



# Maine Department of Transportation

Paul R. LePage  
Governor

## Driveway/Entrance Permit

David Bernhardt, P.E.,  
Commissioner

Permit Number: 15947 - Entrance ID: 1

### LOCATION

**OWNER**  
 Name: Hickory Development, LLC  
 Address: PO Box 249  
 Hampden, Me 04444  
 Telephone: (207)862-4070

Route: C531K, Coldbrook Rd  
 Municipality: Hampden  
 County: Penobscot  
 Tax Map: 14 Lot Number: 7/8  
 Culvert Size: inches  
 Culvert Type: N/R  
 Culvert Length: feet  
 Date of Permit: May 22, 2015  
 Approved Entrance Width: 30 feet

Date Printed: May 22, 2015

In accordance with rules promulgated under 23 M.R.S.A., Chapter 13, Subchapter I, Section 704, the Maine Department of Transportation (MaineDOT) approves a permit and grants permission to perform the necessary grading to construct, in accordance with sketch or attached plan, an Entrance to at a point 1140 feet East from Old Coldbrook Rd, subject to the Chapter 299 Highway Driveway and Entrance Rules, standard conditions and special conditions (if any) listed below.

### Conditions of Approval:

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

(W = Waiver; S = Special Condition)

S - Proposed entrance will need an over sized 36 inch STOP sign.

S - Truck Entering signs must be placed on Coldbrook Rd 300 feet on either side of proposed entrance.

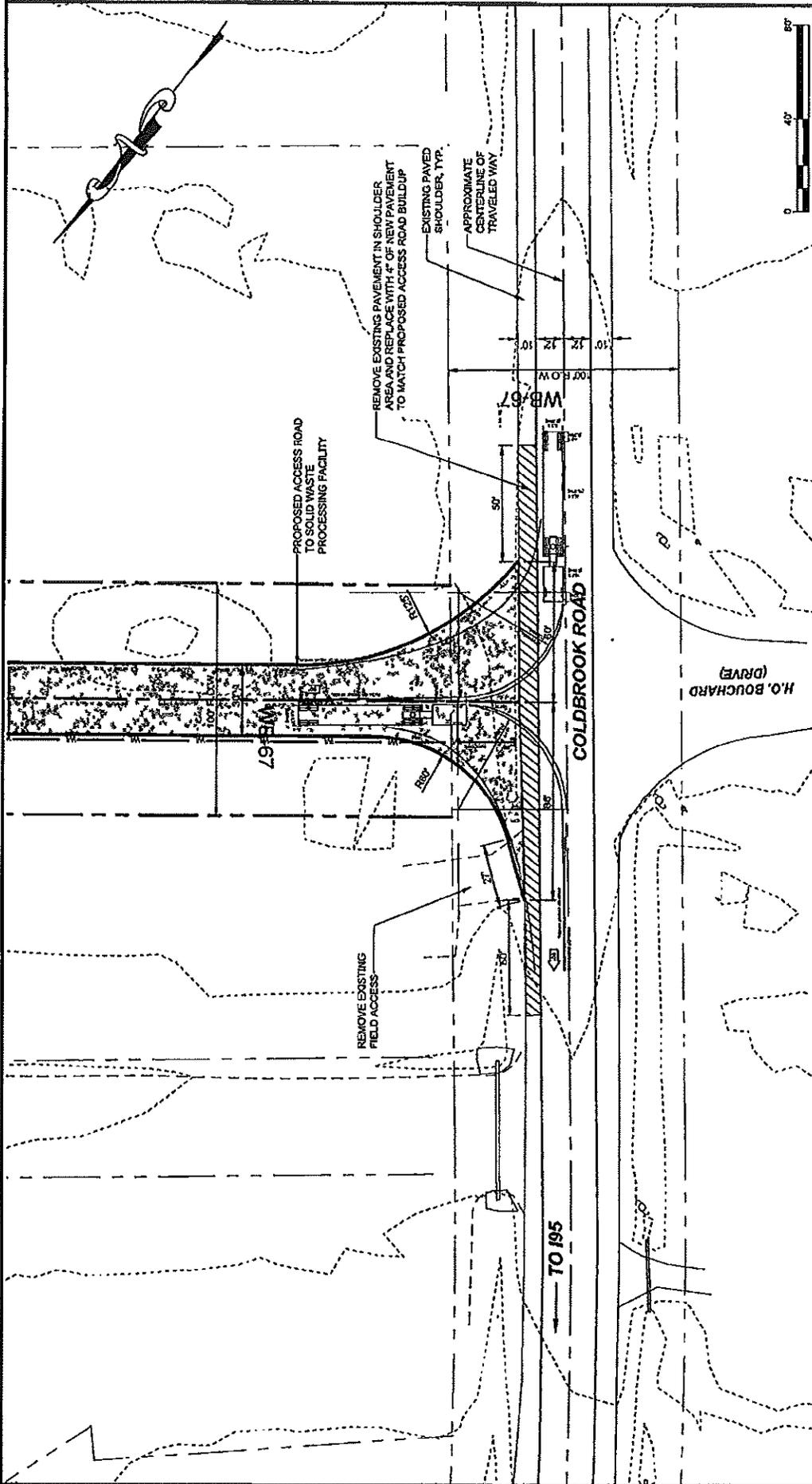
S - Entrance to be built to the revised plan of C.E.S. dated 5/14/2015, attached. The plan shows that the shoulder on Coldbrook Road needs to be removed for approximately 250 feet and strethened with 4 inches of new pavement to support truck loads.

S - This entrance permit is transferable to the Municipal Review Committee, Inc. upon closing of the property option agreement between Hickory Development, LLC and the Municipal Review Committee, Inc.

Approved by:

 Date: 5-22-15

Bruce W. Mattson, P.E.  
Region Traffic Engineer



PROJECT TITLE		SOLID WASTE PROCESSING FACILITY HAMPDEN, MAINE		DATE		2015-05-14		REV		DESCRIPTION	
SHEET NO.		1 OF 1		APPROVED BY		H.O. BOUGHARD		ISSUE		DESCRIPTION	
SHEET TITLE		PROPOSED ACCESS ROAD INTERSECTION AT COLDBROOK ROAD		DATE		10/23/03		ISSUE		DESCRIPTION	
		SCALE		1:40							



**PEAK HOUR TRAFFIC SUMMARY (MRC)**

**EMPLOYEES:**

MSW Receiving: Two (2) 8-hour shifts, 8-10 employees/shift  
 Operations: Two (2) 12-hour shifts, 10-15 employees/shift  
 Administrative: One (1) 8-hour shift, 3-5 employees

MSW Receiving employees will change shifts prior to the AM and PM Peak receiving hours.  
 Operations Employees will change shifts outside of Peak receiving hours.

**MSW RECEIVING (Based on the enclosed Maine Truck Delivery/Queuing Assumptions):**

AM Peak: 5 Transfer Trailers (10 Trips)  
 18 Packer Trucks (36 Trips)  
**Total Receiving AM: (46 Trips)**

PM Peak: 5 Transfer Trailers (10 Trips)  
 15 Packer Trucks (30 Trips)  
**Total Receiving PM: (40 Trips)**

**PRODUCT DELIVERIES:**

This facility will generate saleable product and byproduct wastes that must be shipped off site for disposal at the landfill in Old Town. The saleable product will be stored on site and sold based on market conditions. These deliveries will be scheduled outside of peak receiving hours. The waste byproduct of this process will be stored on site in containers and shipped to the landfill during non-peak receiving hours.

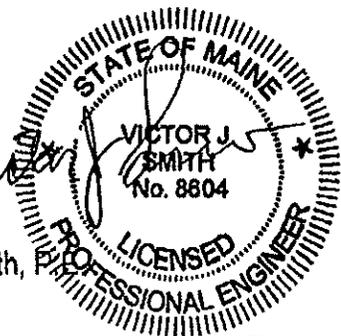
This facility will see a peak traffic flow during the main MSW delivery times. These times may coincide with Administrative workers arriving or departing work. Miscellaneous deliveries may also account for an additional 10 trips in the peak hour which is a conservative estimate as deliveries may arrive at any time.

**TOTAL ESTIMATED PEAK HOUR TRAFFIC FOR THIS FACILITY:**

AM: 46 (MSW Receiving) + 5 (Admin) + 10 (Misc deliveries) = **61 trips**  
 PM: 40 (MSW Receiving) + 5 (Admin) + 10 (Misc deliveries) = **55 trips**

***This facility does not require a Traffic Movement Permit Application.***

Prepared by:

Victor J. Smith, P.E.  
  
 5/4/15

### Maine Truck Delivery/Queuing Assumptions

Material	MSW Volume Processed	Delivery Days	Average Daily Delivery	Daily Peak Delivery Factor	Design Basis	% of MSW Delivered In Transfer Trailers	% of MSW Delivered In Packer Trucks	Transfer Trailer Deliveries	Average Walking Floor Transfer Trailer Payload	Packer Truck Deliveries	Average Packer Truck Payload
MSW	TPD	Days	TPD	%	TPD	%	%	TPD	Tons	TPD	Tons
			827		951			381		571	
Walking Floor Transfer Trailer Movements					Packer Truck Movements						
Scale In Time	Travel to Offload Position	Open Tailgate and Offload	Close Tailgate & Return to Scale	Scale to Scale Turaround Time	Scale In Time	Travel to Offload Position	Offload	Return to Scale	Scale to Scale Turaround Time		
Min	Min	Min	Min	Min	Min	Min	Min	Min	Min		
				23					15		
Morning Peak Transfer Trailer Deliveries	Afternoon Peak Transfer Trailer Deliveries	Morning Peak Transfer Trailer Deliveries	Afternoon Peak Transfer Trailer Deliveries	Morning Peak Time Duration	Afternoon Peak Time Duration	Morning Peak Transfer Trailers Per Hour	Afternoon Peak Transfer Trailers Per Hour	Design Number of Transfer Trailers Per Hour	Number of Trailers Offloading at Same Time	Number of Trailers Queuing Before Scale	Number of Trailers Queuing After Scale
%	%	Tons	Tons	Hour(s)	Hour(s)	No.	No.	No.	No.		
		228	152			5	4	5	1	1	2
Morning Peak Packer Truck Deliveries	Afternoon Peak Packer Truck Deliveries	Morning Peak Packer Truck Deliveries	Afternoon Peak Packer Truck Deliveries	Morning Peak Time Duration	Afternoon Peak Time Duration	Morning Peak Packer Trucks Per Hour	Afternoon Peak Packer Trucks Per Hour	Design Number of Packer Trucks Per Hour	Number of Packers Offloading at Same Time	Number of Packers Queuing Before Scale	Number of Packers Queuing After Scale
%	%	Tons	Tons	Hour(s)	Hour(s)	No.	No.	No.	No.		
		342	228			18	15	18		9	8
Single Lane Queuing Space Required Before Scale					Single Lane Queuing Space Required After Scale						
Queing Space Required Per Transfer Trailer	Queing Space Required Per Packer Truck	Queing Space Required for Transfer Trailers	Queing Space Required for Packer Trucks	Total Queing Space Required for All Trucks	Queing Space Required Per Transfer Trailer	Queing Space Required Per Packer Truck	Queing Space Required for Transfer Trailers	Queing Space Required for Packer Trucks	Total Queing Space Required for All Trucks		
Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	
		90	105	195		90	35	180	280	460	

----- Forwarded message -----

From: **Mattson, Bruce** <[Bruce.Mattson@maine.gov](mailto:Bruce.Mattson@maine.gov)>

Date: Tue, May 24, 2016 at 11:45 AM

Subject: Proposed MRC Facility- Hampden off Coldbrook Road

To: "Victor Smith ([mehunter@roadrunner.com](mailto:mehunter@roadrunner.com))" <[mehunter@roadrunner.com](mailto:mehunter@roadrunner.com)>

Cc: "Allen, Andrew" <[Andrew.Allen@maine.gov](mailto:Andrew.Allen@maine.gov)>, Sean Currier <[publicworks@hampdenmaine.gov](mailto:publicworks@hampdenmaine.gov)>, Dean Bennett <[economicdevelopment@hampdenmaine.gov](mailto:economicdevelopment@hampdenmaine.gov)>, Robert Osborne <[planner@hampdenmaine.gov](mailto:planner@hampdenmaine.gov)>, "Devin, John" <[John.Devin@maine.gov](mailto:John.Devin@maine.gov)>

Victor-

Thanks for meeting with me today to discuss traffic impacts of the proposed MRC facility off Coldbrook Road in Hampden. As you know, we issued an Entrance Permit for the facility on 5-22-15, attached. We did not require an analysis of the I-95 SB off ramp intersection with Coldbrook Road as it was stated that employees will change shifts prior to the AM and PM peak hours. The total projected traffic at the driveway onto Coldbrook is estimated to be between 55-61 trips during the peak hour for the facility and therefore did not require a Traffic Movement Permit.

To my knowledge, we (MaineDOT) have not received any complaints regarding traffic delay or backups at this ramp location. That not say that delays do not occur but simply indicates that we have not received any complaints. We did install traffic signals at this point when I-395 was recently closed for the Webster Avenue bridge replacement but that was due to the large increase in projected traffic with the Interstate detour.

I have reviewed your attached PM traffic counts for the intersection and recommend a re-count be done as the 15-minute period at 15:15 (3:15) does not seem right as it recorded 89 trips. This seems out of place and does not "jive" with our attached counts made on 8/21/09 which are consistent through the hour at about 38-48 vehicles. The actual peak occurs between 4:15 & 5:30.

In summary, we don't anticipate that the MRC facility will cause significant impacts to the Coldbrook/I-95 SB ramp intersection as plant traffic will pretty well avoid AM and PM peak hour traffic. If your analysis predicts a different result, please keep me informed. I appreciate you sharing your analysis with me and look forward to continued coordination.

**Bruce W. Mattson, P.E.**  
Region Traffic Engineer  
MaineDOT Region 4  
219 Hogan Road  
Bangor, Maine 04401  
[Bruce.mattson@maine.gov](mailto:Bruce.mattson@maine.gov)  
[\(207\) 941-4500](tel:(207)941-4500)

Traffic Counts (PM) Future

Date:

4/27/2016

Intersection of Coldbrook Road and SouthBound I95 Ramps

Start	SB Coldbrook thru	SB CB Right	NB Coldbrook thru	NB CB Left	Offramp Left	Offramp Right
14:30	85	16	42	6	55	49
14:45	70	20	39	3	57	39
15:00	80	22	42	6	41	53
15:15	68	24	62	10	89	44
15:30	106	19	46	5	48	57
15:45	59	26	35	9	74	66
16:00	74	25	55	14	59	66
16:15	72	26	42	11	82	79

NB Coldbrook is traffic heading towards the Dysart's

Peak hour of Processing facility is 2:30 to 3:30 PM

Peak hour totals

302                      82                      185                      26                      242                      185

Assume 2% growth rate for 2 years to full build (2018)

Factor = 1.0404

3:30-4:30

312                      96                      179                      39                      263                      267

? Does not make sense!  
 Pymatt  
 Mare DOT  
 5-24-16

CEB Counts  
 (Victor Smith, P.E.)  
 4/27/16

MAINE DEPARTMENT OF TRANSPORTATION  
 TRAFFIC ENGINEERING DIVISION  
 TRAFFIC MONITORING SECTION

HAMPDEN SUNNY  
 IR 553 (COLD BRK ), I-95 SB ON/OFF RMPs  
 RONCO/ HANSCOM  
 2906/2906

File Name : HAMPDEN-542-TM0809  
 Site Code : 19280542  
 Start Date : 8/21/2009  
 Page No : 1

Groups Printed- PASSENGER VEHICLES - SINGLE UNIT TRUCKS - TRACTOR TRAILERS

Start Time	IR 553 (COLD BROOK RD) From North				I-95 SB OFF RAMP From East				IR 553 (COLD BROOK RD) From South				I-95 SB ON RAMP From West				Excl. Total	Incl. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
08:00 AM	0	37	7	<0>	14	0	16	<0>	2	29	0	<0>	0	0	0	<0>	0	105	105
08:15 AM	0	52	7	<0>	5	0	18	<0>	8	32	0	<0>	0	0	0	<0>	0	122	122
08:30 AM	0	86	14	<0>	11	0	23	<0>	6	80	0	<0>	0	0	0	<0>	0	170	170
08:45 AM	0	74	8	<0>	8	0	35	<0>	3	41	0	<0>	0	0	0	<0>	0	169	169
Total	0	229	36	<0>	38	0	92	<0>	19	162	0	<0>	0	0	0	<0>	0	668	666
07:00 AM	0	91	7	<0>	8	0	28	<0>	3	42	0	<0>	0	0	0	<0>	0	179	179
07:15 AM	0	80	10	<0>	16	0	35	<0>	5	37	0	<0>	0	0	0	<0>	0	183	183
07:30 AM	0	117	10	<0>	24	0	30	<0>	10	78	0	<0>	0	0	0	<0>	0	269	269
07:45 AM	0	109	10	<0>	25	0	45	<0>	7	57	0	<0>	0	0	0	<0>	0	253	253
Total	0	397	37	<0>	73	0	138	<0>	25	214	0	<0>	0	0	0	<0>	0	684	684
08:00 AM	0	84	17	<0>	14	1	33	<0>	4	43	0	<0>	0	0	0	<0>	0	198	198
08:15 AM	0	69	17	<0>	23	0	36	<0>	9	54	0	<0>	0	0	0	<0>	0	208	208
08:30 AM	0	81	22	<0>	15	0	28	<0>	6	48	0	<0>	0	0	0	<0>	0	198	198
08:45 AM	0	69	19	<0>	15	0	36	<0>	7	43	0	<0>	0	0	0	<0>	0	189	189
Total	0	303	75	<0>	67	1	133	<0>	26	166	0	<0>	0	0	0	<0>	0	791	791
09:00 AM	0	91	15	<0>	18	0	42	<0>	6	51	0	<0>	0	0	0	<0>	0	223	223
09:15 AM	0	60	22	<0>	20	0	30	<0>	6	46	0	<0>	0	0	0	<0>	0	184	184
09:30 AM	0	70	17	<0>	23	0	25	<0>	4	46	0	<0>	0	0	0	<0>	0	185	185
09:45 AM	0	81	20	<0>	24	0	34	<0>	6	47	0	<0>	0	0	0	<0>	0	212	212
Total	0	302	74	<0>	85	0	131	<0>	22	190	0	<0>	0	0	0	<0>	0	804	804
10:00 AM	0	85	22	<0>	27	0	29	<0>	6	46	0	<0>	0	0	0	<0>	0	215	215
10:15 AM	0	54	20	<0>	28	0	35	<0>	6	40	0	<0>	0	0	0	<0>	0	183	183
10:30 AM	0	80	17	<0>	18	0	39	<0>	9	43	0	<0>	0	0	0	<0>	0	206	206
10:45 AM	0	63	18	<0>	21	0	32	<0>	5	53	0	<0>	0	0	0	<0>	0	192	192
Total	0	282	77	<0>	94	0	135	<0>	26	182	0	<0>	0	0	0	<0>	0	796	796
11:00 AM	0	79	12	<0>	27	0	41	<0>	9	47	0	<0>	0	0	0	<0>	0	215	215
11:15 AM	0	75	17	<0>	34	0	45	<0>	8	51	0	<0>	0	0	0	<0>	0	230	230
11:30 AM	0	86	18	<0>	31	0	44	<0>	13	68	0	<0>	0	0	0	<0>	0	260	260
11:45 AM	0	70	20	<0>	35	0	45	<0>	6	41	0	<0>	0	0	0	<0>	0	217	217
Total	0	310	67	<0>	127	0	176	<0>	36	207	0	<0>	0	0	0	<0>	0	922	922
12:00 PM	0	72	19	<0>	28	0	42	<0>	6	31	0	<0>	0	0	0	<0>	0	198	199
12:15 PM	0	65	19	<0>	26	0	37	<0>	3	41	0	<0>	0	0	0	<0>	0	191	191
12:30 PM	0	75	21	<0>	34	0	38	<0>	10	49	0	<0>	0	0	0	<0>	0	227	227
12:45 PM	0	74	22	<0>	32	0	30	<0>	8	33	0	<0>	0	0	0	<0>	0	199	199
Total	0	286	81	<0>	120	0	147	<0>	27	154	0	<0>	0	0	0	<0>	0	816	816
01:00 PM	0	62	13	<0>	19	0	43	<1>	7	40	0	<0>	0	0	0	<0>	1	184	185
01:15 PM	0	52	20	<0>	26	2	28	<1>	3	44	0	<0>	0	0	0	<0>	1	175	176
01:30 PM	0	68	19	<0>	32	0	34	<0>	5	40	0	<0>	0	0	0	<0>	0	198	198
01:45 PM	0	65	18	<0>	34	0	39	<0>	4	44	0	<0>	0	0	0	<0>	0	204	204
Total	0	247	70	<0>	111	2	144	<2>	19	168	0	<0>	0	0	0	<0>	2	761	763
02:00 PM	0	87	25	<0>	22	0	42	<0>	2	33	0	<0>	0	0	0	<0>	0	211	211
02:15 PM	0	43	18	<0>	32	0	41	<0>	8	33	0	<0>	0	0	0	<0>	0	171	171
02:30 PM	0	58	19	<0>	38	0	35	<0>	8	29	0	<0>	0	0	0	<0>	0	185	185
02:45 PM	0	62	19	<0>	34	0	41	<1>	4	29	0	<0>	0	0	0	<0>	1	189	190
Total	0	250	79	<0>	124	0	169	<1>	20	124	0	<0>	0	0	0	<0>	1	766	767

*Maine DOT Counts  
8/21/09*

MAINE DEPARTMENT OF TRANSPORTATION  
 TRAFFIC ENGINEERING DIVISION  
 TRAFFIC MONITORING SECTION

HAMPDEN SUNNY  
 IR 553 (COLD BRK), I-95 SB ON/OFF RMPs  
 RONCO/ HANSCOM  
 2905/2906

File Name : HAMPDEN-542-TM0809  
 Site Code : 19280542  
 Start Date : 8/21/2009  
 Page No : 2

Groups Printed- PASSENGER VEHICLES - SINGLE UNIT TRUCKS - TRACTOR TRAILERS

Start Time	IR 553 (COLD BROOK RD) From North				I-95 SB OFF RAMP From East				IR 553 (COLD BROOK RD) From South				I-95 SB ON RAMP From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	0	55	18	<0>	38	0	53	<0>	7	31	0	<0>	0	0	0	<0>	0	202	202
03:16 PM	0	77	22	<0>	37	0	60	<0>	7	39	0	<0>	0	0	0	<0>	0	242	242
03:30 PM	0	55	18	<0>	48	0	42	<0>	5	38	0	<0>	0	0	0	<0>	0	206	206
03:45 PM	0	47	10	<0>	47	0	55	<0>	7	36	0	<0>	0	0	0	<0>	0	202	202
Total	0	234	68	<0>	170	0	210	<0>	26	144	0	<0>	0	0	0	<0>	0	852	852
04:00 PM	0	76	31	<0>	48	0	54	<0>	3	38	0	<0>	0	0	0	<0>	0	250	250
04:15 PM	0	54	32	<0>	58	0	69	<0>	12	41	0	<0>	0	0	0	<0>	0	266	266
04:30 PM	0	66	21	<0>	66	1	54	<0>	6	45	0	<0>	0	0	0	<0>	0	259	259
04:45 PM	0	65	21	<0>	46	0	46	<0>	10	35	0	<0>	0	0	0	<0>	0	223	223
Total	0	261	105	<0>	218	1	223	<0>	31	159	0	<0>	0	0	0	<0>	0	988	988
05:00 PM	0	90	39	<0>	50	0	58	<0>	36	48	0	<1>	0	0	0	<0>	1	321	322
05:15 PM	0	71	20	<0>	61	1	79	<0>	25	66	0	<0>	0	0	0	<0>	0	323	323
05:30 PM	0	70	15	<0>	63	0	59	<1>	8	37	0	<0>	0	0	0	<0>	1	252	253
05:45 PM	0	47	27	<0>	26	0	48	<0>	9	36	0	<0>	0	0	0	<0>	0	195	195
Total	0	278	101	<0>	202	1	244	<1>	78	187	0	<1>	0	0	0	<0>	2	1091	1093
Grand Total	0	3370	870	<0>	1429	5	1931	<4>	355	2067	0	<1>	0	0	0	<0>	5	10036	10041
Approx %	0	79.5	20.5		42.5	0.1	57.4		14.7	85.3	0		0	0	0				
Total %	0	33.7	8.7		14.2	0	19.2		3.5	20.6	0		0	0	0		0	100	
PASSENGER VEHICLES	0	2777	677		1354	5	1827		311	1717	0		0	0	0		0	0	8115
% PASSENGER VEHICLES																			
SINGLE UNIT TRUCKS	0	321	68		66	0	123		22	338	0		0	0	0		0	0	938
% SINGLE UNIT TRUCKS	0	9.5	7.8	0	4.6	0	6.4	0	6.2	16.4	0	0	0	0	0	0	0	0	9.3
TRACTOR TRAILERS	0	261	195		27	0	171		21	312	0		0	0	0		0	0	987
% TRACTOR TRAILERS	0	7.7	22.4	0	1.9	0	8.9	0	5.9	15.1	0	0	0	0	0	0	0	0	9.8

*Maine DOT Counts  
 8/21/09*