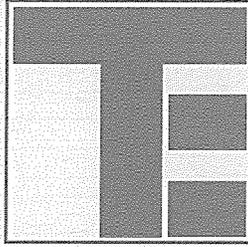


THAYER  
ENGINEERING CO.



Land Surveyors  
Civil Engineers  
Planners

Elliot B. Thayer, PLS, PE  
Andrew Dunbar, PLS, LPF, SE

October 2, 2015

City of Augusta Planning Board  
c/o Matt Nazar, Director of Development Services  
One City Center  
Augusta, ME 04330

Ladies and Gentlemen:

Re: Performance Foodservice - NorthCenter, 20 Dalton Road, Augusta, Maine

Attached please find ten (10) copies of the completed application and exhibits for Major Development Review, for a truck parking lot northerly of the existing NorthCenter facility and easterly of the railroad tracks, on lands of the CMP transmission line and the former Bonenfant gravel pit.

Plans attached are the proposed Site, Erosion Control and Details Plans, and for orientation the 2000 Site Plans, showing the NorthCenter facility as it now exists.

Explained in more detail in the application, the applicant is requesting waivers from certain buffer and stormwater detention standards, as follows:

- Adequate vegetative buffers exist around the proposed driveway and parking lot with two exceptions. This proposal is to (1) slope up along a high gravel bank to the forested undeveloped property at the northwest corner with no vegetative buffer, and (2) not provide vegetative buffers along the railroad since the railroad is a heavy industrial use and the NorthCenter facility is an industrial use; and
- The stormwater/wetpond will treat stormwater quality but will not provide detention. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed reduces the potential for flooding.

We are looking forward to meeting with the Planning Board on October 27th. Thank you.

Very truly yours,  
Thayer Engineering Company

Elliot B. Thayer, PE PLS

**PERFORMANCE FOOD GROUP, INC.**

**for**

**NORTHCENTER**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA PLANNING BOARD**

**MAJOR DEVELOPMENT REVIEW APPLICATION**

by

Thayer Engineering Co., Inc.  
17 Hasson Street, Farmingdale, Maine

October 2, 2015

**City of Augusta**  
**Development Review Application**  
 Bureau of Planning, Department of Development Services

<b>Address of Proposed development:</b> 20 DALTON ROAD		
<b>Zone(s):</b> PD – PLANNED DEVELOPMENT; IA - INDUSTRIAL		
<b>Project Name:</b> NORTHCENTER PARKING EXPANSION		
<b>Existing Building (sq. ft.):</b> 150,000 sq. ft.	<b>Proposed Building (sq. ft.):</b> NA	
<b>Existing Impervious (sq. ft.):</b> 340,000 sq. ft.	<b>Proposed Impervious (sq. ft.):</b> 201,845 sq. ft.	
<b>Proposed Total Disturbed Area of the Site:</b> 339,000 sq. ft. proposed.		
<b>Owner's Name/Address:</b>  Performance Food Group, Inc 12500 West Creek Parkway Richmond, VA 23238  <b>Phone #:</b> (207) 623-8421  <b>Cell #:</b> (207) 333-1490  <b>e-mail:</b> tholt@pfgc.com	<b>Applicant's Name/Address:</b>  Performance Food Group, Inc Attn: Tim Holt PO Box 2628 20 Dalton Road Augusta, ME 04330  <b>Phone #:</b> (207) 623-8421  <b>Cell #:</b> (207) 333-1490  <b>e-mail:</b> tholt@pfgc.com	<b>Consultant's Name/Address:</b>  Elliot B. Thayer, PE PLS Thayer Engineering Co., Inc. 17 Hasson Street Farmingdale, ME 04344  <b>Phone #:</b> (207) 582-7762  <b>Cell #:</b> (207) 441-7762  <b>e-mail:</b> ethayer@thayereng.com
<b>Tax Map #:</b>  54/34, 54/35, 54/36, 54/37, 53/23A, 2/2	<b>Lot Size (acres):</b> 25 acres  <b>Frontage (Feet):</b> 50 feet	<b>Form for Evidence of Standing</b> (deed, purchase and sale agreement, other): deeds – 12099/178, 11495/57 CMP lease & easement Railroad agreement
<b><u>For Staff Use</u></b>		
<b>Fee Calculation:</b> Major Development max fee is \$4,000; Minor Development max fee is \$1,000		
<b>Major Development:</b> \$2,000 + (number of sq ft over 25,000 x \$0.15) =		
<b>Minor Development:</b> \$250 + (number of sq ft over 5,000 x \$0.15) =		
<b>All Development:</b> Number of Abutters x (1oz First Class postage fee + \$0.15) =		
<b>Total Fee:</b>		

<b>Information Required on Plan(s)</b> See Augusta Land Use Ordinance for greater detail	<b>Included</b>	<b>Waiver Requested</b>
a. Name of Site Plan (Sec 4.5.2.1 of the Land Use Ordinance)	X	
b. Owner(s) name and address (4.5.2.2)	X	
c. Deed reference to subject parcel (4.5.2.3)	X	
d. Engineer's name, address, signature and seal (4.5.2.4)	X	
e. Surveyor's name, address, signature and seal (4.5.2.5)	X	
f. Scale, both in graphic and written form (4.5.2.6)	X	
g. Date and Revision box (4.5.2.7)	X	
h. Zoning designation(s) (4.5.2.8)	X	
i. North Arrow (true and magnetic, dated or grid) (4.5.2.9)	X	
j. Ownership, location and present use of abutting land (4.5.2.11)	X	
k. Location map (4.5.2.12)	X	
l. Streets, existing & proposed, with curve data (4.5.2.13 & 4.6.2.5)	X	
m. Drainage and erosion control (4.5.2.14)	X	
n. Utilities, existing and proposed (4.5.2.15)	X	
o. Topography, 2 foot contours (4.5.2.16)	X	
p. Parcel boundaries and dimensions (4.5.2.17)	X	
q. Proposed Use of the property (4.5.2.18)	X	
r. Proposed public or common areas (4.5.2.19)	X	
s. Boundary Survey and associated information (4.5.2.20)	X	
t. Traffic controls, off-street parking and facilities (4.5.2.21)	X	
u. Proposed fire protection plans or needs (4.5.2.22)	X	
v. Landscaping and buffering (4.5.2.23)	X	X-buffers
w. Outdoor lighting plan (4.5.2.24)		X-see narrative
x. Freshwater wetlands (4.4.1.14)	X	
y. River, stream or brook (4.4.1.15)	X	
<b>Information Required in Written Project Narrative</b> See Augusta Land Use Ordinance for greater detail	<b>Included</b>	<b>Waiver Requested</b>
a. Pollution – Undue water or air pollution (4.4.1.1)	X	
b. Water – Sufficient potable water (4.4.1.2)	X	
c. Municipal Water – is there adequate supply (4.4.1.3)	X	
d. Soil Erosion – unreasonable soil erosion (4.4.1.4)	X	
e. Road congestion and safety (4.4.1.5 & 4.5.2.21)	X	
f. Sewage waste disposal – adequate provisions (4.4.1.6)	X	
g. Solid waste – adequate provisions (4.4.1.7)	X	
h. Aesthetic, cultural, and natural values (4.4.1.8)	X	
i. Conformity with city ordinances and plans (4.4.1.9)	X	
j. Financial and technical ability (4.4.1.10)	X	
k. Surface water, shoreland, outstanding rivers (4.4.1.11)	X	
l. Ground water – negative impact (4.4.1.12)	X	
m. Flood areas (4.4.1.13)	X	
n. Freshwater wetlands – description of impact (4.4.1.14)	X	
o. Stormwater – management plans (4.4.1.16)	X	X-detention
p. Access to direct sunlight (4.4.1.17)	X	
q. State Permits – description of requirements (4.4.1.18)	X	
r. Outdoor lighting – description of lighting plans (4.4.1.20)	X	

<b>Additional Information Required in Written Narrative</b> See Augusta Land Use Ordinance for greater detail  <b>Where the items below duplicate the items above, identical responses are permitted and encouraged.</b>	<b>Included</b>	<b>Waiver Requested</b>
s. Neighborhood Compatibility – description per ordinance (6.3.4.1)	X	
t. Compliance with Plans and Policies (6.3.4.2)	X	
u. Traffic Pattern, Flow, and Volume analysis (6.3.4.3)	X	
v. Public facilities – Utilities including stormwater (6.3.4.4)	X	
w. Resource protection and the environment (6.3.4.5)	X	
x. Performance Standards (6.3.4.6)	X	X-buffers
y. Financial and Technical Ability (6.3.4.7)	X	

**Application Materials**

The application materials that are required for a complete application are listed below:

<b>Paper Copies</b>	<b>Included</b>	<b>Waiver Requested</b>
10 copies of the application form and narrative	X	
10 copies of the deed, Purchase & Sale agreement, or other document to show standing	X	
3 copies of any stormwater report	X	
2 copies of any traffic report	X	
6 reduced-sized copies of the complete plan set on 11" x 17" size paper	X	
4 full-sized copies of the complete plan set on ANSI D or E size paper	X	
10 copies of a letter authorizing the agent to represent the applicant	X	
Payment in full of application fee (Note: an abutter notification fee will be assessed after the application is determined to be complete. The fee is \$0.15 plus the cost of first class postage for each abutter that will be notified as required by the ordinance.)	X	
<b>Electronic Copy</b>		
1 CD that includes each of the application documents in Adobe PDF format	X	

<b>For Official Use:</b>			
<input type="checkbox"/>	\$ _____ Application Fee Paid.	Received By (Initials): _____	Date: _____
<input type="checkbox"/>	\$ _____ Abutter Notification Fee Paid.	Received By (Initials): _____	Date: _____

**Signatures**

**Applicant:** \_\_\_\_\_

**Date:** 10/2/2015

**Owner:** \_\_\_\_\_

**Date:** 10/2/2015

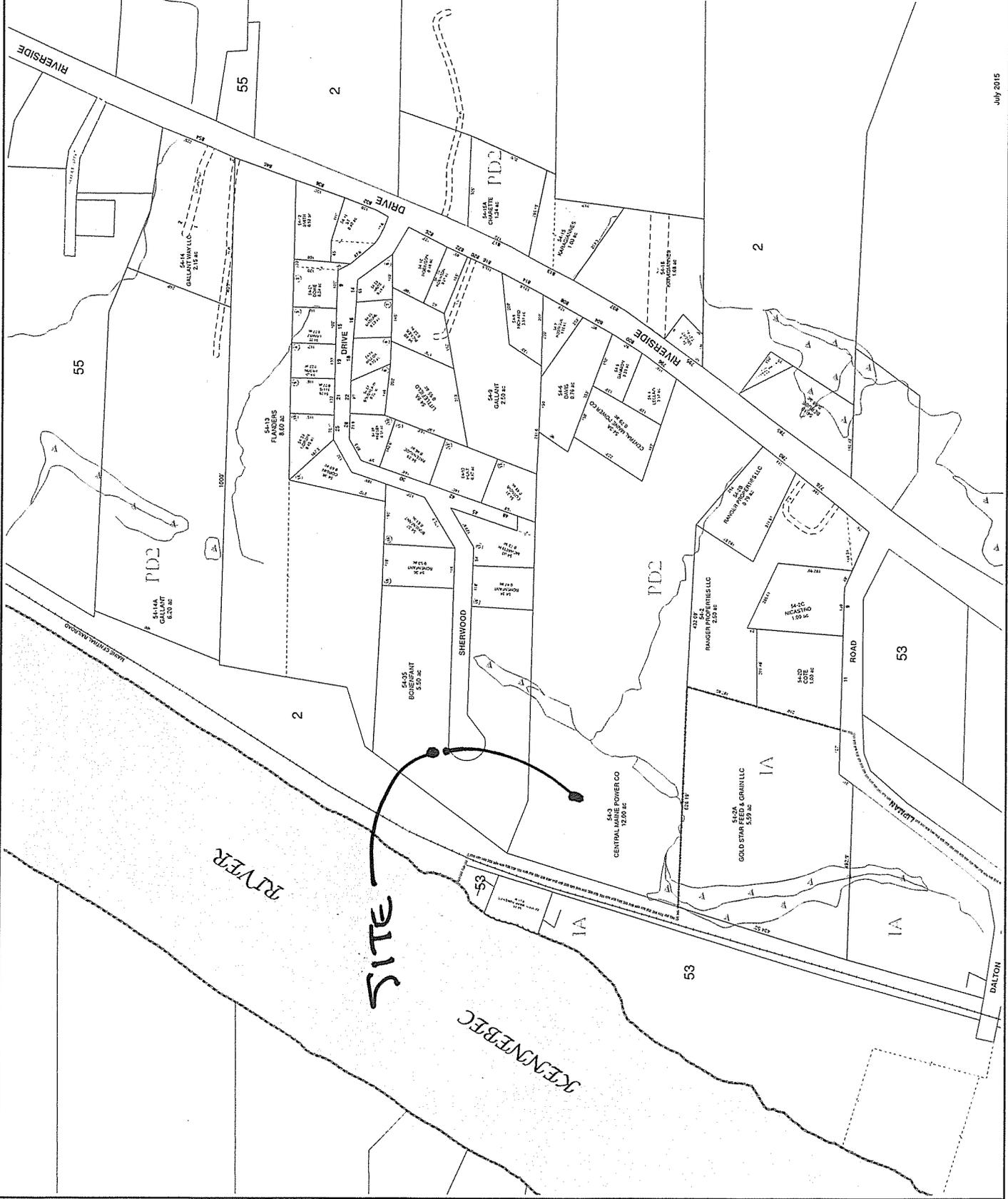
**Agent:** \_\_\_\_\_

**Date:** 10/2/2015

**Checklist.** The checklist below must be completed by the applicant. The required material or a written waiver request must be provided.

Map 54

- Zoning
- Cemeteries
- Historical Lines
- Private ROW
- Proposed ROW
- Streams
- Sublots
- Parcels
- Kennebec River
- Wetland
- Maine Central Railroad
- Tie-in
- Sublots Annotation







September 22, 2015

City of Augusta  
16 Cony Street  
Augusta, ME 04330

Maine Department of Environmental Protection  
17 State House Station  
28 Tyson Drive  
Augusta, Maine 04333-0017

To Whom It May Concern:

Please be advised that Elliot B. Thayer, PE PLS of Thayer Engineering Company, Inc. has been engaged to provide all site engineering design services for Performance Food Group's proposed parking lot expansion located at 20 Dalton Road in Augusta, Maine. As such, Elliot Thayer is authorized to act as agent on our behalf in the preparation, presentation, and administration of land use applications for the City of Augusta Maine Department of Environmental Protection.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Holt". The signature is written in a cursive style with a long, sweeping underline.

Tim Holt  
Sr. VP of Operations

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**RIGHT, TITLE AND INTEREST**

The existing facility and a portion of the land being developed is owned by Performance Food Group, Inc. as described in deeds dated June 10, 2013 and September 1, 2015 and recorded in Kennebec County Registry of Deeds in Book 11495, Page 57 and Book 12099, Page 178, respectively, both attached hereto.

Rights for the improvements proposed on land of Central Maine Power Company and Maine Central Railroad Company are set forth in preliminary documents, partial copies attached, as follows:

1. Agreement from Maine Central Railroad;
2. Easement from Central Maine Power Company; and
3. Lease from Central Maine Power Company.

**NO TRANSFER  
TAX PAID**

Received Kennebec SS.  
08/20/2013 11:20AM  
# Pages 14 Attest:  
BEVERLY BUSTIN-HATHEWAY  
REGISTER OF DEEDS

**WARRANTY DEED**

**NORTHCENTER FOODSERVICE CORPORATION**, a Maine corporation, predecessor-in-interest by conversion to NorthCenter Foodservice, LLC, a Delaware limited liability company, by Certificate of Conversion filed with the State of Delaware on December 31, 2006, predecessor-in-interest by merger to Performance Food Group, Inc., a Colorado corporation, by Certificate of Merger filed with the State of Colorado on January 27, 2012, a copy of which are attached hereto as "Exhibit A", ("**Grantor**"), for consideration paid, grants to **PERFORMANCE FOOD GROUP, INC.**, a Colorado corporation ("**Grantee**") of 12650 East Arapahoe Road, Centennial, Colorado 80112, with Warranty Covenants, the following described real property situated at 20 Dalton Road, Augusta, Kennebec County and State of Maine:

See attached "Exhibit B" for legal description, which is incorporated by reference herein.

BEING the same property described in Deed described in a deed dated February 26, 1999, and recorded in the Kennebec County Registry of Deeds in Book 5879, Page 263.

① Chicago title

Witness our hands and seals this 10<sup>th</sup> day of June, 2013. Signed, sealed and delivered in the presence of:

**WITNESS:**

**GRANTOR:**

**PERFORMANCE FOOD GROUP, INC.**, a Colorado corporation, successor-in-interest to NorthCenter Foodservice, LLC, a Delaware limited liability company, successor-in-interest to NorthCenter Foodservice Corporation, a Maine corporation

Danuta Michalek

By: [Signature]  
Kent R. Berke, Senior Vice President

STATE OF COLORADO     )  
  ) ss.  
COUNTY OF ARAPAHOE    )

Personally appeared the above-named, Kent R. Berke, as Senior Vice President of Performance Food Group, Inc., and acknowledged the foregoing instrument to be his free act and deed, before me,

MARIANNE MARI  
NOTARY PUBLIC  
STATE OF COLORADO  
NOTARY ID 19954001507  
MY COMMISSION EXPIRES JANUARY 27, 2016

[Signature]  
Notary Public  
My commission expires: 1/27/15

**EXHIBIT B**  
**LEGAL DESCRIPTION**

**Parcel I:**

A certain lot or parcel of land, and any buildings thereon, situated in Augusta, Maine, and bounded and described as follows, to wit:

Beginning at a point that is fourteen (14) feet southerly along the Westerly line of Maine Central Railroad Company land sixty-six (66) feet Westerly from the intersection of the Northerly line of the Lipman Road and Easterly line of Maine Central Railroad Company, said intersection shown on Plan of Road to Capital Lumber Co. dated June 8, 1954 and on file at the City of Augusta Engineering Office;

Running thence S 28 degrees 06' W four hundred sixty-eight and eight hundredths (468.06) feet to the Northerly line of the Gouverneur Iron Works Inc.;

Running thence N 64 degrees 30' W four hundred ninety-one and thirty-six hundredths (491.36) feet along said Northerly line to the top of the embankment of the East shore of the Kennebec River;

Running thence along said top of bank N 36 degrees 54' E two hundred sixty-three and seventy-two hundredths (263.72) feet;

Continuing thence along said top of bank N 28 degrees 06' E two hundred nine and twenty-two hundredths (209.22) feet;

Running thence S 64 degrees 30' E four hundred fifty and ninety-eight hundredths (450.98) feet to the point of beginning.

Also including the narrow stretch of land lying between the Westerly line of the premises above described and the Kennebec River.

Reserving for city street purposes the following:

Beginning at a point that is fourteen (14) feet Southerly along the Westerly line of Maine Central Railroad Company land and sixty-six (66) feet Westerly from the intersection of the Northerly line of the Lipman Road and Easterly line of Maine Central Railroad Company;

Running thence S 28 degrees 06' W thirty-six and no hundredths (36.00) feet along the Westerly line of the Maine Central Railroad Company right of way;

Running thence N 61 degrees 54' W one hundred fifty (150) feet;

Running thence N 28 degrees 06' E twenty-nine and nineteen hundredths (29.19) feet;

Thence running S 64 degrees 30' E one hundred fifty and fifteen hundredths (150.15) feet to the point or place of beginning. Said parcel of land to be used as a city Street.

Excepting and reserving premises conveyed by J. Vincent Kirschner and John M. Kirschner to Cives Corporation by deed dated July 17, 1974 recorded in the Kennebec County Registry of Deeds in Book 1748, at Page 307.

**Parcel II:**

A certain lot or parcel of land situated in said Augusta, bounded and described as follows:

Commencing at an iron pin located at the westerly end of Dalton Road, so-called;  
Thence running N 15 degrees 16' W 300.8 feet to a 3/4 inch iron pipe;  
Thence continuing in the same direction 34 feet to a point on the easterly shore of the Kennebec River;  
Thence running along the shore of the river 304 feet in a general northeasterly direction to a point 25 feet northwesterly from an iron pin;  
Thence turning and running S 51 degrees 13' E 25 feet to the above mentioned iron pin;  
Thence continuing in said course 246.8 feet to an Iron pin;  
Thence turning and running S 41 degrees 20' W 290 feet to the point of beginning.

Meaning and intending to convey the premises described in a deed recorded in Kennebec County Registry of Deeds, Book 3232, Page 189.

**Parcel III:**

A certain lot or parcel of land with the buildings thereon, if any, situated in said Augusta, bounded and described as follows, to wit:

Beginning at a point that is fourteen (14) feet southerly along the westerly line of Maine Central Railroad Company land and sixty-six (66) feet westerly from the intersection of the northerly line of the Lipman Road and easterly line of Maine Central Railroad Company, said intersection shown on Plan of Road to Capitol Lumber Company dated June 8, 1954 and on file at the City of Augusta Engineering Office;

Running thence S 28 degrees 06' W four hundred sixty-eight and eight hundredths (468.08) feet to the northerly line of the Gouverneur Iron Works Inc.;

Running thence along said Iron Works line N 64 degrees 30' W five hundred thirty (530) feet more or less to the Kennebec River;

Running thence northeasterly along the Kennebec River one thousand seven hundred fifty (1,750) feet more or less to the southerly line of land of Central Maine Power Company as described in deed recorded in the Kennebec Registry of Deeds in Book 1560, Page 37;

Running thence S 50 degrees 14' E one hundred (100) feet more or less along said southerly line to the westerly line of land of Maine Central Railroad;

Running thence S 25 degrees 06' W one thousand one hundred eighty-five and nine hundredths (1,185.09) feet along said westerly line to the point or place of beginning.

Also conveying the remainder of land located northerly of Central Maine Power Company land described in deed recorded in the Kennebec Registry in Book 1560, Page 37, bounded westerly and northerly by the Kennebec River; southeasterly by the Maine Central Railroad; and southwesterly by said Central Maine Power Company.

Excepting and reserving from the above described premises a certain lot or parcel of land with the buildings thereon, if any, situated in said Augusta, which was conveyed by Capital Board of Trade to NorthCenter Foodservice Corporation by deed recorded in said Kennebec Registry in Book 2903, Page 253, bounded and described as follows:

Commencing at an iron pin located at the westerly end of Dalton Road, so-called;

Thence running N 15 degrees 15' N three hundred and eight tenths (300.8) feet to a 3/4 inch iron pipe;

Thence continuing in the same direction thirty-four (34) feet to a point on the easterly shore of the Kennebec River;

Thence running along the shore of the river three hundred four (304) feet in a general northeasterly direction to a point twenty-five (25) feet northwesterly from an iron pin;

Thence turning and running S 51 degrees 13' E twenty-five (25) feet to the above mentioned iron pin;

Thence continuing in said course two hundred forty-six and eight tenths (246.8) feet to an iron pin;

Thence turning and running S 41 degrees 20' W two hundred ninety (290) feet to the point of beginning.

Meaning and intending to convey the premises described in deed recorded in Kennebec County Registry of Deeds, Book 3253, Page 175.

**Parcel IV:**

A certain lot or parcel of land situated in said Augusta, bounded and described as follows, to-wit:

Beginning at a point in the northerly right-of-way line of Dalton Road, so-called, 50 feet westerly from the intersection of said Dalton Road with the westerly line of the Maine Central Railroad Co. right of way;

Thence continuing N 61 degrees 54' W 100 feet;

Thence continuing E 28 degrees 06' W 50 feet;

Thence continuing S 61 degrees 54' E 100 feet;

Thence continuing W 28 degrees 06' E 50 feet to the point of beginning.

Meaning and intending to convey the northwesterly portion of Dalton Road, so-called, discontinued by the Order of the City Council of the City of Augusta at its regular meeting on October 19, 1987, subject to the public easement retained in said Order. For reference, the source of the title of said premises is as a portion of the premises conveyed by the Capital Board of Trade to the City of Augusta by its deed dated August 16, 1974 and recorded in the Kennebec County Registry of Deeds in book 1757, Page 329. Said Down River Investors is the owner of the property bounding said discontinued portion on all sides except that retained by said City as a public way. For further source of title, see Quit-Claim deed from NorthCenter Foodservice Corporation to Down River Investors of even date to be recorded in said Registry.

Excepting from the within described premises the property conveyed by Down River Investors to Cives Corporation dated August 27, 1997 and recorded in the Kennebec County Registry of Deeds in Book 5440, Page 207.



OPR BK 12099 PGS 178 - 179 09/10/2015 01:34:28 PM  
 INSTR # 2015022922 # OF PAGES 2  
 ATTEST: BEVERLY BUSTIN-HATHEWAY  
 REGISTER OF DEEDS KENNEBEC COUNTY, ME

**TRANSFER  
 TAX  
 PAID**

**WARRANTY DEED**

**ALICE V. BONENFANT and PAUL R. BONENFANT**, of Augusta, County of Kennebec and State of Maine, for consideration paid, Grant to **PERFORMANCE FOOD GROUP, INC.**, a Colorado Corporation with a principal place of business at 12500 West Creek Parkway, Richmond, VA 23238, with **WARRANTY COVENANTS**, the following described land in Augusta, County of Kennebec, and State of Maine:

A certain lot or parcel of land situate on the northwesterly side of Sherwood Drive in the City of Augusta, Kennebec County, State of Maine, and being bounded and described as follows:

Beginning on the northwesterly right-of-way line of Sherwood Drive at a 3/4-inch iron rod set capped "Thayer Engineering Company" at a southerly corner of land now or formerly of Wallace C. Corbin and Kathleen D. P. Corbin, reference deed recorded in Kennebec County Registry of Deeds in Book 6220, Page 197 ("6220/197") said land of Corbin being shown as Lot 14 on a plan entitled "Revised Plot Plan of Lou-Ran Development, Paul Bonenfant Owner, Phase A, Sherwood Drive, Augusta, Me.", dated August 14, 1975, recorded in said Registry of Deeds in Plan Book 1976, Page 26 ("Lou-Ran Plan"), all as shown on a plan entitled "Plan of Boundary Survey, Performance Food Group, Inc., Sherwood Drive, Augusta, Maine", dated August 28, 2015, by Thayer Engineering Company, Inc., Farmingdale, Maine ("PFG Plan");

Thence S 30° 35' 55" W along the northwesterly right-of-way line of Sherwood Drive 197.50 feet to a 1-inch iron pipe found and the northeasterly corner of land now or formerly of Carl N. McHatten and Bernice A. McHatten, reference deed recorded in 8481/202, said land of McHatten being Lot 17 as shown on the Lou-Ran Plan;

Thence S 73° 24' 27" W along the northwesterly line of said land of McHatten 126.10 feet to a 3/4-inch iron rod set capped "Thayer Engineering Company";

Thence N 76° 09' 22" W along the northerly line of said land of McHatten 54.00 feet to a 3/4-inch iron rod set capped "Thayer Engineering Company";

Thence S 13° 57' 38" W along the northwesterly line of said land of McHatten 173.99 feet to a 3/4-inch iron rod set capped "Thayer Engineering Company" in a stone wall and the northeasterly line of land now or formerly of Central Maine Power Company, reference deeds recorded in 1555/574 and 1558/690;

Thence N 77° 31' 22" W along the northeasterly line of said land of Central Maine Power Company marked in part by stone wall and wire fence 597.54 feet to a 3/4-inch iron rod set capped "Thayer Engineering Company", said iron rod being 100 feet northeasterly of the centerline of Central Maine Power Company pole line Section 272; thence N 58° 11' 03" W along the northeasterly line of said land of Central Maine Power Company parallel to and 100 feet northeasterly of the centerline of said pole line 134.11 feet to a point opposite CMP pole #033, Section 272;

Thence N 58° 10' 26" W along the northeasterly line of said land of Central Maine Power Company parallel to and 100 feet northeasterly of the centerline of said pole line 48.77 feet to a 3/4-inch iron rod set capped "Thayer Engineering Company" and the southeasterly line of land now or formerly of Maine Central Railroad Company as shown on a plan entitled "Right-of-Way and Track Map, Maine Central R.R., Operated by the Maine Central Railroad Company, Station 3168+00 to Station 3220+80, dated June 30, 1916, sheet V.1./61 ("MCRR Plan"), said iron rod being 28 feet southeasterly of and radial to the railroad centerline;

Thence in a general northeasterly direction along the southeasterly line of said land of Maine Central Railroad Company concentric to and 28 feet southeasterly of said railroad centerline along a curve to the right having a radius of 3,791.72 feet through a central

②

**GATEWAY TITLE**

angle of 0° 05' 33" an arc distance of 6.12 feet to a point 28 feet southeasterly of and radial to railroad station PCC 3172+55.65 as shown on the MCRR Plan, said point being N 31° 03' 14" E and a chord distance of 6.12 feet from the last mentioned iron rod;

Thence N 51° 29' 50" E along the southeasterly line of said land of Maine Central Maine Railroad Company 461.66 feet to the westerly corner of land now or formerly of Ernest Flanders and Ethelyn Flanders, reference deed recorded in 1175/96, said corner being S 77° 14' 46" E and 87.61 feet as measured along a tie line from a 1-inch iron pipe found;

Thence S 77° 14' 46" E along a southwesterly line of said land of Flanders 654.37 feet to a 1-inch iron pipe found and the southwesterly corner of said land of Corbin;

Thence continuing S 77° 14' 46" E along the southerly line of said land of Corbin 53.28 feet to the point of beginning, containing 7.20 acres, more or less.

Bearings are oriented to true north as shown on the MCRR Plan.

Being a portion of the premises described in a deed of Lou Ran Corporation to Alice V. Bonenfant and Paul R. Bonenfant, dated June 26, 1975, recorded in Kennebec County Registry of Deeds in Book 1829, Page 103.

Signed, Sealed and Delivered this 1 day of September, 2015

Lloyd Smith  
Witness Lloyd Smith

Alice V. Bonenfant  
Alice V. Bonenfant

Elaine Smith  
Witness Elaine Smith

Paul R. Bonenfant  
Paul R. Bonenfant

STATE OF MAINE  
COUNTY OF Kennebec SS

9/1, 2015

Personally appeared before me Alice V. Bonenfant and Paul R. Bonenfant and they acknowledged this instrument to be their free act and deed.

Before me, Lloyd Smith  
Notary Public/Attorney

LLOYD SMITH  
NOTARY PUBLIC  
State of Maine  
My Commission Expires Sep. 1, 2016

**MAINE CENTRAL RAILROAD  
BOSTON AND MAINE CORPORATION  
SPRINGFIELD TERMINAL RAILWAY COMPANY**

**TEMPORARY CROSSING AGREEMENT**

**CROSSING AGREEMENT**, made as of this \_\_\_\_ day of \_\_\_\_\_, 2015 by and between the "Railroad" as described in paragraph 1.A. below and "LICENSEE" as described in paragraph 1.B. below.

In consideration of the mutual covenants and promises herein contained, and other good and valuable consideration, the receipt and sufficiency whereof both parties acknowledge, the Railroad hereby grants, so far as it lawfully may, a terminable, non-exclusive license, to the LICENSEE for the Use set forth in paragraph 1.E., and no other (the "License Agreement"), subject to the following conditions:

1. **DEFINED TERMS.** The following terms shall have the meanings specified wherever used in this License agreement:

A. **RAILROAD:**

Boston and Maine Corporation, Maine Central Railroad Company and the Springfield Terminal Railway Company, their affiliates, successors and assigns, c/o Pan Am Railways, with a mailing address of Iron Horse Park, North Billerica, Massachusetts 01862.

- B. **LICENSEE:** Performance Food Group, Inc.  
12500 West Creek Parkway  
Richmond, VA 23238

**MAIL TO:** Performance Food Group, Inc.  
c/o Kent R. Berke, Senior Vice President  
12650 E. Arapahoe Road  
Centennial, CO 80112

- C. **PREMISES:** A temporary private at-grade crossing for use solely by the LICENSEE and its authorized agents for purposes of accessing that certain land as further described in Exhibit D (the "Land"). Located on the Railroad's Augusta Branch Line at Valuation Section 1, Sheet 61, Valuation Station 3172+88.
- D. **APPURTENANCE** A certain temporary private at-grade crossing of the Railroad's track on its Premises at the location described above in Paragraph 1C (hereinafter referred to as the "Crossing") not to exceed forty feet in width.
- E. **USE:** The Crossing may be used for tractor-trailer access to and from the Land, presently owned by Central Maine Power (accessible by LICENSEE

pursuant to a separate lease agreement by and between those parties) and by LICENSEE.

F. **LICENSE AGREEMENT FEE:** \$4,650.00

**Construction Fee:** N/A

**Maintenance Fee:** \$1675.00 per annum. The Maintenance Fee covers annual engineering oversight, track inspection, signal inspection and miscellaneous engineering services. This fee does not cover any capital improvements which the Principal Engineering Officer (“PEO”) in his sole discretion may require in the future.

G. **TERM:** Thirty (30) days.

H. **INSURANCE REQUIREMENTS:** A form of Commercial General Liability or so-called “Broad Form” with limits of not less than Five Million/Ten Million Dollars (\$5,000,000.00/\$10,000,000.00). See specific provisions of Paragraph 26 of “Exhibit B” annexed hereto, the attached Exhibit C, and incorporated herein by reference.

I. **EXHIBITS:** Each of the following exhibits are hereby incorporated by this reference into this License Agreement:

A. Exhibit A – Crossing Plan

B. Exhibit B – Additional Provisions

C. Exhibit C – Insurance Requirements an Indemnification of Railroad

D. Exhibit D – Depiction of Land

2. **TERM AND TERMINATION.** The Term of the License Agreement shall commence upon the date first above written and shall continue thereafter on an annual basis, until the License Agreement is terminated by either party with thirty (30) days prior written notice. In the event of a breach of this License Agreement by the LICENSEE, which breach is not cured within fifteen (15) days of written notice of said breach (five (5) days in the case of a breach regarding any payment due hereunder) this Agreement will be considered terminated and the LICENSEE shall, at the request of the Principal Engineering Officer (“PEO”) and at LICENSEE’S sole cost and expense, remove the crossing and all attachments and other fixtures from the Premises in a good and workmanlike manner. If within thirty (30) days after the LICENSEE’S receipt of notification of termination, any attachments, wires, and other fixtures that have not been removed from the Premises as requested by the PEO, the same shall become the absolute property of the Railroad and the Railroad may remove the same from the Premises at the sole cost and expense of the LICENSEE. Notwithstanding the foregoing, the parties

IN WITNESS WHEREOF, the parties have caused this License Agreement to be executed as of the date first set forth above by their duly authorized representatives.

**RAILROAD:  
SPRINGFIELD TERMINAL  
RAIL WAY COMPANY**

\_\_\_\_\_  
Witness

By: \_\_\_\_\_  
Ted Krug, Chief Engineer, Design & Construction

**RAILROAD:  
MAINE CENTRAL RAILROAD COMPANY**

\_\_\_\_\_  
Witness

By: \_\_\_\_\_  
Ted Krug, Chief Engineer, Design & Construction

**LICENSEE:  
PERFORMANCE FOOD GROUP, INC.**

*Marianne Mari*  
\_\_\_\_\_  
Witness

Signature:   
Print Name: Kent R. Berke, Senior Vice President

\_\_\_\_\_  
Witness

Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_

## INDENTURE

**THIS INDENTURE** made and entered into this \_\_\_\_\_ day of October, 2015, by and between **CENTRAL MAINE POWER COMPANY**, a Maine corporation having its office and principal place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336, hereinafter "Grantor" and **PERFORMANCE FOOD GROUP, INC.** a Colorado Corporation having a mailing address of 12500 West Creek Parkway, Richmond, VA 23238, hereinafter "Grantee".

## WITNESSETH

### Grant from the Grantor to the Grantee:

Grantor does hereby grant unto the Grantee, **WITHOUT COVENANT**, a 70 foot wide easement, as hereinafter described, in and to the Grantor's 150 foot wide strip of land designated Transmission Line Corridor Section 272, situated in Augusta, Kennebec County, Maine, for the purposes of (i) constructing and maintaining an access roadway across Grantor's land; (ii) to pass and repass on foot and with vehicles over said access roadway for the purpose of ingress and egress, in common with others, to land of the Grantee, as hereinafter described, in and to Grantor's said strip of land. Said easement and rights are over a portion of the Grantor's land acquired from Harvey Warehouse, Inc. by a deed dated August 30, 1971, recorded at the Kennebec County Registry of Deeds in Book 1590, Page 37.

Said easement granted to Grantee hereunder shall hereinafter be referred to as the "Easement" and is more particularly bounded and described on Exhibit A attached hereto and made a part hereof.

The Easement and rights shall be subject to the conditions, limitations and covenants set forth below and shall, subject thereto, be for the benefit of and appurtenant to land of Grantee described in deeds recorded in the Kennebec County Registry of Deeds in Book 12099, Page 178.

### Grant from the Grantee to the Grantor:

Grantee does hereby convey to the Grantor the following:

1. Any rights, not described above, that the Grantee may have in the Grantor's land pursuant to reservations in Grantor's deeds described above or otherwise.
2. The right and easement to pass and repass on foot and with vehicles over, along and across any roadway as now exist, or to be constructed by the Grantee in the future, between any public road and the easement area herein conveyed.

operation as a public utility or otherwise, including but not limited to the installation, removal and maintenance of utility lines and wires, structures and equipment. Notwithstanding the foregoing, Grantor shall not use the Easement in such a way as to interfere or restrict Grantee's use of the Easement as contemplated herein. Further, nothing in this Indenture shall be construed as conveying any right to Grantee not expressly granted herein nor shall any liability arise from Grantor's use of its land.

- 9. The Grantee, for itself and its heirs and assigns, hereby waive any claim they now have or may have in the future against the Grantor and or its parent corporation and affiliates and their directors, officers, employees, contractors, agents, its and their successors and assigns, which may arise out of the Grantee's, its heirs and assigns, use of the Easement and rights, pursuant to this Indenture or otherwise.
- 10. The Grantee, for itself and its heirs and assigns, agree to indemnify the Grantor and its parent corporation and affiliates and its and their directors, officers, employees, agents, contractors, successors and assigns and hold it and them harmless from and against all claims, penalties, fines, demands and actions arising out of the use of the Grantor's land by the Grantee, or its heirs, assigns, agents, contractors, invitees or others.

The terms Grantor and Grantee shall include their respective successors, affiliates, heirs or assigns.

**IN WITNESS WHEREOF**, the parties hereto have set their hands and seals on this Indenture, all as of the day and year first above written.

Signed, Sealed and Delivered  
in presence of:

**CENTRAL MAINE POWER COMPANY**

\_\_\_\_\_  
Witness

By: \_\_\_\_\_

**PERFORMANCE FOOD GROUP, INC.**

\_\_\_\_\_  
Witness

By: \_\_\_\_\_  
Kent R. Berke, Senior Vice President

STATE OF MAINE  
KENNEBEC, ss.

October \_\_, 2015.

The above named \_\_\_\_\_, personally appeared before me and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Central Maine Power Company.

\_\_\_\_\_  
Notary Public

STATE OF \_\_\_\_\_  
\_\_\_\_\_, ss.

October \_\_, 2015.

The above named Kent R. Berke, Senior Vice President, personally appeared before me and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

\_\_\_\_\_  
Notary Public/Attorney At Law

\_\_\_\_\_  
Printed Name  
My Commission Expires:

**EXHIBIT A**

An easement for access, stormwater drainage, and aerial and underground utilities over a certain lot or parcel of land situate northeasterly of Dalton Road in the City of Augusta, Kennebec County, State of Maine, said easement to allow for the use, construction, maintenance, repair and reconstruction of a driveway, side slopes and slope protection, lighting, drainage elements, and appurtenances thereto, said easement being bounded and described as follows:

Beginning on the northwesterly line of said land of Maine Central Railroad Company at a southerly corner of other land of Performance Food Group, Inc., reference deed recorded in Kennebec County Registry of Deeds in Book 11495, Page 57 ("11495/57"), Parcel III, said corner being 38 feet northwesterly of and radial to the railroad baseline, and said point being 100 feet northeasterly of the centerline of Central Maine Power Company Pole Line Section 272, all as shown on a plan entitled "Plan of Easement & Lease Areas, Performance Food Group, Inc., Dalton Road, Augusta, Maine", dated October 1, 2015, by Thayer Engineering Company, Inc., Farmingdale, Maine ("PFG Plan");

thence in a general southwesterly direction along the northwesterly line of said land of Maine Central Railroad concentric to and 38 feet northwesterly of said railroad baseline along a curve to the left having a radius of 3,857.72 feet through a central angle of 2° 13' 45" an arc distance of 150.09 feet to an easterly corner of land of Performance Food Group, Inc., reference deed recorded in 11495/57, Parcel III, said corner being S 29° 54' 25" W and a chord distance of 150.08 feet from the last mentioned corner;

thence N 58° 10' 26" W along the northeasterly line of said last mentioned land of Performance Food Group parallel to and 50 feet southwesterly of the centerline of said pole line 70.00 feet;

thence N 29° 54' 26" E crossing land of Central Maine Power Company, reference deed recorded in 1560/37, a distance of 150.08 feet to the southwesterly line of said first mentioned land of Performance Food Group;

thence S 58° 10' 26" E along the southwesterly line of said first mentioned land of Performance Food Group parallel to and 100 feet northeasterly of the centerline of said pole line 70.00 feet to the point of beginning, containing 0.24 acres, more or less.

Bearings are oriented to true north as shown on the MCRR Plan.

Being an easement on a portion of the premises described in a deed of Harvey Warehouse, Inc. to Central Maine Power Company, dated August 30, 1971, recorded in 1560/37.

## LEASE AGREEMENT

***THIS LEASE*** is effective this \_\_\_ day of October, 2015, by and between **Central Maine Power Company**, a Maine corporation having a place of business at 83 Edison Drive, Augusta, Maine 04336 (hereinafter called "Landlord"), and **Performance Food Group, Inc.**, a Colorado corporation, with a mailing address of 12650 East Arapahoe Rd., Centennial, CO 80112-3901 (hereinafter called "Tenant").

### Section One Premises

Landlord does hereby lease unto Tenant, and Tenant does hereby rent from Landlord, for the Term and upon and subject to the terms and conditions set forth in this Lease, a certain lot or parcel of land situated off Dalton Road, Augusta, Maine being a portion of Landlord's property as describe in a deed from Sprague & Baker dated July 21, 1971 and recorded at the Kennebec County Registry of Deeds in Book 1555, Page 574 as shown on Exhibit A (herein referred to as the "Premises") attached hereto and made a part hereof.

### Section Two Term

(a) The Initial Term of this Lease shall be for a period of Ten (10) years commencing on \_\_\_\_\_, \_\_\_\_\_ and ending on \_\_\_\_\_, \_\_\_\_\_.

(b) Provided that Tenant is not then in default, this Lease may be renewed, at Tenant's option, for two (2) renewal terms of ten (10) years each (each a "Renewal Term"), exercisable by notice to the Landlord in writing delivered at least six (6) months before the commencement of each said Renewal Term. The terms and conditions of such Renewal Term(s) shall be those provided in this Lease except that Tenant shall have no further right to extend beyond the expiration of said second renewal term and rent for such Renewal Term(s) shall be as provided in Section Three of this Lease.

### Section Three Rent

(a) The Tenant covenants and agrees to pay Landlord rent at the address provided with invoice, or at such other place as Landlord may direct by written notice to Tenant.

(b) During the Initial Term of this Lease, Tenant shall pay annual rent ("Rent") in the amount of Eleven Thousand Four Hundred Dollars (\$11,400.00). The Rent shall be payable in quarterly installments of Two Thousand Eight Hundred Fifty Dollars (\$2,850.00) each due on the first day of January, April, July and October of each and every year.

(c) Rent for the Renewal Terms of this Lease shall be adjusted to reflect a percentage increase in the amount of Five Percent (5%) of the current Rent.

*IN WITNESS WHEREOF*, the duly authorized representatives of the parties have executed this Lease, for the parties, under seal, as of the day and year first above written.

**WITNESSES**

**LANDLORD**  
**CENTRAL MAINE POWER COMPANY**

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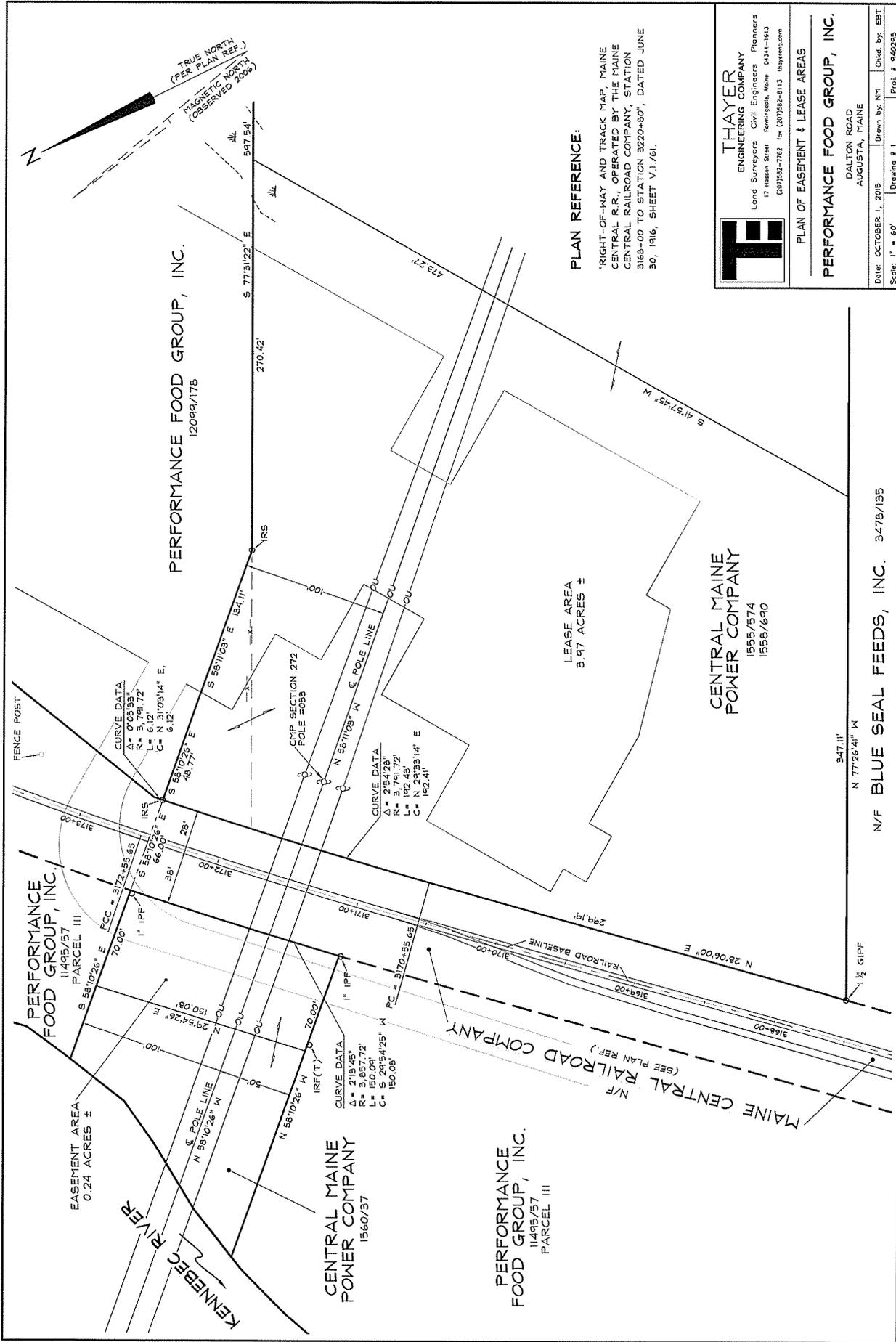
Alice Richards  
Supervisor, Real Estate Services

**TENANT**  
**PERFORMANCE FOOD GROUP, INC.**

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BY: Kent R. Berke  
ITS: Sr. Vice President



PERFORMANCE FOOD GROUP, INC.  
12099/178

PERFORMANCE FOOD GROUP, INC.  
11495/57  
PARCEL III

EASEMENT AREA  
0.24 ACRES ±

CENTRAL MAINE  
POWER COMPANY  
1560/37

PERFORMANCE  
FOOD GROUP, INC.  
11495/57  
PARCEL III

LEASE AREA  
3.97 ACRES ±

CENTRAL MAINE  
POWER COMPANY  
1555/574  
1555/690

N/F BLUE SEAL FEEDS, INC. 3478/135

**PLAN REFERENCE:**

\*RIGHT-OF-WAY AND TRACK MAP, MAINE  
CENTRAL R.R. OPERATED BY THE MAINE  
CENTRAL RAILROAD COMPANY, STATION  
3168+00 TO STATION 3220+80', DATED JUNE  
30, 1916, SHEET V.11/61.



**THAYER**  
ENGINEERING COMPANY  
Land Surveyors Civil Engineers Planners  
17 Mission Street Ferrisburgh, Maine 04441-6113  
(207)882-7762 for (207)882-8113 thayereng.com

**PLAN OF EASEMENT & LEASE AREAS**

**PERFORMANCE FOOD GROUP, INC.**

DALTON ROAD  
AUGUSTA, MAINE

Date: OCTOBER 1, 2015 Drawn by: NPT Chkd. by: EBT  
Scale: 1" = 60' Drawing # 1 Proj. # 040295

**PERFORMANCE FOOD GROUP, INC.**  
**for**  
**NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA**  
**MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**DEVELOPMENT DESCRIPTION**

Performance Foodservice – NorthCenter started in the Augusta area in 1963 as a division of Joseph Kirschner and in 1970 had a total of five employees. In 1975 the company moved to the newly purchased land at the end of Dalton Road into a 12,000-square foot building. The company continued to grow with additions in 1984, 1988, 1995 and 2000, which brought the size of the existing building up to more than 150,000 square feet with 193 employees. The Augusta facility is projected to have 202 employees after a future 50,000-square foot freezer is built onto the north end of the existing building. The existing facility is surrounded by industrial uses.

This application is for the construction of a 201,845 square-foot driveway and parking lot northerly of the existing NorthCenter facility at 20 Dalton Road in Augusta, Maine. The proposed expansion will be located on existing property of Performance Food Group, on the former 7.20-acre Bonenfant gravel pit parcel now owned by Performance Food Group, on a 3.97-acre parcel to be leased from Central Maine Power Company, and on easements on lands of Central Maine Power Company and Maine Central Railroad totaling about 1.5 acres. The new parking lot will contain 93 truck spaces and 93 car spaces, and will replace and supplement parking spaces to be eliminated in the future by the planned 50,000 square-foot freezer addition.

The subject properties are located in the “PD” (Planned Development) and “IA” (Industrial) Districts. The Augusta Land Use Ordinance describes the “PD” District as the City’s growth area, with commercial and industrial uses intended to be concentrated in single or mixed use centers or parks to ensure the most efficient provision of service and minimize impacts on residential and environmentally sensitive areas, and describes the “IA” District as an area in which commercial and industrial uses are mixed where the principal use is the manufacture, processing, packaging, storage and distribution of products.

The City of Augusta 2007 Comprehensive Plan recognizes the North River Residential area as a mixed use area, as it presently has industrial and residential areas, and states that “the key in this area is not to exclude uses, but rather to create

buffering standards that allow residential and business uses to coexist in a practical way”, and that “there is no particular pattern to the mixture of uses and it is anticipated that the district will continue to develop in the same manner.”.

Existing access is from Riverside Drive over Lipman Rod and Dalton Road. The attached Traffic Impact Study, dated September 23, 2015 by Maine Traffic Resources summarizes that no capacity or safety concerns are identified for the existing or expanded facility and there are no recommendations for improvement or mitigation actions.

The proposed parking lot will be located in a gravel pit and under a Central Maine Power Company transmission line. It will adjoin Maine Central Railroad to the west, undeveloped land to the north, a feed distribution facility to the south, and the Sherwood Drive residential subdivision to the east. The parking lot will be about 350 feet from the closest house on Sherwood Drive, and the existing forested buffer on remaining land of Performance Food Group between the parking lot and the Sherwood Drive residence will not be disturbed. The existing gravel road leading from Sherwood Drive to the gravel pit will be gated, and used only for emergency access.

This proposal will not require water or sewer as it is only a parking area for vehicles. Water is provided to the existing facility by Greater Augusta Utility District. Sewer from the existing facility is disposed of by an on-site septic system.

The existing impervious areas of the facility encompass about 340,000 square feet, and the proposed expansion will increase that by 201,845 square feet. The existing impervious areas have all been permitted by City of Augusta and Maine Department of Environmental Protection (MDEP) as part of the NorthCenter expansion in 2000. The proposed 201,845-square foot impervious expansion requires a modification to the MDEP site location permit, which is being applied for concurrently with this City of Augusta Major Development Review Application.

Stormwater quality control for the proposed expansion will be provided by a stormwater wetpond to be constructed on the northwesterly side of the proposed parking lot. The wetpond outlet will flow westerly as it does now into the Kennebec River. Existing forested buffers will provide quality treatment along the westerly side of the railroad on the easterly side of the new driveway. The site is located on a significant sand and gravel aquifer shown on a map entitled “Significant Sand and Gravel Aquifers, Togus Pond Quadrangle, Maine”, dated 2005 by Maine Geological Survey, attached hereto.

Stormwater quantity will not be controlled, and a waiver is requested. The stormwater from the proposed parking lot will flow through the wet pond then directly to the Kennebec River. Allowing peak flows from this site to disperse downriver before

combining with flows from the upper Kennebec River watershed will not cause an increase in off-site flooding.

Wetland areas exist on the easterly and southerly sides of the proposed parking lot. The proposed improvements will impact approximately 4,159 square feet of low value forested wetland, all as shown on the attached plan entitled "Site Plan, Performance Food Group, 20 Dalton Road, Augusta, Maine", dated October 2, 2015, by Thayer Engineering Company ("Site Plan"). The impact is less than 4,300 square feet and does not require a permit from Maine Department of Environmental Protection or Army Corps of Engineers.

Before earth moving begins, the portion of the site being developed will be protected from erosion and sedimentation by the installation of a sediment barriers as shown on the Site Plan.

Existing forested buffers will remain around the proposed parking lot on the southerly and easterly sides, and a portion of the northerly side. The forested buffer on the southerly side will be a minimum of 80 feet wide to land of Blue Seal Feeds, more than 300 feet on the easterly side to the back yard of the house at the end of Sherwood Drive, and a minimum of about 90 feet wide on the northerly side to land of Flanders.

A waiver is requested from planting vegetated buffers along portions of the northerly and westerly sides of the development. The northerly side has 200-foot long section from the railroad along land of Flanders that will be cleared and regraded, leaving a slope along a 15 to 50-foot high gravel bank up to the Flanders property line, not to be buffered with vegetation. The Flanders property is undeveloped woodland, and the high gravel bank along Flanders will provide adequate buffering. The westerly side of the development is along the railroad. The land adjoining the railroad will have a combination of a regraded slope and a detention/wetpond. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.

Proposed lighting will be fully-shielded 30-foot high pole fixtures. The existing forest easterly of the site will remain, providing a buffer for light and noise from the closest residence that is about 350 feet away.

Construction is expected to begin on November 1, 2015 with completion by May 31, 2016.

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**POLLUTION  
Review Criteria A.**

The development will not result in undue water or air pollution.

Water is provided to the existing facility by Greater Augusta Utility District. Sewer from the existing facility is disposed of by an on-site septic system. The septic system will be relocated at the time of the building expansion.

Water used and wastewater generated will not increase as a result of this proposed parking expansion.

The site is located on a significant sand and gravel aquifer shown on a map entitled "Significant Sand and Gravel Aquifers, Togus Pond Quadrangle, Maine", dated 2005 by Maine Geological Survey, attached hereto.

Stormwater quality from the proposed parking lot will be controlled through a wetpond as described in this application, with a liner preventing stormwater infiltration into the aquifer from the pond. The wetpond will have both its sand infiltration system with underdrain and its outlet directed into the Kennebec River. A smaller amount of stormwater from the proposed driveway along the west side of the railroad will be directed through a forested buffer and into the Kennebec River.

Stormwater quantity will not be controlled, and a waiver is requested. The stormwater from the proposed parking lot will flow through the wet pond then directly to the Kennebec River. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed will not cause an increase in off-site flooding.

Wetland areas exist on the easterly and southerly sides of the proposed parking lot. The proposed improvements will impact approximately 4,159 square feet of wetland area, all as shown on the attached plan entitled "Site Plan, Performance Food Group, 20 Dalton Road, Augusta, Maine", dated October 2, 2015, by Thayer Engineering

Company ("Site Plan"). The proposed impact is less than 4,300 square feet and does not require a permit.

Erosion and Sedimentation Control during construction will be accomplished by the site contractor in accordance with specifications shown on the Site Plan and in this application.

According to the "Soil Survey of Kennebec County Maine" published by the USDA, Soil Conservation Service (see attachment), the soils on the development site are Woodbridge very stony fine sandy loam (WsB), 3 to 8 percent slopes, which are deep, moderately well drained soils. The geotechnical report by S.W. Cole Engineering dated May 28, 2015 of subsurface investigations on the Bonenfant gravel pit parcel confirms the suitability of soils for the proposed development, said report attached at Soil Erosion, Review Criteria D.

Solid waste generated during construction will be removed from the site and disposed of at approved disposal facilities as part of the construction contract.

Excavated soils are expected to be used on site.

The existing Performance Food Group operations generate no undue air pollution, and this proposal will cause no significant change.

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**POTABLE AND MUNICIPAL WATER  
Review Criteria B. and C.**

Water is provided to the existing facility by Greater Augusta Utility District.

The proposed parking lot expansion will not increase water usage.

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**SOIL EROSION  
Review Criteria D.**

This application is for the construction of a 201,845 square-foot driveway and parking lot expansion northerly of the existing Performance Food Group facility at 20 Dalton Road in Augusta, Maine. The parking lot expansion will contain 93 truck spaces and 93 car spaces.

According to the "Soil Survey of Kennebec County Maine" published by the USDA, Soil Conservation Service (see attachment), the soils on the development site are Woodbridge very stony fine sandy loam (WsB), 3 to 8 percent slopes, which are deep, moderately well drained soils. The attached geotechnical report by S.W. Cole Engineering dated May 28, 2015 of subsurface investigations on the Bonenfant gravel pit parcel confirms the suitability of soils for the proposed development.

Stormwater runoff will be directed to a stormwater wetpond. Erosion and Sedimentation Control measures are specified and will be implemented to ensure that the construction of this project will have minimal adverse impact on the adjacent resources. Reference is made to the attached plans for Erosion and Sedimentation Control Details.

The following plan for controlling sedimentation and erosion is based upon sound conservation practices including those outlined in the "Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices" by the Cumberland County Soil and Water Conservation District and the Maine Department of Environmental Protection, dated March 1991 (as revised) ("BMPs").

**GENERAL CONSIDERATIONS**

In areas where ground cover is removed between September 15<sup>th</sup> and May 1<sup>st</sup>, mulch shall be applied as called for in this plan within 2 days of the removal of the ground cover.

In areas where ground cover is removed, the area shall be stabilized as soon as is practical either by a structural method meeting the standards as called for in the BMPs or by permanent vegetative cover.

Any construction activities taking place between November 1<sup>st</sup> and April 15<sup>th</sup> shall adhere to the following Winter Construction Plan:

1. The interim period for any exposed area shall be limited to 2 calendar days;
2. No more than 1 acre of the site may be without stabilization at one time;
3. Where required, installation of filter barrier may be modified from detail on plans to substitute 6-inches of clean gravel over the bottom of the filter barrier in lieu of trenching and backfilling fabric. All areas within 100 feet of protected natural resource must be protected by a double row of filter barriers;
4. Mulching and seeding rates shall adhere to the Temporary Seeding and Mulching Schedule set forth herein. Note that all mulching rates shall be doubled as shown in Note 1 of the schedule and should follow the sensitive area schedule. At the end of each construction day, all areas that have been brought to final grade must be stabilized. Mulch may not be spread on top of snow;
5. All vegetated ditch lines that have not been stabilized by November 1, or will be worked during the winter, must be stabilized with an appropriate stone lining backed by an appropriate gravel bed or geotextile unless specifically released from this standard by the Department of Environmental Protection; and
6. Construction shall be planned to eliminate the need for seeding during the fall, winter or mud season.

### **CONSTRUCTION EROSION CONTROL MEASURES**

#### **PROPOSED SCHEDULE FOR IMPLEMENTATION OF EROSION & SEDIMENTATION CONTROL MEASURES**

- (1) Prior to any earth-moving, grubbing or construction activities, filter barriers shall be installed in the locations shown on the accompanying "Site Plan" and as specified in this plan;
- (2) The topsoil shall be removed and stockpiled on-site. Filter barriers shall be installed around any stockpiles expected to remain longer than three days. Stockpiles expected to remain longer than 15 days shall be treated with mulch;

- (3) Stabilize areas within 100 feet of a wetland or water body within 7 days or prior to a predicted storm event, whichever comes first;
- (4) The site shall be rough-graded and stabilized against erosion as called for in this plan;
- (5) Immediately following final grading, all graded or disturbed areas not to be graveled, paved, riprapped or otherwise built on are to be spread with a minimum compacted depth of 4 inches of topsoil, seeded and mulched to provide a permanent vegetative cover. The seeding will occur between April 15<sup>th</sup> and September 15<sup>th</sup> in order to ensure a successful germination. The permanent seeding shall be applied in accordance with this plan; and
- (6) The filter barriers shall remain in place until all areas have been permanently stabilized and an adequate grass catch has been achieved (>90% coverage with no evidence of washing or rilling of the topsoil). It will be the responsibility of the applicant to properly remove the filter barriers and to remove and properly dispose of the collected sediment once the site has been permanently stabilized.

#### **MAINTENANCE OF EROSION & SEDIMENTATION CONTROL MEASURES**

Inspections of disturbed and impervious areas, erosion and sedimentation control measures, and areas where vehicles enter or exit the site shall occur at least once a week and before and after a storm event, prior to completion of permanent stabilization. If best management practices need to be modified or if additional BMPs are necessary, implementation shall be completed within 7 calendar days and prior to any storm event. All measures must be maintained in effective operating condition until areas are permanently stabilized.

A log report shall be kept summarizing the scope of the inspection, name(s) and qualification of the inspector(s), the date(s) of the inspections and major observations relating to operation of erosion and sedimentation controls and pollution prevention measures. Follow-up to correct deficiencies or enhance controls shall also be indicated in the logbook.

- (1) Filter barriers shall be inspected weekly and/or after any sustained rainstorm for undercutting, overtopping, gaps, or sediment buildup. Should the barriers not be functioning properly they shall immediately be repaired or replaced and sediment removed as necessary. Any sediment removed shall be spread and

stabilized in areas on the site not subject to erosion. If additional barriers are found to be necessary they shall be installed immediately;

- (2) Mulched areas shall be inspected weekly and prior to any storm event for insufficient coverage (less than 90% coverage) and, if necessary, immediately be brought into conformance with the specifications of this plan;
- (3) If germination of temporary seeding is unsuccessful (<90% catch) within 30 days of seeding, the area shall be reseeded; and
- (4) If germination of final seeding is unsuccessful (<90% catch) within 30 days of seeding, the area shall be reseeded.

## **DESCRIPTIONS OF EROSION CONTROL MEASURES**

### **Filter Barrier**

#### Description

Filter barrier shall be used as a sediment barrier to intercept and retain small amounts of sediment from disturbed or unprotected areas of limited extent. The filter barrier shall conform to the materials and installation specifications as set forth in the BMPs and shall be installed in the locations shown on the accompanying "Site Plan".

NOTE: Locations of filter barrier are shown for general purposes only on the "Site Plan". Final locations may be modified based on actual field conditions and as site conditions warrant. Such field changes or modifications shall be approved by the Engineer.

#### Maintenance

The filter barrier shall be inspected immediately after each rainfall and at least daily during prolonged rainfall. Any required repairs shall be made immediately.

The fabric shall be replaced promptly when it decomposes or becomes ineffective before the barrier is no longer necessary.

A second line of filter barrier shall be installed if the sediment level reaches one half the height of the first barrier.

The filter barrier shall be removed when no longer needed and the sediment collected shall be properly disposed of in a manner that will not damage adjacent properties or water bodies.

### **Mulch Matting Slope Protection**

#### Description

Mulch Matting Slope Protection shall be used on newly constructed steep slopes to prevent erosion. The matting shall conform to the materials and installation specifications as set forth in the BMPs and shall be installed in the locations shown on the accompanying "Site Plan".

#### Maintenance

The matting slopes shall be inspected in the spring, in the fall and following severe storms for slumping, sliding or seepage problems. Any required repairs shall be made immediately.

### **Rip Rap Slope Protection**

#### Description

Rip Rap Slope Protection shall be installed on prolonged steep slopes and in the areas shown on the Site Plan. The installation and materials of the Rip Rap Slope Protection shall be as set forth in the BMPs and as shown on the Details Plan.

#### Maintenance

The Rip Rap Slope Protection shall be inspected periodically and any problems shall be repaired as necessary. If any erosion or scouring is apparent, repairs will be made immediately.

### **Rip Rap Headwall and Rip Rap Apron**

#### Description

Rip Rap headwalls shall be installed at the inlets and outlets of all culverts. The outlet of the culvert shall be further protected from erosion by the installation of a Rip Rap Apron. The installation and materials of the Rip Rap Headwall and Rip Rap Apron shall be as set forth in the BMPs and as shown on the Details Plan.

## Maintenance

The Rip Rap Headwall and Rip Rap Apron shall be inspected periodically and any problems shall be repaired as necessary. If any erosion or scouring is apparent, repairs will be made immediately.

## **Temporary Seeding**

### Description

For areas in which permanent stabilization is not feasible within 90 days from the start of construction or when construction will be interrupted for longer than 2 months, the disturbed areas shall be stabilized with a temporary vegetative cover or with mulch secured with erosion control netting. The installation of temporary seeding (application rates, depths and timing and fertilizer application) shall conform to the specifications as set forth in the BMPs.

### Temporary Seeding and Mulching Schedule

April 1 to July 1: Annual Rye Grass at 0.90 pounds/1,000 square feet  
July 7 to August 15: Sudan Grass at 0.90 pounds/1,000 square feet  
August 15 to October 15: Winter Rye at 2.00 pounds/1,000 square feet

- (1) Mulching shall be applied at a rate of 90 pounds/1,000 square feet (180 pounds/1,000 square feet for winter construction).
- (2) Temporary seeding rates shall be as follows:  
Conservation mix of perennial rye grass @ 1 pound/1,000 square feet  
Fertilizer @ 25 pounds/1,000 square feet  
Lime @ 100 pounds/1,000 square feet  
Mulch @ 100 pounds/1,000 square feet
- (3) The time limit for mulching in sensitive areas maybe overridden by the most current weather forecast. All exposed soils in sensitive areas shall be mulched prior to every anticipated storm event.

## Maintenance

Visual inspections shall be used to determine if an adequate catch has been achieved. Any areas with less than a 90% catch shall be reseeded.

## **Mulch**

### **Description**

Hay mulch shall be used to temporarily stabilize exposed soil and to aid in the establishment of temporary or permanent seeding.

Mulch shall be used on all areas of bare soil not brought to final grade within one week at a rate of not less than 1 bale per 1,000 square feet. On areas where slopes average greater than 8% and on all waterways and ditches, mulch shall be secured with anchored erosion control netting.

The installation of temporary mulching (application rates, depths and timing, quality standards and maintenance) shall conform to the specifications as set forth in the BMPs and as called for in this plan.

## **Mulch Matting**

### **Description**

Mulch matting shall consist of straw, coconut or excelsior sandwiched between photodegradable netting. Matting shall be used as follows:

- (1) in the base of swales with greater than 5% pitch;
- (2) on steep slopes where rilling may occur;
- (3) in any sensitive areas subject to erosion or as indicated on plans;
- (4) on any disturbed or newly graded slopes 2:1 and steeper that are to be vegetated; and
- (5) where straw mulch has been determined to be ineffective based on observations made in the field, or as directed by the Engineer.

The mulch matting shall be installed in accordance with the BMPs.

## **Grass Swale**

### **Description**

The installation of the grass swales shall conform to the specifications as set forth in the Typical Grass Swale Detail shown on the Site Plan and in the BMPs. Seeding of

the swale shall be in conformance with specifications as set forth in the BMPs under Seed Mixtures for Permanent Seedings.

The following is a suggested schedule of application:

Loam: 4 inches evenly spread and raked  
Seed Mixture: Creeping Red Fescue, 0.23 pounds/1,000 square feet  
                  Crownvetch, 0.34 pounds/1,000 square feet  
                  Tall Fescue, 0.34 pounds/1,000 square feet  
                  Red Top, 0.05 pounds/1,000 square feet  
Lime: 100 pounds/1,000 square feet  
Fertilizer @ 25 pounds/1,000 square feet  
Mulch @ 100 pounds/1,000 square feet

Seed and mulch will be applied not more than two days after preparation of the seedbed (loam). Fill-in seeding will be done in those areas where grass has not attained a sufficient catch of 90%.

A layer of hay mulch (or other appropriate mulch as specified by the BMPs) and jute erosion mesh will be used to help hold in moisture and protect the soil from erosion before the seed germinates.

### **Permanent Seeding**

#### **Description**

Permanent seeding will be installed on all disturbed soils (except for those areas to be built on or riprapped) to ensure stabilization of the soil and for aesthetic considerations.

The installation of permanent seeding (application rates, depths and timing and fertilizer application) shall conform to the specifications as set forth in the BMPs. All permanent seeding shall be completed by September 15<sup>th</sup>. Any work contemplated beyond September 15<sup>th</sup> shall adhere to the winter construction schedule.

The following is a suggested schedule of application:

Loam: 4 inches evenly spread and raked.  
Seed Mixture: Creeping Red Fescue, 1.15 pounds/1,000 square feet.  
                  Kentucky Bluegrass, 1.15 pounds/1,000 square feet.  
Lime: 100 pounds/1,000 square feet  
Fertilizer @ 25 pounds/1,000 square feet  
Mulch @ 100 pounds/1,000 square feet

Seed and mulch shall be applied not more than two days after preparation of the seedbed (loam). Fill-in seeding shall be done in those areas where grass has not attained a sufficient catch of 90%.

A layer of hay mulch (or other appropriate mulch as specified by the BMPs) will be used to help hold in moisture and protect the soil from erosion before the seed germinates.

### Maintenance

Planted areas shall be protected from damage by grazing, fire, traffic, and undesirable weed and wood growth as applicable. Visual inspections shall be used to determine if an adequate catch has been achieved. Any areas with less than a 90% catch shall be reseeded.

# REPORT

May 28, 2015  
13-1186.1

## Explorations and Geotechnical Engineering Services

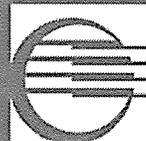
Proposed PFG Northcenter Parking Area  
Sherwood Drive  
Augusta, Maine

### PREPARED FOR:

ESI Design Services, Inc.  
Attn: Daniel L. Frigge, P.E.  
950 Walnut Ridge Drive  
Hartland, WI 53029

### PREPARED BY:

S. W. Cole Engineering, Inc.  
555 Eastern Avenue  
Augusta, Maine 04330  
T: (207) 626-0600



**S.W. COLE**  
ENGINEERING, INC.

- *Geotechnical Engineering*
- *Construction Materials Testing*
- *GeoEnvironmental Services*
- *Ecological Services*

[www.swcole.com](http://www.swcole.com)

## TABLE OF CONTENTS

1.0 INTRODUCTION.....	1
1.1 Scope and Purpose .....	1
1.2 Site and Proposed Construction .....	1
2.0 EXPLORATION AND TESTING.....	2
2.1 Explorations.....	2
2.2 Testing.....	2
3.0 SITE AND SUBSURFACE CONDITIONS.....	2
3.1 Surficial.....	2
3.2 Soil and Bedrock .....	3
3.3 Groundwater.....	3
3.4 Frost Considerations.....	3
4.0 EVALUATION AND RECOMMENDATIONS.....	3
4.1 General Findings .....	3
4.2 Site and Subgrade Preparation .....	4
4.3 Unpaved and Paved Areas.....	4
4.4 Backfill and Compaction .....	5
4.5 Weather Considerations .....	5
4.6 Design Review and Construction Testing .....	6
5.0 CLOSURE.....	6
Attachment A	Limitations
Sheet 1	Exploration Location Plan
Sheets 2 - 6	Exploration Logs
Sheet 7	Key to the Notes and Symbols
Sheets 8 and 9	Laboratory Gradation Test Results

13-1186.1

May 28, 2015

ESI Design Services, Inc.  
Attn: Daniel L. Frigge, P.E.  
950 Walnut Ridge Drive  
Hartland, WI 53029

Subject: Explorations and Geotechnical Engineering Services  
Proposed PFG Northcenter Parking Area  
Sherwood Drive  
Augusta, Maine

Dear Brian:

In accordance with our Proposal, dated April 28, 2015, we have performed subsurface explorations for the subject project. This report summarizes our findings and geotechnical recommendations and its contents are subject to the limitations set forth in Attachment A.

## **1.0 INTRODUCTION**

### **1.1 Scope and Purpose**

The purpose of our services was to obtain subsurface information at the site in order to develop geotechnical recommendations relative to earthwork and pavements associated with the proposed construction. Our scope of services included five test boring explorations, soils laboratory testing, geotechnical analysis of the subsurface findings and preparation of this report.

### **1.2 Site and Proposed Construction**

The Performance Food Group (PFG) Northcenter facility is located at 20 Dalton Road in Augusta, Maine. We understand a Master Plan of the existing PFG Northcenter facility was completed. Based on the provided information, we understand current planning includes construction of an additional ±84,000 square-foot (SF) gravel-surfaced parking area for

tractor-trailers within a gravel pit north of the previously proposed Phase I tractor-trailer parking. The site is generally open with steep slopes. Existing site grades within the proposed parking area range from about elevation 32 to 94 feet. Details regarding proposed grading of the parking area were not available at the time of this report; however, we understand up to 20 feet of fill will be placed to raise site grades.

## **2.0 EXPLORATION AND TESTING**

### **2.1 Explorations**

Five test borings (B-101 through B-105) were made at the site on May 19, 2015 by S. W. Cole Explorations, LLC. of Londonderry, New Hampshire working under subcontract to S. W. Cole Engineering, Inc. (S.W.COLE). The exploration locations were selected and established in the field by S.W.COLE using a mapping grade GPS. The approximate exploration locations are shown on the "Exploration Location Plan" attached as Sheet 1. Logs of the test borings are attached as Sheets 2 through 6. A key to the notes and symbols used on the logs is attached as Sheet 7.

### **2.2 Testing**

The test borings were drilled using hollow stem auger techniques. The soils were sampled at 2 to 5 foot intervals using a split spoon sampler and Standard Penetration Testing (SPT) techniques. SPT blow counts are shown on the logs.

Soil samples obtained from the explorations were returned to our laboratory for further classification and testing. The results of two gradation tests are attached as Sheets 8 and 9.

## **3.0 SITE AND SUBSURFACE CONDITIONS**

### **3.1 Surficial**

The site is located along the eastern bank of the Kennebec River in Augusta, Maine. The proposed additional truck parking area is located about 500 feet north of the existing PFG Northcenter facility within an existing gravel pit. The proposed parking area is bound to the west by the Kennebec River and to the south by a Central Maine Power (CMP) transmission line.

### **3.2 Soil and Bedrock**

Test borings B-101 through B-105 were made within the existing gravel pit and generally encountered layered sands with varying amounts of silt and gravel. The sidewalls of the gravel pit generally consisted of layered sands.

Not all the strata were encountered in each of the explorations; refer to the attached logs for more detailed descriptions of the subsurface findings.

### **3.3 Groundwater**

The soils encountered at the test borings were moist from the ground surface. At the time drilling, free groundwater was not observed in the test borings. Long-term groundwater information is not available, but is likely influenced by the nearby river. It should be anticipated that seasonal groundwater levels will fluctuate, particularly after periods of snowmelt and precipitation.

### **3.4 Frost Considerations**

The 100-year Air Freezing Index for the Augusta, Maine area is about 1,490-Fahrenheit degree-days, which corresponds to a frost penetration depth on the order of 5 feet.

## **4.0 EVALUATION AND RECOMMENDATIONS**

### **4.1 General Findings**

Based on the subsurface findings, the proposed construction appears feasible from a geotechnical standpoint. The principle geotechnical considerations are as follows:

- All topsoil and organics must be completely removed from beneath the proposed parking areas prior to placing fills. Compacted fills to raise the parking area should consist of Maine Department of Transportation (MaineDOT 703.19) Granular Borrow. The native sand on-site generally meets this material specification.
- Subgrades across the site will generally consist of loose to medium dense sands with varying amounts of silt and gravel.

#### **4.2 Site and Subgrade Preparation**

We recommend site preparation begin with the construction of an erosion control system to protect adjacent drainage ways and areas outside the construction limits. Surficial organics, roots, and topsoil should be completely removed from areas of proposed fill and construction. As much vegetation as possible should remain outside the construction areas to lessen the potential for erosion and site disturbance.

#### **4.3 Unpaved and Paved Areas**

We understand the proposed parking area will be subjected primarily to tractor trailer traffic. Considering the site soils, anticipated fills required, and proposed usage, we offer the following typical sections for consideration. Materials are based on MaineDOT Standard Specifications.

<b>UNPAVED AREAS</b>	
<b>Material Layer</b>	<b>Parking Area (Heavy Duty)</b>
MaineDOT 703.12 Aggregate for Crushed Stone Surfacing	3"
Crushed Gravel Base, MaineDOT 703.06 Type A	3"
Crushed Granular Subbase, MaineDOT 703.06 Type D	24"

<b>FLEXIBLE (ASPHALT) PAVEMENTS</b>	
<b>Material Layer</b>	<b>Access Road (Heavy Duty)</b>
HMA Wearing Course, MaineDOT 9.5 mm Hot Mix Asphalt	1¼"
HMA Binder Course, MaineDOT 19.0 mm Hot Mix Asphalt	3¾"
Crushed Gravel Base, MaineDOT 703.06 Type A	6"
Granular Subbase, MaineDOT 703.06 Type D	18"

The base and subbase materials should be compacted to at least 95 percent of their maximum dry density as determined by ASTM D-1557. Hot mix asphalt pavement should be compacted to 92 to 97 percent of its theoretical maximum density as determined by ASTM D-2041. A tack coat should be used between successive lifts of bituminous pavement.

It should be understood that frost penetration can be on the order of 5 feet in this area. In the absence of full depth excavation of frost susceptible soils below unpaved and paved areas and subsequent replacement with non-frost susceptible compacted fill,

frost penetration into the subgrade will occur and some heaving and distress of the ground surface or pavement must be anticipated. Grading and drainage plans should include underdrains or daylighting gravel for positive drainage relief of pavement sections.

**4.4 Backfill and Compaction**

The existing on-site sands are suitable for reuse as compacted Granular Borrow (on dry subgrade) to raise site grades within the proposed parking area, provided they are at a compactable moisture content. For imported fill to raise site grades, we recommend the following materials:

Granular Borrow: Fill to raise grades in paved areas should be sand or silty sand meeting the gradation requirements for Granular Borrow as given below:

<b>Granular Borrow</b>		
<b>Sieve Size</b>	<b>Percent Finer by Weight</b>	
	<b>Wet Subgrade</b>	<b>Dry Subgrade</b>
12 inch	100	100
3 inch	Portion Passing 3 inch Sieve	
#40	0 to 70	0 to 70
#200	0 to 5	0 to 20

Placement and Compaction: Fill should be placed in horizontal lifts and compacted such that the desired density is achieved throughout the lift thickness with 3 to 5 passes of the compaction equipment. Loose lift thicknesses for grading, fill and backfill activities should not exceed 12 inches. We recommend that fill and backfill in building and paved areas be compacted to at least 95 percent of its maximum dry density as determined by ASTM D-1557. Crushed Stone should be compacted with 3 to 5 passes of a vibratory plate compactor having a static weight of at least 600 pounds.

**4.5 Weather Considerations**

Construction activity should be limited during wet and freezing weather and the site soils may require drying before construction activities may continue. The contractor should anticipate the need for water to temper fills in order to achieve compaction during dry weather. If construction takes place during cold weather, subgrades must be protected during freezing conditions. Fill must not be placed on frozen soil; and once placed, the soil must be protected from freezing.

#### **4.6 Design Review and Construction Testing**

S.W.COLE should be retained to review the construction documents to determine that our earthwork and pavement recommendations have been properly interpreted and implemented.

A testing and inspection program should be implemented during construction to observe compliance with the design concepts, plans, and specifications. S.W.COLE is available to observe earthwork and subgrade preparation as well as testing services for soils and asphalt construction materials associated with the proposed parking areas.

#### **5.0 CLOSURE**

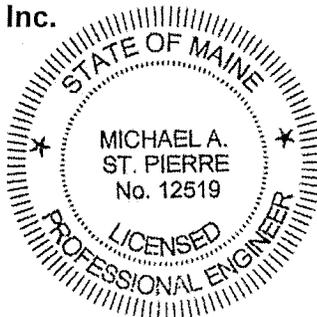
It has been a pleasure to be of assistance to you with this phase of your project. We look forward to working with you during the construction phase of the project.

Sincerely,

**S. W. Cole Engineering, Inc.**



Michael A. St. Pierre, P.E.  
Geotechnical Engineer



MAS:tjb

## **Attachment A Limitations**

This report has been prepared for the exclusive use of ESI Design Services, Inc. for specific application to the proposed PFG Northcenter Parking Area located off Sherwood Drive in Augusta, Maine. S. W. Cole Engineering, Inc. (S.W.COLE) has endeavored to conduct our services in accordance with generally accepted soil and foundation engineering practices. No warranty, expressed or implied, is made.

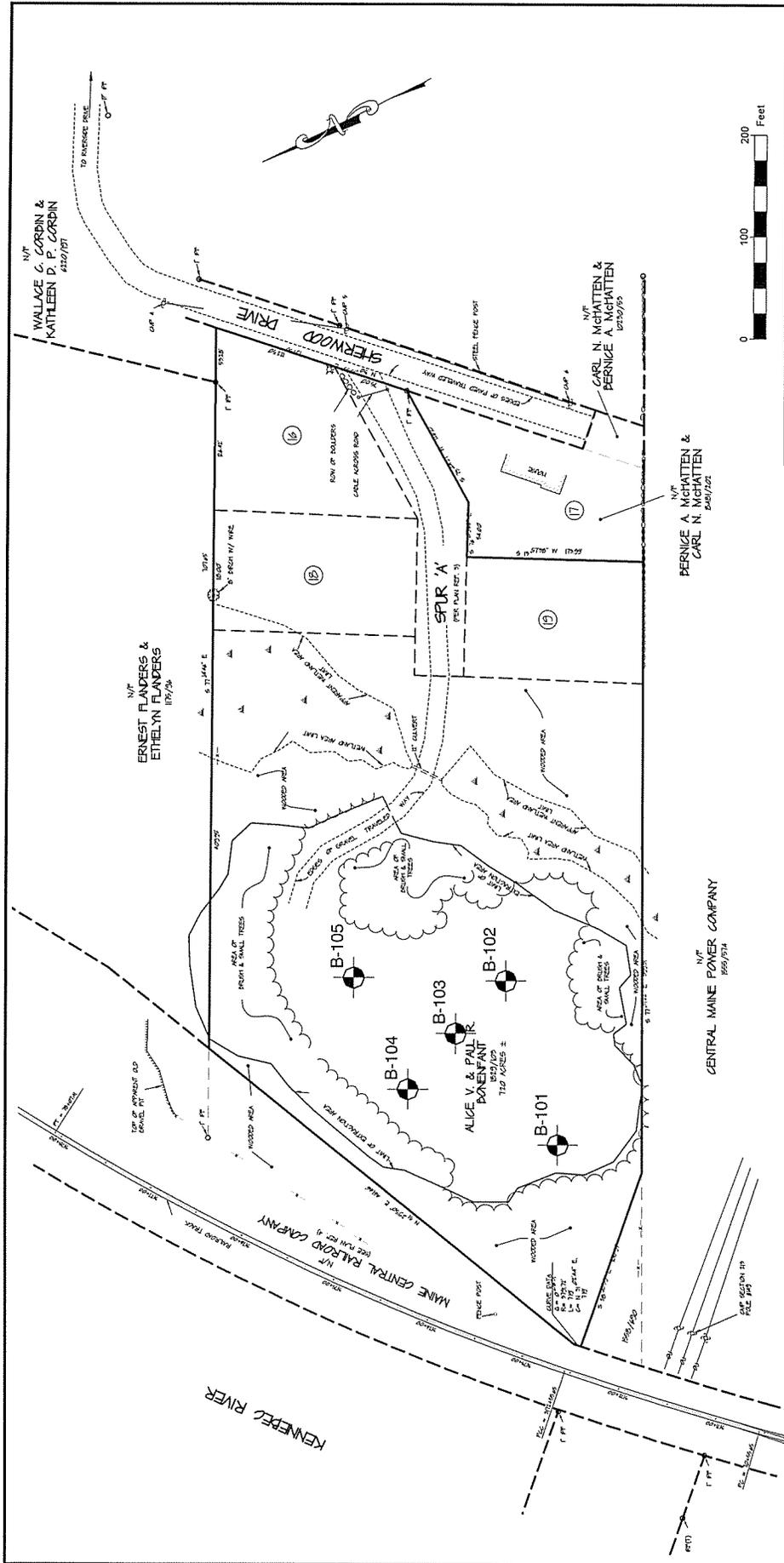
The soil profiles described in the report are intended to convey general trends in subsurface conditions. The boundaries between strata are approximate and are based upon interpretation of exploration data and samples.

The analyses performed during this investigation and recommendations presented in this report are based in part upon the data obtained from subsurface explorations made at the site. Variations in subsurface conditions may occur between explorations and may not become evident until construction. If variations in subsurface conditions become evident after submission of this report, it will be necessary to evaluate their nature and to review the recommendations of this report.

Observations have been made during exploration work to assess site groundwater levels. Fluctuations in water levels will occur due to variations in rainfall, temperature, and other factors.

S.W.COLE's scope of services has not included the investigation, detection, or prevention of any Biological Pollutants at the project site or in any existing or proposed structure at the site. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria, and viruses, and the byproducts of any such biological organisms.

Recommendations contained in this report are based substantially upon information provided by others regarding the proposed project. In the event that any changes are made in the design, nature, or location of the proposed project, S.W.COLE should review such changes as they relate to analyses associated with this report. Recommendations contained in this report shall not be considered valid unless the changes are reviewed by S.W.COLE.



ESI DESIGN SERVICES, INC.  
**EXPLORATION LOCATION PLAN**  
 PROPOSED PFG NORTH-CENTER PARKING LOT  
 SHERWOOD DRIVE  
 AUGUSTA, MAINE

Job No.: 13-1186.1  
 Date: 05/28/2015  
 Scale: 1" = 100'  
 Sheet: 1

- THE BORINGS WERE LOCATED IN THE FIELD BY GPS SURVEY BY S. W. COLE ENGINEERING, INC. USING A RECREATIONAL GRADE GPS AND EXISTING SITE FEATURES.
- THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE ASSOCIATED S. W. COLE ENGINEERING, INC. GEOTECHNICAL REPORT.
- THE PURPOSE OF THIS PLAN IS ONLY TO DEPICT THE LOCATION OF THE EXPLORATIONS IN RELATION TO THE EXISTING CONDITIONS AND PROPOSED CONSTRUCTION AND IS NOT TO BE USED FOR CONSTRUCTION.

- LEGEND:**
- APPROXIMATE BORING LOCATION
- NOTES:**
- EXPLORATION LOCATION PLAN WAS PREPARED FROM A 1"=50' SCALE PLAN OF THE SITE ENTITLED "PRELIMINARY PLAN OF BOUNDARY SURVEY," PREPARED BY THAYER ENGINEERING COMPANY, DATED MAY 26, 2015.







# BORING LOG

BORING NO.: B-103  
 SHEET: 1 OF 1  
 PROJECT NO.: 13-1186.1  
 DATE START: 5/19/2015  
 DATE FINISH: 5/19/2015  
 ELEVATION: N/A  
 SWC REP.: M. ST. PIERRE

PROJECT: PROPOSED PFG NORTHCENTER TRUCK PARKING AREA  
 CLIENT: ESI DESIGN SERVICES, INC.  
 LOCATION: OFF SHERWOOD DRIVE, AUGUSTA, MAINE  
 DRILLING CO.: S. W. COLE EXPLORATIONS, LLC DRILLER: BOB MARCOUX  
 TYPE: \_\_\_\_\_ SIZE I.D.: \_\_\_\_\_ HAMMER WT.: \_\_\_\_\_ HAMMER FALL: \_\_\_\_\_  
 CASING: HSA 2 1/4"  
 SAMPLER: SS 1 3/8" 140 LBS 30"  
 CORE BARREL: \_\_\_\_\_

WATER LEVEL INFORMATION  
NO FREE WATER OBSERVED

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
	1D	24"	22"	2.0'	6	11	10	11	BROWN GRAVELLY SAND, SOME SILT ~MEDIUM DENSE~  ... BROWN SILTY SAND, SOME GRAVEL LAYERS BELOW 5'  ~LOOSE TO MEDIUM DENSE~	
	2D	24"	20"	7.0'	4	5	5	6		
	3D	24"	20"	12.0'	6	5	6	7		
									BOTTOM OF EXPLORATION AT 12' (COBBLE)	

SAMPLES:  
 D = SPLIT SPOON  
 C = 2" SHELBY TUBE  
 S = 3" SHELBY TUBE  
 U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:  
 DRILLER - VISUALLY  
 SOIL TECH. - VISUALLY  
 LABORATORY TEST

REMARKS:  
 STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.



# BORING LOG

BORING NO.: B-104  
 SHEET: 1 OF 1  
 PROJECT NO.: 13-1186.1  
 DATE START: 5/19/2015  
 DATE FINISH: 5/19/2015  
 ELEVATION: N/A  
 SWC REP.: M. ST. PIERRE

PROJECT: PROPOSED PFG NORTHCENTER TRUCK PARKING AREA  
 CLIENT: ESI DESIGN SERVICES, INC.  
 LOCATION: OFF SHERWOOD DRIVE, AUGUSTA, MAINE  
 DRILLING CO.: S. W. COLE EXPLORATIONS, LLC DRILLER: BOB MARCOUX  
 TYPE SIZE I.D. HAMMER WT. HAMMER FALL  
 CASING: HSA 2 1/4"  
 SAMPLER: SS 1 3/8" 140 LBS 30"  
 CORE BARREL: \_\_\_\_\_

WATER LEVEL INFORMATION  
NO FREE WATER OBSERVED

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
	1D	24"	22"	2.0'	2	3	3	4	8.0'	BROWN SILTY SAND, SOME GRAVEL ~LOOSE TO MEDIUM DENSE~
	2D	24"	20"	7.0'	4	3	4	4		
	3D	24"	17"	12.0'	10	12	13	12		BROWN GRAVELLY SAND, SOME SILT ~MEDIUM DENSE~
										BOTTOM OF EXPLORATION AT 12'

SAMPLES:  
 D = SPLIT SPOON  
 C = 2" SHELBY TUBE  
 S = 3" SHELBY TUBE  
 U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:  
 DRILLER - VISUALLY  
 SOIL TECH. - VISUALLY  
 LABORATORY TEST

REMARKS:  
 STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.



## KEY TO THE NOTES & SYMBOLS

### Test Boring and Test Pit Explorations

All stratification lines represent the approximate boundary between soil types and the transition may be gradual.

#### Key to Symbols Used:

W	-	water content, percent (dry weight basis)
q <sub>u</sub>	-	unconfined compressive strength, kips/sq. ft. - laboratory test
S <sub>v</sub>	-	field vane shear strength, kips/sq. ft.
L <sub>v</sub>	-	lab vane shear strength, kips/sq. ft.
q <sub>p</sub>	-	unconfined compressive strength, kips/sq. ft. – pocket penetrometer test
O	-	organic content, percent (dry weight basis)
W <sub>L</sub>	-	liquid limit - Atterberg test
W <sub>P</sub>	-	plastic limit - Atterberg test
WOH	-	advance by weight of hammer
WOM	-	advance by weight of man
WOR	-	advance by weight of rods
HYD	-	advance by force of hydraulic piston on drill
RQD	-	Rock Quality Designator - an index of the quality of a rock mass.
γ <sub>T</sub>	-	total soil weight
γ <sub>B</sub>	-	buoyant soil weight

#### Description of Proportions:

Trace:	0 to 5%
Some:	5 to 12%
"Y"	12 to 35%
And	35+%

#### Description of Stratified Soils

Parting:	0 to 1/16" thickness
Seam:	1/16" to 1/2" thickness
Layer:	1/2" to 12" thickness
Varved:	Alternating seams or layers
Occasional:	one or less per foot of thickness
Frequent:	more than one per foot of thickness

**REFUSAL: Test Boring Explorations** - Refusal depth indicates that depth at which, in the drill foreman's opinion, sufficient resistance to the advance of the casing, auger, probe rod or sampler was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

**REFUSAL: Test Pit Explorations** - Refusal depth indicates that depth at which sufficient resistance to the advance of the backhoe bucket was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

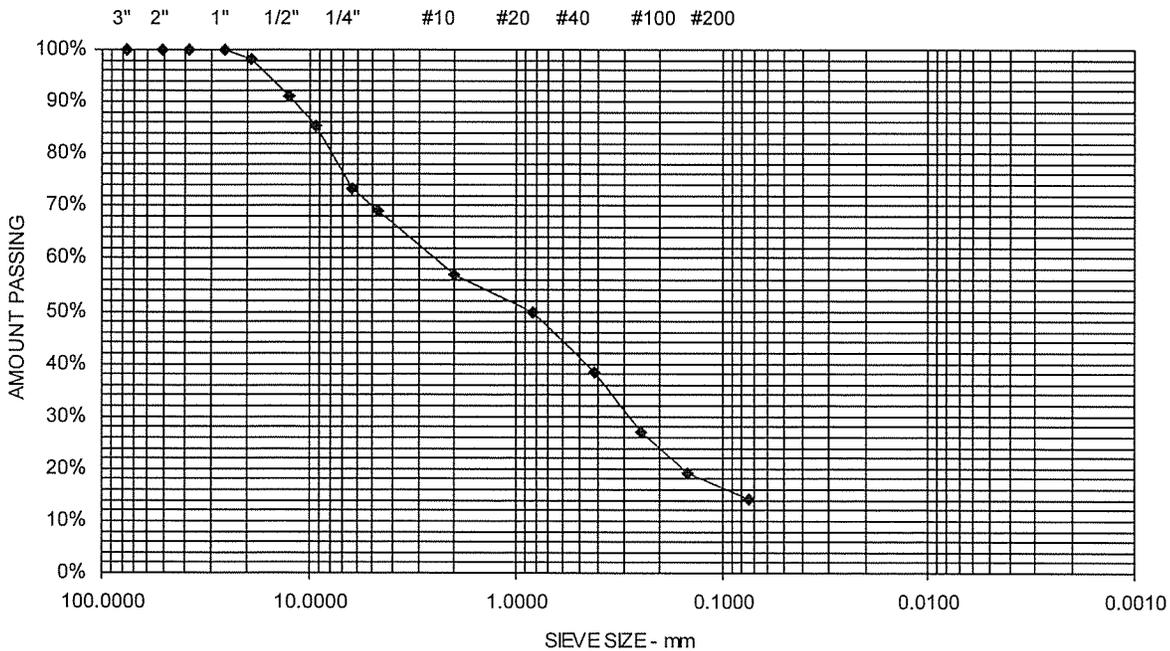
Although refusal may indicate the encountering of the bedrock surface, it may indicate the striking of large cobbles, boulders, very dense or cemented soil, or other buried natural or man-made objects or it may indicate the encountering of a harder zone after penetrating a considerable depth through a weathered or disintegrated zone of the bedrock.

Project Name AUGUSTA ME - JOB NO: 80-3591-14 - PFG NORTHCENTER  
PARKING AREA - GEOTECHNICAL ENGINEERING SERVICES  
Client ESI CONSTRUCTORS, INC.  
Exploration B-101  
Material Source 2D, 5-7'

Project Number 13-1186.1  
Lab ID 8966A  
Date Received 5/20/2015  
Date Completed 5/21/2015  
Tested By NEIL DAVIS

<u>STANDARD DESIGNATION (mm/μm)</u>	<u>SIEVE SIZE</u>	<u>AMOUNT PASSING (%)</u>	
150 mm	6"	100	
125 mm	5"	100	
100 mm	4"	100	
75 mm	3"	100	
50 mm	2"	100	
38.1 mm	1-1/2"	100	
25.0 mm	1"	100	
19.0 mm	3/4"	98	
12.5 mm	1/2"	91	
9.5 mm	3/8"	85	
6.3 mm	1/4"	73	
4.75 mm	No. 4	69	31.1% Gravel
2.00 mm	No. 10	57	
850 um	No. 20	50	
425 um	No. 40	38	54.8% Sand
250 um	No. 60	27	
150 um	No. 100	19	
75 um	No. 200	14.1	14.1% Fines

**SILTY GRAVELLY SAND**

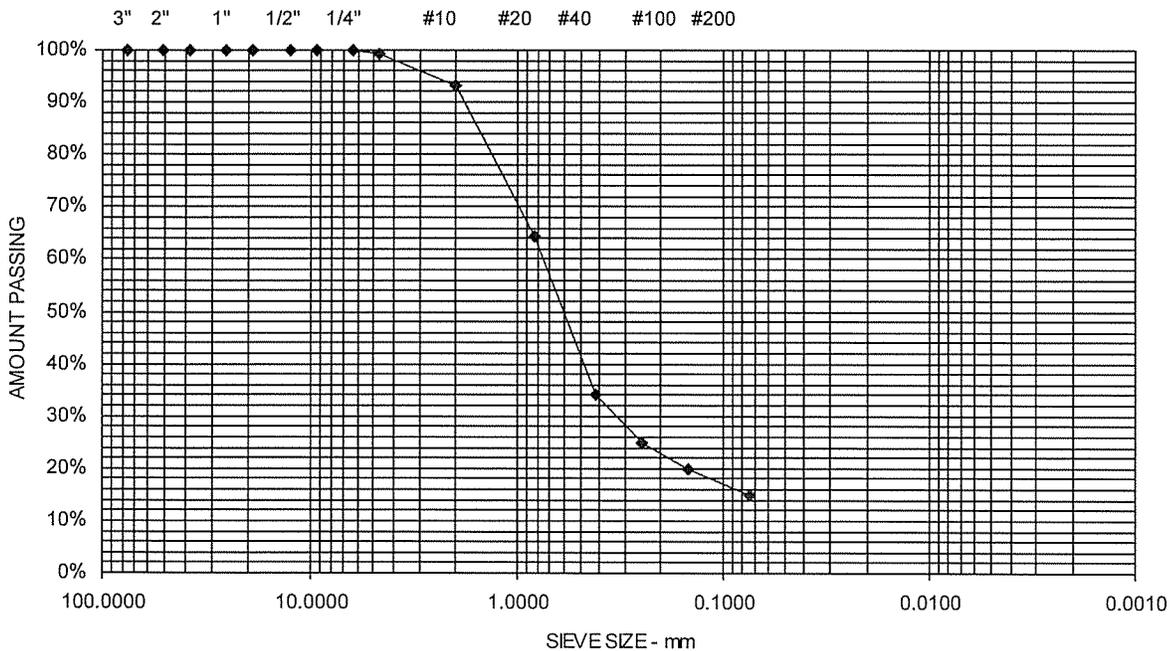


Project Name AUGUSTA ME - JOB NO: 80-3591-14 - PFG NORTHCENTER  
PARKING AREA - GEOTECHNICAL ENGINEERING SERVICES  
Client ESI CONSTRUCTORS, INC.  
Exploration **B-102**  
Material Source **2D, 5-7'**

Project Number 13-1186.1  
Lab ID 8967A  
Date Received 5/20/2015  
Date Completed 5/21/2015  
Tested By BRANDON CHAPUT

<u>STANDARD</u> <u>DESIGNATION (mm/μm)</u>	<u>SIEVE SIZE</u>	<u>AMOUNT PASSING (%)</u>	
150 mm	6"	100	
125 mm	5"	100	
100 mm	4"	100	
75 mm	3"	100	
50 mm	2"	100	
38.1 mm	1-1/2"	100	
25.0 mm	1"	100	
19.0 mm	3/4"	100	
12.5 mm	1/2"	100	
9.5 mm	3/8"	100	
6.3 mm	1/4"	100	
4.75 mm	No. 4	99	0.8% Gravel
2.00 mm	No. 10	93	
850 μm	No. 20	64	
425 μm	No. 40	34	84.2% Sand
250 μm	No. 60	25	
150 μm	No. 100	20	
75 μm	No. 200	15.0	15% Fines

**SILTY SAND, TRACE GRAVEL**



**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**ROAD CONGESTION AND SAFETY  
Review Criteria E.**

Existing access is from Riverside Drive over Lipman Rod and Dalton Road.

Reference is made to the attached Traffic Impact Study, dated September 23, 2015 by Maine Traffic Resources, which summarizes that no capacity or safety concerns are identified for the existing or expanded facility and there are no recommendations for improvement or mitigation actions.



**Introduction**

The purpose of this study is to assess the traffic impacts of a proposed expansion of Performance Foodservice (formerly Northcenter Foodservice) in Augusta, Maine. The facility is currently 153,000 square feet (S.F.) in size with 193 employees. The proposed expansion is 50,000 S.F. of additional warehouse space. The facility is projected to employ a total of 202 persons after the expansion. The original facility, permitted by the Maine Department of Environmental Protection (MEDEP), was approximately 103,000 square feet (S.F.) in size. A 50,000 square foot addition was previously approved in 2000 and constructed in 2001.

The facility is located at the end of Dalton Road, which is accessed from Lipman Road off Riverside Drive. Site access is provided by a single drive onto Dalton Road. The site location and surrounding area are shown on the map in Figure 1.

Construction of the new parking lot is expected to begin in Fall of 2015 when permits are issued. Construction of the building expansion is expected to begin in Spring of 2016 with occupancy later in 2016. For this reason, 2016 was used as the study year for traffic analysis purposes.

**Existing Conditions**

Lipman Road is a paved two lane roadway. There are two approach lanes to Riverside Drive, providing separate right and left turn exit lanes. The roadway width varies from 26 feet to 28 feet where there is curbing and is approximately 25 feet where there is no curbing. The speed limit is posted at 30 mph on Lipman Road. Dalton Road is similarly a paved two-lane roadway, also 26 -28 feet wide.

Riverside Drive is a paved two lane roadway with twelve foot travel lanes and approximately eight to nine foot paved shoulders in the vicinity of Lipman Road. The speed limit is posted at 45 mph on Riverside Drive in the area of Lipman Road.

**Existing Traffic Volumes**

Turning movement counts were conducted during the PM peak hour period at the following locations:

<u>Location Description</u>	<u>Date</u>
Performance Foodservice Entrance/Exit	Tuesday 6/2/15
Riverside Drive and Lipman Road	Wednesday 8/5/15

The turning movement count summaries are included in the appendix. The PM peak hour for Performance Foodservice occurred between 4:30 and 5:30 PM. The PM peak hour for the intersection of Riverside Drive and Lipman Road occurred between 4:15 and 5:15 PM. Since the count was conducted under peak summer conditions no factoring was required to obtain 30<sup>th</sup> highest hour volumes, the volumes used for design and traffic analysis purposes. These volumes generally occur in Maine in late July and early August. The existing volumes are shown in Figure 2.

Existing average annual daily traffic (AADT) data for the area was obtained from "Traffic Volume Counts, 2013, 2009 and 2006 Annual Reports", prepared by the Maine Department of Transportation (MaineDOT). This data is summarized below

	<b>Average Annual Daily Traffic</b>					
	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2008</u>	<u>2011</u>
Riverside Drive, NE/O Lajoie Street	9290	---	9010	9360	8970	8560
Riverside Drive, Vassalboro-Augusta Town Line	6060	---	5200	5440	---	4790
Riverside Drive, NE/O Lipman Road	---	---	---	---	---	5950
Riverside Drive, SW/O Lipman Road	---	---	---	---	---	6720
Lipman Road, W/O Riverside Drive	---	---	---	---	---	1230

As can be seen above, traffic volumes on Riverside Drive in the vicinity of the site have steadily declined during the long-term period 2003 to 2011. To be conservative, a 1 % annual growth rate was used to project the existing 2015 volumes to base 2016 volumes. The City of Augusta Planning Department was contacted to determine if there are any other development projects pending which would be expected to significantly impact Riverside Drive traffic volumes in this area. No other development projects were identified that would need to be considered in the traffic analysis. The projected 2016 no-build volumes, allowing for 1 % traffic growth, are shown in Figure 3.

### **Existing Trip Generation**

The number of trips currently generated by Performance Foodservice, obtained from the June 2, 2015 traffic count conducted by Maine Traffic Resources at the site, are summarized in the table on the following page:

**ACTUAL TRIP GENERATION SUMMARY**

<u>Time</u> <u>Period</u>	Passenger Vehicles		Trucks		Totals			Passenger Car
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In + Out</u>	<u>Equivalents</u> <u>Total</u>
2:00-2:15	6	8	3	4	9	12	21	28
2:15-2:30	2	4	2	1	4	5	9	12
2:30-2:45	1	4	0	1	1	5	6	7
2:45-3:00	4	3	0	2	4	5	9	11
3:00-3:15	3	7	6	1	9	8	17	24
3:15-3:30	4	6	1	0	5	6	11	12
3:30-3:45	2	7	3	1	5	8	13	17
3:45-4:00	1	2	2	3	3	5	8	13
4:00-4:15	1	13	0	1	1	14	15	16
4:15-4:30	2	5	0	0	2	5	7	7
<b>4:30-4:45</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>15</b>	<b>16</b>
<b>4:45-5:00</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>
<b>5:00-5:15</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>22</b>	<b>24</b>
<b>5:15-5:30</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>18</b>	<b>21</b>	<b>23</b>
5:30-5:45	5	6	1	0	6	6	12	13
5:45-6:00	3	3	1	1	4	4	8	10

As can be seen above, the peak hour for Performance Foodservice occurred between 4:30 and 5:30 PM. The facility generated 8 entering trips and 56 exiting trips, a total of 64 one-way trips, during this peak hour. Additionally, passenger car equivalents (pces) were calculated, whereas each truck is equivalent to two passenger cars. In terms of pces, the peak hour remained from 4:30-5:30 PM and increased from 64 one-way trips to 69 pces.

Trip generation for the current development level was also estimated using the most recent 2012 Institute of Transportation Engineers (ITE) "Trip Generation, 9<sup>th</sup> Edition" report and the trip generation characteristics of the existing facility. The measured trips were compared to the estimates obtained using the ITE data. Two land use codes (LUCs) were examined for this analysis; 140 – Manufacturing and 150 – Warehousing. A comparison of the AM and PM peak hour trip-ends for these LUCs on both a square footage and employee basis is summarized along with the measured trips in the table on the following page:

As can be seen in the preceding table, based upon ITE data, the proposed expansion is expected to generate a maximum of 22 new trips during the PM peak hour. This is expected to be conservative since the previous 50,000 S.F. warehouse expansion did not increase peak hour trip generation and since only 9 new employees are anticipated due to the expansion. The resulting trip assignments for the new trips are shown in Figure 4. The projected 2016 build volumes, for Performance Foodservice after expansion, are shown in Figure 5. Based upon the trip assignments, the warehouse expansion is not expected to have a significant impact on traffic operations. Generally a project will not have a significant impact off-site on traffic operations or capacity unless it generates in excess of 25 new lane hour trips. This project will generate a maximum of 18 new lane hour trips.

Since the trips for the state Traffic Movement Permit rules are defined in terms of passenger car equivalents (pces), the 22 trip estimate was converted to pces. This conversion was based upon the current peak hour trip to pce ratio of  $69/64 = 1.078$ . This increases the peak hour to 24 pces. Given that all existing trips appear to be permitted based upon the current 2015 counts and the previous 2000 counts, the currently proposed expansion does not require a Traffic Movement Permit (TMP) from the Maine Department of Transportation (MaineDOT) since new pces will not exceed the 100-trip threshold, which would require a modification. A copy of this analysis was provided to the Maine Department of Transportation for their review. They concurred that a TMP modification is not required for the expansion project.

### **Traffic Analysis**

Traffic operations are evaluated in terms of level of service (LOS). Level of service is a qualitative measure that describes operations by letter designation. The levels range from A - very little delay to F - extreme delays. Level of service "D" is generally considered acceptable in urban locations while LOS "E" is generally considered the capacity of a facility and the minimum tolerable level. The level of service for unsignalized intersections is based upon the average control per vehicle for each minor, opposed movement. The criteria are defined in the following table excerpted from the 2000 "Highway Capacity Manual":

#### **Unsignalized Intersection Level of Service**

<u>LOS</u>	<u>Delay Range</u>
A	<= 10.0 seconds
B	> 10.0 and <= 15.0
C	> 15.0 and <= 25.0
D	> 25.0 and <= 35.0
E	> 35.0 and <= 50.0
F	> 50.0

**Unsignalized Intersections**

The level of service for the unsignalized intersection of Lipman Road and Riverside Drive was calculated for existing 2015 volumes and projected 2016 volumes, with and without the proposed Performance Foodservice expansion. The results are included in the appendix and are summarized below with the level of service followed by the delay in seconds in parentheses:

<u>Movement</u>	<b>Intersection of Riverside Drive and Lipman Road</b>		
	<b>PM Peak Hour Level of Service</b>		
	2015	2016	2016
	<u>Existing</u>	<u>No-Build</u>	<u>Build</u>
NB Riverside Drive Lefts onto Lipman	A (7.7)	A (7.7)	A (7.7)
Eastbound Lipman Road Rights	A (9.9)	A (9.9)	A (10.0)
Eastbound Lipman Road Lefts	B (14.8)	B (14.9)	C (15.2)
Eastbound Lipman Road Overall	B (11.4)	B (11.4)	B (11.6)

As can be seen above, there are no capacity concerns at the intersection of Lipman Road and Riverside Drive. Lipman Road currently operates at level of service “B” under existing volumes. Under projected 2016 build volumes, Lipman Road will continue to operate at LOS “B” overall. Lefts turns out of Lipman Road will fall from a LOS “B to “C” due to a minor 0.3 increase in delay but the overall approach will remain at LOS “B.” This demonstrates that the Performance Foodservice expansion will have minimal impact off-site on traffic operations, as would be expected given the new trip generation.

**Safety Analysis**

**Accident Review**

The Maine Department of Transportation uses two criteria to determine high crash locations (HCLs). The first is the critical rate factor (CRF), which is a measure of the accident rate. A CRF greater than one indicates a location which has a higher than expected accident rate. The expected rate is calculated as a statewide average of similar facilities.

The second criterion, which must also be met, is based upon the number of accidents that occur at a particular location. Eight or more accidents must also occur over the three-year study period for the location to be considered a high crash location. Accident data was obtained from MaineDOT for Riverside Drive in the vicinity of the proposed expansion. The accident data, which spans Riverside Drive from two miles south of Lipman Road to the Augusta/Vassalboro town line, was obtained for the most recent three-year period, 2012 - 2014. This data is summarized by location as follows:

<u>Riverside Drive Location Description</u>	<u># of Acc.</u>	<u>CRF</u>
Between Sparrow Drive and Tracy Street	5	0.54
Between Lajoie Street and Blair Road	13	0.71
Intersection of Blair Road	1	0.28
Between Blair Road and Hellenic Drive	2	0.38
Between Hellenic Drive and 0.19 miles Northeast	3	0.40
Between Lipman Drive and 0.74 miles Southwest	3	0.17
Intersection of Lipman Road	1	0.31
Intersection of Dalton Road and Lipman Road	1	1.29
Between Lipman Road and Sherwood Drive	2	0.25
Between Sherwood Drive and Stevens Road	1	0.12
Between Stevens Road and Sunrise Circle	1	0.10
Between Sunrise Circle and Augusta/Vassalboro TL	4	0.62

As can be seen above, there are no locations within the vicinity of Performance Foodservice that either meet the high crash criteria or are approaching the criteria. As a result, no additional accident review or evaluation is necessary.

### *Summary*

To summarize, the proposed warehouse expansion is expected to generate a maximum of 22 new one-way trips, which is expected to occur during the PM peak hour. Generally, this level of traffic would not have a significant impact off-site on level of service or capacity. Lipman Road currently operates at LOS "B" overall and will remain at this LOS in 2016 with the proposed warehouse expansion fully occupied, demonstrating that the expansion project will not have a significant impact off-site on traffic operations. In terms of safety, no high crash locations (or locations approaching the criteria) were identified within the vicinity of Performance Foodservice. Given that no capacity or safety concerns were identified by the study there are no recommendations for improvement or mitigation actions.





Not To Scale

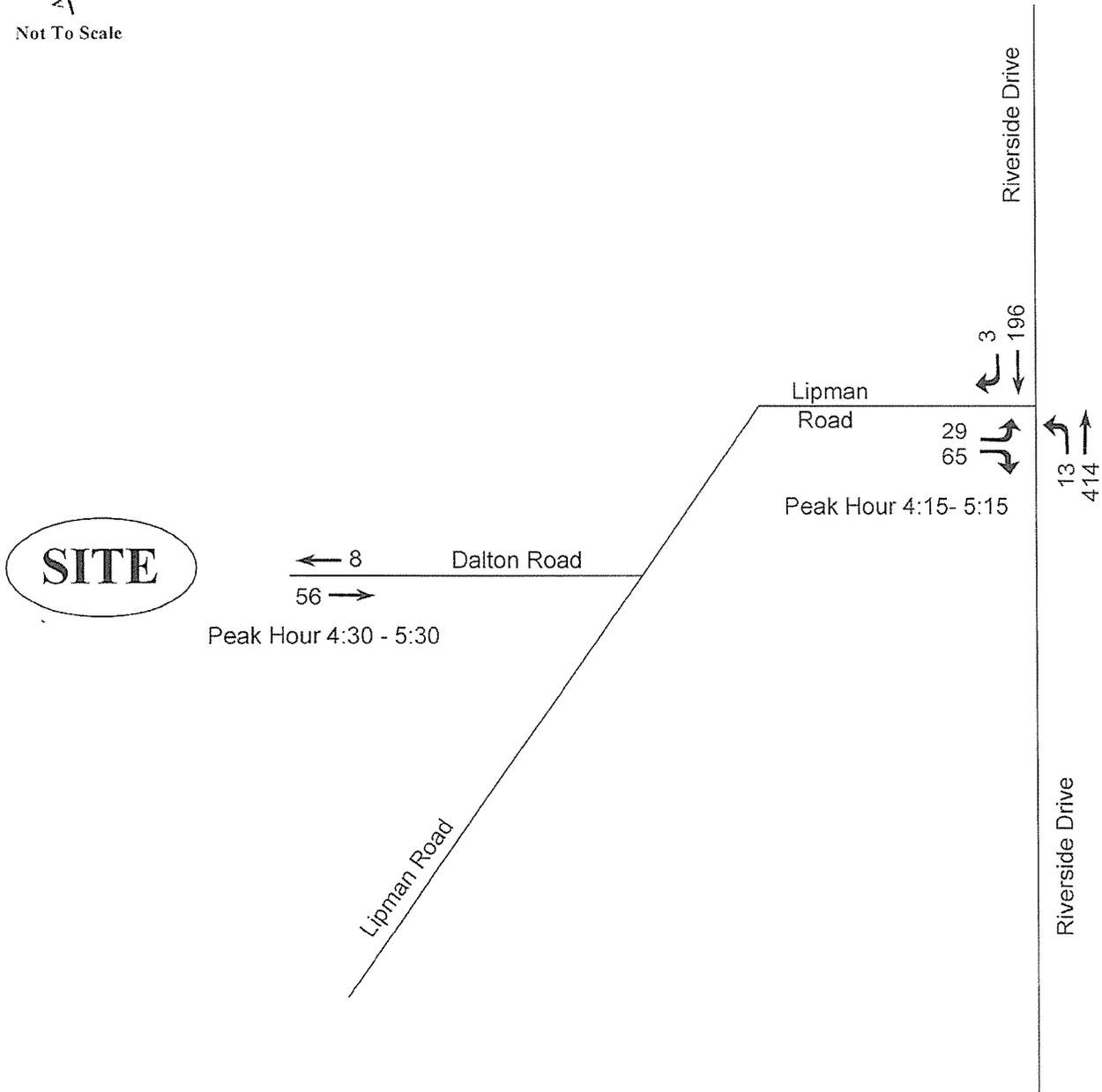


Figure 2

2015 Existing PM Peak Hour Volumes  
Performance Foodservice  
Augusta, Maine

Maine  
Traffic  
Resources

25 Vine Street  
Gardiner, ME  
04345  
tel: (207) 582-5252  
fax: (207) 582-1677



Not To Scale

**SITE**

← 8 Dalton Road  
56 →  
Peak Hour 4:30 - 5:30

Lipman Road

Lipman Road  
29  
65  
Peak Hour 4:15- 5:15

3  
198

13  
418

Riverside Drive

Riverside Drive

**Figure 3**

**2016 No-Build PM Peak Hour Volumes  
Performance Foodservice  
Augusta, Maine**

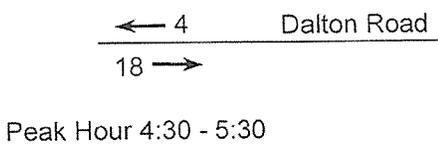
**Maine  
Traffic  
Resources**

25 Vine Street  
Gardiner, ME  
04345  
tel: (207) 582-5252  
fax: (207) 582-1677



Not To Scale

**SITE**



Lipman Road

Lipman Road

6  
12

Peak Hour 4:15 - 5:15

Riverside Drive

1



3

Riverside Drive

**Figure 4**

**Trip Assignments**

**Performance Foodservice**

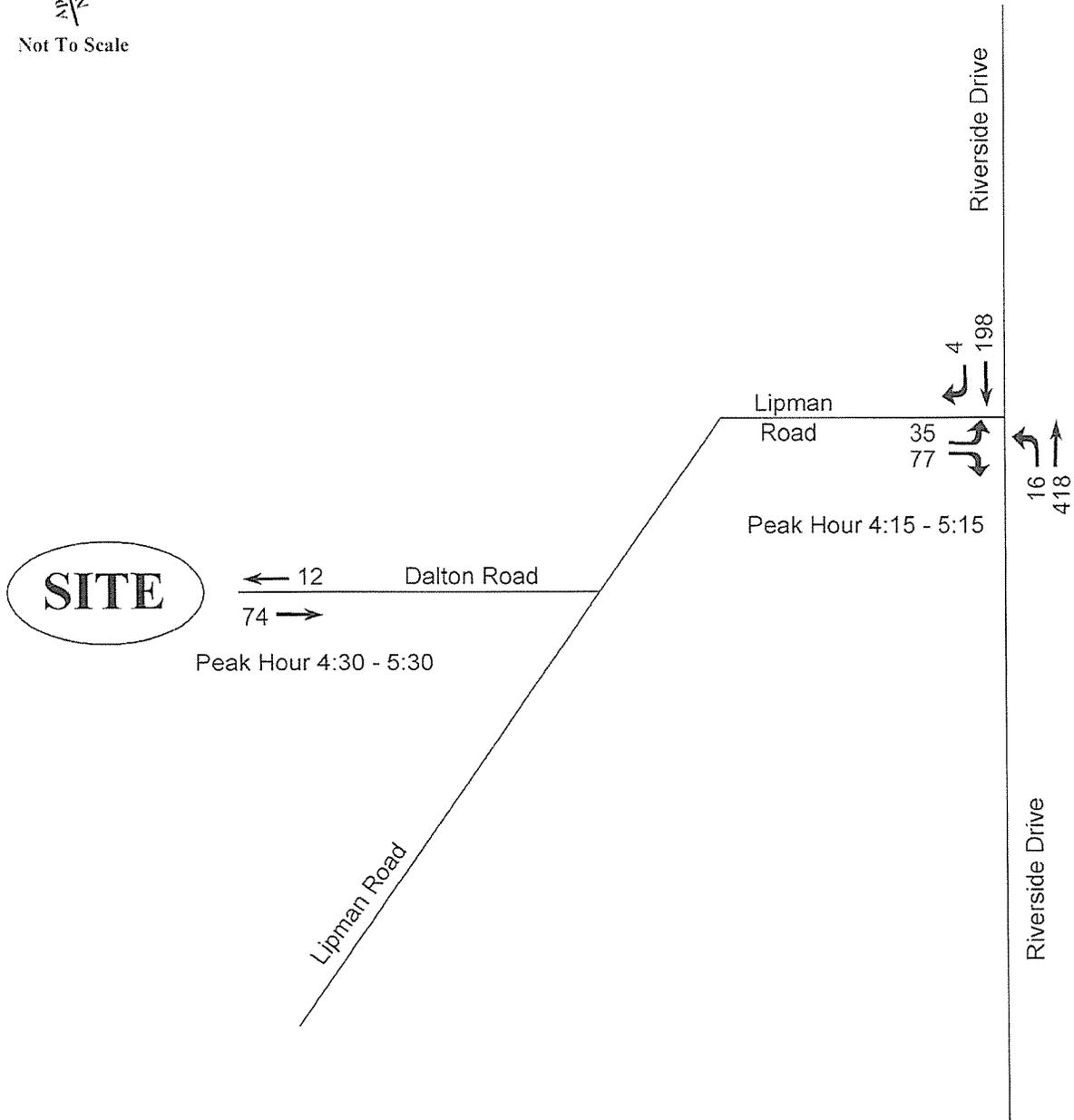
**Augusta, Maine**

**Maine  
Traffic  
Resources**

25 Vine Street  
Gardiner, ME  
04345  
tel: (207) 582-5252  
fax: (207) 582-1677



Not To Scale



**Figure 5**

**2016 Build PM Peak Hour Volumes**  
**Performance Foodservice**  
**Augusta, Maine**

**Maine**  
**Traffic**  
**Resources**

25 Vine Street  
Gardiner, ME  
04345  
tel: (207) 582-5252  
fax: (207) 582-1677

**APPENDIX**

Turning Movement Counts  
HCS+ Unsignalized Analysis  
Accident Data

Maine Traffic Resources  
25 Vine Street

Title: Augusta Performance Foodservice  
Town: Augusta  
Counter: NLS  
Weather: Cloudy

Gardiner, ME 04345  
mainetrafficresources.com

File Name : AugustaPerformancePM  
Site Code : 00000001  
Start Date : 6/2/2015  
Page No : 1

Groups Printed- Passenger Vehicles - Light Trucks - Heavy Trucks

Start Time	(OUT) From North					(IN) From East					(IN) From South					(OUT) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
02:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	21
02:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
02:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
Total	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	27	0	0	27	45
03:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	17
03:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
03:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
03:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
Total	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	27	0	0	27	49
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	14	0	0	14	15
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	15
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	37	0	0	37	43
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	20	0	0	20	22
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	18	0	0	18	21
05:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	48	0	0	48	63
Grand Total	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	139	0	0	139	200
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	30.5	0.0	0.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	69.5	0.0	0.0	69.5	

Start Time	(OUT) From North					(IN) From East					(IN) From South					(OUT) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Intersecti on	04:30 PM																				
Volume	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	56	0	0	56	64
Percent	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
05:00 Volume Peak Factor	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	20	0	0	20	22
High Int. Volume Peak Factor	1:45:00 PM					04:30 PM					1:45:00 PM					05:00 PM					0.727
	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	20	0	0	20	20
																					0.70
																					0

Maine Traffic Resources  
 25 Vine Street  
 Gardiner, ME 04345  
 mainetrafficresources.com

Title: Augusta Performance Foodservice  
 Town: Augusta  
 Counter: NLS  
 Weather: Cloudy

File Name : AugustaPerformancePM  
 Site Code : 00000001  
 Start Date : 6/2/2015  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	(OUT) From North					(IN) From East					(IN) From South					(OUT) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
02:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	14
02:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
02:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	19	0	0	19	32
03:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
03:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
03:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	22	0	0	22	32
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	13	0	0	13	14
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	14
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	35	0	0	35	41
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	18	0	0	18	20
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	16	0	0	16	19
05:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	43	0	0	43	56
Grand Total	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	119	0	0	119	161
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0.0	0.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0	73.9	

Start Time	(OUT) From North					(IN) From East					(IN) From South					(OUT) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	51	0	0	51	59
Percent	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
05:00 Peak Factor	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	18	0	0	18	20
High Int. Volume Peak Factor	1:45:00 PM					04:30 PM					1:45:00 PM					05:00 PM					0.738
	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	18	0	0	18	18
						0.66										0.70					8

Maine Traffic Resources  
25 Vine Street

Title: Augusta Performance Foodservice  
Town: Augusta  
Counter: NLS  
Weather: Cloudy

Gardiner, ME 04345  
mainetrafficresources.com

File Name : AugustaPerformancePM  
Site Code : 00000001  
Start Date : 6/2/2015  
Page No : 1

Groups Printed- Light Trucks

Start Time	(OUT) From North					(IN) From East					(IN) From South					(OUT) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Start Time	(OUT) From North					(IN) From East					(IN) From South					(OUT) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Intersecti on	04:45 PM																				
Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
05:30 Volume Peak Factor	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
High Int. Volume Peak Factor	1:45:00 PM					05:30 PM					1:45:00 PM					1:45:00 PM					1 0.250
	0	0	0	0	0	0	1	0	0	1											

Maine Traffic Resources  
 25 Vine Street  
 Gardiner, ME 04345  
 mainetrafficresources.com

Title: Augusta Performance Foodservice  
 Town: Augusta  
 Counter: NLS  
 Weather: Cloudy

File Name : AugustaPerformancePM  
 Site Code : 00000001  
 Start Date : 6/2/2015  
 Page No : 1

Groups Printed- Heavy Trucks

Start Time	(OUT) From North					(IN) From East					(IN) From South					(OUT) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
02:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
02:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
03:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	17
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	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	0	2	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
Grand Total	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	20	0	0	20	38
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	47.4	0.0	0.0	47.4	0.0	0.0	0.0	0.0	0.0	0.0	52.6	0.0	0.0	52.6	

Start Time	(OUT) From North					(IN) From East					(IN) From South					(OUT) From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Intersecti on	03:00 PM																				
Volume	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	17
Percent	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
03:00 Volume Peak Factor	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
High Int. Volume Peak Factor	1:45:00 PM					03:00 PM					1:45:00 PM					03:45 PM					0.607
	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	
										0.50										0.41	
										0										7	

Maine Traffic Resources  
 25 Vine Street  
 Gardiner, ME 04345  
 mainetrafficresources.com

Title: Riverside Drive, Lipman Road  
 Town: Augusta, Maine  
 Counter: NLS  
 Weather: Cloudy/ Rain

File Name : RiversideLipmanPM  
 Site Code : 00000001  
 Start Date : 8/5/2015  
 Page No : 1

Groups Printed- Passenger Vehicles - Light Trucks - Heavy Trucks

Start Time	Riverside Drive From North					From East					Riverside Drive From South					Lipman Road From West					Int. Total	SD
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
03:00 PM	4	49	0	0	53	0	0	0	0	0	0	69	8	0	77	3	0	2	0	5	135	118
03:15 PM	4	58	0	0	62	0	0	0	0	0	0	80	7	0	87	7	0	3	0	10	159	138
03:30 PM	2	48	0	0	50	0	0	0	0	0	0	71	2	0	73	41	0	23	0	64	187	119
03:45 PM	1	52	0	0	53	0	0	0	0	0	0	88	2	0	90	6	0	7	0	13	156	140
Total	11	207	0	0	218	0	0	0	0	0	0	308	19	0	327	57	0	35	0	92	637	
04:00 PM	3	46	0	0	49	0	0	0	0	0	0	90	1	0	91	8	0	2	0	10	150	130
04:15 PM	0	49	0	0	49	0	0	0	0	0	0	90	6	0	96	19	0	11	0	30	175	139
04:30 PM	0	52	0	0	52	0	0	0	0	0	0	108	4	0	112	14	0	7	0	21	185	100
04:45 PM	2	46	0	0	48	0	0	0	0	0	0	114	2	0	116	12	0	6	0	18	182	160
Total	5	193	0	0	198	0	0	0	0	0	0	402	13	0	415	53	0	26	0	79	692	
05:00 PM	1	49	0	0	50	0	0	0	0	0	0	102	1	0	103	20	0	5	0	25	178	151
05:15 PM	1	44	0	0	45	0	0	0	0	0	0	115	1	0	116	9	0	2	0	11	172	159
05:30 PM	3	42	0	0	45	0	0	0	0	0	0	69	3	0	72	3	0	2	0	5	122	111
05:45 PM	2	40	0	0	42	0	0	0	0	0	0	63	4	0	67	1	0	1	0	2	111	103
Total	7	175	0	0	182	0	0	0	0	0	0	349	9	0	358	33	0	10	0	43	583	
Grand Total	23	575	0	0	598	0	0	0	0	0	0	1059	41	0	1100	143	0	71	0	214	1912	
Apprch %	3.8	96.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.3	3.7	0.0		66.8	0.0	33.2	0.0			
Total %	1.2	30.1	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	55.4	2.1	0.0	57.5	7.5	0.0	3.7	0.0	11.2		

Start Time	Riverside Drive From North					From East					Riverside Drive From South					Lipman Road From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersecti on	04:15 PM																				
Volume	3	196	0	0	199	0	0	0	0	0	0	414	13	0	427	65	0	29	0	94	720
Percent	1.5	98.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.0	3.0	0.0		69.1	0.0	30.9	0.0		
04:30 Volume Peak	0	52	0	0	52	0	0	0	0	0	0	108	4	0	112	14	0	7	0	21	185
Factor	0.973																				
High Int. Peak	04:30 PM					2:45:00 PM					04:45 PM					04:15 PM					
Volume	0	52	0	0	52	0	0	0	0	0	0	114	2	0	116	19	0	11	0	30	
Peak Factor	0.957										0.920					0.783					

Maine Traffic Resources  
25 Vine Street

Title: Riverside Drive, Lipman Road  
Town: Augusta, Maine  
Counter: NLS  
Weather: Cloudy/ Rain

Gardiner, ME 04345  
mainetrafficresources.com

File Name : RiversideLipmanPM  
Site Code : 00000001  
Start Date : 8/5/2015  
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Riverside Drive From North					From East					Riverside Drive From South					Lipman Road From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	4	44	0	0	48	0	0	0	0	0	0	68	7	0	75	3	0	2	0	5	128
03:15 PM	3	58	0	0	61	0	0	0	0	0	0	78	3	0	81	6	0	3	0	9	151
03:30 PM	1	46	0	0	47	0	0	0	0	0	0	70	1	0	71	40	0	23	0	63	181
03:45 PM	0	48	0	0	48	0	0	0	0	0	0	83	0	0	83	5	0	7	0	12	143
Total	8	196	0	0	204	0	0	0	0	0	0	299	11	0	310	54	0	35	0	89	603
04:00 PM	2	42	0	0	44	0	0	0	0	0	0	87	0	0	87	6	0	2	0	8	139
04:15 PM	0	48	0	0	48	0	0	0	0	0	0	90	5	0	95	19	0	10	0	29	172
04:30 PM	0	51	0	0	51	0	0	0	0	0	0	101	3	0	104	12	0	6	0	18	173
04:45 PM	0	45	0	0	45	0	0	0	0	0	0	113	2	0	115	11	0	6	0	17	177
Total	2	186	0	0	188	0	0	0	0	0	0	391	10	0	401	48	0	24	0	72	661
05:00 PM	1	49	0	0	50	0	0	0	0	0	0	102	1	0	103	18	0	5	0	23	176
05:15 PM	1	42	0	0	43	0	0	0	0	0	0	113	1	0	114	9	0	2	0	11	168
05:30 PM	3	41	0	0	44	0	0	0	0	0	0	66	2	0	68	3	0	2	0	5	117
05:45 PM	1	37	0	0	38	0	0	0	0	0	0	61	2	0	63	1	0	0	0	1	102
Total	6	169	0	0	175	0	0	0	0	0	0	342	6	0	348	31	0	9	0	40	563
Grand Total	16	551	0	0	567	0	0	0	0	0	0	1032	27	0	1059	133	0	68	0	201	1827
Apprch %	2.8	97.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.5	2.5	0.0		66.2	0.0	33.8	0.0		
Total %	0.9	30.2	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	56.5	1.5	0.0	58.0	7.3	0.0	3.7	0.0	11.0	

Start Time	Riverside Drive From North					From East					Riverside Drive From South					Lipman Road From West					Int. Total				
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total					
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																									
Intersection 04:15 PM																									
Volume	1	193	0	0	194	0	0	0	0	0	0	406	11	0	417	60	0	27	0	87	698				
Percent	0.5	99.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.4	2.6	0.0		69.0	0.0	31.0	0.0						
04:45 Volume Peak Factor	0	45	0	0	45	0	0	0	0	0	0	113	2	0	115	11	0	6	0	17	0.986				
High Int. Volume Peak Factor	04:30 PM	0	51	0	0	51	2:45:00 PM	0	0	0	0	0	04:45 PM	0	113	2	0	115	04:15 PM	19	0	10	0	29	0.95
					1										0.90						0.75				
															7						0				

Maine Traffic Resources  
25 Vine Street

Title: Riverside Drive, Lipman Road  
Town: Augusta, Maine  
Counter: NLS  
Weather: Cloudy/ Rain

Gardiner, ME 04345  
mainetrafficresources.com

File Name : RiversideLipmanPM  
Site Code : 00000001  
Start Date : 8/5/2015  
Page No : 1

Groups Printed- Light Trucks

Start Time	Riverside Drive From North					From East					Riverside Drive From South					Lipman Road From West					Int. Total	
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
03:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
Total	1	9	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	18
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	1	8
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	4	0	0	5	0	0	0	0	0	0	8	1	0	9	0	0	2	0	2	2	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7
Grand Total	2	15	0	0	17	0	0	0	0	0	0	21	1	0	22	0	0	2	0	2	2	41
Apprch %	11.8	88.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	95.5	4.5	0.0		0.0	0.0	100.0	0.0			
Total %	4.9	36.6	0.0	0.0	41.5	0.0	0.0	0.0	0.0	0.0	0.0	51.2	2.4	0.0	53.7	0.0	0.0	4.9	0.0	4.9		

Start Time	Riverside Drive From North					From East					Riverside Drive From South					Lipman Road From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	03:45 PM																				
Volume	0	7	0	0	7	0	0	0	0	0	0	12	1	0	13	0	0	2	0	2	22
Percent	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.3	7.7	0.0		0.0	0.0	100.0	0.0		
04:30 Volume Peak	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	8
Factor	0.688																				
High Int. Volume Peak	03:45 PM					2:45:00 PM					04:30 PM					04:15 PM					
Factor	0.58					0.54					0.50					0					

Maine Traffic Resources  
 25 Vine Street  
 Gardiner, ME 04345  
 mainetrafficresources.com

Title: Riverside Drive, Lipman Road  
 Town: Augusta, Maine  
 Counter: NLS  
 Weather: Cloudy/ Rain

File Name : RiversideLipmanPM  
 Site Code : 00000001  
 Start Date : 8/5/2015  
 Page No : 1

Groups Printed- Heavy Trucks

Start Time	Riverside Drive From North					From East					Riverside Drive From South					Lipman Road From West					Int. Total	
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	0	5
03:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	3
03:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	0	6
Total	2	2	0	0	4	0	0	0	0	0	0	1	8	0	9	3	0	0	0	3	0	16
04:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	4
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4
Total	2	3	0	0	5	0	0	0	0	0	0	3	2	0	5	5	0	0	0	5	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3
05:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	6
Total	1	4	0	0	5	0	0	0	0	0	0	2	3	0	5	2	0	1	0	3	0	13
Grand Total	5	9	0	0	14	0	0	0	0	0	0	6	13	0	19	10	0	1	0	11	0	44
Apprch %	35.7	64.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	31.6	68.4	0.0		90.9	0.0	9.1	0.0			
Total %	11.4	20.5	0.0	0.0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	13.6	29.5	0.0	43.2	22.7	0.0	2.3	0.0	25.0		

Start Time	Riverside Drive From North					From East					Riverside Drive From South					Lipman Road From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersecti on	03:15 PM																				
Volume	3	3	0	0	6	0	0	0	0	0	0	2	7	0	9	5	0	0	0	5	20
Percent	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	22.2	77.8	0.0		100.0	0.0	0.0	0.0		
04:00 Volume Peak	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	6
Factor																					0.833
High Int. Volume Peak	04:00 PM					2:45:00 PM					03:15 PM					04:00 PM					
Factor	1	2	0	0	3	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	0.62
	0.50										0.56					0.62					5

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	NLS			Intersection				
Agency/Co.				Jurisdiction				
Date Performed	8/6/2015			Analysis Year		2015 Existing		
Analysis Time Period	4:15 - 5:15							
Project Description								
East/West Street: <i>Lipman Road</i>				North/South Street: <i>Riverside Drive</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	13	414			196	3		
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	14	449	0	0	206	3		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	29		65					
Peak-Hour Factor, PHF	0.78	1.00	0.78	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	37	0	83	0	0	0		
Percent Heavy Vehicles	5	0	5	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			1			0		
Lanes	1	0	1	0	0	0		
Configuration	L		R					
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
v (veh/h)	14					37		83
C (m) (veh/h)	1362					405		825
v/c	0.01					0.09		0.10
95% queue length	0.03					0.30		0.34
Control Delay (s/veh)	7.7					14.8		9.9
LOS	A					B		A
Approach Delay (s/veh)	--	--				11.4		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	NLS			Intersection			
Agency/Co.				Jurisdiction			
Date Performed	8/6/2015			Analysis Year	2016 No-Build		
Analysis Time Period	4:15 - 5:15						
Project Description							
East/West Street: <i>Lipman Road</i>				North/South Street: <i>Riverside Drive</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	13	418			198	3	
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	14	454	0	0	208	3	
Percent Heavy Vehicles	2	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	29		65				
Peak-Hour Factor, PHF	0.78	1.00	0.78	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	37	0	83	0	0	0	
Percent Heavy Vehicles	5	0	5	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			1			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	14					37	83
C (m) (veh/h)	1360					401	823
v/c	0.01					0.09	0.10
95% queue length	0.03					0.30	0.34
Control Delay (s/veh)	7.7					14.9	9.9
LOS	A					B	A
Approach Delay (s/veh)	--	--				11.4	
Approach LOS	--	--				B	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary Report**

**Report Selections and Input Parameters**

REPORT SELECTIONS

Crash Summary I     Section Detail     Crash Summary II     1320 Public     1320 Private     1320 Summary

REPORT DESCRIPTION

Rt 201 & Lipman

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: 0201X

Start Node: 59858  
End Node: 27807

Start Offset: 0  
End Offset: 0

Exclude First Node  
 Exclude Last Node

Route: 1110150

Start Node: 26703  
End Node: 27804

Start Offset: 0  
End Offset: 0

Exclude First Node  
 Exclude Last Node

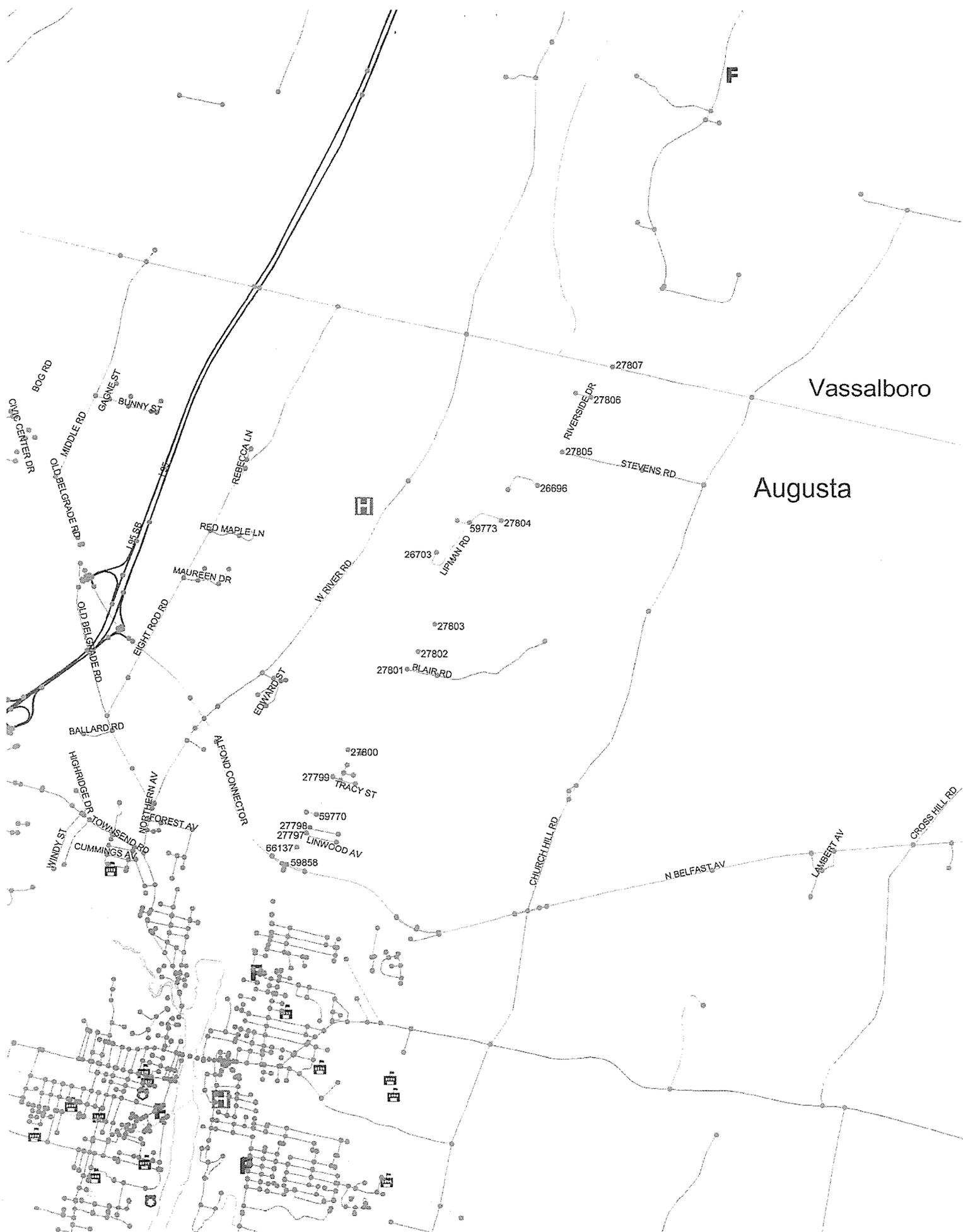


Maine Department Of Transportation - Traffic Engineering, Crash Records Section

**Crash Summary I**

**Sections**

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Injury Percent	Annual HMVM	Crash Rate	Critical Rate	CRF	
66137	59858	3117330	0 - 0.12	0201X - 33.12 US 201	0.12	2	0	0	0	0	0	0.0	0.00223	0.00	549.76	0.00	
		Non Int RIVERSIDE DR															
27797	66137	3117010	0 - 0.10	0201X - 33.24 US 201	0.10	2	1	0	0	0	1	0.0	0.00376	88.75	480.68	0.00	
		Int of LINWOOD AV, RIVERSIDE DR															0.18
27797	27798	3108607	0 - 0.04	0201X - 33.34 US 201	0.04	2	0	0	0	0	0	0.0	0.00148	0.00	611.29	0.00	
		Int of LINWOOD AV, RIVERSIDE DR															
27798	59770	3121341	0 - 0.09	0201X - 33.38 US 201	0.09	2	0	0	0	0	0	0.0	0.00317	0.00	502.10	0.00	
		Int of BROOKSIDE AV, RIVERSIDE DR															
59770	27799	3139026	0 - 0.24	0201X - 33.47 US 201	0.24	2	5	0	1	0	4	20.0	0.00761	218.99	403.56	0.00	
		Int of RIVERSIDE DR, TWO MILE BROOK RD															0.54
27799	27800	3108608	0 - 0.19	0201X - 33.71 US 201	0.19	2	0	0	0	0	0	0.0	0.00605	0.00	426.58	0.00	
		Int of RIVERSIDE DR, TRACY ST															
27800	27801	3108609	0 - 0.59	0201X - 33.90 US 201	0.59	2	13	0	1	3	9	30.8	0.01828	237.01	332.90	0.00	
		Int of LAJOIE ST, RIVERSIDE DR															0.71
27801	27802	3108610	0 - 0.12	0201X - 34.49 US 201	0.12	2	2	0	0	0	2	0.0	0.00367	181.83	483.65	0.00	
		Int of BLAIR RD, RIVERSIDE DR															0.38
27802	27803	3108611	0 - 0.19	0201X - 34.61 US 201	0.19	2	3	0	1	1	1	66.7	0.00579	172.67	431.10	0.00	
		Non Int RIVERSIDE DR															0.40
27803	27804	3108612	0 - 0.74	0201X - 34.80 US 201	0.74	2	3	0	0	1	2	33.3	0.01800	55.55	333.94	0.00	
		Non Int RIVERSIDE DR															0.17
26696	27804	3108362	0 - 0.30	0201X - 35.54 US 201	0.30	2	2	0	0	0	2	0.0	0.00646	103.17	419.72	0.00	
		Int of RIVERSIDE DR, SHERWOOD DR															0.25
26696	27805	3108363	0 - 0.25	0201X - 35.84 US 201	0.25	2	1	1	0	0	0	100.0	0.00652	51.09	418.74	0.00	
		Int of RIVERSIDE DR, SHERWOOD DR															0.12
27805	27806	3119405	0 - 0.37	0201X - 36.09 US 201	0.37	2	1	0	0	0	1	0.0	0.00812	41.03	397.39	0.00	
		Int of RIVERSIDE DR, STEVENS RD															0.10
27806	27807	3108613	0 - 0.22	0201X - 36.46 US 201	0.22	2	4	0	1	2	1	75.0	0.00474	281.19	453.08	0.00	
		Int of RIVERSIDE DR, SUNRISE CIR															0.62
26703	59773	2039601	0 - 0.39	1110150 - 0 RD INV 11 10150	0.39	2	0	0	0	0	0	0.0	0.00099	0.00	1088.73	0.00	
		End of LIPMAN RD															
59773	27804	2039602	0 - 0.19	1110150 - 0.39 RD INV 11 10150	0.19	2	0	0	0	0	0	0.0	0.00085	0.00	1132.77	0.00	
		Int of DALTON RD, LIPMAN RD															
<b>Study Years:</b>	<b>3.00</b>			<b>Section Totals:</b>	4.14	35	1	0	4	7	23	34.3	0.09772	119.39	257.94	0.46	
<b>Grand Totals:</b>					4.14	72	1	1	5	16	49	31.9	0.09772	245.59	374.55	0.66	



Vassalboro

Augusta

BOG RD  
CAMP CENTER DR  
MIDDLE RD  
GAGNE ST  
BUNNY ST  
OLD BELGRADE RD  
REBECCA LN  
RED MAPLE LN  
MAUREEN DR  
EIGHT ROD RD  
W RIVER RD  
LIPMAN RD  
26703  
26696  
27807  
27806  
27805  
27804  
59773  
27803  
27802  
27801  
BLAIR RD  
EDWARD ST  
27800  
27799  
TRACY ST  
59770  
27798  
27797  
66137  
59858  
LINWOOD AV  
WINDY ST  
HIGHRIDGE DR  
TOWNSEND RD  
CUMMINGS AV  
NORTHERN AV  
NORFOLK AV  
BALLARD RD  
ALPOND CONNECTOR  
CHURCH HILL RD  
N BELFAST AV  
LAMBERT AV  
CROSS HILL RD

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**SEWAGE WASTE DISPOSAL  
Review Criteria F.**

The proposed parking lot expansion will not cause an increase in wastewater.

Sewage from the existing facility is disposed of by an on-site septic system.

**PERFORMANCE FOOD GROUP, INC.**  
**for**  
**NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA**  
**MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**SOLID WASTE**  
**Review Criteria G.**

The proposed project is not expected to cause an unreasonable burden on the municipality. No change in the amount of solid waste is expected after the proposed parking lot expansion.

Solid waste generated during construction will be removed from the site and disposed of at approved disposal facilities as part of the construction contract.

Excavated soils are to be used on site.

**PERFORMANCE FOOD GROUP, INC.**  
**for**  
**NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA**  
**MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**AESTHETIC, CULTURAL, AND NATURAL VALUES**  
**Review Criteria H.**

The proposed parking lot is to be located in a gravel pit and under a Central Maine Power Company transmission line. It will adjoin Maine Central Railroad to the west, undeveloped land to the north, a feed distribution facility to the south, and the Sherwood Drive residential subdivision to the east.

The parking lot will be about 350 feet from the closest house on Sherwood Drive, and the existing forested buffer on remaining land of Performance Food Group between the parking lot and the residence will not be disturbed. The existing gravel road leading from Sherwood Drive to the gravel pit will be gated, and used only for emergency access. Existing forested buffers will remain around the proposed parking lot on the southerly and easterly sides, and a portion of the northerly side. The forested buffer on the southerly side will be a minimum of 80 feet wide to land of Blue Seal Feeds, more than 300 feet on the easterly side to the back yard of the house at the end of Sherwood Drive, and a minimum of about 90 feet wide on the northerly side to land of Flanders.

A waiver is requested from planting vegetated buffers along portions of the northerly and westerly sides of the development. The northerly side has 200-foot long section from the railroad along land of Flanders that will be cleared and regraded, leaving a slope along a 15 to 50-foot high gravel bank up to the Flanders property line, not to be buffered with vegetation. The Flanders property is undeveloped woodland, and the high gravel bank along Flanders will provide adequate buffering. The westerly side of the development is along the railroad. The land adjoining the railroad will have a combination of a regraded slope and a detention/wetpond. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.

No natural, scenic or historic areas will be affected by the proposed warehouse expansion. There will be no undue adverse effects on the aesthetics of the area. No significant wildlife habitat has been identified within the project site.

The parking lot will be nearly invisible from outside the project area.

**PERFORMANCE FOOD GROUP, INC.**  
**for**  
**NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA**  
**MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**CONFORMITY WITH CITY ORDINANCES AND PLANS**  
**Review Criteria I.**

This proposal is for the construction of a 201,845 square-foot driveway and parking lot expansion.

The subject properties are located in the "PD" (Planned Development) and "IA" (Industrial) Districts.

The portion of the project in the PD District, in which an industrial use is a conditional use, is subject to performance zoning and a site capacity analysis as follows:

SITE CAPACITY ANALYSIS – PD DISTRICT

Table 3.7.1-A

Gross site area as determined by actual on-site survey within last 5 years	<b>11.17</b>
	<b><u>acres</u></b>
Subtract land constituting land within rights-of-ways of existing roads and/or access easements.	_____
	acres
Subtract land which is not contiguous: (1 and 2)	
(1) A separate parcel which does not abut, adjoin, or share common boundaries with the rest of the development.	_____
	acres
(2) Land which is cut off from the main parcel by a road, railroad existing land uses, or major stream, such that common use is hindered or that the land is unavailable for building purposes.	_____
	acres
Whenever both nonresidential and residential uses are proposed:	
Subtract land used or proposed for residential uses OR subtract land proposed for nonresidential use.	_____
	acres
(Base site area must be calculated for both uses individually)	
Subtract any land that consists of floodplain, wetland, lake or pond; associated lands zoned Resource Protection.	<b>1.42</b>
	<b><u>acres</u></b>

Table 3.7.1-A

Equals Base Site Area	<b>9.75</b> <b><u>acres</u></b>
-----------------------	------------------------------------

Table 3.7.3

BASE SITE AREA equals NET BUILDABLE SITE AREA	<b><u>9.75 acres</u></b>
---	--------------------------

Take NET BUILDABLE SITE AREA	_____
Multiply by FLOOR AREA FACTOR	x 0.63
Equals MAXIMUM FLOOR AREA	_____

EXISTING + PROPOSED FLOOR AREA PROVIDED

Take NET BUILDABLE SITE AREA	<b><u>9.75 acres</u></b>
Multiply by IMPERVIOUS SURFACE RATIO	x 0.80
Equals MAXIMUM IMPERVIOUS SURFACE	<b><u>7.80 acres</u></b>

<u>EXISTING + PROPOSED IMPERVIOUS AREA PROVIDED</u>	<b><u>4.34 acres</u></b>
---	--------------------------

Other dimensional statistics

Bufferyard "A" is required around the perimeter of the proposed parking lot – 15 feet wide or 10 feet wide with a fence, rock wall or berm.

Existing forested buffers will remain around the proposed parking lot on the southerly and easterly sides, and a portion of the northerly side. The forested buffer on the southerly side will be a minimum of 80 feet wide to land of Blue Seal Feeds, more than 300 feet on the easterly side to the back yard of the house at the end of Sherwood Drive, and a minimum of about 90 feet wide on the northerly side to land of Flanders.

A waiver is requested from planting vegetated buffers along portions of the northerly and westerly sides of the development. The northerly side has 200-foot long section from the railroad along land of Flanders that will be cleared and regraded, leaving a slope along a 15 to 50-foot high gravel bank up to the Flanders property line, not to be buffered with vegetation. The Flanders property is undeveloped woodland, and the high gravel bank along Flanders will provide adequate buffering. The westerly side of the development is along the railroad. The land adjoining the railroad will have a combination of a regraded slope and a detention/wetpond. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

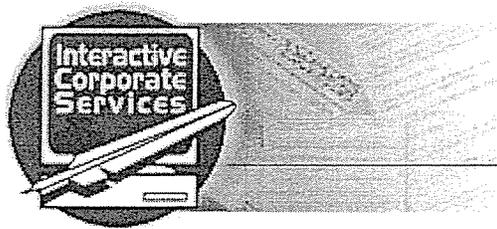
**FINANCIAL AND TECHNICAL ABILITY  
Review Criteria J.**

Performance Foodservice – NorthCenter started in the Augusta area in 1963 as a division of Joseph Kirschner, and has been located at its current Dalton Road location since 1975. NorthCenter has grown from a total of five employees in 1970 to 193 employees today.

Performance Foodservice – NorthCenter has adequate financial resources to complete the proposed parking lot expansion. The total estimated cost of the proposed parking lot expansion is \$796,000, to be paid from existing Performance Food Group accounts. An attached copy of a Forbes List of America's largest companies indicates financial capacity.

A certificate of good standing and the corporate information summary of Performance Food Group, Inc. is attached.

Thayer Engineering Company, Inc. has been retained by Performance Food Group for the land surveying, civil engineering and site design of the proposed development, and for the preparation and administration of the City of Augusta site permit application. Thayer Engineering Company has successfully completed many similar projects in the City of Augusta and the State of Maine over the last 33 years.



# MAINE

Department of the Secretary of State

Bureau of Corporations, Elections and Commissions

## Corporate Name Search

### Information Summary

Subscriber activity report

This record contains information from the CEC database and is accurate as of: Tue Sep 29 2015 10:21:35. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
PERFORMANCE FOOD GROUP, INC.	20080755 F	BUSINESS CORPORATION (FOREIGN)	GOOD STANDING

Filing Date	Expiration Date	Jurisdiction
03/17/2008	N/A	COLORADO

**Other Names** (A=Assumed ; F=Former)

VISTAR	A
PERFORMANCE FOODSERVICE - NORTHCENTER	A
PERFORMANCE FOODSERVICE	A
VISTAR CORPORATION	F

#### Clerk/Registered Agent

NATIONAL REGISTERED AGENTS, INC.  
P.O. BOX 509  
READFIELD, ME 04355

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List of Filings

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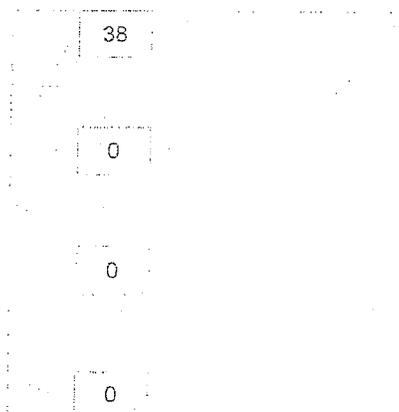
Obtain additional information:

Certificate of Existence ([more info](#))

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### Performance Food Group on Forbes Lists

#20 America's Largest Private  
Companies

0

## #20 Performance Food Group

Follow (5)

Revenue As of October 2014

**\$13.8** Billion

Industry	Food, Drink & Tobacco
Founded	1875
Country	United States
CEO	George Holm
CFO	Bob Evans
Website	<a href="http://www.pfgc.com">www.pfgc.com</a>
Employees	12,000
Fiscal Year End	Jun 30, 2014
Sales	\$13.78 B
Headquarters	Richmond, Virginia

Performance Food Group's (PFG) roots go back to 1875, as a distributor of canned fruits and vegetables to grocery stores and restaurants across the mid-Atlantic. Today, PFG serves all 50 states and over 40 foreign countries, delivering 68,000 foodservice items to 130,000 customers. In 2008, the Blackstone Group and Wellspring Capital Management acquired Performance Food Group and merged it with Vistar, a specialty foodservice distributor (which Blackstone already controlled), and Roma Food, an Italian and Italian-American foodservice distributor.

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

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MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**SURFACE WATER, SHORELAND, OUTSTANDING RIVERS  
Review Criteria K.**

The Kennebec River adjoins the railroad to the west, and an unnamed stream is located within the Central Maine Power Company transmission line property southerly of the proposed parking lot, all as shown on the Site Plan.

The proposed parking lot is set back more than 75 feet from both the Kennebec River and the unnamed stream.

The proposed driveway and storm drain outlet pipe will be located within 75 feet of the Kennebec River, which will be protected with rip-rap and erosion control mulch slope protection.

Standard erosion and sedimentation control measures will be taken to ensure that the construction of this project will have minimal adverse impact on the adjacent resources.

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
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**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**GROUNDWATER  
Review Criteria L.**

The site is located on a significant sand and gravel aquifer shown on a map entitled "Significant Sand and Gravel Aquifers, Togus Pond Quadrangle, Maine", dated 2005 by Maine Geological Survey, attached hereto.

Stormwater quality from the proposed parking lot will be controlled through a wetpond as described in this application, with a liner preventing stormwater infiltration into the aquifer from the pond. The wetpond will have both its sand infiltration system with underdrain and its outlet directed into the Kennebec River. A smaller amount of stormwater from the proposed driveway along the west side of the railroad will be directed through a forested buffer and into the Kennebec River.

No increase of usage of an existing subsurface septic disposal area is expected.

Solid waste is recycled, taken to Hatch Hill, and/or removed by a licensed contactor.

No adverse environmental effect on groundwater is expected from this project.

**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**FLOOD AREAS  
Review Criteria M.**

The Kennebec River and adjoining low areas at this location are within flood hazard areas as defined by Federal Emergency Management Agency (FEMA) Flood Zone Maps, as shown on FIRM, Flood Insurance Rate Map, Kennebec County, Maine, map number 23011C0526D, panel 526 of 775, effective date June 16, 2011, partial copy attached.

The river floodway at this location is in "Floodway Area Zone AE", a 100-year flood zone reaching the regulatory base flood elevation of approximately 42.5 feet, NAVD 1988. The proposed driveway and parking lot will be above the 100-year flood elevation, at elevation 47.8 feet and higher.

A portion of the proposed driveway is shown as being located in "Zone X", a 500-year flood zone.

The proposed development will not cause an increase in off-site flooding. The stormwater from the proposed parking lot will flow through a wet pond then directly to the Kennebec River. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed will not cause an increase in off-site flooding.



**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**FRESHWATER WETLANDS  
Review Criteria N.**

Forested and scrub/shrub low value wetland areas totaling approximately 71,600 square are located along the easterly and southerly sides of the proposed parking lot, of which approximately 4,159 square feet of wetland will be impacted by the proposed development, all as shown on the Site Plan. The wetland impact being below 4,300 square feet does not require MDEP or Army Corps permits.

Following is the wetland report entitled Wetland Study and Report: Identification, Delineation, Function & Values, and Vernal Pool Survey, Conducted for Performance Food Group, Inc., 20 Dalton Road, Augusta, Maine, dated September 24, 2015, by Kenneth G. Stratton.

**WETLAND STUDY AND REPORT:  
IDENTIFICATION, DELINEATION, FUNCTION & VALUES,  
AND VERNAL POOL SURVEY**

Conducted for

**PERFORMANCE FOOD GROUP, INC.  
20 DALTON ROAD, AUGUSTA, MAINE**

**The Field Investigation**

The purpose of this field investigation and study was to determine whether or not wetlands exist within the bounds of the Northcenter parking expansion project area, and if so, identify and delineate all wetland areas. Based on the information obtained, an evaluation of the functions which those wetlands perform and their relative value can be made.

**Means of Investigation**

An initial site review of the proposed project was provided by Thayer Engineering, and the study area was shown on property maps provided by Thayer. Detailed examination of the property was conducted during the fall of 2013 and a review of that work was completed in August of 2015. All aspects of the wetland investigation was done in accordance with the *1987 Federal Manual for Identifying and Delineating Jurisdictional Wetlands* and the *2012 Regional Supplement to The Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region*. These two documents outline procedures to be followed to meet U.S. Army Corps of Engineers requirements for wetland identification.

During this survey, the predominant species of plant growth (both overstory and understory) were identified, hydric soil conditions were determined by borings made with a hand auger, and the characteristics of the hydrology were noted. Wetland boundaries were marked by flagging at an average interval of 20 feet, and those flags were located by direct survey.

**Results of Investigation**

Wetlands within and near the project area were found, delineated and surveyed. The wetlands are shown on site plans of the project prepared by Thayer Engineering, and the wetland area totals 71,600 square feet. As the site plans show, wetlands are found on the southerly and easterly sides of the proposed parking area, and they are associated with a drainage swale which originates beyond the northeasterly corner of the project.

The wetlands are mostly of the forested wetland type, and white pine, hemlock, gray birch are the predominant tree species. There are smaller areas of scrub/shrub wetlands (mostly alders)

located under the Central Maine Power transmission line and also near the Maine Central Railroad line on the southwesterly side of the project. As the maps show, all these wetlands are fairly narrow and are connected with a drainage line.

### **Functions and Values**

While the total area of the wetlands (71,600 square feet) seems large, the narrow, linear character limits the types of functions these wetlands serve. The location of the wetlands in an area of considerable commercial activity also limits their value as critical habitat for wildlife. Mostly the wetlands serve to provide soil stability along the drainage corridor. In the southerly section, the wetland is somewhat wider and can provide some stormwater storage. Likewise the wider section of wetland off the northeast corner of the proposed parking lot can provide some stormwater storage. It should be noted that past activity connected with gravel extraction created a small blockage of the drainage, and that blockage was responsible for the wider character of the wetland in that area. In short, some of the wetlands were artificially created by past land use activity.

Again, the narrow nature of the wetlands, together with their location in a commercially very active area limits the functions being served and consequently the relative value of those areas. In total, the wetlands should be rated as having low to moderate value.

### **Wetland Impacts**

The parking expansion has been planned such as to limit the amount of impact to the wetlands. Again, site plans show the wetlands and the specific areas of impact, mostly due to the fill slopes extending away from the parking areas. Total area of wetland impact is 4,159 square feet and is distributed over four different areas. Most of the impacted areas consist of the scrub/shrub type of wetland and are of low value. The larger area of impact is in the narrow forested wetland type which does help provide some soil stability, but that function will be continued with proper stabilization of the fill slopes. This larger area of impact does not provide any stormwater storage, and it should be considered as being of low value.

### **Vernal Pool Investigation**

During the course of the wetland survey, the property was examined for features – naturally developed depressions – which could suggest the seasonal occurrence of vernal pools. No such features were found. The few areas in the northeasterly section which may hold ponded water were artificially created and do not meet the requirements for regulated vernal pools.

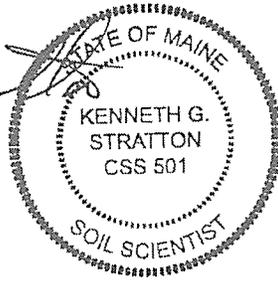
Summary of Wetland Study

This investigation did reveal the presence of wetlands in and around the project site. Wetlands are shown on plans prepared by Thayer Engineering, and they are linear in character due to their connection with a long drainage swale. The wetland characteristics, together with their location in a commercial area, limits functions being served and the ultimate value they have. The wetlands, depending upon the specific location along the drainage corridor, are of low to moderate value.

There were no vernal pool sites identified within the project area.

Investigation conducted and study reported by:

  
Kenneth G. Stratton CSS 501  
Certified Soil Scientist



September 24, 2015

**PERFORMANCE FOOD GROUP, INC.**  
**for**  
**NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA**  
**MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**STORMWATER**  
**Review Criteria O.**

This application is for the construction of a 201,845 square-foot driveway and parking lot expansion northerly of the existing Performance Food Group facility at 20 Dalton Road in Augusta, Maine. The parking lot expansion will contain 93 truck spaces and 93 car spaces. The most recent expansion to the facility was approved by City of Augusta and Maine Department of Environmental Protection in 2000.

Stormwater quality control for the proposed expansion will be provided by a lined wetpond to be constructed on the northwesterly side of the proposed parking lot. The wetpond outlet will flow westerly as it does now into the Kennebec River. Existing forested buffers will provide quality treatment along the westerly side of the railroad on the easterly side of the new driveway.

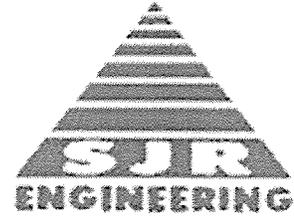
Stormwater quantity will not be controlled, and a waiver is requested. The stormwater from the proposed parking lot will flow through the wet pond then directly to the Kennebec River. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed will not cause an increase in off-site flooding.

Reference is made to the attached report of Stormwater Analysis dated October 2, 2015 by SJR Engineering.

Standard erosion and sedimentation control measures will be taken to ensure that construction of this proposal will have minimal adverse impact on the adjacent resources.

October 2, 2015

Mr. Elliot Thayer  
Thayer Engineering  
17 Hasson Street  
Farmingdale, Maine 04344



Re: Performance Food Group parking lot expansion, Augusta  
Stormwater Analysis

Dear Elliot,

Performance Food Group is proposing to construct a new 4.5 acre parking lot for trailers and vehicles. It is anticipated that this project will be constructed during this construction season (2015).

We have prepared a stormwater analysis in order to properly evaluate existing and proposed stormwater impacts from the development. The project stormwater runoff enters directly into the Kennebec River. No stormwater quantity calculations are necessary to limit flows to predevelopment stages. However, water quality enhancements will be necessary for approvals at City of Augusta and State of Maine Department of Environmental Protection agencies. In the proposed condition, stormwater flows will be attenuated by diverting and capturing stormwater flows from the new construction into a wet pond adjacent to the railroad tracks. No downstream impacts from stormwater flows are expected with this proposal.

The existing site being proposed for new construction is a mixture of undeveloped property consisting mostly of woods and grass area.

Existing conditions have been surveyed by Thayer Engineering. The topography of the proposed developed site is shown at a one foot contour interval. The slope of the property varies from 3% along the flatter areas to 30% along the steeper slopes.

Soils mapping was taken from Kennebec County Soil Survey medium intensity mapping. These soils have been overlaid onto the site development plan. Soils are identified as being Windsor Loamy sand (hydro group "A", K= 0.17).

The K number is an erodibility index number which is a value assigned to the soil based on a no erosion potential of .10 to a high erosion potential of .64. An index number greater than .32 indicates a high level of erosion control measures must be taken in order to control erosion of this soil. The hydrological group rating is a rating system of the relative permeability of the soil with Group "A" being extremely permeable such as a beach sand, to Group "D" being slow draining such as a wetland area.

I have reviewed the drainage characteristics of the site which includes proposed parking lots, driveway areas, and remaining woods. Water quality treatment must satisfy treatment requirements for 95% of the impervious area of the project and 80% of the developed area. The water quality analysis proposed includes treatment by wet pond design. All of the proposed parking area (100%) drains to the proposed wet pond. I have attached calculations that demonstrate the pond design meets (or exceeds) minimum design elements for wet pond water quality treatment.

The permanent pool sizing is based on 1.5" of impervious area plus .6" of vegetative area entering into the pond. This number requires 30,978 cf of pond storage within the basin. Our design has 106,054 cf of storage to permanent pool elevation 47.75. The pool is required to have a mean depth at 1' below the permanent pool of greater than 3. Our design has 3.1'. Also, the length to width (L/W) ratio must be greater than 2. Our

design has a L/W ratio of 3:1.

The channel protection volume is based on 1" of impervious area and .4" of vegetative area entering the pond. This number requires 20,652 cf of pond storage above the permanent pool elevation of 47.75. Our design has 26,930 cf to elevation 48.7, which is the inlet elevation to the lowest existing culvert under the railroad tracks.

I have used the SCS TR-20 (HydroCad 8.5 computer model) method of computing stormwater runoff peak flow rates. This method accounts for soil types, existing land uses, topography, vegetative cover, and proposed land use for the parcel to be developed. The proposed conditions were analyzed using data for a type III, 24 hour storm distribution with a design frequency of occurrence of 100 years. One day precipitation values of 6.1" have been used for the rainfall event. All supporting calculations and data are submitted with this report.

The existing and proposed site conditions were analyzed using information taken from the Thayer Engineering prepared plan of the parcel to be developed. Impervious areas, lawns, meadows, and woods areas for each hydrological soil condition were measured by planimeter in order to calculate a weighted curve number that typifies the drainage condition of the site.

We have calculated proposed stormwater flows to the proposed 18" diameter driveway culvert for a portion of the parking lot just before the pond. The flows are 9.73 cfs for a 100 year storm event. We have also calculated the remaining parking area and upslope undeveloped area draining to the pond. These flows are 11.49 cfs for a 100 year storm event. Adding both sources of water entering the pond results yields a 21.22 cfs total flow. The pond has been designed to discharge from a 63' length of gravel underdrain within the pond bench, two existing culverts under the railroad tracks, and an overflow horizontal orifice at elevation 48.7 that discharges through a 24" diameter pipe to the river. The pipe

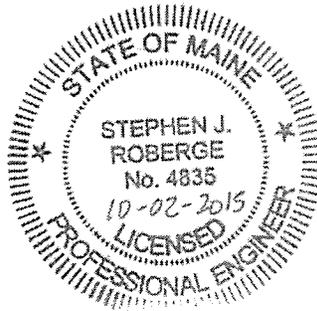
has the capacity to discharge up to 31.96 cfs when installed at a 2% slope.

Please feel free to contact me if you have any questions concerning the calculations of stormwater from this project. It is important to note that proper erosion control and revegetation of disturbed areas are essential for the proper operation of the stormwater facilities. Maintenance of the yard parking lot areas and careful attention to the pavement/seeded interface must be a top priority in order for the system to function properly. Thank you for involving this firm on your project.

Sincerely yours,



Stephen Roberge, PE  
for SJR Engineering Inc.



**SJR ENGINEERING**

21 Mayflower Road  
Augusta, Maine 04330  
Tel/Fax: (207) 622-1676

Subject: NORTH CENTER PARKING LOT Exp.STORMWATER WET PONDJob #: 2015-21LAND USE & COVER

IMPERVIOUS (GRAVEL PARKING & ROAD)  
VEGETATIVE (BANKS, SIDE SLOPES)

201845 SF  
114972 SF

TOTAL AREA = 316817 SF

SOILS TYPEW<sub>m</sub> = WINDSOR LOAMY SAND

HYD. TYPE A SOIL K = .17

PERMANENT POOL SIZING

$$\frac{1.5''}{12} (201845) + \frac{.6''}{12} (114972) = x$$

$$25230 + 5749 = 30978 \text{ CF REQUIRED}$$

WATER QUALITY WET POND SIZING (CHANNEL PROTECTION VOLUME)

$$\frac{1''}{12} (201845) + \frac{.4''}{12} (114972) = x$$

$$16820 + 3832 = 20652 \text{ CF REQUIRED}$$

GRAVEL FILTER UNDERDRAIN PIPE LENGTH FOR POND

$$\frac{20652}{1000} = 62' \text{ REQUIRED}$$

REMAINING ROAD IS TO BE TREATED WITH 35' FORESTED BUFFER FOR 1 TRAVEL LANE  
OR 55' FORESTED BUFFER FOR 2 TRAVEL LANES.



**SJR ENGINEERING**

21 Mayflower Road  
Augusta, Maine 04330  
Tel/Fax: (207) 622-1676

Subject: NORTHCENTER PARKING LOT EXP.

Job #: 2015-21

PROPOSED POND STORAGE / VOLUME CALCULATIONS

PERMANENT POOL CALCS

<u>CONT.</u>	<u>AREA</u>	<u>VOL</u>	<u>CULM. VOL.</u>	<u>MEAN DEPTH</u>	<u>Y/W RATIO</u>
43	15847	0	0		
44	17923	16885	16885		
45	20104	19014	35899		
46	22337	21220	57119		
46.75	24134		74770	3.10 > 3	OK
47	24733	23535	80654		
47.5	26667	25400	106054		
48	27312	26022	106676		

PERMANENT WATER  
ELEV 47.5

282' / 94' = 3:1 OK

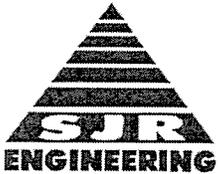
MUCH GREATER THAN REQUIRED 30,978 CF

CHANNEL PROTECTION STORAGE / VOLUME CALCULATIONS

47.5	26667	0	0		
48	27312	6747	6747		
48.7	30830	20183	26930	> 20625	OK
49	32338				

EXISTING INVERT OF CULVERT UNDER RR TRACKS

BECAUSE THIS PROJECT DISCHARGES DIRECTLY TO THE KENNEBEC RIVER,  
NO QUANTITY CALCS ARE REQUIRED

**SJR ENGINEERING**

21 Mayflower Road  
 Augusta, Maine 04330  
 Tel/Fax: (207) 622-1676

Subject: NORTH CENTER PARKING LOT EXPJob #: 2015-21

CULVERT UNDER DRIVEWAY TO ENTRANCE (SEE HYDROCAD DATA) 100 YEAR EVENT

$Q = 9.73 \text{ cfs}$  TO INLET OF PIPE

USE 18" ADS N12 PIPE @  $S = 0.0082$   $Q = 14.95 \text{ cfs}$

TOTAL Q TO POND 100 YEAR EVENT

FROM CULVERT (SEE ABOVE) =  $9.73 \text{ cfs}$

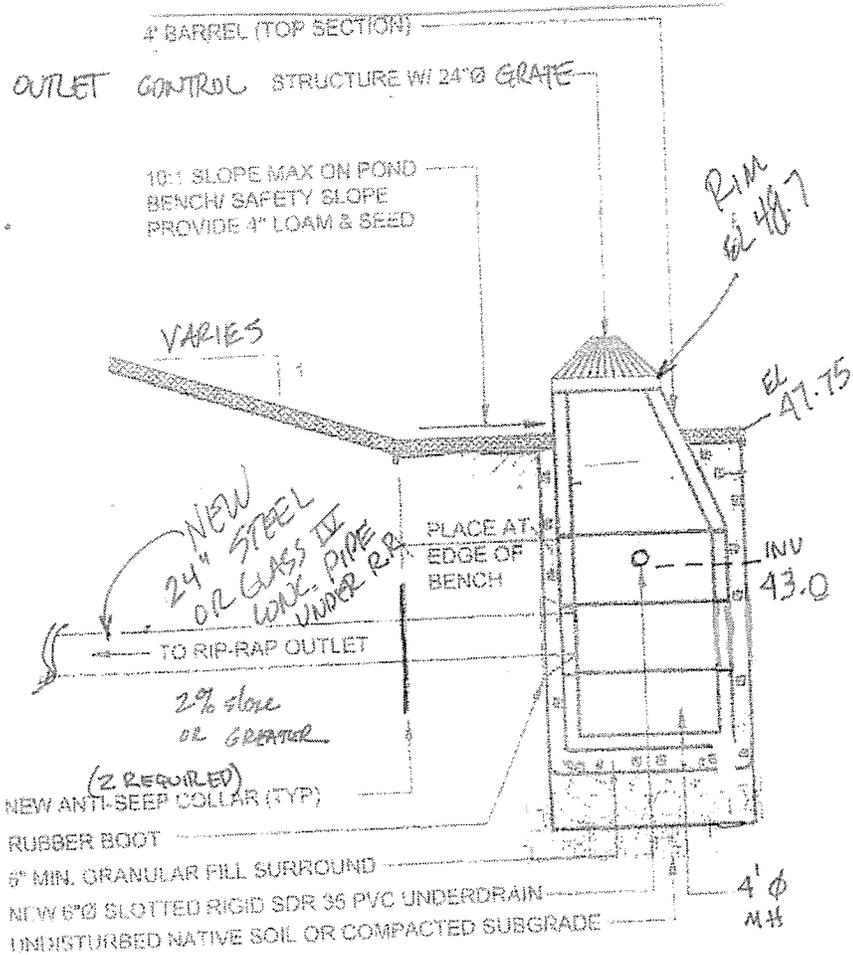
REMAINING PARKING/WOODS =  $11.49 \text{ cfs}$

TOTAL =  $21.22 \text{ cfs}$

PROVIDE EMERGENCY SPILLWAY

USE 24" DIAMETER PIPE @ 2% SLOPE  $Q = 31.96 \text{ cfs}$  OK





OUTLET CONTROL STRUCTURE

9/28/2015

**Culvert sizing**

Prepared by SJR Engineering Inc.

HydroCAD® 8.50 s/n 000591 © 2007 HydroCAD Software Solutions LLC

Type III 24-hr 100 year storm Rainfall=6.10"

Printed 10/2/2015

Page 1

**Summary for Subcatchment 1S: Culvert-Parking lot to pond**

Runoff = 9.73 cfs @ 12.04 hrs, Volume= 0.678 af, Depth> 5.42"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

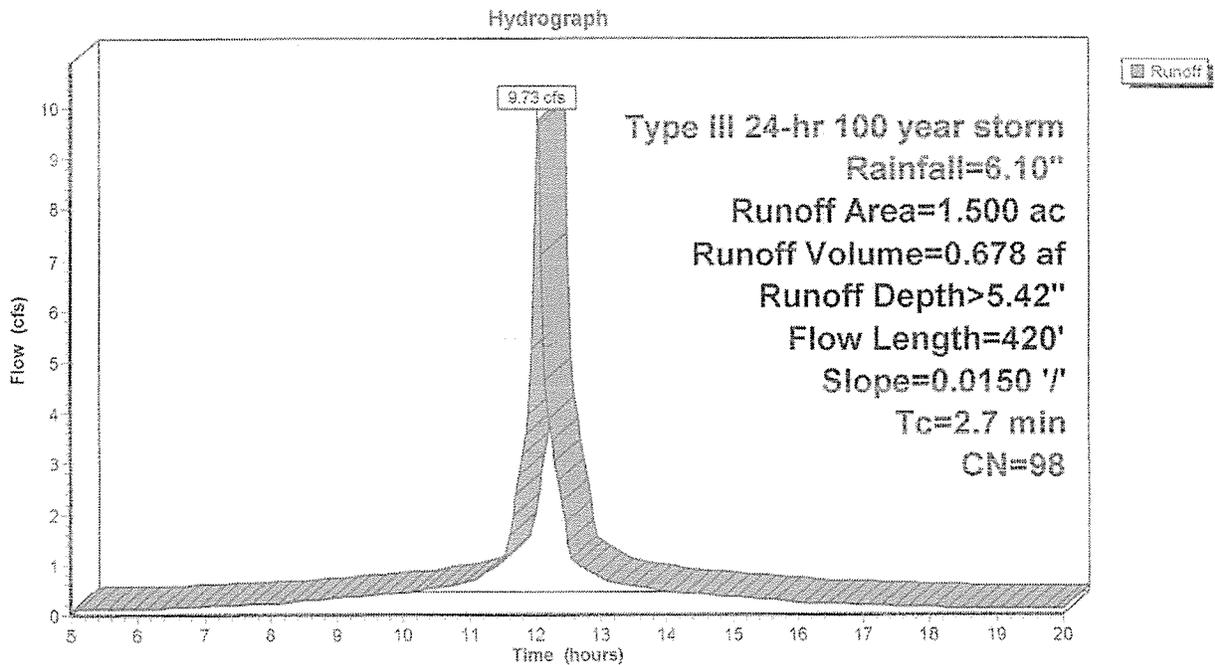
Type III 24-hr 100 year storm Rainfall=6.10"

Area (ac)	CN	Description
1.500	98	Paved parking & roofs
1.500		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	100	0.0150	1.19		Sheet Flow, Smooth surfaces n= 0.011 P2= 3.00"
0.8	120	0.0150	2.49		Shallow Concentrated Flow, Paved Kv= 20.3 fps
0.5	200	0.0150	6.43	102.94	Trap/Vee/Rect Channel Flow, Bot.W=2.00' D=2.00' Z= 3.0 '/' Top.W=14.00' n= 0.030 Earth, grassed & winding
2.7	420	Total			

**Subcatchment 1S: Culvert-Parking lot to pond**



**Culvert sizing**

Type III 24-hr 100 year storm Rainfall=6.10"

Prepared by SJR Engineering Inc.

Printed 10/2/2015

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Page 2

**Summary for Subcatchment 2S: Remaining Parking lot to pond**

Runoff = 11.49 cfs @ 12.27 hrs, Volume= 1.109 af, Depth> 2.22"

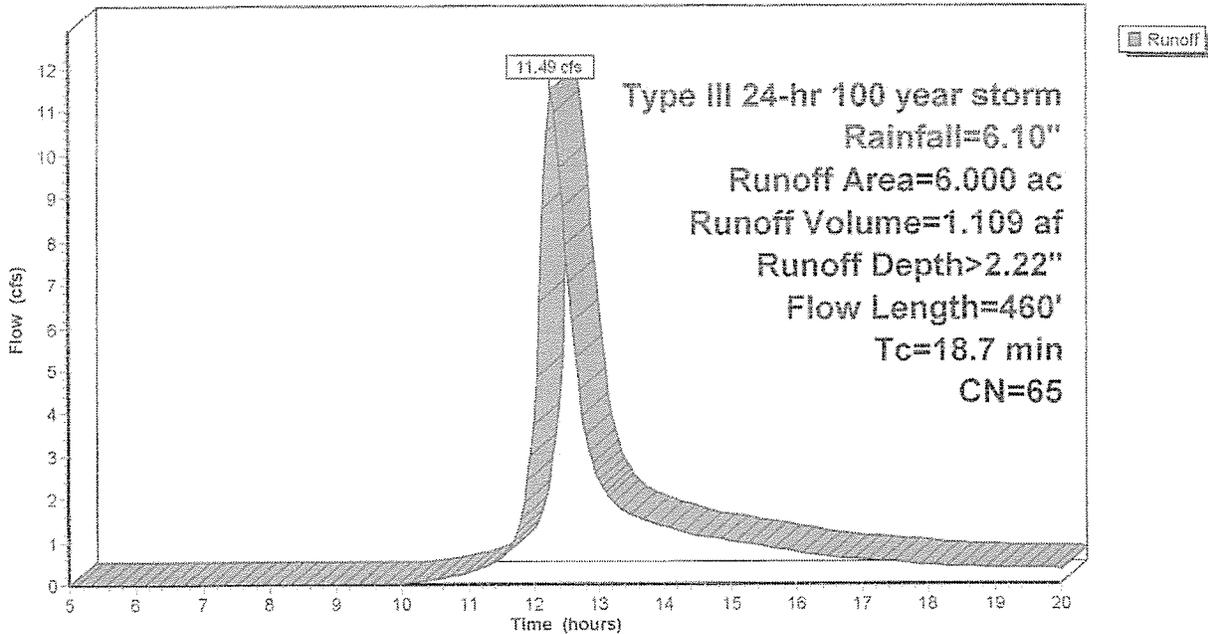
Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Type III 24-hr 100 year storm Rainfall=6.10"

Area (ac)	CN	Description
3.000	98	Paved parking & roofs
3.000	32	Woods/grass comb., Good, HSG A
6.000	65	Weighted Average
3.000		Pervious Area
3.000		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.5	100	0.6600	0.17		Sheet Flow, Woods: Dense underbrush n= 0.800 P2= 3.00"
8.7	160	0.0150	0.31		Shallow Concentrated Flow, Forest w/Heavy Litter Kv= 2.5 fps
0.5	200	0.0150	6.43	102.94	Trap/Vee/Rect Channel Flow, Bot.W=2.00' D=2.00' Z= 3.0 '/' Top.W=14.00' n= 0.030 Earth, grassed & winding
18.7	460	Total			

**Subcatchment 2S: Remaining Parking lot to pond**

Hydrograph





**PERFORMANCE FOOD GROUP, INC.  
for  
NORTHCENTER PARKING EXPANSION**

20 Dalton Road  
Augusta, Maine

**CITY OF AUGUSTA  
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.  
October 2, 2015

**ACCESS TO DIRECT SUNLIGHT  
Review Criteria P.**

This proposal for a parking lot expansion will not block access to direct sunlight for structures utilizing solar energy through active or passive systems.

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**STATE PERMITS  
Review Criteria Q.**

The existing facility was approved in 2000 by the Maine Department Environmental Protection (MDEP).

This expansion will require a modification to the Site Location of Development Permit from MDEP, which is being applied for contemporaneously with this application.

The 2000 Traffic Movement Permit (TMP) will not require a modification from Maine Department of Transportation. Reference is made to the attached Traffic Impact Study, Performance Foodservice, Augusta, Maine, dated September 23, 2015, by Maine Traffic Resources, following Review Criteria U, Traffic Pattern, Flow and Volume.

Wetland impact will be 4,159 square feet requiring no permits.

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**OUTDOOR LIGHTING  
Review Criteria R.**

Proposed exterior lighting will be fully-shielded 30-foot high pole fixtures. The existing forest easterly of the site will remain, providing a buffer for light and noise from the closest residence that is about 350 feet away.

Lighting will be laid out in the parking lot to uniformly illuminate the developed area.

The proposed parking lot will be nearly invisible from abutting properties.

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**NEIGHBORHOOD COMPATIBILITY**  
**Review Criteria S.**

This proposal is compatible with the neighborhood and will minimize impacts on residential and environmentally sensitive areas.

The existing Performance Foodservice – NorthCenter facility has been at this location since 1975 and is surrounded by industrial uses. The proposed parking lot expansion is northerly of the existing facility, on land in the “PD” (Planned Development) and “IA” (Industrial) Districts.

The Augusta Land Use Ordinance describes the “PD” District as the City’s growth area, with commercial and industrial uses intended to be concentrated in single or mixed use centers or parks to ensure the most efficient provision of service and minimize impacts on residential and environmentally sensitive areas, and describes the “IA” District as an area in which commercial and industrial uses are mixed where the principal use is the manufacture, processing, packaging, storage and distribution of products.

The City of Augusta 2007 Comprehensive Plan designates this area as the North River Residential Area, and recognizes it as a mixed use area, as it presently has industrial and residential areas, and states that “the key in this area is not to exclude uses, but rather to create buffering standards that allow residential and business uses to coexist in a practical way”, and that “there is no particular pattern to the mixture of uses and it is anticipated that the district will continue to develop in the same manner.”.

The proposed parking lot will be located in a gravel pit and under a Central Maine Power Company transmission line. It will adjoin Maine Central Railroad to the west, undeveloped land to the north, a feed distribution facility to the south, and the Sherwood Drive residential subdivision to the east. The proposed parking lot will be about 350 feet from the closest house on Sherwood Drive, and the existing forested buffer on land of Performance Food Group between the parking lot and the residence will not be disturbed. The existing gravel road leading from Sherwood Drive to the gravel pit will be gated, and used only for emergency access.

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**PLANS AND POLICIES  
Review Criteria T.**

The Performance Foodservice – NorthCenter proposed parking lot expansion is in accordance with the adopted elements of the 1988 Growth Management Plan and the 2007 Augusta Comprehensive Plan.

The Augusta Land Use Ordinance describes the “PD” District as the City’s growth area, with commercial and industrial uses intended to be concentrated in single or mixed use centers or parks to ensure the most efficient provision of service and minimize impacts on residential and environmentally sensitive areas, and describes the “IA” District as an area in which commercial and industrial uses are mixed where the principal use is the manufacture, processing, packaging, storage and distribution of products.

The City of Augusta 2007 Comprehensive Plan recognizes the North River Residential area as a mixed use area, as it presently has industrial and residential areas, and states that “the key in this area is not to exclude uses, but rather to create buffering standards that allow residential and business uses to coexist in a practical way”, and that “there is no particular pattern to the mixture of uses and it is anticipated that the district will continue to develop in the same manner.”.

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**REVIEW CRITERIA U.  
TRAFFIC PATTERN, FLOW AND VOLUME**

Riverside Drive, Lipman Road and Dalton Road serve the existing Performance Foodservice – NorthCenter facility.

The proposed expansion will not have a significant impact off-site on traffic operations. Reference is made to the attached Traffic Impact Study, Performance Foodservice, Augusta, Maine, dated September 23, 2015, by Maine Traffic Resources.

On-site traffic patterns and flow conform to City of Augusta design criteria.

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**REVIEW CRITERIA U.  
TRAFFIC PATTERN, FLOW AND VOLUME**

Riverside Drive, Lipman Road and Dalton Road serve the existing Performance Foodservice – NorthCenter facility.

The proposed expansion will not have a significant impact off-site on traffic operations. Reference is made to the attached Traffic Impact Study, Performance Foodservice, Augusta, Maine, dated September 23, 2015, by Maine Traffic Resources, following Road Congestion and Safety, Review Criteria E.

On-site traffic patterns and flow conform to City of Augusta design criteria.

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**PUBLIC FACILITIES  
Review Criteria V.**

The Performance Foodservice – NorthCenter site is served by water, electric and communication utilities that have adequate capacity to serve the existing facility.

This proposal will not require water or sewer as it is only a parking area for vehicles.

Electrical service will be extended to the proposed parking lot for exterior lighting.

See Review Criteria B, C, F, G and O for relevant information.

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**RESOURCE PROTECTION AND ENVIRONMENT  
Review Criteria W.**

The proposed Performance Foodservice – NorthCenter parking lot is an expansion of the existing operations at an established location.

The proposed parking lot adjoins a wetland area and associated stream to the east and south, and the Kennebec River to the west. The site is located on a significant sand and gravel aquifer shown on a map entitled “Significant Sand and Gravel Aquifers, Togus Pond Quadrangle, Maine”, dated 2005 by Maine Geological Survey, attached hereto.

The stream will not be impacted. Wetland impacts are minimized to under 4,300 square feet of low value wetland requiring no permit from MDEP or Army Corps of Engineers.

Stormwater quality from the proposed parking lot will be controlled through a wetpond with a liner, preventing stormwater infiltration into the aquifer from the pond. The wetpond will have both its sand infiltration system with underdrain and its outlet directed into the Kennebec River. A smaller amount of stormwater from the proposed driveway along the west side of the railroad will be directed through a forested buffer and into the Kennebec River.

Stormwater quantity will not be controlled, and a waiver is requested. The stormwater flowing from the proposed parking lot will enter the wet pond providing a certain amount of detention, but will be allowed to flow through the wetpond outlet structure and 24-inch diameter storm drain pipes directly to the Kennebec River. This will reduce downstream flooding by allowing peak flows from the subject to reach the river and disperse, so not to combine with peak flows coming down the river.

Before earth moving begins, the portion of the site being developed will be protected from erosion and sedimentation by the installation of a sediment barriers as shown on the Site Plan. Standard erosion and sedimentation control measures will be taken to ensure that the construction of this project will have minimal adverse impact on any adjacent resources.

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**PERFORMANCE STANDARDS**  
**Review Criteria X.**

The proposed NorthCenter parking lot expansion complies with applicable performance and dimensional standards as outlined in the Augusta ordinances, with the exception of certain buffer requirements outlined below. The existing Performance Foodservice – NorthCenter facility has been at this location since 1975 and is surrounded by industrial uses. The proposed parking lot expansion is northerly of the existing facility, on land in the “PD” (Planned Development) and “IA” (Industrial) Districts.

The Augusta Land Use Ordinance describes the “PD” District as the City’s growth area, with commercial and industrial uses intended to be concentrated in single or mixed use centers or parks to ensure the most efficient provision of service and minimize impacts on residential and environmentally sensitive areas, and describes the “IA” District as an area in which commercial and industrial uses are mixed where the principal use is the manufacture, processing, packaging, storage and distribution of products.

The City of Augusta 2007 Comprehensive Plan designates this area as the North River Residential Area, and recognizes it as a mixed use area, as it presently has industrial and residential areas, and states that “the key in this area is not to exclude uses, but rather to create buffering standards that allow residential and business uses to coexist in a practical way”, and that “there is no particular pattern to the mixture of uses and it is anticipated that the district will continue to develop in the same manner.”.

The existing facility consists of offices and warehousing in the NorthCenter building between Maine Central Railroad and the Kennebec River. Surrounding properties are industrial uses.

The proposed parking lot expansion will be located on the east side of the railroad northerly of the existing facility, in a gravel pit and under a Central Maine Power Company transmission line. It will adjoin Maine Central Railroad to the west, undeveloped land to the north, a feed distribution facility to the south, and the Sherwood Drive residential subdivision to the east. The proposed parking lot will be about 350 feet from the closest house on Sherwood Drive, and the existing forested

buffer on remaining land of Performance Food Group between the parking lot and the residence will not be disturbed. The existing gravel road leading from Sherwood Drive to the gravel pit will be gated, and used only for emergency access.

Noise and lighting impacts will be minimized by the vegetative buffers and the separation from residential properties on Sherwood Drive. Proposed lighting will be fully-shielded 30-foot high pole fixtures as shown on the Site Plan. The visual impact of the development on the Sherwood Drive neighborhood will be minimal considering the parking lot will be about 350 feet from and about 40 feet below the closest residence on Sherwood Drive.

Existing forested buffers will remain around the proposed parking lot on the southerly and easterly sides, and a portion of the northerly side. The forested buffer on the southerly side will be a minimum of 80 feet wide to land of Blue Seal Feeds, more than 300 feet on the easterly side to the back yard of the house at the end of Sherwood Drive, and a minimum of about 90 feet wide on the northerly side to land of Flanders.

A waiver is requested from planting vegetated buffers along portions of the northerly and westerly sides of the development. The northerly side has 200-foot long section from the railroad along land of Flanders that will be cleared and regraded, leaving a slope along a 15 to 50-foot high gravel bank up to the Flanders property line, not to be buffered with vegetation. The Flanders property is undeveloped woodland, and the high gravel bank along Flanders will provide adequate buffering. The westerly side of the development is along the railroad. The land adjoining the railroad will have a combination of a regraded slope and a detention/wetpond. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.

Stormwater quality control for the proposed expansion will be provided by a stormwater wetpond to be constructed on the northwesterly side of the proposed parking lot. The wetpond outlet will flow westerly as it does now into the Kennebec River. Existing forested buffers will provide quality treatment along the westerly side of the railroad on the easterly side of the new driveway.

Stormwater quantity will not be controlled, and a waiver is requested. The stormwater from the proposed parking lot will flow through the wet pond then directly to the Kennebec River. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed will not cause an increase in off-site flooding.

There are no new signs proposed as part of this project.

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**FINANCIAL AND TECHNICAL ABILITY  
Review Criteria Y.**

Performance Foodservice – NorthCenter started in the Augusta area in 1963 as a division of Joseph Kirschner, and has been located at its current Dalton Road location since 1975. NorthCenter has grown from a total of five employees in 1970 to 193 employees today.

Performance Foodservice – NorthCenter has adequate financial resources to complete the proposed parking lot expansion. The total estimated cost of the proposed parking lot expansion is \$796,000, to be paid from existing Performance Food Group accounts. An attached copy of a Forbes List of America's largest companies indicates financial capacity.

A certificate of good standing and the corporate information summary of Performance Food Group, Inc. is attached.

Thayer Engineering Company, Inc. has been retained by Performance Food Group for the land surveying, civil engineering and site design of the proposed development, and for the preparation and administration of the City of Augusta site permit application. Thayer Engineering Company has successfully completed many similar projects in the City of Augusta and the State of Maine over the last 33 years.



# MAINE

Department of the Secretary of State  
Bureau of Corporations, Elections and Commissions

## Corporate Name Search

### Information Summary

Subscriber activity report

This record contains information from the CEC database and is accurate as of: Tue Sep 29 2015 10:21:35. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
PERFORMANCE FOOD GROUP, INC.	20080755 F	BUSINESS CORPORATION (FOREIGN)	GOOD STANDING

Filing Date	Expiration Date	Jurisdiction
03/17/2008	N/A	COLORADO

#### Other Names (A=Assumed ; F=Former)

VISTAR	A
PERFORMANCE FOODSERVICE - NORTHCENTER	A
PERFORMANCE FOODSERVICE	A
VISTAR CORPORATION	F

#### Clerk/Registered Agent

NATIONAL REGISTERED AGENTS, INC.  
P.O. BOX 509  
READFIELD, ME 04355

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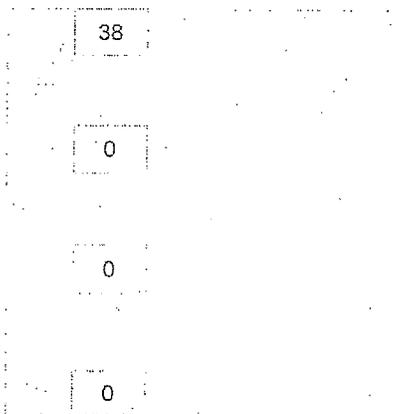
# Forbes America's Largest Private Companies

The Little Black Book of Billionaire Secrets

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## #20 Performance Food Group

Follow (5)

Revenue As of October 2014

**\$13.8** Billion

Industry	Food, Drink & Tobacco
Founded	1875
Country	United States
CEO	George Holm
CFO	Bob Evans
Website	<a href="http://www.pfgc.com">www.pfgc.com</a>
Employees	12,000
Fiscal Year End	Jun 30, 2014
Sales	\$13.78 B
Headquarters	Richmond, Virginia

### Performance Food Group on Forbes Lists

#20 America's Largest Private  
Companies

0

Performance Food Group's (PFG) roots go back to 1875, as a distributor of canned fruits and vegetables to grocery stores and restaurants across the mid-Atlantic. Today, PFG serves all 50 states and over 40 foreign countries, delivering 68,000 foodservice items to 130,000 customers. In 2008, the Blackstone Group and Wellspring Capital Management acquired Performance Food Group and merged it with Vistar, a specialty foodservice distributor (which Blackstone already controlled), and Roma Food, an Italian and Italian-American foodservice distributor.