

Traffic Movement Permit Application Hammond Ridge Development

Hammond Ridge Development Company LLC
P.O. Box 669
Millinocket, ME 04462



Submitted By:

Gorrill Palmer
300 Southborough Dr., Suite 200
South Portland, Maine 04106
207.772.2515

August 2025



GORRILL
PALMER

An LJB Engineering Company



August 28, 2025

Ray DeMerchant, P.E.

Northern Region Traffic Engineer
Maine Department of Transportation
41 Rice Street
Presque Isle, Maine 04769

**Subject: Application for Traffic Movement Permit
Hammond Ridge Development
TI R8 Wels, ME**

Dear Ray,

On behalf of **Hammond Ridge Development Company LLC** (applicant) and **Haley Ward** (site engineer), **Gorrill Palmer** is pleased to submit this Traffic Movement Permit Application for an additional 94 dwelling units and commercial space to an existing development. The proposed facility includes 41 recreational homes, 43 multifamily housing (Low-Rise), 10 low rise residential with ground-floor commercial in TI R8 Wels, Maine.

We have attached the following information in support of this application:

- Sections 1-6
- Signed Application Form
- Notice of Intent to File
- List of Abutters
- \$500 application fee

With the filing of this application, we are pleased to start this permit review process and would like to schedule a Scoping Meeting in the near future.

Sincerely,

Gorrill Palmer



Randy Dunton, PE, PTOE, IMSA II
Project Manager
rdunton@gorrillpalmer.com

Copy: Stephen Landry, PE MaineDOT
Matthew Polstein, NEOC
Billie Theriault, LUPC Regional Supervisor
Lucy Feeney, Haley Ward



STRUCTURAL



FALL PROTECTION
SAFETY



TRANSPORTATION



SITE DESIGN



SURVEY



WATER
RESOURCES



TECHNOLOGY
& INNOVATION

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-624-3600

FOR MDOT USE
ID #

Total Fees:
Date: Received

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

Please type or print:

This application is for:

Traffic 100-200 PCE's	<u> X </u>
Traffic 100-200 PCE's (Expedited)	<u> </u>
Traffic 200+ PCE's	<u> </u>

Name of Applicant: **Hammond Ridge Development Company LLC**
Address: **P.O. Box 669, Millinocket, ME 04462**
Telephone: **(207) 723-5438**

Name of local contact or agent: **Gorrill Palmer (Attn: Randy Dunton, PE, PTOE)**

Address: **300 Southborough Drive, Suite 200, South Portland, ME 04106** Telephone: **(207) 772-2515**

Name and type of development: **Proposed 41 recreational homes, 43 multifamily housing (Low-Rise), 10 low rise residential with ground-floor commercial.**

Location of development including road, street, or nearest route number: **The site is bounded by Millinocket Road and additional wooded areas to the west, Katahdin View Drive to the east, New England Outdoor Center to the north, and wooded area to the south.**

Town: **T1 R8 Wels** County: **Penobscot**, Tax Map **#01**, Lot **#1.2**

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

Was this development started prior to obtaining a traffic permit? Yes, Katahdin View Drive currently includes access to Knife's Edge Brewing/Pizzeria and New England Outdoor Center

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

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

Is this development or any portion of the site currently subject to state or municipal enforcement action?
None Known

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

Name(s) of DOT staff person(s) contacted concerning this application: Ray DeMerchant

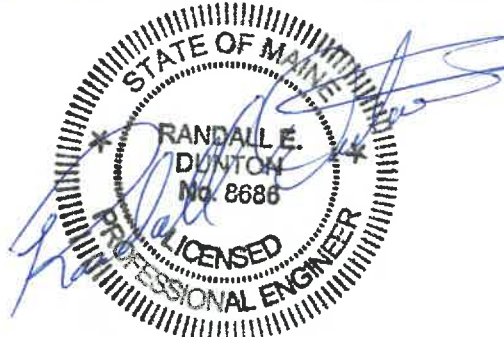
Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: N/A

CERTIFICATION

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

Signature: Randall E. Duntan Re/Cert/Lic No.: 8686

Name (print): Randall Duntan Date: 8-28-25



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

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

[Signature] Signature of applicant 8/19/25 Date

NOTICE OF INTENT TO FILE
Traffic Movement Permit

Please take notice that

Hammond Ridge Development Company LLC
Attn: Matthew Polstein
P.O. Box 669, Millinocket, ME 04462
(207) 723-5438

is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about

August 28, 2025

The application is for

Development consisting of 41 recreational homes, 43 multifamily housing (Low-Rise), 10 low rise residential with ground-floor commercial. The proposed project and an on-site existing restaurant are forecast to generate 31 AM Peak Hour of Adjacent Street trips, 94 PM Peak Hour of Adjacent Street trips, 53 AM Peak Hour of Generator trips, 131 PM Peak Hour of Generator trips, and 75 Saturday Peak Hour of Generator trips.

at the following location:

The proposed development is to be located off Katahdin View Drive (private) in T1 R8 Wels, ME. The site bounded by Millinocket Road and additional wooded areas to the west, Katahdin View Drive to the east, New England Outdoor Center to the north, and wooded area to the south. The overall site is shown on T1 R8 Wels Tax Map #01 Lot #1.2. The site is proposed to be accessed via a full movement access onto Katahdin View Drive (private); this private road will be accessible via an existing full movement access off Millinocket Road.

Any interested party may request in writing to participate in the MaineDOT scoping meeting for the subject project no later than 20 days after the application is found by the Department to be complete and is accepted for processing. Requests shall be sent to the State Traffic Engineer, 16 State House Station, Augusta, ME 04333. Public comments on the application pertaining to either congestion or safety will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Department of Transportation Region office (Rice Street – Presque Isle) during normal working hours. Addresses may be found at the following website: <https://www.maine.gov/mdot/about/regions/> A copy of the application may also be seen at LUPC in East Millinocket, Maine, and at the Penobscot County Commissioner's Office in Bangor, Maine.

Written public comments concerning congestion or safety only, may be sent to the Department of Transportation, State Traffic Engineer, 16 State House Station, Augusta, Maine 04333.



STRUCTURAL



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SAFETY



TRANSPORTATION



SITE DESIGN



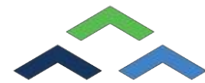
SURVEY



WATER
RESOURCES



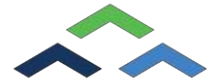
TECHNOLOGY
& INNOVATION



ABUTTER'S LISTS

ABUTTER'S LIST FOR T1 R8 WELS

PROPERTY OWNER	MAP/ LOT	STREET ADDRESS
Brian C Atwood	01-2.71	PO Box 623 Bingham, ME 04920-0623
Chelsea V Rogan	01-2.4, 01-2.31	64 River Road Jackman, ME 04945
John H Firth	04-3.1	PO Box 112 Millinocket, ME 04462
Kenneth A & Karen F Hansen	01-2.7	PO Box 540 Millinocket, ME 04462
Marion E Woodworth	01-2.5, 01-2.51	PO Box 540 Millinocket, ME 04462
Raymond K & Muriel C Woodworth	01-2.1, 01-2.6, 01-2.3, 01-2.2	PO Box 172 Millinocket, ME 04462
Richard J & Sandra L Befera	01-2.9	PO Box 391 Millinocket, ME 04462-0391
Scott A Riccio	040-3	2760 Hotel Road Auburn, ME 04210
Stephen A Hart	01-2.8	PO Box 649 Norfolk, MA 02056-0649
Timothy and Tina J Geoghegan	01-2.12	148 North Street Norfolk, MA 02056
Twin Pine Camps LLC	01-1.21, 01-1.22	PO Box 669 Millinocket, ME 04462
Katahdin Forest Management LLC	01-1	PO Box 38 Millinocket, ME 04462
No information available	04-4	No information available
Richardson Warren A Et Al Trustees	04-2	456 Swetts Pond Road Orrington, ME 04474
Hammond Ridge Development CO LLC Attn: Matthew Polstein	01-1.2	Applicant, no notification needed



ABUTTER LIST FOR T1 R9 WELS

PROPERTY OWNER	MAP/ LOT	STREET ADDRESS
David P, Elizabeth A & Shawn M Cyr	01-60, 01-1.4	PO Box 759 Millinocket, ME 04462
Derek L & Johnna L Pelletier	07-76.1	PO Box 346 Millinocket, ME 04462
Jane B Lewin	04-81.1, 07-81, 07-8.1	PO Box 928 Millinocket, ME 04462
Jonathan P & Madeline De Wet Steyn	07-83	5948 NW Theda Port Saint Lucie, FL 34983
Richard & Annamarie Soderman	07-80.2, 07- 80.21	913 63 rd Street West Bradenton, FL 34209
St Peter Harold W Sr & Maryann	07-80, 07-80.1	PO Box 303 Millinocket, ME 04462
Steven J & Brain J Pelletier	07-79	184 Ohio Street Millinocket, ME 04462
Tracy L King, Timothy D & Sonya L Wedgie	07-82	11 Labarca Lane Bangor, ME 04401
Twin Pine Camps LLC	25-61	PO Box 669 Millinocket, ME 04462
Katahdin Forest Management LLC	01-1	PO Box 38 Millinocket, ME 04462
No information available	25-59	No information available
No information available	25-24	No information available
No information available	25-23	No information available

1:36,112

- Legend:

 - Towns
 - LUPC Zones Layer
 - D-GN: General Development
 - D-PD: Planned Development
 - D-RS: Residential Development
 - M-GN: General Management
 - P-FP: Flood Prone Area Protection
 - P-FW: Fish and Wildlife Protection
 - P-GP: Great Pond Protection
 - P-SL2: Shoreland - 75' Protection
 - P-WL1: Wetlands of Special Significance Protection
 - P-WL2: Scrub-shrub Wetlands Protection
 - P-WL3: Forested Wetlands Protection
 - Unorganized Territory Parcels

Scale: 0 to 1.1 mi, 0 to 1.8 km

Section 1

Site and Traffic Information

Section I Site and Traffic Information

I.A. Site Plan

This application is for a proposed development including 94 dwelling units and accompanying commercial space off Katahdin View Drive (private) in T1 R8 Wels, Maine. The project site, currently undeveloped and wooded, is bounded by Millinocket Road and additional wooded areas to the west, Katahdin View Drive to the east, New England Outdoor Center to the north, and wooded area to the south. The overall site is shown on T1 R8 Wels Tax Map #01 Lot #1.2. The site is proposed to be accessed via a full movement access onto Katahdin View Drive (private); this private road will be accessible via an existing full movement access off Millinocket Road. The proposed preliminary site plan is included in Attachment 1A.

Pedestrian Accommodations:

- On-site:
 - There are multiple recreational trails located throughout the site, and it is anticipated that the private roadway will function as a shared space for both pedestrian and vehicular use.
- Off-site
 - There is no pedestrian accommodation along Millinocket Road.

Bicycle Accommodations:

- On-site
 - There are multiple recreational trails located throughout the site, and it is anticipated that the private roadway will function as a shared space for both bicycle and vehicular use.
- Off-site
 - No dedicated bike lanes exist along Millinocket Road.

Transit Accommodations

- On-site
 - No public transit is proposed on-site.
- Off-site
 - There is no public transit in this location.

I.B. Description of Existing and Proposed Site Uses

The existing site consists of undeveloped, wooded land located off Katahdin View Drive (private). As described in the previous section and shown on the attached site plan, site access is proposed via full movement access onto Katahdin View Drive (private), which

in turn connects to Millinocket Road through a full movement access. The applicant proposes a mixed-use development comprising 94 dwelling units, commercial space, and associated parking facilities. All parking for the development will be internal to the site and located off-street, as shown on the attached site plan. No public on-street or off-site parking is proposed. The preliminary site plan is provided in Attachment 1A.

I.C. Regional Mapping

The site is bounded by Millinocket Road and additional wooded areas to the west, Katahdin View Drive to the east, New England Outdoor Center to the north, and wooded area to the south. The overall site is shown on T1 R8 Wels Tax Map #01 Lot #1.2. A location map is provided in Attachment 1B.

I.D. Information Concerning Proposed Uses

During the MaineDOT pre-scoping meeting on July 23, 2025, the LUPC Regional Supervisor Billie Theriault stated that there are no other anticipated projects in the study area.

I.E Information Concerning Vehicle Trip Generation

Proposed Uses:

Trip generation for the proposed uses has been calculated using the Institute of Transportation Engineers' (ITE) publication, *Trip Generation*, Eleventh Edition, the most recent edition accepted by MaineDOT. Based on our review of ITE land uses and input from MaineDOT, the following Land Use Codes (LUC) were used for the proposed development:

- 43 Assumed: LUC 220 – Multifamily Housing (Low-Rise)
- 10 Assumed: LUC 230 – Low Rise Residential with Ground-Floor Commercial
- 41 Assumed: LUC 260 – Recreational Homes

Items to Note:

- Assumed 10 LUC 230 – Low Rise Residential with Ground-Floor Commercial. It should be noted that trip generation is based on one study for the “weekday” and two studies for the other time periods, and that these locations are typically located in higher-density areas. However, the resulting trip generation appears reasonable for the proposed use and location, with the exception of the

“weekday”, which appears too low. Fortunately, this time period is not used for anything.

In calculating trip generation, the MaineDOT methodology requires reviewing the average rate and the fitted curve equation. If $r^2 \geq 0.80$, the fitted curve equation is typically used, and if $r^2 < 0.80$, the average rate is generally used. Trip generation calculations are attached and summarized as follows:

Existing Uses:

In determining the need for a MaineDOT TMP, existing uses constructed and occupied within the last 10 years must also be added. For this site, that would include the following:

- Knife Edge Brewery / Pizzeria (Built 2022) – Identified as Building “01” on the attached plan. Discussions with the owner indicate that approximately two-thirds of patrons arrive from off-site, while the remaining one-third are already on-site. Review of PM and Saturday peak-hour point-of-sale data for peak summer months shows a maximum of approximately 40 customers. In coordination with MaineDOT, it was determined that Land Use Code (LUC) 945 – Drinking Place – is the appropriate classification for trip generation. The establishment operates from 11:00 AM to 9:00 PM; therefore, AM trip generation is not included in this analysis.
- Event Center (Built 2023)—This facility is used for weddings and business gatherings. According to the owner, when these events occur, almost everyone is already on-site and very little, if any, traffic is generated off-site. Therefore, no additional traffic was added to the trip generation summary table.

Total Uses:

The following Table I summarizes the trip generation for the proposed uses combined with the existing pizzeria.

Table I – Trip Generation

Time Period	Trip Generation (Trip Ends)				
	LUC 260	LUC 220	LUC 230	Drinking Place	Total
Weekday	170	351	35**	---	---

AM Peak Hour of Adjacent Street	9	17	5	NA	31
PM Peak Hour of Adjacent Street	15	39	4	36	94
AM Peak Hour Generator	28	20	5	NA	53
PM Peak Hour Generator	25	53	4	49	131
Saturday Peak Hour Generator	16*	18**	5	36***	75

*Average rate was used, **Only one source, ***AM Adjacent Street was used

It should be emphasized that, given the uniqueness of the overall larger property and all the complementary uses on-site, the trip generation summarized in the above table is most likely greater than would be expected to reach the public roadway network.

Of special note is the area identified on the attached plan as “07.” Based on discussions with the owner, this area is intended to eventually be used as an amphitheater, with outdoor concerts and gatherings. Although most of the attendees are expected to already be on-site, the concerts will be open to the public and are expected to draw from off-site. These concerts are expected to be seasonal special events and, as such, are not included in the above trip generation table.

MaineDOT Traffic Movement Permit: The highest peak hour forecast for the project (plus some existing uses) is 131 trip ends during the PM Peak Hour of the Generator. This exceeds the 100 peak hour threshold that would require a MaineDOT Traffic Movement Permit (TMP).

I.F. Information about Trip Distribution

Based on ITE’s Trip Generation Manual, the following trip distribution is forecast for Hammond Ridge Development, including all the proposed development and all of the existing drinking place/pizzeria.

Table 2 – Hammond Ridge Development Trip Distribution

Time Period	Trip Ends		
	Enter	Exit	Total
Weekday	279	277	---
AM Peak Hour of Adjacent Street	10	21	31
PM Peak Hour of Adjacent Street	59	35	94
AM Peak Hour Generator	19	34	53

PM Peak Hour Generator	81	50	131
Saturday Peak Hour	38	37	75

I.G. Information about Trip Composition and Trip Assignment

Trip Composition:

Primary trips are made for the specific purpose of traveling to or from the site, with drivers typically returning in the same direction they arrived. Diverted trips occur when motorists make a short detour from their intended route to visit the site. Pass-by trips are made by motorists already traveling past the site who choose to stop. While actual site trips may include a combination of primary, diverted, and pass-by trips, the trip distribution and assignment for this analysis are based on primary trips for the proposed dwelling units, with an assumed split of one-third on-site trips and two-thirds off-site trips for the drinking place/pizzeria. This distribution was established during the initial meeting with the Applicant. The establishment operates from 11:00 AM to 9:00 PM; therefore, AM trip generation is not included for the drinking place/pizzeria. The resulting trip distribution is as follows:

Table 3 – Drinking Place / Pizzeria Peak Hour Adjustment

Trip Type	Trip Ends			
	PM Adjacent Street Enter	PM Generator Enter	PM Adjacent Street Exit	PM Generator Exit
Primary & diverted (67%)	16	22	8	11
On-Site (33%)	8	11	4	5
Total	24	33	12	16

Table 4 shows the updated trip distribution and assignment that includes all of the proposed development and two-thirds of the drinking place/pizzeria. This assumes two-thirds of the drinking place/pizzeria is coming from off-site and one-third is being generated from on-site.

Table 4 – Hammond Ridge Development Trip Distribution

Time Period	Trip Ends		
	Enter	Exit	Total
Weekday	279	277	---
AM Peak Hour of Adjacent Street	10	21	31
PM Peak Hour of Adjacent Street	51	31	82

AM Peak Hour Generator	19	34	53
PM Peak Hour Generator	70	45	115
Saturday Peak Hour	38	37	75

Trip Assignment:

Trip assignment for this development was based on engineering judgement, traffic counts completed by the applicant, and knowledge of the area. At MaineDOT's request during the pre-scoping meeting, turning movement counts were conducted at the intersection of Millinocket Road / Katahdin View Drive / Fire Road 16. The counts were performed by the applicant on Saturday, July 26, 2025, between 5:00 PM and 6:00 PM. The results of these counts and trip assignment figures are provided in Attachment 1B.

I.H. Study Area

The study area was determined during the MaineDOT pre-scoping meeting on July 23, 2025, by the MaineDOT. The project study area will be limited to the site driveway.

Attachments:

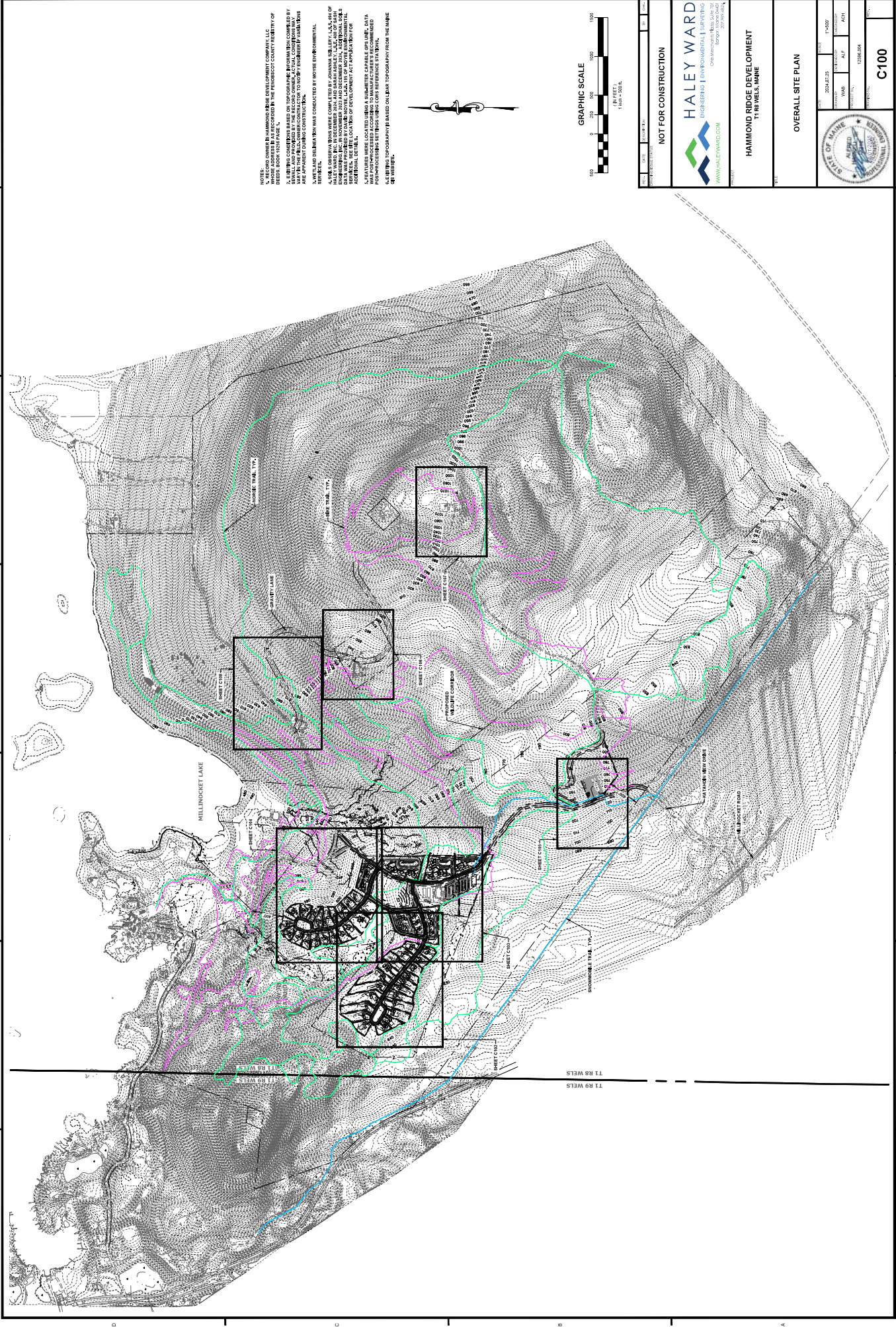
Attachment 1A – Site Survey & Proposed Site Plan

Attachment 1B – Site Location Map & Trip Assignment Diagrams & Traffic Counts

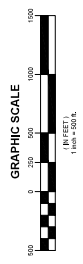
Attachment 1C – Trip Generation Calculations & ITE Supporting Documents

Attachment 1A

Site Survey Proposed Site Plan



NOTES:
1. THIS SITE PLAN WAS PREPARED BY HALEY WARD ENGINEERING, INC. FOR THE PROJECT OF HAMMOND RIDGE DEVELOPMENT, LLC.
2. ALL ELEVATIONS ARE BASED ON THE DATUM OF 1985. ELEVATIONS ARE BASED ON THE DATUM OF 1985. ELEVATIONS ARE BASED ON THE DATUM OF 1985.
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NOT FOR CONSTRUCTION

HALEY WARD
ENGINEERING, INC.
1000 Main Street
Bangor, Maine 04401
www.haleyward.com

PROJECT: HAMMOND RIDGE DEVELOPMENT
11th WELLS, MAINE

DATE: 2024.07.25
DRAWN BY: A.W.
CHECKED BY: J.W.
PROJECT NO.: 1000-004
SHEET NO.: C100

OVERALL SITE PLAN

HALE WARD ENGINEERING, INC.





LAND USE KEY

- MIXED USE COMMERCIAL (RETAIL AND FOOD SERVICE)
- COMMERCIAL (OPERATIONS, MAINTENANCE, OFFICE, LAUNDRY)
- RESIDENTIAL MIXED USE (MULTI-UNIT RES., LIGHT RETAIL)
- SINGLE FAMILY RESIDENTIAL

Lot	Use	Blkg. Ht.	Res. Units	New Residential	Parking Required	Parking Provided	Lot Area (Acres)	Lot Coverage Impervious
01	Commercial (Retail and Food Service)	35'	0	10,000	34	46 (4)	4.9	50% Max
02	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
03	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
04	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
05	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
06	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
07	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
08	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
09	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
10	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
11	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
12	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
13	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
14	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
15	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
16	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
17	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
18	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
19	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
20	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
21	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
22	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
23	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
24	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
25	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
26	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
27	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
28	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
29	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
30	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
31	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
32	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
33	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
34	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
35	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
36	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
37	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
38	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
39	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
40	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
41	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
42	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
43	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
44	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
45	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
46	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
47	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
48	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
49	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
50	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max
51	Commercial (Retail and Food Service)	35'	0	2,000	10	10 (1)	2.2	50% Max

* Per Chapter 15 Standards, parking supply shall be allowed across garages/lots where any lot/tenancy is present or need for overflow required.
** Lot 1 calculations based on approximate square footage and seating breakdown of building current use per Chapter 15 Standards.
*** Lot 2 and 3 calculations for approximate square footage and seating breakdown of building current use per Chapter 15 Standards.
**** For residential commercial (mixed use) - Chapter 15 (Chapter 15) is based on 1 (10000)

NOTES:
1. THIS PLAN INTENDED TO DEPICT CONCEPTUAL DESIGN
INTENT ONLY FINAL LAYOUT AND TREE CLEARING SUBJECT
TO MINOR MODIFICATION PRIOR TO CONSTRUCTION.

COMMON OPEN SPACE
TOTAL AREA: 73 ACRES

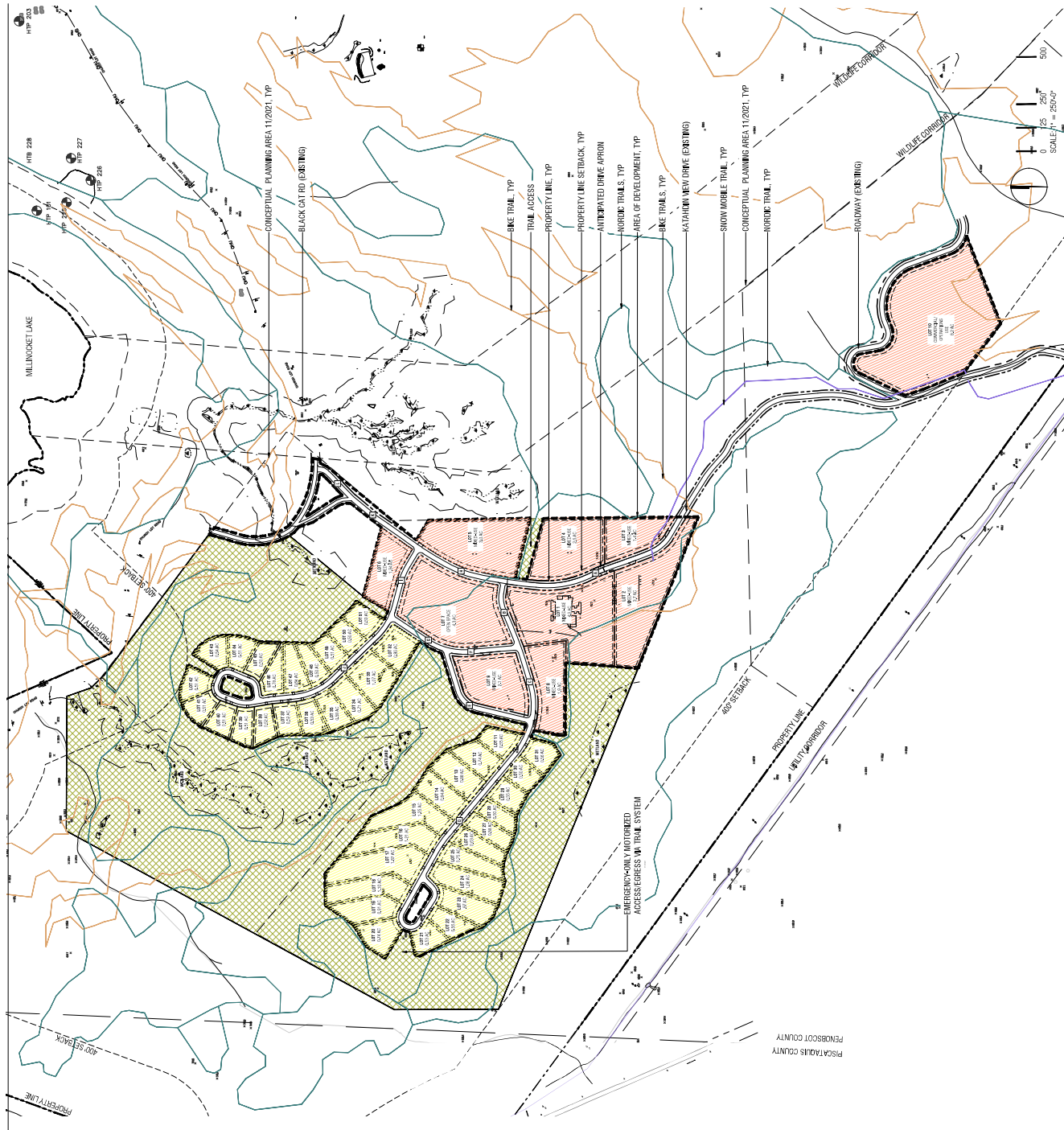
ROAD LENGTH
894 FEET
530 FEET
530 FEET
2,350 FEET
440 FEET
220 FEET

DEVELOPMENT
TOTAL AREA: 72 ACRES
SINGLE FAMILY RESIDENTIAL
SFR DETACHED (2/27) 1500-2000 SF
MIN. LOT SIZE: 20,000 SF
MAX. LOT COVERAGE: 50%
MAXIMUM BLDG. HTS: 35FT
ROADS: 20FT
SIDE: 10FT
REAR: 10FT

LAND USE SUMMARY

USE	Area	Per Acre	Per Lot	Per Acre	Per Lot	Per Acre	Per Lot	Per Acre	Per Lot
1. Single-Family Detached	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF
2. Single-Family Attached	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF
3. Multi-Family Detached	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF
4. Multi-Family Attached	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF
5. Commercial	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF
6. Industrial	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF
7. Public Use	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF
8. Open Space	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF
9. Other	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF	1500-2000 SF

LAND USE SUMMARY NOTES:
1. LOT 2 PARKING CALCULATION BASED ON ASSUMED STATE DEMAND OF 10. ADDITIONAL PARKING INDICATED INTENDED FOR EVENT OVERFLOW. SHARED PARKING AND BUS/SHUTTLE SERVICE TO BE UTILIZED FOR SPECIAL EVENTS.
2. SEE SHEET L1-00 FOR LOT COVERAGE AND OVERALL CONCEPTUAL TREE CLEARING LIMITS AND IMPERVIOUS SURFACE.



ROAD LENGTH 924 FEET

☐ G 310 FEET
☐ H 530 FEET
☐ I 390 FEET
☐ J 1,120 FEET
☐ K 440 FEET
☐ L 220 FEET

LANDSCAPE BUFFER

 BUFFER PLANTING, MIX OF NATIVE PLANT SPECIES; CONCOLOR FIR, SPRUCE, BLUEBERRY, DOGWOOD, OAK, AND BIRCH.

LANDSCAPE NOTES:

1. PLANTING AREAS INDICATED TO CONVEY PLANNING PURPOSES. FINAL SPECIES SELECTION AND QUANTITY TO BE DETERMINED PRIOR TO CONSTRUCTION.
2. ALL PLANTING SHALL BE NATIVE SPECIES SELECTED FOR THEIR APPROPRIATE HARDINESS TO THE LOCAL CLIMATE AND MICRO-CLIMATE ZONES.
3. A PLANTING PLAN SHALL BE PREPARED BY A LICENSED LANDSCAPE ARCHITECT FOR EACH LOT AND ROAD SEGMENT PRIOR TO CONSTRUCTION AND SUBJECT TO REVIEW AND APPROVAL.

SITE LIGHTING

	DESCRIPTION	QTY.	LUMENS	COLOR TEMP.	MOTION
▲	BUILDING-MOUNTED (10" MAX HT AG)	53	1767 (96,051)	3000 K	NO
●	BOLLARD (48" MAX HT AG)	51	2886 (147,180)	3000 K	NO
◎	POLE FIXTURE (20" MAX HT AG)	17	4397 (79349)	3000 K	NO
	TOTAL		313,866		

SCHEMATICALLY MOUNTED FIXTURE EXAMPLE



EXAMPLE 180



SITE LIGHTING NOTES:

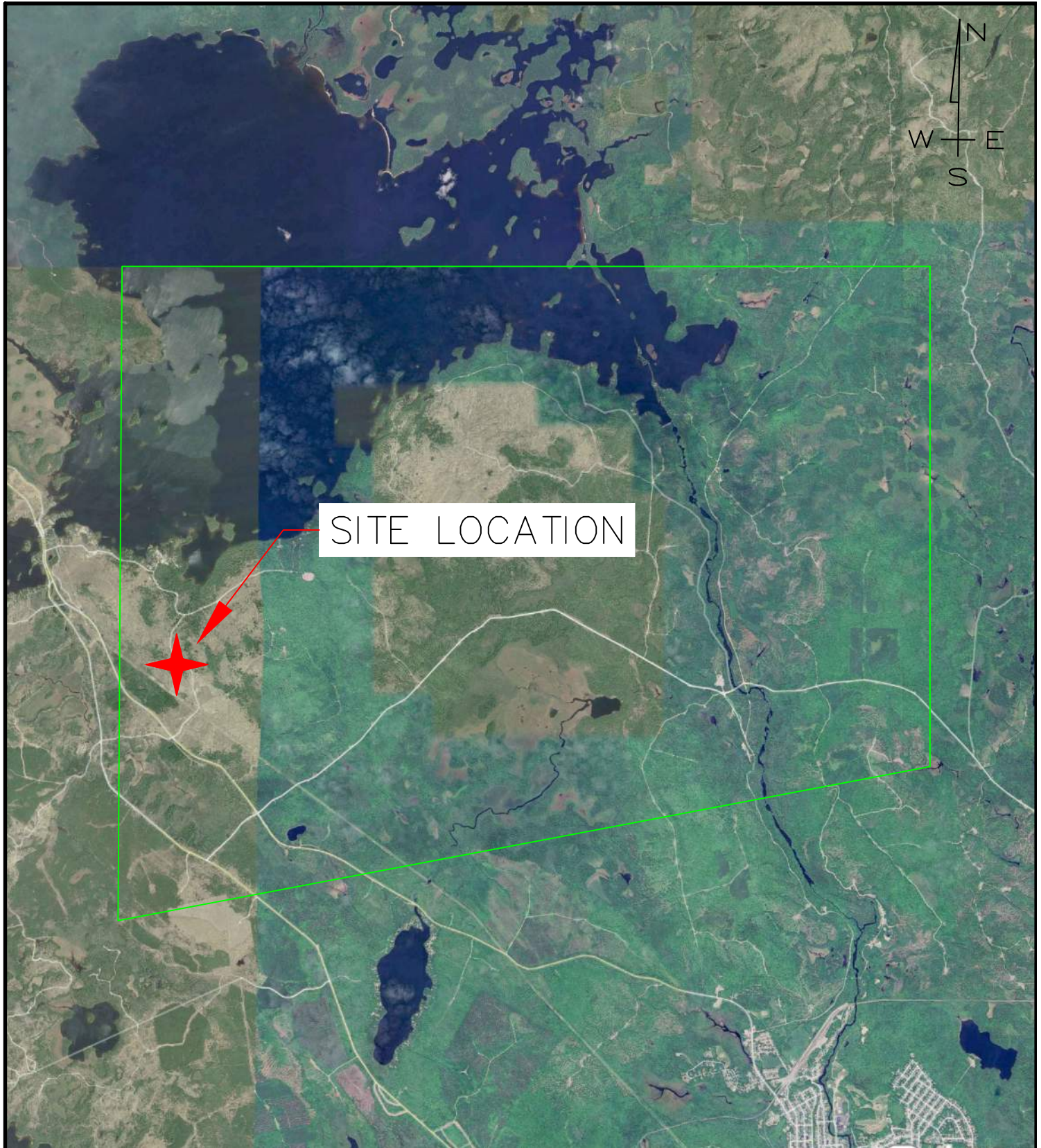
1. ALL NEW EXTERIOR LIGHTING SOURCES FOR RESIDENTIAL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT MUST HAVE A CORRELATED COLOR TEMPERATURE OF 3,000 KELVIN (K) OR LESS.
2. ALL NEW EXTERIOR LIGHTING SOURCES FOR RESIDENTIAL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT MUST BE SHIELDED TO PREVENT LIGHT FIXTURES, EXCEPT FOR LIGHTS OF 1,800 LUMEN OR LESS.
3. LIGHT FIXTURES MOUNTED ON COMMERCIAL OR CANOPIES SUCH AS THOSE FOUND AT GASOLINE STATIONS OR CONVENIENCE STORES MUST BE SHIELDED TO PREVENT LIGHT SPILLAGE AND LIGHT POLLUTION. ALL EXTERIOR LIGHTING MUST BE DESIGNED, LOCATED, INSTALLED, AND DIRECTED DOWNWARD TO ILLUMINATE ONLY THE TARGET AREA, TO THE EXTENT PRACTICABLE. ACTIVITIES MUST NOT PRODUCE A STRONG, UNWANTED GLOW OR SPILLAGE OF LIGHT INTO NEIGHBORING PROPERTIES, ANY WATER BODIES, OR ANY ROADWAY TO SO AS TO IMPAIR THE VISION OF THE DRIVER OF ANY VEHICLE UPON THAT ROADWAY OR TO CREATE NUISANCE CONDITIONS.
4. ALL EXTERIOR LIGHTING FOR RESIDENTIAL DEVELOPMENT MUST BE TURNED OFF AFTER BUSINESS HOURS, LEAVING ONLY THE MINIMAL NECESSARY LIGHTING FOR SITE SECURITY.
5. ALL EXTERIOR LIGHTING FOR RESIDENTIAL DEVELOPMENT, ALL NEW EXTERIOR LIGHTING MUST BE TURNED OFF AFTER BUSINESS HOURS, LEAVING ONLY THE MINIMAL NECESSARY LIGHTING FOR SITE SECURITY.
6. REVIEW PURPOSES ONLY. FINAL SPECIFICATION AND LOCATION OF FIXTURES MAY VARY AND SHALL BE DETERMINED PRIOR TO CONSTRUCTION. FINAL SPECIFICATIONS AND LOCATIONS SHALL GENERALLY CORRESPOND TO THIS PLAN.
7. ALL EXTERIOR LIGHTING, ELECTRICAL ENGINEERING AND DESIGN SHALL BE PERFORMED BY OTHERS.



Attachment 1B
Site Location Map
Trip Assignment Diagrams
Traffic Counts

SITE LOCATION WITHIN TERRITORY LIMITS 1

Figure No.



HAMMOND RIDGE DEVELOPMENT T1 R8 WELS, MAINE

Design: KJB
Draft: KJB
Checked: RED

Scale: NONE
Date: 8/13/2025
File Name: Figure Set-TD.dwg

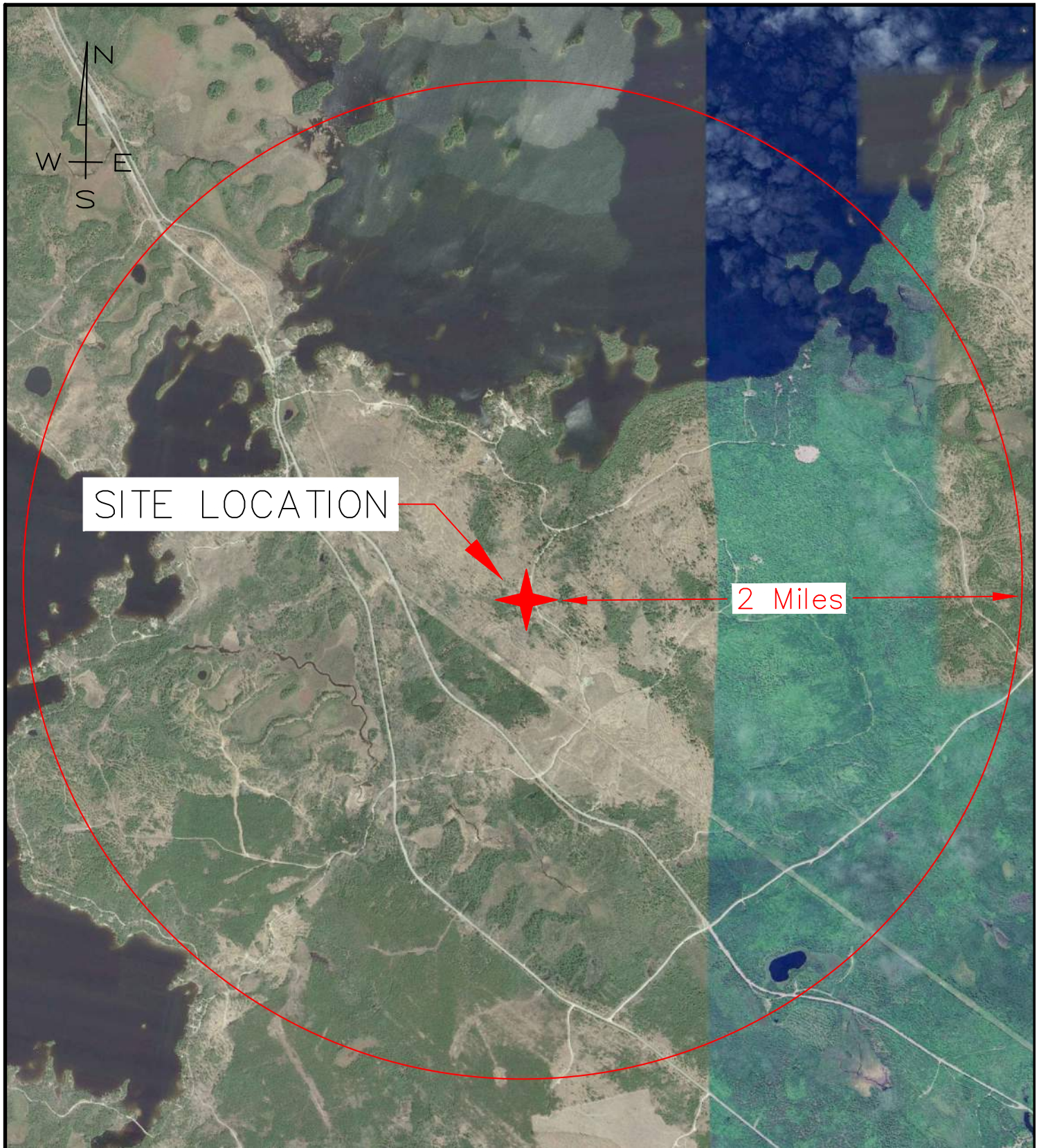


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207.772.2515

SITE LOCATION - QUARTER MILE RADIUS

Figure No.

2

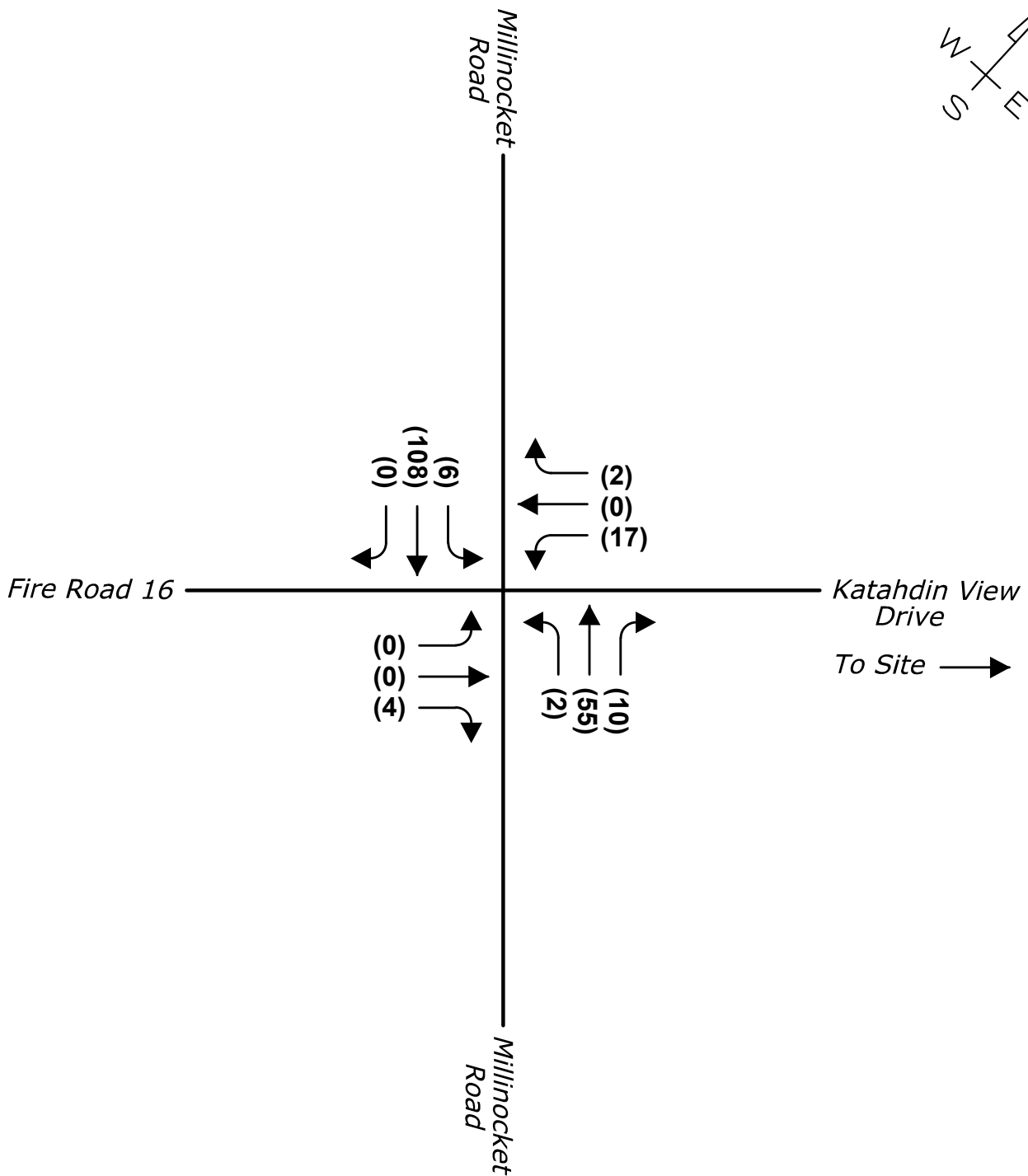


HAMMOND RIDGE DEVELOPMENT T1 R8 WELS, MAINE

Design: KJB Scale: NONE
Draft: KJB Date: 8/13/2025
Checked: RED File Name: Figure Set-TD.dwg



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Source:

Collected by Hammond Ridge Development

Saturday, July 26, 2025

From 5:00 PM - 6:00 PM

(XX) = PM PEAK HOUR

HAMMOND RIDGE DEVELOPMENT T1 R8 WELS, MAINE

Design: KJB Scale: NONE
Draft: KJB Date: 8/13/2025
Checked: RED File Name: Figure Set-TD.dwg

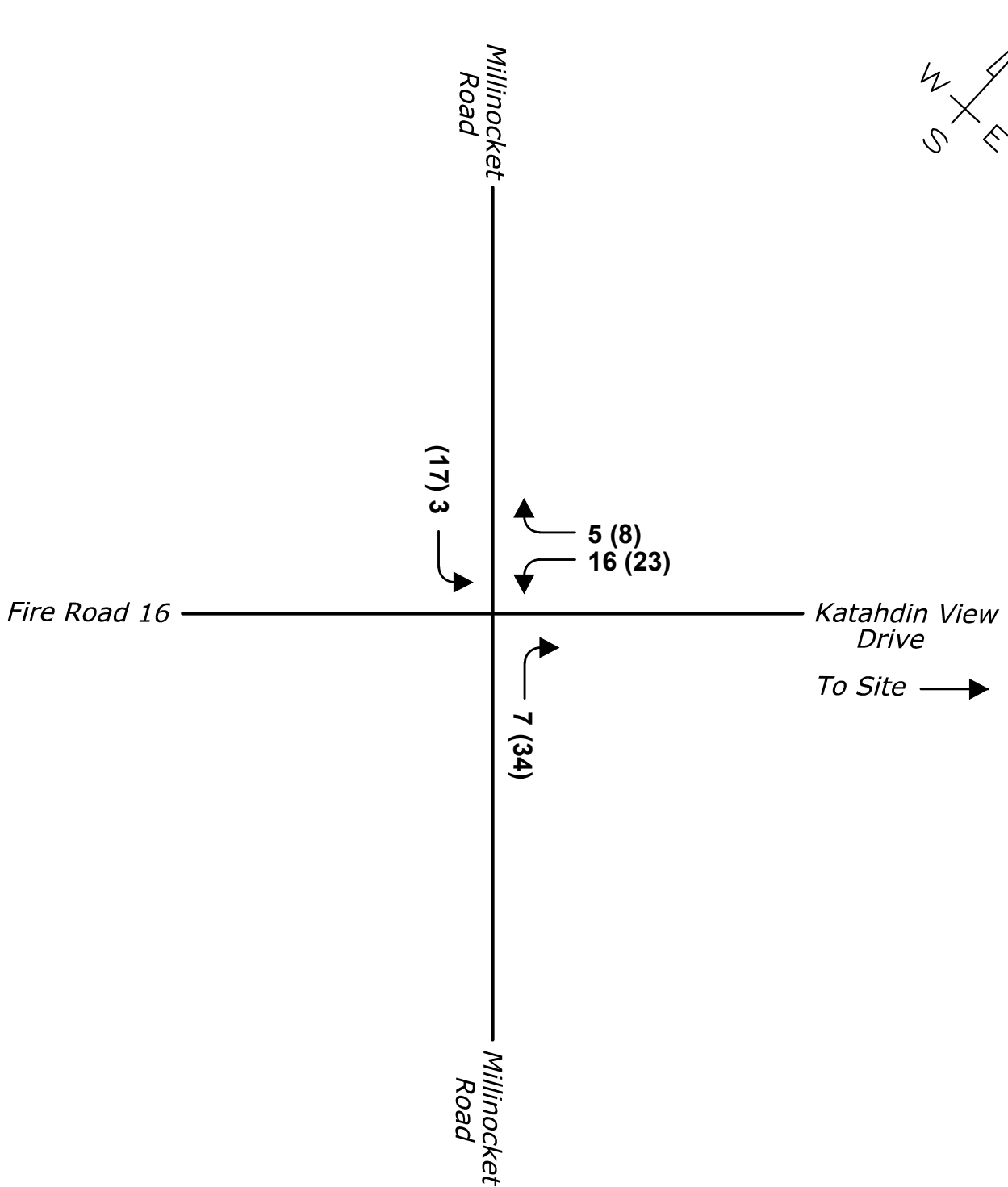


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TRIP DISTRIBUTION & ASSIGNMENT

Figure No.

4



(XX) = PM PEAK HOUR

	AM	PM
ENTER	10	51
EXIT	21	31
TOTAL	31	82

HAMMOND RIDGE DEVELOPMENT T1 R8 WELS, MAINE

Design: KJB Scale: NONE
 Draft: KJB Date: 8/13/2025
 Checked: RED File Name: Figure Set-TD.dwg



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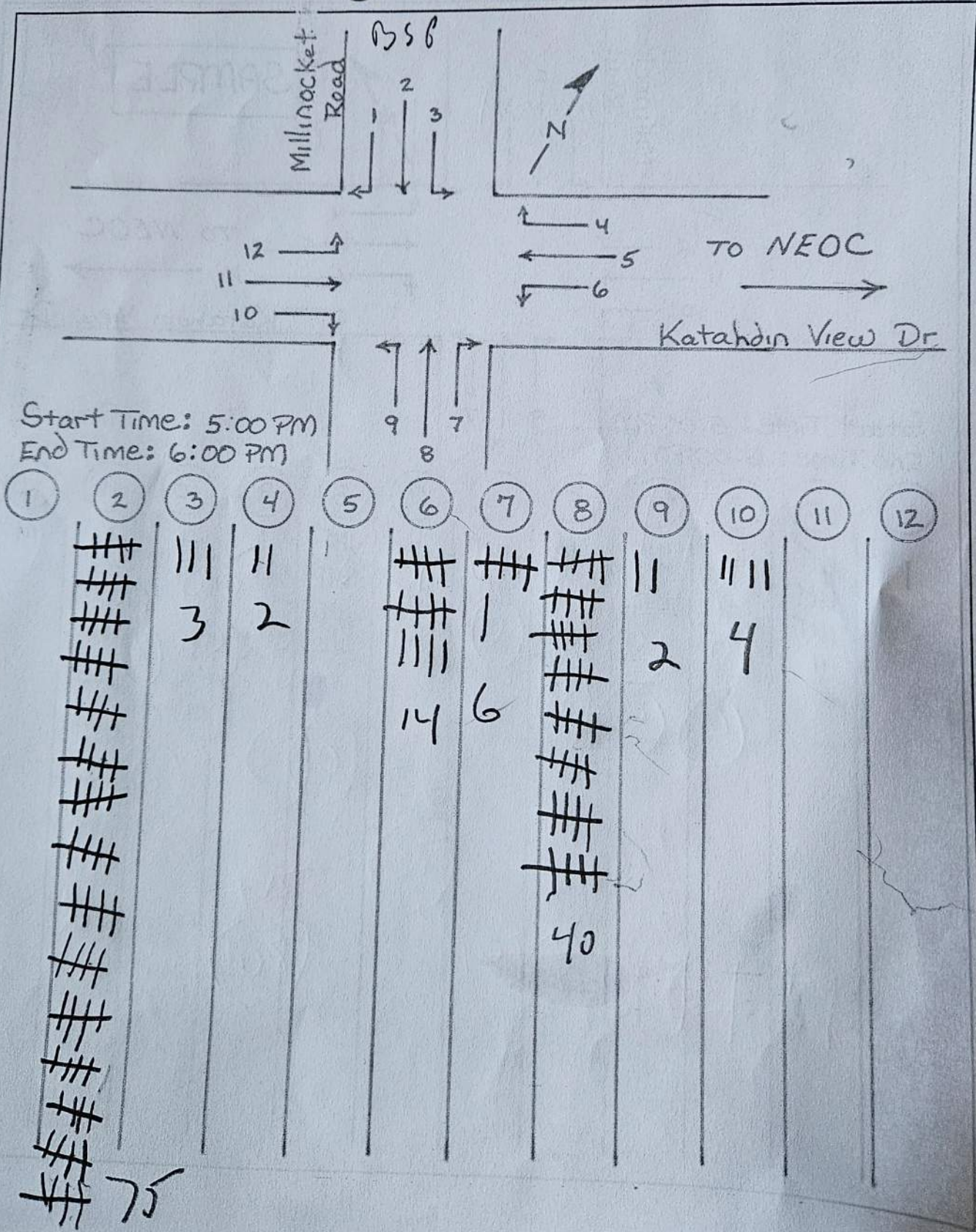


GORRILL
PALMER

An LJB Engineering Company



HANNOVA RIDGE
SHEET NO. 1 OF 2
CALCULATED BY MTT POLSTEIN DATE 7/26/2025
CHECKED BY _____ DATE _____
SCALE _____





An LJB Engineering Company



Hammond Ring

SHEET NO. 2

CALCULATED BY

CHECKED BY _____

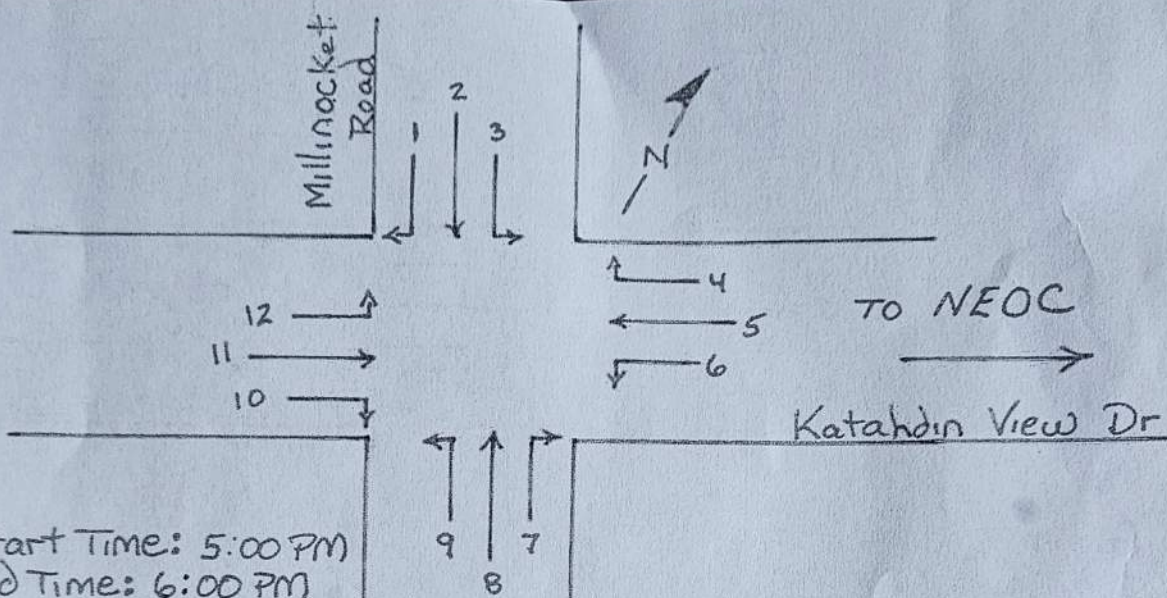
SCALE

OF

DATE _____

DATE _____

2
7/26/2025



Start Time: 5:00 PM
End Time: 6:00 PM

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
			0+2	0+0				0+2	0+4	0+0	0+0
		3+3	(2)	(0)	3	4		(2)	4	(0)	(0)
		(6)			14	6					
					(17)	(10)	15				
							+40				
							(55)				
33+75											
(108)											
							TOTAL				
							204				

Attachment 1C

Trip Generation Calculations

ITE Supporting Documents

Land Use: 260

Recreational Homes

Description

A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis. Some sites in the database are located within a resort that contains local services and complete recreational facilities. Timeshare (Land Use 265) is a related land use.

Additional Data

A large number of internal trips are made for recreational purposes in resort communities containing recreational homes.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, New York, and Oregon.

Source Numbers

187, 901, 968, 1046

Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: Rural

Number of Studies: 6

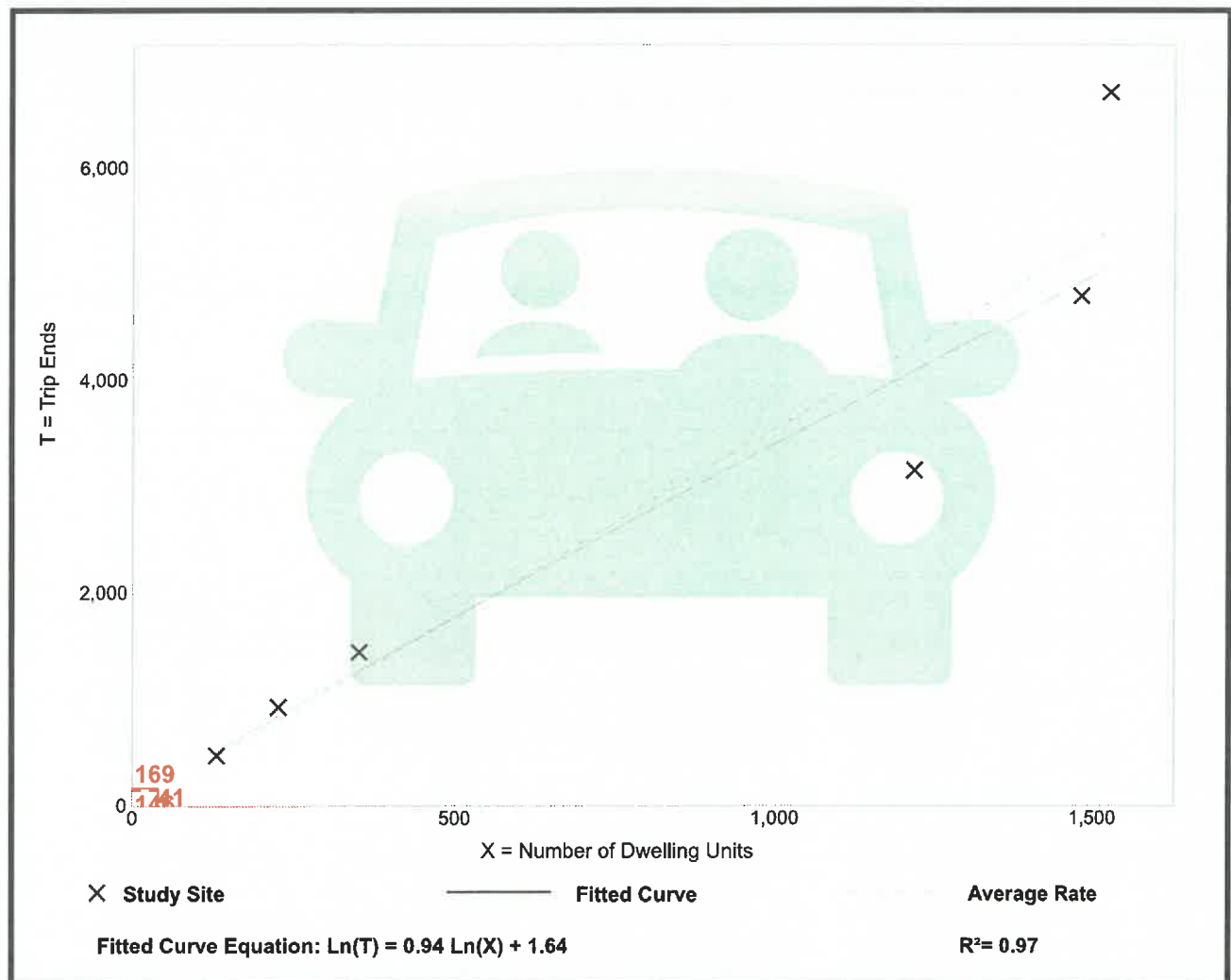
Avg. Num. of Dwelling Units: 823

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.55	2.60 - 4.40	0.78

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: Rural

Number of Studies: 6

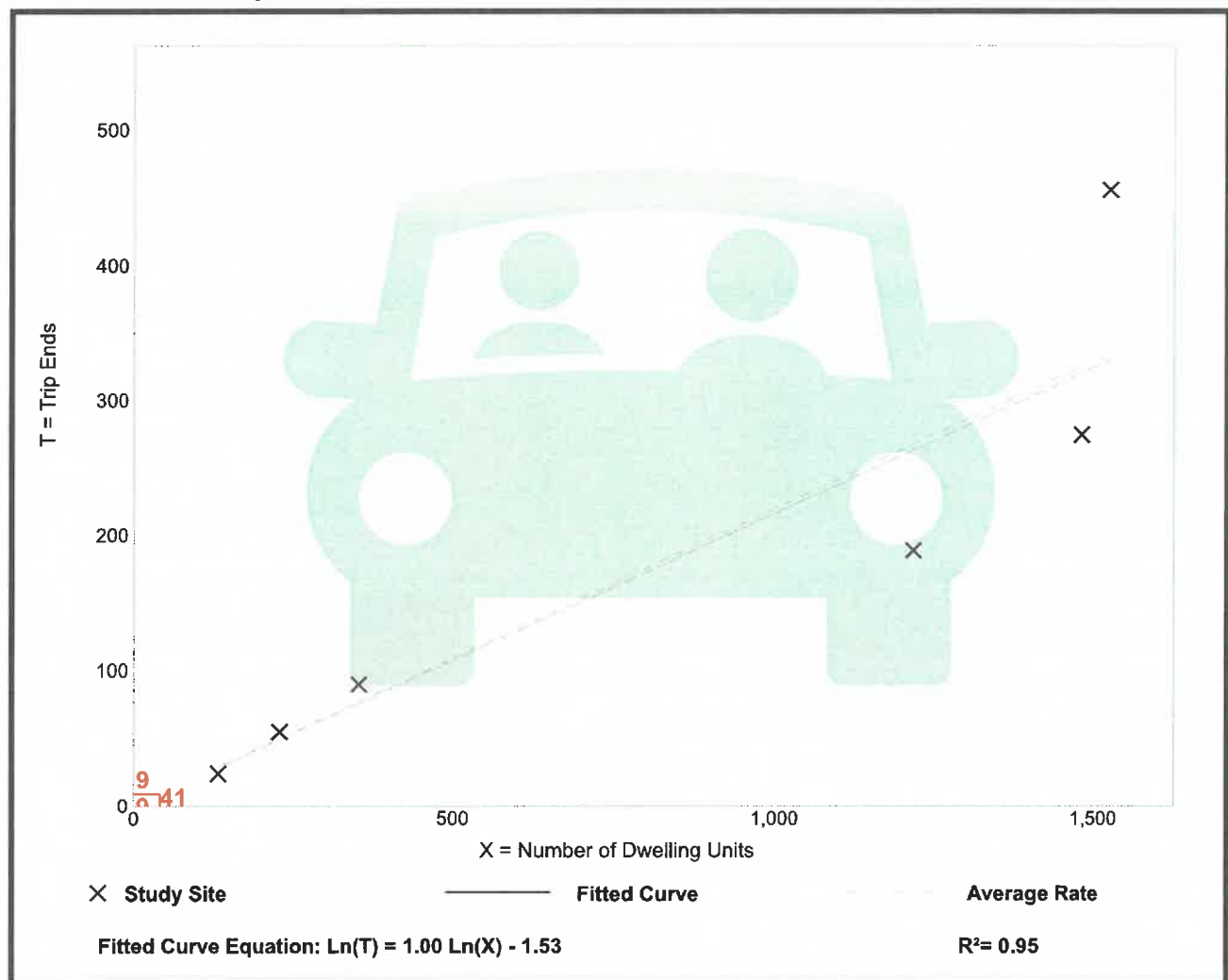
Avg. Num. of Dwelling Units: 823

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.22	0.16 - 0.30	0.06

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: Rural

Number of Studies: 6

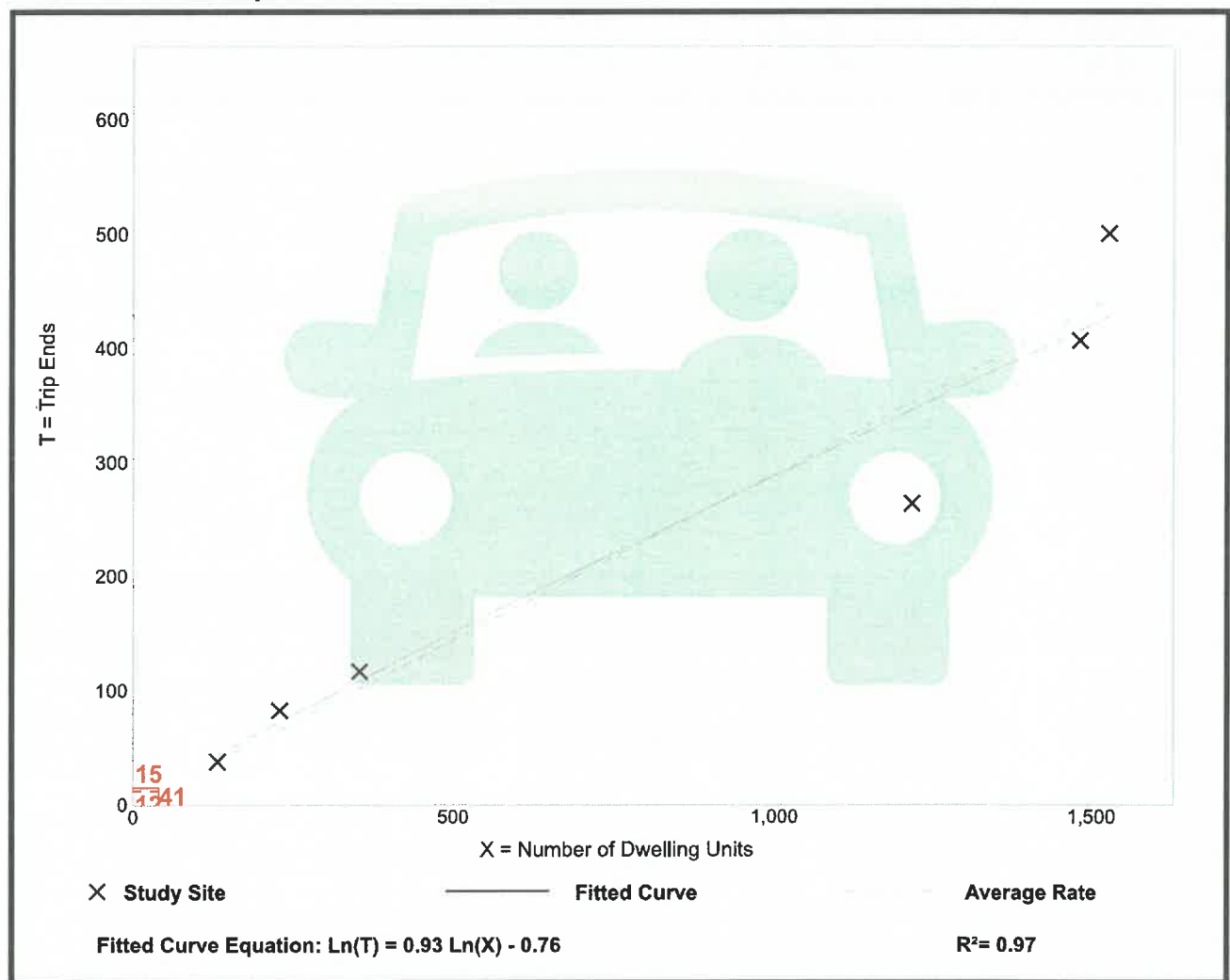
Avg. Num. of Dwelling Units: 823

Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.22 - 0.36	0.05

Data Plot and Equation



Recreational Homes (260)

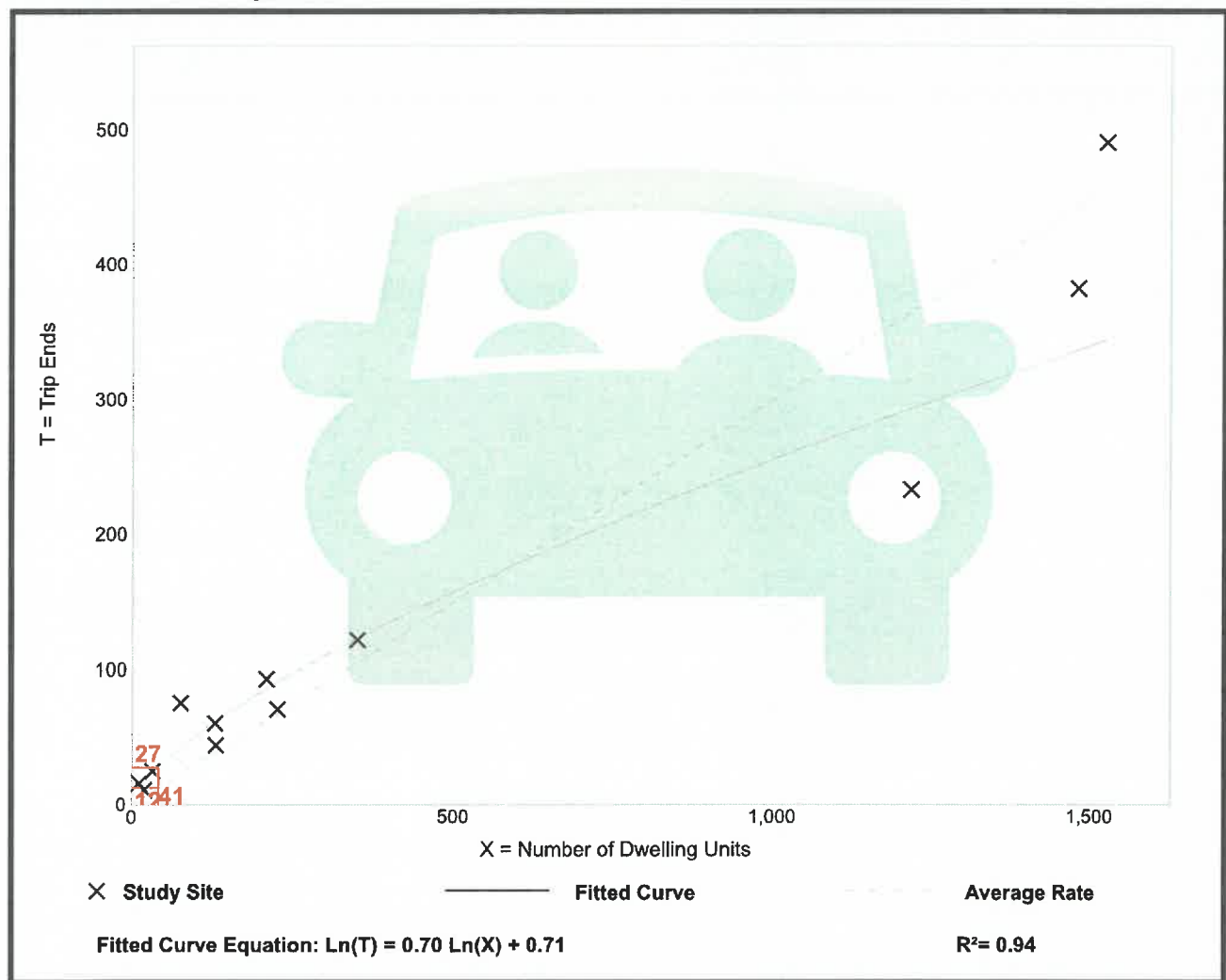
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: Rural
 Number of Studies: 12
 Avg. Num. of Dwelling Units: 452
 Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.19 - 1.33	0.13

Data Plot and Equation



Recreational Homes (260)

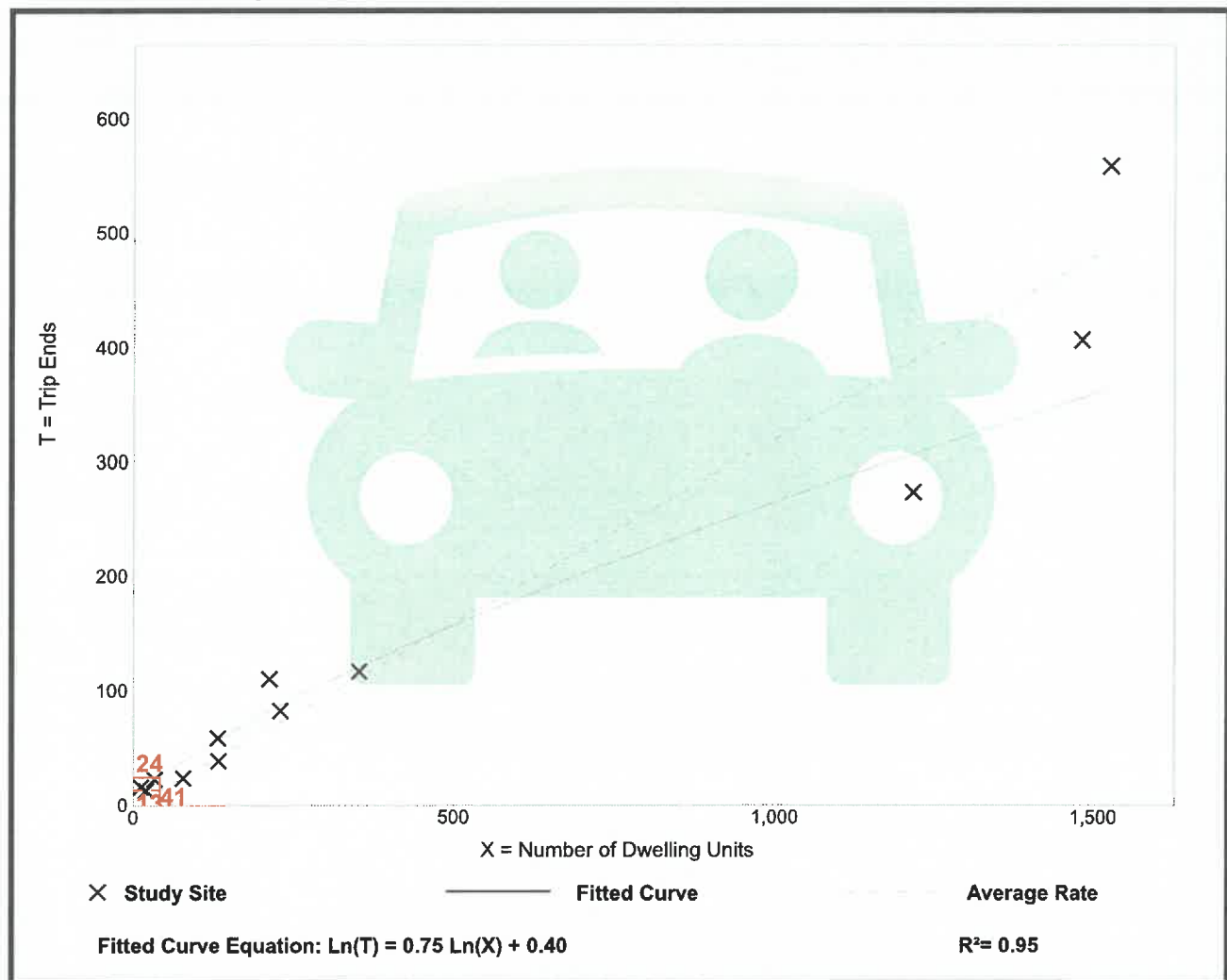
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: Rural
Number of Studies: 12
Avg. Num. of Dwelling Units: 452
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.23 - 1.33	0.10

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: Rural

Number of Studies: 9

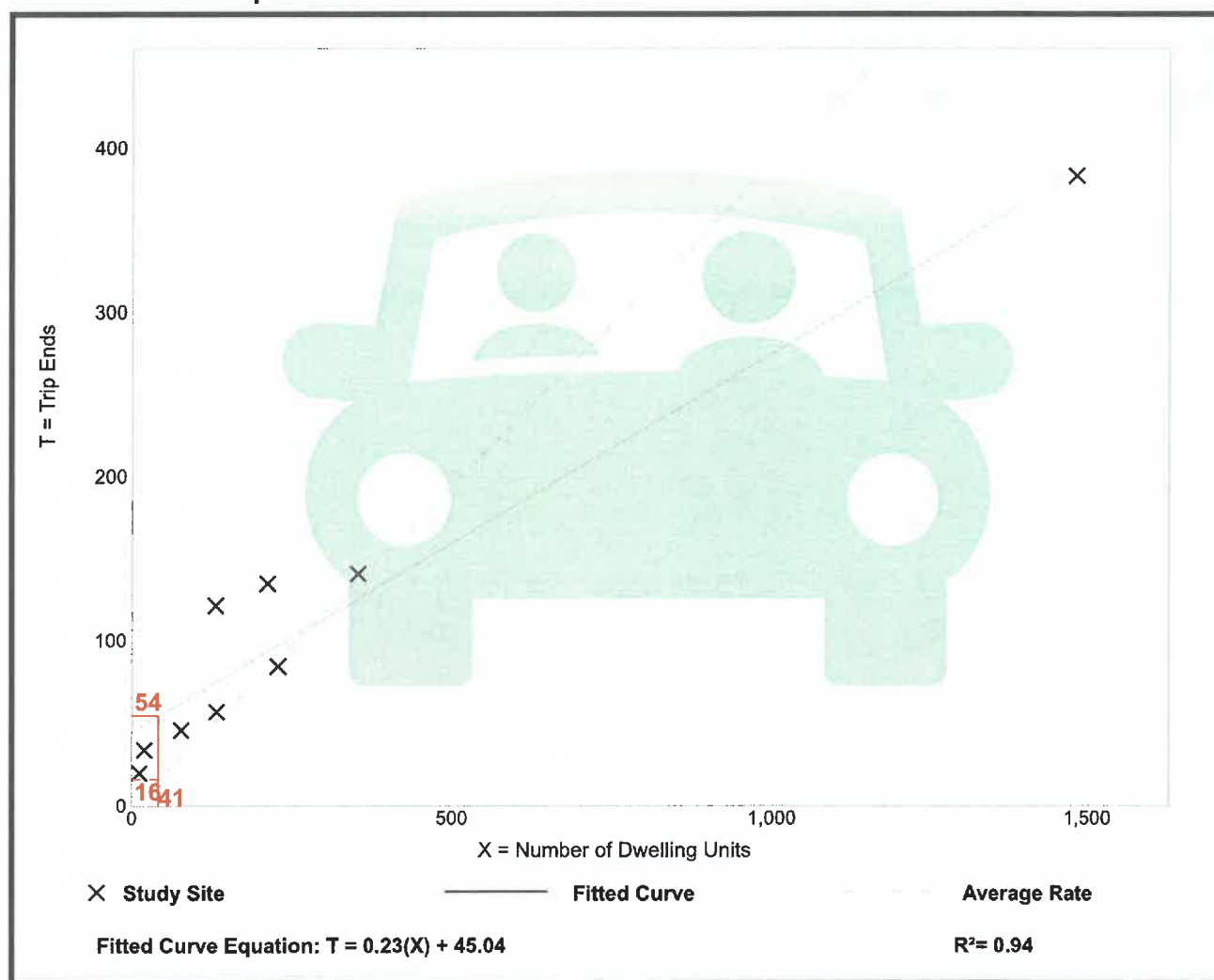
Avg. Num. of Dwelling Units: 294

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.26 - 1.70	0.24

Data Plot and Equation



Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

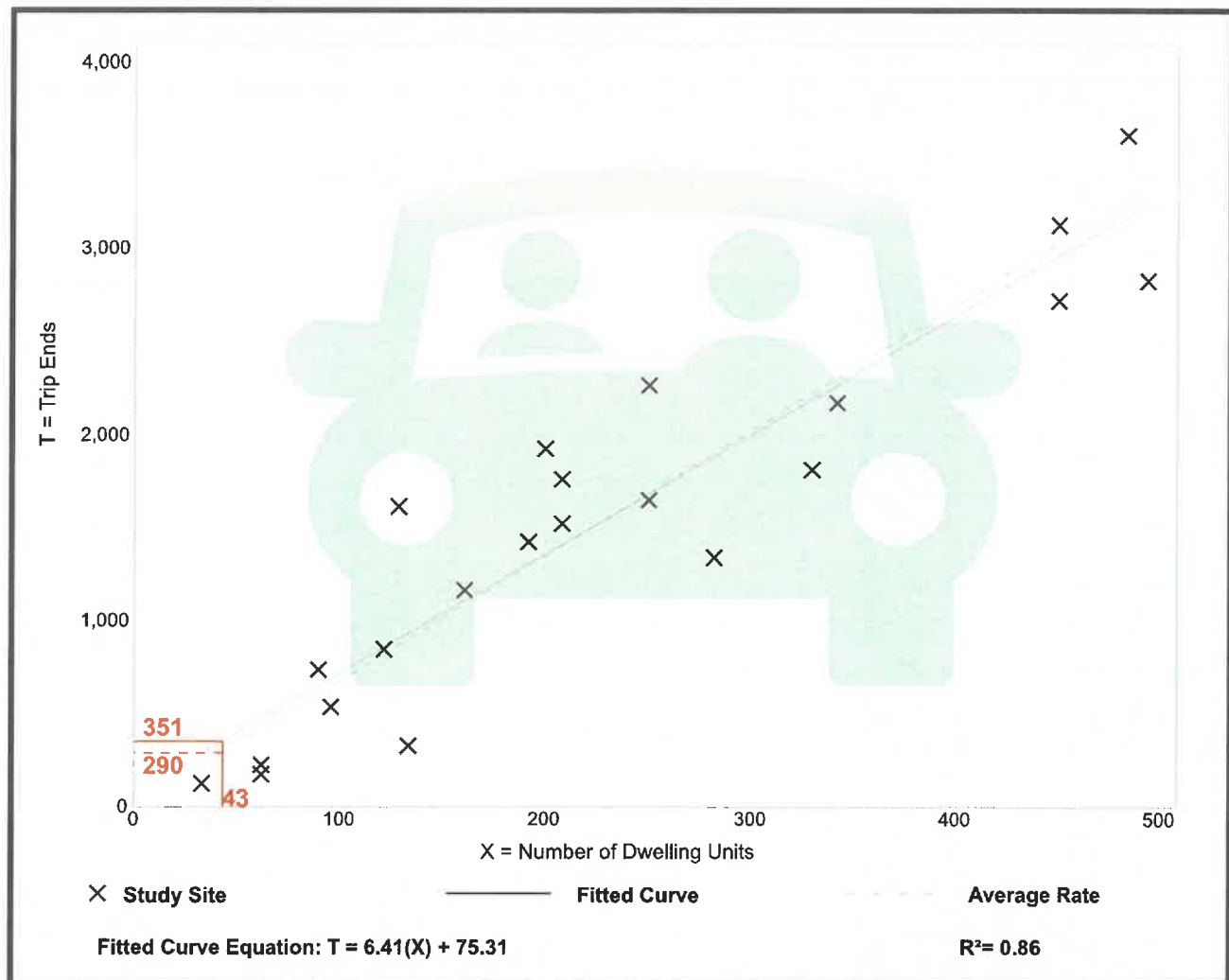
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 49

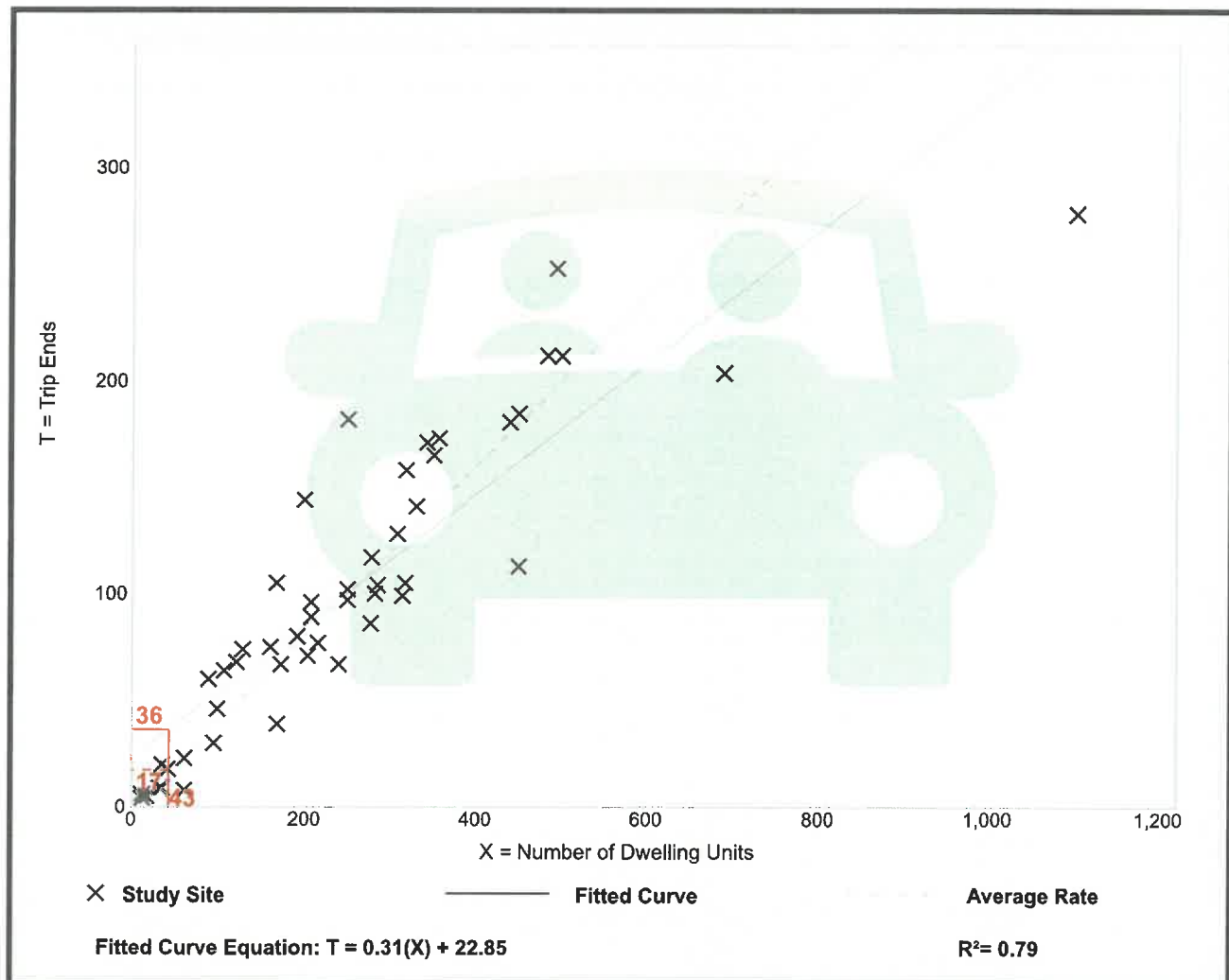
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

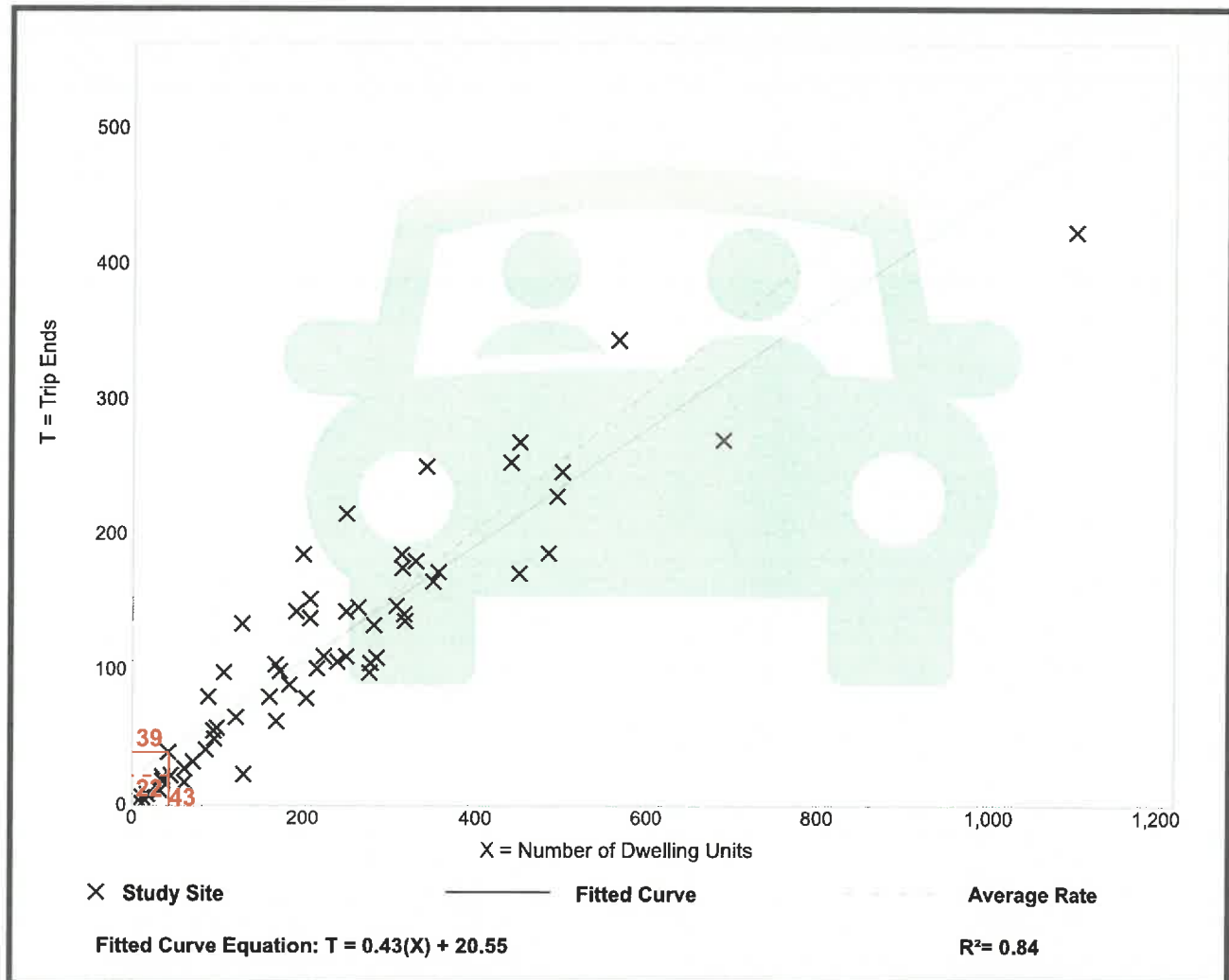
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

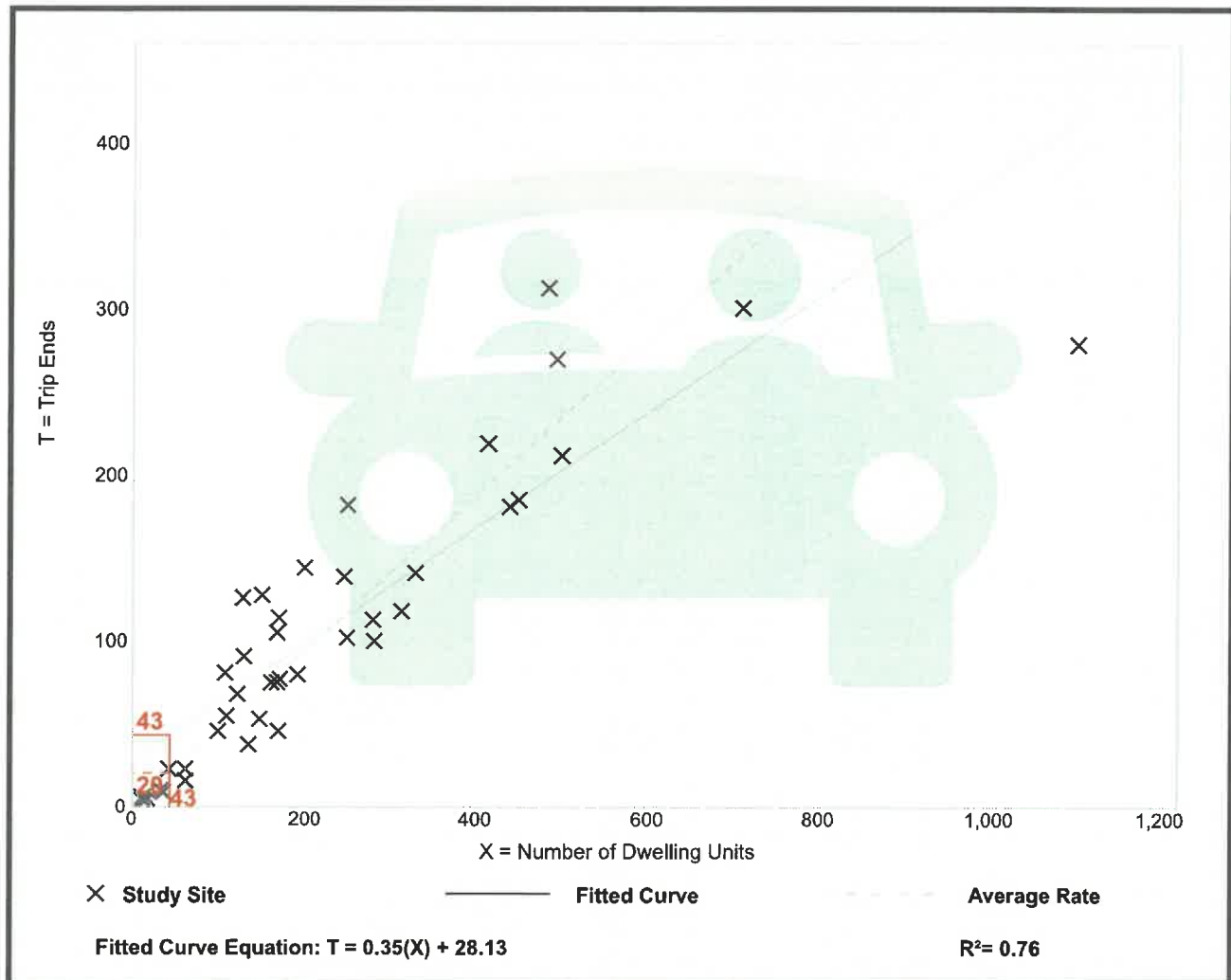
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

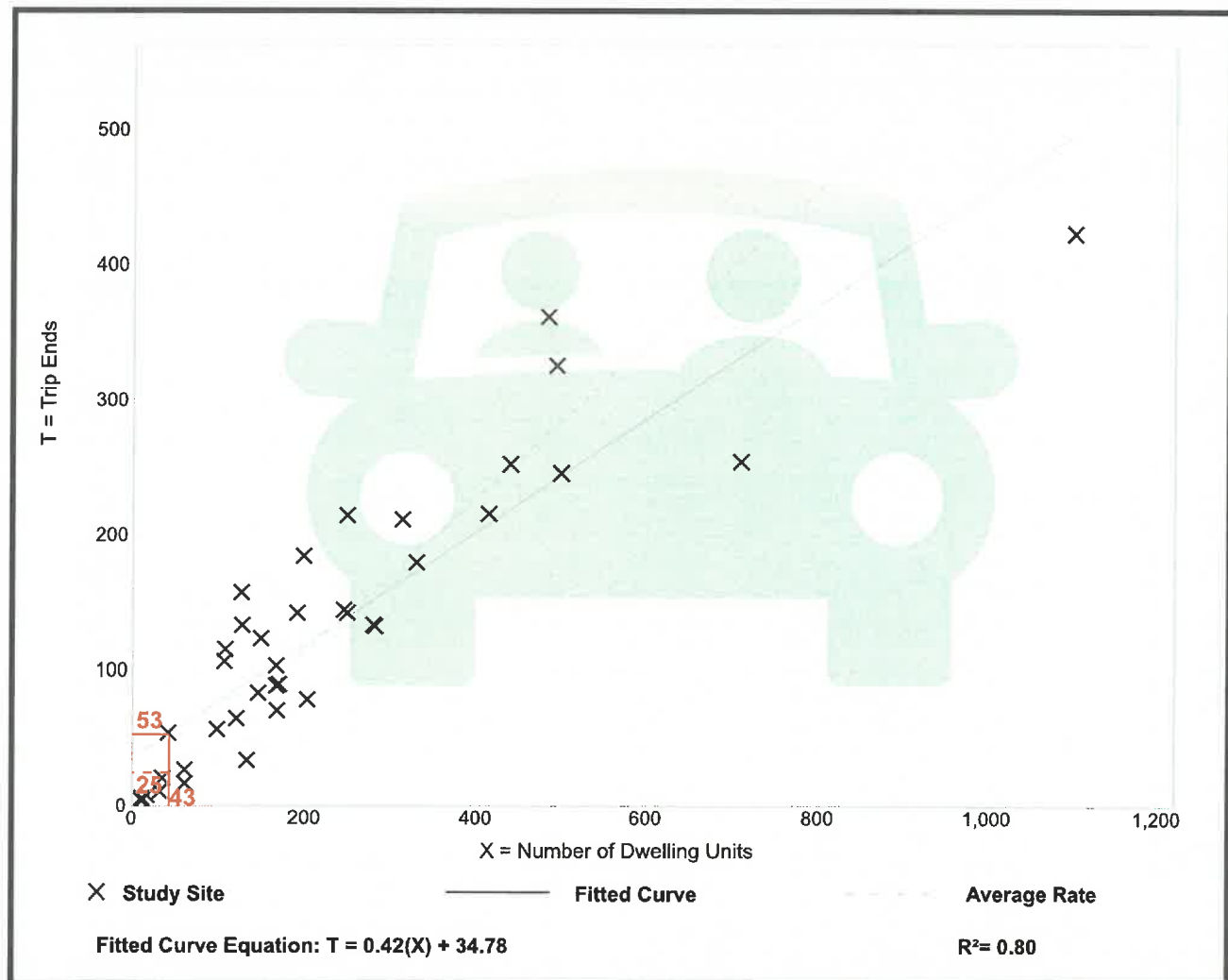
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

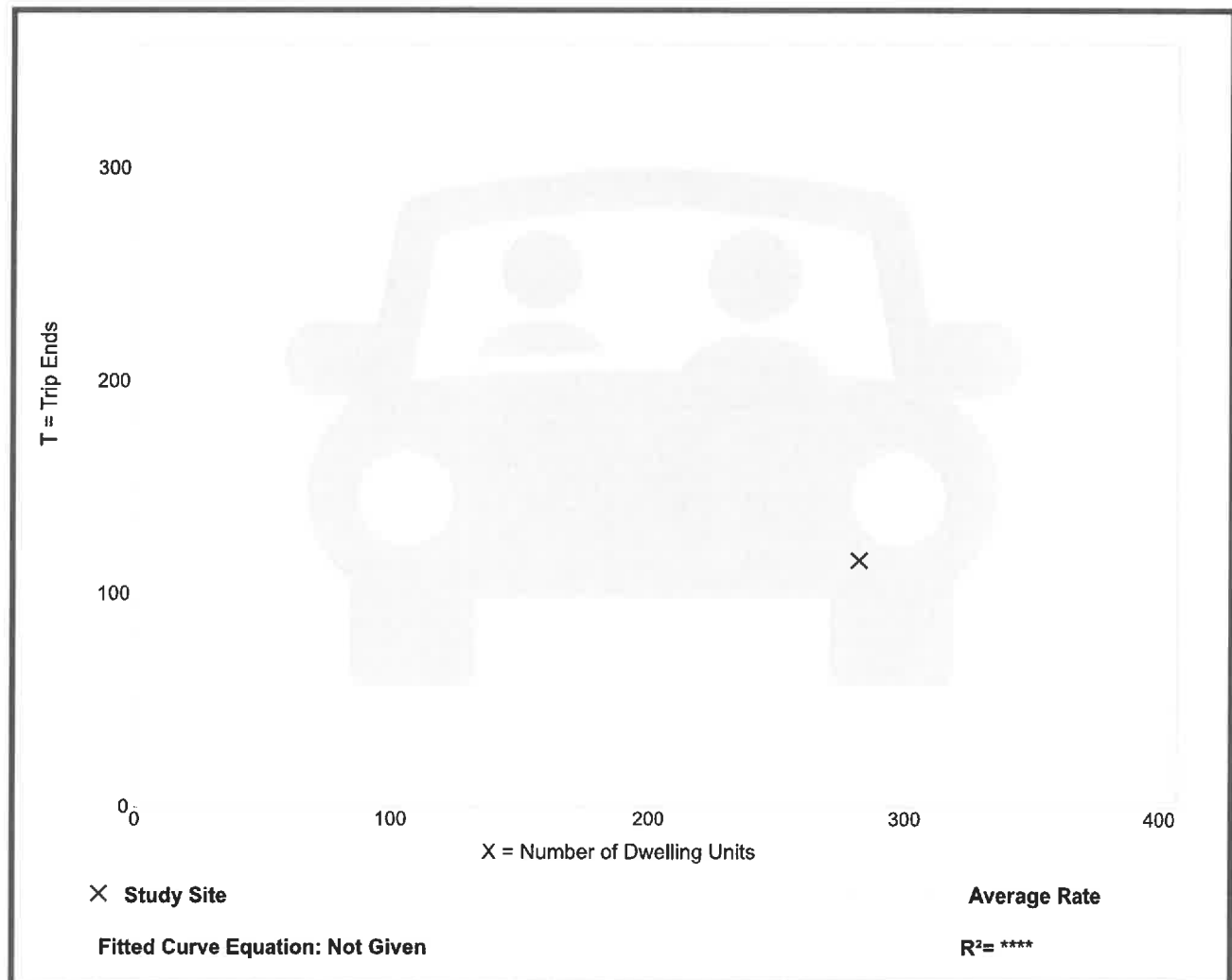
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	*

Data Plot and Equation

Caution – Small Sample Size



Land Use: 230

Low-Rise Residential with Ground-Floor Commercial

Description

Low-rise residential with ground-floor commercial is a mixed-use multifamily housing building with two or three floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in dense multi-use urban and center city core settings. Multifamily housing (low-rise) (Land Use 220), mid-rise residential with ground floor commercial (Land Use 231), and high-rise residential with ground-floor commercial (Land Use 232) are related land uses.

Land Use Subcategory

The data included in this land use have been stratified into two subcategories: (1) sites with a commercial gross leasable area that ranges between 1,000 and 25,000 square feet (2) sites with a commercial gross leasable area that ranges between 25,000 and 65,000 square feet.

Additional Data

The trips displayed in the data plots represent the total trips that enter or exit the site. Any trips internal to the site between its residential and commercial components are not included.

The *ITE Trip Generation Handbook* (TGH) presents an alternative approach for estimating trips generated by a site that fits this land use. The TGH method involves the estimation of the internal trip-making at a mixed-use site.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

Additional Data

The sites were surveyed in the 2010s in the District of Columbia and Oregon.

Source Numbers

901, 949, 950

Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

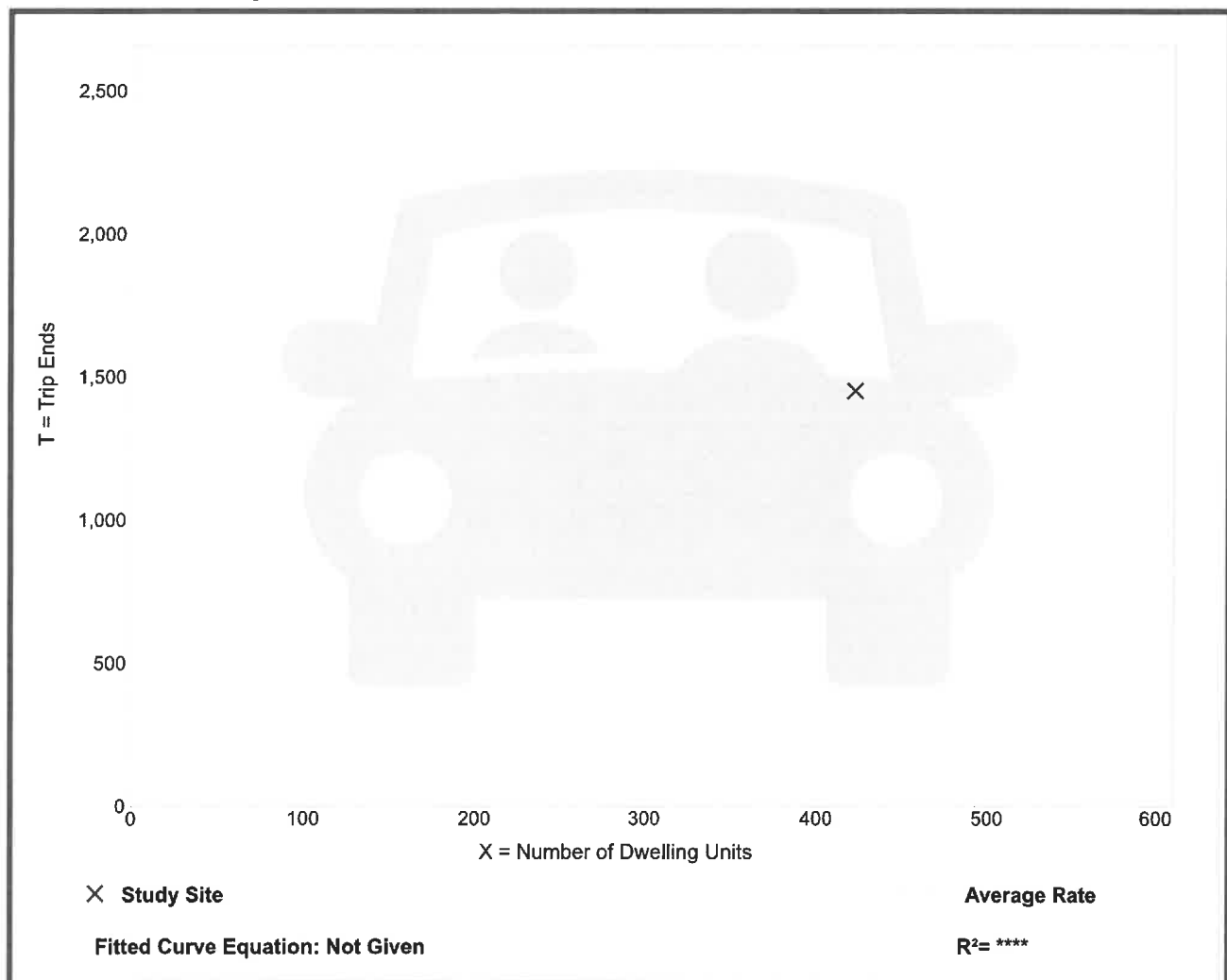
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 422
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.44	3.44 - 3.44	*

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 365

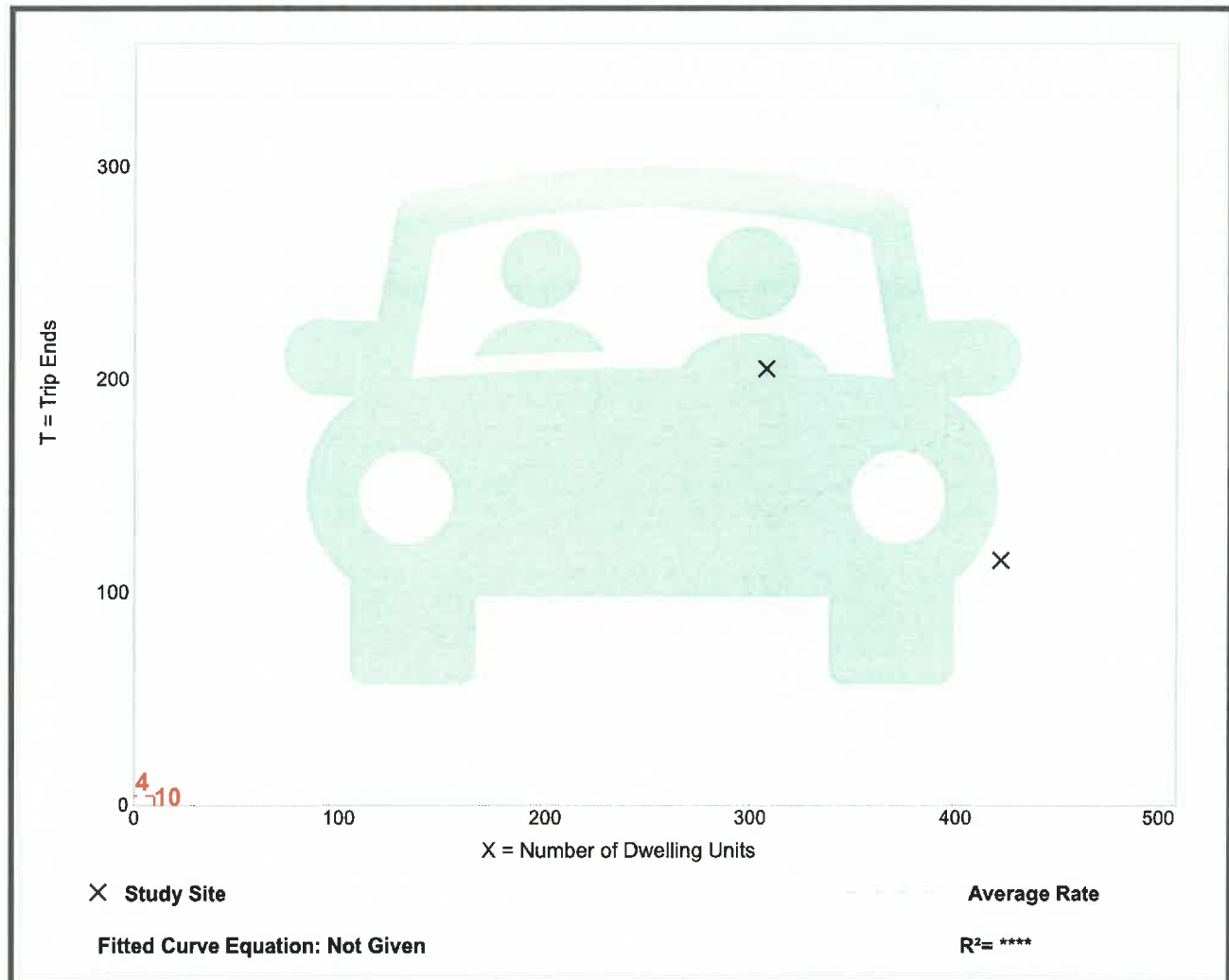
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.27 - 0.67	*

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 365

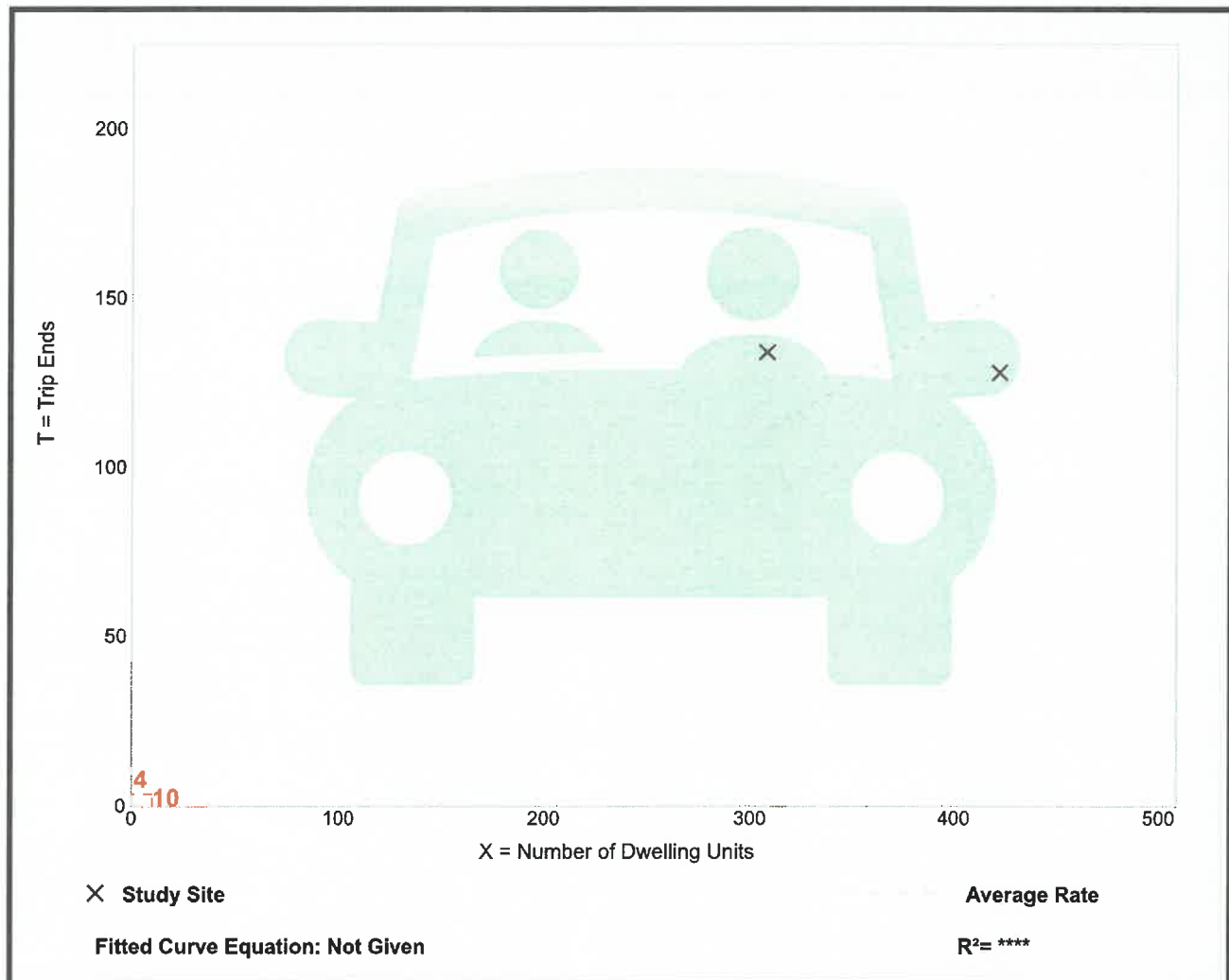
Directional Distribution: 71% entering, 29% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.30 - 0.44	*

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

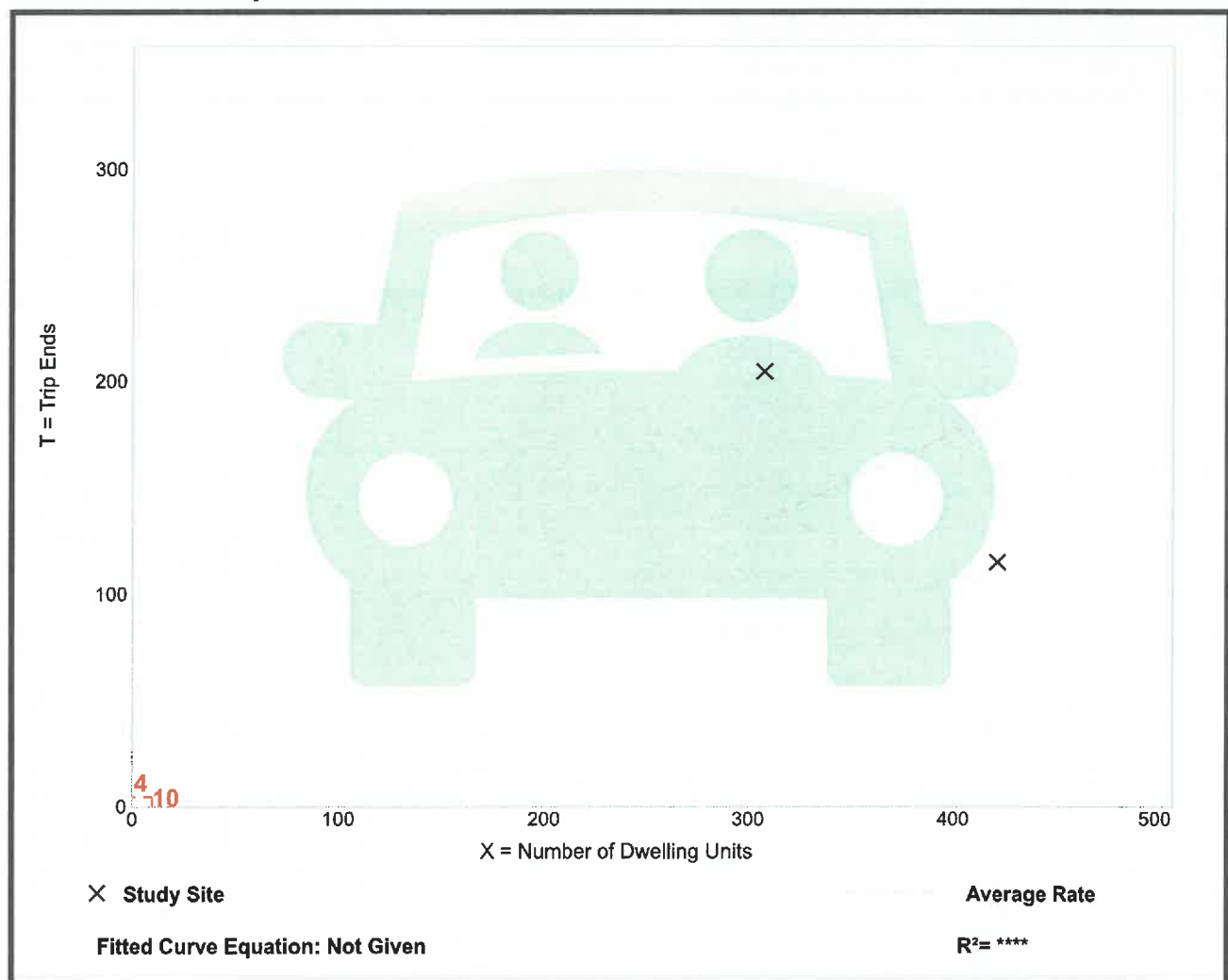
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 365
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.27 - 0.67	*

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

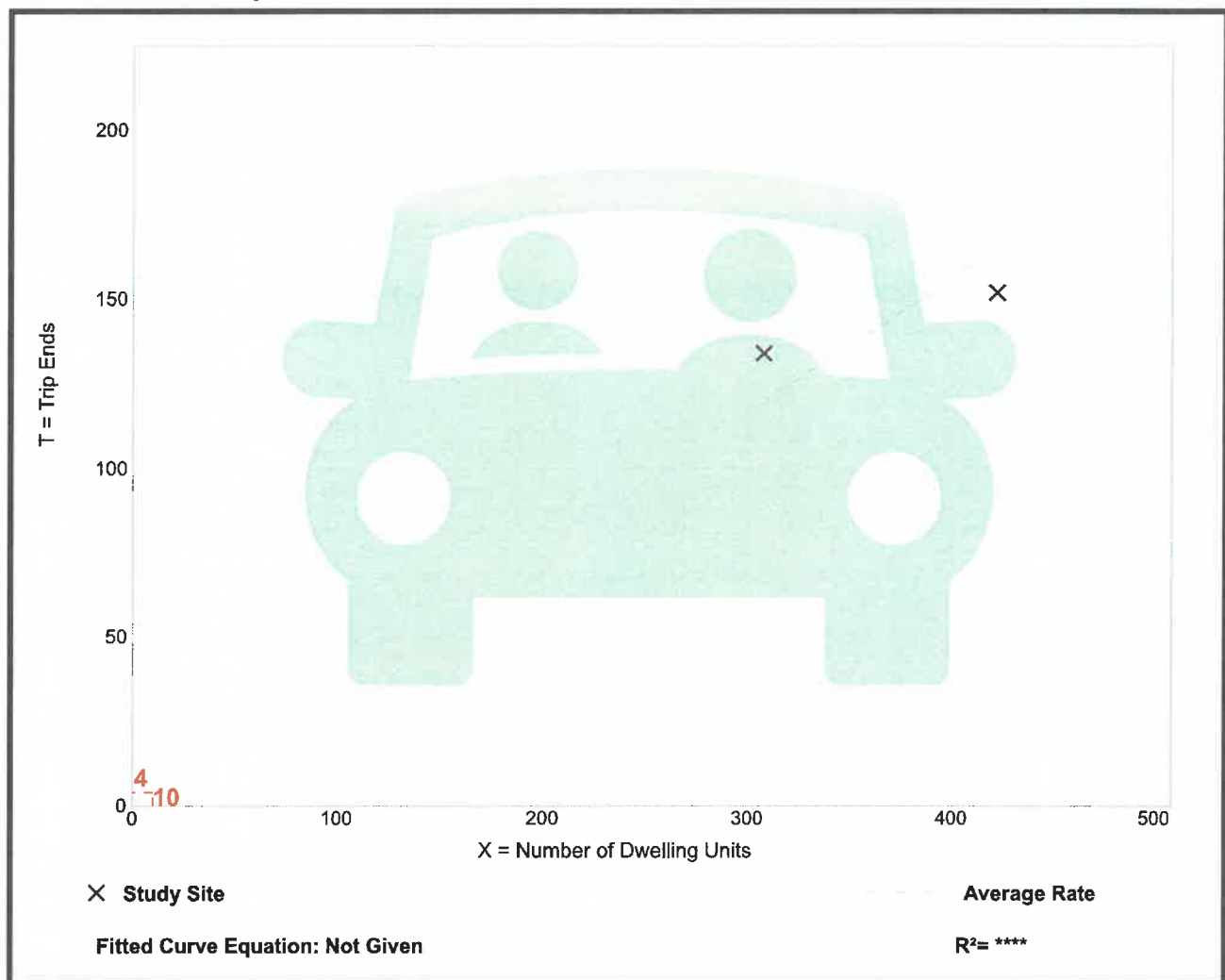
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 365
Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.36 - 0.44	*

Data Plot and Equation

Caution – Small Sample Size



Drinking Place (975)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 12

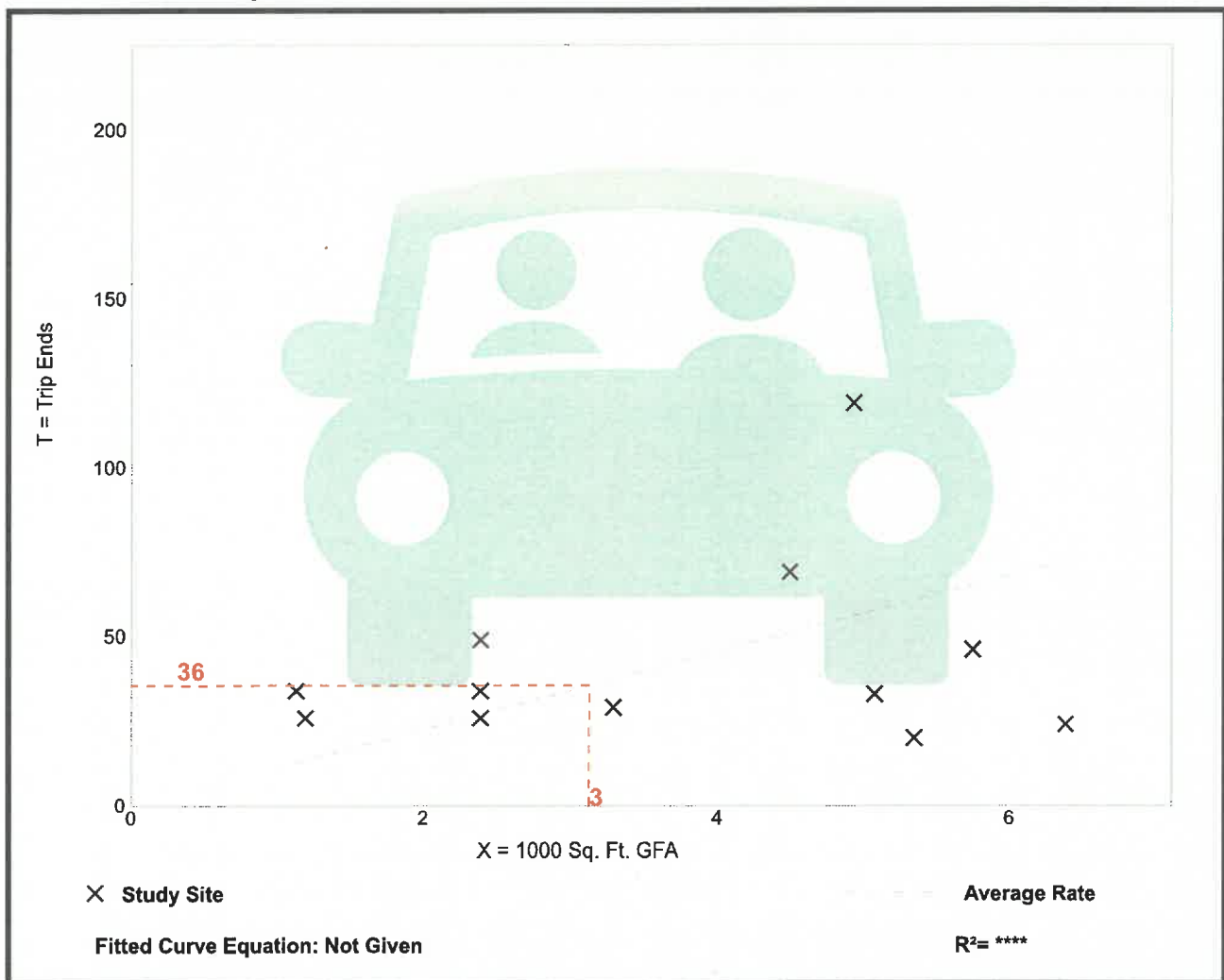
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.36	3.74 - 30.09	7.81

Data Plot and Equation



Drinking Place (975)

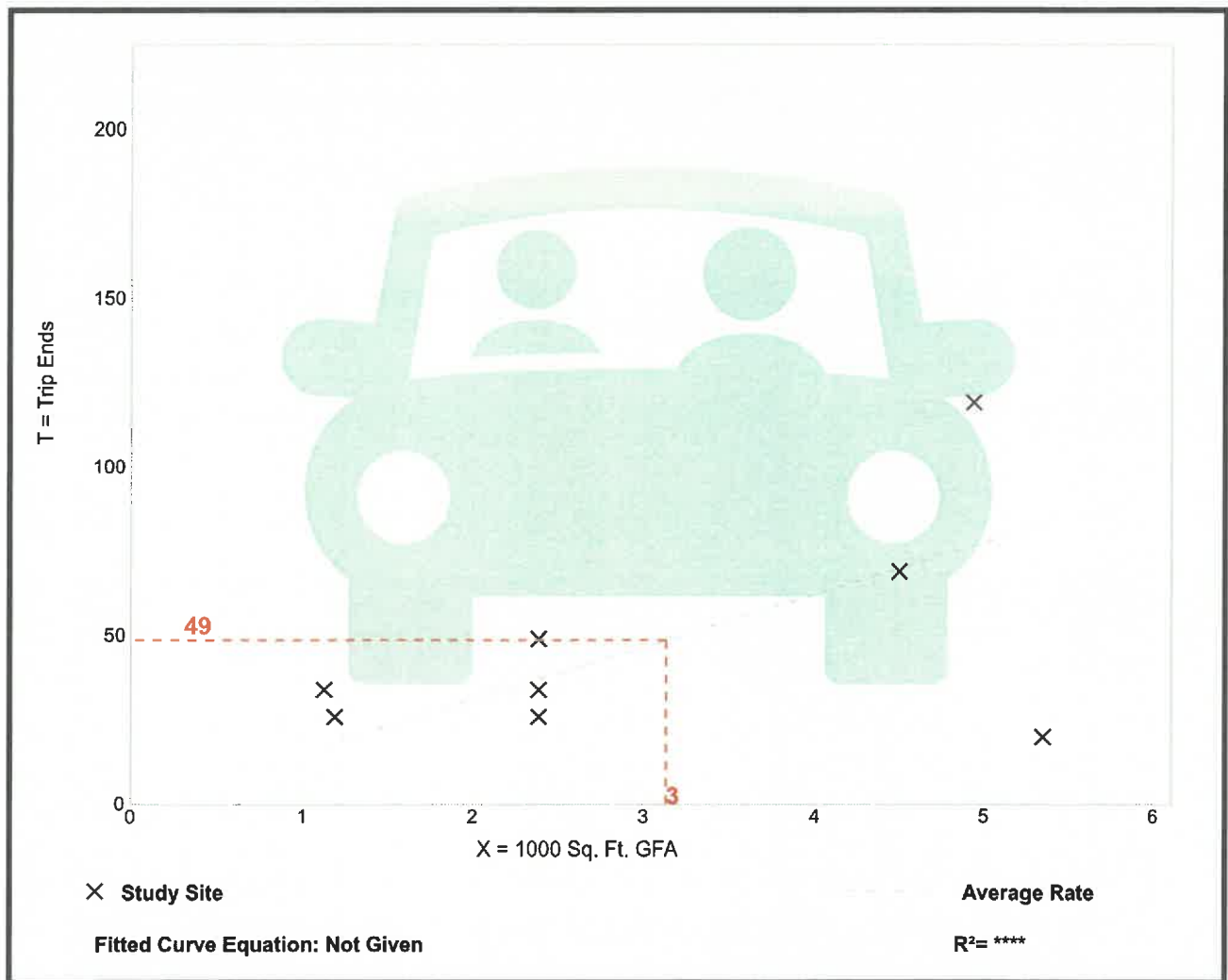
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
15.53	3.74 - 30.09	8.42

Data Plot and Equation



Section 2

Traffic Crashes

Section 2

Traffic Crashes

2.A. Crash Summary Data

Gorrill Palmer requested and reviewed the latest three-year crash history for the anticipated study area (discussed in Section 1) from MaineDOT for the period of 2022-2024. Crash history is provided in Attachment 2A.

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 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 indicates a rate of less than average **and**:
2. A minimum of eight crashes over the same three-year period.

Based on a review of the crash history, there are no HCLs within the study area.

Pedestrian & Bicycle crashes:

Based on information provided on the Maine Public Crash Query Tool there were no reported bicycle or pedestrian crashes within the study area from 2022-2024.

2.B. Attachments

Attachment 2A – Safety Information

Attachment 2A

Safety Information

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I

☐ Section Detail

☒ Crash Summary II

☐ 1320 Public

☐ 1320 Private

☐ 1320 Summary

REPORT DESCRIPTION

T1 R8 WELS

Millinocket Lake Rd from T1 R9 WELS (42729) to T3 Indian Purchase Twp (37945)

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

Route: 1900818

Start Node: 37945

End Node: 42729

Start Offset: 0

End Offset: 0

☐ Exclude First Node

☐ Exclude Last Node

Nodes																									
Node	Route - MP	Node Description			U/R	Total Crashes	K	Injury Crashes			PD	Injury	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF									
37945	1900818 - 3.73	TL	T1 R8 WELS	T3 Indian Purchase Twp	1	0	0	0	0	0	0	0.0	0.518	0.00	0.66	0.00									
42729	1900818 - 6.36	TL	T1 R8 WELS	T1 R9 WELS	1	0	0	0	0	0	0	0.0	0.416	0.00	0.68	0.00									
Study Years: 3.00					NODE TOTALS:												0	0	0	0	0.0	0.934	0.00	0.60	0.00

Crash Summary I

Sections																		
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	Section U/R	Total Crashes	K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
37945	42729	3110603	0 - 2.63	1900818 - 3.73	2.63	1	0	0	0	0	0	0	0.0	0.01363	0.00	387.07	0.00	
TL T1 R8 WELS		T3 Indian Purchase Twp		RD INV 19 00818														
Study Years:		3.00	Section Totals:															
			Grand Totals:															
			0.00 430.94 0.00															

Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
37945	42729	3110603	0 - 2.63	1900818 - 3.73	0	0	0	0	0	0				
Totals:					0	0	0	0	0	0				

PM

[illegible]

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	0	23-Bicyclist	0
2-(Sport) Utility Vehicle	0	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	0	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	0
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash							
Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	0	0	0	0	0	0
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
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	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Crashes by Apparent Physical Condition And Driver							
Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	0	0	0	0	0	0	0
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

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	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	0	0	0	0	0	0

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	0
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	0		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
Traffic Control Devices			
		Traffic Control Device	Total
16-Work Zone / Maintenance Equipment	0	1-Traffic Signals (Stop & Go)	0
17-Other Non-Fixed Object	0	2-Traffic Signals (Flashing)	0
18-Impact Attenuator / Crash Cushion	0	3-Advisory/Warning Sign	0
19-Bridge Overhead Structure	0	4-Stop Signs - All Approaches	0
20-Bridge Pier or Support	0	5-Stop Signs - Other	0
21-Bridge Rail	0	6-Yield Sign	0
22-Cable Barrier	0	7-Curve Warning Sign	0
23-Culvert	0	8-Officer, Flagman, School Patrol	0
24-Curb	0	9-School Bus Stop Arm	0
25-Ditch	0	10-School Zone Sign	0
26-Embankment	0	11-R.R. Crossing Device	0
27-Guardrail Face	0	12-No Passing Zone	0
28-Guardrail End	0	13-None	0
29-Concrete Traffic Barrier	0	14-Other	0
30-Other Traffic Barrier	0	Total	0
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data			
Severity Code	Injury Crashes	Number Of Injuries	
K	0		
A	0		
B	0		
C	0		
PD	0	0	
Total	0	0	

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

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

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	0	0	0

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	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
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	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
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
Dark												
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	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL												

Section 3

Development Entrances and Exits

Section 3

Development Entrances and Exits

3.A. Entrance and Exit Locations

The existing site consists of undeveloped, wooded land located off Katahdin View Drive (private). The site is proposed to be accessed via an existing full movement access onto Katahdin View Drive (private); this private road will be accessible via full movement access off Millinocket Road. Fire Road 16 is located directly opposite Katahdin View Drive, with no other roadway entrances within a half-mile in either direction. There are currently no sidewalks or designated bicycle lanes along Millinocket Road.

3.B. Intersection Information

As mentioned above, access to/from the site is proposed to be accessed via full movement access onto Katahdin View Drive (private); this private road will be accessible via an existing full movement access off Millinocket Road. There is no posted speed limit from MaineDOT Public Map Viewer along Millinocket Road; the speed limit was assumed to be 45 mph along site frontage.

3.C. Sight Distances

Attachment 3A presents the proposed site plan and associated access points. MaineDOT indicated that sight distance evaluation was only required for Katahdin View Drive (private) at Millinocket Road. To assess the available sight distances at this location, Gorrill Palmer conducted a field review on July 31, 2025.

TI R8 Wels does not have sight distance standards; MaineDOT standards will be used for sight distance. The following Table 1 presents the sight distance standards for MaineDOT.

Table 1 – Standards for Sight Distance

Speed Limit (mph)	Passenger Vehicle – MaineDOT (ft)
30	250
35	305
40	360
45	425
50	495
55	570

MaineDOT sight distance evaluation methodology is as follows:

Driveway Observation Point:	10 feet from traveled way
Height of Eye at Driveway:	3.5 feet above the ground
Height of Approaching vehicle:	4.25 feet above the ground

As previously noted, Millinocket Road is unposted; therefore, a speed limit of 45 mph was assumed for the sight distance evaluation. However, because the roadway is rural in character and higher travel speeds are anticipated, measurements were also taken for greater distances to account for potential speeding.

Table 2 summarizes the measured sight distances at the proposed entrance locations.

Table 2 – Sight Distance Summary

Driveway	Passenger Vehicle Required (feet)	Observed Looking Left (feet)	Observed Looking Right (feet)
Katahdin View Drive	425	800+	650

As seen from the results in Table 2, the available sight distances exceed the requirements. It should be noted that looking right would be 800+ with trimmed vegetation on the northeast side of Millinocket Road.

Additional Information

MaineDOT requested an additional review of the internal roadway, Katahdin View Drive. During a field visit on July 31, 2025, the roadway was assessed for potential mitigation needs. Based on this review, Katahdin View Drive was found to be in excellent condition, providing sufficient width for two-way vehicle passage, maintaining good gravel quality, having minimal blind corners, and being suitable for heavy vehicle traffic. There is no suggested mitigation for Katahdin View Drive.

3.D. Entrance/Exit Requirements

The following information is based on discussions with the site engineer (Haley Ward) and applicant; the proposed site plan with sight distance provided in Attachment 3A.

- I. The site plan is provided in Attachment 3A (and Attachment 1A of Section I). As can be seen from the site plan, the MaineDOT minimum corner clearance of 100 feet from an unsignalized intersection is maintained.

2. As identified in the previous information within this Section, the available sight distances for the proposed entrances are expected to exceed requirements.
3. The proposed site access dimensions are expected to meet or exceed MaineDOT requirements.
4. It is our understanding final design of the site access is not expected to exceed a maximum of 3.0 % grade within 75 feet of the intersection.
5. Final design is expected to comply with the most current version of Chapter 299 Highway Driveway and Entrance Rules.
6. There is no separation islands proposed at the access.
7. No additional curb cuts are proposed.
8. It is our understanding from Haley Ward that no significant impacts are expected to drainage along the site frontage. More detailed construction plans can be provided prior to construction.

3.E Attachments

Attachment 3A – Site Plan with Sight Distance

Attachment 3A

Site Plan with Sight Distance

Section 4

Title, Right, or Interest

Section 4

Title, Right, or Interest

4.A. Evidence of Title, Right, or Interest

A copy of the Deed is included in Attachment 4A.

4.B. Attachments

Attachment 4A – Deed

Attachment 4A

Deed

QUIT-CLAIM DEED WITH COVENANT

KATAHDIN TIMBERLANDS LLC, a Delaware limited liability company, with a mailing address of One Katahdin Avenue, Millinocket, ME, 04462 and KATAHDIN FOREST MANAGEMENT, LLC, a Delaware limited liability company, with a mailing address of One Katahdin Avenue, Millinocket, ME, 04462, hereinafter "Grantor", for consideration paid, grants to HAMMOND RIDGE DEVELOPMENT COMPANY, LLC, a Maine limited liability company whose mailing address is 1221 Medway Road, Millinocket, ME 04462, hereinafter "Grantee", with quit-claim covenants, certain lots or parcels of land, together with any of Grantor's improvements thereon and together with all rights and easements appurtenant thereto as specified herein, situated in Township 1 Range 8, WELS, Penobscot County, Maine, and Township 1 Range 9, WELS, Piscataquis County, Maine, bounded and described as follows:

SEE ATTACHED SCHEDULE A

Being a portion of those premises conveyed to the Grantors herein by the following deeds:

1-Maine Timberlands Company to Katahdin Timberlands, LLC, dated April 29, 2003, and recorded in the Penobscot County Registry of Deeds in Book 8702 Page 181; and
2-Katahdin Timberlands, LLC, et al to Katahdin Forest Management, LLC, dated February 26, 2004, and recorded in the Penobscot County Registry of Deeds in Book 9215 Page 177.

This conveyance is subject to all conditions, easements, restrictions and reservations of record including the rights of Brascan Power New England, formerly known as Great Lakes Hydro America, LLC, and GNE, LLC, under its deed from Great Northern Paper, Inc., and Maine Timberlands Company dated January 31, 2002, and recorded in the Penobscot County Registry of Deeds in Book 8063 Page 98 (Piscataquis County – Book 1366 Page 1) as amended by deeds recorded in Book 9214, Page 303 (Piscataquis County – Book 1535 Page 255), Book 9349, Page 1 (Piscataquis County – Book 1561 Page 1) and Book 9349 Page 156 (Piscataquis County – Book 1561 Page 10).

This deed shall be construed according to the laws of the State of Maine.

Grantee agrees that the quitclaim covenants of Katahdin Timberlands, LLC, are limited to Parcels One, Two and Three and the quitclaim covenants of Katahdin Forest Management, LLC, are limited to Parcel Four.

Two originals of this deed have been executed for simultaneous recording in the Penobscot and Piscataquis County Registry of Deeds but the two originals shall constitute one and the same instrument.

IN WITNESS WHEREOF, Katahdin Timberlands, LLC, and Katahdin Forest Management, LLC, have caused this instrument to be executed by Marcia A. McKeague, President of each limited liability company, and hereunto duly authorized this 28th day of December, 2005.

KATAHDIN TIMBERLANDS LLC

Marcia A. McKeague
By: Marcia A. McKeague
Its: President

KATAHDIN FOREST MANAGEMENT LLC

Marcia A. McKeague
By: Marcia A. McKeague
Its: President

STATE OF MAINE
PENOBSCOT, ss.

December 28, 2005

Then personally appeared the above named Marcia A. McKeague, President of Katahdin Timberlands, LLC, and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said limited liability company.

Before me,

Notary Public

Print Name:

Dean A. Beaupre
Attorney at Law

STATE OF MAINE
PENOBSCOT, ss.

December 28, 2005

Then personally appeared the above named Marcia A. McKeague, President of Katahdin Forest Management LLC, and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said limited liability company.

Before me,

Notary Public

Print Name:

Dean A. Beaupre
Attorney at Law

Dean A. Beaupre

SCHEDULE A

Certain lots, or parcels of land, located in Township 1 Range 8, WELS, Penobscot County, Maine, and Township 1 Range 9, WELS, Piscataquis County, Maine, and more particularly described as follows:

Parcel One – Twin Pines Lease Lot situated in Township 1 Range 8, WELS, Penobscot County, Maine, and conveyed by Katahdin Timberlands, LLC

A certain lot or parcel of land with the improvements thereon situate on the southerly shore of Millinocket Lake, so called, in Township 1, Range 8, County of Penobscot, State of Maine, more particularly described as follows:

Beginning on the northerly side of the Black Cat Road, so called, at an iron rod found on the northerly line of Katahdin Timberlands, LLC, lease no. 2332;

Thence N 79° 45' 50" E by and along the northerly line of said lease no. 2332, a distance of 164.20 feet to an iron rod set;

Thence S 19° 25' 34" E by and along the easterly line of said lease no. 2332, a distance of 198.93 feet to an iron rod found;

Thence S 88° 21' 32" E, a distance of 59.53 feet to a point;

Thence S 20° 28' 28" E, a distance of 207.86 feet to a point;

Thence N 62° 15' 54" E, a distance of 258.63 feet to a point;

Thence N 22° 54' 04" W, a distance of 338.88 feet to an iron rod set;

Thence continuing N 22° 54' 04" W, a distance of 110.52 feet to an iron rod set, said iron rod being located N 66° 33' 45" E, a tie distance of 451.23 feet from the point of beginning;

Thence continuing N 22° 54' 04" W, a distance of 25 feet, more or less, to the high water mark of said Millinocket Lake;

Thence in a general northwesterly, southwesterly and southeasterly direction by and along said high water mark, a distance of 1640 feet, more or less, to a point on the northerly line of said Lease No. 2332;

Thence N 79° 45' 50" E by and along the northerly line of said lease no. 2332, a distance of 46 feet, more or less, to the point of beginning;

Containing 7 acres, more or less.

Bearings referenced herein are oriented to Grid North of the Maine State Coordinate System, East Zone, NAD 83.

Distances cited herein are grid distances referenced to the Maine State Coordinate System, East Zone, NAD 83.

Iron rods set referenced herein are capped $\frac{3}{4}$ " rebar stamped "Plisga & Day PLS 2361".

The high water mark of said Millinocket Lake is defined as elevation 480 feet referenced to the National Geodetic Vertical Datum of 1929 (NGVD 29).

Said lot is identified as 'Parcel 1 Twin Pines' on a Survey Plan of a portion of the property of Katahdin Timberlands LLC and Katahdin Forest Management LLC by Plisga & Day, Land Surveyors, dated December 14, 2005, and recorded on December 14, 2005, in the Penobscot County Registry of Deeds in Plan Book 2005 Page 153 which survey, and the notes thereon, are hereby incorporated by reference.

The foregoing lot was created by lease prior to 1970.

This conveyance excludes any property within the project boundary of the Millinocket Lake Storage Development of the Penobscot Mills Project, FERC Project No. 2458, as determined by the Federal Energy Regulatory Commission in a license issued to Great Northern Paper, Inc., dated October 22, 1996, as amended by the FERC Order dated February 12, 2002, revising Shoreline Management Plan and Approving Exhibit G Drawings.

Excepting and reserving, however, to Katahdin Timberlands, LLC, and its assigns, a right of way, in common with Grantor, and its assigns, as a non exclusive appurtenant easement, in common with Grantee and its successors and assigns, for access and utilities to land of Katahdin Timberlands, LLC, identified as Lease Lot Number 1, Lease Lot Number 2, Lease Lot Number 3, Lease Lot Number 4 and Lease Lot Number 5 as shown on the survey plan recorded in Plan Book 2005 Page 153, subject to reasonable cost sharing with such Lease Lot owners, said easement being a 20 foot right of way, as presently used, including the right to install, maintain and operate utility services, as well as the right to convey such utility rights to public utility companies, said right of way extending from the west bound of Parcel One, in a generally northeasterly direction over the existing road to the east bound of Parcel One and across Parcel Three for access and utilities to said leased lots One, Two, Three and Four. Access to Leased Lot Five runs from said easement northwesterly along the west bound of Parcel One to the driveway servicing Lot 5. Said easements are shown on **the** survey plan recorded in Plan Book 2005 Page 153 attached hereto. The center line of said right of way runs along the center line of the existing roads and said right of way extends 10 feet on each side of the center line of said right of way. This easement includes the right, but not the obligation, to maintain said road and to plow and remove snow from said roadway. This easement also includes the right to maintain and operate utility services as presently laid out and shown on the survey plan recorded in Plan Book 2005 Page 153 even if such utilities are outside

of said 20 foot strip. This reserved right of way for access and utilities is subject to the right of Grantee and its successors and assigns to relocate said right of way and utilities within Parcels One and Three such that Katahdin Timberlands, LLC, and its successors and assigns have access and utility services to and for said leased lots, such relocation to be solely at the expense of Grantee and its successors and assigns.

Parcel Two – Former Katahdin Communications Lease Lot #5087 situated in Township 1 Range 8, WELS, Penobscot County, Maine, and conveyed by Katahdin Timberlands, LLC

A certain lot, or parcel of land, situated in Township 1, Range 8, WELS, Penobscot County, State of Maine, and being a three (3) acre parcel of land located approximately three quarters (3/4) of a mile southeast of Millinocket Lake on Hammond Ridge including a power line right of way approximately 2800 feet in length accessing the site from the northwest.

Also hereby conveying all of Grantor's right, title and interest to a strip of land under one certain power line constructed by Katahdin Communications, Inc., said line running from the preexisting power line on Parcel Four to the above described site. This conveyance includes all of Grantors' right title and interest in the power line facilities constructed within said strip.

Said lot is identified as 'Parcel 2 Hammond Ridge Radio Tower +/- 3 acres' on a Survey Plan of a portion of the property of Katahdin Timberlands LLC and Katahdin Forest Management LLC by Plisga & Day, Land Surveyors, dated December 14, 2005, and recorded on December 14, 2005, in the Penobscot County Registry of Deeds in Plan Book 2005 Page 153 which survey, and the notes thereon, are hereby incorporated by reference.

The foregoing lot was created by lease prior to 1990.

This lot is within Parcel Four as shown on Plan Book 2005 Page 153.

Parcel Three - Lot situated in Township 1 Range 8, WELS, Penobscot County, Maine, and conveyed by Katahdin Timberlands, LLC – Option 1 Lot

A certain lot or parcel of land with the improvements thereon situate on the southerly shore of Millinocket Lake, so called, in Township 1, Range 8 WELS, County of Penobscot, State of Maine, more particularly described as follows:

Beginning at a point near the southerly shore of said Millinocket Lake, said point being located S 78° 48' 49" W, a tie distance of 1726.33 feet from an iron rod found near the shore of said Millinocket Lake on the westerly line of lands now or formerly of Kenneth A. and Karen F. Hansen as described in Volume 5927 Page 54;

Thence N 0° 30' 16" W through lands of the grantor, a distance of 50 feet, more or less, to the high water mark of said Millinocket Lake;

Thence in a southwesterly direction, by and along the high water mark of said Millinocket Lake, a distance of 2400 feet, more or less to a point on the easterly line of lands now or formerly of Great Lakes Hydro America, LLC;

Thence S 5° 07' 52" E by and along the easterly line of said lands of Great Lakes Hydro America, LLC, a distance of 5 feet, more or less, to an iron rod found, said iron rod being located S 41° 45' 28" W, a tie distance of 2241.46 feet from the point of beginning;

Thence continuing S 5° 07' 52" E by and along the easterly line of lands now or formerly of Great Lakes Hydro America, LLC, a distance of 106.56 feet to an iron rod found;

Thence continuing S 5° 07' 52" E by and along the easterly line of lands now or formerly of Great Lakes Hydro America, LLC, a distance of 93 feet, more or less to a point on a line offset 200 feet southerly of the high water mark of said Millinocket Lake;

Thence in a general northwesterly direction, by and along the southerly line of said lands of Great Lakes Hydro America, LLC and at all times 200 feet southerly of the high water mark of said Millinocket Lake, a distance of 1540 feet, more or less to a point;

Thence S 86° 12' 39" E by and along the westerly line of said lands of Great Lakes Hydro America, LLC, a distance of 105 feet, more or less, to an iron rod found, said iron rod being located N 47° 37' 28" W, a tie distance of 1149.10 feet from the last mentioned iron rod found;

Thence continuing S 86° 12' 39" E by and along the westerly line of said lands of Great Lakes Hydro America, LLC, a distance of 80.16 feet to an iron rod found;

Thence continuing S 86° 12' 39" E by and along the westerly line of said lands of Great Lakes Hydro America, LLC, a distance of 42 feet, more or less, to the high water mark of said Millinocket Lake;

Thence in a general northerly direction, by and along the high water mark of said Millinocket Lake, a distance of 1470 feet, more or less, to a point;

Thence N 48° 06' 56" W, a distance of 16 feet, more or less, to an iron pipe found, said iron pipe being located N 1° 40' 14" E, a tie distance of 1163.40 feet from the last mentioned iron rod found;

Thence continuing N 48° 06' 56" W, a distance of 186.19 feet to an iron rod set near the center of a gravel road;

Thence S 64° 52' 46" W, a distance of 362.68 feet to an iron rod set;

Thence continuing S 64° 52' 46" W, a distance of 80 feet, more or less, to the high water mark of said Millinocket Lake;

Thence in a general southwesterly direction, by and along the high water mark of said Millinocket Lake, a distance of 330 feet, more or less, to a point;

Thence S 5° 13' 05" W, a distance of 90 feet, more or less, to an iron pipe found, said pipe being located S 52° 59' 50" W, a tie distance of 381.33 feet from the last mentioned iron rod set;

Thence continuing S 5° 13' 05" W, a distance of 184.11 feet to an iron rod set;

Thence S 79° 56' 29" W, a distance of 127.52 feet to an iron rod set on the easterly line of Parcel One;

Thence S 22° 54' 04" E by and along the easterly line of Parcel One, a distance of 338.88 feet to a point;

Thence S 62° 15' 54" W by and along the southerly line of Parcel One, a distance of 258.63 feet to a point;

Thence S 18° 25' 02" W, a distance of 647.13 feet to a point;

Thence S 32° 48' 54" E, a distance of 494.12 feet to a point;

Thence S 79° 52' 52" E, a distance of 612.80 feet to a point;

Thence S 24° 03' 47" E, a distance of 407.63 feet to a point;

Thence S 89° 50' 45" E, a distance of 1135.15 feet to a point;

Thence N 45° 29' 55" E, a distance of 1780.64 feet to a point;

Thence N 0° 30' 16" W, a distance of 1007.53 feet to the point of beginning;

Containing 89 acres, more or less.

Bearings referenced herein are oriented to Grid North of the Maine State Coordinate System, East Zone, NAD 83.

Distances cited herein are grid distances referenced to the Maine State Coordinate System, East Zone, NAD 83.

Iron rods set referenced herein are capped $\frac{3}{4}$ " rebar stamped "Plisga & Day PLS 2361".

All recorded documents referenced herein are recorded in the Penobscot County Registry of Deeds unless otherwise noted.

The high water mark of said Millinocket Lake is defined as elevation 480 feet referenced to the National Geodetic Vertical Datum of 1929 (NGVD 29).

Said lot is identified as 'Parcel 3 +/- 89 acres' on a Survey Plan of a portion of the property of Katahdin Timberlands LLC and Katahdin Forest Management LLC by Plisga & Day, Land Surveyors, dated December 14, 2005, and recorded on December 14, 2005, in the Penobscot County Registry of Deeds in Plan Book 2005 Page 153 which survey, and the notes thereon, are hereby incorporated by reference.

This lot is adjacent to Parcel One and Parcel Four as shown on Plan Book 2005 Page 153.

This conveyance excludes any property within the project boundary of the Millinocket Lake Storage Development of the Penobscot Mills Project, FERC Project No. 2458, as determined by the Federal Energy Regulatory Commission in a license issued to Great Northern Paper, Inc., dated October 22, 1996, as amended by the FERC Order dated February 12, 2002, revising Shoreline Management Plan and Approving Exhibit G Drawings.

Excepting and reserving, however, to Katahdin Timberlands, LLC, and its assigns, a right of way, in common with Grantor, and its assigns, as a nonexclusive appurtenant easement, in common with Grantee and its successors and assigns, for access and utilities to land of Katahdin Timberlands, LLC, identified as Lease Lot Number 1, Lease Lot Number 2, Lease Lot Number 3, and Lease Lot Number 4 as shown on the survey plan recorded in Plan Book 2005 Page 153, subject to reasonable cost sharing with such Lease Lot owners, said easement being a 20 foot right of way, as presently used, including the right to install, maintain and operate utility services, as well as the right to convey such utility rights to public utility companies, said right of way extending from the east bound of Parcel One, in a generally northeasterly direction over the existing road and driveways from the east bound of Parcel One and across Parcel Three for access and utilities to said leased lots. Said easement is shown on the survey plan recorded in Plan Book 2005 Page 153. The center line of said right of way runs along the center line of the existing roads and said right of way extends 10 feet on each side of the center line of said right of way. This easement includes the right, but not the obligation, to maintain said road and to plow and remove snow from said roadway. This easement also includes the right to maintain and operate utility services as presently laid out and shown on the survey plan recorded in Plan Book 2005 Page 153 even if such utilities are outside of said 20 foot strip. This reserved right of way for access and utilities is subject to the right of Grantee and its successors and assigns to relocate said right of way and utilities within Parcels One and

Three such that Katahdin Timberlands, LLC, and its successors and assigns have access and utility services to and for said leased lots, such relocation to be solely at the expense of Grantee and its successors and assigns.

Parcel Four- Lot situated in Township 1 Range 8, WELS, Penobscot County, Maine, and Township 1 Range 9, WELS, Piscataquis County, Maine, and conveyed by Katahdin Forest Management, LLC - Option 2 Lot

A certain lot or parcel of land with the improvements thereon situate on the southerly shore of Millinocket Lake, so called in Township 1 Range 8 WELS, County of Penobscot and Township 1 Range 9 WELS, County of Piscataquis, State of Maine, more particularly described as follows:

Beginning in Township 1 Range 8 WELS, County of Penobscot at an iron rod found near the shore of said Millinocket Lake on the westerly line of lands now or formerly of Kenneth A. and Karen F. Hansen as described in Volume 5927 Page 54;

Thence S 0° 02' 03" E by and along the westerly line of said lands of Hansen, a distance of 771.93 feet to an iron rod found at the northwesterly corner of lands now or formerly of Brian C. Atwood, as described in Volume 5765, Page 186;

Thence continuing S 0° 02' 03" E, by and along the westerly line of said lands of Atwood, a distance of 555.40 feet to an iron rod set;

Thence S 89° 31' 24" E by and along the southerly line of said lands of Atwood, a distance of 316.13 feet to an iron rod found at the southwesterly corner of lands now or formerly of Stephen A. Hart as described in Volume 9285, Page 2;

Thence continuing S 89° 31' 24" E by and along the southerly line of said lands of Hart, lands now or formerly of Jeffrey L and Madolin M. Hobbs as described in Volume 4862, Page 21 and lands now or formerly of Raymond K. and Muriel C. Woodworth as described in Volume 3348, Page 82, a distance of 1196.92 feet to an iron pipe found at the southeasterly corner of said lands of Woodworth;

Thence S 39° 49' 35" E, a distance of 787.28 feet to an iron rod set;

Thence S 14° 23' 12" E, a distance of 4868.38 feet to an iron rod set;

Thence S 51° 29' 50" W, a distance of 4431.63 feet to an iron rod set on the northeasterly line of a 200 foot wide electric transmission line right of way owned by Great Lakes Hydro America, LLC;

Thence N 53° 46' 16" W by and along the northeasterly line of said Great Lakes Hydro America, LLC transmission line right of way and crossing into Township 1 Range 9 WELS, County of Piscataquis, a distance of 8858.55 feet to an iron rod

set on the easterly sideline of the State Park Road as depicted on the Maine State Highway Commission Right of Way Map for State Aid Highway No. 1, S.H.C. File No. S-11-107 dated May 1968 and recorded in Map File #247 of the Piscataquis County Registry of Deeds;

Thence N 23° 34' 13" W by and along the easterly sideline of said State Park Road, a distance of 176.17 feet to a point of tangency;

Thence in a northerly direction by and along the easterly sideline of said State Park Road, along a curve to the left with a radius of 2155.01 feet, an arc distance of 812.35 feet to a non-tangent point, said curve having a chord bearing N 34° 22' 10" W, a chord distance of 807.54 feet;

Thence N 44° 13' 29" W by and along the easterly sideline of said State Park Road, a distance of 219.97 feet to a point;

Thence N 49° 49' 40" W, by and along the easterly sideline of said State Park Road, a distance of 22.36 feet to an iron rod set;

Thence N 19° 08' 46" W by and along the easterly line of said Great Lakes Hydro America, LLC transmission line right of way, a distance of 1108.25 feet to an iron rod set;

Thence S 83° 44' 36" E, a distance of 774.40 feet to an iron rod set near the top of Black Cat Mountain, so called;

Thence continuing S 83° 44' 36" E, a distance of 224.47 feet to a point near the top of said Black Cat Mountain;

Thence N 20° 01' 02" E, a distance of 205.52 feet to an iron rod set;

Thence continuing N 20° 01' 02" E, a distance of 1410.48 feet to an iron rod set on the southerly side of the Black Cat Road, so called, and the southerly edge of an easement 50 feet in width encompassing a portion of said road;

Thence S 48° 51' 49" E, a distance of 103.95 feet to a point southerly of said Black Cat Road;

Thence S 60° 13' 11" E, a distance of 101.59 feet to a wood post found on the Piscataquis/Penobscot County line and the Township 1 Range 9 WELS/Township 1, Range 8 WELS line southerly of said Black Cat Road;

Thence S 65° 20' 45" E, a distance of 171.90 feet to a point southerly of said Black Cat Road;

Thence S 78° 51' 58" E, a distance of 166.21 feet to a point southerly of said Black Cat Road;

Thence N 85° 05' 49" E, a distance of 246.50 feet to a point southerly of said Black Cat Road;

Thence S 74° 36' 27" E, a distance of 150.85 feet to a point southerly of said Black Cat Road;

Thence S 63° 21' 20" E, a distance of 116.50 feet to a point southerly of said Black Cat Road;

Thence S 56° 57' 13" E, a distance of 159.64 feet to a point southerly of said Black Cat Road;

Thence S 57° 56' 18" E, a distance of 224.76 feet to a point southerly of said Black Cat Road;

Thence S 49° 55' 49" E, a distance of 121.89 feet to a point southerly of said Black Cat Road;

Thence S 65° 59' 45" E, a distance of 135.43 feet to a point southerly of said Black Cat Road;

Thence S 80° 07' 00" E, a distance of 146.72 feet to a point southerly of said Black Cat Road;

Thence N 76° 12' 23" E, a distance of 55.58 feet to a point southerly of said Black Cat Road;

Thence N 39° 42' 58" E, a distance of 52.39 feet to a point southerly of said Black Cat Road;

Thence N 20° 48' 00" E, a distance of 293.84 feet to a point southerly of said Black Cat Road;

Thence N 7° 56' 24" E, a distance of 52.52 feet to an iron rod found southerly of said Black Cat Road;

Thence N 9° 35' 16" E, a distance of 124.51 feet to a point southerly of said Black Cat Road;

Thence S 88° 21' 32" E, a distance of 18.65 feet to a point;

Thence S 20° 28' 28" E, a distance of 207.86 feet to a point;

Thence S 18° 25' 02" W, a distance of 647.13 feet to a point;

Thence S 32° 48' 54" E, a distance of 494.12 feet to a point;

Thence S 79° 52' 52" E, a distance of 612.80 feet to a point;

Thence S 24° 03' 47" E, a distance of 407.63 feet to a point;

Thence S 89° 50' 45" E, a distance of 1135.15 feet to a point;

Thence N 45° 29' 55" E, a distance of 1780.64 feet to a point;

Thence N 0° 30' 16" W, a distance of 1007.53 feet to a point, said point being located S 78° 48' 49" W, a tie distance of 1726.33 feet from the point of beginning;

Thence continuing N 0° 30' 16" W, a distance of 50 feet, more or less, to the high water mark of said Millinocket Lake;

Thence in a general easterly direction, by and along the high water mark of said Millinocket Lake, a distance of 1770 feet, more or less, to its intersection with the westerly line of said lands of Hansen;

Thence S 0° 02' 03" E by and along the westerly line of said lands of Hansen, a distance of 10 feet, more or less, to the point of beginning;

Containing 1361 acres, more or less.

Bearings referenced herein are oriented to Grid North of the Maine State Coordinate System, East Zone, NAD 83.

Distances cited herein are referenced to the Maine State Coordinate System, East Zone, NAD 83.

Iron rods set referenced herein are capped ¾" rebar stamped "Plisga & Day PLS 2361".

All recorded documents referenced herein are recorded in the Penobscot County Registry of Deeds unless otherwise noted.

The high water mark of said Millinocket Lake is defined as elevation 480 feet referenced to the National Geodetic Vertical Datum of 1929 (NGVD 29).

Said lot is identified as 'Parcel 4 +/- 1361 acres' on a Survey Plan of a portion of the property of Katahdin Timberlands LLC and Katahdin Forest Management LLC by Plisga & Day, Land Surveyors, dated December 14, 2005, and recorded on December 14, 2005,

in the Penobscot County Registry of Deeds in Plan Book 2005 Page 153 which survey, and the notes thereon, are hereby incorporated by reference.

This conveyance excludes any property within the project boundary of the Millinocket Lake Storage Development of the Penobscot Mills Project, FERC Project No. 2458, as determined by the Federal Energy Regulatory Commission in a license issued to Great Northern Paper, Inc., dated October 22, 1996, as amended by the FERC Order dated February 12, 2002, revising Shoreline Management Plan and Approving Exhibit G Drawings.

This lot is adjacent to Parcels One, Two and Three as shown on Plan Book 2005 Page 153.

This conveyance is subject to one certain utility easement conveyed by Great Northern Nekoosa Corporation to Mark McVey and Lisa McVey dated January 7, 1987 and recorded in the Penobscot County Registry of Deeds in Book 5927 Page 53.

Parcel Five - Appurtenant Easements to Parcels One, Two, Three and Four

Right of Way Number One – Black Cat Road –

Also hereby conveying, in common with Grantor, its assigns, and others, as a perpetual non exclusive appurtenant easement for access and utilities to Parcels One, Two, Three and Four, a 50 foot right of way, for all purposes of a way, including the right to install, maintain and operate utility services, including underground utilities, but excluding gas, diesel, natural gas, fuel and any other petroleum products, as well as the right to convey such utility rights to public utility companies. Said easement encompassing a portion of the Black Cat Road, so called, and is situate near the southerly shore of Millinocket Lake, so called in Township 1 Range 8 WELS, County of Penobscot and Township 1 Range 9 WELS, County of Piscataquis, State of Maine, said right of way extending from the State Park Road, so-called, in a generally easterly direction along the south shore of Millinocket Lake and is over a portion of Fire Lane 20, also known as the Black Cat Road, so-called, a private way, for access and utilities to the west bound of Parcel One. Said easement is shown on the survey plan recorded in Plan Book 2005 Page 153. This easement includes the right, but not the obligation, to maintain said road and to plow and remove snow from said roadway. This easement also includes the right to maintain and operate utility services as presently laid out along said road even if such utilities are outside of said 50 foot strip. This easement is not limited to current uses of Parcels One, Two, Three and Four but includes future development of said parcels for residential and commercial purposes including hotel/resort and subdivision uses.

Said right of way and easement is over a strip of land 50 feet in width which is partially described as follows:

Beginning at an iron rod set southerly of said Black Cat Road at the northwesterly corner of Parcel Four;

Thence S 48° 51' 49" E, a distance of 103.95 feet to a point southerly of said Black Cat Road;

Thence S 60° 13' 11" E, a distance of 101.59 feet to a wood post found on the Piscataquis/Penobscot County line and the Township 1 Range 9 WELS/Township 1, Range 8 WELS line southerly of said Black Cat Road;

Thence S 65° 20' 45" E, a distance of 171.90 feet to a point southerly of said Black Cat Road;

Thence S 78° 51' 58" E, a distance of 166.21 feet to a point southerly of said Black Cat Road;

Thence N 85° 05' 49" E, a distance of 246.50 feet to a point southerly of said Black Cat Road;

Thence S 74° 36' 27" E, a distance of 150.85 feet to a point southerly of said Black Cat Road;

Thence S 63° 21' 20" E, a distance of 116.50 feet to a point southerly of said Black Cat Road;

Thence S 56° 57' 13" E, a distance of 159.64 feet to a point southerly of said Black Cat Road;

Thence S 57° 56' 18" E, a distance of 224.76 feet to a point southerly of said Black Cat Road;

Thence S 49° 55' 49" E, a distance of 121.89 feet to a point southerly of said Black Cat Road;

Thence S 65° 59' 45" E, a distance of 135.43 feet to a point southerly of said Black Cat Road;

Thence S 80° 07' 00" E, a distance of 146.72 feet to a point southerly of said Black Cat Road;

Thence N 76° 12' 23" E, a distance of 55.58 feet to a point southerly of said Black Cat Road;

Thence N 39° 42' 58" E, a distance of 52.39 feet to a point southerly of said Black Cat Road;

Thence N 20° 48' 00" E, a distance of 293.84 feet to a point southerly of said Black Cat Road;

Thence N 7° 56' 24" E, a distance of 52.52 feet to an iron rod found southerly of said Black Cat Road;

Thence N 9° 35' 16" E, a distance of 124.51 feet to a point southerly of said Black Cat Road and on the westerly line of Parcel One;

Thence N 88° 22' 40" W by and along the westerly line of Parcel One and crossing said Black Cat Road, a distance of 40.87 feet to a point;

Thence N 19° 25' 34" W by and along the westerly line of said Parcel One, a distance of 19.61 feet to a point;

Thence S 9° 35' 16" W, a distance of 136.73 feet to a point northerly of said Black Cat Road;

Thence S 7° 56' 24" W, a distance of 47.60 feet to a point northerly of said Black Cat Road;

Thence S 20° 48' 00" W, a distance of 279.87 feet to a point northerly of said Black Cat Road;

Thence S 39° 42' 58" W, a distance of 27.58 feet to a point northerly of said Black Cat Road;

Thence S 76° 12' 23" W, a distance of 28.62 feet to a point northerly of said Black Cat Road;

Thence N 80° 07' 00" W, a distance of 130.05 feet to a point northerly of said Black Cat Road;

Thence N 65° 59' 45" W, a distance of 122.18 feet to a point northerly of said Black Cat Road;

Thence N 49° 55' 49" W, a distance of 118.33 feet to a point northerly of said Black Cat Road;

Thence N 57° 56' 18" W, a distance of 227.83 feet to a point northerly of said Black Cat Road;

Thence N 56° 57' 13" W, a distance of 162.00 feet to a point northerly of said Black Cat Road;

Thence N 63° 21' 20" W, a distance of 124.23 feet to a point northerly of said Black Cat Road;

Thence N 74° 36' 27" W, a distance of 164.73 feet to a point northerly of said Black Cat Road;

Thence S 85° 05' 49" W, a distance of 248.41 feet to a point northerly of said Black Cat Road;

Thence N 78° 51' 58" W, a distance of 153.24 feet to a point northerly of said Black Cat Road;

Thence N 65° 20' 45" W, a distance of 163.74 feet to a point northerly of said Black Cat Road;

Thence N 60° 13' 11" W crossing into Township 1, Range 9, Piscataquis County, a distance of 94.38 feet to a point northerly of said Black Cat Road;

Thence N 48° 51' 49" W, a distance of 118.29 feet to a point northerly of said Black Cat Road;

Thence S 20° 01' 02" W crossing said Black Cat Road, a distance of 53.60 feet to the point of beginning;

Bearings referenced herein are oriented to Grid North of the Maine State Coordinate System, East Zone, NAD 83.

Distances cited herein are grid distances referenced to the Maine State Coordinate System, East Zone, NAD 83.

Iron rods set referenced herein are capped $\frac{3}{4}$ " rebar stamped "Plisga & Day PLS 2361".

Said 50 foot right of way, from its westerly terminus described above, runs westerly from such terminus over the existing Black Cat Road to the State Park Road and is located 25 feet on each side of the centerline of the existing roadway.

Right of Way Number One is subject to:

- a-the terms and conditions of the Ripogenus Transmission Line Easement, which crosses said right of way as approximately shown on the survey plan recorded in Plan Book 2005 Page 153, as set out in the deed from Great Northern Paper, Inc., and Maine Timberlands, Inc., to GNE, LLC, dated January 31, 2002, and recorded in the Penobscot County Registry of Deeds in Book 8063 Page 98 (Piscataquis County – Book 1366 Page 1) as amended by deeds recorded in Book 9214, Page 303 (Piscataquis County – Book 1535 Page 255), Book 9349, Page 1 (Piscataquis County – Book 1561 Page 1) and Book 9349 Page 156 (Piscataquis County – Book 1561 Page 10); and
- b-the terms and conditions of the Ripogenus Development, FERC Project No. 2572, as determined by the Federal Energy Regulatory Commission in a license issued to Great Northern Paper, Inc., dated October 22, 1996.

Right of Way Number Two – New Access Road –

Also hereby conveying, in common with Grantor, its assigns, and others, as a perpetual non exclusive appurtenant easement for access and utilities to Parcels One, Two, Three and Four, a 100 foot right of way, for all purposes of a way, including the right to install, maintain and operate utility services, including underground utilities, but excluding gas, diesel, natural gas, fuel and any other petroleum products, as well as the right to convey such utility rights to public utility companies, said right of way extending from the State Park Road, so-called, in a generally northeasterly direction for access and utilities to the southwest bound of Parcel Four. Said easement is shown on the survey plan recorded in Plan Book 2005 Page 153. This easement includes the right to construct a road and install utility services within said strip. Said road may be paved by Grantee with asphalt or a similar year round road surface. This easement includes the right, but not the obligation, to maintain said road and to plow and remove snow from said roadway. This easement is not limited to current uses of Parcels One, Two, Three and Four but includes future development of said parcels for residential and commercial purposes including hotel/resort and subdivision uses. This easement includes the right to erect signs within said strip at the intersection of the strip with the State Park Road. Grantee, by acceptance of this easement, assumes the obligation to construct and maintain the road leading to Parcel Four and agrees to construct and maintain said improvements in accordance with the standards, rules and requirements, including permitting requirements, of the Land Use Regulation Commission and/or any other governmental entity with land use jurisdiction over the area.

The centerline of said 100 foot strip is as follows:

Beginning at a point on the southwesterly line Parcel Four, said point being located N 53° 46' 16" W, a distance of 3783.16 feet from an iron rod set at the southwesterly corner of said parcel;

Thence S 45° 12' 03" W, a distance of 91.35 feet to a point;

Thence S 28° 44' 52" W, a distance of 123.73 feet to a point;

Thence S 46° 59' 49" W, a distance of 101.89 feet to a point;

Thence S 61° 19' 46" W, a distance of 137.91 feet to a point;

Thence S 32° 38' 08" W, a distance of 166.33 feet to a point;

Thence S 50° 32' 31" W, a distance of 238.41 feet to a point;

Thence S 30° 25' 58" W, a distance of 231.23 feet to a point;

Thence S 18° 27' 49" W, a distance of 172.09 feet to a point;

Thence S 37° 38' 54" W, a distance of 138.01 feet to a point;

Thence S 65° 47' 26" W, a distance of 238.94 feet to a point on the northeasterly sideline of said State Park Road as described in the Penobscot County Commissioner's layout dated April 1914 and recorded in Volume 14, Page 161 of said County Commissioner's records.

The sidelines of the 100 foot wide easement described herein extend northeasterly to intersect the southwesterly sideline of Parcel Four and extend southwesterly to intersect the northeasterly sideline of said State Park Road.

Bearings referenced herein are oriented to Grid North of the Maine State Coordinate System, East Zone, NAD 83.

Distances cited herein are referenced to the Maine State Coordinate System, East Zone, NAD 83.

Right of Way Number Two is subject to:

a-the terms and conditions of the Ripogenus Transmission Line Easement, which crosses said right of way as shown on the survey plan recorded in Plan Book 2005 Page 153, as set out in the deed from Great Northern Paper, Inc., and Maine Timberlands, Inc., to GNE, LLC, dated January 31, 2002, and recorded in the Penobscot County Registry of Deeds in Book 8063 Page 98 (Piscataquis County – Book 1366 Page 1) as amended by deeds recorded in Book 9214, Page 303 (Piscataquis County – Book 1535 Page 255), Book 9349, Page 1 (Piscataquis County – Book 1561 Page 1) and Book 9349 Page 156 (Piscataquis County – Book 1561 Page 10); and

b-the terms and conditions of the Ripogenus Development, FERC Project No. 2572, as determined by the Federal Energy Regulatory Commission in a license issued to Great Northern Paper, Inc., dated October 22, 1996.

Grantee, and its successors and assigns, by acceptance of this deed, covenant and agree with Grantor and its successors and assigns, that whether or not Grantor undertakes any maintenance or repair of roads or other property used to access the parcels and easements conveyed herein:

(a)Grantor makes no assurances that it will, nor shall Grantor otherwise have any duty or obligation to, keep such roadways or other property safe for entry or use by any person for any purpose, including, but not limited to, recreation or harvesting activities or for any other purpose or to give warning of any hazardous condition, use, structure, or activity thereon to any persons entering the parcels or easements conveyed hereby or the roadways, or other property, for any other purpose;

(b) Grantor does not owe any duty of care, nor does Grantor otherwise assume any other duty or responsibility to Grantee and its successors and assigns for any injury to persons or property suffered or incurred in connection with any use of or access to the parcels conveyed hereby in connection with any use of the parcels and easements conveyed hereby;

(c) With respect to Right of Way Number One, the easement over the Black Cat Road crossing land of Grantor is conveyed in common with Grantor and others. Grantee's use of such easement shall be subject to reasonable rules and regulations adopted by Grantor from time to time concerning use of the Black Cat Road crossing Grantor's lands, that do not interfere with the use of the easement, except temporarily as provided next below, including sharing the cost of maintaining such roads among all users of such roads. Such rules and regulations may provide for seasonal and temporary road closures for construction and maintenance purposes. Grantee acknowledges that Grantor reserves the right to use the Black Cat Road, to the extent that the Road is on Grantor's property, for any purpose including, but not limited to, use for timber harvesting, silviculture, use for the transportation of equipment, materials, wood and other forest products and use for forest management related purposes. Grantor is under no obligation to perform maintenance or improvements to the Black Cat Road as a result of granting this easement, but agrees to enter into reasonable cost sharing arrangements between Grantee and Grantor's leasees and assigns who use the road. Such arrangement shall be directly between Grantee and the road association formed by Grantor's leasees and/or assignees. Grantor reserves the right to relocate said road from time to time.

Grantee, by acceptance of this deed, acknowledges and agrees that the use of the Black Cat Road by the Grantee and its successors and assigns, shall be at their sole risk, cost and expense. Grantee, by acceptance of this deed, for itself and its successors and assigns, hereby covenants and agrees to indemnify and hold harmless the Grantor, its successors, assigns, parent entity and subsidiary entities, and the officers, directors, employees, shareholders, and the owners of any of the foregoing ("Indemnitees"), from and against any and all liability, cost and expense, including reasonable attorney fees, in connection with or related to the use or ownership of the Black Cat Road, by the Grantee, its successors, assigns, guests, invitees, licensees, or contractors; provided however, that Grantee, its successors and assigns shall have no duty to indemnify and hold the Indemnitees harmless from claims arising from conditions or conduct caused or allowed by Indemnitees.

(d) With respect to Right of Way Number Two, Grantee acknowledges that Grantor reserves the right to use the road to be built by Grantee on property of Grantor on said easement for any purpose including, but not limited to, use for timber harvesting, silviculture, use for the transportation of equipment, materials, wood and other forest products and use for forest management related purposes. Grantor shall be responsible for repairing damage to Grantee's road caused by Grantor's equipment and Grantor shall not use such road for timber harvesting or transportation of

harvesting equipment or commercial forestry products during such times as the State Park Road is posted against use by heavy loads.

Grantee, by acceptance of this deed, for itself and its successors and assigns, hereby covenants and agrees to indemnify and hold harmless the Grantor, its successors, assigns, parent entity and subsidiary entities, and the officers, directors, employees, shareholders, and the owners of any of the foregoing ("Indemnitees"), from and against any and all liability, cost and expense, including reasonable attorney fees, in connection with or related to the use or ownership of Right of Way Number Two by the Grantee, its successors, assigns, guests, invitees, licensees, or contractors; provided however, that Grantee, its successors and assigns shall have no duty to indemnify and hold the Indemnitees harmless from claims arising from conditions or conduct caused or allowed by Indemnitees.

Grantor and its successors and assigns agree to enter into reasonable cost sharing arrangements for Right of Way Number Two reflecting the respective use of the right of way by the parties.

To the extent permitted by Grantee, its successors and assigns, the users of Right of Way Number Two may include, under the same terms and conditions as conveyed herein landowners adjacent to Parcels Three and Four, said landowners and/or parcels of land being identified on Plan Book 2005 Page 153 as Lot 1, Lot 2, Lot 3, Lot 4, Lands now or formerly of Kenneth A. and Karen F. Hansen Volume 5927 Page 54, Lands now or formerly of Stephen A. Hart Volume 9285 Page 2, Lands now or formerly of Jeffrey L. and Madolin M. Hobbs Volume 4862 Page 21, Lands now or formerly of Raymond K. and Muriel C. Woodworth Volume 3348 Page 82, and Lands now or formerly of Brian C. Atwood Volume 5765 Page 186, in connection with Grantee's conveyance to such parties/landowners of appurtenant access easements across Parcels Three and/or Four from such parcels of land to the State Park Road.

Right of Way Number One and Right of Way Number Two are identified as 'Fire Lane 20 Black Cat Road' and '100' wide easement' on a Survey Plan of a portion of the property of Katahdin Timberlands LLC and Katahdin Forest Management LLC by Plisga & Day, Land Surveyors, dated December 14, 2005, and recorded on December 14, 2005, in the Penobscot County Registry of Deeds in Plan Book 2005 Page 153 which survey, and the notes thereon, are hereby incorporated by reference.

Maine Real Estate
Transfer Tax Paid

PENOBSCOT COUNTY, MAINE

Susan F. Bulley
Register of Deeds

2015-45

2015-45

NOTES

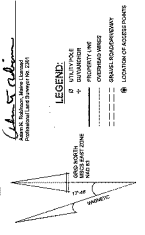
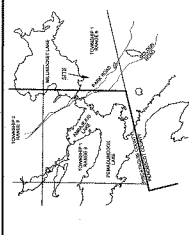
1. All measurements are in feet and inches unless otherwise noted.

2. Boundary lines shown on this map are based on a survey conducted by the Maine State Surveyor, David D. Smith, dated 10/10/14.

3. The boundary lines shown on this map are based on a survey conducted by the Maine State Surveyor, David D. Smith, dated 10/10/14.

4. The boundary lines shown on this map are based on a survey conducted by the Maine State Surveyor, David D. Smith, dated 10/10/14.

5. The boundary lines shown on this map are based on a survey conducted by the Maine State Surveyor, David D. Smith, dated 10/10/14.



PROJECT TITLE
Road Plan and Index

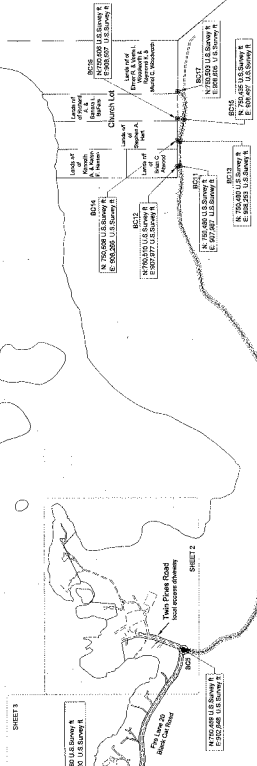
Township 1 Range 9 WELS
Piscataquis County, Maine

Township 1 Range 9 WELS
Piscataquis County, Maine

Client Name
Kalahadin Timberlands LLC,
Kalahadin Forest Management LLC,
Twin Pine Camps, LLC,
Hammond Ridge Development Company, LLC.

PROJECT
DATE: 10/10/14
SCALE: 1\"/>

Moosehead Lake



Survey Standard

Legend

Point	North	East	Height	Notes
1	1234.56	789.01	123.45	Survey Point
2	1234.56	789.01	123.45	Survey Point
3	1234.56	789.01	123.45	Survey Point
4	1234.56	789.01	123.45	Survey Point
5	1234.56	789.01	123.45	Survey Point
6	1234.56	789.01	123.45	Survey Point
7	1234.56	789.01	123.45	Survey Point
8	1234.56	789.01	123.45	Survey Point
9	1234.56	789.01	123.45	Survey Point
10	1234.56	789.01	123.45	Survey Point
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49	1234.56	789.01	123.45	Survey Point
50	1234.56	789.01	123.45	Survey Point

Survey Standard

Legend

Point	North	East	Height	Notes
1	1234.56	789.01	123.45	Survey Point
2	1234.56	789.01	123.45	Survey Point
3	1234.56	789.01	123.45	Survey Point
4	1234.56	789.01	123.45	Survey Point
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49	1234.56	789.01	123.45	Survey Point
50	1234.56	789.01	123.45	Survey Point

STATE OF MAINE

PLANNING & DESIGN

2015-45

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Section 5

Public or Private Rights-of-Way

Section 5

Public or Private Right-of-Way

5.A. Public or Private Rights-of-Way

Access to the site will be from Millinocket Road. The location of the entrance can be seen on the Site Plan included in **Attachment IA in Section I**. No other rights-of-way are proposed.

Section 6

Schedule

Section 6 Schedule

6.A. Schedule

Construction is expected to begin in Spring 2026 and be completed in Spring 2031. Full occupancy will occur in Spring 2031.