

August 2, 2024
20126-03



Jamel Torres
Land Use Division Director
Southern Maine Planning and Development Commission
110 Main Street, #1400
Saco, Maine 04072

Response to Comments – Traffic Peer Review

Project: Fitzpatrick Development, Heavy Hammer Lane, Arundel

Applicant: BDF Holdings LLC

Mr. Torres,

Thank you for forwarding the Traffic Peer Review Memorandum by Barton & Loguidice, LLC, dated July 19, 2024, for the previously submitted Traffic Impact Study dated June 14, 2024, as part of the Site Plan Review Development Application for the Fitzpatrick Development on Heavy Hammer Lane in Arundel. We offer the following responses to each comment.

1. *The list of Other Development projects potentially impacting the study intersection at Heavy Hammer Lane and Alfred Road should be expanded to include major projects in the neighboring City of Biddeford.*

Response: The City of Biddeford was contacted to determine if there of any approved but unbuilt projects or active development applications which have supporting traffic study documentation assigning traffic through the study intersection. The City did not identify any projects which had accompanying traffic studies identifying traffic through the study area. The Peer Review Engineer did provide information for an under construction 250-unit apartment development located on Andrews Road. The trips from that project's traffic study will be incorporated into future analysis if necessary.

2. *The Sebago Technics traffic impact study estimated peak hour trip generation for the approved and under construction 6,592sf Trottier Paving Company building applying standard trip rates for a warehouse land-use. Their trip estimates for the proposed 6,592sf building is 2 trips in the evening peak hour. It is Barton and Loguidice's opinion a successful paving company at the peak of the construction season will generate much higher hourly trip volumes than a typical warehouse facility. As such, we are recommending the consultant collect actual field counts at a similar size paving company to establish the peak hour site trip generation for the Trottier Paving Company facility. Separate passenger vehicle and truck vehicle trip rates should be provided. We are recommending a minimum of three separate traffic surveys be conducted for development of the required trip generation rates for the Trottier Paving Company building.*

Response: The subject Trottier Paving facility was approved by the Arundel planning board on December 5, 2023. Note that Sebago Technics was not the representative for the site plan application.

The project description in that application states *“Anthony Trottier is proposing to develop the approximately 4-acre parcel with a 4-bay commercial garage on the property at the end of Heavy Hammer Lane.”* And in the described proposed use of the property *“Storage for paving business vehicles and equipment. Rented space for other contractor storage.”*

Specific to Trip Generation, the approved application states under Standard 5.21 Street Access and Traffic Impacts *“Access to the site will be by Heavy Hammer Lane and is designed to allow safe access and egress. The proposed use will generate fewer than 10 peak hour trips daily.”*

With this information on the approved use, we propose to revise the calculated trip generation of the facility from the previously used LUC 150 – Warehousing to LUC 180 – Specialty Trade Contractor. In our professional opinion this LUC would be an acceptable means of calculating the estimated trip generation of the proposed commercial garage.

The revised trip generation is presented below for each of the existing and proposed land uses. As can be seen in Table 6, the total calculated trip generation increases by 16 trips in the PM Peak Hour, to 83 and 85 during the Peak Hour of Adjacent Street and Generator respectively.

**Table 1 – Existing ITE Trip Generation
Land Use Code 150 – Warehousing
5,000 SF**

<i>Time Period</i>	<i>Average Rate per 1,000 SF</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
AM Peak Hour – Adjacent Street (7 – 9 AM)	0.17	1	1 (77%)	0 (23%)
AM Peak Hour – Generator	0.21	1	1 (66%)	0 (34%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	0.18	1	0 (28%)	1 (72%)
PM Peak Hour – Generator	0.23	1	0 (24%)	1 (76%)
Saturday Peak Hour	0.05	1	1 (64%)	0 (36%)

**Table 2 – Existing ITE Trip Generation
Land Use Code 180 – Specialty Trade Contractor
6,592 SF**

<i>Time Period</i>	<i>Average Rate per 1,000 SF</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
AM Peak Hour – Adjacent Street (7 – 9 AM)	1.66	11	8 (74%)	3 (26%)
AM Peak Hour – Generator	1.98	13	10 (77%)	3 (23%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	1.93	13	4 (32%)	9 (68%)
PM Peak Hour – Generator	2.18	14	5 (38%)	9 (62%)
Saturday Peak Hour	-	-	-	-

**Note no data provided for Saturday Peak Hour. Use assumed to not be in operation on weekend.*

**Table 3 – Proposed ITE Trip Generation
Land Use Code 150 – Warehousing
4,800 SF**

<i>Time Period</i>	<i>Average Rate per 1,000 SF</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
AM Peak Hour – Adjacent Street (7 – 9 AM)	0.17	1	1 (77%)	0 (23%)
AM Peak Hour – Generator	0.21	1	1 (66%)	0 (34%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	0.18	1	0 (28%)	1 (72%)
PM Peak Hour – Generator	0.23	1	0 (24%)	1 (76%)
Saturday Peak Hour	0.05	1	1 (64%)	0 (36%)

**Table 4 – Proposed ITE Trip Generation
Land Use Code 220 – Multifamily Housing (Low-Rise)
1 Dwelling Unit**

<i>Time Period</i>	<i>Average Rate per Dwelling unit</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
AM Peak Hour – Adjacent Street (7 – 9 AM)	0.40	1	0 (24%)	1 (76%)
AM Peak Hour – Generator	0.47	1	0 (24%)	1 (76%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	0.51	1	1 (63%)	0 (37%)
PM Peak Hour – Generator	0.57	1	1 (62%)	0 (38%)
Saturday Peak Hour	0.41	1	0 (N/A)	1 (N/A)

**Table 5 – Proposed ITE Trip Generation
Land Use Code 493 – Athletic Club
10,000 SF**

<i>Time Period</i>	<i>Average Rate per 1,000 SF</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
AM Peak Hour – Adjacent Street (7 – 9 AM) *	-	-	-	-
AM Peak Hour – Generator *	-	-	-	-
PM Peak Hour – Adjacent Street (4 – 6 PM)	6.29	63	39 (62%)	24 (38%)
PM Peak Hour – Generator	6.36	64	40 (63%)	24 (37%)
Saturday Peak Hour ^B	8.60	86	42 (49%)	44 (51%)

^A Indoor recreational complex field booked at 3:00 PM and beyond on weekdays. No AM Peak Hour Trip Generation calculated.

^B Data based on one study. Note that the operation of the facility is not to be different on weekends, except for hours of operation. Calculated trips (86) higher than expected operation of facility.

Truck trips for the existing and proposed warehouse buildings are expected to be minimal. Turning movement counts collected for the project included traffic generated by the existing warehouse. Of the five (5) trips recorded entering and exiting Heavy Hammer Lane from 3 PM to 6 PM during the PM peak hour, no vehicles were classified as trucks.

For the included capacity analysis, a standard 2% Heavy Vehicles rate was assumed for movements to/from Heavy Hammer Lane.

Available Truck Trip Generation for LUC 180 was also evaluated for applicability of referencing for this study. The published data rates for truck trip generation are .07 truck trips per 1,000 SF, equating to 1 rounded trip for the 6,592 SF garage. Given this lower-than-expected level, it is assumed that the site would generate 4 truck trips in each Peak Hour, representative of the 4 truck bays. Note that these trips would be considered inclusive of the calculated vehicle trip generation for LUC 180, rather than in addition to, since the ITE Trip Generation Manual defines a Vehicle Trip as “*the movement of a personal passenger vehicle or truck that transports a person across the site cordon line...*”

Assuming 1 truck trip equals 2 PCE trips, the following table details the proposed PCE trip generation of the under construction commercial garage. As previously discussed, this land use was approved by the Town of Arundel with the statement that the facility will generate less than 10 peak hour trips. Therefore, this revised trip generation is greater than that previously approved value.

Table 6 - Commercial Garage Truck Trip Generation Total

	A	B	C	D
Time Period	Total Vehicle Trips (LUC 180)	Truck Trips	Remaining Passenger Vehicle Trips (A-B)	Total Passenger Car Equivalent Trips (B*2+C)
AM Peak Hour – Adjacent Street (7 – 9 AM)	11	4	7	15
AM Peak Hour – Generator	13	4	9	17
PM Peak Hour – Adjacent Street (4 – 6 PM)	13	4	9	17
PM Peak Hour – Generator	14	4	10	18

The total calculated trip generation including the consideration of trucks is shown below in Table 7.

Table 7 – Total Calculated ITE Trip Generation

Time Period	Exist. LUC 150	Prop. LUC 150	Prop. LUC 180	Prop. LUC 220	Prop. LUC 493	Total	Prev. Total

AM Peak Hour – Adjacent Street (7 – 9 AM)	1	1	15	1	-	18	4
AM Peak Hour – Generator	1	1	17	1	-	20	4
PM Peak Hour – Adjacent Street (4 – 6 PM)	1	1	17	1	63	83	67
PM Peak Hour – Generator	1	1	18	1	64	85	69
Saturday Peak Hour	1	0	0	1	86	88	88

3. *Barton and Loguidice request additional details be provided for the proposed 10,000 SF recreational facility. Our questions include:*
- a. *Will family members and or other spectators be allowed to attend the sporting event?*
 - b. *Will game officials manage the sporting event?*
 - c. *Will food and beverages be served?*
 - d. *How many staff people will be employed by the proposed facility and what will be their work hours?*
 - e. *What measures will be used to control the number of players and visitors attending each event?*

Response: The following provides additional clarifying information for each of the questions:

- a. **Limited attendance at practices/events would typically include parents or others providing transportation to the participants. The facility is designed without dedicated spectator areas.**
- b. **Typical events at the facility would be team practices, which would not have dedicated game officials.**
- c. **Food and beverages will not be served.**
- d. **Staff will include 1 person present when groups are using the facility. Typical hours would match the hours of the facility.**
- e. **Due to the non-regulation small size of the field (+/-125' x 60'), the number of players will be limited to approximately 30 per practice/event. No events will be held which attract a greater number of participants nor to external visitors beyond those participating.**

4. *Sebago Technics developed peak hour trip generation forecasts for the proposed 10,000sf recreational facility based upon Land Use Code #493 Athletic Club as presented in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Handbook. The national trip rates applied in estimating the peak hour trip generation of the proposed 10,000sf building are based upon a very limited number of actual field surveys. The ITE*

document provides the “average trip rate per 1,000 GFA” for each designated peak hour time period. These trip rates were developed based upon a limited number of surveys conducted in the 1980’s, the 1990’s and 2,000’s. For example, the trip rate listed in the ITE document for a typical Saturday Peak Hour, which is the time period with the highest predicted level of trip generation, is based upon a single field study. It would be the opinion of Barton and Loguidice the site trip procedures used by the consultant to estimate peak hour trip generation potentially underestimates the actual trip generation of the proposed recreational facility. B & L offers two recommendations:

- a. The applicant’s traffic consultant should reach out to MaineDOT’s Region 1 Traffic Engineer for direction in developing trip generation forecasts for the proposed 10,000sf recreational facility; and or,*
- b. Conduct field traffic surveys gathered at a minimum of three local recreational centers with similar types of facilities to estimate the trip generation of the project.*

Response: The presented trip generation was previously submitted to MaineDOT as part of the application for a new Entrance Permit. This application was reviewed by the MaineDOT Region 1 Permit and Traffic Engineer and has been approved (see attached).

As detailed in the Trip Generation section of the Traffic Impact Study, the proposed use does not have a clear related ITE Trip Generation Land Use code. Based on the expected operations of the proposed facility, which will host a maximum of 30 players and two coaches for a given group, the peak hourly trip generation would occur when one group is leaving the facility and one group arriving. Conservatively assuming each participant arrives in separate vehicles (whereas due the nature of the expected Teams there would be a level of carpooling, but at this time no exact data is available to make an assumption on the percentage), this would equate to 32 vehicles leaving and 32 vehicles entering, totaling 64 peak hour trips.

The intent of the ITE trip generation calculation using LUC 493 was done specifically to address any concerns of using operational data vs. established ITE LUC. The results show that either method produces an approximately equal number of estimated trips.

The limited data present for the Saturday Peak Hour was used to provide an overly conservative approach. Saturdays at the proposed facility are not expected to be any busier than the average weekday but will have longer hours of operation based on assumed demand for the space throughout the day. This would not have an impact on the estimated peak hour trip generation that would occur during a turnover between two groups. Therefore, the calculated trip generation of 86 Saturday Peak Hour trips would be considered conservative.

- 5. The traffic consultant is requested to provide an estimated number of truck trips generated by both the existing and proposed warehouse buildings and the under construction Trottier Paving building. Further, the final site trip projections should provide a table that shows in*

separate columns the estimated number of passenger vehicle trips for each study hour and the corresponding volumes of truck trips for same peak hour time periods.

Response: Please refer to response to Comment 2 above.

6. *The Traffic Study prepared for the Heavy Hammer Lane development, which includes both existing site uses and proposed development project, is predicted to generate a total of 67 trips in the evening peak hour of the street, 69 trips in the weekday evening peak hour of the site and 88 trips in the Saturday Peak Hour. These peak hourly trip projections appear to be low, for the stated reasons above. MaineDOT Chapter 305 rules and regulations pertaining to traffic movement permits requires the responsible party for any project “that is projected to generate 100 or more passenger car equivalent (PCE) trips during peak hour of Traffic generation to file for and obtain a Traffic Movement Permit.” Barton and Loguidice recommends the Applicant submit a formal letter to MaineDOT’s Region 1 Traffic Engineer requesting his confirmation on whether a Traffic Movement Permit is required for the proposed Heavy Hammer Lane development.*

Response: An updated MaineDOT Entrance Permit has been obtained. The application for this was reviewed by the Region 1 Traffic Engineer with the determination that a TMP is not required for this project. The Approved Permit and relevant email correspondence are attached.

7. *The submitted traffic impact study includes only the existing unsignalized intersection of Heavy Hammer Lane and Alfred Road (Me. 111). The site trip assignment presented on Figure 3 predicts approximately 44 vehicle trips in the PM peak hour and 45 trips in the Saturday peak hour will travel to/from the east on Alfred Road through the New Road intersection. Barton and Loguidice concurs with the appropriateness of the single study intersection based upon the projected trip generation of the project presented in submitted traffic impact study. However, if the final approved volume of site traffic increases substantially the study area of the traffic impact study should include the New Road @ Alfred Road Intersection.*

Response: Noted. No action required at this time.

8. *MaineDOT’s most current roadway safety audit for the section of Alfred Road shows the section of Me. 111 does not meet their standards for identification of a high crash location. MaineDOT’s reports show a total of 16 motor vehicle crashes were reported between 2021 and 2023 for the section of Alfred Road between Drew Mills Road and New Road, with a critical rate factor of 0.63. Further study is not required.*

Response: Noted.

9. *Barton and Loguidice field verified the reported vehicle sight distance measurements presented in the traffic impact study of 625 feet left and 1,000 plus looking right. MaineDOT issues a Driveway/Entrance Permit for Heavy Hammer Lane on August 15, 2018. Condition # 10 of that document requires the property owner to: “Notify the MaineDOT of a proposed change of use served by the driveway when increase in traffic flow is expected to occur.” The*

Owner should submit the required written notification to MaineDOT and provide the Town of Arundel with a copy of said letter and all correspondence with MaineDOT that follow.

Response: An updated Entrance Permit has been obtained from MaineDOT, including the previously approved waivers of the sight distance standards.

Upon your review of our responses, please contact us with questions or if more information is needed.

Sincerely,

SEBAGO TECHNICS, INC.

A handwritten signature in black ink, appearing to read "D. Caldwell", is written over a light gray rectangular background.

Derek H. Caldwell, PE, PTOE
Senior Transportation Engineer

Enclosed:

Approved MaineDOT Entrance Permit Waiver and Application Package



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
REGION 1
P.O. BOX 358
SCARBOROUGH, MAINE 04070-0358

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

August 2, 2024

Owner of Parcel: **BDF Holdings, LLC**
4 Jeffrey's Way
Kennebunk, ME 04043

Applicant: **Christopher Taylor**
75 John Roberts Road, Suite 4A
South Portland, ME 04106

Permit number: 26193

Dear Mr. Taylor:

Enclosed, please find a Memorandum of Highway Driveway Permit Waiver in regards to your property located on Route 111 in Arundel, Maine. This waiver must be recorded at the York County Registry of Deeds within 90 days from the date of issue. Once it has been recorded, a copy must be returned to this office, either mailed to MaineDOT, P.O. Box 358, Scarborough, ME 04070 or emailed to region1permits@maine.gov.

The entrance permit is valid upon delivery; however, **failure to record the waiver within 90 days will render the permit invalid.**

If you have any questions, feel free to contact our office at (207) 885-7000.

Sincerely,

A handwritten signature in black ink that reads 'Van Terrell'.

Van Terrell
MaineDOT Permit Specialist

**MEMORANDUM OF
HIGHWAY DRIVEWAY / ENTRANCE PERMIT WAIVER**

Pursuant to 23 M.R.S.A. § 704 and the Driveway and Entrance Rules promulgated hereunder, 17-229 CMR Chapter 299, the **Maine Department of Transportation** has granted a waiver that allows the access to the highway from the parcel of land, all as described below.

Owner of Parcel: **BDF Holdings, LLC**
4 Jeffrey's Way
Kennebunk, ME 04043

Applicant: **Christopher Taylor**
75 John Roberts Road, Suite 4A
South Portland, ME 04106

Permit number: 26193

Parcel Description:

Location: **Arundel**, York County, on the southerly side of **Route 111 / Alfred Road**
Deed Reference: York County, Book # 17208, Page # 24
Street Address: Route 111, Arundel
Tax Map Reference: Map 4, Lot 23

Entrance Description:

Location: **In the town of Arundel on the southerly side of Route 111 / Alfred Road, the centerline being approximately 1476 feet westerly of the centerline of New Road and approximately 40 feet westerly of utility pole 181. (N 43.47428, W -70.53315)**

Type: Entrance 30 feet in width plus radii.

Use: To serve a Home Business / Commercial and/or Industrial Facility/Indoor Sports Facility/Apartment Unit.

Waiver Conditions:

W-1) The Mobility Arterial spacing standard for driveway separation distance has been reduced from 350 feet to 105 feet to the left (westerly direction).


W-2) The Mobility Arterial sight distance standard has been reduced from 840 feet to 647 feet to the left (westerly direction).

Special Conditions:

S-1) This permit approves the entrance for up to 99 vehicle trips in the peak hour, as defined in the Maine DOT Entrance Rules. When a change of use occurs, the Property Owner will be required to gain the approval of the MaineDOT. If at any time it is determined that the change of use results in vehicle trips in the peak hour exceeding the 99 trip threshold, the MaineDOT may require the owner to apply for a Traffic Movement Permit.

Maine Department of Transportation

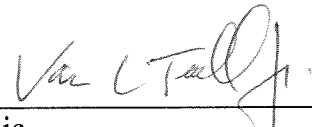
Date: 8/2/2024


By: John Skelley, P.E.
Southern Maine, Region Manager

STATE OF MAINE
County of Cumberland

Date: 8-2-2024

Personally appeared the above named John Skelley and acknowledged the foregoing instrument to be his free act and deed in his said capacity.



Notary Public

Print Name: Van L. Tarrell Jr.

My Commission Expires: _____

April 12, 2029



Maine Department of Transportation

Janet T. Mills
Governor

Driveway/Entrance Permit

Bruce A. Van Note
Commissioner

Permit Number: 26193 - Entrance ID: 1

LOCATION

OWNER
Name: **BDF Holdings, LLC**
Address: **4 Jeffrey's Way**
Kennebunk, ME 04043
Telephone: **(207)224-5257**

Route: **0111X, Alfred Road**
Municipality: **Arundel**
County: **York**
Tax Map: **4 Lot Number: 23**
Culvert Size: **inches**
Culvert Type: **N/R**
Culvert Length: **feet**
Date of Permit: **August 02, 2024**
Approved Entrance Width: **30 feet**

Date Printed: **August 02, 2024**

In accordance with rules promulgated under 23 M.R.S.A., Chapter 13, Subchapter I, Section 704, the Maine Department of Transportation (MaineDOT) approves a permit and grants permission to perform the necessary grading to construct, in accordance with sketch or attached plan, **an Entrance to Home Business / Commercial / Industrial/Indoor Sports Facility/Apartment Unit.** at a point **1476 feet West** from **New Road**, subject to the Chapter 299 Highway Driveway and Entrance Rules, standard conditions and special conditions (if any) listed below.

Conditions of Approval:

This Permittee acknowledges and agrees to comply with the Standard Conditions and Approval attached hereto and to any Specific Conditions of Approval shown here.

(G = GPS Location; W = Waiver; S = Special Condition)

G - THE ENTRANCE SHALL BE LOCATED AT GPS COORDINATES: 43.474280N, -70.533150W.

W - The Mobility Arterial spacing standard for driveway separation distance has been reduced from 350 feet to 105 feet to the left (westerly direction).

W - The Mobility Arterial sight distance standard has been reduced from 840 feet to 647 feet to the left (westerly direction).

S - In the town of Arundel on the southerly side of Route 111 / Alfred Road, the centerline being approximately 1476 feet westerly of the centerline of New Road and approximately 40 feet westerly of utility pole 181.

S - The entrance shall be constructed in general conformance with a drawing titled "Site Plan of: Indoor Recreation Complex, BDF Holdings, 4 Heavy Hammer Lane, Arundel, Maine" drawn by Sebago Technics on 06-12-24. As well as "Sketch Plan, BDF Holdings, Alfred Road, Arundel, Maine" drawn by Paul P. Gadbois on 07-24-18.

S - The entrance shall be paved, at a minimum, from the edge of the highway pavement to the edge of the highway right-of-way.

S - This permit approves the entrance for up to 99 vehicle trips in the peak hour, as defined in the Maine DOT Entrance Rules. When a change of use occurs, the Property Owner will be required to gain the approval of the MaineDOT. If at any time it is determined that the change of use results in vehicle trips in the peak hour exceeding the 99 trip threshold, the MaineDOT may require the owner to apply for a Traffic Movement Permit.

The MaineDOT has determined that:

1. The waiver will not significantly detract from public safety,
2. The proposed driveway/entrance meets the standards to the maximum extent practicable, and
3. There is no feasible alternative.

A notarized, written waiver determination has been sent to the owner. The owner shall record the waiver determination in the Registry of Deeds in the County in which the property is located within 90 days of the date of the waiver, or the waiver will be null and void and the permit will expire.

Approved by: Van Note Date: 8-2-2024

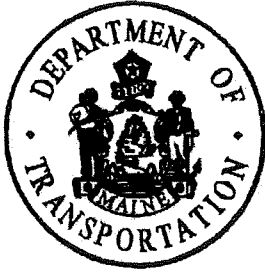
STANDARD CONDITIONS AND APPROVAL

1. Provide, erect and maintain all necessary barricades, lights, warning signs and other devices as directed by MaineDOT to properly safeguard traffic while the construction is in progress.
2. At no time cause the highway to be closed to traffic
3. Where the driveway is located within a curb, curb and gutter, and/or sidewalk section, completely remove the existing curb, curb and gutter, and/or sidewalk as may be required to create the driveway and restore drainage. All driveways abutting sidewalk sections shall meet the requirements set forth in the Americans with Disabilities Act of 1990, 42 U.S.C. Sec. 12131 et seq.
4. Obtain, have delivered to the site, and install any culverts and/or drainage structures which may be necessary for drainage, the size, type and length as called for in the permit pursuant to 23 M.R.S.A. Sec. 705. All culverts and/or drainage structures shall be new.
5. Start construction of the proposed driveway within twenty-four (24) months of the date of permit issuance and substantially complete construction of the proposed driveway within twelve months of commencement of construction.
6. Comply with all applicable federal, state and municipal regulations and ordinances.
7. Do not alter, without the express written consent of the MaineDOT, any culverts or drainage swales within the MaineDOT right of way.
8. File a copy of the approved driveway permit with the affected municipality or LUPC, as appropriate within 5 business days of receiving the MaineDOT approval.
9. Construct and maintain the driveway side slopes to be no steeper than the adjacent roadway side slopes, but in no case to be steeper than 3 horizontal to 1 vertical, unless the side slope is behind existing roadway guardrail, in which case it shall be no steeper than 2 horizontal to 1 vertical.
10. Notify the MaineDOT of a proposed change of use served by the driveway when increase in traffic flow is expected to occur. This does not exempt the need for obtaining a Traffic Movement Permit (TMP) if trip generation meets or exceeds 100 passenger car equivalents (PCE) during the peak hour of the day.
11. Construct or implement and maintain erosion and sedimentation measures sufficient to protect MaineDOT facilities.
12. Driveways shall be designed such that all maneuvering and parking of any vehicles will take place outside the highway right-of-way and where vehicles will exit the premises without backing onto the highway traveled way or shoulders. All driveways will have a turnaround area to accommodate vehicles using the premises.
13. Closing any portion of a highway or roadway including lanes, shoulders, sidewalks, bike lanes, or ATV access routes is not permitted without MaineDOT approval.

FURTHER CONDITION OF THE PERMIT

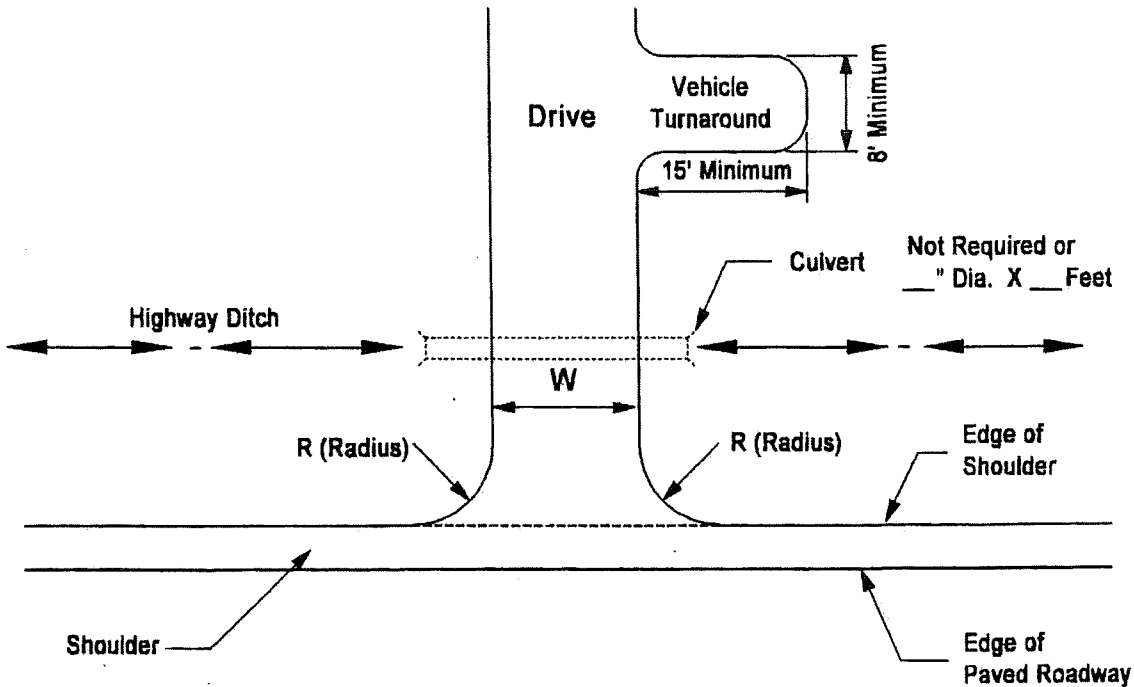
The owner shall assume, the defense of, and pay all damages, fines, and penalties for which he/she shall become liable, and shall indemnify and safe harmless said Department, its representatives, agents and employees from liability, actions against all suits, claims, damages for wrongful death, personal injuries or property damage suffered by any person or association which results from the willful or negligent action or inaction of the owner/applicant (agent) and in proceedings of every kind arising out of the construction and maintenance of said entrance(s), including snow removal.

Nothing herein shall, nor is intended to, waive any defense, immunity or limitation of liability which may be available to the MaineDOT, their officers, agents or employees under the Maine Tort Claims Act or any other privileges and/or immunities provided by law. It is a further condition that the owner will agree to keep the right of way inviolate for public highway purposes and no signs (other than traffic signs and signals), posters, billboards, roadside stands, culvert end walls or private installations shall be permitted within Right of Way limits.



State of Maine
 Department of Transportation
Entrance / Driveway Details

PLAN

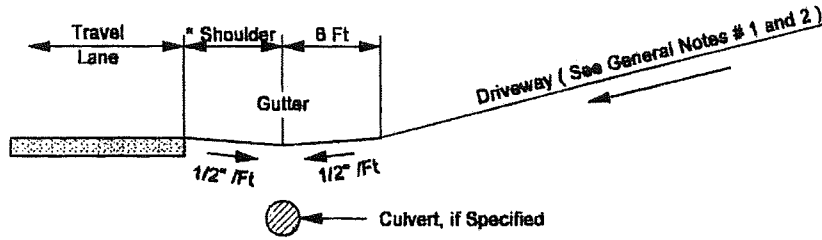


GENERAL NOTES -

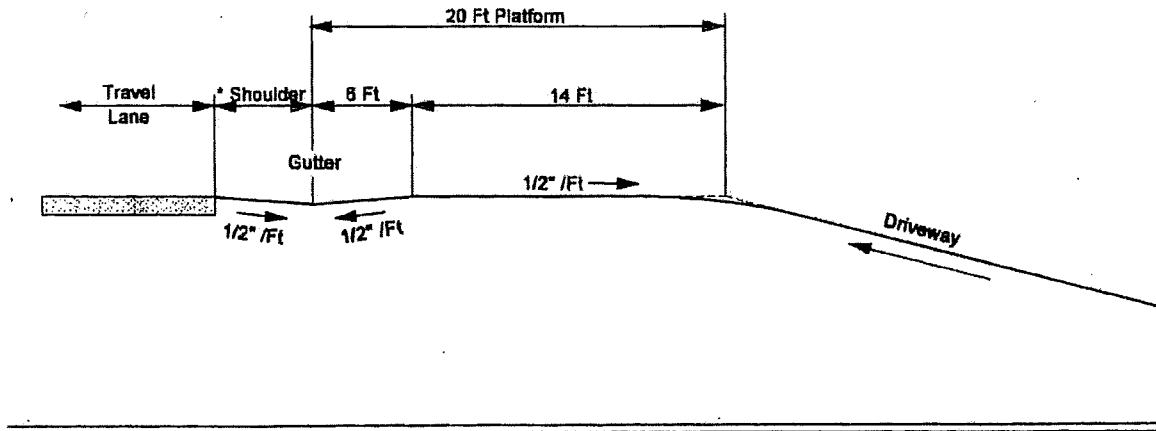
1. ALL RESIDENTAL OR COMMERCIAL DRIVES WITH 10% GRADE OR MORE SLOPING DOWN TOWARDS THE HIGHWAY SHALL BE PAVED TO THE RIGHT OF WAY LINE, AS A MINIMUM, INCLUDING SHOULDER, IF GRAVEL AND HAVE DITCHES TO CONTROL RUNOFF.
2. DRIVES SLOPING TO THE HIGHWAY SHALL BE CROWNED (1/2" PER FT. MINIMUM).
3. TO THE MAXIMUM EXTENT PRACTICAL, THE ENTRANCE MUST BE CONSTRUCTED PERPENDICULAR TO THE HIGHWAY AT THE POINT OF ACCESS. EXCEPT WHERE CURBING EXISTS OR IS PROPOSED, THE MINIMUM RADIUS ON THE EDGES OF THE ENTRANCE MUST BE 10 FEET OR AS OTHERWISE REQUIRED AS SHOWN.
4. ENTRANCES/DRIVEWAYS WILL BE BUILT WITH AN ADEQUATE TURN-AROUND AREA ON SITE TO ALLOW ALL VEHICLES TO MANUEVER AND PARK WITHOUT BACKING ONTO THE HIGHWAY. THIS TURN-AROUND SHALL BE AT LEAST 8 FEET WIDE BY 15 FEET LONG.
5. ENTRANCES/DRIVEWAYS AND OTHER ASSOCIATED SITE WORK WHICH DIRECTS WATER (RUNOFF) TOWARD THE HIGHWAY MUST BE CONSTRUCTED, CROWNED STABILIZED AND MAINTAINED WITH MATERIALS AND APPROPRIATE TEMPORARY/PERMANENT EROSION CONTROL MATERIALS IN ACCORDANCE WITH MDOT BEST MANAGEMENT PRACTICES.
6. THE PROFILE OF THE ENTRANCES MUST COMPLY WITH THE DETAILS SHOWN ON PAGE 2.

MDOT Entrance / Driveway Details, Continued

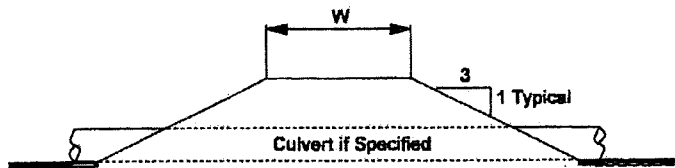
PROFILE Details



NOTE :
 Grade of Existing Shoulder Should Be Maintained To Create A Gutter With a Minimum Of Three Inches Below The Edge Of Traveled Way.
 * Distance Of The Gutter From The Edge Of Traveled Way Should Be The Same As Existing Shoulder Or A Minimum Of 4 Feet.



Driveway Cross Section



Derek Caldwell

From: Terrell, Van <Van.Terrell@maine.gov>
Sent: Monday, July 22, 2024 4:33 PM
To: Griffin Steinman
Cc: Derek Caldwell; Chris Taylor
Subject: RE: [External] Heavy Hammer Lane Entrance Permit

Hi Griffin,

Based upon the Southern Region Traffic Engineers of the submittals, this new development does not warrant a Traffic Movement Permit (TMP).

MaineDOT will update the conditions of approval and will re-issue the waiver permit. The Region Engineer is out of the office for a few days this week. When he gets back to the office I will have the Region Engineer sign the new waiver and have the waiver notarized as required. I plan to have the new waiver permit to you by the first of next week.

Sincerely,
Van

Van Terrell

Permit Specialist
Southern Region
[Maine Department of Transportation](#)
51 Pleasant Hill Rd
P.O. Box 358
Scarborough, ME 04070-0358
Office (207) 885-7040

From: Griffin Steinman <gsteinman@sebagotechnics.com>
Sent: Monday, July 22, 2024 3:26 PM
To: Terrell, Van <Van.Terrell@maine.gov>; Region1Permits <Region1Permits@maine.gov>
Cc: Derek Caldwell <dcaldwell@sebagotechnics.com>; Chris Taylor <ctaylor@sebagotechnics.com>
Subject: RE: [External] Heavy Hammer Lane Entrance Permit

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Van,

Do you have any updates regarding this entrance permit review for Heavy Hammer Lane?

Thank you,

Griffin Steinman, EI

Traffic Engineer

Sebago Technics, Inc. | An Employee-Owned Company
75 John Roberts Rd., Suite 4A, South Portland, ME 04106
Office: 207.200.2100 | Direct: 207.482.6301 | Fax: 207.856.2206
gsteinman@sebagotechnics.com | www.sebagotechnics.com





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From: Terrell, Van <Van.Terrell@maine.gov>
Sent: Tuesday, June 18, 2024 10:12 AM
To: Griffin Steinman <gsteinman@sebagotechnics.com>; Region1Permits <Region1Permits@maine.gov>
Cc: Derek Caldwell <dcaldwell@sebagotechnics.com>; Chris Taylor <ctaylor@sebagotechnics.com>; Brett Wiemken <bwiemken@sebagotechnics.com>; Kailey M. Daigle <kdaigle@sebagotechnics.com>
Subject: RE: [External] Heavy Hammer Lane Entrance Permit [Filed 18 Jun 2024 10:12]

Good morning,

MaineDOT received your entrance application, and we will begin reviewing. We will contact you if additional information is required.

Thank you,
Van

Van Terrell
Permit Specialist
Southern Region
Maine Department of Transportation
51 Pleasant Hill Rd
P.O. Box 358
Scarborough, ME 04070-0358
Office (207) 885-7040

From: Griffin Steinman <gsteinman@sebagotechnics.com>
Sent: Tuesday, June 18, 2024 8:22 AM
To: Region1Permits <Region1Permits@maine.gov>
Cc: Derek Caldwell <dcaldwell@sebagotechnics.com>; Chris Taylor <ctaylor@sebagotechnics.com>; Brett Wiemken <bwiemken@sebagotechnics.com>; Kailey M. Daigle <kdaigle@sebagotechnics.com>
Subject: Heavy Hammer Lane Entrance Permit

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Please see the attached driveway permit application on behalf of BDF Holdings, LLC for Lot 4 of Heavy Hammer Lane in Arundel, Maine. Please note the entrance has an existing permit (#26193) with a special condition to update the permit to access the southernly portion of the lot.

As such, we have included the former permit, site plan, and trip generation summary to accommodate the application.

Please let me know if you need any additional information from us.

Thank you!

Griffin Steinman, EI

Traffic Engineer

Sebago Technics, Inc. | An Employee-Owned Company
75 John Roberts Rd., Suite 4A, South Portland, ME 04106
Office: 207.200.2100 | Direct: 207.482.6301 | Fax: 207.856.2206
gsteinman@sebagotechnics.com | www.sebagotechnics.com



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June 18, 2024
20126-03

Van Terrell
Permit Specialist
MaineDOT Region 1
P.O. Box 358
Scarborough, ME 04070
Region1Permits@maine.gov

RE: Heavy Hammer Lane, Arundel
Entrance Permit Application

Dear Van,

On behalf of BDF Holdings, LLC, Sebago Technics, Inc. is pleased to submit the enclosed MaineDOT Entrance Permit Application for the buildout of Lot 4 of the Heavy Hammer Lane development in Arundel. Heavy Hammer Lane was constructed in 2020 in accordance with MaineDOT Entrance Permit #26193 dated August 15, 2018.

This original permit was issued for the development of the 'northern end of the lot', referred to as Lot 2, and contains a Special Condition stating *"This Permit Approves Access to the northern end of the lot as shown on the above referenced drawing. Use of this access to the remaining 21.70 acres (southerly end of the lot) will require the submittal and approval of a new Entrance Permit Application or Traffic Movement Permit Application, depending on the proposed traffic volume to be generated by its development."*

No modifications are proposed to Heavy Hammer Lane within the existing MaineDOT ROW. Sight distance was measured on June 6th, 2024 from the existing entrance and found to be consistent with the waiver indicated in the previously issued permit. Thus, we would request that a similar waiver be included in the new permit.

The proposed development on the referenced southerly end of the lot is for a 10,000 SF indoor sports facility and a 4,800 SF warehouse with a singular loft apartment unit. The indoor sports facility is proposed to consist of a singular turf field with ancillary office and locker room space. The facility is intended to be used for practices, as the field surface is considerably smaller than regulation field dimensions. The primary user will be a youth lacrosse team with the facility available to rent by other groups for their practice use. The facility would be able to host teams/groups with a maximum of 30 players at a time, thus the highest times of trip generation would occur during an overlap when one group is exiting and one group entering the facility.

Existing development on Heavy Hammer Lane includes a 5,000 SF warehouse and a 6,592 SF commercial garage which is currently under construction.

The included memorandum details the trip generation calculation for the proposed and existing uses on Heavy Hammer Lane. The overall development is calculated to generate a total of 69 trips in the PM Peak Hour and 88 trips in the Saturday Peak Hour, and thus does not require a MaineDOT Traffic Movement Permit.

Please feel free to contact me by email at dcaldwell@sebagotechnics.com or by phone at (207) 200-2153 if you have any questions or require additional information. Thank you for your time and consideration.


Sincerely,

SEBAGO TECHNICS, INC.

A handwritten signature in black ink, appearing to read 'Derek Caldwell', is positioned above the typed name.

Derek Caldwell, PE, PTOE
Senior Transportation Engineer

DHC/dhc

Date Received:	APPLICATION FOR DRIVEWAY/ENTRANCE PERMIT MAINE DEPARTMENT OF TRANSPORTATION P.O. Box 358 Scarborough, ME 04070 Phone: (207)-885-7000 Fax: (207)-883-3806 E-mail: region1permits@maine.gov	
Application No. _____		

Application is hereby made to construct, change location, grade or use served by a driveway or entrance to property in accordance with Title 23 M.R.S.A. § 704 and §705.

Section A Property Owner Information	1. Land Owner's Name: <u>BDF Holdings LLC, c/o Ben Fitzpatrick</u> Phone# <u>207-229-5257</u> 2. Land Owner's Mailing Address: <u>4 Jeffery's Way, Kennebunk, ME 04043</u> <small style="display: flex; justify-content: space-between; font-size: 0.8em;">Address Town/City State Zip Code</small> 3. Applicant or Agent's Name: <u>Christopher Taylor - Sebago Technics, Inc.</u> Phone # <u>207-200-2092</u> 4. Applicant/Agent Mailing Address: <u>75 John Roberts Rd, Suite 4A, South Portland, ME 04106</u> <small style="display: flex; justify-content: space-between; font-size: 0.8em;">Address Town/City State Zip Code</small> 5. E-mail Address : <u>ctaylor@sebagotechnics.com</u> Work _____ Cell _____
--	--

Section B Property Location Information	6. Directions to property: <u>Existing entrance. Heavy Hammer Lane off Route 111 (Alfred Road) in Arundel, Maine.</u> 7. Route No. <u>111</u> Road Name: <u>Alfred Road</u> 8. <input type="radio"/> North <input checked="" type="radio"/> South <input type="radio"/> East <input type="radio"/> West – side of highway 9. City/Town: <u>Arundel</u> County: <u>York</u> 10. Distance from nearest intersection: <u>1476 feet</u> Name of Intersection: <u>New Road</u> 11. Nearest Utility Pole # <u>CMP PP #181</u> Attach Survey Data (if available) _____ 12. Map and Lot number <u>Map 4 Lot 23</u> Lot prior to May 25,2002? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <p style="text-align: center; color: red; font-weight: bold; margin-top: 10px;"> A copy of the tax map must be provided by the applicant. Proposed location of driveway/entrance shall be staked and flagged by the applicant. </p>
---	--

Section C Driveway/Entrance Information	13. Desired width of Driveway/Entrance: <u>30</u> Type of Surface: <u>Pavement</u> <small style="display: flex; justify-content: space-between; font-size: 0.8em;">(feet) (gravel, pavement, etc.)</small> 14. Will the development associated with this driveway/entrance have more than 10,000 square feet of impervious surface draining towards the highway? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> "Impervious surfaces" are the footprint of buildings, pavement, gravel, or other low-permeability or compacted surfaces, not including natural or man-made water bodies. 15. Does your property have an existing access? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no (If no go to line 18) 16. If this is an existing access and you are changing its use, please describe <u>Exist. permit requires new permit to for southern lot. Uses include warehousing, indoor rec. complex and a resi unit.</u> Go to Section D. 17. If this is an existing access and you are physically modifying, please describe: <u>No modification</u> Go to Section D. 18. Proposed Driveway/Entrance Purpose: <input type="radio"/> Single Family <input type="radio"/> Home Business <input checked="" type="radio"/> Commercial/Industrial <input type="radio"/> Subdivision or Development <input type="radio"/> Multi-family with 5 or less units <input type="radio"/> Multifamily with more than 5 units <input type="radio"/> Retail <input type="radio"/> Office <input type="radio"/> School <input type="radio"/> Business Park <input type="radio"/> Mall <input type="radio"/> Other (explain) _____ # employees/day _____ #customer/day _____ Busiest time of day _____ # of Lots _____
---	--

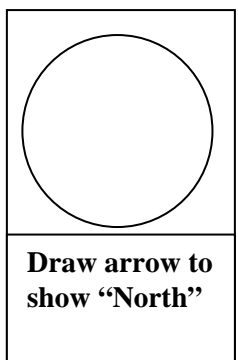
Section D Construction Information	19. Construction expected to begin on <u>August 2024</u> and be completed on <u>August 2025</u> <small style="display: flex; justify-content: space-between; font-size: 0.8em;">(date) (date)</small> 20. Person/Company constructing entrance <u>TBD</u> 21. Construction contacts name <u>TBD</u> Phone <u>TBD</u>
--	---

Site Sketch or attach Site Plan

SEE ATTACHED SITE PLAN & TRIP GENERATION CALCULATION

THE OWNER HEREBY AGREES

- 1) Provide, erect and maintain all necessary barricades, lights, warning signs and other devices to direct traffic safely while the work is in progress.
- 2) **At no time cause the highway to be closed to traffic.**
- 3) Where the drive/entrance is located within a curb, curb and gutter, and/or sidewalk section, completely remove the existing curb, curb and gutter, and/or sidewalk as may be required to create the drive/entrance and restore drainage. All driveways/entrances abutting sidewalk sections shall meet the requirements set forth in the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12132 et seq.
- 4) **Obtain, deliver to site and install any culverts and/or drainage structures necessary for drainage; the size, type and length of such culverts or structures shall be as specified in the permit pursuant to 23 M.R.S.A. § 705. All culverts and/or drainage structures shall be new.**
- 5) Complete construction of proposed driveway/entrance within twelve months of commencement of construction.
- 6) **COMPLY WITH ALL FEDERAL, STATE AND MUNICIPAL LAWS AND ORDINANCES.**
- 7) Not alter, without the express written consent of the MDOT, any culverts, drainage patterns or swales within MDOT right-of-way.
- 8) **File a copy of the approved driveway/entrance permit with the affected municipality or LURC, as appropriate, within 5 business days of receiving the MDOT approval.**
- 9) Shall construct and maintain the entrance side slopes to be no steeper than the adjacent roadway side slopes, but in no case to be steeper than 3 horizontal to 1 vertical, unless the side slope is behind existing roadway guardrail, in which case it shall be no steeper than 2 horizontal to 1 vertical.
- 10) **Notify the MeDOT(in writing) of a proposed change to use served by driveway/entrance when increase in traffic flow is expected to occur. This does not exempt the need for obtaining a Traffic Movement Permit (TMP) if trip generation meets or exceeds 100 passenger car equivalents (pce) during the peak hour of the day.**



FURTHER CONDITION OF THE PERMIT:

The owner shall assume the defense of, and pay all damages, fines, and penalties for which he/she shall become liable, and shall indemnify and safe harmless said Department, its representatives, agents and employees from liability, actions against all suite, claims, damages for wrongful death, personal injuries or property damage suffered by any person or association which results from the willful or negligent action or inaction of the owner/applicant/agent and in proceedings of every kind arising out of the construction and maintenance of said entrance(s), including snow removal. Nothing herein shall, nor is intended to, waive and defense, immunity or limitation of liability which may be available to the MDOT, their officers, agents or employees under the Maine Tort Claims Act or any other privileges and/or immunities provided by law.

The submission of false or misleading statements on or with this application, or the omission of information necessary to prevent statements submitted herein or herewith from being misleading, is a crime punishable under Chapter 19 of the Maine Criminal Code, and any permit issued in reliance thereon will be considered null and void without notice or further action by the Department.

Date Filed: 06/18/2024

Signature of Applicant

Signature of Owner

By signing and checking this box I hereby certify that I have been granted permission from the property owner to act in their behalf.

AGENT AUTHORIZATION

APPLICANT/ OWNER	Name	BDF Holdings LLC c/o Ben Fitzpatrick		
PROPERTY DESCRIPTION	Physical Address	Heavy Hammer Lane	Map	04
		Arundel, ME 04046	Lot	23 & 23C
APPLICANT'S AGENT INFORMATION	Name	Christopher Taylor, PE		
	Phone	207-200-2092	Business Name & Mailing Address	SEBAGO TECHNICS, INC 75 John Roberts Road, Suite 4a South Portland, ME 04106

APPLICANT SIGNATURE

DATE

8/28/2022



PLEASE TYPE OR PRINT NAME HERE

Ben Fitzpatrick
B.D.F. Holdings LLC

APPLICANT'S AGENT SIGNATURE

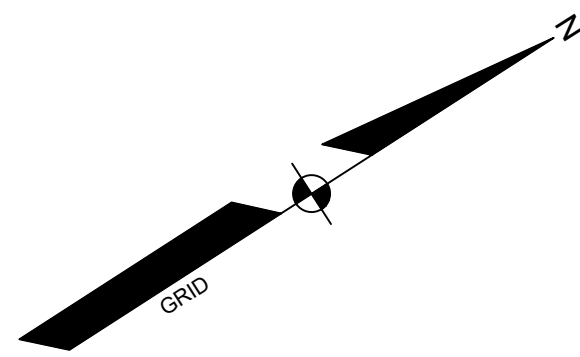
DATE



2022-08-30

PLEASE TYPE OR PRINT NAME HERE

Christopher Taylor, PE



OFF-STREET PARKING REQUIREMENTS BY USE:
SEE TABLE 5.12.4-2 IN THE ORDINANCE FOR MORE INFORMATION

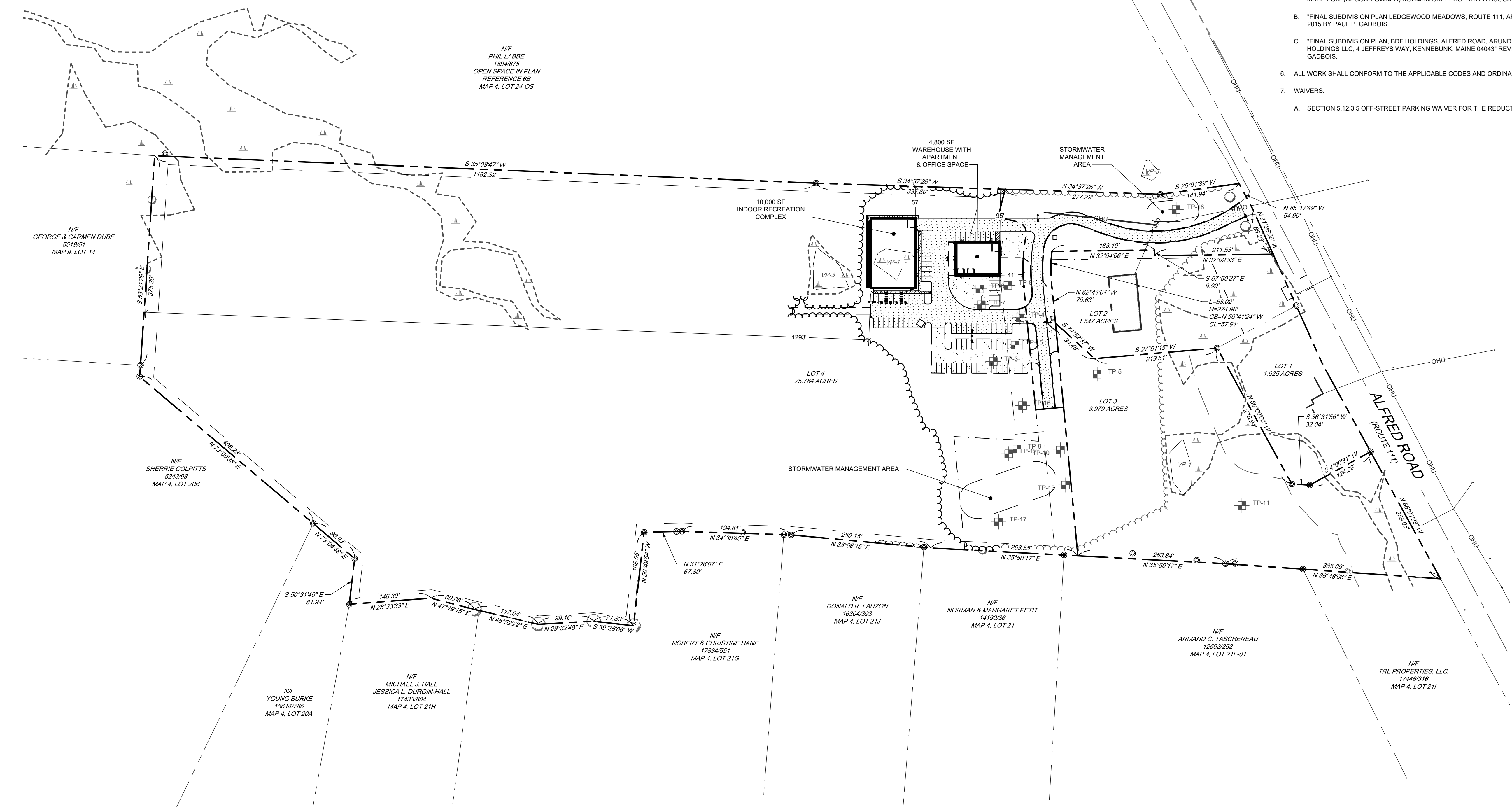
MIXED USE OFFICES:	TOTAL OF INDIVIDUAL USES	
BUSINESS & PROFESSIONAL	1 SPACE PER 200 SF OF GFA X 930 SF	= 2.45 SPACES
RESIDENTIAL:	1.25 SPACES PER DWELLING UNIT X 1	= 1.25 SPACES
WAREHOUSE:	1 SPACE PER 500 SF OF GFA X 3,870 SF	= 7.74 SPACES
COMMERCIAL RECREATION FACILITY:	1 SPACE PER 100 SF OF GFA X 10,000 SF	= 100.00 SPACES
	SPACES REQUIRED:	111.44 SPACES
	SPACES PROVIDED:	85 SPACES

GENERAL NOTES

- THE RECORD OWNER OF THE PARCEL IS BDF HOLDINGS, LLC BY THE FOLLOWING DEED RECORDED AT THE YORK COUNTY REGISTRY OF DEEDS:
MAP 4, LOT 23 - DATED DECEMBER 13, 2018 IN BOOK 17861, PAGE 0465
- THE PROPERTY IS SHOWN AS LOTS 23 ON THE TOWN OF ARUNDEL TAX MAP 4 AND IS LOCATED IN THE ALFRED ROAD BUSINESS DISTRICT (AR).
- SPACE AND BULK CRITERIA FOR THE ALFRED ROAD BUSINESS DISTRICT (AR) ARE AS FOLLOWS:

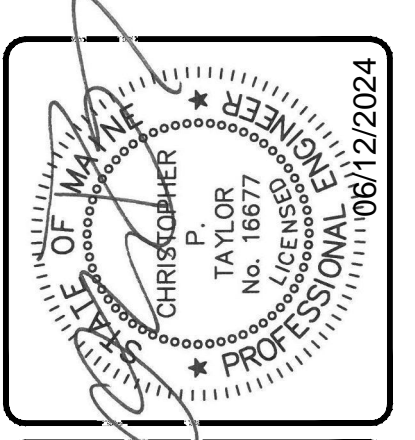
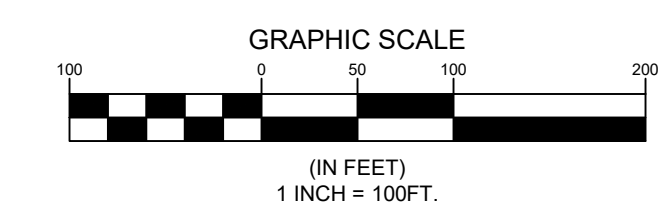
REQUIRED	LOT 23
MINIMUM LOT SIZE:	1 ACRES 25.78 ACRES
MINIMUM FRONT SETBACK:	40 FEET 41 FEET
MINIMUM SIDE SETBACK:	15 FEET 57 FEET
MINIMUM REAR SETBACK:	25 FEET 1293 FEET
MAXIMUM BUILDING HEIGHT:	50 FEET N/A
MAXIMUM IMPERVIOUS LOT COVERAGE:	70 %

* SEE ORDINANCE FOR MORE SPECIFIC INFORMATION AND CONFIRM WITH A TOWN OFFICIAL.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON PLAN REFERENCE A.
- PLAN REFERENCE:
 - "PLAN SHOWING A STANDARD BOUNDARY SURVEY LOCATED AT 715 ALFRED ROAD IN ARUNDEL, MAINE MADE FOR (RECORD OWNER) NORMAN CREPEAU" DATED AUGUST 18, 2001 BY JOHN D. BRUCKLER.
 - "FINAL SUBDIVISION PLAN LEDGEWOOD MEADOWS, ROUTE 111, ARUNDEL, MAINE" DATED NOVEMBER 12, 2015 BY PAUL P. GADBOIS.
 - "FINAL SUBDIVISION PLAN, BDF HOLDINGS, ALFRED ROAD, ARUNDEL, MAINE, RECORD OWNER BDF HOLDINGS LLC, 4 JEFFREYS WAY, KENNEBUNK, MAINE 04043" REVISED THROUGH APRIL 9, 2020 BY PAUL P. GADBOIS.
- ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.
- WAIVERS:
 - SECTION 5.12.3.5 OFF-STREET PARKING WAIVER FOR THE REDUCTION OF 26.44 PARKING STALLS.



APPROVAL-
TOWN OF ARUNDEL
PLANNING BOARD

_____ DATE
 _____ CHAIRPERSON



NOT FOR CONSTRUCTION

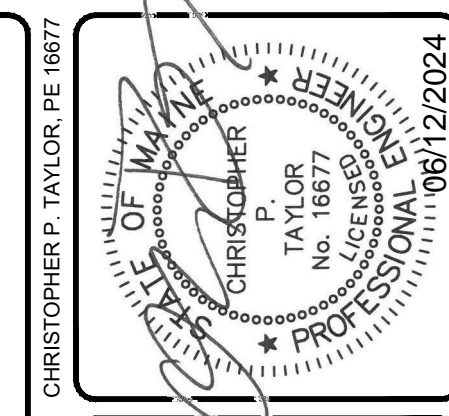
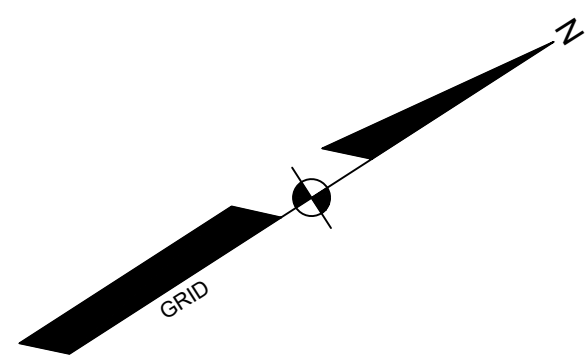
REV.	BY	DATE	STATUS
A	CPT	06/12/2024	ISSUED FOR AMENDED SITE PLAN REVIEW

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGOTECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGOTECHNICS, INC.

SEBAGO
TECHNICS
WWW.SEAGOTECHNICS.COM
75 John Roberts Rd.
Sullivan, ME 04196
South Portland, ME 04106
Tel. 207-200-2100

OVERALL SITE PLAN
OF:
INDOOR RECREATION COMPLEX
LOT 4, HEAVY HAMMER LANE
ARUNDEL, ME 04005
FOR:
BDF HOLDINGS, LLC
4 JEFFREYS WAY
KENNEBUNK, ME 04043

DESIGNED	KK
DRAWN	STI
CHECKED	CPT
DATE	06/12/2024
SCALE	1" = 100'
PROJECT	20126-03



NOT FOR CONSTRUCTION

ISSUED FOR AMENDED SITE PLAN REVIEW	STATUS:
DATE: 06/12/2024	DATE:
BY: CPT	BY:

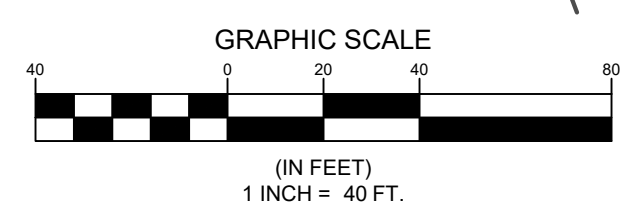
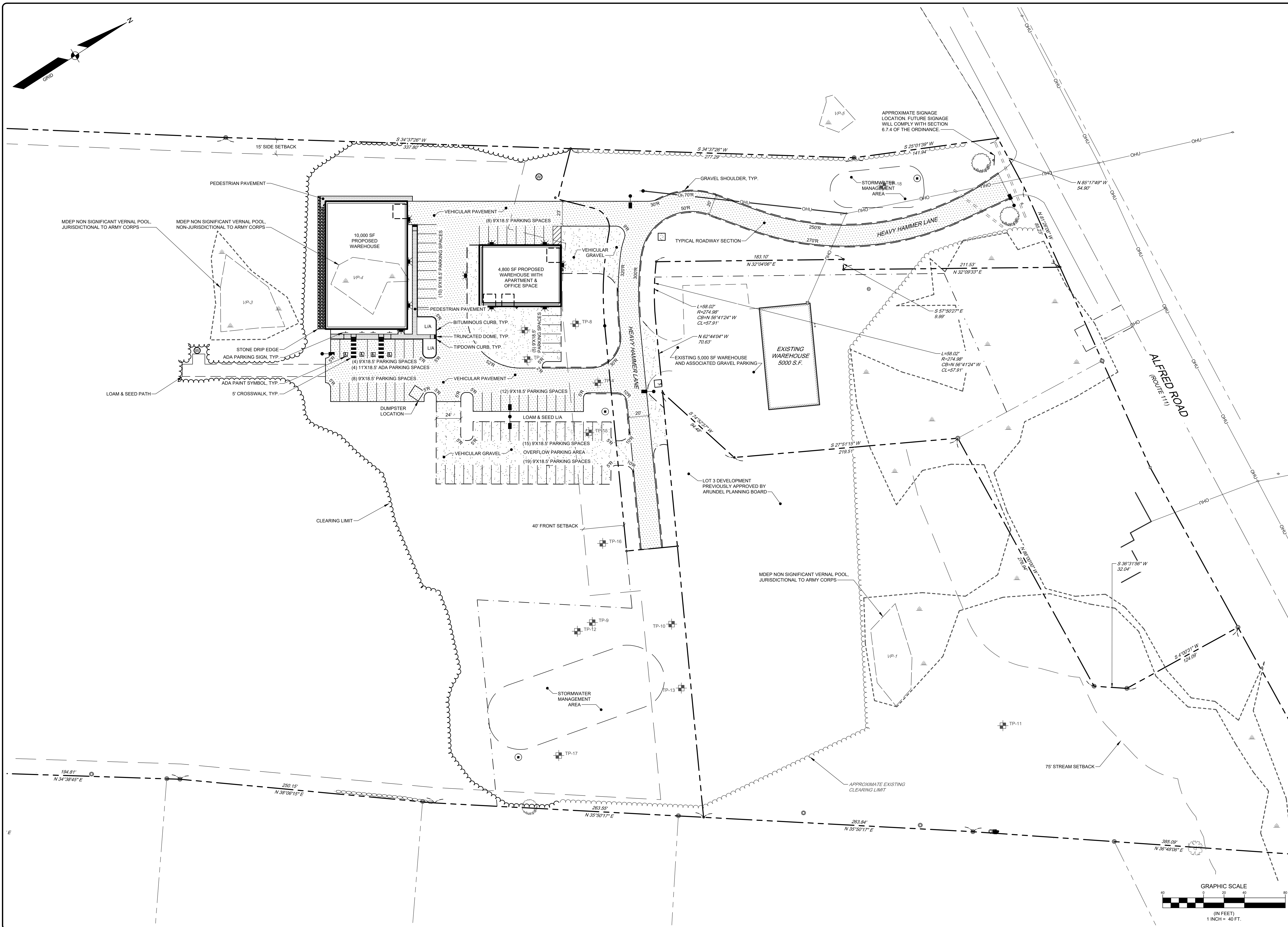
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TECHNICS
www.sebagotechnics.com
75 John Roberts Rd.
Sullivan, ME 04196
South Portland, ME 04106
Tel. 207-200-2100

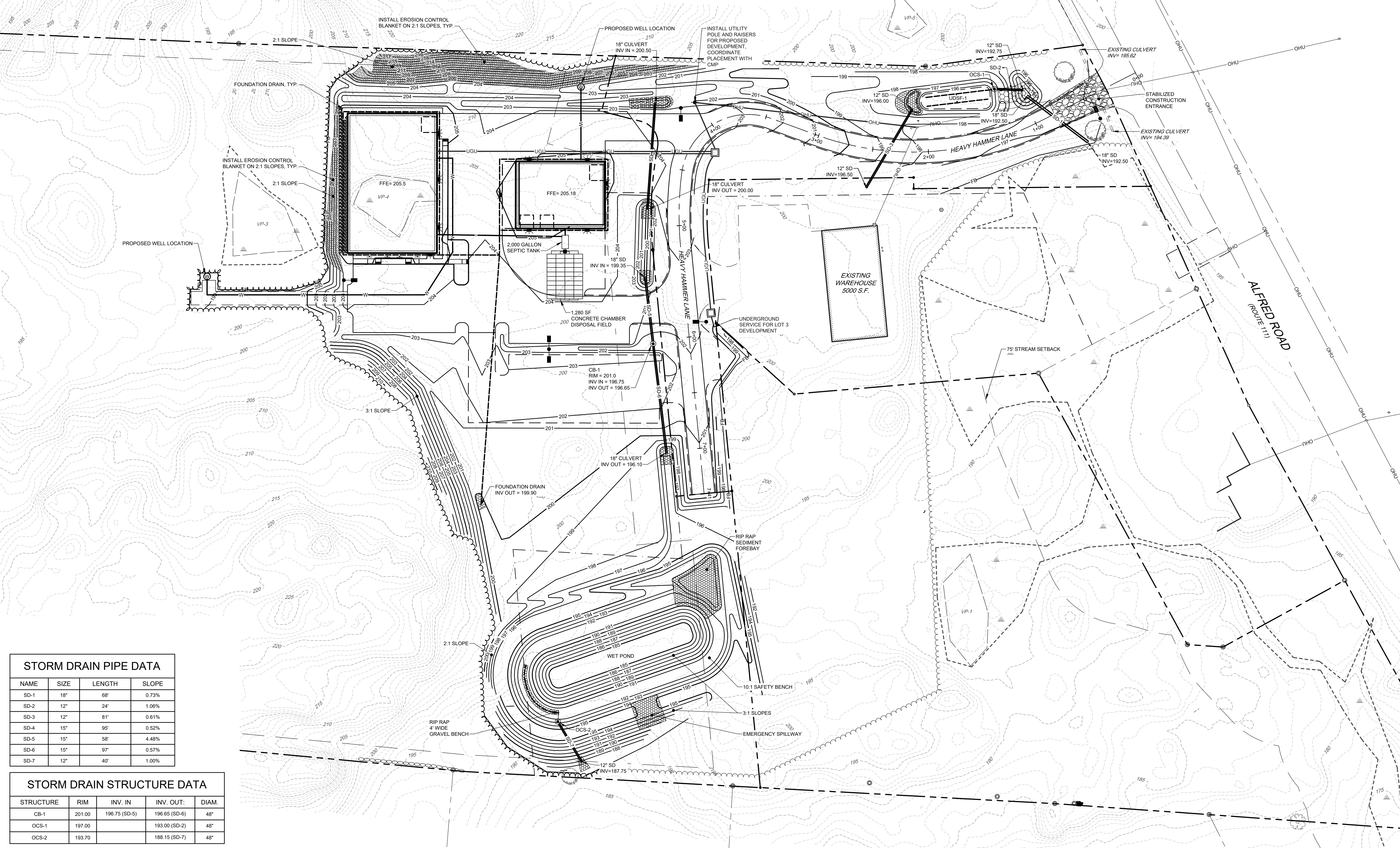
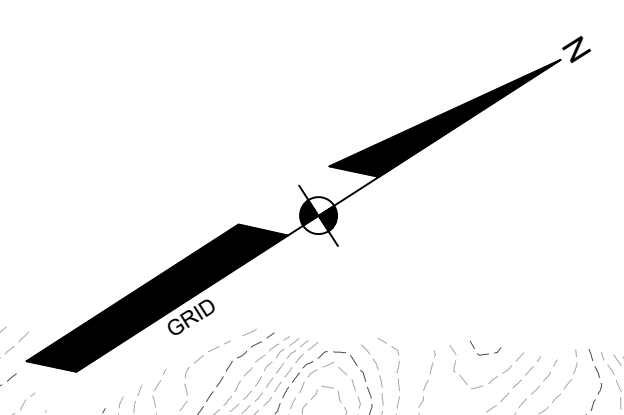
SITE PLAN
OF:
INDOOR RECREATION COMPLEX
LOT 4, HEAVY HAMMER LANE
ARUNDEL, ME 04005
FOR:
BDF HOLDINGS, LLC
4 JEFFREYS WAY
KENNEBUNK, ME 04043

DESIGNED	KK
DRAWN	STI
CHECKED	CPT
DATE	06/12/2024
SCALE	1" = 40'
PROJECT	20126-03

SHEET 4 OF 12



20126-03 S.dwg, TJB Site

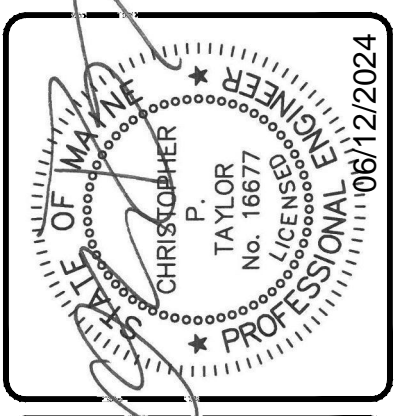
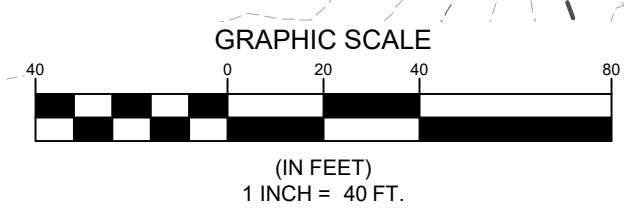


STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-1	18"	68'	0.73%
SD-2	12"	24'	1.06%
SD-3	12"	81'	0.61%
SD-4	15"	95'	0.52%
SD-5	15"	58'	4.48%
SD-6	15"	97'	0.57%
SD-7	12"	40'	1.00%

STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT	DIAM.
CB-1	201.00	196.75 (SD-5)	196.65 (SD-6)	48"
OCS-1	197.00		193.00 (SD-2)	48"
OCS-2	193.70		188.15 (SD-7)	48"



NOT FOR CONSTRUCTION

REV.	BY	DATE	STATUS
A	CPT	06/12/2024	ISSUED FOR AMENDED SITE PLAN REVIEW

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
 WWW.SEBAGOTECHNICS.COM
 75 John Roberts Rd.
 South Portland, ME 04106
 Tel. 207-200-2100

OVERALL GRADING & UTILITY PLAN
 OF:
INDOOR RECREATION COMPLEX
 LOT 4, HEAVY HAMMER LANE
 ARUNDEL, ME 04005
 FOR:
BDF HOLDINGS, LLC
 4 JEFFREYS WAY
 KENNEBUNK, ME 04043

DESIGNED	KK
DRAWN	STI
CHECKED	CPT
DATE	06/12/2024
SCALE	1" = 40'
PROJECT	20126-03



Maine Department of Transportation

Paul R. LePage
Governor

Driveway/Entrance Permit

David Bernhardt, P.E.
Commissioner

Permit Number: 26193 - Entrance ID: 1

OWNER
Name: BDF Holdings, LLC
Address: 4 Jeffrey's Way
Kennebunk, ME 04043
Telephone: (207)224-5257

Date Printed: August 15, 2018

LOCATION

Route: 0111X, Alfred Road
Municipality: Arundel
County: York
Tax Map: 4 Lot Number: 23
Culvert Size: inches
Culvert Type: N/R
Culvert Length: feet
Date of Permit: August 15, 2018
Approved Entrance Width: 30 feet

In accordance with rules promulgated under 23 M.R.S.A., Chapter 13, Subchapter I, Section 704, the Maine Department of Transportation (MaineDOT) approves a permit and grants permission to perform the necessary grading to construct, in accordance with sketch or attached plan, **an Entrance to Home Business / Commercial / Industrial** at a point **1476 feet West from New Road**, subject to the Chapter 299 Highway Driveway and Entrance Rules, standard conditions and special conditions (if any) listed below.

Conditions of Approval:

This Permittee acknowledges and agrees to comply with the Standard Conditions and Approval attached hereto and to any Specific Conditions of Approval shown here.

(G = GPS Location; W = Waiver; S = Special Condition)

G - THE ENTRANCE SHALL BE LOCATED AT GPS COORDINATES: 43.474280N, -70.533150W.

W - The Mobility Arterial spacing standard for driveway separation distance has been reduced from 350 feet to 105 feet to the left (westerly direction).

W - The Mobility Arterial sight distance standard has been reduced from 840 feet to 647 feet to the left (westerly direction).

S - In the town of Arundel on the southerly side of Route 111 / Alfred Road, the centerline being approximately 1476 feet westerly of the centerline of New Road and approximately 40 feet westerly of utility pole 181.

S - The entrance shall be constructed in general conformance with a drawing titled "Sketch Plan, BDF Holdings, Alfred Road, Arundel, Maine" drawn by Paul P. Gadbois on 07-24-18.

S - The entrance shall be paved, at a minimum, from the edge of the highway pavement to the edge of the highway right-of-way.

S - This permit approves access to the northern end of the lot as shown on the above referenced drawing. Use of this access to the remaining 21.70 acres (southerly end of the lot) will require the submittal and approval of a new Entrance Permit Application or Traffic Movement Permit Application, depending on the proposed traffic volume to be generated by its development.

The MaineDOT has determined that:

1. The waiver will not significantly detract from public safety,
2. The proposed driveway/entrance meets the standards to the maximum extent practicable, and
3. There is no feasible alternative.

A notarized, written waiver determination has been sent to the owner. The owner shall record the waiver determination in the Registry of Deeds in the County in which the property is located within 90 days of the date of the waiver, or the waiver will be null and void and the permit will expire.

Approved by: Anthony Fontana Date: 8-15-2018

8/15/2018

STANDARD CONDITIONS AND APPROVAL

1. Provide, erect and maintain all necessary barricades, lights, warning signs and other devices as directed by MaineDOT to properly safeguard traffic while the construction is in progress.
2. At no time cause the highway to be closed to traffic
3. Where the driveway is located within a curb, curb and gutter, and/or sidewalk section, completely remove the existing curb, curb and gutter, and/or sidewalk as may be required to create the driveway and restore drainage. All driveways abutting sidewalk sections shall meet the requirements set forth in the Americans with Disabilities Act of 1990, 42 U.S.C. Sec. 12131 et seq.
4. Obtain, have delivered to the site, and install any culverts and/or drainage structures which may be necessary for drainage, the size, type and length as called for in the permit pursuant to 23 M.R.S.A. Sec. 705. All culverts and/or drainage structures shall be new.
5. Start construction of the proposed driveway within twenty-four (24) months of the date of permit issuance and substantially complete construction of the proposed driveway within twelve months of commencement of construction.
6. Comply with all applicable federal, state and municipal regulations and ordinances.
7. Do not alter, without the express written consent of the MaineDOT, any culverts or drainage swales within the MaineDOT right of way.
8. File a copy of the approved driveway permit with the affected municipality or LURC, as appropriate within 5 business days of receiving the MaineDOT approval.
9. Construct and maintain the driveway side slopes to be no steeper than the adjacent roadway side slopes, but in no case to be steeper than 3 horizontal to 1 vertical, unless the side slope is behind existing roadway guardrail, in which case it shall be no steeper than 2 horizontal to 1 vertical.
10. Notify the MaineDOT of a proposed change of use served by the driveway when increase in traffic flow is expected to occur. This does not exempt the need for obtaining a Traffic Movement Permit (TMP) if trip generation meets or exceeds 100 passenger car equivalents (PCE) during the peak hour of the day.
11. Construct or implement and maintain erosion and sedimentation measures sufficient to protect MaineDOT facilities.
12. Driveways shall be designed such that all maneuvering and parking of any vehicles will take place outside the highway right-of-way and where vehicles will exit the premises without backing onto the highway traveled way or shoulders. All driveways will have a turnaround area to accommodate vehicles using the premises.
13. Closing any portion of a highway or roadway including lanes, shoulders, sidewalks, bike lanes, or ATV access routes is not permitted without MaineDOT approval.

FURTHER CONDITION OF THE PERMIT

The owner shall assume, the defense of, and pay all damages, fines, and penalties for which he/she shall become liable, and shall indemnify and safe harmless said Department, its representatives, agents and employees from liability, actions against all suits, claims, damages for wrongful death, personal injuries or property damage suffered by any person or association which results from the willful or negligent action or inaction of the owner/applicant (agent) and in proceedings of every kind arising out of the construction and maintenance of said entrance(s), including snow removal.

Nothing herein shall, nor is intended to, waive any defense, immunity or limitation of liability which may be available to the MaineDOT, their officers, agents or employees under the Maine Tort Claims Act or any other privileges and/or immunities provided by law. It is a further condition that the owner will agree to keep the right of way inviolate for public highway purposes and no signs (other than traffic signs and signals), posters, billboards, roadside stands, culvert end walls or private installations shall be permitted within Right of Way limits.

Memorandum

20126-03

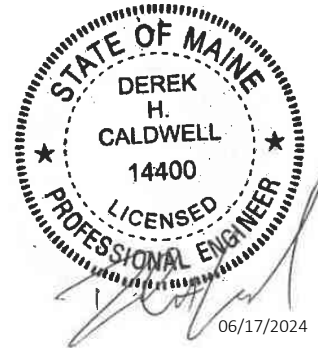
From: Derek Caldwell, P.E., PTOE, Sebago Technics

Griffin Steinman, EI, Sebago Technics

Date: June 18, 2024

Subject: Heavy Hammer Lane, Arundel, Maine

Trip Generation Calculation



Introduction

The purpose of this memorandum is to provide a summary of the trip generation calculation of the Heavy Hammer Lane development located on Alfred Road (Route 111) in Arundel, Maine in conjunction with the included Maine Department of Transportation (MaineDOT) Entrance Permit Application.

Heavy Hammer Lane was constructed in 2020 under an approved Entrance Permit #26193. An included special condition requires a new entrance permit to be filed to access the southerly end of Lot 23 on Tax Map 4.

The proposed development on this referenced southerly portion includes a new 10,000 square foot (SF) indoor recreational complex comprised of a singular turf field and a 4,800 SF warehouse with a loft apartment unit. It is important to note that the turf field is for practice use and is considerably less in size than regulation field dimensions required to play sports such as lacrosse, which is expected to be the primary use of the field.

Existing development on Heavy Hammer Lane includes a 5,000 SF warehouse and a 6,592 SF commercial garage currently under construction. As such, this memorandum summarizes trip generation for the existing and proposed development to validate the project does not require a Traffic Movement Permit (TMP).

Trip Generation

Vehicular primary trip generation was completed for the existing and proposed development by utilizing the 11th Edition of the Institute of Transportation Engineers (ITE), Trip Generation Manual.

Existing

For the existing 5,000 SF warehouse development and 6,592 SF commercial garage, land use code (LUC) 150 – Warehousing was utilized. ITE summarizes LUC 150 as “primarily devoted to the storage of materials, but it may also include office and maintenance areas.” Trip generation for the existing development was calculated based on 11,592 SF, shown in Table 1.

**Table 1 – Existing ITE Trip Generation
Land Use Code 150 – Warehousing
11,592 SF**

<i>Time Period</i>	<i>Average Rate per 1,000 SF</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
Weekday	1.71	20	10 (50%)	10 (50%)
AM Peak Hour – Adjacent Street (7 – 9 AM)	0.17	2	1 (77%)	1 (23%)
AM Peak Hour – Generator	0.21	2	1 (66%)	1 (34%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	0.18	2	1 (28%)	1 (72%)
PM Peak Hour – Generator	0.23	3	1 (24%)	2 (76%)
Saturday Peak Hour	0.05	1	1 (64%)	0 (36%)

Proposed

For the proposed 4,800 SF warehouse, LUC 150 was also used. Trip generation for the proposed warehouse was calculated based on 4,800 SF, shown in Table 2.

**Table 2 – Proposed ITE Trip Generation
Land Use Code 150 – Warehousing
4,800 SF**

<i>Time Period</i>	<i>Average Rate per 1,000 SF</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
Weekday	1.71	8	4 (50%)	4 (50%)
AM Peak Hour – Adjacent Street (7 – 9 AM)	0.17	1	1 (77%)	0 (23%)
AM Peak Hour – Generator	0.21	1	1 (66%)	0 (34%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	0.18	1	0 (28%)	1 (72%)
PM Peak Hour – Generator	0.23	1	0 (24%)	1 (76%)
Saturday Peak Hour	0.05	0	0 (64%)	0 (36%)

Above the proposed 4,800 SF warehouse includes a loft apartment unit. Trip generation for the loft apartment was performed using LUC 220 – Multifamily Housing (Low-Rise). Trip generation based upon one (1) dwelling unit is shown in Table 3.

**Table 3 – Proposed ITE Trip Generation
Land Use Code 220 – Multifamily Housing (Low-Rise)
1 Dwelling Unit**

<i>Time Period</i>	<i>Average Rate per Dwelling unit</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
Weekday	6.74	8	4 (50%)	4 (50%)
AM Peak Hour – Adjacent Street (7 – 9 AM)	0.40	1	0 (24%)	1 (76%)
AM Peak Hour – Generator	0.47	1	0 (24%)	1 (76%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	0.51	1	1 (63%)	0 (37%)
PM Peak Hour – Generator	0.57	1	1 (62%)	0 (38%)
Saturday Peak Hour	0.41	1	0 (N/A)	1 (N/A)

The proposed operations and use of the indoor recreational complex does not have a clear related ITE Trip Generation Land Use Code. Expected operational data for the proposed 10,000 SF recreational complex was reviewed to establish an expected level of trip generation and to then compare to ITE Land Use Codes which are related to, but not necessarily representative of the proposed complex. Based on information from the proposed tenant, the facility will host a maximum of 30 players and two (2) coaches at a time. The complex will predominantly operate from 3:00 PM to 10:00 PM and on weekends from 8:00 AM to 10:00 PM when organizations book their field time, typically in two-hour increments. One (1) employee will check in daily with the facility. The peak hourly trip generation would be conservatively assumed to occur when a changeover is occurring when one group is entering the site at the beginning of a reserved session while one team is exiting at the end of a session. For example, one group would have the complex from approximately 3-5 PM and another group from 5-7 PM. Assuming each participant arrives in their own vehicle, this would equate to a total of 60 trips, with 30 entering and 30 exiting.

However, it is our understanding that MaineDOT’s preference is to utilize the ITE Trip Generation Manual to determine trip generation if an applicable land use is available. A review of the 400 series land use group, “Recreational”, determined that the most applicable may be LUC 493 – Athletic Club ITE defines LUC 493 as a “a privately-owned facility that offers comprehensive athletic facilities.....These facilities are membership clubs that may allow access to the general public for a fee.”

While clearly not in line with the operations of the proposed complex which is to house a single field utilized by one group at a time, the calculated trip generation for this LUC, shown in Table 4, can be compared to the above stated operational data to see that the overall trip generation is similar, with the trip generation based on the ITE Trip Generation Manual slightly conservative. Trip generation based on the independent variable of 10,000 SF is shown in Table 4.

**Table 4 – Proposed ITE Trip Generation
Land Use Code 493 – Athletic Club
10,000 SF**

<i>Time Period</i>	<i>Average Rate per 1,000 SF</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
AM Peak Hour – Adjacent Street (7 – 9 AM) *	-	-	-	-
AM Peak Hour – Generator *	-	-	-	-
PM Peak Hour – Adjacent Street (4 – 6 PM)	6.29	63	39 (62%)	24 (38%)
PM Peak Hour – Generator	6.36	64	40 (63%)	24 (37%)
Saturday Peak Hour	8.60	86	42 (49%)	44 (51%)

*Indoor recreational complex field booked at 3:00 PM and beyond on weekdays. No AM Peak Hour Trip Generation calculated.

Trip generation utilizing LUC 493, specifically for the PM Peak Hour, is a close approximation to the anticipated operational data based on a peak hour featuring two maximum occupancy reservations occurring back-to-back of each other during. Total trip generation for Heavy Hammer Lane is summarized in Table 5.

Table 5 – Total ITE Trip Generation

<i>Time Period</i>	<i>Exist. LUC 150</i>	<i>Prop. LUC 150</i>	<i>Prop. LUC 220</i>	<i>Prop. LUC 493</i>	<i>Total</i>
AM Peak Hour – Adjacent Street (7 – 9 AM)	2	1	1	-	4
AM Peak Hour – Generator	2	1	1	-	4
PM Peak Hour – Adjacent Street (4 – 6 PM)	2	1	1	63	67
PM Peak Hour – Generator	3	1	1	64	69
Saturday Peak Hour	1	0	1	86	88

As demonstrated in Table 5, Heavy Hammer Lane development is calculated to generate four trips, 69 trips, and 88 trips during the AM, PM, and Saturday peak hour periods, respectively. Given this level of trip generation, a Traffic Movement Permit (TMP) is not required from MaineDOT as it does not surpass the 100-trip threshold during a peak hour.