

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

June 10, 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 the construction of:

1. a 52,770-square foot warehouse freezer building addition, mostly on an existing paved parking lot;
2. the reconfiguration and paving of an existing gravel truck parking lot, to contain 102 employee car spaces; and
3. the extension of an existing gravel fire lane along the westerly side of the proposed building addition;

all at the northerly end of the existing NorthCenter buildings at 20 Dalton Road in Augusta, Maine.

The following plans by Thayer Engineering Company are attached.

- "Site Plan, Performance Food Group, Inc., 20 Dalton Road, Augusta, Maine", dated December 3, 2015, last revised March 21, 2016, drawing 1 of 5;
- "Erosion Control Plan, Performance Food Group, Inc., 20 Dalton Road, Augusta, Maine", dated October 2, 2015, last revised February 18, 2016, drawing 3 of 5; and
- "Details Plan, Performance Food Group, Inc., 20 Dalton Road, Augusta, Maine", dated October 2, 2015, last revised March 21, 2016, drawing 4 of 5.

Note that the overall plan set included plans specific to the previously approved truck parking lot to the north that are not included herein.

For orientation, the 2000 Site Plans are attached 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:

1. Bufferyard "A" is required around the perimeter of the proposed parking lot, except that where no structural land use exists within 200 feet of the property line of the project, no buffer yard is required. There is no structural land use within 200 feet of the westerly and northerly property lines, and no planted bufferyard along those lines is proposed. A waiver is requested from planting a vegetated buffer along the easterly side of the development, which is along the railroad. No buffer exists currently. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.
2. Two (2) underdrained soil filters will treat stormwater quality but will no stormwater detention is proposed. 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 July 12, 2016. Thank you.

Very truly yours,
Thayer Engineering Company



Elliot B. Thayer, PE PLS

PERFORMANCE FOOD GROUP, INC.

for

NORTHCENTER BUILDING EXPANSION and

PARKING LOT RECONFIGURATION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA PLANNING BOARD

MAJOR DEVELOPMENT REVIEW APPLICATION

by

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

June 10, 2016

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

Address of Proposed development: 20 DALTON ROAD		
Zone(s): INDUSTRIAL "IA", SHORELAND OVERLAY ZONE GENERAL DEVELOPMENT "GD"		
Project Name: NORTHCENTER BUILDING EXPANSION		
Existing Building (sq. ft.): 150,000 sq. ft.	Proposed Building (sq. ft.): 52,770 sq. ft.	
Existing Impervious (sq. ft.): 541,845 sq. ft.	Proposed Impervious (sq. ft.): no significant increase	
Proposed Total Disturbed Area of the Site: 151,764 sq. ft. proposed, mostly on existing paved and gravel parking areas.		
Owner's Name/Address: Performance Food Group, Inc 12500 West Creek Parkway Richmond, VA 23238 Phone #: (207) 623-8421 Cell #: (207) 333-1490 e-mail: tholt@pfgc.com	Applicant's Name/Address: Performance Food Group, Inc Attn: Tim Holt PO Box 2628 20 Dalton Road Augusta, ME 04330 Phone #: (207) 623-8421 Cell #: (207) 333-1490 e-mail: tholt@pfgc.com	Consultant's Name/Address: Elliot B. Thayer, PE PLS Thayer Engineering Co., Inc. 17 Hasson Street Farmingdale, ME 04344 Phone #: (207) 582-7762 Cell #: (207) 441-7762 e-mail: ethayer@thayereng.com
Tax Map #: Map 53, Lot 23A	Lot Size (acres): 14.5 acres Frontage (Feet): 50 feet	Form for Evidence of Standing (deed, purchase and sale agreement, other): deed -11495/57
For Staff Use		
Fee Calculation: Major Development max fee is \$4,000; Minor Development max fee is \$1,000		
Major Development: \$2,000 + (number of sq ft over 25,000 x \$0.15) = <u>\$4,000</u>		
Minor Development: \$250 + (number of sq ft over 5,000 x \$0.15) =		
All Development: Number of Abutters x (1oz First Class postage fee + \$0.15) =		
Total Fee:		

Information Required on Plan(s) See Augusta Land Use Ordinance for greater detail	Included	Waiver Requested
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)	NA	
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)	NA	
v. Landscaping and buffering (4.5.2.23)		X - buffers
w. Outdoor lighting plan (4.5.2.24)	X	
x. Freshwater wetlands (4.4.1.14)	X	
y. River, stream or brook (4.4.1.15)	X	
Information Required in Written Project Narrative See Augusta Land Use Ordinance for greater detail	Included	Waiver Requested
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	

Additional Information Required in Written Narrative See Augusta Land Use Ordinance for greater detail Where the items below duplicate the items above, identical responses are permitted and encouraged.	Included	Waiver Requested
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:

Paper Copies	Included	Waiver Requested
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.)		
Electronic Copy		
1 CD that includes each of the application documents in Adobe PDF format	X	

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

Signatures

Applicant: Quin & Hold sup operations

Date: 6/10/2016

Owner: Quin & Hold sup operations

Date: 6/10/2016

Agent: Clay & Clay, PE

Date: 6/10/2016

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



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,



Tim Holt
Sr. VP of Operations

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

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

RIGHT, TITLE AND INTEREST

The existing facility and the land being developed is owned by Performance Food Group, Inc. as described in its deed dated June 10, 2013, recorded in Kennebec County Registry of Deeds in Book 11495, Page 57, copy attached.

**NO TRANSFER
TAX PAID**

Received Kennebec SS.
08/28/2013 11:20AM
Pages 14 Attest:
BEVERLY JUSTIN-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.

(14) Chicago title

Witness our hands and seals this 10th 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

Dainita 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, 2015

[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 16' 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.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

DEVELOPMENT DESCRIPTION

Performance Food Group/NorthCenter Foodservice 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 this proposed 52,770-square foot freezer is built onto the north end of the existing building. The existing facility is in an area of other industrial uses.

This application is for the construction of:

1. a 52,770-square foot warehouse freezer building addition, mostly on an existing paved parking lot;
2. the reconfiguration and paving of an existing gravel truck parking lot, to contain 102 employee car spaces; and
3. the extension of an existing gravel fire lane along the westerly side of the proposed building addition;

all at the northerly end of the existing NorthCenter buildings at 20 Dalton Road in Augusta, Maine.

Reference is made to the following plans by Thayer Engineering Company, attached hereto.

- "Site Plan, Performance Food Group, Inc., 20 Dalton Road, Augusta, Maine", dated December 3, 2015, last revised March 21, 2016, drawing 1 of 5;
- "Erosion Control Plan, Performance Food Group, Inc., 20 Dalton Road, Augusta, Maine", dated October 2, 2015, last revised February 18, 2016, drawing 3 of 5; and
- "Details Plan, Performance Food Group, Inc., 20 Dalton Road, Augusta, Maine", dated October 2, 2015, last revised March 21, 2016, drawing 4 of 5.

Note that the overall plan set included plans specific to the previously approved truck parking lot to the north that are not included herein.

The proposed building addition and 102 paved car parking spaces will displace 138 paved car parking spaces and about 50 gravel truck parking spaces. The displaced car and truck parking spaces are being replaced/supplemented with the 102 car spaces proposed in this application and a previously approved parking lot for 93 trucks and 93 cars currently under construction to the north and easterly of the railroad.

This proposal is located on existing property of Performance Food Group on Tax Map 53, Lot 23A, between Kennebec River and Maine Central Railroad. The area of this parcel is approximately 14.5 acres.

The subject property is located in the "IA" (Industrial) District and the portion within 250 feet of Kennebec River is located in the Shoreland Overlay "GD" (General Development) District. This proposal is a permitted use in "IA" and "GD" Districts.

The Augusta Land Use Ordinance 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, and the "GD" District as including areas devoted to wholesaling, warehousing, retail trade and service activities, or other commercial activities.

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.

A new PFG/NorthCenter truck parking lot is under construction on land northerly of this parcel and easterly of the railroad. That portion of the project was approved by City of Augusta Planning Board on December 8, 2015.

An MDEP Site Location of Development permit, copy attached, for both this proposal and for the new parking lot to the north was approved by Maine Department of Environmental Protection on March 28, 2016.

The proposed improvements meet setback requirements. Portions of the proposed gravel fire lane and slope protection westerly and northerly of the building addition are to be located within 75 feet of high water mark of Kennebec River. A NRPA Permit by Rule from MDEP, copy attached, was issued February 5, 2016 for:

- Activities Adjacent to Protected Natural Resources;
- Movement of Rocks or Vegetation;
- Outfall Pipes; and
- Shoreland Stabilization.

This warehouse freezer addition and reconfigured parking area for cars will not cause any significant increase water or sewer usage. 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, to be relocated and constructed as designed by Licensed Site Evaluator John Archard and approved by City of Augusta on December 10, 2014. A copy of the approved HHE-200 application is attached.

This proposed building expansion and parking reconfiguration, approved by Maine Department of Environmental Protection (MDEP) on March 28, 2016, will increase impervious areas by 12,194 square feet.

The new truck parking lot currently under construction to the north is increasing impervious areas by 201,845 square feet, and was permitted by City of Augusta Planning Board on December 8, 2015 and by MDEP on March 28, 2016.

The existing impervious areas of the facility encompass about 340,000 square feet, and were all permitted by City of Augusta and MDEP as part of the NorthCenter expansion in 2000.

Stormwater quality control for the proposed building expansion and parking reconfiguration will be provided by two (2) new stormwater underdrained soil filters, one in the parking lot northerly of the proposed building and the other at the southwesterly corner of the proposed building. The soil filter outlets will drain into the Kennebec River. 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 building and parking lot will flow directly to the Kennebec River as it does now. There will be no significant increase in stormwater flows. Allowing peak flows from this site to disperse downriver before combining with flows

from the upper Kennebec River watershed does not cause an increase in off-site flooding.

No wetland areas exist within the proposed limits of work.

The proposed building addition and parking lot are not located within a 100-year flood zone, as evidenced by FIRM, Flood Insurance Rate Map, Kennebec County, Maine (all jurisdictions), Panel 526 of 775, Map Number 23011C0526D, effective date June 16, 2011, partial copy attached.

Bufferyard "A" is required around the perimeter of the proposed parking lot, except that where no structural land use exists within 200 feet of the property line of the project, no buffer yard is required.

There is no structural land use within 200 feet of the westerly and northerly property lines, and no planted bufferyard along those lines is proposed.

A waiver is requested from planting a vegetated buffer along the easterly side of the development, which is along the railroad. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.

The existing parking lot light poles will be maintained or relocated, and modified as necessary to provide full cut-off fixtures. Exterior building wall lights will be full-cutoff fixtures. This site is about 650 feet from the closest residence, mostly through existing forest, which provides a buffer for light and noise.

Construction is expected to begin on July 18, 2016 with completion by December 31, 2016. 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.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

POLLUTION
Review Criteria A.

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

This warehouse/freezer building addition and reconfigured parking area for cars will not cause any significant increase water or sewer usage. 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, to be relocated and constructed as designed by Licensed Site Evaluator John Archard and approved by City of Augusta on December 10, 2014. A copy of the approved HHE-200 application is attached.

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 control for the proposed building expansion and parking reconfiguration will be provided by two (2) new stormwater underdrained soil filters, one in the parking lot northerly of the proposed building and the other at the southwesterly corner of the proposed building. The soil filter outlets will drain into the Kennebec River. 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 building and parking lot will flow directly to the Kennebec River as it does now. There will be no significant increase in stormwater flows. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed does not cause an increase in off-site flooding.

No wetland areas exist within the proposed limits of work.

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

According to the "Soil Survey of Kennebec County Maine" published by the USDA, Soil Conservation Service, 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.

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 BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

POTABLE AND MUNICIPAL WATER
Review Criteria B. and C.

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

This warehouse/freezer building addition and reconfigured parking area for cars will not increase water usage.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

SOIL EROSION
Review Criteria D.

This application is for the construction of a 52,770 square-foot warehouse addition and the reconfiguration of a parking lot, northerly of the existing Performance Food Group facility at 20 Dalton Road in Augusta, Maine.

According to the "Soil Survey of Kennebec County Maine" published by the USDA, Soil Conservation Service, partial copy attached, the soils on the development site are Woodbridge very stony fine sandy loam (WsB) deep, moderately well drained gently sloping to sloping soils that formed on glacial till. This is confirmed by the test pit results in Sewage Waste Disposal Review Criteria F, showing loamy and medium sands to depths of 55 to 67 inches.

Stormwater runoff will be directed to Kennebec River through storm drain systems and over stabilized and rip-rapped slopes. 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 15th and May 1st, 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 1st and April 15th 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 15th and September 15th 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 rippaped) 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 15th. Any work contemplated beyond September 15th 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

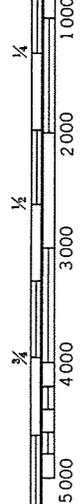
Planted areas shall be protected from damage by grazing, fire, traffic, and undesirable weed and wood growth as applicable. Visual inspections shall be used to determine if an adequate catch has been achieved. Any areas with less than a 90% catch shall be reseeded.



1 Mile
5000 Feet

(Joins sheet 45)

Scale - 1:20,000



555 000 FEET

SITE



610 000 FEET

HrC

SCA

(Joins sheet 53)

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

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

**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 30th 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

	Average Annual Daily Traffic					
	<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 Equivalents
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In + Out</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
4:30-4:45	3	11	0	1	3	12	15	16
4:45-5:00	0	6	0	0	0	6	6	6
5:00-5:15	2	18	0	2	2	20	22	24
5:15-5:30	3	16	0	2	3	18	21	23
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, 9th 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:

<u>Time Period</u>	Existing Trip Generation (one-way trip-ends)				
	Measured	LUC 140		LUC 150	
	<u>Trips</u>	<u>S.F.</u>	<u>Employ.</u>	<u>S.F.</u>	<u>Employ.</u>
Weekday	---	584	412	544	750
AM Peak Hour – Generator	---	121	77	64	106
AM Peak Hour – Adj. Street	---	112	77	46	98
PM Peak Hour – Generator	64	115	77	69	114
PM Peak Hour – Adj. Street	64	112	69	49	114

As can be seen above, the actual existing trip generation is best represented by the warehouse code on a square footage basis. As a result, the future projections for the warehouse expansion will be based upon LUC 150 – Warehousing on the square footage basis.

Based upon the traffic counts conducted, the facility is currently generating in 2015 the same level of traffic as it was in 2000 when the previous traffic counts were done for the then proposed 50,000 square foot addition. At that time, the original MEDEP permitted facility generated 69 peak hour trips. Since the existing expanded facility is currently generating slightly fewer trips (64) it would appear that all existing trips are fully permitted as was the case in 2000.

Projected Trip Generation

Trip generation for the currently proposed 50,000 S.F. warehouse expansion, which will bring the total facility to 203,000 S.F., was estimated using LUC 150, as previously discussed. The results for the existing facility, the proposed expanded facility and the resulting new trip-ends are summarized below:

<u>Time Period</u>	ITE Projected Trip Generation (Trip-ends)		
	<u>Existing</u>	<u>Proposed</u>	<u>New Trips</u>
Weekday	544	722	178
AM Peak Hour – Generator	64	85	21
AM Peak Hour – Adj. Street	46	61	15
PM Peak Hour – Generator	69	91	22
PM Peak Hour – Adj. Street	49	65	16

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>	Intersection of Riverside Drive and Lipman Road		
	PM Peak Hour Level of Service		
	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

SITE

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

Lipman Road

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

3
196

13
414

Riverside Drive

Riverside Drive

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

Riverside Drive

3
198

13
418

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

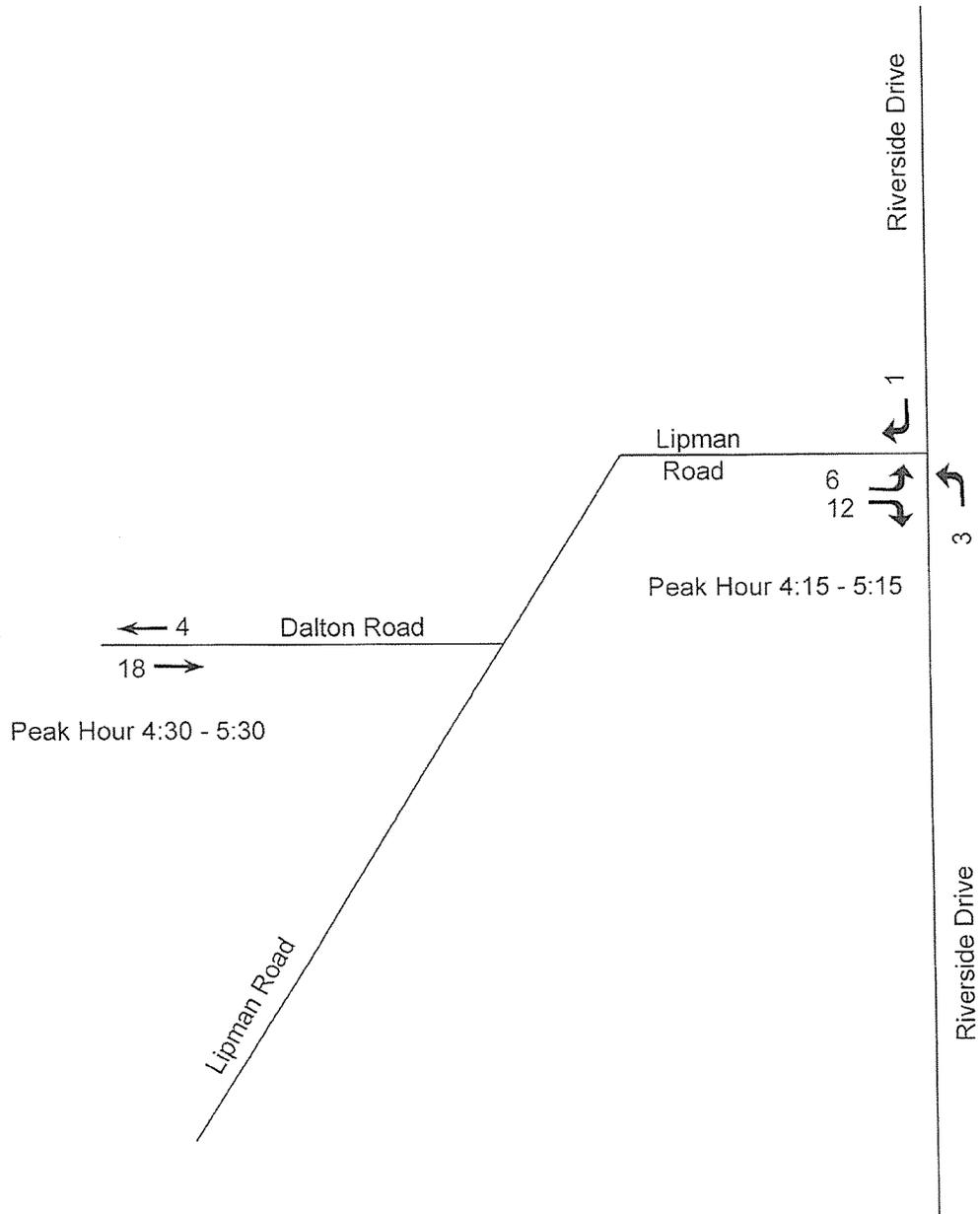


Figure 4

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

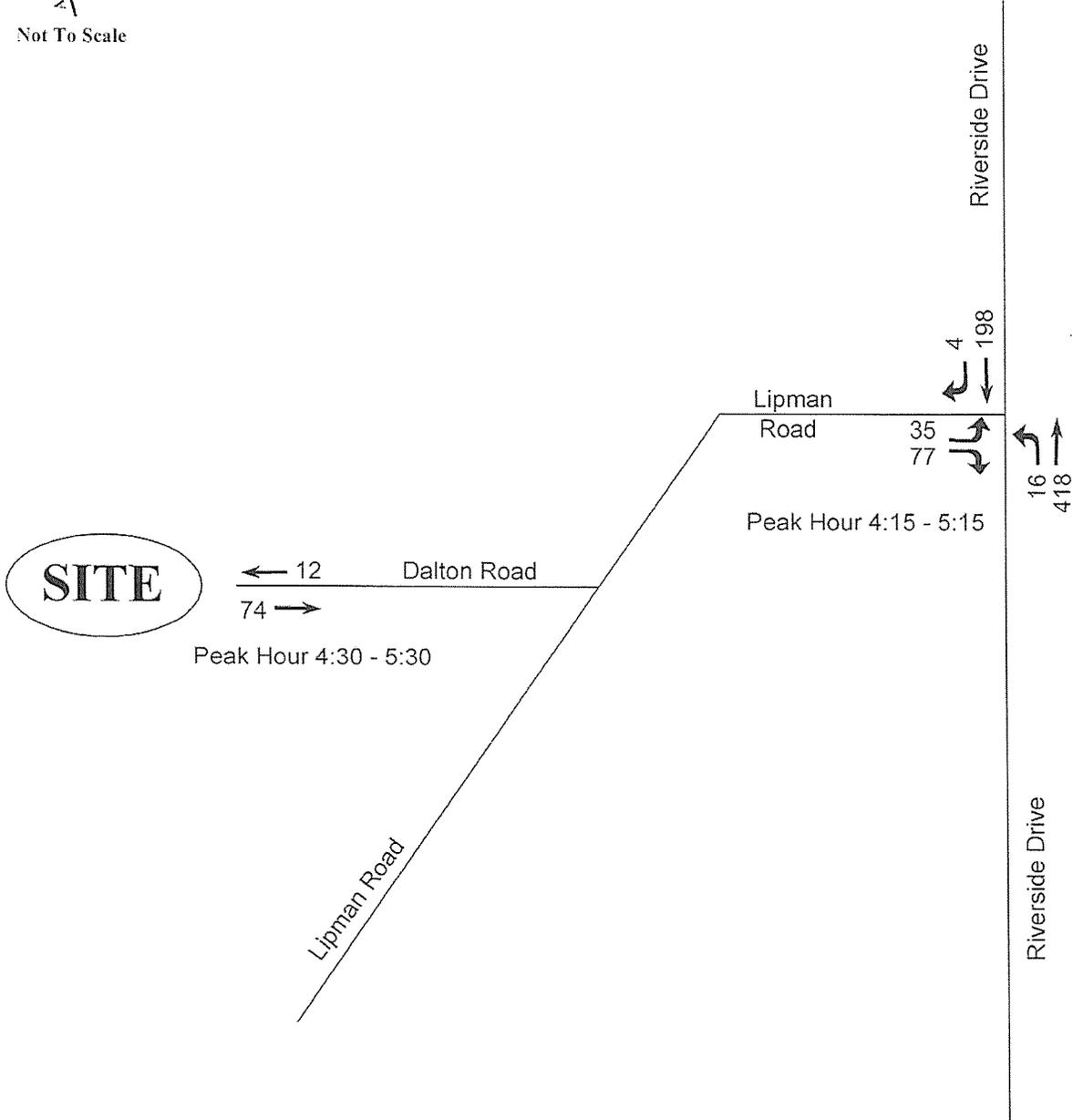


Figure 5

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
 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 - 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
Aprpch %	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	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	20	0	0	20	22	
Peak Factor																						0.727
High Int. Volume	1:45:00 PM					04:30 PM					1:45:00 PM					05:00 PM						
Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	20	0	0	20	20	
Peak Factor																						0.700

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
Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	18	0	0	18	18
Peak Factor						0.667										0.708					

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- 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	0	1	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	

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	04:45 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 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. Peak Factor	1:45:00 PM					05:30 PM					1:45:00 PM					1:45:00 PM					0.250
Volume	0	0	0	0	0	0	1	0	0	1											
Peak Factor																					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- 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																					
Intersection	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 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. Peak Factor	1:45:00 PM					03:00 PM					1:45:00 PM					03:45 PM					0.607
Volume	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	3
Peak Factor						0.50										0.41					7

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 - Light Trucks - 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	4	49	0	0	53	0	0	0	0	0	0	69	8	0	77	3	0	2	0	5	135
03:15 PM	4	58	0	0	62	0	0	0	0	0	0	80	7	0	87	7	0	3	0	10	159
03:30 PM	2	48	0	0	50	0	0	0	0	0	0	71	2	0	73	41	0	23	0	64	187
03:45 PM	1	52	0	0	53	0	0	0	0	0	0	88	2	0	90	6	0	7	0	13	156
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
04:15 PM	0	49	0	0	49	0	0	0	0	0	0	90	6	0	96	19	0	11	0	30	175
04:30 PM	0	52	0	0	52	0	0	0	0	0	0	108	4	0	112	14	0	7	0	21	185
04:45 PM	2	46	0	0	48	0	0	0	0	0	0	114	2	0	116	12	0	6	0	18	182
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
05:15 PM	1	44	0	0	45	0	0	0	0	0	0	115	1	0	116	9	0	2	0	11	172
05:30 PM	3	42	0	0	45	0	0	0	0	0	0	69	3	0	72	3	0	2	0	5	122
05:45 PM	2	40	0	0	42	0	0	0	0	0	0	63	4	0	67	1	0	1	0	2	111
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	

RD

118
138
119
140

130
139
100
160

151
159
111
103

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	0	52	0	0	52	0	0	0	0	0	0	108	4	0	112	14	0	7	0	21	185
Peak Factor	0.973																				
High Int. Volume	04:30 PM					2:45:00 PM					04:45 PM					04:15 PM					
Peak Factor	0	52	0	0	52	0	0	0	0	0	0	114	2	0	116	19	0	11	0	30	0.78
	0.957										0.920										3

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

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																					
Intersecti on	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	0	45	0	0	45	0	0	0	0	0	0	113	2	0	115	11	0	6	0	17	177
Factor																					0.986
High Int. Volume Peak	04:30 PM					2:45:00 PM					04:45 PM					04:15 PM					
Factor	0	51	0	0	51	0	0	0	0	0	0	113	2	0	115	19	0	10	0	29	0.75
	0.95										0.90										0
	1										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- 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	5
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	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	3
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	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	18
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	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	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	1	0	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	1
Total	1	4	0	0	5	0	0	0	0	0	0	8	1	0	9	0	0	2	0	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
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	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	7
Grand Total	2	15	0	0	17	0	0	0	0	0	0	21	1	0	22	0	0	2	0	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																					
Intersecti on	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	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	8
Peak Factor	0.688																				
High Int. Volume	03:45 PM					2:45:00 PM					04:30 PM					04:15 PM					
Peak Factor	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0
	0.58										0.54					0.50					
	3										2										

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	0	1	5
03:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	3
03:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	2	0	3	1	0	0	0	0	1	6
Total	2	2	0	0	4	0	0	0	0	0	0	1	8	0	9	3	0	0	0	0	3	16
04:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	2	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	0	2	4
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	4
Total	2	3	0	0	5	0	0	0	0	0	0	3	2	0	5	5	0	0	0	0	5	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	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	0	1	6
Total	1	4	0	0	5	0	0	0	0	0	0	2	3	0	5	2	0	1	0	0	3	13
Grand Total	5	9	0	0	14	0	0	0	0	0	0	6	13	0	19	10	0	1	0	0	11	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	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 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	2	6
Volume Peak Factor	04:00 PM					2:45:00 PM					03:15 PM					04:00 PM						
High Int. Volume Peak Factor	1	2	0	0	3	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	2	0.62
	0.50										0.56					0.62						
	0										3					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
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	12
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		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	NLS			Intersection				
Agency/Co.				Jurisdiction				
Date Performed	8/6/2015			Analysis Year	2016 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)	16	418			198	4		
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	17	454	0	0	208	4		
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)	35		77					
Peak-Hour Factor, PHF	0.78	1.00	0.78	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	44	0	98	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)	17					44		98
C (m) (veh/h)	1358					397		823
v/c	0.01					0.11		0.12
95% queue length	0.04					0.37		0.41
Control Delay (s/veh)	7.7					15.2		10.0
LOS	A					C		A
Approach Delay (s/veh)	--	--				11.6		
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

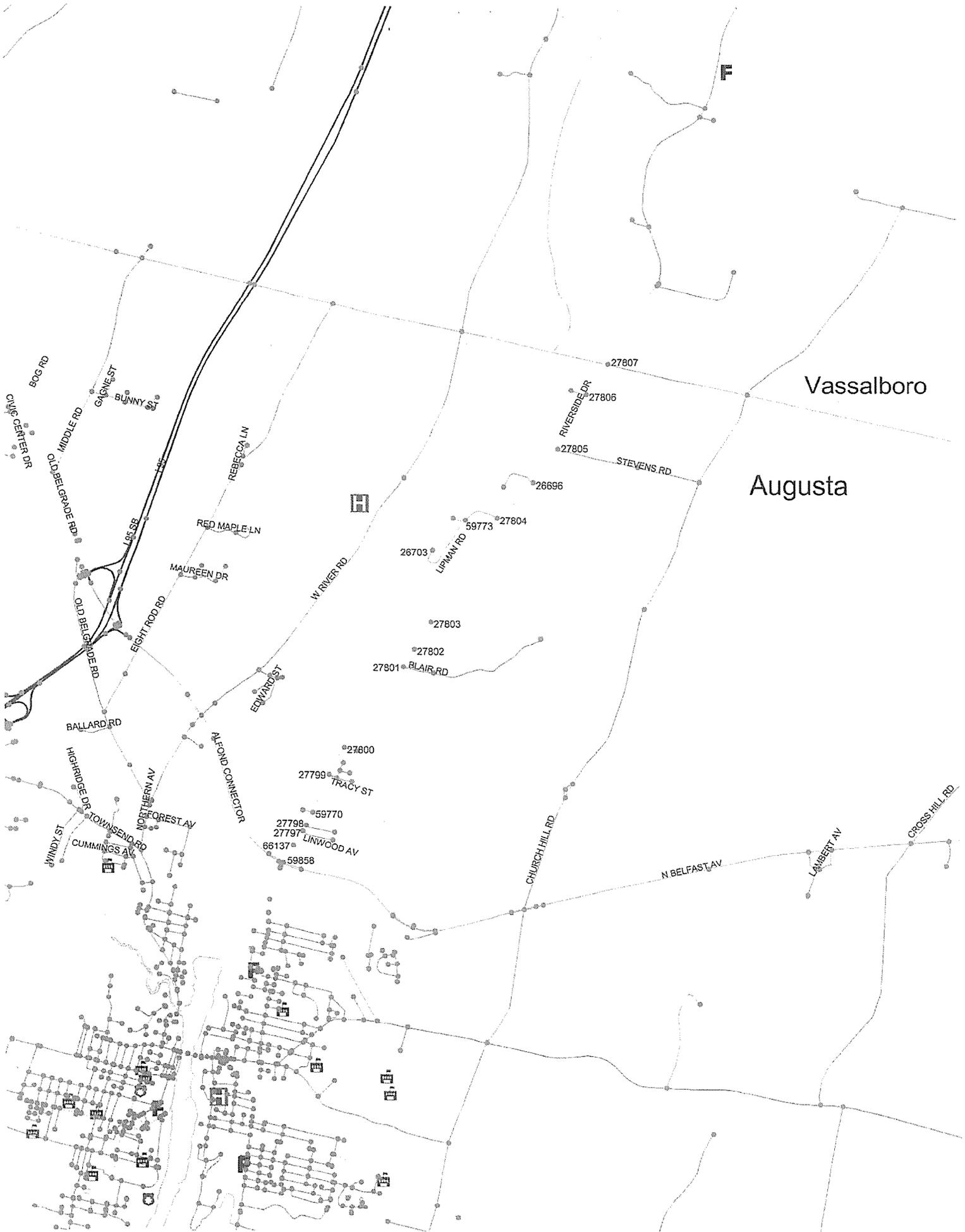
Nodes

Node	Route - IMP	Node Description	U/R	Total Crashes			Injury Crashes			Percent Annual M Ent-Veh	Crash Rate	Critical Rate	GRF
				K	A	B	C	PD					
P59858	0201X - 33.12	Int of ALFOND CONNECTOR RIVERSIDE DR	9	0	1	1	7	23	28.1	9.187	1.16	1.04	1.12
										Statewide Crash Rate:	0.66		
66137	0201X - 33.24	Non Int RIVERSIDE DR	2	0	0	0	0	0	0.0	3.739	0.00	0.38	0.00
										Statewide Crash Rate:	0.14		
27797	0201X - 33.34	Int of LINWOOD AV, RIVERSIDE DR	2	0	0	0	0	0	0.0	3.756	0.00	0.38	0.00
										Statewide Crash Rate:	0.14		
27798	0201X - 33.38	Int of BROOKSIDE AV RIVERSIDE DR	2	0	0	0	1	1	50.0	3.639	0.18	0.39	0.00
										Statewide Crash Rate:	0.14		0.46
59770	0201X - 33.47	Int of RIVERSIDE DR TWO MILE BROOK RD	2	0	0	0	0	0	0.0	3.350	0.00	0.39	0.00
										Statewide Crash Rate:	0.14		
27799	0201X - 33.71	Int of RIVERSIDE DR TRACY ST	2	0	0	0	0	0	0.0	3.216	0.00	0.40	0.00
										Statewide Crash Rate:	0.14		
27800	0201X - 33.90	Int of LAJOIE ST RIVERSIDE DR	2	0	0	0	0	0	0.0	3.148	0.00	0.40	0.00
										Statewide Crash Rate:	0.14		
27801	0201X - 34.49	Int of BLAIR RD RIVERSIDE DR	2	0	0	0	1	0	100.0	3.104	0.11	0.40	0.00
										Statewide Crash Rate:	0.14		0.28
27802	0201X - 34.61	Non Int RIVERSIDE DR	2	0	0	0	0	0	0.0	3.052	0.00	0.40	0.00
										Statewide Crash Rate:	0.14		
27803	0201X - 34.80	Non Int RIVERSIDE DR	2	0	0	0	0	0	0.0	2.740	0.00	0.42	0.00
										Statewide Crash Rate:	0.14		
27804	0201X - 35.54	Int of LIPMAN RD RIVERSIDE DR	2	0	0	0	0	1	0.0	2.516	0.13	0.42	0.00
										Statewide Crash Rate:	0.14		0.31
26696	0201X - 35.84	Int of RIVERSIDE DR, SHERWOOD DR	2	0	0	0	0	0	0.0	2.409	0.00	0.43	0.00
										Statewide Crash Rate:	0.14		
27805	0201X - 36.09	Int of RIVERSIDE DR, STEVENS RD	2	0	0	0	0	0	0.0	2.668	0.00	0.42	0.00
										Statewide Crash Rate:	0.14		
27806	0201X - 36.46	Int of RIVERSIDE DR SUNRISE CIR	2	0	0	0	0	0	0.0	2.198	0.00	0.44	0.00
										Statewide Crash Rate:	0.14		
27807	0201X - 36.68	TL Augusta Vassalboro	2	0	0	0	0	0	0.0	1.078	0.00	0.52	0.00
										Statewide Crash Rate:	0.14		
26703	1110150 - 0	End of LIPMAN RD	2	0	0	0	0	0	0.0	0.127	0.00	0.39	0.00
										Statewide Crash Rate:	0.14		
59773	1110150 - 0.39	Int of DALTON RD, LIPMAN RD	2	0	0	0	0	1	0.0	0.431	0.77	0.60	1.29
										Statewide Crash Rate:	0.14		
Study Years:	3.00									37	0.24	0.33	0.74
NODE TOTALS:				37	0	1	1	9	26	29.7	50.358		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Sections											Annual HMVM	Crash Rate	Critical Rate	CRF
							K	A	B	C	PD	Injury	A	B	C	PD	Injury				
66137	59658	3117330	0 - 0.12	0201X - 33.12 US 201	0.12	2	0	0	0	0	0	0	0	0	0.0	0.00223	0.00	549.76	0.00		
	Non Int	RIVERSIDE DR															Statewide Crash Rate: 190.29				
27797	66137	3117010	0 - 0.10	0201X - 33.24 US 201	0.10	2	1	0	0	0	0	1	0	0.0	0.00376	88.75	480.68	0.00	0.18		
	Int of	LINWOOD AV, RIVERSIDE DR															Statewide Crash Rate: 190.29				
27797	27798	3108607	0 - 0.04	0201X - 33.34 US 201	0.04	2	0	0	0	0	0	0	0	0.0	0.00148	0.00	611.29	0.00			
	Int of	LINWOOD AV, RIVERSIDE DR															Statewide Crash Rate: 190.29				
27798	59770	3121341	0 - 0.09	0201X - 33.38 US 201	0.09	2	0	0	0	0	0	0	0	0.0	0.00317	0.00	502.10	0.00			
	Int of	BROOKSIDE AV, RIVERSIDE DR															Statewide Crash Rate: 190.29				
59770	27799	3139026	0 - 0.24	0201X - 33.47 US 201	0.24	2	5	0	1	0	4	0	4	20.0	0.00761	218.99	403.56	0.00	0.54		
	Int of	RIVERSIDE DR, TWO MILE BROOK RD															Statewide Crash Rate: 190.29				
27799	27800	3108608	0 - 0.19	0201X - 33.71 US 201	0.19	2	0	0	0	0	0	0	0	0.0	0.00605	0.00	426.58	0.00			
	Int of	RIVERSIDE DR, TRACY ST															Statewide Crash Rate: 190.29				
27800	27801	3108609	0 - 0.59	0201X - 33.90 US 201	0.59	2	13	0	1	3	9	0	2	30.8	0.01828	237.01	332.90	0.00	0.71		
	Int of	LAJOLE ST, RIVERSIDE DR															Statewide Crash Rate: 190.29				
27801	27802	3108610	0 - 0.12	0201X - 34.49 US 201	0.12	2	2	0	0	0	0	0	0	0.0	0.00367	181.83	483.65	0.00	0.38		
	Int of	BLAIR RD, RIVERSIDE DR															Statewide Crash Rate: 190.29				
27802	27803	3108611	0 - 0.19	0201X - 34.61 US 201	0.19	2	3	0	1	1	1	1	1	66.7	0.00579	172.67	431.10	0.00	0.40		
	Non Int	RIVERSIDE DR															Statewide Crash Rate: 190.29				
27803	27804	3108612	0 - 0.74	0201X - 34.80 US 201	0.74	2	3	0	0	1	2	2	2	33.3	0.01800	55.55	333.94	0.00	0.17		
	Non Int	RIVERSIDE DR															Statewide Crash Rate: 190.29				
26696	27804	3108362	0 - 0.30	0201X - 35.54 US 201	0.30	2	2	0	0	0	2	0	2	0.0	0.00646	103.17	419.72	0.00	0.25		
	Int of	RIVERSIDE DR, SHERWOOD DR															Statewide Crash Rate: 190.29				
26696	27805	3108363	0 - 0.25	0201X - 35.84 US 201	0.25	2	1	1	0	0	0	0	0	100.0	0.00652	51.09	418.74	0.00	0.12		
	Int of	RIVERSIDE DR, SHERWOOD DR															Statewide Crash Rate: 190.29				
27805	27806	3119405	0 - 0.37	0201X - 36.09 US 201	0.37	2	1	0	0	0	1	0	1	0.0	0.00812	41.03	397.39	0.00	0.10		
	Int of	RIVERSIDE DR, STEVENS RD															Statewide Crash Rate: 190.29				
27806	27807	3108613	0 - 0.22	0201X - 36.46 US 201	0.22	2	4	0	1	2	1	2	1	75.0	0.00474	281.19	453.08	0.00	0.62		
	Int of	RIVERSIDE DR, SUNRISE CIR															Statewide Crash Rate: 190.29				
26703	59773	2039601	0 - 0.39	110150 - 0 RD INV 11 10150	0.39	2	0	0	0	0	0	0	0	0.0	0.00099	0.00	1088.73	0.00			
	End of	LIPMAN RD															Statewide Crash Rate: 359.84				
59773	27804	2039602	0 - 0.19	110150 - 0.39 RD INV 11 10150	0.19	2	0	0	0	0	0	0	0	0.0	0.00085	0.00	1132.77	0.00			
	Int of	DALTON RD, LIPMAN RD															Statewide Crash Rate: 359.84				
Study Years: 3.00					Section Totals:	4.14	35	1	0	4	7	23	34.3	0.09772	119.39	257.94	0.46				
Grand Totals:					4.14	72	1	1	5	16	49	31.9	0.09772	245.59	374.55	0.66					



Vassalboro

Augusta

F

27807

27806

27805

26696

27804

26703

27803

27802

27801

27800

27799

59770

27798

27797

66137

59858

N BELFAST AV

LAMBERT AV

CROSS HILL RD

CHURCH HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

EIGHT ROD RD

LSR SR

W RIVER RD

CHURCH HILL RD

N BELFAST AV

LAMBERT AV

CROSS HILL RD

ALFORD CONNECTOR

NORTHERN AV

BALLARD RD

HIGHRISE DR

TOWNSEND RD

CUMMINGS AV

WINDY ST

EDWARD ST

W RIVER RD

REBECCA LN

RED MAPLE LN

MAUREEN DR

BUNNY ST

GAGNE ST

MIDDLE RD

BCG RD

OLD BELGRADE RD

OLD BELGRADE RD

</

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

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

**SEWAGE WASTE DISPOSAL
Review Criteria F.**

Sewer from the existing facility is disposed of by an on-site septic system, to be relocated and constructed as designed by Licensed Site Evaluator John Archard and approved by City of Augusta on December 10, 2014. A copy of the approved HHE-200 application is attached.

The proposed warehouse addition and parking lot reconfiguration will not cause a significant increase in wastewater.

PF 12/8/14

Maine Dept. Health & Human Services
 Div of Environmental Health, 11 SHS
 (207) 287-5872 Fax: (207) 287-4172

SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

PROPERTY LOCATION

City, Town, or Plantation: **AUGUSTA**

Street or Road: **20 DALTON ROAD**

Subdivision, Lot #: **M53/L23A**

OWNER/APPLICANT INFORMATION

Name (last, first, MI): **EST DESIGN SERVICES, INC FOR PFG/ NORTHCENTER FOOD SERVICE**
 Owner
 Applicant

Mailing Address of Owner/Applicant: **950 WALNUT RIDGE ROAD HARTLAND, WI 53029**

Daytime Tel. #: **262-391-0258 (DAN FRIGGE, P.E.)**

>> CAUTION: LPI APPROVAL REQUIRED <<

AUGUSTA PERMIT #7017, APPLICANT COPY
 Date Permit Issued: **12/10/14** \$ **150.00** fee.
May R. Fuller LPI # **500**

I have inspected the installation authorized above and found it to be in compliance with the Subsurface Wastewater Disposal Rules Application.
 _____ (1st) date approved

OWNER OR APPLICANT STATEMENT
 I state and acknowledge that the information submitted is correct to the best of my knowledge and understand that any falsification is reason for the Department and/or Local Plumbing Inspector to deny a Permit.

 Signature of Owner or Applicant Date

PERMIT INFORMATION

TYPE OF APPLICATION <input type="checkbox"/> 1. First Time System <input checked="" type="checkbox"/> 2. Replacement System Type replaced: CHAMBERS Year installed: 1994 <input type="checkbox"/> 3. Expanded System <input type="checkbox"/> a. <25% Expansion <input type="checkbox"/> b. >25% Expansion <input type="checkbox"/> 4. Experimental System <input type="checkbox"/> 5. Seasonal Conversion	THIS APPLICATION REQUIRES <input checked="" type="checkbox"/> 1. No Rule Variance <input type="checkbox"/> 2. First Time System Variance <input type="checkbox"/> a. Local Plumbing Inspector Approval <input type="checkbox"/> b. State & Local Plumbing Inspector Approval <input type="checkbox"/> 3. Replacement System Variance <input type="checkbox"/> a. Local Plumbing Inspector Approval <input type="checkbox"/> b. State & Local Plumbing Inspector Approval <input type="checkbox"/> 4. Minimum Lot Size Variance <input type="checkbox"/> 5. Seasonal Conversion Permit	DISPOSAL SYSTEM COMPONENTS <input type="checkbox"/> 1. Complete Non-engineered System <input type="checkbox"/> 2. Primitive System (graywater & all. toilet) <input type="checkbox"/> 3. Alternative Toilet, specify: _____ <input type="checkbox"/> 4. Non-engineered Treatment Tank (only) <input type="checkbox"/> 5. Holding Tank, _____ gallons <input checked="" type="checkbox"/> 6. Non-engineered Disposal Field (only) <input type="checkbox"/> 7. Separated Laundry System <input type="checkbox"/> 8. Complete Engineered System (2000 gpd or more) <input type="checkbox"/> 9. Engineered Treatment Tank (only) <input type="checkbox"/> 10. Engineered Disposal Field (only) <input type="checkbox"/> 11. Pre-treatment, specify: _____ <input type="checkbox"/> 12. Miscellaneous Components
SIZE OF PROPERTY 13.12 <input type="checkbox"/> SQ. FT. <input checked="" type="checkbox"/> ACRES	DISPOSAL SYSTEM TO SERVE <input type="checkbox"/> 1. Single Family Dwelling Unit, No. of Bedrooms: _____ <input type="checkbox"/> 2. Multiple Family Dwelling, No. of Units: _____ <input checked="" type="checkbox"/> 3. Other: FOOD DISTRIBUTOR WHAREHOUSE (specify) Current Use <input type="checkbox"/> Seasonal <input checked="" type="checkbox"/> Year Round <input type="checkbox"/> Undeveloped	TYPE OF WATER SUPPLY <input type="checkbox"/> 1. Drilled Well <input type="checkbox"/> 2. Dug Well <input type="checkbox"/> 3. Private <input checked="" type="checkbox"/> 4. Public <input type="checkbox"/> 5. Other
SHORELAND ZONING <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

DESIGN DETAILS (SYSTEM LAYOUT SHOWN ON PAGE 3)

TREATMENT TANK <input checked="" type="checkbox"/> 1. Concrete <input type="checkbox"/> a. Regular <input type="checkbox"/> b. Low Profile <input type="checkbox"/> 2. Plastic <input type="checkbox"/> 3. Other: _____ CAPACITY: 3000 GAL. EXISTING 2- 1500	DISPOSAL FIELD TYPE & SIZE <input type="checkbox"/> 1. Stone Bed <input type="checkbox"/> 2. Stone Trench <input checked="" type="checkbox"/> 3. Proprietary Device <input type="checkbox"/> a. cluster array <input type="checkbox"/> c. Linear <input type="checkbox"/> b. regular load <input type="checkbox"/> d. H-20 load <input type="checkbox"/> 4. Other: _____ (SEE NOTES) SIZE: 6528(102/CHAMBER) sq. ft. <input type="checkbox"/> lin. ft.	GARBAGE DISPOSAL UNIT <input type="checkbox"/> 1. No <input type="checkbox"/> 2. Yes <input checked="" type="checkbox"/> 3. Maybe If Yes or Maybe, specify one below: <input type="checkbox"/> a. multi-compartment tank <input checked="" type="checkbox"/> b. 2 tanks in series <input type="checkbox"/> c. increase in tank capacity <input type="checkbox"/> d. Filter on Tank Outlet	DESIGN FLOW 1951 gallons per day BASED ON: <input type="checkbox"/> 1. Table 4A (dwelling unit(s)) <input checked="" type="checkbox"/> 2. Table 4C (other facilities) SHOW CALCULATIONS for other facilities 148 Employees @ 12 GPD=1776 35 Visitors @ 5GPD=175GPD <input type="checkbox"/> 3. Section 4G (meter readings) ATTACH WATER METER DATA Note: Actual current employee count is 108
SOIL DATA & DESIGN CLASS PROFILE CONDITION 5 / B at Observation Hole # 1-3 Depth N/A of Most Limiting Soil Factor	DISPOSAL FIELD SIZING <input type="checkbox"/> 1. Medium—2.6 sq. ft. / gpd <input checked="" type="checkbox"/> 2. Medium—Large 3.3 sq. ft. / gpd <input type="checkbox"/> 3. Large—4.1 sq. ft. / gpd <input type="checkbox"/> 4. Extra Large—5.0 sq. ft. / gpd	EFFLUENT/EJECTOR PUMP <input type="checkbox"/> 1. Not Required <input type="checkbox"/> 2. May Be Required <input checked="" type="checkbox"/> 3. Required Specify only for engineered systems: DOSE: _____ gallons	LATITUDE AND LONGITUDE at center of disposal area Lat. 44 d 21 m 56 s Lon. 69 d 44 m 23 s if g.p.s, state margin of error: _____

SITE EVALUATOR STATEMENT

I certify that on **9/5/2014** (date) I completed a site evaluation on this property and state that the data reported are accurate and that the proposed system is in compliance with the State of Maine Subsurface Wastewater Disposal Rules (10-144A CMR 241).

<i>John Archard</i>	181	10/4/2014
Site Evaluator Signature	SE #	Date
JOHN ARCHARD	207-293-2674	JTARCHARD@GMAIL.COM
Site Evaluator Name Printed	Telephone Number	E-mail Address

SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

Maine Department of Human Services
 Division of Health Engineering, Station 10
 (207) 287-5672 Fax (207) 287-4172

Town, City, Plantation
AUGUSTA

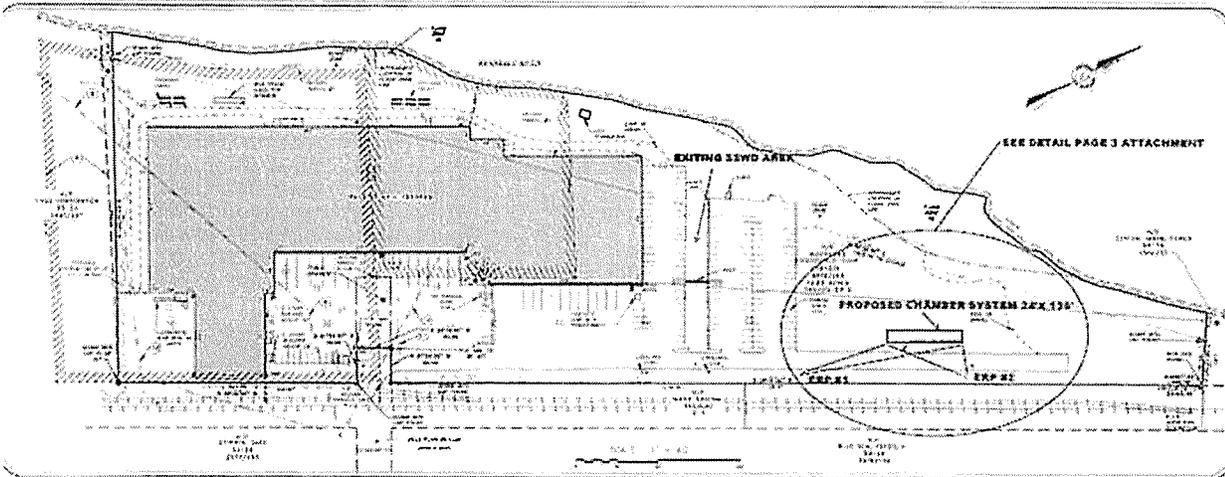
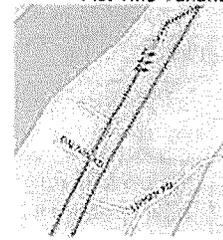
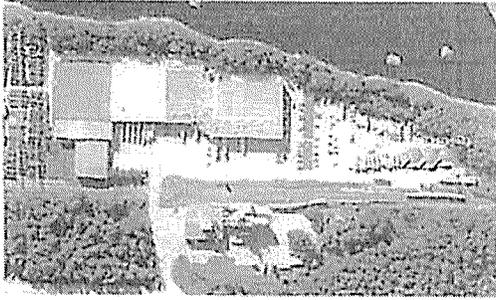
Street, Road, Subdivision
DALTON ROAD

Name of Owner
PFG/NORTHCENTER

SITE PLAN

Scale 1" = _____ Ft.
 or as shown

SITE LOCATION PLAN
 (Attach map from *The Maine Atlas* for
 First Time Variance)



SOIL DESCRIPTION AND CLASSIFICATION

(Location of Observation Holes Shown Above)

Observation Hole # TP-1 Test Pit Boring

Observation Hole # TP-2 Test Pit Boring

N/A " Depth of Organic Horizon above Mineral Soil

N/A " Depth of Organic Horizon above Mineral Soil

Texture	Consistency	Color	Mottling
0			
6	COARSE, COMPACTED	LIGHT BROWN	NONE EVIDENT
10	COBBLY, COMPACT		
15	GRAVEL		
20	LOAMY SAND	FRIABLE	BROWNISH YELLOW
30			
42	MEDIUM SAND		
48			
DEPTH OF TEST PIT 67"			
Soil Classification Profile	Slope Condition	Limiting Factor N/E-Depth	<input type="checkbox"/> Ground Water <input type="checkbox"/> Restrictive Layer <input type="checkbox"/> Bedrock
5	B	1	

Texture	Consistency	Color	Mottling
0			
6	COARSE, COMPACTED	LIGHT BROWN	NONE EVIDENT
10	COBBLY, COMPACT		
15	GRAVEL		
20	LOAMY SAND	FRIABLE	BROWNISH YELLOW
30			
42	MEDIUM SAND		
48			
DEPTH OF TEST PIT 55"			
Soil Classification Profile	Slope Condition	Limiting Factor N/E-Depth	<input type="checkbox"/> Ground Water <input type="checkbox"/> Restrictive Layer <input type="checkbox"/> Bedrock
5	B	1	

[Signature]
 Site Evaluator Signature

181
 SE#

10/1/2014
 Date

Page 2 of 3
 HHE-200 Rev. 6/01

SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

Maine Department of Human Services
 Division of Health Engineering, Station 10
 (207) 287-5872 Fax (207) 287-4172

Town, City, Plantation
AUGUSTA

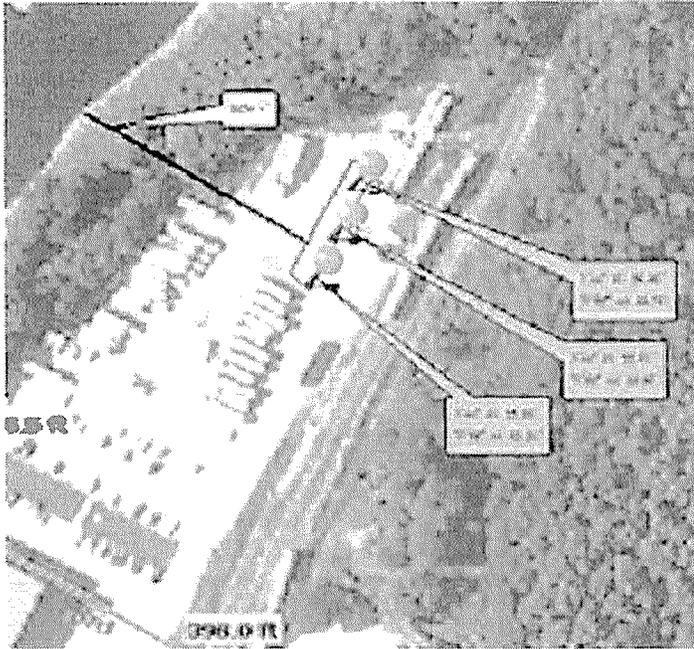
Street, Road, Subdivision
DALTON ROAD

Name of Owner
PFG/NORTHCENTER

SITE PLAN

Scale 1" = _____ Ft.
 or as shown

SITE LOCATION PLAN
 (Attach map from *The Maine Atlas* for
 First Time Variance)



SOIL DESCRIPTION AND CLASSIFICATION

(Location of Observation Holes Shown Above)

Observation Hole # TP-3 Test Pit Boring

Observation Hole # _____ Test Pit Boring

N/A " Depth of Organic Horizon above Mineral Soil

N/A " Depth of Organic Horizon above Mineral Soil

Texture	Consistency	Color	Mottling
0			
6	COARSE, COMPACTED	LIGHT BROWN	NONE EVIDENT
10	COBBLY, COMPACT		
15	GRAVEL		
20			
	LOAMY FRIABLE	BROWNISH YELLOW	
30	SAND		
42			
	MEDIUM SAND		
48			
DEPTH OF TEST PIT 60"			
Soil Classification		Slope	Limiting Factor
5	B	1	N/E
Profile	Condition	Percent %	Depth
			<input type="checkbox"/> Ground Water <input type="checkbox"/> Restrictive Layer <input type="checkbox"/> Bedrock

Texture	Consistency	Color	Mottling
0			
6			
10			
15			
20			
30			
42			
48			
Soil Classification			
Slope		Limiting Factor	
Profile		Condition	
		Percent %	
		Depth	
		<input type="checkbox"/> Ground Water <input type="checkbox"/> Restrictive Layer <input type="checkbox"/> Bedrock	

[Signature]
 Site Evaluator Signature

181
 SE#

10/1/2014
 Date

Page 2 of 3
 HHE-200 Rev. 6/01

SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

Maine Department of Human Services
 Division of Health Engineering, Station 10
 (207) 287-5672 Fax (207) 287-4172

Town, City, Plantation
AUGUSTA

Street, Road, Subdivision
DALTON ROAD

Name of Owner
PFG/NORTHCENTER

SUBSURFACE WASTEWATER DISPOSAL PLAN

Scale 1" = 20 Ft.

SEE ATTACHED PLAN

NOTES:

1. FIFTY ONE 8X8 CONCRETE CHAMBERS MAY BE SUBSTITUTED FOR 102 4X8 IF AVAIABLE.
2. IF IT IS DETERMINED TRUCK TRAFFIC WILL BE ROUTED OVER THE DISPOSAL AREA **H20 CHAMBERS ARE REQUIRED**
3. **REMOVE ALL EXISTING COMPACT GRAVEL FROM ABOVE DISPOSAL AREA AND FILL EXTENTIONS**
4. FILL EXTENSIONS SHOWN ARE MINIMUM REQUIRED @ 4: 1 SLOPE AND MAY BE EXTENDED BEYOND MINIMUM @ GREATER THAN 4:1
3. IF TRUCK TRAFFIC WILL BE ROUTED OVER DISPOSAL AREA THE TOP 16" OF FILL MAY BE A HIGH QUALITY ROAD GRAVEL FREE OF COBBLES IN LIEU OF LOAM AND SEED
4. IF THE DISPOSAL AREA IS TO BE PLOWED 2" OF STYROFOAM INSULATION SHALL BE INSTALLED OVER THE ENTIRE DISPOSAL AREA INCLUDING THE PERIMETER STONE
5. FORCE MAIN AND DISTRIBUTION BOX MUST BE INSULATED TO PROTECT FROM FREEZING
6. EXISTING TANKS TO BE PUMPED AND BAFFLES INSPECTED, AND REPAIRED IF NEEDED, PRIOR TO CONNECTION TO THE NEW DISPOSAL AREA
7. WASHING OF VEHICLES MUST BE DONE A MINIMUM OF 50' FROM DISPOSAL AREA WITH DRAINAGE DIRECTED AWAY FROM DISPOSAL AREA
8. SEE ATTACHED **GENERAL NOTES** FOR REQUIREMENTS TO CONFORM TO 10-144 CHAPTER 241 STATE OF MAINE, SUBSURFACE WASTEWATER DISPOSAL RULES

ERP#1=Yard Light Post
 marked 28.5" above
 concrete post foundation

ERP #2=Yard Light Post
 marked 15" above
 concrete post foundation

BACKFILL REQUIREMENTS

Depth of Backfill (Upslope) 0-12
 Depth of Backfill (Downslope) 0-10
 DEPTHS AT CROSS-SECTION (shown below)

CONSTRUCTION ELEVATIONS

" Finished Grade Elevation -47"
 " Top of Distribution Pipe or Proprietary Device -70"
 Bottom of Disposal Field -83"

ELEVATION REFERENCE POINT

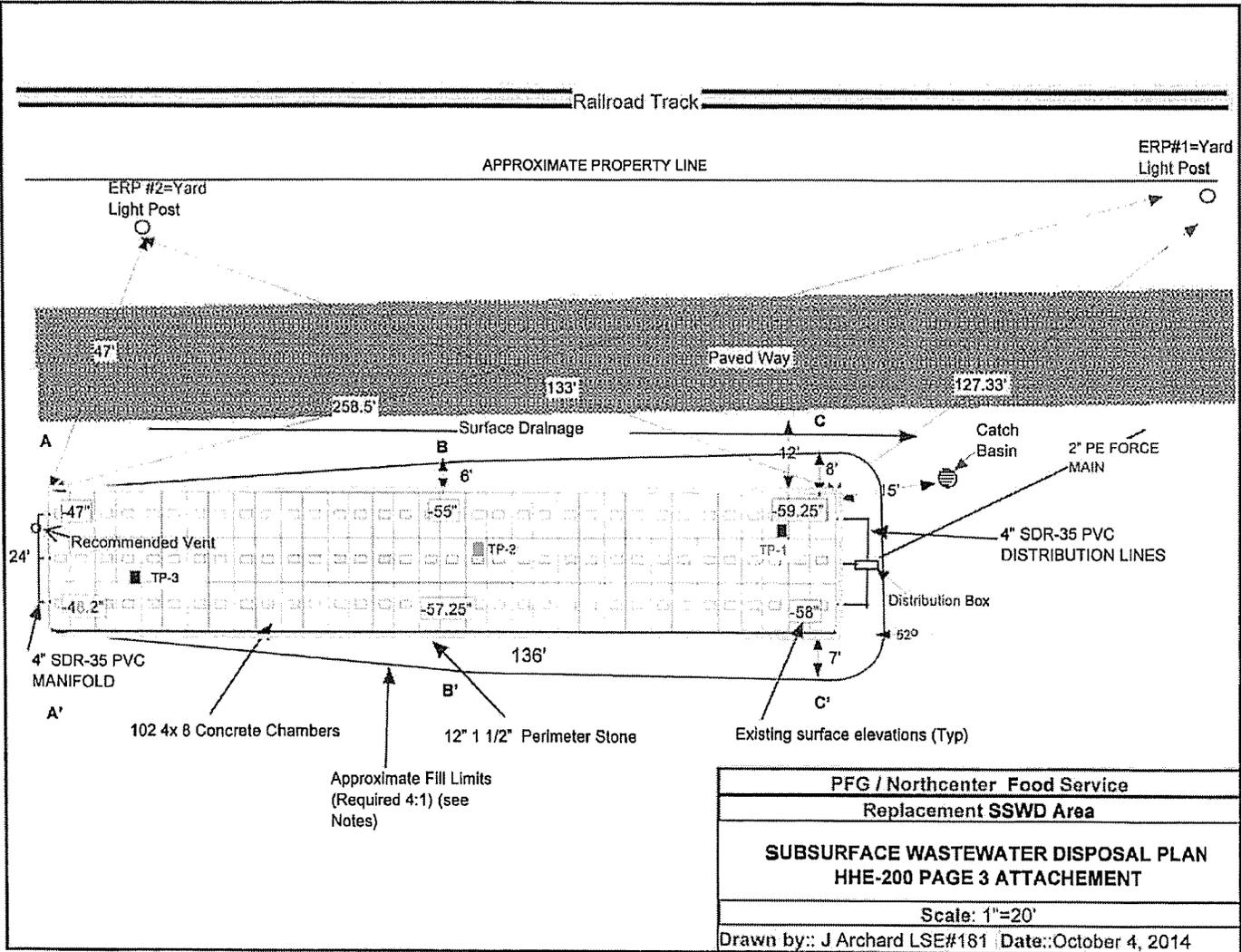
Location & Description SEE ABOVE

Reference Elevation is: 0.0" or: _____

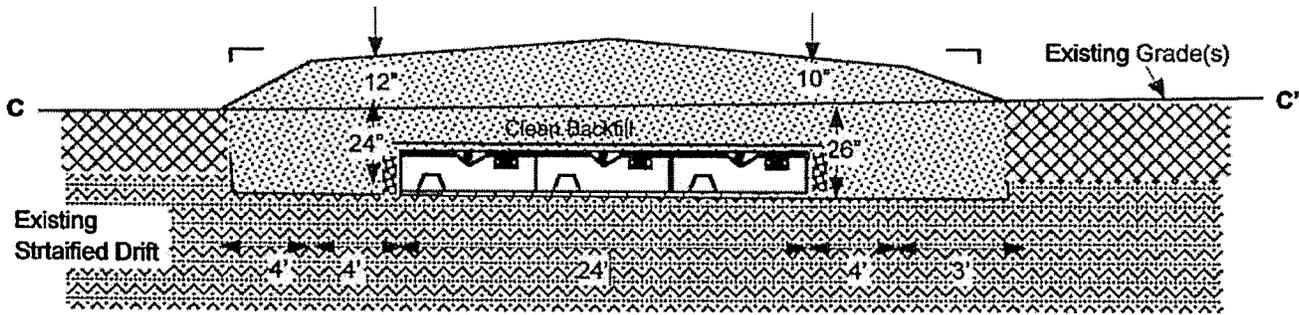
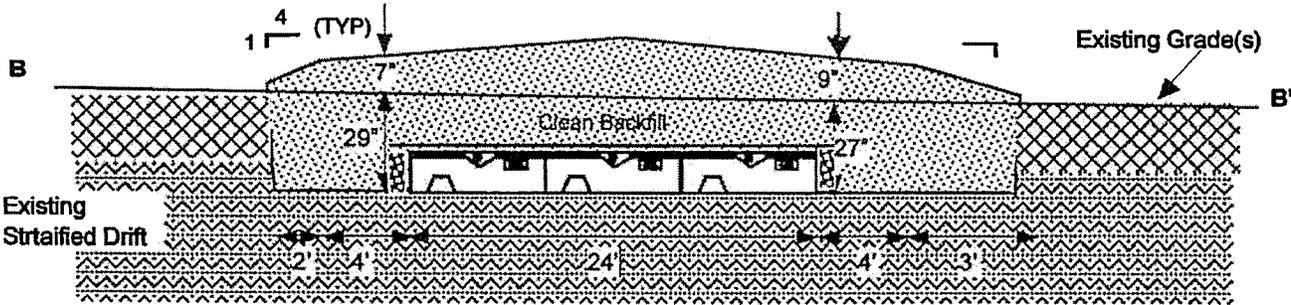
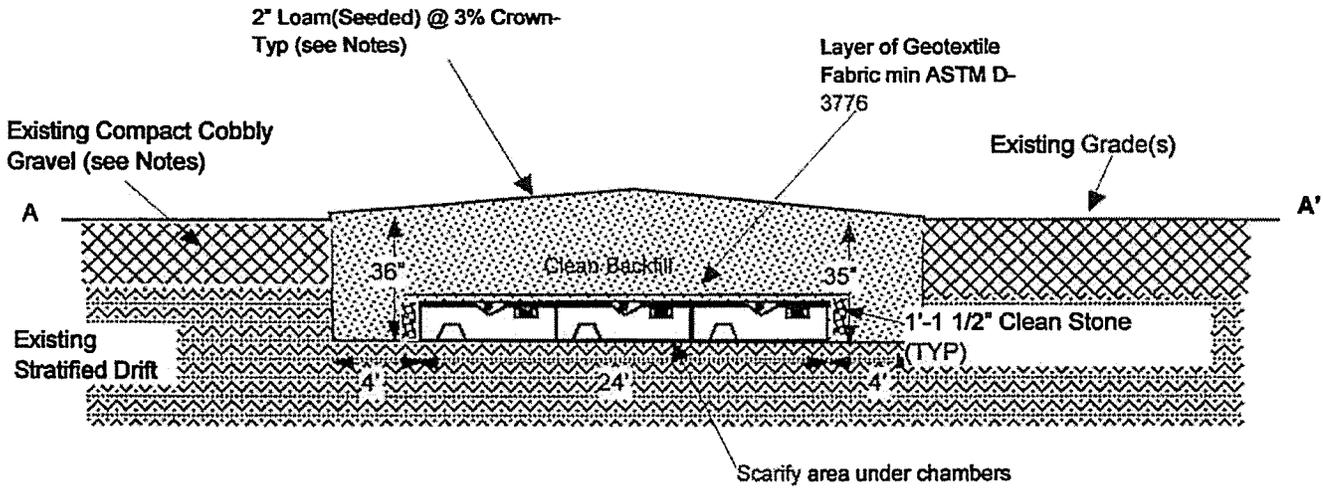
DISPOSAL AREA CROSS SECTION

Scales:
 Vertical: 1"=4 Ft
 Horizontal: 1"=10 Ft

SEE ATTACHED CROSS SECTIONS



PFG / Northcenter Food Service
Replacement SSWD Area
SUBSURFACE WASTEWATER DISPOSAL PLAN
HHE-200 PAGE 3 ATTACHEMENT
Scale: 1"=20'
Drawn by: J Archard LSE#181 Date: October 4, 2014



Note: All fill to be clean gravelly, coarse, sharp, sand. (See section 11 E of "Rules")

PFG / Northcenter Food Service
Replacement SSWD Area
DISPOSAL AREA CROSS SECTIONS
HHE-200 PAGE 3 ATTACHMENT
Scale: Vertical 1"=4' Horizontal 1"=10'
Drawn by: J Archard LSE#181 Date: October 4, 2014

GENERAL NOTES

1. Site evaluations conform to the criteria of the "State of Maine Subsurface Waste Water Disposal Rules-1 44A CMR 24I latest revision. Other environmental concerns are not evaluated and may require additional professional opinions and/or permits. The delineation of wetlands, when required, is to be performed by competent consultants experienced in such practice and may affect the suitability of particular sites.
2. All construction to conform to the specifications in the "State of Maine Subsurface Waste Water Disposal Rules-144A CMR 241 " latest revision.
3. Wells & structures must maintain setbacks from the disposal system as allowed or required in Chapter 4 "State of Maine Subsurface Waste Water Disposal Rules-144A CMR 241".
4. Property lines as shown are as provided by owner/owner's agent; no guarantee of accuracy is implied. **ACTUAL PROPERTY LINES MUST BE CONFIRMED BY SURVEY PRIOR TO INSTALLING ANY COMPONENT OF THE PROPOSED SSWD SYSTEM THAT MAY BE WITHIN 10 FEET OF A PROPERTY LINE IN ORDER TO CONFIRM REQUIRED SETBACKS ARE MET.**
5. Underground utilities shown are as indicated by the owner/operator or their agent. The owner/operator shall locate and mark all underground utilities, notify "Dig Safe" and the excavation contractor, as required, prior to any excavation.
6. A septic tank filter is required when installing a mechanical garbage disposal or solids handling grinder pump or when otherwise specified. **FILTERS MUST BE CHECKED AND CLEANED, IF NEEDED, ANNUALLY OR IF THERE IS AN INDICATION EFFLUENT FLOW IS RESTRICTED.**
7. Septic tanks and pump stations, when required, shall be installed watertight to prevent the infiltration of ground or surface water. Pumps shall be sized for actual installed T.D.H. For uninterrupted service during repair, duplex pumps are recommended.
8. Force mains and pressure lines shall be flushed of foreign material and pumps checked for proper on/off cycle before being put in service.
9. Applicability of the design must be reevaluated when the location of structures are substantially different than shown on the site plan, or when other appurtenances (i.e.: swimming pools) are added.
10. Systems put into service prior to establishing proper cover shall be provided with adequate erosion controls. Erosion controls, when required, must conform with those specified in the " Maine Erosion and Sedimentation Control Handbook for Construction: Best Management Practices" DEP March 1991
11. Provide low profile tanks when determined as needed in the field. All tanks may be field located and meet the setback requirements of "State of Maine Subsurface Waste Water Disposal Rules-144A CMR 24 ".
12. All components subject to freezing must be adequately insulated.
13. The LPI shall inform the owner and designer of any local ordinances exceeding the "State of Maine Subsurface Waste Water Disposal Rules-1 44A CMR 24I "prior to issuing a permit so that necessary amendments can be made to the design.
14. Systems must be maintained as outlined in "Top Ten Tank Tips" DHE
<http://www.state.me.us/dhs/eng/plumb/Adobe/top10tips.pdf>
15. All designs are subject to Local, State, or Federal review. Designer's liability shall be limited to required revisions. In no case shall liability exceed designer's fee.

The owner/applicants signature on page one acknowledges their understanding of the "General Notes"

Attachment to Form HHE-200
John Archard S.E. #181 5/5/2014

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

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

**SOLID WASTE
Review Criteria G.**

Solid waste from daily operations is mostly recycled and the increase in solid waste from this expansion should be very small. The proposed project is not expected to cause an unreasonable burden on the municipality.

Attached is a letter from Lesley Jones, PE, Director of City of Augusta Public Works, dated February 25, 2015, confirming sufficient capacity at Hatch Hill Solid Waste Facility for non-recyclable waste that would be generated by this 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.



City of Augusta, Maine
Department of Public Works

February 25, 2016

Elliot Thayer, PLS, P. E.
Thayer Engineering Co.
17 Hansen Street
Farmingdale, ME 04344-1613

RE: Performance Food Group, Inc. for NorthCenter Foodservice
20 Dalton Road
Augusta, Maine 04330
City of Augusta Application for Major Development
MDEP Minor Amendment to Site Location Permit

Dear Elliot,

This is in response to your request, dated October 2, 2015, for the City of Augusta Application for Major Development and Conditional Use, and for MDEP Site Location of Development Minor Amendment Permit to expand its existing facility with a 52,770 square foot warehouse addition, to reconfigure existing parking just northerly of the building addition, and to construct a 201,845 square foot driveway and parking lot northerly of the existing facility on the easterly side of the railroad.

The City of Augusta owns and operates the Hatch Hill Solid Waste Facility located on South Belfast Avenue. This is a regional facility that serves Augusta and seven surrounding communities. Approximately 28,000 tons of material are received and either landfilled or recycled annually. In 2001, the City started placing waste in Expansion III, our newest landfill expansion, which has an estimated remaining life of 15 years based on projected waste volumes.

Sufficient capacity is available in Expansion III to accommodate the additional non-recyclable waste that would be generated by this addition to the existing warehouse. If you have any questions or need more information, please feel free to contact me at 626-2435.

Sincerely,

Lesley Jones, P. E.
Director of Public Works

Physical Address:
Augusta Public Works
55 North Street, Augusta, ME 04330

Mailing Address:
Augusta Public Works
16 Cony Street, Augusta, ME 04330-5298

Tel (207) 626-2435 Fax (207) 626-2437 TDD (207) 626-2370

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

AESTHETIC, CULTURAL, AND NATURAL VALUES
Review Criteria H.

The proposed building expansion and parking lot reconfiguration are located on existing paved and gravel parking lots, adjoining the northerly side of the existing building.

The site adjoins Maine Central Railroad to the east, undeveloped land and a CMP transmission line to the north, the Kennebec River to the west, and the existing NorthCenter buildings to the south.

Along the river, Dalton Road and Lipman Road serve commercial/industrial uses – PFG/NorthCenter Foodservice, Cives Steel, Gold Star Feed and Grain, and Maine Central Railroad.

There are no residences immediate to the site. The land on the opposite side of Kennebec River has extremely steep slopes and is undeveloped.

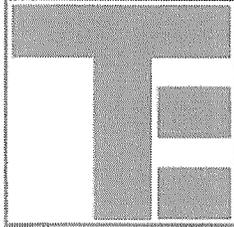
A waiver is requested from planting a vegetated buffer along the railroad on the easterly side of the development. The land adjoining the railroad is currently used as a driveway and parking lots. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.

Maine Historic Preservation (MDIF&W) has determined that no Historic Properties will be affected by the proposed undertaking as evidenced by the attached response from Maine Historic Preservation dated 12/7/15 confirming no effect.

Maine Department of Inland Fisheries & Wildlife (MDIF&W) has determined that no Essential or Significant Wildlife Habitats or other areas of concern are associated with the subject area as evidenced by the attached June 2, 2000 letter from MDIF&W and the attached Environmental Review Map dated 12/3/15 confirming no priority habitats.

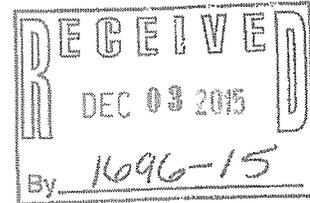
No natural, scenic or historic areas will be affected by the proposed warehouse expansion, and there will be no undue adverse effects on the aesthetics of the area.

THAYER
ENGINEERING CO.



Land Surveyors
Civil Engineers
Planners

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



December 3, 2015

Maine Historic Preservation Commission
55 Capitol Street
State House Station 65
Augusta, ME 04333

Ladies and Gentlemen:

Re: NorthCenter Foodservice, Dalton Road, Augusta, Maine

NorthCenter Foodservice is proposing a parking expansion for its existing facility on Dalton Road in Augusta. This parking expansion is northerly of the existing parking lot on the easterly side of the railroad tracks.

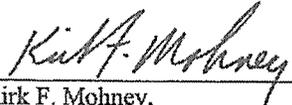
A location map is attached.

Your office reviewed this site for an expansion in 2000, and your letter is attached.

We would like to confirm that there are any properties in the project area of historic, architectural, or archaeological significance.

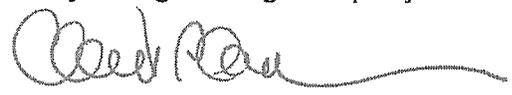
Please call me with any questions; I'll look forward to hearing from you. Thank you.

Based on the information submitted, I have concluded that there will be no historic properties affected by the proposed undertaking, as defined by Section 106 of the National Historic Preservation Act. Consequently, pursuant to 36 CFR 800.4(d)(1), no further Section 106 consultation is required unless additional resources are discovered during project implementation pursuant to 36 CFR 800.13.


Kirk F. Mohney,
Deputy State Historic Preservation Officer
Maine Historic Preservation Commission

12/3/15
Date

Very truly yours,
Thayer Engineering Company


Elliot B. Thayer, PE PLS

EBT/1

**ME Dept Inland
Fisheries &
Wildlife**

ME Dept Inland Fisheries &
Wildlife
270 Lyons Rd
Sidney ME
04330

Phone: 207-547-5318
FAX: 207-547-4035
email: james.connolly@state.me.us

Friday, June 2, 2000

Elliottt B. Thayer
Thayer Engineering
5 Hasson Street
Farmingdale ME 04344-1613

Re: Wildlife Habitat Information Request - Northcenter Foodservice Augusta

Dear Mr. Thayer:

As requested we have reviewed department files for the presence of any Essential or Significant Wildlife Habitats and other areas of special concern associated with the subject area described above. Our findings are provided below.

Essential Habitats:

Essential Habitats are defined as "areas currently or historically providing physical or biological features essential to the conservation of an Endangered or Threatened species in Maine and which may require special management considerations". Essential Habitat protection in Maine currently applies only to Bald Eagle nest sites and Roseate Tern, Piping Plover, and Least Tern colonies, but additional listed species may receive attention in the future.

According to MDIFW records, there are no known Essential Habitats associated with the subject site.

Significant Wildlife Habitats:

The Natural Resources Protection Act (NRPA), administered by the Maine Department of Environmental Protection, provides protection to certain natural resources including Significant Wildlife Habitats. Significant Wildlife Habitats are defined by the NRPA as:

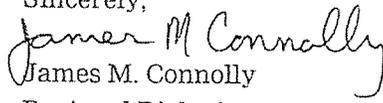
- * Habitat for State and Federally listed Endangered and Threatened species
- * High and moderate value deer wintering areas and travel corridors
- * High and moderate value waterfowl and wading bird habitats, including nesting and feeding areas
- * Shorebird nesting, feeding, and staging areas
- * Seabird nesting islands

According to MDIFW records, there are no known Significant Wildlife Habitats associated with the subject site.

Other Considerations:

Please be aware that, while relatively comprehensive, our files are far from complete. Many habitat features or communities essential to Maine's wildlife (e.g. vernal pools, grasslands) are not included in the present database. The Department of Marine Resources (633-9500) or Atlantic Salmon Commission (941-4452) can provide information describing use of an area by anadromous fishes and other species. For comprehensive data relating to rare or exemplary plant habitats and ecological communities, the Maine Natural Areas Program may be reached at (207) 287-8042. If I can provide any further information please feel free to contact me at 547-5318.

Sincerely,


James M. Connolly
Regional Biologist

JOHN.PATTE@MAINE.GOV

440000

442000

4914000

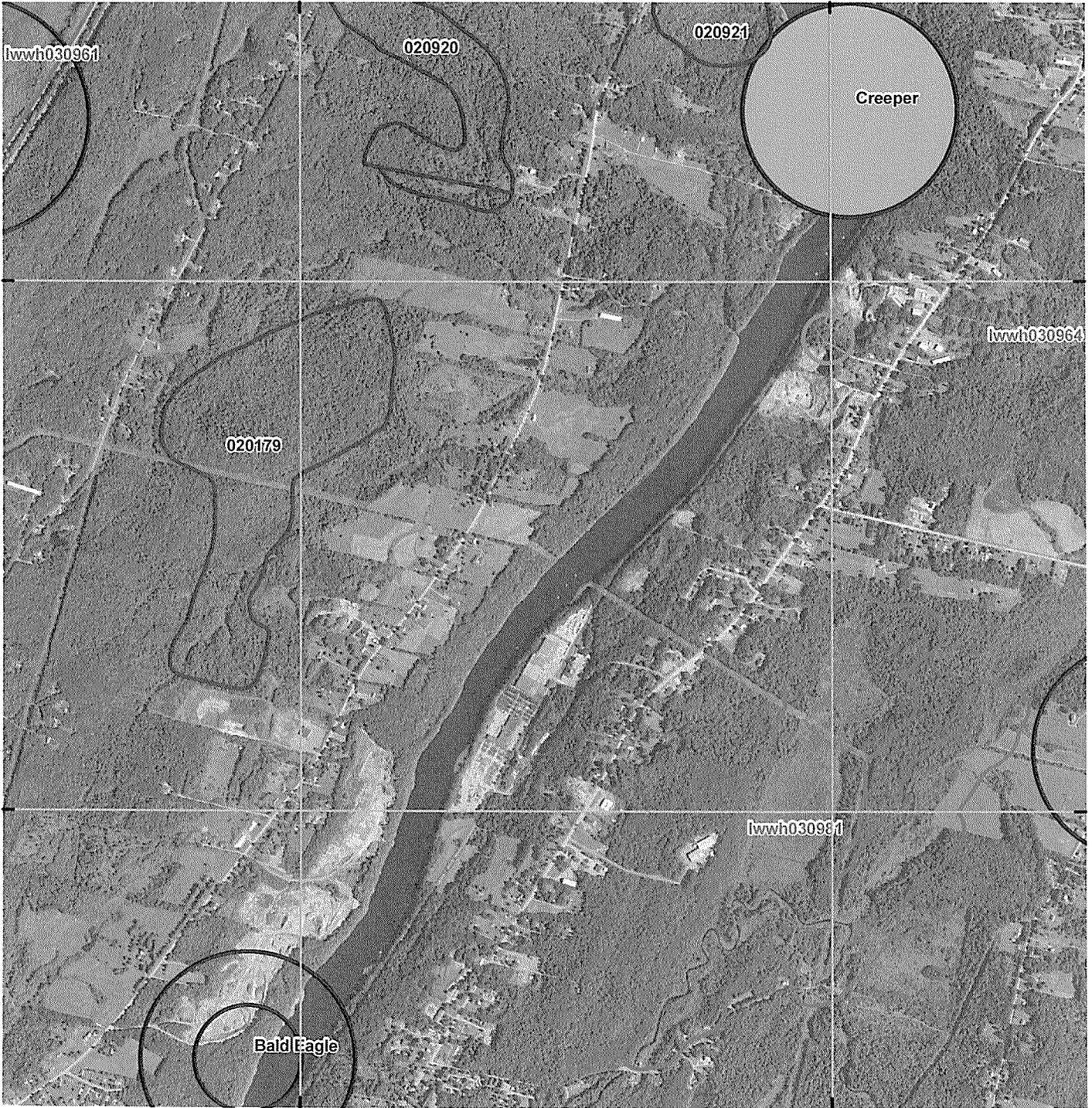
4914000

4912000

4912000

440000

442000

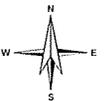


Environmental Review of Fish and Wildlife Observations and Priority Habitats

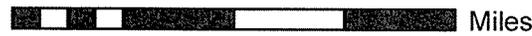
Project Name:

ER Tool Test

(Version 1)



Maine Department of
Inland Fisheries and Wildlife

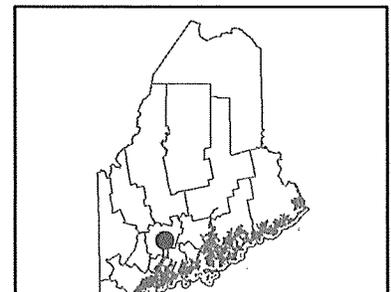


0 0.1 0.2 0.4 0.6 0.8 Miles

Projection: UTM, NAD83, Zone 19N

Date: 12/3/2015

ProjectPoints	Deer Winter Area	Roseate Tern
ProjectLines	LURC p-fw	Piping Plover/Least Tern
ProjectPolys	Cooperative DWAs	Aquatic ETSc (2.5 mi review)
ProjectSearchAreas	Seabird Nesting Islands	Rare Mussels (5 mi review)
	Shorebird Areas	Maine Heritage Fish Waters
	Inland Waterfowl/Wading Bird	Arctic Charr Habitat
	Shoreland Zoning_lwwh	E. Brook Trout Joint Venture Subwatershed Classification
	Tidal Waterfowl/Wading Bird	Redfin Pickerel/Swamp Darter Habitats (buffer100ft)
	Significant Vernal Pools	Special Concern-occupied habitats(100ft buffer)



PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

CONFORMITY WITH CITY ORDINANCES AND PLANS
Review Criteria I.

This proposal is for the construction of a 52,770 square-foot warehouse addition, and approximately 68,000 square feet of driveway and parking lot reconfiguration, on Tax Map 53, Lot 23A, between Kennebec River and Maine Central Railroad. The reconfigured parking lot will contain 102 employee parking spaces.

The subject property is located in the "IA" (Industrial) District and within 250 feet of Kennebec River is in the Shoreland Overlay "GD" (General Development) District.

This proposal is a permitted use in "IA" and "GD" Districts.

The area of the parcel is approximately 14.5 acres.

A new PFG/NorthCenter parking lot is under construction on land northerly of this parcel and easterly of the railroad. That portion of the project was approved by City of Augusta Planning Board on December 8, 2015.

An MDEP permit for this both proposal and the new parking lot to the north was approved by Maine Department of Environmental Protection on March 28, 2016. A copy of the MDEP Site Location of Development permit is attached.

The proposed improvements meet setback requirements. Portions of the proposed gravel fire lane and slope protection westerly and northerly of the building addition are to be located within 75 feet of high water mark of Kennebec River. A NRPA Permit by Rule from MDEP, copy attached, was issued February 5, 2016 for:

- Activities Adjacent to Protected Natural Resources;
- Movement of Rocks or Vegetation;
- Outfall Pipes; and
- Shoreland Stabilization.

Bufferyard "A" is required around the perimeter of the proposed parking lot, except that where no structural land use exists within 200 feet of the property line of the project, no buffer yard shall be required.

There is no structural land use within 200 feet of the westerly and northerly property lines, and no planted bufferyard along those lines is proposed.

A waiver is requested from planting a vegetated buffer along the easterly side of the development, which is along the railroad. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.

Stormwater quantity will not be controlled, and a waiver is requested. The stormwater from the proposed building and parking lot will flow directly to the Kennebec River as it does now. There will be no significant increase in stormwater flows. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed does not cause an increase in off-site flooding.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

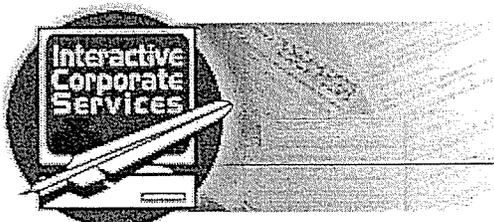
FINANCIAL AND TECHNICAL ABILITY
Review Criteria J.

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 project. The estimated cost of the warehouse/freezer building addition and parking lot reconfiguration is \$14,000,000, 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 34 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

[Back to previous screen](#)

[New Search](#)

Click on a link to obtain additional information.

[List of Filings](#)

[View list of filings](#)

Obtain additional information:

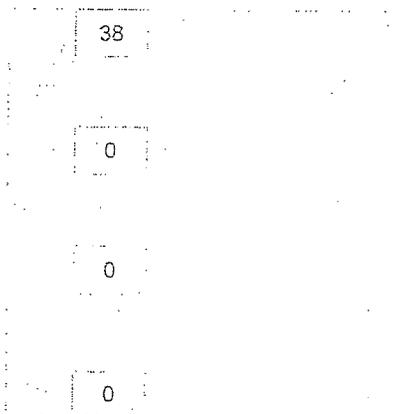
Certificate of Existence ([more info](#))

The Little Black Book of Billionaire Secrets

Google Software Engineers

We're Hiring Software Engineers. Browse Openings and Apply Now!

0 0



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	www.pfgc.com
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 BUILDING EXPANSION**

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

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

The Kennebec River adjoins the site on the west. The proposed building addition and reconfigured parking lot are set back more than 75 feet from Kennebec River.

An MDEP Site Location of Development permit, copy attached, for this proposal was approved by Maine Department of Environmental Protection on March 28, 2016.

Portions of the proposed gravel fire lane and slope protection westerly and northerly of the building addition are to be located within 75 feet of high water mark of Kennebec River. A NRPA Permit by Rule from MDEP, copy attached, was issued February 5, 2016 for:

- Activities Adjacent to Protected Natural Resources;
- Movement of Rocks or Vegetation;
- Outfall Pipes; and
- Shoreland Stabilization.

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 BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

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 from the proposed building and paved parking lot will flow directly to the Kennebec River. There will be no significant increase in stormwater flows. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed does not cause an increase in off-site flooding.

Stormwater quality control for the proposed expansion and parking will be provided by two (2) new stormwater underdrained soil filters, one in the parking lot northerly of the proposed building and the other at the southwesterly corner of the proposed building. The soil filter outlets will drain directly into the Kennebec River.

Sewer from the existing facility is disposed of by an on-site septic system, to be relocated and constructed as designed by Licensed Site Evaluator John Archard and approved by City of Augusta on December 10, 2014. A copy of the approved HHE-200 application is attached.

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 BUILDING EXPANSION**

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

**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, Panel 526 of 775, Map Number 23011C0526D, 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 42.0 feet, NAVD 1988.

The lowest elevations of the new building floor, parking lot and gravel fire lane will be at 50.5 feet, 46.5 feet and 45.0 feet, respectively, all of which are above the 100-year flood elevation of 42.0 feet.

The proposed improvements are located in "Other Flood Areas - Zone X", a 500-year flood zone.

The stormwater from the proposed building and parking lot will flow directly to the Kennebec River as it does now. There will be no significant increase in stormwater flows. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed does not cause an increase in off-site flooding.



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0526D

FIRM
FLOOD INSURANCE RATE MAP
KENNEBEC COUNTY,
MAINE
(ALL JURISDICTIONS)

PANEL 526 OF 775
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:
COMMUNITY AUGUSTA, CITY OF
NUMBER 230067
PANEL 0526
SUFFIX D

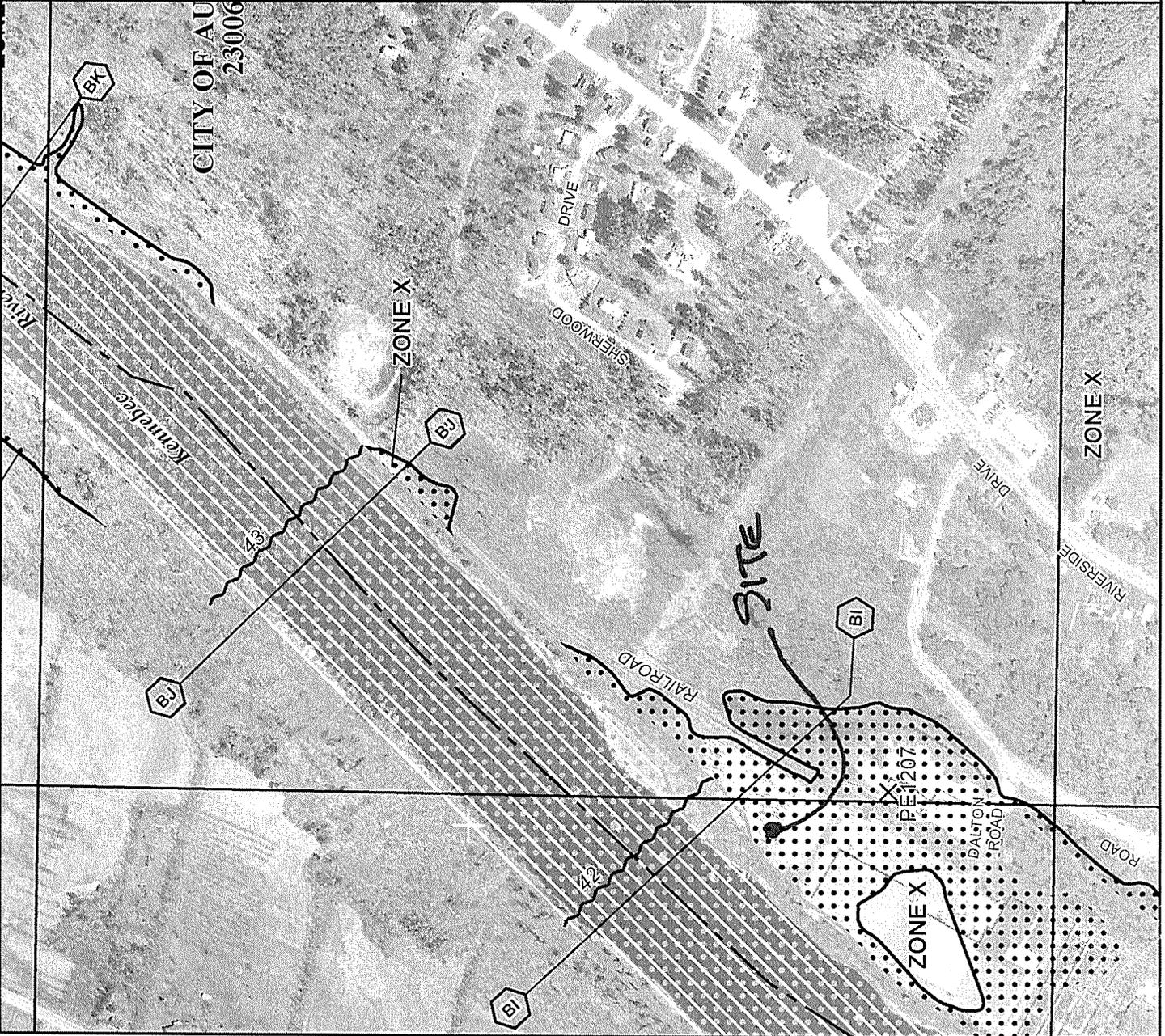
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

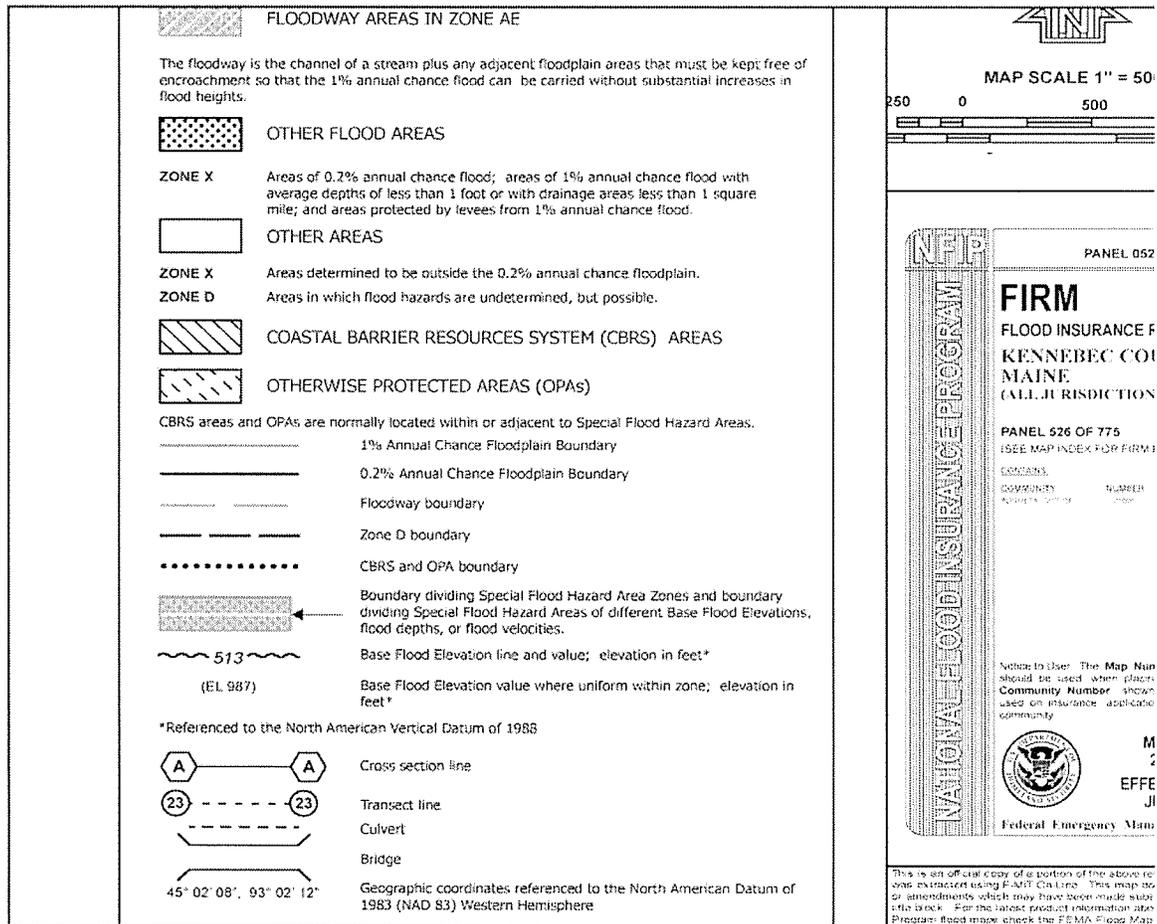


MAP NUMBER
23011C0526D
EFFECTIVE DATE
JUNE 16, 2011

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov





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

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

**FRESHWATER WETLANDS
Review Criteria N.**

No wetland areas exist within the proposed project limits.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

STORMWATER
Review Criteria O.

This proposed building expansion and parking reconfiguration, permitted by Maine Department of Environmental Protection (MDEP) on March 28, 2016, will increase impervious areas by 12,194 square feet.

The impervious areas of the existing facility encompass about 340,000 square feet, and were all permitted by City of Augusta and MDEP as part of the NorthCenter expansion in 2000.

The new truck parking lot currently under construction to the north is increasing impervious areas by 201,845 square feet, and was permitted by City of Augusta Planning Board on December 8, 2015 and by MDEP on March 28, 2016.

Stormwater quality control for this proposed building expansion and parking reconfiguration will be provided by two (2) new stormwater underdrained soil filters, one in the parking lot northerly of the proposed building and the other at the southwesterly corner of the proposed building. The soil filter outlets will drain into the Kennebec River. 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 building and parking lot will flow directly to the Kennebec River as it does now. There will be no significant increase in stormwater flows. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed does not cause an increase in off-site flooding.

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.

Elliot Thayer

From: Elliot Thayer <ethayer@thayereng.com>
Sent: Monday, February 29, 2016 2:19 PM
To: 'Gungor, Kerem'
Cc: 'Callahan, Beth'
Subject: RE: PFG Revision
Attachments: 940295 PFG Augusta sand filter calcs.pdf; 940295 PFG Augusta sand filter drainage area sketch.pdf; 940295 PFG Augusta DEP Sec 012 stormwater.pdf

Kerem –

Attached please find:

- “Section 12 – Stormwater Management”, revised 2.25.2106, which includes the areas of the building addition and the reconfigured parking lot adjoining to the north,
- sketch of the sand filter subcatchment boundary, and
- the volume calculations for the sand filter.

The building expansion area will not be treated.

Please let me know of any questions. Tim Holt and I are hoping to meet with Beth tomorrow afternoon for an update.

Thank you.

Elliot B. Thayer, PE PLS
Thayer Engineering Company, Inc.
17 Hasson Street
Farmingdale, ME 04344-1613
207-582-7762 fax 582-8113 cell 441-7762 ethayer@thayereng.com

From: Gungor, Kerem [mailto:Kerem.Gungor@maine.gov]
Sent: Tuesday, February 23, 2016 4:52 PM
To: Elliot Thayer <ethayer@thayereng.com>
Cc: Callahan, Beth <Beth.Callahan@maine.gov>
Subject: PFG Revision

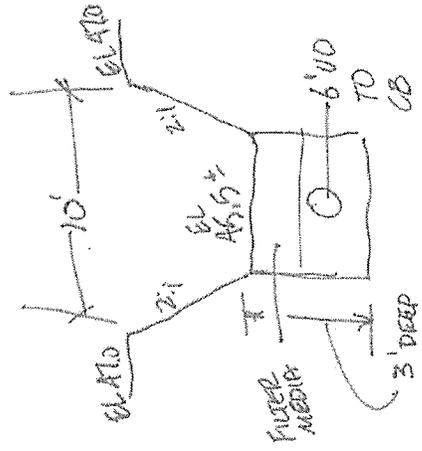
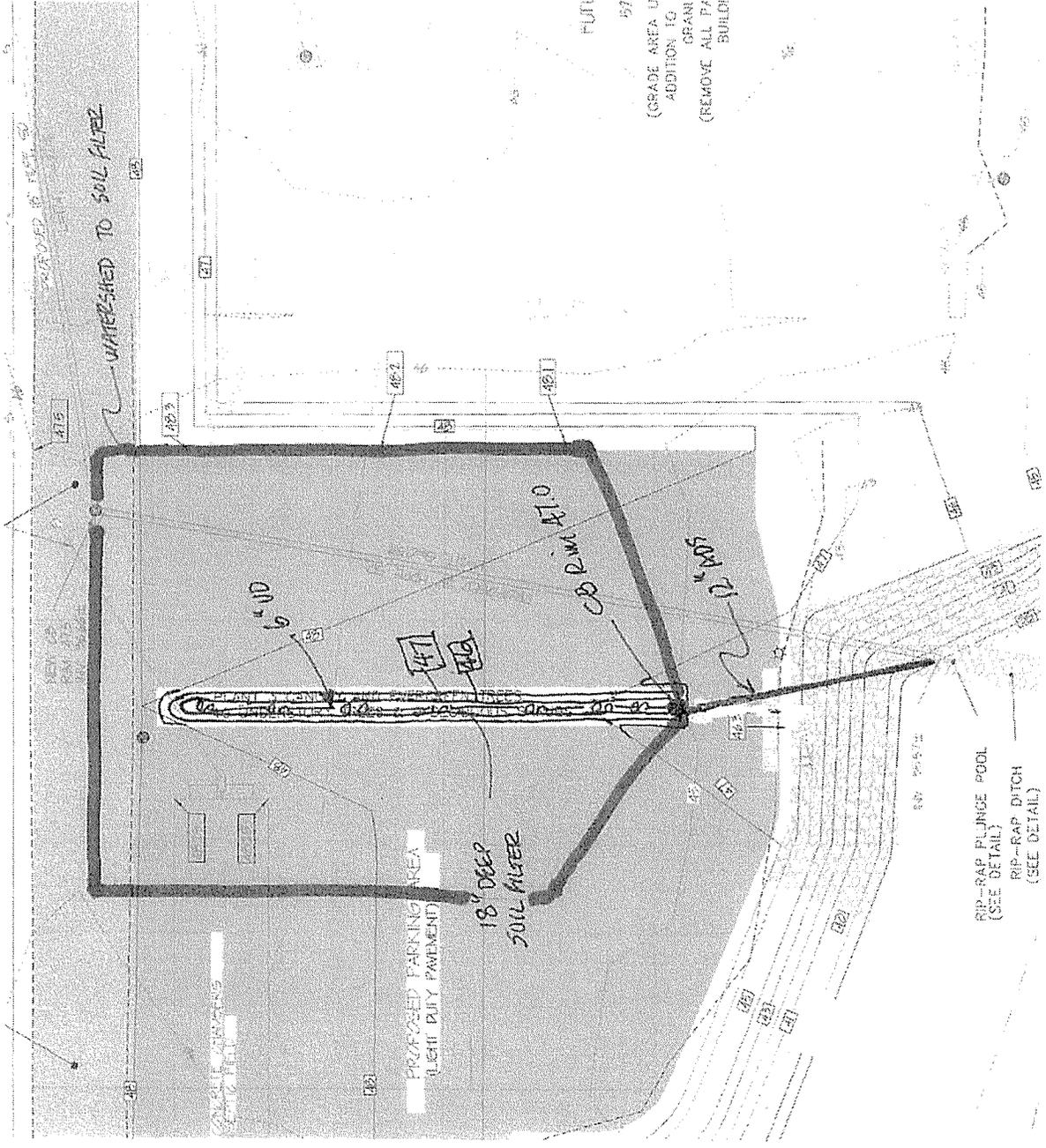
Hello Elliott,

I received four plan sheets, your responses to the comments, BMP/Maintenance Plan (written by S. Roberge). Thanks for addressing each comment in my memo.

Could you send an addendum to the `Section 12 – Stormwater Management` of the application including the underdrain soil filter design calculations?

As I understand from Sheet 1, the building expansion will not be treated. The proposed parking area will entirely drain into the filter. Am I correct?

Could you send me a plan showing the subcatchment boundary? An electronic file (e.g. jpg or pdf) would suffice.



FUT 57
 (GRADE AREA U
 ADDITION TO
 GRANI
 (REMOVE ALL PA
 BUILD)

PERFORMANCE FOOD GROUP
 2/10/16



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

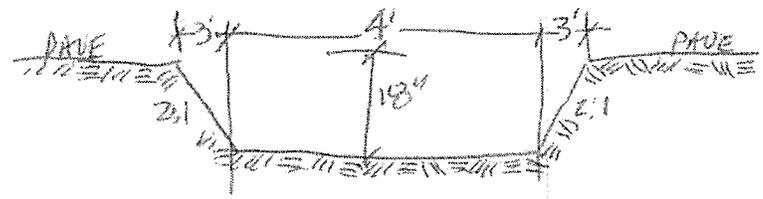
Subject: NORTH CENTER WATER QUALITY

Job #: _____

① IMPERVIOUS AREA DRAWING TO UNDER-DRAINED SOIL FILTER 15240 SF TOTAL
 - SOIL FILTER 10 x 135 -1350 SF VEG
13940 SF IMPERV

② REQUIRED VOLUME OF SOIL FILTER
 1" IMPERVIOUS + 0.4" LANDSCAPED
 $\frac{1}{2}(13940) + \frac{4}{12}(1350) = \boxed{1207 \text{ CF}}$

③ VOLUME OF LANDSCAPE ISLAND



$7' \times 1.5' \times 130' = \boxed{1365 \text{ CF}} \text{ OK}$

④ INSTALL TYPICAL SOIL FILTER MEDIA & 6" U.D. OUTLET TO DAYLIGHT

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

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

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

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

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

STATE PERMITS
Review Criteria Q.

All necessary state permits have been received.

Maine Department of Environmental Protection (MDEP) approved the building site expansion and parking reconfiguration proposed in this application, as part of the approval of the truck parking lot that is currently under construction northerly of this site and east of the railroad.

Attached are copies of the MDEP approved permits:

- NRPA PERMIT BY RULE NOTIFICATION FORM, dated February 5, 2016;
and
- SITE LOCATION OF DEVELOPMENT, MINOR AMENDMENT, dated March 28, 2016.

The truck parking lot that is currently under construction northerly of this site and east of the railroad was approved by the Augusta Planning Board on December 8, 2015.

The 2000 Traffic Movement Permit (TMP) for the NorthCenter facility 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.

There will be no wetland impact associated with this building addition/parking reconfiguration.



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION



PAUL R. LEPAGE
GOVERNOR

PAUL MERCER
COMMISSIONER

March 2016

Performance Food Group, Inc.
Attn: Tim Holt
12500 West Creek Parkway
Richmond, VA 23238

RE: Site Location of Development Act Minor Amendment Application, Augusta,
DEP #L-18703-26-C-B

Dear Mr. Holt:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at (207) 446-1586 or at beth.callahan@maine.gov.

Sincerely,

Beth Callahan, Project Manager
Bureau of Land Resources

pc: File

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826

BANGOR
106 HOGAN ROAD, SUITE 6
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769
(207) 764-0477 FAX: (207) 760-3143



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

PERFORMANCE FOOD GROUP, INC.) SITE LOCATION OF DEVELOPMENT ACT
Augusta, Kennebec County)
NORTHCENTER FOODSERVICE)
BUILDING EXPANSION AND PARKING) MINOR AMENDMENT
L-18703-26-C-B (approval)) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 481 et seq., the Department of Environmental Protection has considered the application of PERFORMANCE FOOD GROUP, INC. with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: The Department received an application (File #L-18703-26-A-N) on May 17, 1994 for a warehouse expansion at the NorthCenter Foodservice facility. On June 15, 1994, the Department determined the application to be exempt from the Department's processing due the City of Augusta's delegated review authority pursuant to the Site Location of Development Act (Site law). Beginning July 28, 1999, the City of Augusta no longer maintained delegated authority, and the Department now processes all applications for Site Law projects located in the City. In Department Order #L-18703-26-B-A, dated July 25, 2000, the Department approved the construction of a 44,100-square foot warehouse addition to the facility. The development is located at the end of Dalton Road in the City of Augusta.

B. Summary: The applicant proposes to construct a 52,770-square foot building addition for cold storage and a new 201,845-square foot paved parking area with 93 truck spaces and 93 car spaces at its NorthCenter Foodservice facility. The proposed project also includes the extension of an existing gravel fire lane, reconfiguration and paving of an existing gravel parking area, and the re-location of existing utilities. The proposed project can be seen on a set of plans the first of which is entitled "Site Plan," prepared by Thayer Engineering Company, Inc., and dated October 2, 2015, with a last revision date of March 15, 2016.

In addition, the applicant submitted a Notice of Intent (NOI #61118) to comply with the requirements of the Maine Construction General Permit and a Chapter 305 Section 2 Permit by Rule Notification (PBR #61205) for the installation of a stormwater outfall pipe and grading activities associated with the parking expansion and new fire access lane which will occur within 75 feet of the Kennebec River. NOI #61118 was approved by the Department on January 8, 2016, and PBR #61205 was approved by the Department on February 19, 2016.

C. Current Use of Site: The site is developed with an existing 150,000-square foot food service distribution warehouse building, parking areas, and an entrance drive. The site of the proposed project consists of a former gravel pit and existing gravel parking.

2. FINANCIAL CAPACITY:

The total cost of the project is estimated to be \$15,500,000.00. The applicant submitted a copy of its listing on Forbes' List of America's Largest Private Companies, its Form S-1 Registration Statement with the U.S. Securities and Exchange Commission, and a Second-Quarter and First-Half Fiscal 2016 Financial Summary. These documents indicate that its earnings, assets, and cash flow exceed the total cost of the proposed project and that funding is readily available to construct, operate, and maintain the proposed project.

The Department finds that the applicant has demonstrated adequate financial capacity to comply with Department standards.

3. TECHNICAL ABILITY:

The applicant provided resume information for key persons involved with the project and a list of projects successfully constructed by the applicant. The applicant also retained the services of Thayer Engineering Company, Inc, a professional engineering firm, to assist in the design and engineering of the project.

The Department finds that the applicant has demonstrated adequate technical ability to comply with Department standards.

4. STORMWATER MANAGEMENT:

The proposed project includes approximately 6.0 acres of new developed area, of which 4.6 acres is new impervious area. Taken together with previous development, the cumulative amount of developed area at the facility site is 16.0 acres. The cumulative amount of impervious area at the facility site is 12.4 acres. It lies within the watershed of the Kennebec River. The applicant submitted a stormwater management plan based on the Basic, General, and Flooding standards contained in Department Rules, Chapter 500. The proposed stormwater management system consists of a stormwater infiltration pond and two underdrained soil filters.

A. Basic Standards:

(1) Erosion and Sedimentation Control: The applicant submitted an Erosion and Sedimentation Control Plan (Section 14 of the application) that is based on the performance standards contained in Appendix A of Chapter 500 and the Best Management Practices outlined in the Maine Erosion and Sediment Control BMPs, which

were developed by the Department. This plan and plan sheets containing erosion control details were reviewed by the Department's Bureau of Land Resources (BLR).

Erosion control details will be included on the final construction plans and the erosion control narrative will be included in the project specifications to be provided to the construction contractor.

(2) Inspection and Maintenance: The applicant submitted a maintenance plan that addresses both short and long-term maintenance requirements. The maintenance plan is based on the standards contained in Appendix B of Chapter 500. This plan was reviewed by BLR. The applicant will be responsible for the maintenance of all common facilities including the stormwater management system.

(3) Housekeeping: The proposed project will comply with the performance standards outlined in Appendix C of Chapter 500.

Based on BLR's review of the erosion and sedimentation control plan and the maintenance plan, the Department finds that the proposed project meets the Basic Standards contained in Chapter 500(4)(B).

B. General Standards:

The applicant's stormwater management plan includes general treatment measures that will mitigate for the increased frequency and duration of channel erosive flows due to runoff from smaller storms, provide for effective treatment of pollutants in stormwater, and mitigate potential temperature impacts. This mitigation is being achieved by using Best Management Practices (BMPs) that will control runoff from no less than 95% of the impervious area and no less than 80% of the developed area.

The proposed stormwater infiltration pond was reviewed by staff from the Department's Division of Environmental Assessment (DEA). DEA commented that the applicant must insure that the discharge of soluble pollutants to the infiltration area is minimized and that the infiltration area is maintained to assure that its capacity is unimpaired. DEA further commented that the proposed stormwater infiltration pond meets the infiltration basin standards outlined in Appendix D of Chapter 500 and recommended that, subsequent to installation of the pond's liner, the applicant submit the results of the pond's permeability tests to the Department for review to verify permeability. Based on DEA's review, the Department does not anticipate that the infiltration area will adversely impact groundwater quality. Groundwater is discussed in greater detail in Finding 4.

The stormwater management system proposed by the applicant was reviewed by, and revised in response to comments from, BLR. After a final review, BLR commented that the proposed stormwater management system is designed in accordance with the General Standards contained in Chapter 500(4)(C) and recommended that the design engineer or a third-party engineer oversee the construction of the stormwater structures according to the details and notes specified on the approved plans. Within 30 days of completion of

the stormwater structures, the applicant must submit a log of inspection reports detailing the items inspected, photographs taken, and the dates of each inspection to the Department for review.

Based on the stormwater system's design and BLR's review, the Department finds that the applicant has made adequate provision to ensure that the proposed project will meet the General Standards contained in Chapter 500(4)(C) provided that the applicant submits permeability test results to the Department and that construction of the stormwater structures are overseen and documented as described above.

C. Flooding Standards:

The applicant is not proposing a formal stormwater management system to detain stormwater from 24-hour storms of 2-, 10-, and 25-year frequency. Instead, since the project site is located adjacent to the Kennebec River, the applicant requested a waiver from the flooding standards pursuant to Department Rules, Chapter 500(4)(F)(3)(a).

BLR commented that flow from the proposed project will directly discharge across the applicant's property into a major river segment. BLR recommended approval for this standard.

Based on the system's design and BLR's review, the Department waives the Chapter 500 Flooding Standard for peak flow from the project site, and channel limits and runoff areas due to the project's location proximate to a major river segment in accordance with the Department's Stormwater Management Rules.

5. GROUNDWATER:

As discussed in Finding 3, the applicant proposes to discharge stormwater runoff from the proposed project to the groundwater via a stormwater infiltration pond. The project site is not located over a mapped sand and gravel aquifer. The applicant submitted a statement from the Greater Augusta Utility District, dated February 5, 2016, indicating that the proposed stormwater infiltration pond is not located within close proximity to the contributing area of the District's public water supply wells. The District's closest public water supply well, known as the Mainex well, is more than 3,000 feet from the project site.

DEA reviewed the proposed project and commented that the proposed infiltration pond will not result in an unreasonable adverse impact on the quality of quantity of water provided by the District's wells.

Based on DEA's review, the Department finds that the proposed project will not have an unreasonable adverse effect on ground water quality or quantity.

6. WASTEWATER DISPOSAL:

As part of the project, the applicant proposes to re-locate its existing subsurface wastewater disposal system. The existing system is currently located under an existing gravel parking area, which is the proposed location of the building expansion. The proposed project is not anticipated to generate additional wastewater flows.

The applicant submitted a copy of an HHE-200 Form, which contains the design specifications of the existing system, the new location of the disposal system, and the soil types at the site. The HHE-200 Form was reviewed and approved by the Maine Department of Health and Human Services' Division of Environmental Health on December 10, 2014. This information was also reviewed by DEA. DEA did not identify any issues or concerns for the re-location of the existing subsurface wastewater disposal system.

Based on DEA's comments, the Department finds that the proposed re-located subsurface wastewater disposal system will be built on suitable soil types.

7. ALL OTHER:

All other Findings of Fact, Conclusions and Conditions remain as approved in Department Order #L-18703-26-B-A.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 481 et seq.:

- A. The applicant has provided adequate evidence of financial capacity and technical ability to develop the project in a manner consistent with state environmental standards.
- B. The applicant has made adequate provision for fitting the development harmoniously into the existing natural environment and the development will not adversely affect existing uses, scenic character, air quality, water quality or other natural resources in the municipality or in neighboring municipalities.
- C. The proposed development will be built on soil types which are suitable to the nature of the undertaking and will not cause unreasonable erosion of soil or sediment nor inhibit the natural transfer of soil.
- D. The proposed development meets the standards for storm water management in Section 420-D and the standard for erosion and sedimentation control in Section 420-C provided that the applicant submits permeability test results to the Department for review and that the design engineer or a third-party engineer oversees the construction of the stormwater structures according to the details and notes specified on the approved plans and a log of inspection reports is submitted to the Department within 30 days of completion of the stormwater structures as described in Finding 3.

- E. The proposed development will not pose an unreasonable risk that a discharge to a significant groundwater aquifer will occur.
- F. The applicant has made adequate provision of utilities, including water supplies, sewerage facilities and solid waste disposal required for the development and the development will not have an unreasonable adverse effect on the existing or proposed utilities in the municipality or area served by those services.
- G. The activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties nor create an unreasonable flood hazard to any structure.

THEREFORE, the Department APPROVES the application of PERFORMANCE FOOD GROUP, INC. to construct a building expansion and additional parking area as described in Finding 1, SUBJECT TO THE FOLLOWING CONDITIONS and all applicable standards and regulations:

1. The Standard Conditions of Approval, a copy attached.
2. In addition to any specific erosion control measures described in this or previous orders, the applicant shall take all necessary actions to ensure that its activities or those of its agents do not result in noticeable erosion of soils or fugitive dust emissions on the site during the construction and operation of the project covered by this approval.
3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.
4. Subsequent to installation of the stormwater infiltration pond's liner, the applicant shall submit the results of permeability tests of the infiltration pond to the Department for review to verify the infiltration pond's permeability.
5. The applicant shall retain its design engineer or a third-party engineer to oversee the construction of the stormwater structures according to the details and notes specified on the approved plans. Within 30 days of completion of the stormwater structures, the applicant shall submit a log of inspection reports detailing the items inspected, photographs taken, and the dates of each inspection to the Department for review.

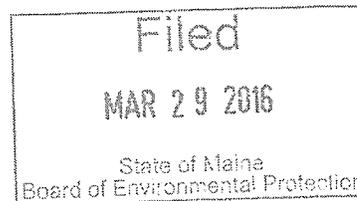
6. All other Findings of Fact, Conclusions and Conditions remain as approved in Department Order #L-18703-26-B-A and are incorporated herein.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 28th DAY OF MARCH, 2016.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: *Mark Byrson*
For: Paul Mercer, Commissioner



PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES.

BC/L18703CB/ATS#80052

Department of Environmental Protection
SITE LOCATION OF DEVELOPMENT (SITE)
STANDARD CONDITIONS

- A. Approval of Variations from Plans.** The granting of this approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation. Further subdivision of proposed lots by the applicant or future owners is specifically prohibited without prior approval of the Board, and the applicant shall include deed restrictions to that effect.
- B. Compliance with All Applicable Laws.** The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.
- C. Compliance with All Terms and Conditions of Approval.** The applicant shall submit all reports and information requested by the Board or the Department demonstrating that the applicant has complied or will comply with all preconstruction terms and conditions of this approval. All preconstruction terms and conditions must be met before construction begins.
- D. Advertising.** Advertising relating to matters included in this application shall refer to this approval only if it notes that the approval has been granted WITH CONDITIONS, and indicates where copies of those conditions may be obtained.
- E. Transfer of Development.** Unless otherwise provided in this approval, the applicant shall not sell, lease, assign or otherwise transfer the development or any portion thereof without prior written approval of the Board where the purpose or consequence of the transfer is to transfer any of the obligations of the developer as incorporated in this approval. Such approval shall be granted only if the applicant or transferee demonstrates to the Board that the transferee has the technical capacity and financial ability to comply with conditions of this approval and the proposals and plans contained in the application and supporting documents submitted by the applicant.
- F. Time frame for approvals.** If the construction or operation of the activity is not begun within four years, this approval shall lapse and the applicant shall reapply to the Board for a new approval. The applicant may not begin construction or operation of the development until a new approval is granted. A reapplication for approval may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- G. Approval Included in Contract Bids.** A copy of this approval must be included in or attached to all contract bid specifications for the development.
- H. Approval Shown to Contractors.** Work done by a contractor pursuant to this approval shall not begin before the contractor has been shown by the developer a copy of this approval.

(2/81)/Revised December 27, 2011

STORMWATER STANDARD CONDITIONS

STRICT CONFORMANCE WITH THE STANDARD AND SPECIAL CONDITIONS OF THIS APPROVAL IS NECESSARY FOR THE PROJECT TO MEET THE STATUTORY CRITERIA FOR APPROVAL

Standard conditions of approval. Unless otherwise specifically stated in the approval, a department approval is subject to the following standard conditions pursuant to Chapter 500 Stormwater Management Law.

- (1) Approval of variations from plans. The granting of this approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents must be reviewed and approved by the department prior to implementation. Any variation undertaken without approval of the department is in violation of 38 M.R.S.A. §420-D(8) and is subject to penalties under 38 M.R.S.A. §349.
- (2) Compliance with all terms and conditions of approval. The applicant shall submit all reports and information requested by the department demonstrating that the applicant has complied or will comply with all terms and conditions of this approval. All preconstruction terms and conditions must be met before construction begins.
- (3) Advertising. Advertising relating to matters included in this application may not refer to this approval unless it notes that the approval has been granted WITH CONDITIONS, and indicates where copies of those conditions may be obtained.
- (4) Transfer of project. Unless otherwise provided in this approval, the applicant may not sell, lease, assign, or otherwise transfer the project or any portion thereof without written approval by the department where the purpose or consequence of the transfer is to transfer any of the obligations of the developer as incorporated in this approval. Such approval may only be granted if the applicant or transferee demonstrates to the department that the transferee agrees to comply with conditions of this approval and the proposals and plans contained in the application and supporting documents submitted by the applicant. Approval of a transfer of the permit must be applied for no later than two weeks after any transfer of property subject to the license.
- (5) Time frame for approvals. If the construction or operation of the activity is not begun within four years, this approval shall lapse and the applicant shall reapply to the department for a new approval. The applicant may not begin construction or operation of the project until a new approval is granted. A reapplication for approval may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- (6) Certification. Contracts must specify that "all work is to comply with the conditions of the Stormwater Permit." Work done by a contractor or subcontractor pursuant to this approval may not begin before the contractor and any subcontractors have been shown a copy of this approval with the conditions by the developer, and the owner and each contractor and subcontractor has certified, on a form provided by the department, that the approval and conditions have been received and read, and that the work will be carried out in accordance

with the approval and conditions. Completed certification forms must be forwarded to the department.

- (7) Maintenance. The components of the stormwater management system must be adequately maintained to ensure that the system operates as designed, and as approved by the department.
- (8) Recertification requirement. Within three months of the expiration of each five-year interval from the date of issuance of the permit, the permittee shall certify the following to the department.
 - (a) All areas of the project site have been inspected for areas of erosion, and appropriate steps have been taken to permanently stabilize these areas.
 - (b) All aspects of the stormwater control system have been inspected for damage, wear, and malfunction, and appropriate steps have been taken to repair or replace the facilities.
 - (c) The erosion and stormwater maintenance plan for the site is being implemented as written, or modifications to the plan have been submitted to and approved by the department, and the maintenance log is being maintained.
- (9) Severability. The invalidity or unenforceability of any provision, or part thereof, of this permit shall not affect the remainder of the provision or any other provisions. This permit shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

November 16, 2005 (revised December 27, 2011)

DEPARTMENT OF ENVIRONMENTAL PROTECTION
NRPA PERMIT BY RULE NOTIFICATION FORM
 (For use with DEP Regulation, Natural Resources Protection Act—Permit by Rule Standards, Chapter 305)

COPY

PLEASE TYPE OR PRINT IN BLACK INK ONLY

Name of Applicant: (owner)	Performance Food Group, Inc.		Name of Agent:	Elliot B. Thayer, Thayer Engineering	
Applicant Mailing Address:	12500 West Creek Parkway		Agent Phone # (include area code):	207 582-7762	
Town/City:	Richmond		PROJECT Information Name of Town/City:	Augusta	
State and Zip code:	VA 23238		Name of Wetland or Waterbody:	Kennebec River	
Daytime Phone # (include area code):	Tim Holt 207 623-8421		Map #:	54	Lot #:
Detailed Directions to Site:			northerly of existing NorthCenter Foodservice facility, Dalton Road, Augusta		
			UTM Northing: (if known)	UTM Easting: (if known)	
Description of Project:	4.6-acre parking lot expansion and access road, <i>and 52,770 sf building expansion</i>				
Part of a larger project? (check one) →	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	After the Fact? (check one) →	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Check one → This project <input type="checkbox"/> does (or) <input checked="" type="checkbox"/> does not involve work below mean low water (average low water).	

NRPA PERMIT BY RULE (PBR) SECTIONS: (Check at least one)

I am filing notice of my intent to carry out work which meets the requirements for Permit By Rule (PBR) under DEP Rules, Chapter 305. I and my agents, if any, **have read** and will comply with all of the standards in the Sections checked below.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Sec. (2) Act. Adj. to Protected Natural Res. | <input type="checkbox"/> Sec. (10) Stream Crossing | <input type="checkbox"/> Sec. (17) Transfers/Permit Extension |
| <input type="checkbox"/> Sec. (3) Intake Pipes | <input type="checkbox"/> Sec. (11) State Transportation Facil. | <input type="checkbox"/> Sec. (18) Maintenance Dredging |
| <input type="checkbox"/> Sec. (4) Replacement of Structures | <input type="checkbox"/> Sec. (12) Restoration of Natural Areas | <input type="checkbox"/> Sec. (19) Activities in/on/over significant vernal pool habitat |
| <input type="checkbox"/> Sec. (5) REPEALED | <input type="checkbox"/> Sec. (13) F&W Creation/Enhance/Water Quality Improvement | <input type="checkbox"/> Sec. (20) Activities located in/on/over high or moderate value inland water-fowl & wading bird habitat or shore-bird feeding & roosting areas |
| <input checked="" type="checkbox"/> Sec. (6) Movement of Rocks or Vegetation | <input type="checkbox"/> Sec. (14) REPEALED | |
| <input checked="" type="checkbox"/> Sec. (7) Outfall Pipes | <input type="checkbox"/> Sec. (15) Public Boat Ramps | |
| <input checked="" type="checkbox"/> Sec. (8) Shoreline stabilization | <input type="checkbox"/> Sec. (16) Coastal Sand Dune Projects | |
| <input type="checkbox"/> Sec. (9) Utility Crossing | | |

NOTIFICATION FORMS CANNOT BE ACCEPTED WITHOUT THE NECESSARY ATTACHMENTS:

- Attach** a check for the correct fee, payable to: "Treasurer, State of Maine". The current fee for NRPA PBR Notifications can be found at the Department's website: <http://www.maine.gov/dep/feesched.pdf>
- Attach** a U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked.
- Attach** Proof of Legal Name if applicant is a corporation, LLC, or other legal entity. Provide a copy of Secretary of State's registration information (available at <http://icrs.informe.org/nei-sos-icrs/ICRS?MainPage=x>). Individuals and municipalities are **not** required to provide any proof of identity.
- Attach** photos of the proposed site where activity will take place as required in PBR Sections checked above.
- Attach** all other required submissions as outlined in the PBR Sections checked above.

I authorize staff of the Departments of Environmental Protection, Inland Fisheries & Wildlife, and Marine Resources to access the project site for the purpose of determining compliance with the rules. I also understand that **this permit is not valid until approved by the Department or 14 days after receipt by the Department, whichever is less.**

By signing this Notification Form, I represent that the project meets all applicability requirements and standards in the rule and that the applicant has sufficient title, right, or interest in the property where the activity takes place.

Signature of Agent or Applicant:		Date:	January 28, 2016
----------------------------------	---	-------	------------------

Keep a copy as a record of permit. Send the form with attachments via certified mail or hand deliver to the Maine Dept. of Environmental Protection at the appropriate regional office listed below. The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Permits are valid for two years. Work carried out in violation of any standard is subject to enforcement action.

- | | | | |
|--|---|---|---|
| AUGUSTA DEP
17 STATE HOUSE STATION
AUGUSTA, ME 04333-0017
(207)287-3901 | PORTLAND DEP
312 CANCO ROAD
PORTLAND, ME 04103
(207)822-6300 | BANGOR DEP
106 HOGAN ROAD
BANGOR, ME 04401
(207)941-4570 | PRESQUE ISLE DEP
1235 CENTRAL DRIVE
PRESQUE ISLE, ME 04769
(207)764-0477 |
|--|---|---|---|

OFFICE USE ONLY	Ck.# 1172430	Date 2/5/16	Staff BC	Staff	
PBR # 61205	FP \$74.00	Acc. Date 2/19/16	Def. Date	After Photos	

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

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

**OUTDOOR LIGHTING
Review Criteria R.**

The existing parking lot light poles will be maintained or relocated, and modified as necessary to provide full-cutoff fixtures. No additional light poles will be added. Exterior building wall lights will be full-cutoff fixtures. This site is about 650 feet from the closest residence, mostly through existing forest, which provides a buffer for light and noise.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

NEIGHBORHOOD COMPATIBILITY
Review Criteria S.

The existing Performance Foodservice – NorthCenter facility has been at this location since 1975 and is surrounded by industrial uses. The proposed building expansion and parking lot reconfiguration are located on an existing parking lot at the north end of the existing buildings.

The project site adjoins Maine Central Railroad to the east, undeveloped land and a CMP transmission line to the north, the Kennebec River to the west, and the existing NorthCenter buildings to the south.

Dalton Road and Lipman Road serve commercial/industrial uses – PFG/NorthCenter Foodservice, Cives Steel, Gold Star Feed and Grain, and Maine Central Railroad. There are no residences immediate to the site, which is about 650 feet from the closest residence, mostly through existing forest, and which provides a buffer for light and noise. The land on the opposite side of Kennebec River has extremely steep slopes and is undeveloped.

The property is located in the “IA” (Industrial) District and the portion within 250 feet of Kennebec River is located in the Shoreland Overlay “GD” (General Development) District. This proposal is a permitted use in “IA” and “GD” Districts.

The Augusta Land Use Ordinance 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, and the “GD” District as including areas devoted to wholesaling, warehousing, retail trade and service activities, or other commercial activities.

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.”.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

PLANS AND POLICIES
Review Criteria T.

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

The subject property is located in the “IA” (Industrial) District and the portion within 250 feet of Kennebec River is located in the Shoreland Overlay “GD” (General Development) District. This proposal is a permitted use in “IA” and “GD” Districts.

The Augusta Land Use Ordinance 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, and the “GD” District as including areas devoted to wholesaling, warehousing, retail trade and service activities, or other commercial activities.

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.”.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

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.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

PUBLIC FACILITIES
Review Criteria V.

The Performance Foodservice – NorthCenter site is served by public water, electric and communication utilities that adequately serve the existing facility and will serve the proposed expansion.

This warehouse/freezer building addition and parking lot reconfiguration will not significantly increase water usage.

Electrical service will serve the building addition and exterior lighting.

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

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

RESOURCE PROTECTION AND ENVIRONMENT
Review Criteria W.

The proposed Performance Foodservice – NorthCenter warehouse addition and parking lot reconfiguration are at the existing facility at an established location. The proposed improvements are located almost entirely on an existing paved car parking lot and a gravel truck parking lot. The project site adjoins Kennebec River to the west and Maine Central Railroad tracks to the east. 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.

Maine Department of Environmental Protection (MDEP) has approved this proposal; MDEP permits are attached.

Stormwater quality control for the proposed building expansion and parking reconfiguration will be provided by two (2) new stormwater underdrained soil filters, one in the parking lot northerly of the proposed building and the other at the southwesterly corner of the proposed building. The soil filter outlets will drain into the Kennebec River.

Stormwater quantity will not be controlled, and a waiver is requested. The stormwater from the proposed building and parking lot will flow directly to the Kennebec River as it does now. There will be no significant increase in stormwater flows. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed does not cause an increase in off-site flooding.

No wetland areas exist within the proposed limits of work.

Maine Historic Preservation (MDIF&W) has determined that no Historic Properties will be affected by the proposed undertaking as evidenced by the attached response from Maine Historic Preservation dated 12/7/15 confirming no effect.

Maine Department of Inland Fisheries & Wildlife (MDIF&W) has determined that no Essential or Significant Wildlife Habitats or other areas of concern are associated with

the subject area as evidenced by the attached June 2, 2000 letter from MDIF&W and the attached Environmental Review Map dated 12/3/15 confirming no priority habitats.

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 Plans. 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.

PERFORMANCE FOOD GROUP, INC.
for
NORTHCENTER BUILDING EXPANSION

20 Dalton Road
Augusta, Maine

CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION

Thayer Engineering Co., Inc.
June 10, 2016

PERFORMANCE STANDARDS
Review Criteria X.

The proposed NorthCenter warehouse/freezer building expansion and parking lot reconfiguration complies with applicable performance and dimensional standards as outlined in the Augusta ordinances, with the exception of certain buffer and stormwater requirements outlined below. The existing Performance Foodservice – NorthCenter facility has been at this location since 1975 and is surrounded by industrial uses. The proposed improvements will be located on an existing paved and gravel parking lot on the north side of the existing NorthCenter buildings.

This Performance Food Group parcel is on Tax Map 53, Lot 23A, between Kennebec River and Maine Central Railroad. The area of the parcel is approximately 14.5 acres.

The subject property is located in the “IA” (Industrial) District and within 250 feet of Kennebec River is in the Shoreland Overlay “GD” (General Development) District. This proposal is a permitted use in “IA” and “GD” Districts.

The Augusta Land Use Ordinance 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, and the “GD” District as including areas devoted to wholesaling, warehousing, retail trade and service activities, or other commercial activities.

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.

A new PFG/NorthCenter truck parking lot is under construction on land northerly of this parcel and easterly of the railroad. That portion of the project was approved by City of Augusta Planning Board on December 8, 2015.

A Maine Department of Environmental Protection (“MDEP”) Site Location of Development permit, copy attached, for both this proposal and for the new parking lot under construction to the north was approved by Maine Department of Environmental Protection on March 28, 2016.

The proposed improvements meet setback requirements. Portions of the proposed gravel fire lane and slope protection westerly and northerly of the building addition are to be located within 75 feet of high water mark of Kennebec River. A NRPA Permit by Rule from MDEP, copy attached, was issued February 5, 2016 for:

- Activities Adjacent to Protected Natural Resources;
- Movement of Rocks or Vegetation;
- Outfall Pipes; and
- Shoreland Stabilization.

The existing parking lot light poles will be maintained or relocated, and modified as necessary to provide full cut-off fixtures. Exterior building wall lights will be full-cutoff fixtures. This site is about 650 feet from the closest residence, mostly through existing forest, which provides a buffer for light and noise.

Bufferyard “A” is required around the perimeter of the proposed parking lot, except that where no structural land use exists within 200 feet of the property line of the project, no buffer yard is required.

There is no structural land use within 200 feet of the westerly and northerly property lines, and no planted bufferyard along those lines is proposed.

A waiver is requested from planting a vegetated buffer along the easterly side of the development, which is along the railroad. There is no buffer now. The railroad is a heavy industrial use and would not benefit from a planted vegetative buffer.

Stormwater quality control for the proposed building expansion and parking reconfiguration will be provided by two (2) new stormwater underdrained soil filters, one in the parking lot northerly of the proposed building and the other at the southwesterly corner of the proposed building. The soil filter outlets will drain into the Kennebec River. The site is located on a significant sand and gravel aquifer shown on an attached map entitled “Significant Sand and Gravel Aquifers, Togus Pond Quadrangle, Maine”, dated 2005 by Maine Geological Survey.

Stormwater quantity will not be controlled, and a waiver is requested. The stormwater from the proposed building and parking lot will flow directly to the Kennebec River as it does now. There will be no significant increase in stormwater flows. Allowing peak flows from this site to disperse downriver before combining with flows from the upper Kennebec River watershed does not cause an increase in off-site flooding.

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

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

20 Dalton Road
Augusta, Maine

**CITY OF AUGUSTA
MAJOR DEVELOPMENT REVIEW APPLICATION**

Thayer Engineering Co., Inc.
June 10, 2016

**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.

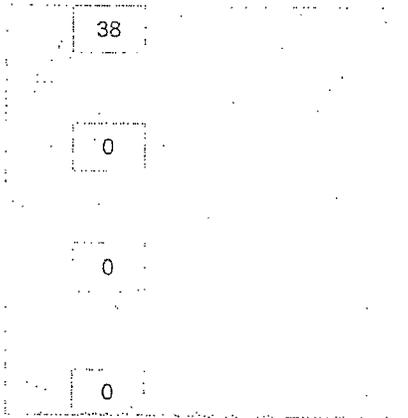
Performance Foodservice – NorthCenter has adequate financial resources to complete the proposed project. The estimated cost of the warehouse/freezer building addition and parking lot reconfiguration is \$14,000,000, to be paid from existing Performance Food Group accounts. An attached copy of a Forbes 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 34 years.

Google Software Engineers

We're Hiring Software Engineers. Browse Openings and Apply Now!



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	www.pfgc.com
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.



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

[Back to previous screen](#)

[New Search](#)

Click on a link to obtain additional information.

[List of Filings](#)

[View list of filings](#)

Obtain additional information:

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