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**Minor Site Plan
Application to
City of Waterville**

**Taco Bell
345 Main Street
Waterville, Maine**

PREPARED FOR:
Vertical Construction

March 2016

SUBMITTED BY:
Gorrill Palmer
707 Sable Oaks Drive
Suite 30
So. Portland, ME 04106
207.772.2515

March 7, 2016

Ms. Ann Beverage
City Planner
City of Waterville
One Common Street
Waterville ME 04901

Subject: Minor Site Plan Application
345 Main Street, Waterville, Maine

Dear Ms. Beverage,

Verdad Real Estate, Inc. has retained Gorrill Palmer to prepare development plans and permit applications for a proposed Taco Bell restaurant at 345 Main Street in Waterville. This letter is in support of a Minor Site Plan application to the City of Waterville. This Minor Site Plan application is based on our discussions with City Staff, as well as benefitting from an informational pre-application meeting with the Planning Board on November 16, 2015.

Site Description

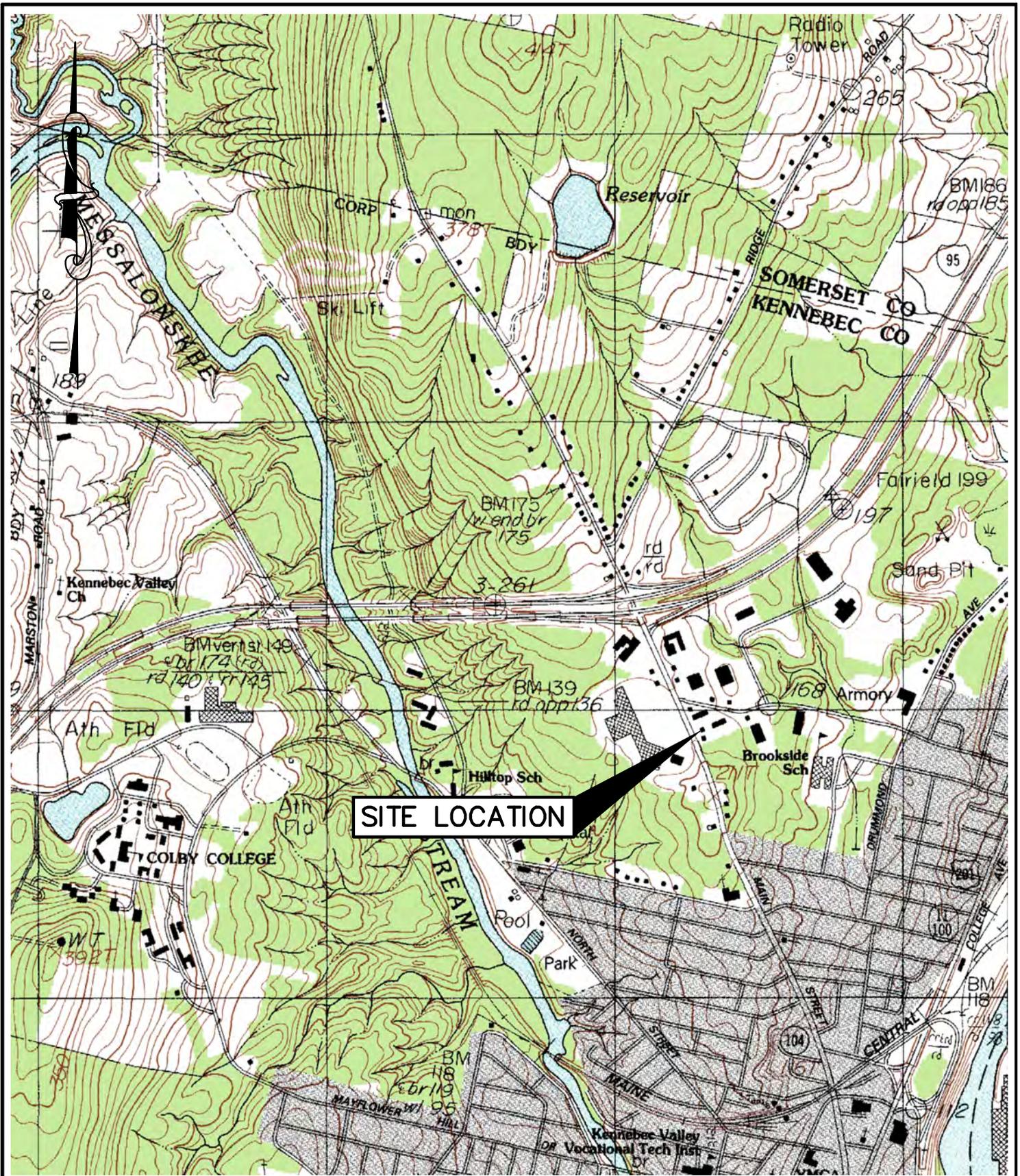
The site is located on the easterly side of Main Street in Waterville, approximately 360 feet south of the intersection of Main Street and Armory Road. The parcel consists of Tax Map 62 Lot 75. The lot is currently developed with a 500 square foot bank building which is vacant. The bank included three drives through lanes as well as an ATM lane. Access to the site is through two curb cuts at Main Street and one curb cut at Armory Road. The lot has approximately 116' of Frontage on Main Street and 40' of frontage on Armory Road. The area of the lot is approximately 0.63 acres. At their meeting on February 16, 2016 the Waterville City Council approved a request by the Applicant to change the parcel zone from Commercial-C to CZD Commercial-A (CA) modified to require a 12 foot side setback. Two adjacent sites currently utilize the subject parcel for access to Main Street. The owners of the parcel containing the Sherwin Williams paint store have a deeded access easement across the subject parcel to Main Street. The owners of the adjacent parcel containing the Liberty Tax building have installed concrete barriers at their curb cut and utilize the subject parcel's curb cuts for access to Main Street, there does not appear to be a deeded access easement for this use. Refer to Figure 1 – Location Map, following this page, for the project location.

The adjacent land uses include:

- North – Car Dealership
- East – Retail
- South – Professional Services
- West – Retail

Proposed Development

The proposed development will include the demolition of the existing bank and the construction of an approximately 2,058 square foot Taco Bell restaurant with a drive through. The two existing curb cuts to Main Street will be eliminated and replaced with a single curb cut. Access to Armory Road will be



U.S.G.S. Location Map

Taco Bell

U.S.G.S. Waverille, Maine-7.5 Minute Series (Topographic)

Design: JWA	Date: NOV 2015
Draft: CG	Job No.: 3087
Checked: AMP	Scale: None
File Name: 3087-LOCATION.dwg	



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 207.657.6910

Figure

1



maintained through a proposed access easement over a portion of the adjacent property containing the Sherwin Williams paint store. The deeded access easement to Main Street for the Sherwin Williams property will be preserved. A proposed access easement to Main Street over the subject parcel to benefit the owners of the Liberty Tax parcel is shown on the proposed site plan. Attachment 6 contains draft access easements.

Ordinance Provisions

To assist in the review of the Application, the following narrative addresses the project's compliance with the applicable City of Waterville Minor Site Plan requirements.

City of Waterville Site Plan Review and Subdivision Ordinance:

Article 1.3.1 Standards of Review.

1.3.1.A - Will not result in undue water and air pollution – The proposed project is a 2,058 sf fast food restaurant which will not generate undue water or air pollution. Due to replacement of paved areas with vegetated islands, the existing impervious area of the site has been reduced by 2,973 square feet; therefore potential water pollution due to stormwater runoff will be reduced from existing conditions. The site is not located within a floodplain. The project will utilize the existing sanitary sewer system of the Waterville Sewerage district for wastewater disposal. No effluents will be discharged to the site soils. No streams will be utilized for the disposal of effluents. The project will comply with applicable state and local water resource regulations.

1.3.1.B – Sufficient Water – A letter has been sent to the Kennebec Water District requesting their ability to serve the project. The letter is included in Attachment 1. The response will be forwarded upon receipt. An existing fire hydrant is located approximately 140 feet south of the center of the proposed entrance drive and within the Main Street right of way.

1.3.1.C – Unreasonable burden on water supply - A letter has been sent to the Kennebec Water District requesting their ability to serve the project. The letter is included in Attachment 1. The response will be forwarded upon receipt.

1.3.1.D – Soil Erosion – An Erosion and Sedimentation Control Report for the project is included in Attachment 2 and presents the erosion and sediment control measures designed to reduce erosion during construction. The site is relatively flat and will be permanently stabilized with pavement and vegetation upon completion of construction which will reduce the potential for long term erosion and sedimentation from the project site. The capacity of the land to hold water will be enhanced by the reduction of impervious area by 2,973 square feet as compared to the existing condition. The reduction in impervious area will result in a reduction of runoff from the site as compared to the existing condition.

The roof drains from the building are proposed to be connected to an existing catch basin in Armory Road as shown on the plans. The developer will coordinate with the Waterville Sewerage District for payment of the required stormwater permit fee.

1.3.1E – Traffic Impact – The project will not cause unreasonable congestion or unsafe conditions, see the Traffic Report contained in Attachment 3 of this application.



I.3.1.F – Solid and Sewage Waste - A letter from the Waterville Sewerage District indicating their ability to serve the project is included in Attachment I. A letter from Pine Tree Waste indicating their ability to serve the project site for solid waste disposal is included in Attachment I of this application.

I.3.1.G – Unreasonable burden on solid and sewage waste disposal - A letter from the Waterville Sewerage District indicating their ability to serve the project is included in Attachment I. The deed included in Attachment 6 from the Kennebec County Registry of Deeds Book 1540 Page 759 provides for the right of the subject parcel to use the existing sanitary sewer service from the subject parcel to the public sewer in Armory Road. A letter from Pine Tree Waste indicating their ability to serve the project site for solid waste disposal is included in Attachment I of this application.

I.3.1.H – Natural and Scenic area – The site is currently developed with a bank building and paved drives. The proposed project will result in less impervious area than the current development and will not have an adverse impact to any scenic, natural, or historic areas. The proposed building is compatible with the surrounding commercial development. Attachment 4 contains architectural elevations of the proposed building.

I.3.1.I – Waterville Ordinance – The project will be in conformance with applicable City of Waterville regulations and ordinances. The project conforms to the space and bulk standards of the CZD Commercial-A zone. As part of recent text amendments adopted by the City Council, the queue for drive through facilities is to be determined by the Planning Board as part of the Site Plan Application. Taco Bell currently operates more than 6,100 stores within the United States, serving more than 40 million customers each week. Ranked as the #6 Quick Service Restaurant in 2014 has established specific site as well as design criteria as part of their “Domestic Playbook” to insure that they maintain the highest levels of customer service. The Playbook provides six different prototypical buildings to provide a variety in seating based upon the market area, expected transaction data, and annual sales. The Playbook then provides site specific criteria for each prototypical building including factors ranging from driveway width, number of parking spaces, drive through lane width and turning radii and required queueing. Based upon the Playbook, a queue of 8 vehicles is adequate for the selected prototype for the Waterville facility. As shown on the Site Plan, the available drive through lane could accommodate up to 9 vehicles, thereby providing additional capacity to minimize any impact to vehicles within the parking field or traversing the site to access either of the abutting properties.

I.3.1.J – Financial and Technical Capacity – A letter from Origin Bank is included in Attachment 5 stating their willingness to finance the proposed project. Verdad, Inc. has successfully developed four Taco Bell projects, has two under construction and has nine in various stages of permitting, see Attachment 5 for a list of projects. Verdad has contracted with Gorrill Palmer to prepare the design drawings. Gorrill Palmer has successfully designed and permitted projects such as the Taco Bell development since 1998.

I.3.1.K – Rivers and Streams – The project is not located within 250 feet of a river or stream.

I.3.1.L – Groundwater – The project does not propose any discharge to groundwater and will result in a reduction in impervious area, therefore the project will not have an adverse effect on groundwater. The project will receive water service from the Kennebec Water District and will not withdraw groundwater from the site.

I.3.1.M – Floodplain Management – The project is not located within a floodplain or within 250 feet of a river or stream and is thus not subject to the requirements of the City’s Floodplain Management Ordinance.



I.3.1.N – Wetlands – The project site is currently developed and does not contain any wetland areas.

Article 7.3 Submissions.

7.3.I - Plans – Four plan sets have been submitted. A mylar plan will be submitted upon project approval.

7.3.IA - Deed – A copy of the deed for the site as well as a draft access easement is included in Attachment 6.

7.3.IB – Survey – A survey plan is included in the plan set.

7.3.IC – Soils – The entire site is designated as Cut and Fill land on the NRCS Medium Intensity Soil Survey. The majority of the site is paved, with small areas of landscaping; there are no wetlands present onsite.

7.3.ID – Sewerage and Water – The onsite sewerage and water facilities have been designed to be in compliance with all pertinent local and state ordinances.

7.3.IE – Development Name – The development name and the municipality are included in the title block of the plan set.

7.3.IF – Plan Information – The required plan information is contained within the plan set. A photometric plan of the proposed lighting is included in Attachment 7.

7.3.IG – Erosion and Sedimentation Control Plan – Attachment 2 contains an Erosion and Sedimentation Control Plan for the project

7.3.IH – Board Recommendations – Applicable Board recommendations have been incorporated into the plan set.

7.3.II – Building Elevations – Attachment 4 contains a floor plan and elevations of the proposed building.

Conclusion

Included with this submission are three copies of this letter with attachments, four plan sets, and a check for \$300 to cover the application fee of \$150 plus the escrow payment of \$150. Upon notification of approval, an original plan on Mylar will be submitted for signatures by the appropriate agencies. Any required performance guarantees will be submitted upon approval of the site plan submission.

Abutter letters were sent out by certified mail on Thursday March 3, 2016. Return receipts will be forwarded to the City upon receipt. A copy of the abutter letter and the mailing list is included in Attachment 8.

A copy of the site plan has been sent to the Fire Chief on Friday March 4, 2016 for review.



Verdad Real Estate, Inc. and Gorrill Palmer look forward to your review of this Minor Site Plan application at the Planning Board meeting on March 21, 2016.

Please contact this office if you require additional information or have any questions.

Sincerely,

Gorrill Palmer

A handwritten signature in blue ink, appearing to read 'Alton M. Palmer', is written over a light blue rectangular background.

Alton M. Palmer, P.E.
Principal

Copy: Mr. Derek Brown, Verdad

Enclosures

ATTACHMENT I

UTILITIES

James Attianese

From: Michael Stinchfield <MStinchfield@summitnaturalgas.com>
Sent: Friday, November 13, 2015 8:39 AM
To: James Attianese
Subject: Natural Gas WTVL Maine

Good Morning James,

I just got your request for information regarding the 345 Main Street, Waterville location.

To answer your developer's questions, there is no current fee for connection or for a meter in the city of Waterville. There is gas main in the street, and we would simply need to provide a service line to that location for hook up. If/When your developer begins design for the new building, please feel free to have them reach out to me to discuss service line location and timing during the construction process.

Best Regards,

Michael Stinchfield
Commercial Sales Representative
Work: 207-621-8000
Cell: 207-620-6768
Fax: 207-621-8009
mstinchfield@summitnaturalgas.com



James Attianese

From: Cough, Jamie <Jamie.Cough@cmpco.com>
Sent: Tuesday, November 10, 2015 5:53 AM
To: James Attianese
Cc: Begin, Daniel; Saucier, Gary
Subject: CMP Ability To Serve Letter
Attachments: EDET July 2014.xls; Easement_Information_Worksheet.doc; Standard Easement Sample.pdf

11/10/15

James Attianese
Project Engineer
15 Shaker Road, PO Box 1237 | Gray, ME 04039
207.657.6910 (office) *Sent via email to:* JAttianese@gorrillpalmer.com

RE: Ability to Serve Letter 345 Main Street, Waterville, ME.

Dear Mr. Attianese:

CMP has the ability to serve the proposed project (1,700 sf fast food restaurant with a 120/240v 400a service) located at 345 Main Street in Waterville, Maine, in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact CMP.

Since this is a 400a 120/240v project, you will be dealing directly with the local Service Center in Augusta. Please follow the process below to get started.

New Service Milestones

- Call 1-800-565-3181 to establish a new account and an SAP work order.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Submit Load information. Please complete this CMP spreadsheet using load information. This will not be needed for this 400a 120/240v service.
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us. This may or may not be needed.
- Preliminary meetings with CMP to determine the details of job
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer delivery, potential substation upgrades, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon

as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

CMP Handbook of Standard Requirements
(<http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf>)

If you have any questions, please contact me.

Regards,

Jamie

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office
207-458-0382 cell
207-626-4082 fax



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Sewerage District

Waterville



John J. Jansen
Superintendent

February 25, 2016

City of Waterville
Attn: Ann G. Beverage, City Planner
1 Common Street
Waterville, ME 04901-6101

RE: CHANGE 1 - Taco Bell Proposed Project, 345 Main Street, Waterville

Dear Ms. Beverage:

The Waterville Sewerage District reviewed the concept plans for the proposed Taco Bell project [Enclosure #1] located at 345 Main Street. The District has sufficient capacity, on the Armory Road, to support this project and recommends approval subject to the following:

1. Storm Drainage System: If any connection(s) to the District's storm system are to be made, a permit (\$250 fee) will be required for each connection prior to construction.
2. Sanitary System:
 - A. A permit (\$250/fee) for the proposed connection to the District's sanitary system is required prior to the start of construction. A "Ready to Serve" fee of \$3,360 [based on the engineer estimate provided to the District of 1,680 gallons per day and a rate of \$2.00 per gallon per day] is applicable to this project and payable in conjunction with the connection permit.
 - B. All proposed sanitary sewers and appurtenant structures must be air-tested under observation of District personnel and in accordance with the District's Rules and Regulations.
 - C. An outside grease tank must be installed in accordance with the District's Rules and Regulations.

If you have any questions, please feel free to contact me at 873-5191.

1 Enclosure
as:

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Jansen", with a long horizontal line extending to the right.

John J. Jansen
Superintendent

CF:
Gorrill-Palmer Consulting Engineers, Inc. ATTN: Jim Attianese
File



707 Sable Oaks Drive | Suite 30
South Portland, Maine 04106
207.772.2515

February 23, 2016

Mr. Bill Bennett
Pine Tree Waste
87 Pleasant Hill Road
Scarborough, ME 04074

Subject: Taco Bell
Waterville, Maine
Ability to Serve Letter

Dear Bill:

Gorrill Palmer has been retained by Verdad, Inc. to prepare plans and permit applications for the construction of a proposed 2,058 s.f. Taco Bell restaurant and, associated parking, and infrastructure at 345 Main Street in Waterville, Maine. Figure I attached to this letter is a location map reflecting the proposed site location for your review.

As required by the reviewing authorities, we are writing to request a letter indicating the ability of Pine Tree Waste to serve this project. Using typical solid waste generation rates it is anticipated that the construction of the new development could result in the following quantities:

- Demolition Waste – Approximately 20 cy
- Construction Waste – Approximately 14 cy
- Commercial Solid Waste, Non-Recyclable – 5 cy per month
- Commercial Solid Waste, Recyclable – 4 cy per month

Based on information provided previously by your company, construction waste and universal waste can be handled by Pine Tree Waste and would be transported to the Juniper Ridge Facility in Old Town. This facility is licensed by the MDEP to accept construction debris. It is our understanding that Pine Tree Waste would be able to provide the necessary containers for use on-site to collect the construction debris and universal waste and can also transport the waste to Old Town.

We are writing to request the ability of Pine Tree Waste to serve this project for the collection and transport of the solid and universal waste to an approved location.

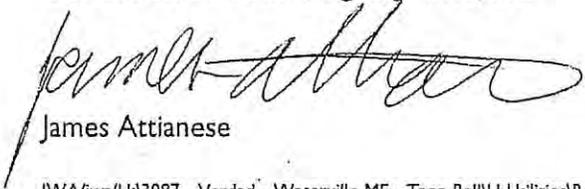
Mr. Bill Bennett
February 23, 2016
Page 2



If you have any questions, please contact this office. An acknowledgement statement is presented below for your signature. Gorrill Palmer looks forward to your response on this matter.

Sincerely,

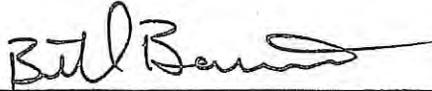
Gorrill-Palmer Consulting Engineers, Inc.



James Attianese

JWA/jwa/U:\3087 - Verdad - Waterville ME - Taco Bell\H Utilities\Bennett_1-15-16 solid waste.doc

I have reviewed the contents of this letter and find that the representations made regarding Pine Tree Waste are accurate, and that Pine Tree Waste can provide services relative to transport and disposal of generated wastes from the proposed development to the facilities outlined above.



Bill Bennett, Pine Tree Waste

2/26/16

Date



707 Sable Oaks Drive | Suite 30
South Portland, Maine 04106
207.772.2515

February 19, 2016

Mr. Jefferson Longfellow
Kennebec Water District
P.O. Box 356
6 Cool Street
Waterville, ME 04603-0356

Re: 345 Main Street Restaurant Development
Waterville, Maine

Dear Jefferson:

Verdad Real Estate Inc. has retained Gorrill Palmer to prepare a Minor Site Plan application for a redevelopment of 345 Main Street in Waterville, Maine. Verdad is proposing the demolition of the existing Bank of America building and the construction of an approximately 2,058 square foot fast food restaurant and associated drive through. Figure 1 is a map depicting the project location.

Description of Project and Development Site

The site is currently developed with a 507 square foot Bank of America drive through bank. The site consists of Map 62, Lot 75 on the Waterville Assessor's Map and comprises approximately 27,414 square feet. The site has access from Main Street to the west and Armory Road to the east. The proposed redevelopment will demolish the existing bank and construct an approximately 2,058 square foot fast food restaurant and associated drive through.

Existing and Proposed Service

Based upon a discussion with you, the existing service is tapped off a hydrant service line within the Main Street Right-of-Way. The new service for the building is proposed to be connected to the existing water main in either Main Street or Armory Road depending on availability. The Armory Road connection is the preferred option due to less traffic impacts for the service extension.

Anticipated Flows

Based upon typical water demand for the anticipated restaurant franchise, the water demand is approximately 1,680 gallons per day.

Ability to Serve

In support of the Site Plan application process, we are writing to request a letter indicating the ability of the Kennebec Water District to serve the proposed project. In addition, we are interested in receiving:

- Information as to any easements that the District may require on-site.
- An estimate for any work the Water District would perform within the right-of-way.
- Any results of hydrant tests in the vicinity of the site.

Mr. Jefferson Longfellow
February 19, 2016
Page 2

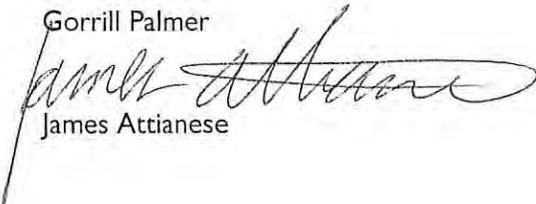


- Any impact or connection fees associated with the development.
- Any other information that you believe would be useful as this project proceeds.

Please contact me if you have any questions relative to this matter.

Sincerely,

Gorrill Palmer


James Attianese

James Attianese

From: James Attianese
Sent: Wednesday, February 24, 2016 11:58 AM
To: 'Jefferson Longfellow'
Subject: RE: 3087 Taco Bell 345 Main Street Waterville
Attachments: Preliminary Utility Plan 2-24-16.pdf

Jefferson,

Attached is a preliminary utility plan showing the water service connection to the water main in Main Street.

The ability to serve request letter listed the water demand as 1,680 GPD based upon the franchise water use data.

Based on the publication *Water Supply and Pollution Control*, Third Edition, by Clark, Viessman and Hammer, Chapter 4, Section 5; the maximum daily use can be considered to about 180% of the average daily use. Therefore the peak demand is approximated to be:

$$1,680 \text{ gpd (180\%)} = 3,024 \text{ gpd}$$

Please contact us if you need further information.

James Attianese | Project Engineer



207.772.2515 (office)

From: Jefferson Longfellow [mailto:Jefferson@kennebecwater.org]
Sent: Monday, February 22, 2016 3:35 PM
To: James Attianese <JAttianese@gorrillpalmer.com>
Subject: RE: 3087 Taco Bell 345 Main Street Waterville

James,

I have received your letter and am happy to supply a letter for the planning board, but I will need some additional information from you. You have supplied an average water demand projection, but KWD will need a peak demand quantity so that the service line and meter can be properly sized. It would be difficult to make projections or estimates without knowing the peak demand.

The preferred location for a water service would be from the 16 inch main in Main Street. This will keep the service location uniform with what one would expect to find, and be closest to the building itself.

If you have any questions, feel free to call my work cell phone at 207-692-4835.

Jefferson

From: James Attianese [mailto:JAttianese@gorrillpalmer.com]
Sent: Friday, February 19, 2016 9:56 AM
To: Jefferson Longfellow
Subject: 3087 Taco Bell 345 Main Street Waterville

Jefferson,

I had contacted you in November about a development at 345 Main Street in Waterville, at that time it was a due diligence inquiry. We are currently preparing plans for a Site Plan Submission to the City. The attached letter is a request for an ability to serve letter from the Kennebec Water District. Due to ease of construction, we are planning to extend service to the site from Armory Road. You had previously mentioned that the current water service to the site is off of a hydrant line, and the Water District would not approve of that connection for a new service.

The survey for the site did not pick up the water main in Armory Road. Please send me a plan showing the location in Armory Road if possible.

Thanks

James Attianese | Project Engineer



707 Sable Oaks Drive, Suite 30 | South Portland, ME 04106
207.772.2515 (office)
www.gorrillpalmer.com

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ATTACHMENT 2

EROSION AND SEDIMENTATION CONTROL

EROSION AND SEDIMENTATION CONTROL



1.1 Overview

This Exhibit demonstrates the developer has made adequate provision for controlling erosion and sedimentation.

3-7-16

1.2 Introduction

Gorrill Palmer has been retained by Verdad, Inc. to prepare an Erosion and Sedimentation Control Report for the construction of a proposed 2,058 s.f. Taco Bell restaurant, associated parking, and infrastructure at 345 Main Street in Waterville, Maine. Figure I is a map showing the project location. The developer is currently seeking a Minor Site Plan Permit from the City of Waterville. Gorrill Palmer has prepared an Erosion and Sedimentation Control Plan for the proposed development. This narrative contains the general erosion and sedimentation control measures, which are appropriate for the construction of the project.

1.3 Narrative

1.3.1 Existing Conditions and Soil Types

The development site comprises approximately 0.63 acres on the east side of Main Street in Waterville, Maine. The site is currently developed with a bank building and associated parking. Abutting land uses include:

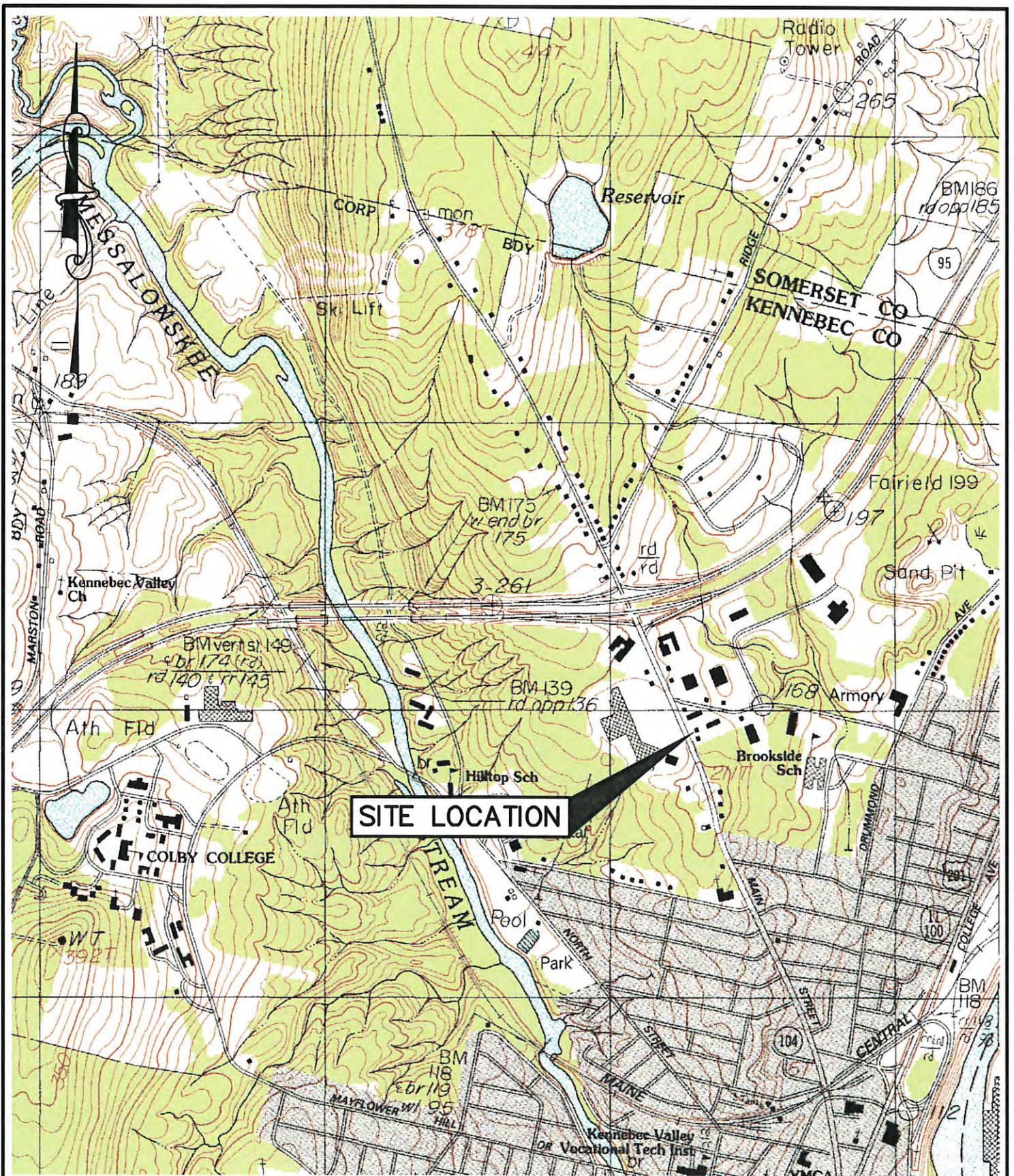
- North – Car Dealership
- East – Retail
- South – Professional Services
- West – Retail

Topography in the area of the proposed construction has relatively flat slopes of approximately 1.5% to 4%.

The Medium Intensity Soil Survey for Cumberland County as prepared by the Natural Resources Conservation Service was utilized in identifying the on-site soils. The soil report for this vicinity follows this page. The susceptibility of soils to erosion is indicated on a relative “K” scale of values over a range of 0.02 to 0.69. The higher values are indicative of the more erodible soils. The following table lists the soils found on site and their K values:

K VALUE		
Type	Subsurface	Substratum
Cut and Fill	-	-

The previously developed land is designated as cut and fill land by the NRCS. No K value is listed for cut and fill land therefore the site will be assumed to be moderately susceptible to erosion.



U.S.G.S. Location Map

Taco Bell

U.S.G.S. Waterville, Maine-7.5 Minute Series (Topographic)

Design: JWA	Date: NOV 2015
Draft: CG	Job No.: 3087
Checked: AMP	Scale: None
File Name: 3087-LOCATION.dwg	

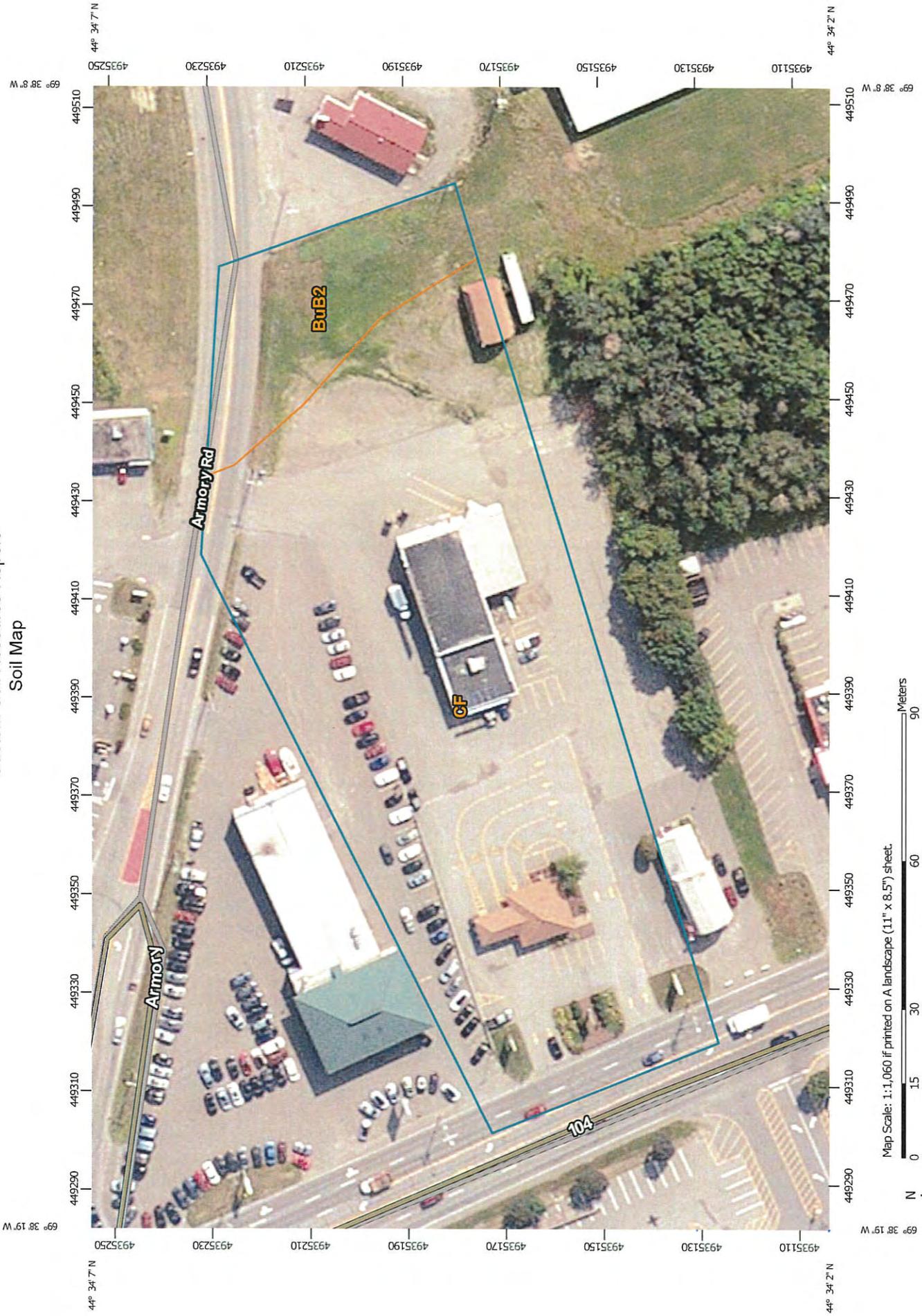


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Figure

1

Custom Soil Resource Report
Soil Map



Map Scale: 1:1,060 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

-  Area of Interest (AOI)
-  Area of Interest (AOI)
- Soils**
-  Soil Map Unit Polygons
-  Soil Map Unit Polygons
-  Soil Map Unit Lines
-  Soil Map Unit Lines
-  Soil Map Unit Points
-  Soil Map Unit Points
- Special Point Features**
-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot
-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features
- Water Features**
-  Streams and Canals
- Transportation**
-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads
- Background**
-  Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Kennebec County, Maine
 Survey Area Data: Version 14, Sep 14, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 17, 2010—Aug 31, 2010

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map-unit boundaries may be evident.

Map Unit Legend

Kennebec County, Maine (ME011)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BuB2	Buxton silt loam, 3 to 8 percent slopes, eroded	0.4	13.4%
CF	Cut and fill land	2.4	86.6%
Totals for Area of Interest		2.8	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

I.3.2 Existing Erosion Problems

Gorrill Palmer is not aware of any existing erosion problems on site.

I.3.3 Critical Areas

The site has been previously developed therefore there are no critical areas at the project site.

I.3.4 Protected Natural Resources

The site has been previously developed therefore there are no protected natural resources at the project site. Based upon the FEMA maps, the site is not located within a Zone A 100-year floodplain.

I.3.5 Erosion Control Measures and Site Stabilization

The primary emphasis of the erosion/sedimentation control plan, which will be implemented for this project, is as follows:

- ◆ Development of a careful construction sequence.
- ◆ Rapid revegetation of denuded areas to minimize the period of soil exposure.
- ◆ Rapid stabilization of drainage paths to avoid rill and gully erosion.
- ◆ The use of on-site measures to capture sediment (hay bales/ stone check dams/silt fence, etc.)

The following temporary and permanent erosion and sediment control devices will be implemented as part of the site development. These devices shall be installed as indicated on the plans or as described within this report. For further reference, see the latest edition of the Maine Erosion and Sediment Control Practices Field Guide for Contractors.

A. Dewatering

Water from construction trench dewatering shall pass first through a filter bag or secondary containment structure (e.g. hay bale lined pool) prior to discharge. The discharge site shall be selected to avoid flooding, icing, and sediment discharges to a protected resource. In no case shall the filter bag or containment structure be located within 50 feet of a protected natural resource.

B. Inspection and Monitoring

Maintenance measures shall be applied as needed during the entire construction season. After each rainfall, snow storm or period of thawing and runoff, the site contractor shall perform a visual inspection of all installed erosion control measures and perform repairs as needed to insure their continuous function. Following the temporary and/or final seeding and mulching, the contractor shall in the spring inspect and repair any damages and/or unestablished spots. Established vegetative cover means a minimum of 90% of areas vegetated with vigorous growth.

C. Temporary Erosion Control Measures

The following measures are planned as temporary erosion/sedimentation control measures during construction:

1. Crushed stone-stabilized construction entrance shall be placed at the entrance along Main Street and Armory Road.
2. Siltation fence or wood waste compost berms shall be installed downstream of any disturbed areas to trap runoff-borne sediments until grass areas are revegetated. The silt fence and/or wood waste compost berms shall be installed per the details provided in this package and inspected at least once a week and before and immediately after a storm event of 0.5 inches or greater, and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence or berm line. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.
3. Straw or hay mulch including hydroseeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and October 15th on slopes of less than 15 percent shall be anchored by applying water; mulch placed on slopes of equal to or steeper than 15 percent shall be covered by a fabric netting and anchored with staples in accordance with manufacturer's recommendation. Fabric netting and staples shall be used on disturbed areas within 50' of lakes, streams, and wetlands regardless of the upstream slope. Mulch placed between October 15th and April 15th on slopes equal to or steeper than 8 percent shall be covered with a fabric netting and anchored with staples in accordance with the manufacturer's recommendations. Slopes steeper than 3:1 and equal to or flatter than 2:1, which are to be revegetated, shall receive curlex blankets by American Excelsior or equal. Slopes steeper than 2:1 shall receive riprap as noted on the plans. The mulch application rate for both temporary and permanent seeding is 75 lbs per 1000 sf as identified in Attachment A of this section. Mulch shall not be placed over snow.
4. Temporary stockpiles of stumps, grubblings, or common excavation will be protected as follows:
 - a) Temporary stockpiles shall not be located within 100 feet of any wetlands which will not be disturbed and shall be located away from drainage swales.
 - b) Stockpiles shall be stabilized within 7 days by either temporarily seeding the stockpile by a hydroseed method containing an emulsified mulch tackifier or by covering the stockpile with mulch, such as hay, straw, or erosion control mix.
 - c) Stockpiles shall be surrounded by sedimentation barrier at the time of formation.
5. All denuded areas that are within 100 feet of an undisturbed wetland, which have been rough graded and are not located within a building pad, parking area, or access drive subbase area, shall receive mulch or erosion control mesh fabric within 48 hours of initial disturbance of soil. All areas within 100 feet of an undisturbed wetland shall be mulched

prior to any predicted rain event regardless of the 48 hour window. In other areas, the time period may be extended to 7 days.

6. For work, which is conducted between October 15th and April 15th of any calendar year, all denuded areas, shall be covered with hay mulch or erosion control mix, applied at twice the normal application rate and anchored with a fabric netting. The time period for applying mulch shall be limited to 2 days for all areas.

7. Main Street and Armory Road shall be swept to control mud and dust as necessary. Additional stone shall be added to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.

8. During grubbing operations stone check dams shall be installed at any evident concentrated flow discharge points and as directed on the Erosion Control Plans.

9. Silt fencing with a minimum stake spacing of 6 feet shall be used, unless the fence is supported by wire fence reinforcement of minimum 14 gauge and with a maximum mesh spacing of 6 inches, in which case stakes may be spaced a maximum of 10 feet apart. The bottom of the fence shall be anchored.

10. Wood waste compost/bark berms may be used in lieu of siltation fencing. Berms shall be removed and spread in a layer not to exceed 3" thick once upstream areas are completed and a 90% catch of vegetation is attained.

11. Storm drain catch basin inlet protection shall be provided through the use of stone sediment barriers or approved sediment bags (such as Silt Sack). Installation details are provided in the plan set. The barriers shall be inspected after each rainfall and repairs made as necessary. Sediment shall be removed and the barrier restored to its original dimensions when the sediment has accumulated to ½ the design depth of the barrier. The barrier shall be removed when the tributary drainage area has been stabilized.

12. Water and/or calcium chloride shall be furnished and applied in accordance with MDOT specifications – Section 637 – Dust Control.

13. Loam and seed is intended to serve, as the primary permanent revegetative measure for all denuded areas not provided with other erosion control measures, such as riprap. Application rates are provided in Attachment A of this section. Seeding shall not occur over snow.

D. Permanent Erosion Control Measures

The following permanent erosion control measures have been designed as part of the Erosion/Sedimentation Control Plan:

1. All areas disturbed during construction, but not subject to other restoration (paving, riprap, etc.) will be loamed, limed, fertilized, mulched, and seeded. Fabric netting, anchored with staples, shall be placed over the mulch in areas as noted in **Temporary Erosion Control Measures** paragraph 3 of this report. All areas within 100 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the

48 hour window. Native topsoil shall be stockpiled and reused for final restoration when it is of sufficient quality.

2. All storm drain pipe outlets shall have riprap aprons at their outlet to protect the outlet and receiving channel from scour and deterioration. Installation details are provided in the plan set. The aprons shall be installed and stabilized to the extent practicable prior to directing runoff to the tributary pipe or culvert.

1.4 Implementation Schedule

The following construction sequence shall be required to insure the effectiveness of the erosion and sedimentation control measures are optimized:

It is anticipated that construction of the Taco Bell building and related infrastructure will commence in Spring of 2016 and be completed by Fall of 2016.

Note: For all grading activities, the contractor shall exercise extreme caution not to overexpose the site, this shall be accomplished by limiting the disturbed area.

1. Install stabilized construction entrance at the intersections of the access drive and Main Street and Armory Road.
2. Install perimeter silt fence and/or wood waste berms prior to grubbing respective areas.
3. Commence demolition of existing building and infrastructure.
4. Clear and grub site. Install stone check dams at any evident concentrated flow discharge points.
5. Foundation preparation area shall be excavated for installation of the building footings. Building work will be on going through the remainder of the project.
6. Commence earthwork and grading to subgrade.
7. Commence installation of water and sewer lines.
8. Commence installation of gas service.
9. Continue earthwork and grading to subgrade as necessary for construction.
10. Complete installation of underground utilities to within 5' of the buildings.
11. Install light pole foundations and light poles.
12. Complete remaining earthwork operations.
13. Install sub-base and base gravel within parking fields, walkways, and all driveways.
14. Install curbing in parking fields, driveways, and along the streets as needed.

15. Install base course paving for access drive and parking area as well as concrete surfaces.
16. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
17. Install surface course paving for access drive and parking areas. Stripe per plan.
18. Once the site is stabilized and a 90% catch of vegetation has been obtained, remove all temporary erosion control measures.
19. Touch up loam and seed.

Note: All denuded areas not subject to final paving, riprap, or gravel shall be revegetated.

Prior to construction of the project, the contractor shall submit to the owner a schedule for the completion of the work, which will satisfy the following criteria:

1. The above construction sequence should generally be completed in the specified order; however, several separate items may be constructed simultaneously. Work must also be scheduled or phased to reduce the extent of the exposed areas as specified below. The intent of this sequence is to provide for erosion control and to have structural measures such as silt fence and construction entrances in place before large areas of land are denuded.
2. The work shall be conducted in sections which shall:
 - a) Limit the amount of exposed area to those areas in which work is expected to be undertaken during the proceeding 30 days.
 - b) Revegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event; or temporarily stabilized within 48 hours of initial disturbance of soil for areas within 100 feet of an undisturbed wetland and 7 days for all other areas. Areas within 100 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48 hour window.
 - c) Incorporate planned inlets and drainage system as early as possible into the construction phase. The ditches shall be immediately lined or revegetated as soon as their installation is complete.

1.5 Erosion, Sedimentation and Stabilization Control Plan

The Erosion Control Plan is included in the plan set.

1.6 Details and Specifications

The Erosion Control details and specifications are included in the plan set.

1.7 Winter Stabilization Plan

The winter construction period is from November 1 through April 15. If the construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15

then the site needs to be protected with over-winter stabilization. An area considered open is any area not stabilized with pavement; vegetation, mulching, erosion control mats, riprap or gravel base on a road.

Winter excavation and earthwork shall be completed such that any area left exposed can be controlled by the contractor. Limit the exposed area to those areas in which work is expected to be undertaken during the proceeding 15 days and that can be mulched in one day prior to any snow event.

All areas shall be considered to be denuded until the subbase gravel is installed in roadway/parking areas or the areas of future loam and seed have been loamed, seeded and mulched. Hay and straw mulch rate shall be a minimum of 150 lbs./1,000 s.f. (3 tons/acre) and shall be properly anchored.

The contractor shall install any added measures which may be necessary to control erosion/sedimentation from the site dependent upon the actual site and weather conditions. Continuation of earthwork operations on additional areas shall not begin until the exposed soil surface on the area being worked has been stabilized, in order to minimize areas without erosion control protection.

1. Soil Stockpiles

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or at 150 lbs/1,000 s.f. (3 tons per acre) or with a four-inch layer of woodwaste erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall. Any soil stockpile shall not be placed (even covered with hay or straw) within 100 feet from any natural resources.

2. Natural Resource Protection

Any areas within 100 feet from any natural resources, if not stabilized with a minimum of 75% mature vegetation catch, shall be mulched by December 1 and anchored with plastic netting or protected with erosion control mats. During winter construction, a double line of sediment barriers (i.e. silt fence backed with hay bales or erosion control mix) shall be placed between any natural resource and the disturbed area. Projects crossing the natural resource shall be protected a minimum distance of 100 feet on either side from the resource. Existing projects not stabilized by December 1 shall be protected with the second line of sediment barrier to ensure functionality during the spring thaw and rains.

3. Sediment Barriers

During frozen conditions, sediment barriers shall consist of woodwaste filter berms as frozen soil prevents the proper installation of hay bales and sediment silt fences.

4. Mulching

An area shall be considered denuded until areas of future loam and seed have been loamed, seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been

stabilized when exposed surfaces have been either mulched with straw or hay at a rate of 150 lb. per 1,000 square feet (3 tons/acre) and adequately anchored that ground surface is not visible through the mulch.

Between the dates of November 1 and April 15, all mulch shall be anchored by peg line, mulch netting, asphalt emulsion chemical, or wood cellulose fiber. When ground surface is not visible through the mulch then cover is sufficient. After November 1st, mulch and anchoring of all bare soil shall occur at the end of each final grading workday.

5. Mulching on Slopes and Ditches

Slopes shall not be left exposed for any extended time of work suspension unless fully mulched and anchored with peg and netting or with erosion control blankets. Mulching shall be applied at a rate of 230 lbs/1,000 s.f. on all slopes greater than 8%.

Mulch netting shall be used to anchor mulch in all drainage ways with a slope greater than 3% for slopes exposed to direct winds and for all other slopes greater than 8%. Erosion control blankets shall be used in lieu of mulch in all drainage ways with slopes greater than 8%. Erosion control mix can be used to substitute erosion control blankets on all slopes except ditches.

6. Seeding

Between the dates of October 15 and April 1st, loam or seed will not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until such time as the final treatment can be applied. If the date is after November 1st and if the exposed area has been loamed, final graded with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched. Dormant seeding may be selected to be placed prior to the placement of mulch and fabric netting anchored with staples. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs/1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

Standards for Timely Stabilization of Construction Sites During Winter

I. Standard for the timely stabilization of ditches and channels -- The applicant shall construct and stabilize all stone-lined ditches and channels on the site by November 15. The applicant shall construct and stabilize all grass-lined ditches and channels on the site by September 1. If the applicant fails to stabilize a ditch or channel to be grass-lined by September 1, then the applicant will take one of the following actions to stabilize the ditch for late fall and winter.

Install a sod lining in the ditch -- The applicant shall line the ditch with properly installed sod by October 1. Proper installation includes the applicant pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, watering the sod to promote root growth into the disturbed soil, and anchoring the sod with jute or plastic mesh to prevent the sod strips from sloughing during flow conditions.

Install a stone lining in the ditch --The applicant shall line the ditch with stone riprap by November 15. The applicant shall hire a registered professional engineer to determine the stone size and lining

thickness needed to withstand the anticipated flow velocities and flow depths within the ditch. If necessary, the applicant shall regrade the ditch prior to placing the stone lining so to prevent the stone lining from reducing the ditch's cross-sectional area.

2. Standard for the timely stabilization of disturbed slopes -- The applicant shall construct and stabilize stone-covered slopes by November 15. The applicant shall seed and mulch all slopes to be vegetated by September 1. The department shall consider any area having a grade greater than 15% to be a slope. If the applicant fails to stabilize any slope to be vegetated by September 1, then the applicant shall take one of the following actions to stabilize the slope for late fall and winter.

Stabilize the soil with temporary vegetation and erosion control mats -- By September 1 the applicant shall seed the disturbed slope with winter rye at a seeding rate of 3 pounds per 1,000 square feet and apply erosion control mats over the mulched slope. The applicant shall monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or cover at least 75% of the disturbed slope by November 1, then the applicant shall cover the slope with a layer of woodwaste compost as described in item iii of this standard or with stone riprap as described in item iv of this standard.

Stabilize the slope with sod -- The applicant shall stabilize the disturbed slope with properly installed sod by September 1. Proper installation includes the applicant pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The applicant shall not use late-season sod installation to stabilize slopes having a grade greater than 33% (3H:1V).

Stabilize the slope with woodwaste compost -- The applicant shall place a six-inch layer of woodwaste compost on the slope by November 15. Prior to placing the woodwaste compost, the applicant shall remove any snow accumulation on the disturbed slope. The applicant shall not use woodwaste compost to stabilize slopes having grades greater than 50% (2H:1V) or having groundwater seeps on the slope face.

Stabilize the slope with stone riprap -- The applicant shall place a layer of stone riprap on the slope by November 15. The applicant shall hire a registered professional engineer to determine the stone size needed for stability and to design a filter layer for underneath the riprap.

3. Standard for the timely stabilization of disturbed soils -- By September 15 the applicant shall seed and mulch all disturbed soils on areas having a slope less than 15%. If the applicant fails to stabilize these soils by this date, then the applicant shall take one of the following actions to stabilize the soil for late fall and winter.

Stabilize the soil with temporary vegetation -- By September 1 the applicant shall seed the disturbed soil with winter rye at a seeding rate of 3 pounds per 1000 square feet, lightly mulch the seeded soil with hay or straw at 75 pounds per 1000 square feet, and anchor the mulch with plastic netting. The applicant shall monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or cover at least 75% of the disturbed soil before November 1, then the applicant shall mulch the area for over-winter protection as described below.

Stabilize the soil with sod -- The applicant shall stabilize the disturbed soil with properly installed sod by September 15. Proper installation includes the applicant pinning the sod onto the soil with wire

pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.

Stabilize the soil with mulch -- By November 15 the applicant shall mulch the disturbed soil by spreading hay or straw at a rate of at least 150 pounds per 1000 square feet on the area so that no soil is visible through the mulch. Prior to applying the mulch, the applicant shall remove any snow accumulation on the disturbed area. Immediately after applying the mulch, the applicant will anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

1.8 Maintenance of facilities

The stormwater facilities will be maintained by the Applicant, Verdad, Inc. or their assigned heirs. The contract documents will require the contractor to designate a person responsible for maintenance of the sedimentation control features during construction as required by the Erosion Control Report. Long-term operation/maintenance recommended for the stormwater facilities is presented below.

The responsible party may contract with such professionals, as may be necessary in order to comply with this provision and may rely on the advice of such professionals in carrying out its duty hereunder, provided, that the following operation and maintenance procedures are hereby established as a minimum for compliance with this section. A maintenance log of the inspections shall be kept by the responsible party.

Inspection and Maintenance Frequency and Corrective Measures:

The following areas, facilities, and measures will be inspected and the identified deficiencies will be corrected. Clean-out must include the removal and legal disposal of any accumulated sediments and debris.

Vegetated Areas:

Inspect slopes and embankments early in the growing season to identify active or potential erosion problems. Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows. The facilities will be inspected after major storms and any identified deficiencies will be corrected.

Ditches, Swales and other Open Stormwater Channels:

Inspect 2 times per year (preferably in Spring and Fall) to ensure they are working in their intended fashion and that they are free of sediment and debris. Remove any obstructions to flow, including accumulated sediments and debris and vegetated growth. Repair any erosion of the ditch lining. Vegetated ditches will be mowed at least annually or otherwise maintained to control the growth of woody vegetation and maintain flow capacity. Any woody vegetation growing through riprap linings must also be removed. Repair any slumping side slopes as soon as practicable. If the ditch has a riprap lining, replace riprap on areas where any underlying filter fabric or underdrain gravel is showing through the stone or where stones have dislodged. Correct any erosion of the channel's bottom or sideslopes. The facilities shall be inspected after major storms and any identified deficiencies shall be corrected.

Roadways and Parking Surfaces: Clear accumulations of winter sand in parking lots and along roadways at least once a year, preferably in the spring. Accumulations on pavement may be removed by pavement sweeping. Accumulations of sand along road shoulders may be removed by grading

excess sand to the pavement edge and removing it manually or by a front-end loader. Repair potholes and other roadway obstructions and hazards. Plowing and sanding of paved areas shall be performed as necessary to maintain vehicular traffic safety.

Conclusion

The Applicant has provided temporary and permanent erosion control measures as well as specifying a sequence of construction as measures to minimize erosion and sedimentation.

Attachments

- Attachment A - Seeding Plan
- Attachment B - Inspection Report

ATTACHMENT A

SEEDING PLAN

SEEDING PLAN

Project: Taco Bell

Site Location: Waterville, ME

Permanent Seeding Temporary Seeding

1. Instruction on preparation of soil: Prepare a good seed bed for planting method used.
2. Apply lime as follows: _____ # / acres, OR 138 # /M Sq. Ft.
3. Fertilize with _____ pounds of _____ N-P-K/ac. OR 13.8 pounds of 10-10-10 N-P-K/M Sq. Ft.
4. Method of applying lime and fertilizer: Spread and work into the soil before seeding.
5. Seed with the following mixture:
 - 50% Winter Rye
 - 50% Annual Rye
6. Mulching instructions: Apply at the rate of _____ per acre, OR 75 pounds per M. Sq. Ft.

	<u>Amount</u>	<u>Unit # Tons. Etc.</u>
7. TOTAL LIME	138	#/1000 sq. ft.
8. TOTAL FERTILIZER	13.8	#/1000 sq. ft.
9. TOTAL SEED	1.03	#/1000 sq. ft.
10. TOTAL MULCH	75	#/1000 sq. ft.
11. TOTAL other materials, seeds, etc.		
12. REMARKS		

Spring seeding is recommended; however, late summer (prior to September 1) seeding can be made. Permanent seeding should be made prior to August 5 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

SEEDING PLAN

Project: Taco Bell

Site Location: Waterville, ME

Permanent Seeding Temporary Seeding

1. Instruction on preparation of soil: Prepare a good seed bed for planting method used.
2. Apply lime as follows: _____ # / acres, OR 138 # /M Sq. Ft.
3. Fertilize with _____ pounds of _____ N-P-K/ac. OR 18.4 pounds of 10-20-20 N-P-K/M Sq. Ft.
4. Method of applying lime and fertilizer: Spread and work into the soil before seeding.
5. Seed with the following mixture:
 - 40% Creeping Red Fescue
 - 30% Charger II Perennial Ryegrass
 - 20% KenBlue Kentucky Bluegrass
 - 10% Tiffany Chewings Fescue
6. Mulching instructions: Apply at the rate of _____ per acre, OR 75 pounds per M. Sq. Ft.

	<u>Amount</u>	<u>Unit # Tons. Etc.</u>
7. TOTAL LIME	138	#/1000 sq. ft.
8. TOTAL FERTILIZER	18.4	#/1000 sq. ft.
9. TOTAL SEED	1.03	#/1000 sq. ft.
10. TOTAL MULCH	75	#/1000 sq. ft.
11. TOTAL other materials, seeds, etc.		
12. REMARKS		

Spring seeding is recommended, however, late summer (prior to September 1) seeding can be made. Permanent seeding should be made prior to August 5 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

ATTACHMENT B
INSPECTION REPORT

STORMWATER POLLUTION PREVENTION PLAN

INSPECTION REPORT

PROJECT INFORMATION

Project Name: Taco Bell
Address: 345 Main Street
Waterville, Maine

CONTRACTOR/SUBCONTRACTOR INFORMATION

Inspector Name: _____
Firm: _____
Title: _____
Qualifications: _____

INSPECTION SUMMARY

Date of Inspection: _____

Major Observations: _____

THE FACILITY IS IN COMPLIANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN WITH THE FOLLOWING EXCEPTIONS:

ACTIONS NECESSARY TO BRING FACILITY INTO COMPLIANCE:

REQUIRED MODIFICATIONS TO STORMWATER POLLUTION PREVENTION PLAN
(MUST BE IMPLEMENTED WITHIN 7 DAYS OF INSPECTION):

CERTIFICATION STATEMENT:

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the systems, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Signature

Typed Name

Title

Date

ATTACHMENT 3

TRAFFIC

**Traffic Impact Study
Proposed Taco Bell Restaurant
Waterville, Maine
March 2016**

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I. Introduction

The purpose of this study is to assess the impact of the redevelopment of 345 Main Street in Waterville, Maine. The existing site has an unoccupied 507 sf drive-in bank with three drive-through teller lanes and a drive-up ATM lane. The site has three driveways; an in-only from Main Street, an out-only onto Main Street, and a full movement driveway onto Armory Road. The proposed redevelopment would reduce the number of driveways to two; one full movement onto Main Street and one full movement onto Armory Road. The driveways are also used by insurance and paint businesses as well, but do not appear to be high trip generators.

The nearest signalized intersection is Armory Road with Main Street which is located approximately 350-400 feet to the northwest of the site. This traffic assessment is based on the redevelopment of the existing building to a 2,058 sf food establishment with a drive-through window.

Figure I in Appendix A shows the location of the site.

II. Study Area

The study area for this project includes the following intersections:

- Main Street / Armory Road / Elm Plaza (Signalized)
- Main Street / Site Driveway (Unsignalized)
- Main Street / Elm Plaza (Unsignalized)
- Armory Road / Site Driveway (Unsignalized)

The proposed development is forecast to only add 14 PM peak hour trip ends (total of both directions) to the north of the Armory Road intersection and 12 PM peak hour trip ends (total of both directions) to the south of the Elm Plaza intersection so the study area was not extended further north or south. In addition, the proposed Taco Bell is forecast to generate less trip ends than the previous bank use during the PM peak hour so the entire adjacent roadway network should experience less traffic than when the previous bank use was fully operational.

III. Existing Traffic Volumes

Traffic volumes at the signalized intersection of Armory Road / Main Street were counted on November 5, 2015 from 4:00 PM to 6:00 PM. Traffic volumes at the unsignalized intersection of Elm Plaza / Main Street / Site Driveway were counted on

December 1, 2015 from 4:00 PM to 6:00 PM. Gorrill Palmer (GP) focused on the PM peak hour since that is anticipated to be the design hour for this project. Since the existing volume of traffic into or out of the site at the Armory Road driveway is anticipated to be minimal, that location was not counted. The results of these counts are shown on Figure 2 in Appendix A.

IV. Other Development

The forecasted traffic from other development in the area that is approved and not yet constructed or ahead of this project in the approval process must be added to the background traffic. Based on a conversation with Ann Beverage, City Planner, there is no other development that needs to be added.

V. Predevelopment Traffic Volumes

The traffic volumes shown in Figure 2 were counted in November and December 2015 and have been seasonally adjusted to approximate the 30th highest hour of the year using weekly group mean factors published by the MaineDOT. This seasonal adjustment increases the volumes on Main Street to those that may be experienced during peak summer months. This adjustment resulted in an increase of 7.9% at the intersection of Armory Road with Main Street and 9.0% at the intersection of Elm Plaza with Main Street.

In addition to seasonally adjusting the Main Street traffic volumes, they are also increased by a yearly growth to approximate the build out year of the project. The proposed project is anticipated to be completed by 2017. Traffic counts in the area show an average growth rate of less than one percent per year. To be conservative GP used a growth rate of 1% per year.

Traffic adjusted traffic volumes in Figure 3 reflect the seasonal and annual adjustments to yield the 2017 Predevelopment Design Hour Volumes (DHV).

VI. Trip Generation

The existing site has a 507 sf drive-up bank with 3 drive-through teller lanes and a drive up ATM lane (total of 4 lanes). The bank is non-operational at this time. The proposed redevelopment includes razing the bank building and associated drive through lanes and constructing a 2,058 sf food establishment (Taco Bell) with a drive-through window.

To calculate the trip generation for the previous and proposed uses on the site, Gorrill Palmer (GP) used the Institute of Transportation Engineers' publication, *Trip Generation*, 9th Edition. GP utilized Land Use Code (LUC) 912 – Drive-In Bank and LUC 934 – Fast Food Restaurant with Drive-Through Window for the existing and proposed uses respectively. MaineDOT allows credit to be given for any on-site use within the last ten years, so trips generated by the bank use are subtracted from the forecasted future trip generation when determining the need for a MaineDOT Traffic Movement Permit. Typically, for a bank use, the trip generation based on the square footage is averaged with the trip generation based on the number of drive up lanes. That methodology was used here, but it should be noted that the results are conservative, since it is suspected that the previous bank use (507 sf) was just for the drive through windows and that if the trip generation for the previous bank (which is subtracted from the proposed trip generation) were based on just the four drive through lanes, the resulting credit would be higher and the net impact of the proposed use would be lower.

The trip generations are summarized as follows:

Trip Generation Summary

	AM Peak Hour Adjacent Street	PM Peak Hour Adjacent Street	Saturday Peak Hour of Generator
Proposed Development			
Fast Food Restaurant with Drive-Thru Window	93 (47 in / 46 out)	67 (34 in / 33 out)	121 (61 in / 60 out)
Credit			
Drive-In Bank	22 (12 in / 10 out)	73 (36 in / 37 out)	64 (32 in / 32 out)
Net Trip Generation	71 (35in / 36 out)	-6 (-2 in / -4 out)	57 (29 in / 28 out)

As shown in the table, the proposed use is not anticipated to generate greater than 99 trip ends during a peak hour, which is the trigger for requiring a MaineDOT Traffic Movement Permit. A letter requesting concurrence was sent to the MaineDOT. It should be noted that the letter that was sent to them is based on the 7th and 8th Editions of the Trip Generation Manual since they have not yet adopted the most up to date version (9th Edition). David Allen, Region #2 Traffic Engineer concurred that a Traffic Movement Permit is not required. Since the bank was not operational when the turning movement counts were completed, all of the traffic for the proposed use listed above was added to the adjacent roadway network when completing the level of service and queue analysis. For the purpose of this study, the design hour for evaluation was considered to be the weekday PM peak hour since that is expected to be the overall most congested time of the week with commuters, Elm Plaza, and the site traffic combined.

VII. Trip Composition and Assignment

Based on the ITE *Trip Generation Handbook*, GP has determined that 50% of the trips are considered to be primary trips made for the sole purpose of going to and from the site. The remaining 50% of the trips to and from the site are considered pass by trips from vehicles that were already on the adjacent roadway network. The trip assignment is based on existing traffic patterns as identified from the turning movement counts completed by our office and are shown on Figures 4-6 in Appendix A.

VIII. Postdevelopment Traffic Volumes

The total trip assignment shown on Figure 6 has been combined with the predevelopment traffic on Figure 3 to yield the 2017 Postdevelopment DHV shown on Figure 7 of Appendix A.

IX. Capacity Analysis

GP completed capacity analysis for the two unsignalized site driveways and the Armory Road / Main Street signalized intersection using the Synchro/SimTraffic computer analysis software. Because of the close off-set nature of the unsignalized Elm Plaza and site driveway intersections, they were analyzed as a single off-set intersection. Level of service rankings are similar to the academic ranking system where an 'A' is very good with little control delay and an 'F' represents very poor conditions. At an intersection, if the level of service falls below a 'D', an evaluation should be made to determine if mitigation is warranted.

The following tables summarize the relationship between control delay and level of service.

Level of Service for Unsignalized Intersections

Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Level of Service for Signalized Intersections

Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

The results of the capacity analysis are summarized as follows with the detailed analyses included in Appendix B.

Level of Service Summary

Approach	Level of Service	
	PM Pre	PM Post
Main Street / Armory Road / Elm Plaza (Signalized)		
Elm Plaza EB	C	C
Armory WB	B	B
Main NB	D	D
Main SB	C	C
Overall	C	C
Main Street / Elm Plaza / Site Driveway (Unsignalized)		
Elm Plaza EB	B	B
Main NB	A	A
Main SB	A	A
Site WB	D	F
Armory Road / Site Driveway (Unsignalized)		
Armory EB	N/A	A
Armory WB	N/A	A
Site Driveway NB	N/A	A

As shown in the table, the overall impact of the project on the adjacent roadway network is forecast to be minimal. However, exiting the site driveway itself (primarily left turns) is forecast to operate at low levels of service during the peak hour. This low level of service is, in our opinion, partially due to the northbound Main Street queue of traffic from the signalized intersection. Fortunately, this site will have access onto Armory Road and as drivers see the queue in front of the driveway they can use Armory Road to access the traffic signal on Main Street to complete their left turn to go south.

X. Queue Analysis

GP completed a queue analysis for the site driveways onto Main Street and Armory Road. This analysis was completed using the Synchro/SimTraffic computer analysis software. The following table summarizes the forecasted queue lengths for each site driveway.

Queue Analysis Summary

Approach	Available Storage Length (ft)	95% Queue Length (ft)	
		PM Pre	PM Post
At Main Street			
Site Driveway WB LR	N/A	10	60
At Armory Road			
Site Driveway NB LR	N/A	N/A	30

As shown in the table, with one car length approximately 20 feet (25 feet including gap between vehicles) the queue lengths are forecast at approximately one vehicle at the Armory Road driveway and two vehicles at the Main Street driveway. As discussed previously, if drivers see a queue at the Main Street exit, they can easily exit out the back onto Armory Road to get to their destination. The Main Street driveway has approximately one car length queue before impacting the exit from the drive-thru; however, the drive-thru has space to accommodate approximately four vehicles between the exit of the drive-thru and the pick-up window which allows a buffer for waiting vehicles.

XI. Lane Warrant Analysis

Typically GP would complete a lane warrant analysis to determine if the increased traffic volumes will require a left or right turn lane into the site. Main Street already has a two way center left turn lane, so a lane warrant analysis is not necessary at that site driveway, and the a right turn lane would be inconsistent with the corridor, especially since much larger uses in the area do not have right turn lanes. GP did complete a lane warrant analysis for Armory Road at the site driveway using Figures 8-16 and 8-19 (Appendix A) from the MaineDOT Highway Design Guide. Based on the evaluation, Armory Road does not require a left or right turn lane.

XII. Potential Turning Movement Conflicts

Because the Main Street site driveway will be off-set from the driveway for the existing unsignalized Elm Street plaza, the potential for conflicting left turn movements was

evaluated. There is an existing center left turn lane on Main Street which allows both left turning vehicles into a site a place to wait without blocking through traffic but it also allows left turning traffic out of a site an area to complete their left turn in two stages; one movement out to the turn lane and another merging in with through traffic. Because the proposed driveway will be located to the north of Elm Plaza, there will not be any conflicts between the left turning vehicles from Main Street into the site driveway and those into Elm Plaza. Because the separation between the site driveway and Elm Plaza is approximately 75 feet, there is ample room for left turning vehicles from each driveway to use the center turn lane to do a two stage maneuver without interfering with each other. Additionally, to encourage traffic that would turn left out of the site to use the Armory Road access, guide signs will be placed at the end of the drive-thru that say “Southbound Main Street Via Armory Road” to direct traffic to the Armory Road driveway. The installation of these signs should decrease the number of left turning vehicles at the Main Street driveway and reduce potential turning movement conflicts.

XIII. Insurance Building Barricades

Currently, an existing insurance building has their direct access to Main Street blocked using concrete barriers and instead, use the same driveway as the bank did. In reviewing the location of the closed driveway, it is our recommendation that the currently closed access be permanently closed and the insurance building continue to use the shared access with the proposed Taco Bell.

XIV. Sight Line Evaluation

Both the City of Waterville and the Maine Department of Transportation have guidelines for sight distances. The City’s sight distance criteria is different than the MaineDOT. The basic sight line standards for each are as follows:

Standards for Sight Distance (ft)

Posted Speed (mph)	MaineDOT	City of Waterville
25	200	160
30	250	200*
35	305	240
40	360	275
45	425	325

*The City of Waterville does not have a sight distance requirement for 30 mph. 200 ft is calculated based on the interpolation of the requirement for 25 mph and 35 mph.

The City and MaineDOT also use different methodology to measure the sight distance.

The MaineDOT evaluation method is as follows:

Driveway observation point: 10 feet off edge of shoulder
 Height of eye at driveway: 3 ½ feet above ground
 Height of approaching vehicle: 4 ¼ feet above ground

The City of Waterville evaluation method is as follows:

Driveway observation point: 10 feet off edge of shoulder
 Height of eye at driveway: 3 ¾ feet above ground
 Height of approaching vehicle: 4 ½ feet above ground

The speed limit on Armory Road and Main Street in front of the site driveways is 35 mph. The following table summarizes the measured sight distances.

Sight Distance Summary

Approach	Sight Distance (ft)			
	Looking Left	Looking Right	MaineDOT Required	Waterville Required
Exiting driveway onto Main Street	350+	To intersection (325+)	305	240
Exiting driveway onto Armory Road	To intersection (400+)	305+	305	240

As shown in the table, the available sight distances meet or exceed both City and MaineDOT requirements. It should be noted however that sight distances exiting the site onto Main Street looking right can be restricted to below the required distances during peak hours of the day due to northbound queued traffic at the Armory Road signalized intersection. However, the center turn lane on Main Street serves as a buffer between left turning traffic out of the site and southbound Main Street through traffic.

XV. Crash Summary Data

GP obtained the crash data from MaineDOT for the period of 2012-2014, the most recent period available at the time this study was prepared (Appendix C). In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor {CRF} compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a rate of less than average) and:
2. A minimum of eight crashes over the same three-year period.

Based on the crash data report generated by the MaineDOT, there is one HCL in the vicinity of the site. The HCL is at the unsignalized (All Way Stop) intersection of Armory Road with Drummond Ave / Hazelwood Ave, which has a CRF of 3.08 and 12 total crashes. A collision diagram (Appendix C) was prepared to evaluate if there were any correctable crash patterns. Based on a review of the collision diagram, there are a few random angle crashes and one pattern of three rear end crashes on Hazelwood Avenue approaching the intersection. This intersection is approximately 0.40 miles to the east of the Armory Road site driveway and the forecast increase in traffic due to the proposed development is not expected to exacerbate the existing condition. Mitigation that may address the crash pattern could include oversizing the STOP signs, doubling the STOP signs (one on each side of the approach) and erecting advanced STOP Ahead signs.

XVI. Common Scheme of Development

Common Scheme of Development is when individual sites have had common access, ownership, management, supervision, employees, equipment, and/or financing within the last ten years. Based on a review by MaineDOT, this site is not considered as a Common Scheme of Development.

XVII. Conclusions / Recommendations

The following is a summary of the conclusions:

1. The proposed Taco Bell is forecast to generate 93 and 67 trip ends during the AM and PM peak hours respectively and 121 trip ends during a Saturday peak hour. However, when trip generation credit for the existing bank use is considered the net increase in trip generation and to the adjacent roadway system is 71 and -6 trip ends in the AM and PM peak hours respectively and 57 trip ends during the Saturday peak hour. This net level of trip generation does not require a MaineDOT Traffic Movement Permit.
2. Since the project is in an Urban Compact area of the municipality, it does not require a MaineDOT Entrance permit.

3. The capacity analysis forecasts the proposed adjacent roadway and other site driveways will operate at acceptable levels of service. Exiting the site driveway onto Main Street may operate at low levels of service during the peak hours primarily due to the site being blocked by queued traffic from the adjacent signalized intersection. Fortunately, this site has a second access onto Armory Road that allows traffic to exit onto Armory Road to turn left at the signalized intersection.
4. The queue analysis shows that each of the two driveways will have minimal queuing. The Main Street access may experience longer queues during peak hours due to a blocked driveway created by queued vehicles on Main Street; however, customers can use the second access onto Armory Road to reach their destination.
5. The auxiliary lane warrant analysis indicates that neither a left or right turn lane will be needed for either Main Street or Armory Road at the site driveways.
6. The sight distances at the site driveways meet or exceed both the City and MaineDOT requirements. It should be noted that sight distances exiting the site onto Main Street looking right can be limited during peak hours of the day when northbound traffic on Main Street is queued at the signalized intersection with Armory Road. Fortunately, Main Street has a center turn lane that creates a buffer between exiting left turning traffic and Main Street southbound through traffic.
7. The crash data identifies that there is one high crash location within the study area at the intersection of Armory Road / Drummond Avenue / Hazelwood Avenue.
8. The site is not considered a Common Scheme of Development based on a review by MaineDOT.

In our opinion, the proposed project will have minimal impact on the surrounding roadway network and the surrounding roadway network has the capacity to accommodate the proposed project.

Appendix A

Site Location Map

Turning Movement Diagrams

Trip Generation Calculations

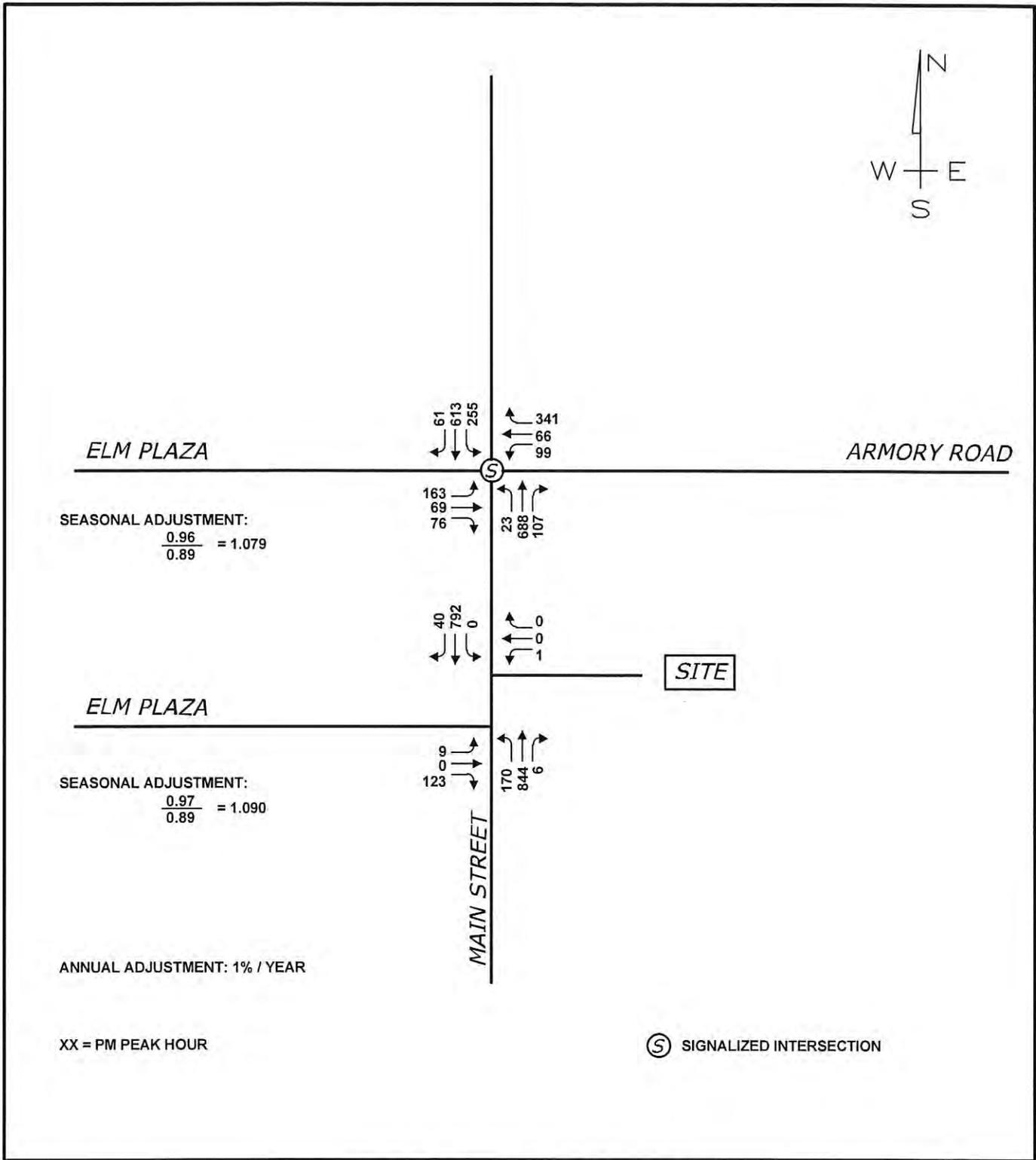
Location Map

Figure No. **1**



FOOD ESTABLISHMENT WATERVILLE, MAINE

Design: ET Scale: NONE
Draft: LAN Date: NOVEMBER 2015
Checked: RED File Name: 3087-TRAFF.dwg

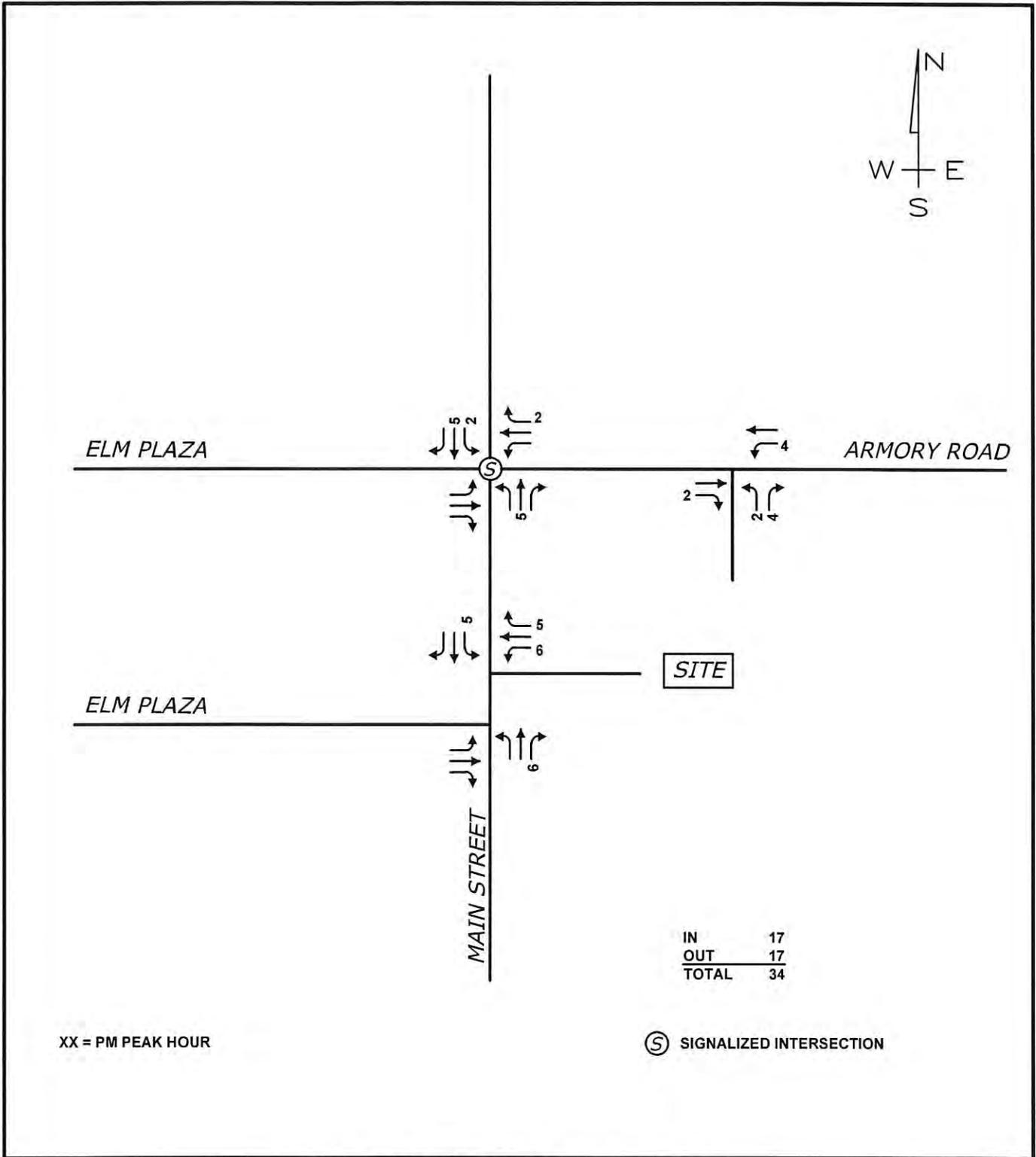


FOOD ESTABLISHMENT WATERVILLE, MAINE

Design: ET Scale: NONE
 Draft: LAN Date: NOVEMBER 2015
 Checked: RED File Name: 3087-TRAFF.dwg

Primary Trip Distribution

Figure No. **4**



FOOD ESTABLISHMENT WATERVILLE, MAINE

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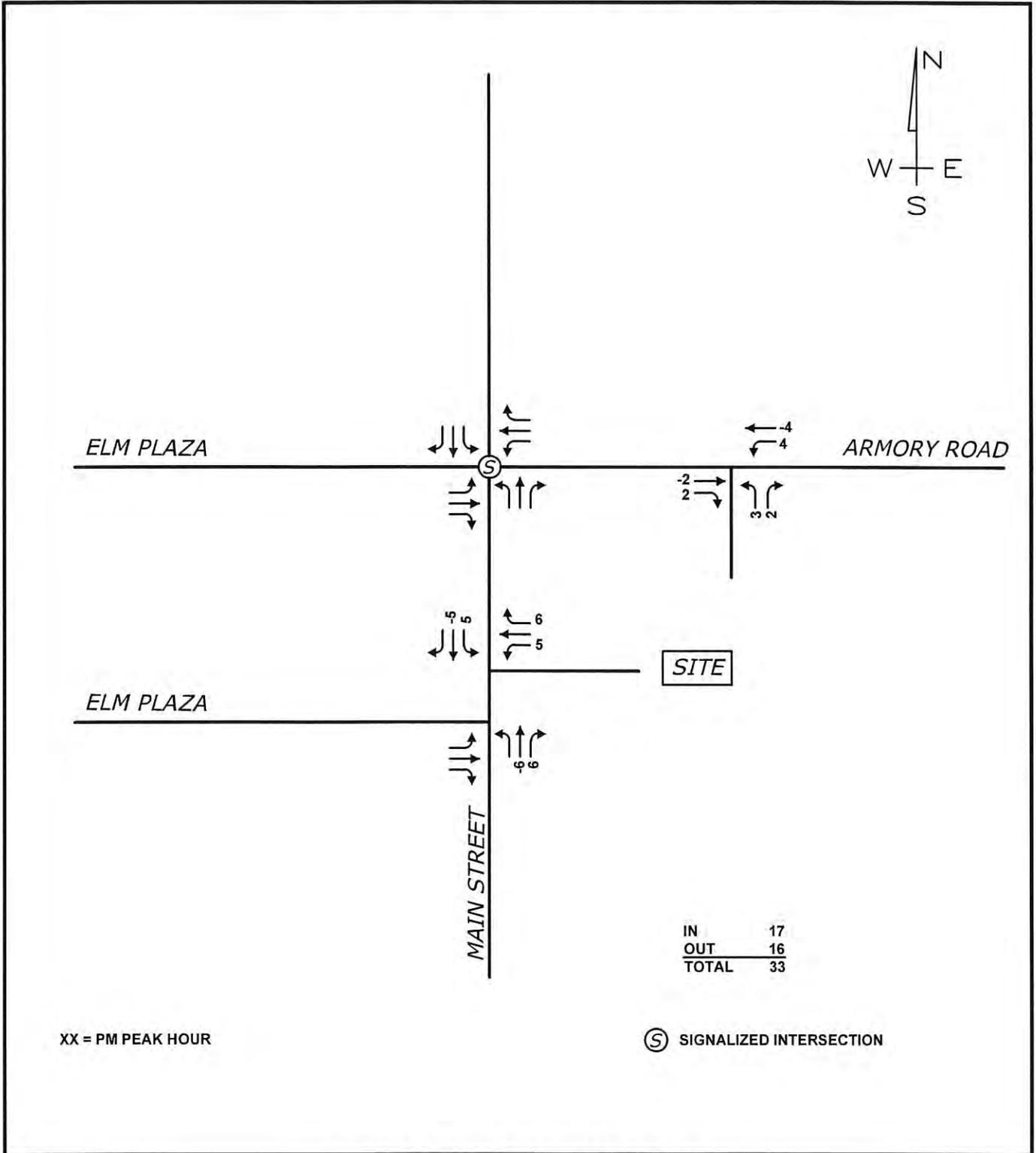


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Pass-By Trip Distribution

Figure No **5**

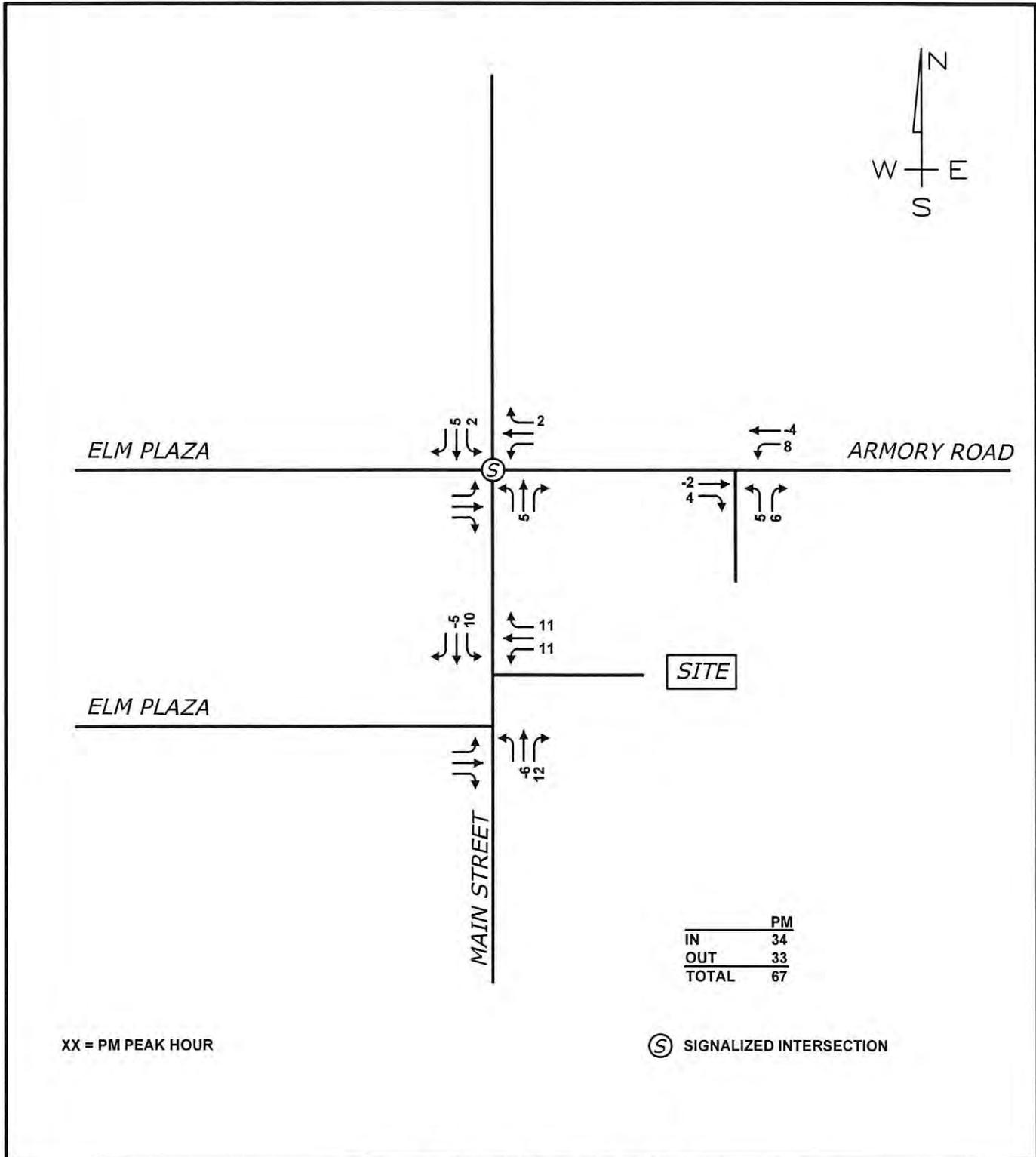


FOOD ESTABLISHMENT WATERVILLE, MAINE

Design: ET Scale: NONE
 Draft: LAN Date: NOVEMBER 2015
 Checked: RED File Name: 3087-TRAFF.dwg

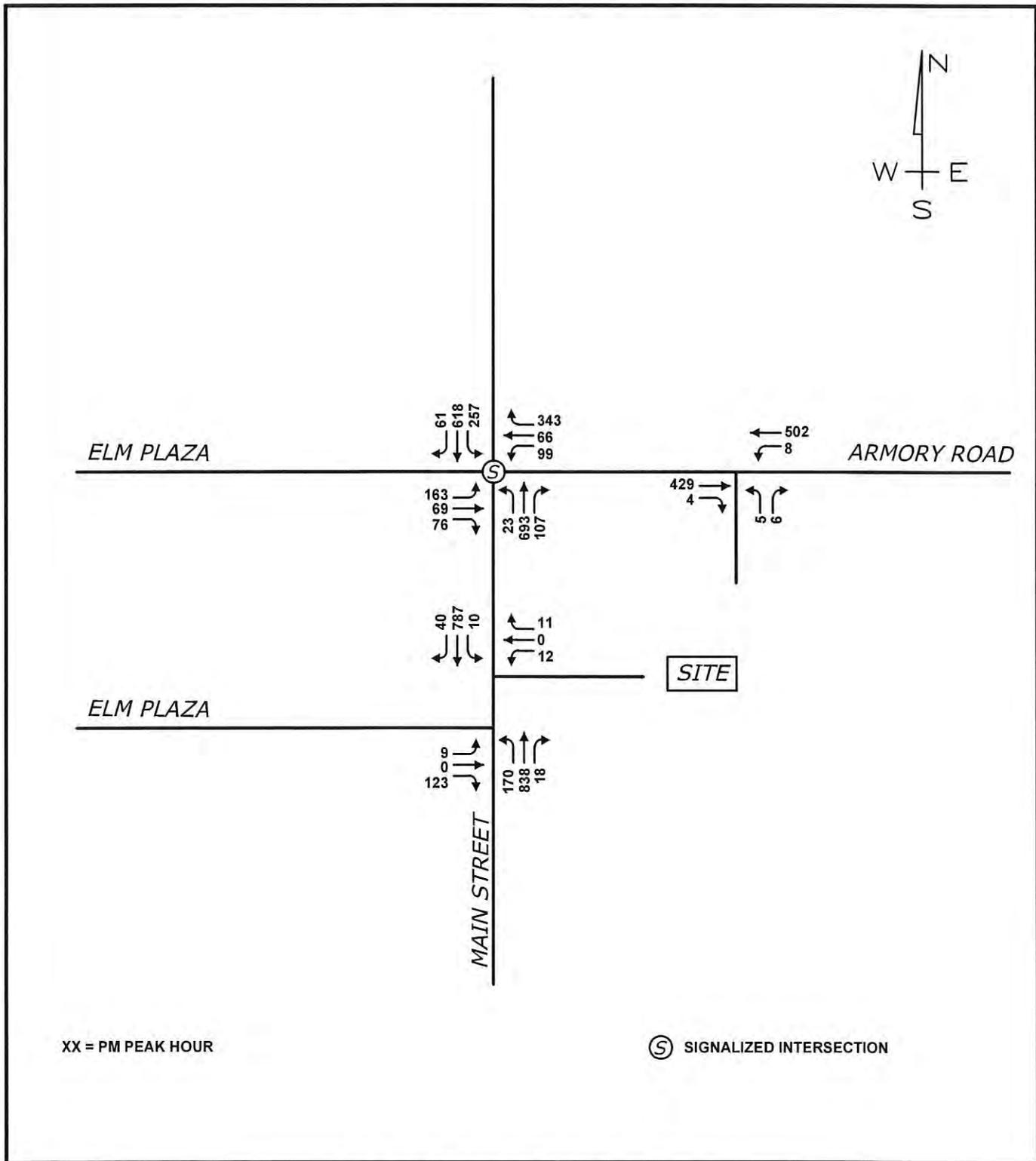
Total Trip Distribution

Figure No. **6**



FOOD ESTABLISHMENT WATERVILLE, MAINE

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FOOD ESTABLISHMENT WATERVILLE, MAINE

Design: ET Scale: NONE
 Draft: LAN Date: NOVEMBER 2015
 Checked: RED File Name: 3087-TRAFF.dwg

JN: 3087
 Project Description: Bank Redevelopment
 Project Location: Waterville, Maine
 Date: 10/30/2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Drive-in Bank
 Land Use Code (LUC) 912**

Gross Floor Area (ft²): 507

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		R ²
			IN	OUT	IN	OUT	
Weekday	T = 148.15 (X)	75	50%	50%	38	37	---
AM Peak Adjacent Street	T = 12.08 (X)	6	55%	45%	3	3	---
PM Peak Adjacent Street	T = 24.30 (X)	12	50%	50%	6	6	---
AM Peak Hour of Generator	T = 17.57 (X)	9	50%	50%	5	4	---
PM Peak Hour of Generator	T = 26.69 (X)	14	50%	50%	7	7	---
Saturday	T = 86.32 (X)	44	50%	50%	22	22	---
Saturday Peak Hour of Gen.	T = 26.53 (X)	13	50%	50%	7	6	---

* Percentages rounded to nearest 5%

Number of Drive-in Lanes: 4

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		R ²
			IN	OUT	IN	OUT	
Weekday	T = 139.25 (X)	557	50%	50%	279	278	---
AM Peak Adjacent Street	T = 9.29(X)	37	60%	40%	22	15	---
PM Peak Adjacent Street	T = 33.24 (X)	133	50%	50%	67	66	---
AM Peak Hour of Generator	T = 21.64 (X)	87	55%	45%	48	39	---
PM Peak Hour of Generator	T = 29.05 (X)	116	50%	50%	58	58	---
Saturday	Not Given	0	50%	50%	0	0	---
Saturday Peak Hour of Gen.	T = 28.78 (X)	115	50%	50%	58	57	---

* Percentages rounded to nearest 5%

AVERAGE

Time Period	Trip Ends	Directional Split *		Directional Distribution	
		IN	OUT	IN	OUT
Weekday	316	50%	50%	158	158
AM Peak Adjacent Street	22	58%	42%	12	10
PM Peak Adjacent Street	73	50%	50%	36	37
AM Peak Hour of Generator	48	53%	47%	25	23
PM Peak Hour of Generator	65	50%	50%	33	32
Saturday Peak Hour of Gen.	64	50%	50%	32	32

JN: 3087
 Project Description: Bank Redevelopment
 Project Location: Waterville, Maine
 Date: March 1, 2016

Gorrill Palmer
 707 Sable Oaks Drive
 Suite 30
 South Portland, Maine 04106

**Fast-Food Restaurant with Drive-Through Window
 Land Use Code (LUC) 934**

Gross Floor Area (ft²): 2,058

Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	T = 496.12 (X)	1021	50%	50%	511	510
AM Peak of Adjacent Street	T = 45.42 (X)	93	50%	50%	47	46
PM Peak of Adjacent Street	T = 32.65 (X)	67	50%	50%	34	33
AM Peak Hour of Generator	T = 53.61 (X)	110	50%	50%	55	55
PM Peak Hour of Generator	T = 47.30 (X)	97	50%	50%	49	48
Saturday	T = 722.03 (X)	1486	50%	50%	743	743
Saturday Peak Hour of Gen.	T = 59.00 (X)	121	50%	50%	61	60

* Percentages rounded to nearest 5%

Appendix B

Capacity and Queuing Analyses
Lane Warrant Analyses

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2939	2878	2871	2895	2926	2902
Vehs Exited	2951	2889	2866	2901	2910	2904
Starting Vehs	61	52	45	50	50	51
Ending Vehs	49	41	50	44	66	50
Denied Entry Before	0	1	0	2	1	0
Denied Entry After	1	0	0	0	1	0
Travel Distance (mi)	935	919	908	919	936	923
Travel Time (hr)	59.4	53.5	53.1	55.3	58.6	56.0
Total Delay (hr)	27.7	22.4	22.5	24.2	26.8	24.7
Total Stops	2425	2153	2167	2224	2339	2263
Fuel Used (gal)	39.8	37.5	37.1	38.2	39.2	38.4

Interval #0 Information Seeding

Start Time 6:57
 End Time 7:00
 Total Time (min) 3
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
 End Time 8:00
 Total Time (min) 60
 Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2939	2878	2871	2895	2926	2902
Vehs Exited	2951	2889	2866	2901	2910	2904
Starting Vehs	61	52	45	50	50	51
Ending Vehs	49	41	50	44	66	50
Denied Entry Before	0	1	0	2	1	0
Denied Entry After	1	0	0	0	1	0
Travel Distance (mi)	935	919	908	919	936	923
Travel Time (hr)	59.4	53.5	53.1	55.3	58.6	56.0
Total Delay (hr)	27.7	22.4	22.5	24.2	26.8	24.7
Total Stops	2425	2153	2167	2224	2339	2263
Fuel Used (gal)	39.8	37.5	37.1	38.2	39.2	38.4

2: Main Street & Elm Plaza & Site Performance by approach

Approach	EB	NB	SB	SW	All
Denied Del/Veh (s)	0.2	0.6	0.0	0.1	0.3
Total Del/Veh (s)	10.9	1.9	2.6	33.2	2.8
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

3: Main Street & Elm Plaza/Armory Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	3.1	0.0	0.9	1.0
Total Del/Veh (s)	28.8	18.5	37.1	28.4	29.3
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	29.1
Denied Entry Before	0
Denied Entry After	0

Intersection: 2: Main Street & Elm Plaza & Site

Movement	EB	EB	NB	SB	SW
Directions Served	<L	R	L	T	LR
Maximum Queue (ft)	47	78	92	4	17
Average Queue (ft)	10	40	34	0	1
95th Queue (ft)	35	65	71	3	9
Link Distance (ft)	177	177		341	188
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)			0		
Queuing Penalty (veh)			1		

Intersection: 3: Main Street & Elm Plaza/Armory Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	194	106	75	102	92	181	174	330	312	199	338	284
Average Queue (ft)	92	43	32	54	35	88	30	208	194	141	167	141
95th Queue (ft)	162	86	65	95	74	150	108	296	281	215	310	259
Link Distance (ft)	297	297	297		898			341	341		985	985
Upstream Blk Time (%)								0	0			
Queuing Penalty (veh)								1	0			
Storage Bay Dist (ft)				160		240	150			135		
Storage Blk Time (%)						0		26		22		6
Queuing Penalty (veh)						0		6		67		16

Network Summary

Network wide Queuing Penalty: 90

Intersection: 3: Main Street & Elm Plaza/Armory Road

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	14.0	20.0	16.0	5.0	29.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None	None
Avg. Green (s)	14.2	20.0	12.3	5.0	33.6	14.0
g/C Ratio	NA	NA	NA	-0.01	NA	NA
Cycles Skipped (%)	0	0	0	40	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	93	88	26	60	93	50
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Baseline

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2960	3039	2952	3001	2945	2978
Vehs Exited	2954	3036	2951	3002	2965	2981
Starting Vehs	43	46	52	71	69	55
Ending Vehs	49	49	53	70	49	51
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	1	0	0	2	1	0
Travel Distance (mi)	920	954	912	936	927	930
Travel Time (hr)	55.8	60.0	56.1	58.4	59.8	58.0
Total Delay (hr)	24.3	27.4	24.9	26.4	28.2	26.2
Total Stops	2306	2481	2293	2426	2458	2394
Fuel Used (gal)	38.7	40.5	38.6	39.7	39.6	39.4

Interval #0 Information Seeding

Start Time 6:57

End Time 7:00

Total Time (min) 3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00

End Time 8:00

Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2960	3039	2952	3001	2945	2978
Vehs Exited	2954	3036	2951	3002	2965	2981
Starting Vehs	43	46	52	71	69	55
Ending Vehs	49	49	53	70	49	51
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	1	0	0	2	1	0
Travel Distance (mi)	920	954	912	936	927	930
Travel Time (hr)	55.8	60.0	56.1	58.4	59.8	58.0
Total Delay (hr)	24.3	27.4	24.9	26.4	28.2	26.2
Total Stops	2306	2481	2293	2426	2458	2394
Fuel Used (gal)	38.7	40.5	38.6	39.7	39.6	39.4

Baseline**2: Main Street & Elm Plaza & Site Performance by approach**

Approach	EB	NB	SB	SW	All
Denied Del/Veh (s)	0.1	0.7	0.0	0.1	0.4
Total Del/Veh (s)	10.9	2.1	2.6	67.8	3.5
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

3: Main Street & Elm Plaza/Armory Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.9	0.4
Total Del/Veh (s)	26.6	18.6	39.1	30.9	30.6
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

6: Armory Road Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.4	0.1	0.2
Total Del/Veh (s)	1.3	0.5	7.3	1.0
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Del/Veh (s)	0.6
Total Del/Veh (s)	30.5
Denied Entry Before	0
Denied Entry After	0

Baseline

3/1/2016

Intersection: 2: Main Street & Elm Plaza & Site

Movement	EB	EB	NB	NB	SB	SB	SW
Directions Served	<L	R	L	T	L	T	LR>
Maximum Queue (ft)	52	89	105	38	8	1	64
Average Queue (ft)	10	44	37	1	1	0	22
95th Queue (ft)	36	75	75	27	4	0	56
Link Distance (ft)	190	190		374		335	229
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			100		100		
Storage Blk Time (%)			0				
Queuing Penalty (veh)			1				

Intersection: 3: Main Street & Elm Plaza/Armory Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	176	91	98	133	112	182	174	363	335	200	384	345
Average Queue (ft)	89	42	40	54	39	99	43	214	201	149	180	143
95th Queue (ft)	150	77	77	103	82	158	140	315	300	221	348	292
Link Distance (ft)	297	297	297		475			335	335		943	943
Upstream Blk Time (%)								1	0			
Queuing Penalty (veh)								4	2			
Storage Bay Dist (ft)				160		240	150			135		
Storage Blk Time (%)				0		0	0	27		26	5	
Queuing Penalty (veh)				1		0	0	6		82	12	

Intersection: 6: Armory Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	86	34
Average Queue (ft)	6	8
95th Queue (ft)	42	30
Link Distance (ft)	478	256
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 108

Baseline

Intersection: 3: Main Street & Elm Plaza/Armory Road

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	14.0	20.0	16.0	5.0	29.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None	None
Avg. Green (s)	13.9	20.1	12.7	5.1	33.2	14.0
g/C Ratio	NA	NA	-0.01	-0.01	NA	NA
Cycles Skipped (%)	0	0	2	34	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	93	95	35	66	95	55
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

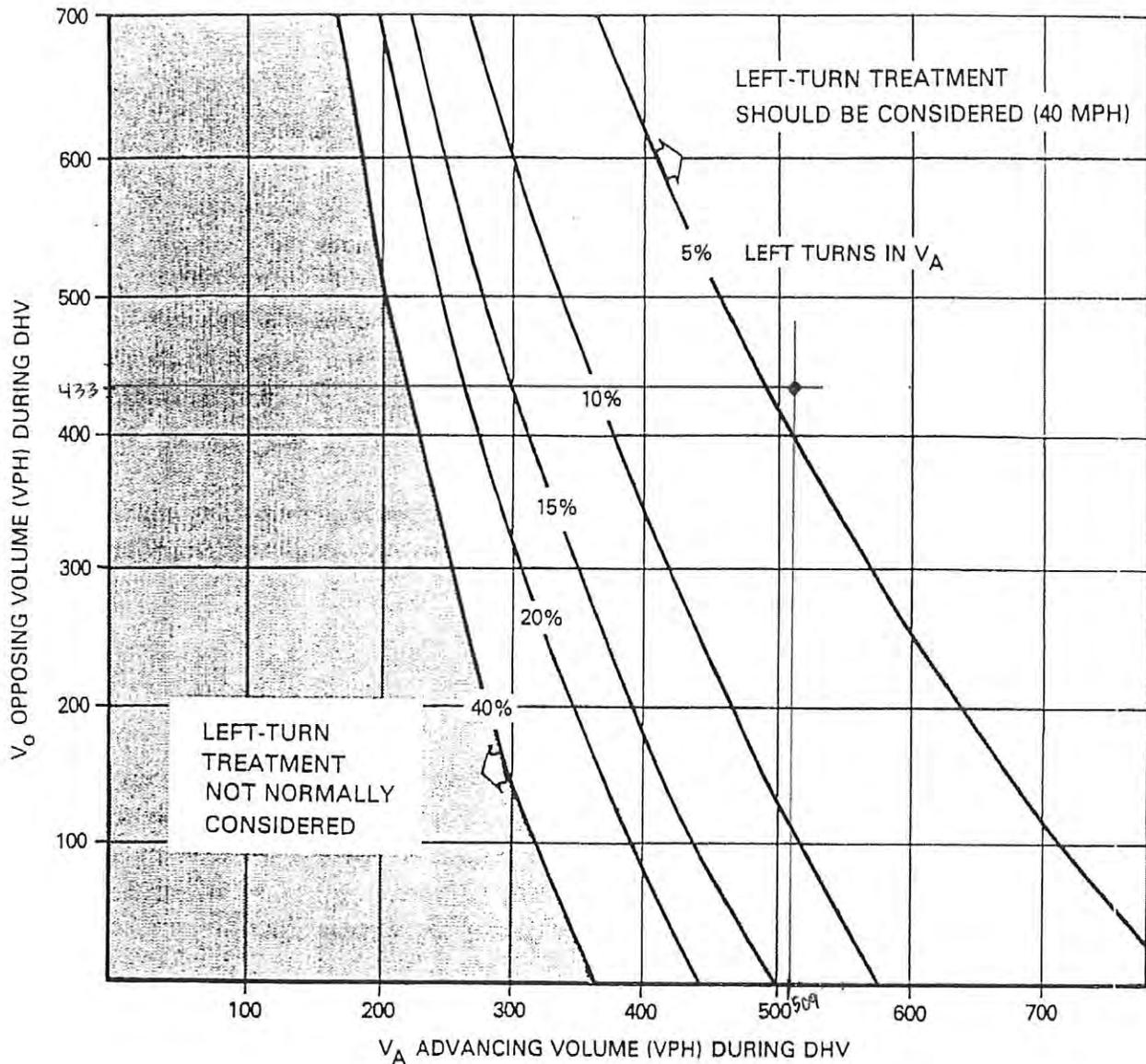
Armory Road
Waterville, Maine

PM Peak Hour
8-31

3087
~~(10/2/04)~~
3/1/16

December 2004

AUXILIARY TURNING LANES



Instructions:

1. The family of curves represent the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
4. Read V_A and V_O into the chart and locate the intersection of the two volumes.
5. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

$V_A = 510$
 $V_O = 433$
 $\%L = 1.6\%$

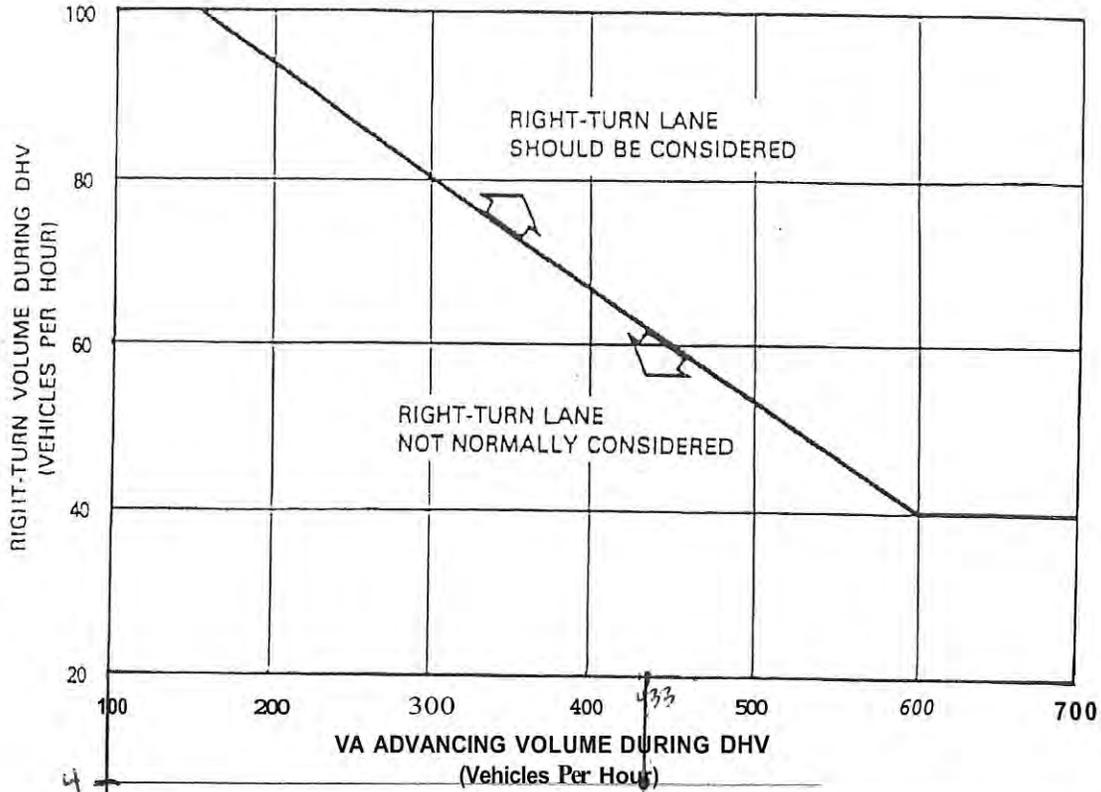
VOLUME WARRANTS FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON 2-LANE HIGHWAYS (40 mph)

posted speed: 35 mph

Figure 8-19

December 2004

AUXILIARY TURNING LANES



Note: For highways with a design speed below 50 mph and $DHV < 300$ and Right Turns > 40 , an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 40 mph
VA = 250 vph
Right Turns = 100 vph

$V_A = 433$

$R = 4$

Right turn lane
not warranted

Problem: Determine if a right-turn lane should be considered.

Solution: To read the vertical axis, use $100 - 20 = 80$ vph. The figure indicates that a right-turn lane should not normally be considered, unless other factors (e.g., high accident rate) indicate a lane is needed.

**GUIDELINES FOR RIGHT-TURN LANES
AT UNSIGNALIZED INTERSECTIONS ON 2-LANE HIGHWAYS**

Figure 8-16

Appendix C
MaineDOT Crash Data
Collision Diagram

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 104 and Armory

REPORT PARAMETERS

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

Route: **0104X**

Start Node: **27455**
End Node: **64157**

Start Offset: **0**
End Offset: **0**

Exclude First Node
 Exclude Last Node

Route: **0104S**

Start Node: **64157**
End Node: **27416**

Start Offset: **0**
End Offset: **0**

Exclude First Node
 Exclude Last Node

Route: **1150007**

Start Node: **25753**
End Node: **27416**

Start Offset: **0**
End Offset: **0**

Exclude First Node
 Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M	Crash Rate	Critical Rate	CRF
27455	0104X - 19.58	Int of EUSTIS PKY MAIN ST OAK ST	9	20	0	0	1	8	11	45.0	7.344	0.91	1.14	0.00
												Statewide Crash Rate:	0.70	
27415	0104X - 19.69	Int of HIGH ST, MAIN ST	2	3	0	0	0	1	2	33.3	6.399	0.16	0.35	0.00
												Statewide Crash Rate:	0.15	
27416	0104X - 20.06	Int of ARMORY RD ENT TO ELM PLAZA MAIN ST	9	24	0	2	1	8	13	45.8	9.602	0.83	1.08	0.00
												Statewide Crash Rate:	0.70	
64157	0104X - 20.16	Int of ENT TO WALMART FRIENDLYS HOLIDAY INN Z RD I	9	12	0	0	2	4	6	50.0	10.946	0.37	1.06	0.00
												Statewide Crash Rate:	0.70	
25753	1150007 - 0	Int of ARMORY RD DRUMMOND AV HAZELWOOD AV	2	12	0	1	0	4	7	41.7	3.521	1.14	0.37	3.08
												Statewide Crash Rate:	0.13	
27296	1150007 - 0.31	Int of ARMORY RD INDUSTRIAL RD	2	0	0	0	0	0	0	0.0	3.253	0.00	0.38	0.00
												Statewide Crash Rate:	0.13	
Study Years: 3.00				71	0	3	4	25	39	45.1	41.065	0.58	0.68	0.84
NODE TOTALS:														

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Injury Crashes					Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
							K	A	B	C	PD						
27415	27455	3108466	0 - 0.11	0104X - 19.58 ST RTE 104	0.11	2	6	0	0	1	3	2	66.7	0.00676	295.98	448.25	0.00
		Int of HIGH ST, MAIN ST													Statewide Crash Rate: 210.45		
27415	27416	3108465	0 - 0.37	0104X - 19.69 ST RTE 104	0.37	2	22	0	1	1	7	13	40.9	0.02312	317.14	345.13	0.00
		Int of HIGH ST, MAIN ST													Statewide Crash Rate: 210.45		
27416	64157	3116257	0 - 0.10	0104X - 20.06 ST RTE 104	0.10	2	6	0	0	0	1	5	16.7	0.00406	492.31	507.93	0.00
		Int of ARMORY RD ENT TO ELM PLAZA MAIN ST													Statewide Crash Rate: 210.45		
64157	27416	2762096	0 - 0.10	0104S - 0 ST RTE 104S	0.10	2	1	0	0	0	0	1	0.0	0.00401	83.17	509.67	0.00
		Int of ENT TO WALMART FRIENDLYS HOLIDAY INN Z RD MAIN ST													Statewide Crash Rate: 210.45		
25753	27296	3108143	0 - 0.31	1150007 - 0 RD INV 11 50007	0.31	2	3	0	0	0	1	2	33.3	0.00875	114.29	355.11	0.00
		Int of ARMORY RD DRUMMOND AV HAZELWOOD AV													Statewide Crash Rate: 168.05		
27296	27416	3108424	0 - 0.20	1150007 - 0.31 RD INV 11 50007	0.20	2	5	0	0	1	1	3	40.0	0.00634	263.03	383.95	0.00
		Int of ARMORY RD INDUSTRIAL RD													Statewide Crash Rate: 168.05		
Study Years: 3.00					Section Totals:	1.19	43	0	1	3	13	26	39.5	0.05304	270.25	286.21	0.94
Grand Totals:					Grand Totals:	1.19	114	0	4	7	38	65	43.0	0.05304	716.48	417.48	1.72

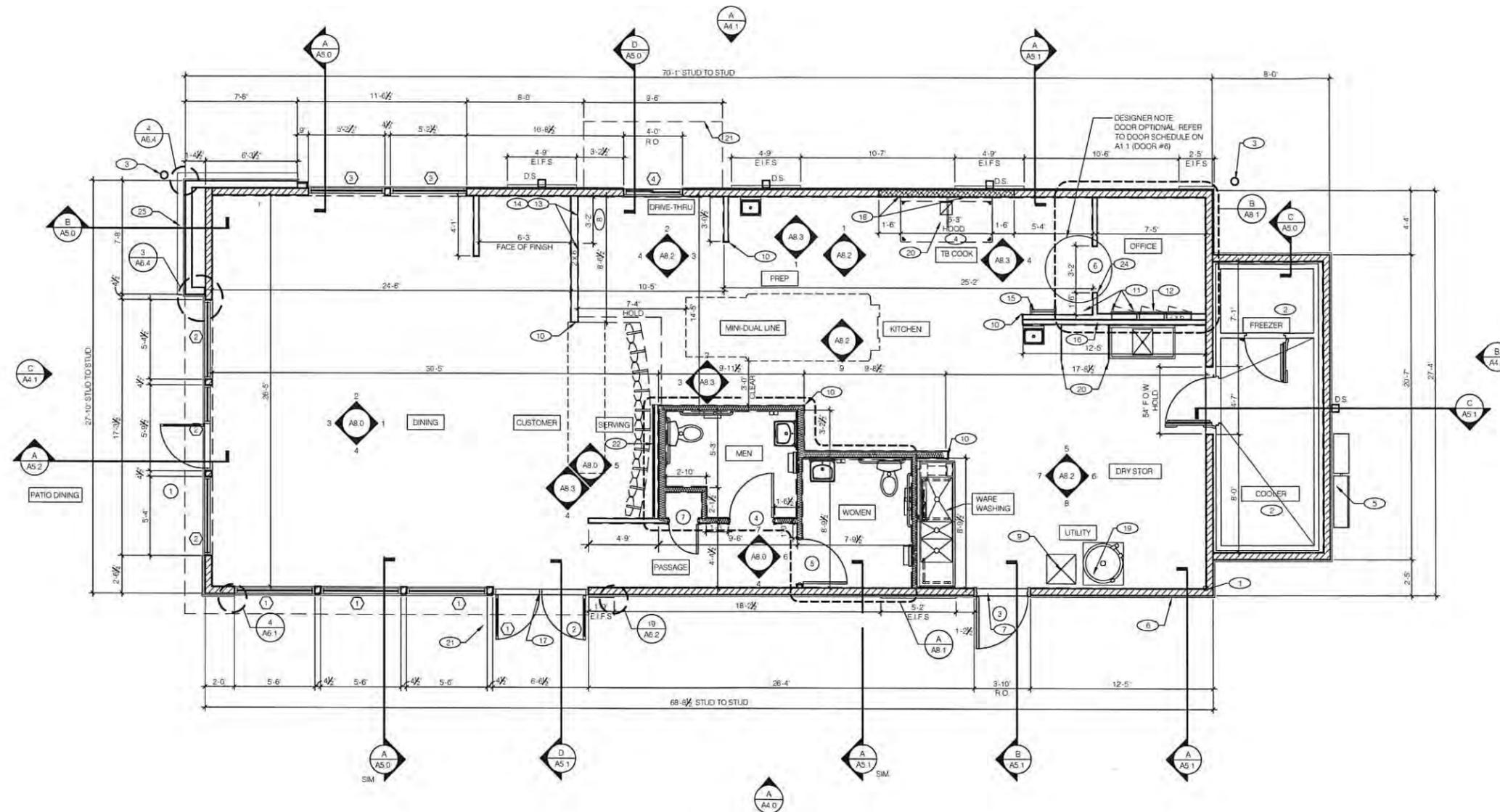
Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M	Crash Rate	Critical Rate	CRF
25753	1150007 - 0	Int of ARMORY RD DRUMMOND AV HAZELWOOD AV	2	12	0	1	0	4	7	41.7	3.521	1.14	0.37	3.08
STATEWIDE CRASH RATE: 0.13														
Study Years: 3.00				12	0	1	0	4	7	41.7	3.521	1.14	0.37	3.08

ATTACHMENT 4
BUILDING ELEVATION



REVISIONS ARE PROVIDED AS A CONSTRUCTION DOCUMENT TEMPLATE FOR THIS BUILDING TYPE. THESE DRAWINGS SHALL BE REVIEWED AND ADAPTED BY A LICENSED ARCHITECT AND SHALL MEET ALL STATE AND LOCAL JURISDICTIONAL REQUIREMENTS FOR THESE SPECIFIC PROJECTS. MODIFICATIONS THAT CHANGE THE SCOPE OF WORK OR KITCHEN OPERATIONS MUST BE APPROVED BY THE ARCHITECT. REGIONAL ARCHITECTURAL PARTNER (R.A.P.) CONSTRUCTION.



CONTRACT DATE: XX.XX.XX
 BUILDING TYPE: EXP. LITE MED40
 PLAN VERSION: SEPTEMBER 2015
 SITE NUMBER: XXX-XXX
 STORE NUMBER: XXXXX

TACO BELL
 123 MAIN STREET
 ANYTOWN, USA 98765

EXPLORER LITE
 MEDIUM40

FLOOR PLAN
A1.0A

WALL LEGEND		E	
	TYPICAL EXTERIOR WALL 2x6 W/O STUDS AT 16" O.C. W/ SHEATHING AS SCHEDULED (SEE STRUCT. DWGS) AND R-19 KRAFT-FACED FIBERGLASS BATT INSULATION U.O.N. GC SHALL PROVIDE 2 LAYERS OF GRADE D 60 lb BUILDING PAPER.		INTERIOR SOUND-RATED WALL TYPICAL INTERIOR WALL W/ 3-1/2" UNFACED FIBERGLASS BATT INSULATION
	TYPICAL INTERIOR WALL 2x4 W/O STUDS AT 16" O.C. (2x6 OR 2x8 WHERE NOTED)		HOOD WALL EXTERIOR WALL WITH 20 GA. S.S. PANEL BEHIND HOOD. EXTEND MIN. 18" BEYOND END OF HOOD. REFER TO DETAIL 2/M3.0 FOR EXTENT OF S.S. PANEL.
WALL SUBSTRATES - DINING ROOM 1/2" GYPSUM WALLBOARD FROM FLOOR SLAB TO 6' ABOVE CEILING HEIGHT U.O.N. SEE 6, 8 & 16/A6.3. (NOTE: THE CEMENT BOARD SPECIFICATION IS DESIGNED TO ALLOW THE G.C. FLEXIBILITY.) - KITCHEN WALLS AND DINING ROOM CLOSET 1/2" CEMENT WALLBOARD FROM T.O. SLAB WITH 1/2" CDX PLYWOOD W/FRP SURFACE FINISH TO 6' ABOVE CEILING HEIGHT U.O.N. IF DOUBLE-SIDED SHEAR WALL. PLYWOOD IS SPECIFIED THE PLYWOOD SHALL BE CONTINUOUS FROM SILL PLATE TO TOP PLATE. SEE 4, 11 & 20/A6.3. - RESTROOM WALLS 5/8" CEMENT WALLBOARD FROM T.O. SLAB OR T.O. CONCRETE CURB TO 48" A.F.F. WITH 5/8" HI-IMPACT BRAND XP WALLBOARD, TYPE X CORE FROM T.O. CEMENT BOARD TO 6' ABOVE CEILING HEIGHT U.O.N. NO SUBSTITUTIONS ALLOWED. FINISH AS SCHEDULED. SEE 11 (SIM), 12/A6.3 - ALL OTHER FRAME WALL CONDITIONS 1/2" CEMENT WALLBOARD FROM T.O. SLAB OR T.O. CONCRETE CURB TO 48" A.F.F. WITH 1/2" GYPSUM WALLBOARD FROM T.O. CEMENT BOARD TO 6' ABOVE CEILING HEIGHT U.O.N. FINISH AS SCHEDULED		DASHED LINE INDICATES INTERIOR SUBSTRATE LOCATION	

FLOOR PLAN NOTES		D	
DIMENSIONS: A ALL DIMENSIONS ARE TO FACE OF STUD U.O.N. REFER TO FOUNDATION PLAN FOR FACE OF CONC. DIMENSIONS. B DIMENSIONS NOTED AS 'CLEAR OR HOLD' ARE MIN. REQ'D. NET CLEARANCE FROM FACE OF WALL. W/ANSICOT FINISH. VERIFY FINAL EQUIPMENT SIZES W/ VENDOR PRIOR TO INT. WALL FRAMING.		WINDOWS / DOORS: A SEE SHT. A1.1 FOR WINDOW TYPES AND DOOR SCHEDULE. B ALL DOOR AND WINDOW OPENING DIMENSIONS ARE TO ROUGH OPENING.	
FINISH SUBSTRATES: A PROVIDE 1/2" TRICK CEMENTITIOUS BD. FROM FLOOR SLAB TO 12" A.F.F. MIN. IN LIEU OF TYP. BD. AT ALL WALLS EXCEPT SHEARWALL SURFACES. U.O.N. B ALL JOINTS, GAPS OR SPACES LEADING TO ALL HOLLOW OR INACCESSIBLE SPACES SHALL BE SEALED WITH NSF INTERNATIONAL APPROVED SEALANTS. C ALL BACK OF HOUSE AND OFFICE WALLS SHALL HAVE 1/2" CDX PLYWOOD SUBSTRATE. U.O.N.		DECOR: A SEE A2.0 FOR SEATING PLAN AND DETAILS. B SEE A7.0 FOR FLOOR FINISHES. C SEE A8.0 - A8.3 FOR WALL FINISHES. D SEE A7.1 FOR CEILING FINISHES.	
GENERAL: A PROVIDE THREE FIRE EXTINGUISHERS - (2) 10 lb. BC and (1) 10 lb. ABC - TO COMPLY WITH LOCAL FIRE CODE. LOCATE PER DIRECTION OF FIRE MARSHALL OR LOCAL AUTHORIZING AGENT. B DRAWINGS ARE BASED UPON WOOD FRAMING. UTILIZATION OF METAL STUDS ON NON-BEARING INTERIOR PARTITIONS, BULKHEADS AND SOFFITS IS ACCEPTABLE. C ALL ATTACHMENTS MADE THROUGH E.I.F.S. SHALL BE BUSHED TO PREVENT DAMAGE TO THE FINISH. PER 9/A6.2. D ALL PENETRATIONS THROUGH E.I.F.S. SHALL BE SEALED USING MFR'S APPROVED METHOD.			

KEY NOTES		B	
1	STARTING POINT. ALL SUB-TRADES SHALL USE THIS POINT AS A BEGINNING LAY-OUT (INSIDE FACE OF EXT. WALL STUDS).	15	ROOF LADDER SEE 4/A6.0
2	NO FRP BEHIND WALK-IN COOLER/FREEZER.	16	ADD SECOND 2x4 WALL ON KITCHEN SIDE.
3	PIPE BOLLARD. SEE DETAIL 8/C1.0.	17	REMOVABLE ASTRAGAL FROM INSIDE ONLY.
4	HOOD WALL. SEE WALL LEGEND.	18	METAL STUDS REQUIRED PER LOCAL CODES.
5	ELECTRICAL MAIN SWITCH BOARD. REFER TO ELECT. DWGS.	19	INDICATES WATER HEATER LOCATION.
6	002 FILL BOX LOCATION.	20	SPLASH GUARD. SEE DETAIL 9/A6.3.
7	TILE TO METAL THRESHOLD.	21	NOT USED.
8	KEEP CLEAR FOR UTILITIES & SYRUP LINES. SEE DETAIL 14 & 19/A6.4 FOR STUD LAYOUT REQUIREMENTS.	22	LIGHTED WALL. REFER TO DETAIL 5/A6.0.
9	MOP SINK. REFER TO SHEET A2.0 & A2.1.	23	NOT USED.
10	S.S. CORNER GUARD / WALL CAP [TM-2] TYP. ALL CORNERS IN BACK-OF-HOUSE FROM REAR WALL TO THE KITCHEN SIDE OF THE SERVICE COUNTER. SEE DETAIL 19/A6.3.	24	CASED OPENING. REFER TO DETAIL 6/A6.4.
11	ELECT. PANELS RECESSED IN 2x6 WALL.	25	UP-LIGHT FIXTURE. REFER TO ELECT. DWGS.
12	LIGHTING CONTROL PANEL SURFACE MOUNTED. REFER TO ELECT. DWGS.	DESIGNER NOTE: DOOR OPTIONAL. REFER TO DOOR SCHEDULE ON A1.1 (DOOR #6).	
13	SYRUP LINE CHASE (ABOVE). SEE DETAIL 19/A6.4.		
14	14"x14" HORIZONTAL OPENING FOR SYRUP TUBES. COORDINATE WALL PENETRATION WITH COUNTER INSTALLER. SEAL CHASE TO COUNTER. SEE 11/A6.4.		

DESIGNER NOTE:
 VERIFY DETAIL



TACO BELL
345 Main Street
Waterville, ME



TACO BELL
345 Main Street
Waterville, ME



TACO BELL
345 Main Street
Waterville, ME



TACO BELL
345 Main Street
Waterville, ME



TACO BELL
345 Main Street
Waterville, ME

ATTACHMENT 5

FINANCIAL CAPACITY



Monday, January 25, 2016

To whom it may concern,

This letter is to confirm that Origin Bank ("the Bank") supports Verdad Real Estate, Inc. ("Verdad") in their efforts to acquire and develop single tenant net leased assets under \$3,000,000. Verdad has a credit relationship with the Bank of approximately \$65,000,000. The Bank's experience with Verdad has been exceptional and we have closed approximately 80 deals totaling \$100,000,000 over the last four years.

In the event you would like to verify these funds please address your calls to Austin G. Lewis, contact information provided below, and we will do all we can to assist you for the benefit of our borrower.

Best Regards,

A handwritten signature in cursive script that reads "Austin G. Lewis".

Austin G. Lewis
Vice President
Origin Bank
3838 Oak Lawn Avenue, Suite P-100
Dallas, TX 75219
214.252.2575



<p>TACO BELL 32605 Skinner Ave. Leesburg, FL Development / Due Diligence</p>	<p>TACO BELL 1023 Union Street Bangor, ME Development / Due Diligence</p>	<p>TACO BELL 432 N. Main Street Kilmarnock, VA Development / Due Diligence</p>
<p>TACO BELL 5102 S. Cedar Rd Pecos, TX Development / Due Diligence</p>	<p>TACO BELL 22 Belmont Ave. Belfast, ME Entitlements</p>	<p>TACO BELL 9551 Argyle Forest Jacksonville, FL Entitlements</p>
<p>TACO BELL 3950 Walden Road Beaumont, TX Permitting</p>	<p>TACO BELL 333 Valley Hi San Antonio, TX Permitting</p>	<p>TACO BELL 1635 CR 220 Fleming Island, FL Permitting</p>
<p>TACO BELL 5680 Hammonds Mill Rd Martinsburg, West Virginia Construction</p>	<p>TACO BELL 823 E Rochambeau Rd Williamsburg, VA Construction</p>	<p>TACO BELL 329 US Hwy 84E Cairo, GA Open to Public</p>
<p>TACO BELL 649 Newton Rd Norfolk, VA Open to Public</p>	<p>TACO BELL 10736 Jefferson Ave. Newport News, VA Open to Public</p>	<p>TACO BELL 71 US Hwy 19 N Camilla, GA Open to Public</p>

ATTACHMENT 6

DEED AND EASMENTS

DEED

QUITCLAIM DEED

Property Address: 345 Upper Main Street, Waterville, Maine

Know all persons by these presents, that **BANK OF AMERICA, NATIONAL ASSOCIATION**, a national banking association organized and existing under the laws of the United States of America, successor by merger to Bank of Maine N.A., and having its principal place of business in the City of Charlotte, State of North Carolina ("Grantor"), in consideration of Six Hundred Fifty Thousand and No/100 Dollars (\$650,000.00) paid by **VRE WATERVILLE, LLC**, a Texas limited liability company, whose mailing address is 1211 South White Chapel Blvd., Southlake, TX 76092 ("Grantee"), the receipt whereof is acknowledged, does hereby give, grant, bargain, sell and convey unto the said Grantee, certain property more particularly described on **Exhibit A** attached hereto, incorporated herein and made a part hereof (the "Premises").

To have and to hold the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said Grantee, its successors and assigns and their use and behoof forever.

And Grantor does covenant with the said Grantee, its successors and assigns, that Grantor shall and will warrant and defend the premises to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons claiming by, through, or under Grantor, but not otherwise.

This conveyance is made and accepted subject to all matters (the "Permitted Exceptions") set forth on **Exhibit B**, attached hereto and incorporated herein by reference.

BY ACCEPTANCE HEREOF GRANTEE ACKNOWLEDGES THAT GRANTOR HAS NOT MADE AND DOES NOT MAKE ANY REPRESENTATIONS AS TO THE PHYSICAL CONDITION, OR ANY OTHER MATTER AFFECTING OR RELATED TO THE PROPERTY (OTHER THAN WARRANTIES OF TITLE AS PROVIDED AND LIMITED HEREIN). GRANTEE EXPRESSLY ACKNOWLEDGES AND AGREES THAT TO THE FULLEST EXTENT PERMITTED BY LAW, GRANTOR HEREBY DISCLAIMS AND GRANTEE HEREBY UNCONDITIONALLY AND IRREVOCABLY WAIVES AND RELEASES ANY AND ALL ACTUAL OR POTENTIAL RIGHTS GRANTEE MIGHT HAVE AGAINST GRANTOR OR ANY PERSON DIRECTLY OR INDIRECTLY CONTROLLING GRANTOR REGARDING ANY FORM OF WARRANTY, EXPRESS OR IMPLIED, OF ANY KIND OR TYPE, RELATING TO THE PROPERTY EXCEPT THOSE SET FORTH HEREIN, SUCH WAIVER AND RELEASE IS, TO THE FULLEST EXTENT PERMITTED BY LAW, ABSOLUTE, COMPLETE, TOTAL AND UNLIMITED IN EVERY WAY. SUCH WAIVER AND RELEASE INCLUDES TO THE FULLEST EXTENT PERMITTED BY LAW, A WAIVER AND RELEASE OF EXPRESS

WARRANTIES (EXCEPT THOSE REPRESENTATIONS AND WARRANTIES OTHERWISE SET FORTH HEREIN), IMPLIED WARRANTIES, WARRANTIES OF FITNESS FOR A PARTICULAR USE, WARRANTIES OF MERCHANTABILITY, WARRANTIES OF HABITABILITY, STRICT LIABILITY RIGHTS AND CLAIMS OF EVERY KIND AND TYPE, INCLUDING CLAIMS REGARDING DEFECTS WHICH WERE NOT OR ARE NOT DISCOVERABLE, ALL OTHER EXTANT OR LATER CREATED OR CONCEIVED OF STRICT LIABILITY OR STRICT LIABILITY-TYPE CLAIMS AND RIGHTS.

GRANTOR'S OBLIGATIONS UNDER THIS DEED SHALL BE LIMITED SO AS NOT TO EXPAND IN ANY WAY GRANTOR'S AND ITS AFFILIATES' OBLIGATIONS UNDER THAT CERTAIN PURCHASE AND SALE AGREEMENT DATED AS OF OCTOBER 13, 2015 BY AND BETWEEN VERDAD REAL ESTATE, INC. AND GRANTOR, WHICH OBLIGATIONS OF VERDAD REAL ESTATE, INC. HAVE BEEN ASSIGNED TO AND ASSUMED BY GRANTEE.

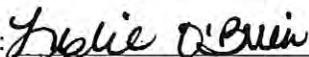
If any term or provision of this Deed or the application thereof to any persons or circumstances shall, to any extent, be invalid or unenforceable, the remainder of this Deed or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable shall not be affected thereby, and each term and provision of this Deed shall be valid and enforced to the fullest extent permitted by law.

IN WITNESS WHEREOF, the said Grantor has caused this Deed to be executed as of February 5th, 2016.

Signed, sealed and delivered in presence of:


Unofficial Witness
Name: ANDREW Ogden

BANK OF AMERICA, NATIONAL ASSOCIATION, a national banking association

By: 
Name: Kathleen M. Luongo
Title: Vice President

Off# 302779
ME1-128

Arizona

STATE OF MASSACHUSETTS

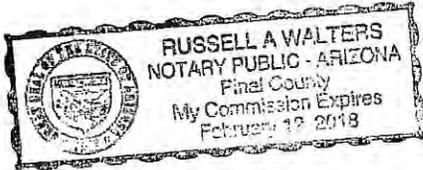
SS:

COUNTY OF SUFFOLK

Leslie O'Brien

On this 5th day of February, 2016, then personally appeared the above named ~~Kathleen M. Luongo~~, Vice President of Bank of America, National Association, a national banking association, and acknowledged the foregoing instrument to be her free act and deed in such capacities, and the free act and deed of Bank of America, National Association, a national banking association.

NOTARY SEAL



Russell A. Walters
Notary Public
Printed Name: Russell A. Walters
My commission expires: 02/12/2018

Russell A. Walters
Notary Public - Arizona
Pinal County
My Commission Expires
February 12, 2018

Arizona
STATE OF MASSACHUSETTS

SS:

COUNTY OF ~~SUFFOLK~~

Leslie O'Brien

On this 5th day of February, 2016, then personally appeared the above named ~~Kathleen~~
~~M. Luongo~~, Vice President of Bank of America, National Association, a national banking association,
and acknowledged the foregoing instrument to be her free act and deed in such capacities, and the free
act and deed of Bank of America, National Association, a national banking association.

NOTARY SEAL



Russell A. Walters
Notary Public
Printed Name: Russell A. Walters
My commission expires: 02/12/2018

Russell A. Walters
Notary Public - Arizona
Pinal County
My Commission Expires
February 12, 2018

EXHIBIT A

LEGAL DESCRIPTION

Real property in the City of Waterville, County of Kennebec, State of Maine, described as follows:

Commencing in the easterly line of Main Street at a point 295.14 feet southerly of the intersection of Armory Road and Main Street and being the southwesterly corner of the property owned by Robert M. Thompson, et al, formerly Michael Sheremets; thence north $85^{\circ} 50'$ east 369 feet, more or less, to an angle, being the southeasterly corner of property of said Thompson; thence in a northeasterly direction along the southeasterly lines of said Thompson 52 feet, more or less, to southerly line of Armory Road; thence southeasterly 40 feet along Armory Road to the westerly line of other property of said Thompson; thence southwesterly in the northwesterly line of Thompson 28 feet, more or less, to an angle; thence southerly in the westerly line of said Thompson 200 feet to property now owned by Guy Gannett Publishing Co., thence turning to the right to form an interior angle of 90° and proceeding south $85^{\circ} 50'$ west 400 feet along the northerly line of said Guy Gannett Publishing Co. to the easterly line of Main Street; thence turning to the right to form an interior angle of $94^{\circ} 28'$ and running northerly in the easterly line of Main Street 115.20 feet to a stone bound and continuing in the same direction along Main Street 84.80 feet to the point of beginning.

This parcel is diagrammed as "Parcel Three" on plan of R.G. Knowlton, C.E. dated November 17, 1964 entitled "Property of N.P. Saporita" as revised March 3 and 8, 1965.

Excepting and reserving from the above parcel is a certain lot or parcel of land with the building thereon, situated in the City of Waterville, County of Kennebec, State of Maine, and more particularly bounded and described as follows, to wit;

Beginning at a steel pipe on the easterly right of way line of North Main Street (S.H.C. File -111), said pipe being southerly, 115' along the said easterly right of way line from an iron rod marking the southwesterly corner of the land of Robert M. Thompson; thence N $85^{\circ} 50'$ E, 150' by land retained by the Bank of Maine, N.A. to a steel pipe; thence S $9^{\circ} 20'$ E, 85' by land retained by Bank of Maine, N.A. to a steel pipe on the northerly line of land of the Gannett Publishing Company, said pipe being S $85^{\circ} 50'$ W, 247' from an iron rod at the southeasterly corner of land of the Bank of Maine, N.A.; thence S $85^{\circ} 50'$ W, 150' by land said Gannett Company to steel pipe on said street right of way line; thence northerly, 85' along said easterly right of way line to the point of beginning.

Also, excepting and reserving from the above premises is a certain lot or parcel of land in the City of Waterville, County of Kennebec and State of Maine, bounded and described as follows:

Beginning at a steel pipe on the southerly line of land now or formerly of Robert M. Thompson said pipe being N 85 degrees 50 minutes E on hundred eighty (180) feet from an iron rod on the easterly right of way line of North Main Street (SCH File 6-111) which rod marks the southwesterly corner of land of said Thompson; thence southerly parallel with the east line of Main Street east twenty and one tenth (E 20.10th) feet along the easterly line of property retained by Bank of Maine, N.A.; thence N 85 degrees 50 minutes E (maintaining a distance of 20 feet measured at right angles from the southerly line of said Robert M. Thompson) one hundred seventy-four and sixty-eight hundred (174.58) feet; thence N 27 degrees 30 minutes E twentythree and five tenths (23.50) feet to an iron pipe at said Thompson's southeasterly corner; thence S 85 degrees 50 minutes W in the southerly line of said Thompson one hundred eighty-nine (189) feet to the point of beginning.

Also, excepting another lot or parcel of land with buildings thereon bounded and described as follows: Commencing at a point which is forty and two tenths (40.20) feet southerly (along a line parallel with the east line of Main Street) of the steel pipe marking the beginning point in the parcel first above described; thence southerly along a line parallel with the east line of Main Street and one hundred eighty (180) feet easterly thereof seventy-five and eight tenths (75.8) feet, more or less, along the easterly line of property retained by Bank of Maine, N.A. to a steel pipe; thence S 85 degrees 50 minutes W thirty (30) feet by the southerly line of said Bank of Maine, N.A. 's retained property to a steel pipe in the northeasterly corner of property now or formerly owned by Benjamin and Marion Hains; thence southerly in the easterly line of said Hains along a line parallel with the east line of Main Street and one hundred fifty (150) feet easterly thereof eighty-five (85) feet to a steel pipe in the northerly line of land now or formerly of Gannet Publishing Company; thence N 85 degrees 50 minutes E two hundred forty-seven (247) feet, more or less, by land of said Gannet Publishing Company to an iron rod in the westerly line of other land of said Thompson; thence turning an interior angle to the left of 90 degrees and running northerly by said Thompson two hundred (200) feet to a point twenty-eight (28) feet southwesterly of an iron rod in the southerly line of said Armory Road; thence S 27 degrees 30 minutes W forty-six and thirty two hundredths (46.32) feet in the southeasterly line of property retained by Bank of Maine, N.A. and constituting a right of way; thence S 85 degrees 50 minutes W in the southerly line of land retained by Bank of Maine, N.A. and constituting a right of way two hundred seven and thirty-six hundredths (207.36) feet to the point of beginning.

The foregoing land is also describes as follows, but conveyed herein without any warranty:

A CERTAIN PARCEL OF LAND, WITH THE IMPROVEMENTS THEREON, ON THE EASTERLY SIDE OF MAIN STREET AND RUNNING EASTERLY TO ARMORY ROAD IN WATERVILLE, COUNTY OF KENNEBEC, STATE OF MAINE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A SURVEY PIN FOUND FLUSH ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID MAIN STREET AT A POINT 84.95 FEET NORTHERLY ALONG SAID LINE FROM AN IRON ROD FOUND AT THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED IN A DEED RECORDED IN THE REGISTRY OF DEEDS FOR SAID COUNTY IN BOOK 1370, PAGE 8, SAID PIN MARKING THE NORTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF RUFF AS DESCRIBED IN BOOK 4823, PAGE 1 95;

THENCE N 87° 15' 32" E ALONG SAID LAND OF RUFF A DISTANCE OF 149.92 FEET TO THE NORTHEASTERLY CORNER OF SAID LAND, AT LAND NOW OR FORMERLY OF DRAKE TRUST (BOOK 6339, PAGE 41) AND FLETCHER TRUST (BOOK 6387, PAGE 87);
THENCE CONTINUING N 87° 15' 32" E ALONG SAID LAND OF SAID TRUSTS A DISTANCE OF 30.00 FEET TO THE BASE OF A REBAR FOUND;

THENCE N 07° 57' 28" W ALONG SAID LAND OF TRUSTS A DISTANCE OF 76.24 FEET TO A POINT:

THENCE N 87° 15' 32" E ALONG SAID LAND OF TRUSTS A DISTANCE OF 207.34 FEET TO A POINT:

THENCE N 28° 55' 32" E ALONG SAID LAND OF SAID TRUSTS AND LAND OR FORMERLY OF THOMPSON VOLKSWAGEN, INC. (BOOK 1472, PAGE 740) A TOTAL DISTANCE OF 72.32 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID ARMORY ROAD AS A RESULT OF A TAKING BY THE MAINE DEPARTMENT OF TRANSPORTATION (BOOK 2381, PAGE 40);

THENCE NORTHWESTERLY ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 843.51 FEET, AN ARC DISTANCE OF 39.65 FEET TO ANOTHER PARCEL LAND NOW OR FORMERLY OF THOMPSON VOLKSWAGEN, INC. (BOOK 1472, PAGE 740);

THENCE S 28° 55' 32" W ALONG SAID LAND AND ANOTHER PARCEL OF SAID TRUSTS A TOTAL DISTANCE OF 71.87 FEET TO A POINT;

THENCE S 87° 15' 32" W ALONG SAID LAND OF SAID TRUSTS A DISTANCE OF 174.68 FEET TO A POINT WHICH IS 95.90 FEET NORTHERLY ALONG SAID LAND OF SAID TRUSTS FROM THE PREVIOUSLY MENTIONED REBAR;

THENCE N 07° 57' 28" W ALONG SAID LAND OF TRUSTS A DISTANCE OF 20.08 FEET TO A POINT ON THE SOUTHERLY LINE OF LAND NOW OR FORMERLY OF MARGARET THOMPSON (BOOK 5098, PAGE 167);

THENCE S 87° 15' 50" W ALONG SAID LAND OF THOMPSON A DISTANCE OF 180.75 FEET TO A POINT ON SAID LINE OF MAIN STREET;

THENCE S 08° 24' 47" E ALONG SAID LINE A DISTANCE OF 85.92 FEET TO A POINT OF CURVATURE IN SAID LINE;

THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 4824.74 FEET, AN ARC DISTANCE OF 30.16 FEET TO THE SURVEY PIN FOUND AT THE POINT OF BEGINNING.

CONTAINING 27,414 SQ. FT. OR 0.629 ACRES ±.

TOGETHER WITH AND SUBJECT TO EASEMENTS OF RECORD

Meaning and intending to convey a portion of that land mortgaged by Nicholas and Marjorie Saporita to Bank of Maine, N.A. in Book 1526, page 163. See notice of foreclosure in Book 1581, pages 355 and 356, and subsequent conveyances by said Bank of Maine in book 1866, page 42 (the said Ruff parcel), and Book 1891, page 14(parcel of said Trusts), and also Book 2381, page 40 (MDOT Notice of Layout and Taking), resulting in the parcel described above.

EXHIBIT B

PERMITTED EXCEPTIONS

1. Rights of parties in possession, if any.
2. Governmental rights of police power or eminent domain unless notice of the exercise of such rights appears in the public records as of the date hereof; and the consequences of any law, ordinance or governmental regulation including, but not limited to, building and zoning ordinances.
3. Defects, liens, encumbrances, adverse claims or other matters (a) not known to the Grantor and not shown by the public records but known to the Grantee as of the date hereof and not disclosed in writing by the Grantee to the Grantor prior to the date hereof; (b) resulting in no loss or damage to the Grantee; or (c) attaching or created subsequent to the date hereof.
4. Visible and apparent easements and all underground easements, the existence of which may arise by unrecorded grant or by use.
5. Any and all unrecorded leases, if any, and rights of parties therein.
6. Taxes and assessments for the year of closing and subsequent years.
7. All judgments, liens (excluding construction liens), assessments, code enforcement liens, encumbrances, declarations, mineral reservations, covenants, restrictions, reservations, easements, agreements and any other matters as shown on the public records.
8. Any state of facts which an accurate survey or inspection of the Property would reveal, including inland/tidal wetlands designation if applicable.
9. Any liens for municipal betterments assessed after the date of the Sale Agreement and/or orders for which assessments may be made after the date of the Sale Agreement.
10. Without limiting the foregoing, all covenants, conditions, restrictions and other matters of record recorded or filed in the applicable records of Kennebec County, Maine with respect to the real property conveyed hereby.

First American Title Insurance - NCS
7200 College Blvd.
Overland Park, KS 66210

File # 401470-371

ACCESS EASEMENT

RECIPROCAL EASEMENT AGREEMENT

THIS RECIPROCAL EASEMENT AGREEMENT (this "*Agreement*") is made and entered into as of the 22 day of FEB., 2016, by and between VRE WATERVILLE, LLC, a Texas limited liability company ("*Parcel A Owner*") and WILLIAM E. DRAKE, AS TRUSTEE OF THE WILLIAM E. DRAKE REVOCABLE INTER VIVOS TRUST AND PENNY J. FLETCHER, AS TRUSTEE OF THE PENNY J. FLETCHER INTER VIVOS TRUST (collectively, "*Parcel B Owner*").

WITNESSETH:

A. Parcel A Owner is the owner of that certain tract of land situated in Waterville, Kennebec County, Maine, as more particularly described on Exhibit "A" attached hereto and incorporated herein ("*Parcel A*").

B. Parcel B Owner is the owner of that certain tract of land situated in Waterville, Kennebec County, Maine, as more particularly described on Exhibit "B" attached hereto and incorporated herein ("*Parcel B*") (Parcel A and Parcel B collectively referred to as, the "*Parcels*"), which Parcel B is located immediately adjacent to Parcel A.

C. By that certain Warranty Deed dated July 15, 1988, recorded at Vol. 3399, Pg. 29, Real Property Records of Kennebec County, Maine, from Parcel A Owner's predecessor in title to Parcel B Owner's predecessor in title, conveying Parcel B, Parcel A Owner granted to Parcel B Owner an easement of ingress and egress from Parcel B to and from Main Street across Parcel A ("*Prior Easement*").

D. Parcel A Owner and Parcel B Owner have agreed to further delineate and define the Prior Easement and grant each other, and their respective successors and assigns, a perpetual non-exclusive reciprocal access easement upon and across the *Parcels*, as hereinafter set forth.

NOW, THEREFORE, for and in consideration of Ten and No/100 Dollars and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Parcel A Owner and Parcel B Owner hereby agree as follows:

1. Grant of Parcel A Easement. Parcel A Owner does hereby grant, sell and convey to Parcel B Owner a perpetual non-exclusive easement (the "*Parcel A Easement*") over and across any existing and future paved roadways, driveways and curb cuts located on Parcel A, for the benefit of and appurtenant to Parcel B, for vehicular and pedestrian ingress and egress over and across Parcel A to and from Main Street and/or Armory Road, to have and to hold it to Parcel B Owner, its heirs, legal representatives, administrators, successors and assigns forever, subject to the terms hereof.

2. Grant of Parcel B Easement. Parcel B Owner does hereby grant, sell and convey to Parcel A Owner a perpetual non-exclusive easement (the "*Parcel B Easement*") over and across any existing and future paved roadways, driveways and curb cuts located on Parcel B, for the benefit of and appurtenant to Parcel A, for vehicular and pedestrian ingress and egress over

and across Parcel B to and from Armory Road, to have and to hold it to Parcel A Owner, its successors and assigns forever, subject to the terms hereof.

The Parcel A Easement and the Parcel B Easement are collectively referred to as the "Easement." Following construction of improvements on Parcel A, the initial location of the Easement is anticipated to be located as depicted on Exhibit "C" attached hereto and incorporated herein, but shall include any future alteration of such driveways.

3. Termination of Prior Easement. The Prior Easement for the benefit of Parcel B is hereby terminated and replaced by this Easement.

4. Duration of Easement. The Easement shall be for a term commencing with the date hereof and continuing perpetually. Parcel A Owner hereby binds Parcel A Owner to warrant and forever defend the Parcel A Easement unto Parcel B Owner, its heirs, legal representatives, administrators, successors and assigns, against any person whomsoever lawfully claiming or to claim the same or any part thereof by, through, or under Parcel A Owner, but not otherwise. Parcel B Owner hereby binds Parcel B Owner to warrant and forever defend the Parcel B Easement unto Parcel A Owner, its successors and assigns, against any person whomsoever lawfully claiming or to claim the same or any part thereof by, through, or under Parcel B Owner, but not otherwise.

5. Appurtenant to Parcels. The Easement is appurtenant to and shall run with the Parcels and the respective portions thereof.

6. Repair and Maintenance. Each of Parcel A Owner and Parcel B Owner, at its own expense, shall maintain and repair the portion of the Easement located on its respective Parcel in good condition. If either party fails to so maintain, repair or replace as required by this Agreement, then the non-defaulting party may, following thirty (30) days' written notice to the defaulting party, perform such maintenance or make such repairs or replacement and charge the defaulting party for the actual cost incurred.

7. Further Assurances. Parcel A Owner and Parcel B Owner each agree to execute and deliver such additional documents and instruments and to perform such additional acts as may be necessary or appropriate to effectuate, carry out and perform all of the terms, provisions and conditions of this Agreement.

8. Binding Effect. The Easement and other obligations created hereunder shall create mutual benefits and servitudes running with the Parcels. Subject to the other provisions hereof, this Agreement shall bind and inure to the benefit of the parties hereto and their respective heirs, legal representatives, lessees, successors and assigns.

9. Partial Invalidity. If any provision of this Agreement shall be or become invalid, illegal or unenforceable in any respect under any applicable law, the validity, legality and enforceability of the remaining provisions shall not be affected or impaired thereby.

10. Governing Law. THIS AGREEMENT SHALL BE GOVERNED BY, CONSTRUED AND ENFORCED IN ACCORDANCE WITH THE LAWS OF THE STATE OF MAINE.

11. Entire Agreement. This Agreement contains the entire agreement between the parties relating to the rights herein granted and the obligations herein assumed. Any oral representation or modification concerning this Agreement shall be of no force and effect excepting a subsequent modification in writing, signed by the party to be charged.

12. Modification or Termination. This Agreement may be modified, amended, or terminated only by the joint action of all of the record owners of the Parcels at the time of such modification, amendment, or termination. Such action shall only become effective after it has been reduced to writing and filed in the Office of the Registry of Deeds of Kennebec County, Maine.

13. Counterparts. This Agreement may be executed simultaneously in two or more counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument.

14. Attorney's Fees. Any party who is the prevailing party in any legal proceeding against any other party brought under or in connection with this agreement or the subject matter hereof, is additionally entitled to recover reasonable attorney's fees, expert fees, and all other litigation expenses.

15. Indemnification. Each of Parcel A Owner and Parcel B Owner shall indemnify and hold harmless the other party from any damages or liability to persons or property that might arise from the use of the Easement by the other party, its customers, suppliers, employees, and tenants or anyone else using the Easement for ingress and egress. Each of Parcel A Owner and Parcel B Owner shall at all times during the duration of this Agreement maintain and pay for comprehensive general liability insurance affording protection to itself in such amounts as may be agreed upon between the parties.

16. Notices. Any notice required or permitted under this Agreement must be in writing. Any notice required by this Agreement will be deemed to be delivered (whether actually received or not) when deposited with the United States Postal Service, postage prepaid, certified mail, return receipt requested, and addressed to the intended recipient at the following address:

If to Parcel A Owner: VRE Waterville, LLC
 1211 S. White Chapel Blvd.
 Southlake, Texas 76092
 Attn: Jason Keen

with a copy to: Baker Monroe PLLC

1300 S. University Drive, Suite 318
Fort Worth, Texas 76107
Attn: Justin P. Huston

If to Parcel A Owner:

William E. Drake Revocable Inter Vivos Trust
221 US Rte 55
Norwich, VT 05055
Attn: William E. Drake, Trustee

Penny J. Fletcher Inter Vivos Trust
PO Box 477
Grantham, NH 03753
Attn: Penny Fletcher, Trustee

Notice may also be given by regular mail, personal delivery, courier delivery, facsimile transmission, or other commercially reasonable means and will be effective when actually received. Any address for notice may be changed by written notice delivered as provided herein.

17. Default. In the event of a breach, or attempted or threatened breach, by any owner of any portion of the Parcels of any of the terms, covenants, and conditions hereof, any one or all of the other owners of the Parcels shall be entitled forthwith to injunctive relief and/or all such other available legal and equitable remedies from the consequences of such breach. All costs and expenses incurred by an owner in any such suit or proceedings shall be assessed against the defaulting owner and shall constitute a lien against the defaulting owner's portion of the Parcels effective upon recording notice thereof in the Office of the Registry of Deeds of Kennebec County, Maine. The remedies of any one or all such owners to the Parcels shall be cumulative as to each owner and as to all other remedies permitted at law or in equity.

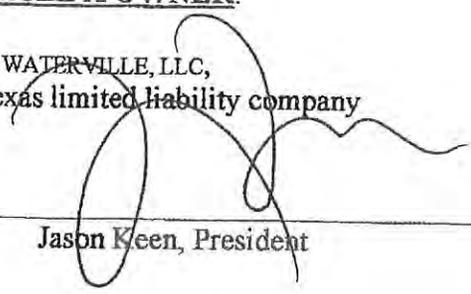
18. No Joint Venture or Partnership. The parties do not intend by this Agreement to create a partnership or joint venture among themselves, but merely set forth the terms and conditions of the obligations set forth in this Agreement regarding the Parcels, the development of same, and other related matters. No party to this Agreement is authorized to act as agent for any other party or to otherwise act on behalf of any other party.

[signature page to follow]

EXECUTED as of the date first written above.

PARCEL A OWNER:

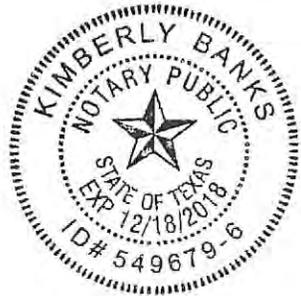
VRE WATERVILLE, LLC,
a Texas limited liability company

By: 
Jason Keen, President

STATE OF TEXAS §
 §
COUNTY OF TARRANT §

This instrument was acknowledged before me on March 3rd, 2016, Jason Keen, the President of VRE Waterville, LLC, a Texas limited liability company, on behalf of said company.


Notary Public in and for
The State of Texas



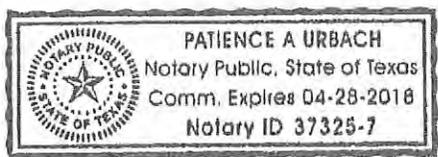
PARCEL B OWNER:

WILLIAM E. DRAKE REVOCABLE INTER VIVOS TRUST

By: *William Drake*
William E. Drake, Trustee

STATE OF Texas §
 §
COUNTY OF Travis §

This instrument was acknowledged before me on Feb 22, 2016, by William E. Drake, the Trustee of William E. Drake Revocable Inter Vivos Trust, on behalf of said Trust.



P. Urbach
Notary Public in and for
The State of Texas
My Commission Expires: 4-28-18

PENNY J. FLETCHER INTER VIVOS TRUST

By:

[Handwritten Signature]
Penny J. Fletcher, Trustee

STATE OF Texas

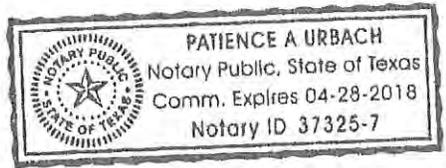
§
§
§

COUNTY OF Travis

This instrument was acknowledged before me on Feb 22, 2016, by Penny J. Fletcher, Trustee of Penny J Fletcher Revocable Inter Vivos Trust, on behalf of said Trust.

[Handwritten Signature]

Notary Public in and for
The State of Texas



My Commission Expires: 4-28-18

Exhibits:

- "A" - Description of Parcel A
- "B" - Description of Parcel B
- "C" - Depiction of Parcels and Easement

EXHIBIT "A"

PARCEL A

A CERTAIN PARCEL OF LAND, WITH THE IMPROVEMENTS THEREON, ON THE EASTERLY SIDE OF MAIN STREET AND RUNNING EASTERLY TO ARMORY ROAD IN WATERVILLE, COUNTY OF KENNEBEC, STATE OF MAINE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A SURVEY PIN FOUND FLUSH ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID MAIN STREET AT A POINT 84.95 FEET NORTHERLY ALONG SAID LINE FROM AN IRON ROD FOUND AT THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED IN A DEED RECORDED IN THE REGISTRY OF DEEDS FOR SAID COUNTY IN BOOK 1370, PAGE 8, SAID PIN MARKING THE NORTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF RUFF AS DESCRIBED IN BOOK 4823, PAGE 195;
THENCE N 87° 15' 32" E ALONG SAID LAND OF RUFF A DISTANCE OF 149.92 FEET TO THE NORTHEASTERLY CORNER OF SAID LAND, AT LAND NOW OR FORMERLY OF DRAKE TRUST (BOOK 6339, PAGE 41) AND FLETCHER TRUST (BOOK 5387, PAGE 87);
THENCE CONTINUING N 87° 15' 32" E ALONG SAID LAND OF SAID TRUSTS A DISTANCE OF 30.00 FEET TO THE BASE OF A REBAR FOUND;
THENCE N 07° 57' 28" W ALONG SAID LAND OF TRUSTS A DISTANCE OF 76.24 FEET TO A POINT;
THENCE N 87° 15' 32" E ALONG SAID LAND OF TRUSTS A DISTANCE OF 207.34 FEET TO A POINT;
THENCE N 28° 55' 32" E ALONG SAID LAND OF SAID TRUSTS AND LAND OR FORMERLY OF THOMPSON VOLKSWAGEN, INC. (BOOK 1472, PAGE 740) A TOTAL DISTANCE OF 72.32 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID ARMORY ROAD AS A RESULT OF A TAKING BY THE MAINE DEPARTMENT OF TRANSPORTATION (BOOK 2384, PAGE 40);

THENCE NORTHWESTERLY ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 843.51 FEET, AN ARC DISTANCE OF 39.65 FEET TO ANOTHER PARCEL LAND NOW OR FORMERLY OF THOMPSON VOLKSWAGEN, INC. (BOOK 1472, PAGE 740);
THENCE S 28° 55' 32" W ALONG SAID LAND AND ANOTHER PARCEL OF SAID TRUSTS A TOTAL DISTANCE OF 71.87 FEET TO A POINT;
THENCE S 87° 15' 32" W ALONG SAID LAND OF SAID TRUSTS A DISTANCE OF 174.68 FEET TO A POINT WHICH IS 85.90 FEET NORTHERLY ALONG SAID LAND OF SAID TRUSTS FROM THE PREVIOUSLY MENTIONED REBAR;
THENCE N 07° 57' 28" W ALONG SAID LAND OF TRUSTS A DISTANCE OF 20.08 FEET TO A POINT ON THE SOUTHERLY LINE OF LAND NOW OR FORMERLY OF MARGARET THOMPSON (BOOK 5098, PAGE 16);
THENCE S 87° 15' 50" W ALONG SAID LAND OF THOMPSON A DISTANCE OF 150.75 FEET TO A POINT ON SAID LINE OF MAIN STREET;
THENCE S 08° 24' 47" E ALONG SAID LINE A DISTANCE OF 85.92 FEET TO A POINT OF CURVATURE IN SAID LINE;
THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 4824.74 FEET, AN ARC DISTANCE OF 36.16 FEET TO THE SURVEY PIN FOUND AT THE POINT OF BEGINNING.
CONTAINING 27,414 SQ. FT. OR 0.629 ACRES ±
TOGETHER WITH AND SUBJECT TO EASEMENTS OF RECORD

EXHIBIT "B"

PARCEL B

A certain lot or parcel of land situate in the City of Waterville, County of Kennebec and State of Maine, bounded and described as follows:

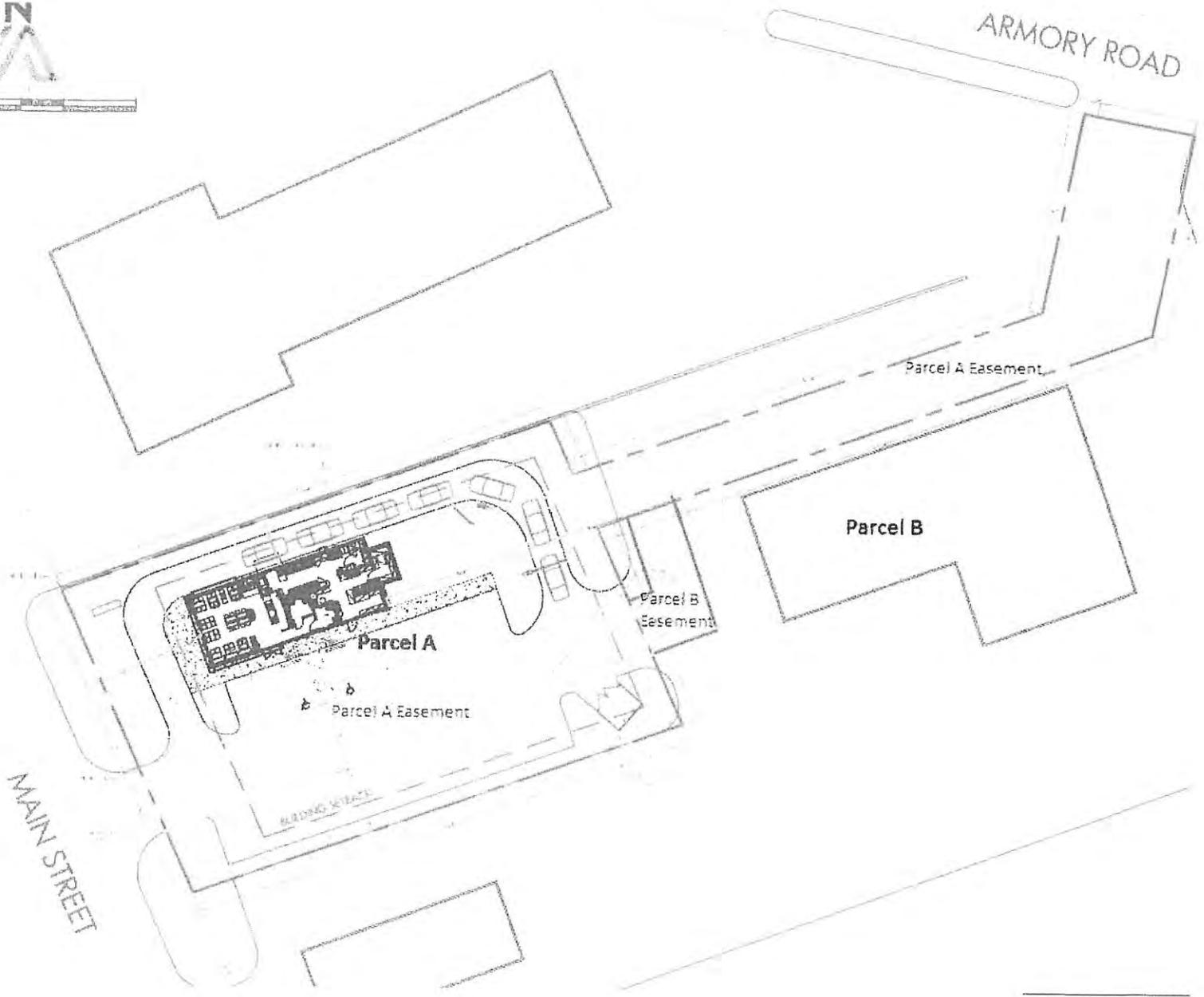
Beginning at a steel pipe on the southerly line of land now or formerly of Robert M. Thompson said pipe being N 85 degrees 50 minutes E one hundred eighty (180) feet from an iron rod on the easterly right of way line of North Main Street (SCH File 6-111) which rod marks the southwesterly corner of land of said Thompson; thence southerly parallel with the east line of Main Street east twenty and one tenth (E 20.10') feet along the easterly line of property retained by Bank of Maine, N.A.; thence N 85 degrees 50 minutes E (maintaining a distance of 20 feet measured at right angles from the southerly line of said Robert M. Thompson) one hundred seventy-four and sixty-eight hundredths (174.68) feet; thence N 27 degrees 30 minutes E twenty-three and five tenths (23.50) feet to an iron pipe at said Thompson's southeasterly corner; thence S 85 degrees 50 minutes W in the southerly line of said Thompson one hundred eighty-nine (189) feet to the point of beginning.

Also another lot or parcel of land with buildings thereon bounded and described as follows: Commencing at a point which is forty and two tenths (40.20) feet southerly (along a line parallel with the east line of Main Street) of the steel pipe marking the beginning point in the parcel first above described; thence southerly along a line parallel with the east line of Main Street and one hundred eighty (180) feet easterly thereof seventy-five and eight tenths (75.8) feet, more or less, along the easterly line of property retained by Bank of Maine, N.A. to a steel pipe; thence S 85 degrees 50 minutes W thirty (30) feet by the southerly line of said Bank of Maine, N.A.'s retained property to a steel pipe in the northeasterly corner of property now or formerly owned by Benjamin and Marion Hains; thence southerly in the easterly line of said Hains along a line parallel with the east line of Main Street and one hundred fifty (150) feet easterly thereof eighty-five (85) feet to a steel pipe in the northerly line of land now or formerly of Gannet Publishing Company; thence N 85 degrees 50 minutes E two hundred forty-seven (247) feet, more or less, by land of said Gannet Publishing Company to an iron rod in the westerly line of other land of said Thompson; thence turning an interior angle to the left of 90 degrees and running northerly by said Thompson two hundred (200) feet to a point twenty-eight (28) feet southwesterly of an iron rod in the southerly line of said Armory Road; thence S 27 degrees 30 minutes W forty-six and thirty-two hundredths (46.32) feet in the southeasterly line of property retained by Bank of Maine, N.A. and constituting

a right of way; thence S 85 degrees 50 minutes W in the southerly line of land retained by Bank of Maine, N.A. and constituting a right of way two hundred seven and thirty-six hundredths (207.36) feet to the point of beginning.

EXHIBIT "C"

DEPICTION OF PARCELS AND EASEMENT



UTILITY EASEMENT

THIS AGREEMENT WITNESSETH that GUY GANNETT PUBLISHING COMPANY, INC., a corporation duly existing by law and having a place of business in Portland, County of Cumberland and State of Maine, hereinafter sometimes referred to as the "Company" and NICHOLAS P. SAPORITA and MARJORIE V. SAPORITA of Vassalboro, County of Kennebec and State of Maine, hereinafter sometimes referred to as "Saporita," in consideration of the mutual undertakings of each other have agreed and hereby convey easements and privileges as follow:

Said Company hereby gives, grants, bargains, sells and conveys unto Saporita (husband and wife) in joint tenancy, their heirs and assigns and the heirs and assigns of the survivor, an easement in common with the Company to lay, maintain, repair and excavate for the purpose of a sewer line and pipe over and along a strip of land ten (10') feet wide, the northerly bound of said strip being the southerly line of property of Saporita situate on Upper Main Street in Waterville, Maine, the easterly bound being a line ten (10') feet in length extending southerly from the present easterly line of property of Saporita, the southerly line being parallel with the aforesaid southerly line of said Saporita and ten (10') feet distant therefrom and the westerly line being ten (10') feet in width and situate at a point at right angles to the northerly and southerly line of the aforesaid strip and situate one hundred twenty (120') feet more or less easterly of the easterly line of said Upper Main Street.

As a condition to the granting of the aforesaid easement, Saporita agree to install a sewer pipe eight (8") inches in diameter running from the westerly extremity of the above-described easement easterly to its junction with the easement

further agree to install in said sewer pipe a manhole at or near the westerly extremity of the aforesaid sewer line and pipe, a second manhole approximately one hundred forty (140') feet easterly of the first manhole and a third manhole approximately one hundred thirty-five (135') feet easterly of the second manhole. The Company shall have the privilege of draining sewerage through these pipes connected with any of the aforesaid manholes upon payment of six thousand (\$6,000.00) dollars to Saporita, their heirs and assigns and the heirs and assigns of the survivor.

The Company further conveys hereby to Saporita, their heirs and assigns and the heirs and assigns of the survivor, an easement for the purpose of laying, maintaining, repairing and excavating for sewer line and pipe ten (10') feet in width running from a point in the southerly line of property of Saporita situate northerly of property of the Company on the easterly side of Upper Main Street extending from the aforesaid property of Saporita at a point approximately one hundred twenty (120') feet easterly of the easterly line of Upper Main Street and extending to the first manhole heretofore described.

Said Saporita further agree to install a sewer pipe eight (8") inches in diameter along their easterly boundary and within ten (10') feet thereof connected with the third manhole heretofore described and running from said manhole northerly parallel with the easterly bound of Saporitas' property to a point in or near a right of way entering Armory Road, at which point said sewer line deflects slightly to the right and running thence in a straight line to Armory Road, and under said Road to the nearest manhole on the northerly side of Armory Road.

Said Saporita further give, grant, bargain, sell and convey to the Company, its successors and assigns, an easement in common with Saporita, their heirs and assigns or the heirs and

width along the easterly line of Saporitas' property as above described and deflecting slightly to the right at the northerly terminus of said easement until it intersects with Armory Road as aforesaid, it being understood that said strip at all points shall include the sewer pipes laid by Saporita as aforesaid, said easement being for the purpose of laying, maintaining, repairing and excavating for a sewer line and pipes, provided, however, that said easement and pipes shall not be used by the Company until the Company has paid the sum of six thousand (\$6,000) dollars to Saporita, their heirs and assigns or the heirs and assigns of the survivor.

The Company further agrees that in case of the sale of the property over which it has granted an easement is effected by the Company, its successors or assigns, said Company shall pay to Saporita, their heirs and assigns or the heirs and assigns of the survivor, the sum of six thousand (\$6,000.00) dollars and thereafter such heirs, successors or assigns of the Company shall have all of the rights and privileges of the mutual easements hereinbefore set forth.

The property of the Company over which the first described easement runs was acquired by it from Lewis J. Rosenthal and Evelyn F. Rosenthal by deed dated December 18, 1968, and recorded in Kennebec Registry of Deeds, Book 1485, Page 354.

The property of Saporita over which the easement granted to the Company runs was acquired by Saporita from Phillip M. Rosenthal and Philip Barron by deed dated March 15, 1965, and recorded in said Registry, Book 1370, Page 8.

IN WITNESS WHEREOF, the said GUY GANNETT PUBLISHING COMPANY, INC. has caused this instrument to be signed and its seal hereunto affixed by Howard N. Gray,

NICHOLAS P. SAPORITA and MARJORIE V. SAPORITA have hereunto set their hands and seals this 15th day of January, one thousand nine hundred and seventy-one.

Signed, Sealed and Delivered in the presence of

GUY GANNETT PUBLISHING COMPANY, INC.

Robert G. Orally

By *Howard N. Gray*
Its Vice President

Bradford W. Hutchinson

Nicholas P. Saporita

Marjorie V. Saporita



STATE OF MAINE
ss.

January 15, 1971

Personally appeared the above named Howard N. Gray duly authorized Vice President of GUY GANNETT PUBLISHING COMPANY, INC. as aforesaid and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation.

Before me,

Michael J. [Signature]
~~Justice of the Peace~~
Notary Public

STATE OF MAINE
Kennebec, ss.

January 15, 1971

Personally appeared the above named Nicholas P. Saporita and acknowledged the foregoing instrument to be his free act and deed.

Before me,

Bradford W. Hutchinson
Justice of the Peace

KENNEBEC SS:

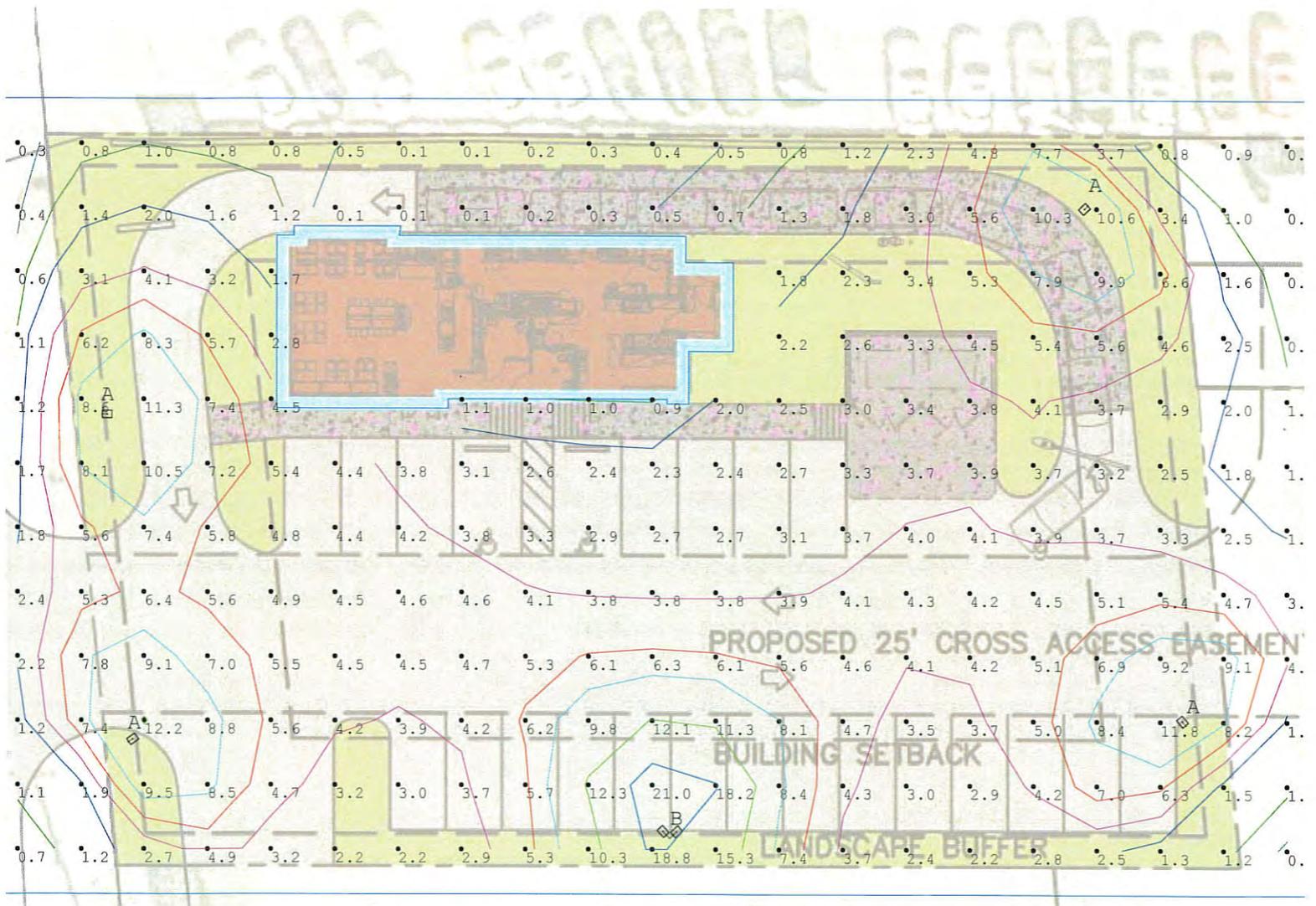
ATTACHMENT 7

PHOTOMETRIC

Please contact Sherri for purchasing and questions
860-549-1230
sherri.lessard@capitollight.com

MOUNTING HEIGHT 25'

Luminaire Schedule			
Symbol	Qty	Label	Description
	4	A	XLCM-FT-LED-SS-CW
	1	B	XLCM-FT-LED-SS-CW



ATTACHMENT 8

ABUTTER LETTER



GORRILL
PALMER

707 Sable Oaks Drive | Suite 30
South Portland, Maine 04106
207.772.2515

March 3, 2016

Subject: Taco Bell
345 Main Street
Waterville, Maine
Minor Site Plan Application

Dear Abutter,

Verdad, LLC has retained Gorrill Palmer to prepare plans and permit applications for a proposed development at 345 Main Street in Waterville, Maine. At this time, the applicant will be pursuing permits for the development of a Taco Bell facility on the site. The proposed Taco Bell will be approximately 2,058 square feet in size and will include a drive through.

The proposed project is required to file a Minor Site Plan application with the City of Waterville. The City of Waterville Planning Board will hold a public hearing for the application on March 21, 2016 at 7:00 pm at the City Council Chambers.

Please contact our office if you have any questions.

Sincerely,

Al Palmer, P.E.
Principal

Copy: Derek Brown, Verdad

AMP/jwa/U:\3087 - Verdad - Waterville ME - Taco Bell\G Abutters\Abutter letter 3-3-16.doc

Abutters List
Taco Bell – Waterville, ME
JN 3087

Coprilite, Inc.
8736 E. San Rafael Drive
Scottsdale, AZ 85258-1924

Retlew Investment, LLC
PO Box 1534
Waterville, ME 04903-1534

Thompson Volkswagen, Inc.
PO Box 685
Waterville, ME 04903-0685

Drake, Williams E. – Rev Trust
Fletcher, Penny – Rev Trust
221 U. S. Route 5 – South
Norwich, VT 05055-9523

Charles J. & Rebecca Ruff
5 Thomas Drive
Waterville, ME 04901

Elm Plaza Corporation
PO Box 1534
Waterville, ME 04903-1534

Thompson, Margaret M.
11 Brescia Court
Waterville, ME 04901-4607