The private way meets the private way road standards.

#13

Conditional Use Approval Criteria



Conditional Use Approval Criteria

We offer the following information in support of the Conditional Use Approval Criteria:

1. The proposed use meets the definition and specific requirements set forth in the City Zoning Ordinance and will comply with applicable state or federal laws.
2. The proposed use does not impede vehicular and pedestrian circulation, or access for emergency responders, nor create hazards on site and on adjacent streets. All access driveways and parking lots were designed for easy access for emergency vehicles. Sidewalks are located throughout the project. Emergency access was provided to Apple Tree Lane

The proposed exterior lighting will not create hazards to motorists traveling on adjacent public streets, is adequate for the safety of occupants or users of the site and will not damage the value and diminish the usability of adjacent properties. All lighting features full-cutoff fixtures.

3. The provisions for buffers and on-site landscaping will provide adequate protection to neighboring properties from detrimental features of the proposal. The apartment complex and related solar field are hundreds of feet away from the nearest single family residence.
4. The proposed use will not have a significant detrimental effect on the use and peaceful enjoyment of abutting properties as a result of noise, vibrations, fumes, odor, dust, glare, fire hazard, hours of operation, nor unreasonably restrict access to light and air, or other cause. The apartment complex and related solar field will not be a significant generator of noise, vibrations, fumes, odor, dust, glare, fire hazards. The proposed lights are fully cut-off so they will not cause glare. Construction activities will be kept within daytime hours. Dust will be managed during construction.
5. The proposed use will not have a significant detrimental effect on the value of adjacent properties that could be avoided by reasonable modification of the plan. The first phase of development has been well received by the market due to the quality of the buildings and landscaping. The second phase will be of equal quality.

6. The design of the project will not result in significant flood hazards or flood damage and will be in conformance with applicable flood hazard protection requirements. Stormwater calculations were provided that showed that the development will adhere to City & Maine DEP stormwater standards. Post development flow rates do not exceed pre-development rates.

7. Adequate provision has been made for disposal of wastewater and solid waste and for the prevention of ground or surface water contamination. Wastewater will flow to the public sewer system. Solid waste will be collected by a private hauler, as is done in the first phase.

8. The proposed use will not have an adverse impact on significant scenic vistas or on significant wildlife habitats that could be avoided by a reasonable modification of the plan. The property is not home to significant wildlife habitats or unusual natural areas. Additionally, large swaths of undeveloped area will be maintained in the rear of the property.

9. The use will not cause safety hazards for pedestrians, cyclists, and operators of motor vehicles, and will not result in a decrease in the Level of Service (LOS)D at nearby intersections or at the project driveway during the peak hour. However, the Planning Board may approve the application under the following circumstances if it finds that an adequate level of safety can be attained through imposing certain conditions of approval:

- a. At signalized intersections where the level of service is already below LOS D;
- b. At signalized intersections predicted to drop below LOS D where physical improvements cannot be made to attain LOS D;
- c. At unsignalized intersections where physical improvements cannot be made to improve the level of service to LOS D;
- d. Where warrants for a traffic signal are not met; or
- e. Where signal installation is not desirable.

The project was required to obtain a MDOT Traffic Movement Permit. All traffic and pedestrian related items listed above were reviewed and deemed acceptable by both the MDOT and the City 3rd party traffic engineer.