CITY OF BANGOR
PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

PLANNING BOARD AGENDA
TUESDAY, OCTOBER 20, 2026, 7:00 P.M.
COUNCIL CHAMBERS, 1ST FLOOR OF CITY HALL, 73 HARLOW STREET

1. **CHAIR INTRODUCTION**

2. **OLD BUSINESS**

   A. **Meeting Minutes – October 6, 2026**

   B. **Adoption of Findings & Decisions for 511 Maine Ave and 6 Bangor Mall Blvd**

3. **NEW BUSINESS**

   A. **Land Development Code Amendments**

      i. **Amending the Land Development Code, § 165, Attachment 2 - Schedule A, Urban Developed Area to Remove Floor Area Ratio (FAR) from the Downtown Development District (DDD)**

   B. **Land Development Permits**

      i. **Land Development Permit Application – Major Site Development and Conditional Use – 1187 Union Street – Map-Lots R24-001-A, R24-001-B, R24-001-C – RH Foster Energy, LLC** – Land Development Permit Application – Major Site Development and Conditional Use for proposed car wash, gas station, and convenience store at property located at 1187 Union Street, Map-Lots R24-001-A, R24-001-B, and R24-001-C, in the Shopping and Personal Service District (S&PS). Applicant/Owner: RH Foster Energy, LLC.

4. **OTHER BUSINESS**

   A. **Reminder about election of officers in the new year**

   B. **Follow-up/thoughts on Land Use Plan updates**

   C. **Adjournment**

73 HARLOW STREET, BANGOR, ME 04401
TELEPHONE: (207) 992-4280 FAX: (207) 945-4447
WWW.BANGORMAINE.GOV

CITY OF BANGOR
PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

PLANNING BOARD MEMO
TUESDAY, OCTOBER 20, 2026, 7:00 P.M.
COUNCIL CHAMBERS, 1ST FLOOR OF CITY HALL, 73 HARLOW STREET

1. CHAIR INTRODUCTION

2. OLD BUSINESS

A. Meeting Minutes – October 6, 2026

B. Adoption of Findings & Decisions for 511 Maine Ave and 6 Bangor Mall Blvd

3. NEW BUSINESS

A. Land Development Code Amendments

i. Amending the Land Development Code, § 165, Attachment 2 - Schedule A, Urban Developed Area to Remove Floor Area Ratio (FAR) from the Downtown Development District (DDD)

This amendment would remove the Floor Area Ratio (FAR) limit of 4.0 from the Downtown Development District (DDD). FAR is an outdated and ineffective standard that was previously used to protect sunlight, neighborhood character, and control building form and bulk. The numerous historic districts and façade district that cover most of downtown currently help retain neighborhood character and control building form. Additionally, FAR is preventing infill development downtown for residential and commercial developments. Staff find that this amendment aligns with policy recommendations 1 and 7 in the 2022 Comprehensive Plan regarding encouraging development in the growth boundary and increasing housing supply downtown by revising zoning regulations

After the workshops with Council and Planning Board, staff discussed with the Fire Department and Airport if a maximum height would be needed Downtown. The Fire Department did not have concerns with fire response for taller buildings and downtown is outside of the area around the airport that would need height restrictions.

B. Land Development Permits

73 HARLOW STREET, BANGOR, ME 04401
TELEPHONE: (207) 992-4280 FAX: (207) 945-4447
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i. **Land Development Permit Application – Major Site Development and Conditional Use – 1187 Union Street – Map-Lots R24-001-A, R24-001-B, R24-001-C – RH Foster Energy, LLC –** Land Development Permit Application – Major Site Development and Conditional Use for proposed car wash, gas station, and convenience store at property located at 1187 Union Street, Map-Lots R24-001-A, R24-001-B, and R24-001-C, in the Shopping and Personal Service District (S&PS). Applicant/Owner: RH Foster Energy, LLC.

1. The applicant seeks to demolish the existing gas station and convenience store to construct a car wash, gas station, and convenience store with an associated parking lot. The uses of the carwash, drive-through, and gasoline service station all require conditional use approval.

2. Staff review focused primarily on the addition of a C buffer along the side lot lines abutting the neighboring property, the phasing plan and associated timelines, the addition of pedestrian connections from Union St and Griffin Rd, and the parking lot design.

3. The applicant has satisfied the majority of staff comments; however, staff request that the Board condition approval on the applicant receiving an approved Traffic Movement Permit from Maine Department of Transportation.

4. OTHER BUSINESS

A. Reminder about election of officers in the new year
This is just to remind Board members that a new Chair and Vice Chair will need to be elected at the first meeting in 2027, in order for members to think ahead of time about whether they want to nominate themselves or another person on the Board.

B. Follow-Up/Thoughts on Land Use Plan Updates

C. Adjournment

CITY OF BANGOR
PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

PLANNING BOARD
TUESDAY, OCTOBER 6, 2026, 7:00 P.M.
COUNCIL CHAMBERS, 1ST FLOOR OF CITY HALL
73 HARLOW STREET

MEETING MINUTES

Board Members Present:

Chair Jonathan Boucher
Vice Chair Janet Jonas
Ted Brush
Trisha Hayes
Ken Huhn
Greg Hobson (via Zoom)
Ross Whitford

City Staff Present:

Anja Collette, Planning Officer
Matt Altiero, Planning Analyst
Grace Innis, Assistant City Solicitor
Jefferson Davis, Engineering Director

Chair Boucher called the meeting to order at 7:00 P.M.

OLD BUSINESS

1. **Meeting Minutes** – September 1, 2026

Member Huhn moved to approve the minutes of September 1, 2026. Seconded by Vice Chair Jonas. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

2. **Adopt Findings & Decisions for 201 Odlin Rd and 8-10 Harlow St**

Member Huhn moved to adopt the findings and decisions for 201 Odlin Road and 8-10 Harlow Street. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

NEW BUSINESS

1. **Land Development Permit Application – Major Site Development and Site Location of Development (SLODA) Modification – 511 Maine Avenue – Map-Lot 001-001-G – City of Bangor Community Connector** – Land Development Permit Application – Major Site Development and Site Location of Development (SLODA) Modification for the construction of a 6,070 sq. ft. training center and restoration of existing cold storage

building, including drainage and stormwater improvements, new parking, and access drives located at 511 Maine Avenue, Map-Lot 001-001-G, in the Government & Institutional Service District (G&ISD). Applicant/Owner: City of Bangor Community Connector.

Chair Boucher introduced the agenda item.

Vice Chair Jonas moved that the Board finds the application was deemed complete on October 6th, 2026, all applicable fees for the project have been paid, and the proposed project is a Major Site Development and Site Location of Development (SLODA) modification. Seconded by Member Huhn. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Applicant Representative Shelly Lizotte presented on the project, discussing the need for restoration. Lizotte presented on the training center expansion details.

Chair Boucher asked for questions or comments from staff – there were none.

Chair Boucher opened public comment – there were none. Public comment closed.

Chair Boucher asked the board for any questions or comments – there were none.

Member Huhn moved that the Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-33.1's requirements surrounding Erosion and Sediment Control. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Brush moved that the Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-68's requirements for lot frontage. Seconded by Member Hayes. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Hayes moved that the Board finds that, based on Exhibits 2 and 16, the applicant satisfied Land Development Code §165-72 regarding the required number of parking spaces, §165-73's requirements regarding parking area location and screening, and §165-74's requirements regarding parking area design, construction, and maintenance. Seconded by Member Whitford. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Brush moved that the Board finds that, based on Exhibits 2, 7, 13-15, 20, and 21, the applicant satisfied Land Development Code §165-79 requiring adequate utility service, including water, electricity, fire protection, and provision for stormwater runoff. Seconded by Vice Chair Jonas. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board finds that, based on Exhibits 2 and 21, the applicant satisfied Land Development Code §165-80 requiring that whenever possible, all uses and developments shall be provided with water service from the Bangor Water District. Seconded by Member Huhn. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Huhn moved that the Board finds that, based on Exhibits 2 and 8, the applicant satisfied Land Development Code §165-81 requiring providing adequate lighting and preventing light pollution and trespass. Seconded by Member Hayes. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Brush moved that the Board finds that, based on Exhibits 2 and 20, the applicant satisfied Land Development Code §165-82 requirements regarding having adequate fire protection. Seconded by Member Huhn. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Hayes moved that the Board finds that, based on Exhibit 2, the applicant satisfied the Land Development Code §165-83 requiring adequate electrical services. Seconded by Member Huhn. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Huhn moved that the Board finds that, based on Exhibits 2, 7, 13-15, and 21, the applicant satisfied the Land Development Code §165-84 requiring provisions for surface water and storm drainage. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Brush moved that the Board finds that, based on Exhibit 9, the applicant satisfied the Land Development Code §165-85 requiring information on sewer flows and §165-86 regarding compliance with sewer regulations. Seconded by Vice Chair Jonas. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board finds that, based on the findings made in Part 1 of Section IV of this document, the Project meets the requirements of § 165-97B for uses within the Government & Institutional Service District (G&ISD) and § 165-101B for uses within the Shopping & Personal Service District (S&PS). Seconded by Member Huhn. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Brush moved that the Board finds that, based on Exhibits 2 and 16, the applicant satisfied Land Development Code §165-114B's requirement that the proposed parking and loading layout are arranged in a reasonable and safe configuration and §165-114C's requirement that all proposed access drives are reasonably necessary and safe. Seconded by Member Huhn. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Huhn moved that the Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-114C's requirement that all proposed access drives from the site to any public right-of-way are reasonably necessary and safe. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Huhn moved that the Board finds that, based on Exhibits 2, 7, and 14-15, the applicant satisfied Land Development Code §165-114D's requirements regarding minimizing adverse effects from stormwater runoff and ensuring adequate stormwater collection capacity. Seconded by Member Hayes. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Hayes moved that the Board finds that, based on Exhibits 2 and 8, the applicant satisfied Land Development Code §165-114E's requirements that all outdoor lighting shall be designed, installed and

maintained to avoid unreasonable adverse effects from light pollution. Seconded by Vice Chair Jonas. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board finds that, based on Exhibit 2 and 22, the applicant satisfied Land Development Code §165-114F's requirements for landscaping. Seconded by Member Huhn. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Brush moved that the Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-114G's requirement that the location of the buildings meet all required setbacks and are situated to avoid unreasonable adverse effects on adjacent properties or public rights-of-way. Seconded by Member Hayes. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Huhn moved that the Board finds that, based on the findings above in this Part 3, and also in Part 1 of Section IV of this document, the applicant is in compliance with 38 M.R.S.A §484 and applicable Department of Environmental Protection regulations, which includes Chapters 371, 372, 373, 375, 376, 377, and 500. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Brush moved that the Board finds that the Project meets the requirements for a Land Development Permit for a Major Site Development and Major SLODA Modification and therefore, the Board grants the Land Development Permit and SLODA modification for the proposed Project. Seconded by Member Whitford. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

2. **Land Development Permit Application – Minor Subdivision Modification and Planned Group Development – 6 Bangor Mall Boulevard – Map-Lot 061-016-A – Waterstone Bangor, LLC –** Land Development Permit Application – Minor Subdivision Modification and Planned Group Development for the creation of a 0.54-acre and 6.24-acre lot from an existing 6.78-acre parcel located at 6 Bangor Mall Boulevard, Map-Lot 061-016-A, in the Shopping & Personal Service District (S&PS). Applicant/Owner: Waterstone Bangor, LLC.

Chair Boucher introduced the agenda item.

Member Huhn moved that the Board finds the application was deemed complete on October 6th, 2026, all applicable fees for the project have been paid, and the proposed project is a Minor Subdivision Modification and Planned Group Development. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Applicant Representative Sean Thies presented on the project, discussing the creation of a new lot.

Chair Boucher asked for comments from staff – there were none.

Chair Boucher asked the Board for any questions.

Member Huhn asked if there is a purpose yet for the new parcel. Applicant Representative Thies responded that while there is discussion surrounding proposed development on the lot, nothing is finalized.

Vice Chair Jonas asked how the lot size was decided. Applicant Representative Thies responded it is based off a preliminary plan of what could go there, and it would be suitable for a variety of uses.

Chair Boucher opened public comment – there were none. Public comment closed.

Chair Boucher asked the Board if there is any discussion or additional questions – there were none.

Member Huhn moved that the Board finds that, based on Exhibits 2, 7, 8, and 9, the Project meets the requirements of Land Development Code §165-126F(1), regarding compliance with State of Maine guidelines for subdivision approval contained in 30-A M.R.S.A. §4404. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Huhn moved that the Board finds that, based on Exhibits 2 and 9, the Project meets the requirements of Land Development Code §165-126F(2) regarding conforming to the existing lot dimension and area regulations of the zoning district, §165-126F(3)'s requirement of abutting an existing improved public road, and §165-126F(4)'s requirement on the angle of side lot lines to street lines. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board finds that, based on Exhibit 2, the Project meets the requirements of Land Development Code §165-126F(6), regarding the plat containing all information required in 165-126D(1-8). Seconded by Member Huhn. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Brush moved that the Board finds that, based on Exhibit 2, the applicant satisfied §165-69 of the Land Development Code regarding the requirements for planned group developments. Seconded by Member Hayes. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

Member Huhn moved that the Board finds that the project meets the requirements for a Minor Subdivision Modification and Planned Group Development and therefore, the Board grants the Land Development Permit for the proposed Project. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

OTHER BUSINESS

Planning Officer Collette reminded Board members to lean forward into the microphone when speaking to ensure attendees on Zoom can hear what is being said. She asked the Board to spread the word about applying to Planning Board, as there will be two vacancies in the upcoming year. Collette asked whether the Board has any feedback on the way the packets are structured.

Member Whitford asked if there are two positions open plus the Associate Member, or two including the Associate Member. Planning Officer Collette responded that it was two including the Associate Member.

1. Proposed Growth Boundary Change

Chair Boucher introduced the agenda item.

Planning Officer Collette presented on the proposed growth boundary change, discussing how the access to water and sewer is compatible with the change. She discussed that the VA is interested in putting in a new VA hospital at the corner of Stillwater Avenue and Kittredge Road. Collette noted that existing development in the area contributed to the location choice. She explained the formal process with Planning Board, City Council, and the State. Collette discussed hosting a public workshop in advance of a formal meeting to discuss the proposal with abutters and receive their feedback.

Member Huhn expressed excitement about the prospect of a VA hospital.

Member Brush asked what the availability is of alternate sites for the potential project. Planning Officer Collette responded that the VA explored sites near the airport, but had concerns surrounding noise and proximity to the airport. Brush noted that there is not an abundance of alternate sites.

Vice Chair Jonas discussed that after doing a survey of Bangor for alternate sites, she did not identify an available alternate site. Jonas asked about sewer capacity – Planning Officer Collette responded that the VA is working with the sewer team to resolve any issues. Engineering Director Davis discussed a multi-phase project to increase sewer capacity in that area.

Member Brush asked about water capacity – Planning Officer Collette responded that the Bangor Water District has not expressed any water capacity concerns.

Chair Boucher asked whether staff is seeking conversation, or looking to see if there are any objections from the Board – Planning Officer Collette responded to see if there are objections. Boucher asked if anyone had any additional comments – there were none.

Planning Officer Collette shared that the public workshop is set to occur October 29th.

2. Workshop on removing the floor area ratio restriction from Downtown Development District (DDD)

Chair Boucher introduced the agenda item.

Planning Officer Collette presented on the proposed amendment, discussing how floor area ratio restrictions are outdated and may be difficult to understand. She discussed using design standards as an alternate way to control for building scale and form. Collette noted that the Business and Economic Development Committee expressed concerns surrounding the lack of height limits downtown, so

proposals for an overall height limit may emerge in later discussions. She explained that the floor area ratio is the total gross floor area of a building divided by the area of a lot.

Member Brush noted that he supports the effort to find alternative measures for protecting sunlight and building style or bulk of the building. Planning Officer Collette responded that it could be controlled for with building envelope standards. Vice Chair Jonas discussed that there are portions of downtown that receive little sun, especially in the winter, but is unsure if it is feasible to protect that. Jonas shared that she is in favor of making changes to promote more housing infill.

Chair Boucher asked if there is a way to include conditional use into this so the Board would still have grounds to discuss it. Planning Officer Collette asked if he is seeking for the current change to include a provision in for condition use. Boucher discussed picking a new floor area ratio number and including that anything above it is a conditional use. Collette discussed the alternative of selecting a preliminary height limit for that, and asked if there are concerns about other aspects of the floor area ratio. Boucher responded it may be nice to see examples of buildings that are currently not compliant to provide context. Collette noted two historic buildings nearby that exceed the limit.

Member Whitford expressed that he agrees with Vice Chair Jonas, and that the only way to develop for buildings downtown is to go up.

Planning Officer Collette noted that the Board is comfortable moving forward with the change, and to include more guardrails for building form with the Land Development Code updates. She shared that the Historic Preservation Commission has purview over much of downtown and building form.

3. Follow-Up/Thoughts on Land Use Plan Updates

Planning Officer Collette shared that the consultants anticipate review to be completed by mid-November and having a public draft out by early next year. She provided updates surrounding the zoning map and a potential airport overlay district.

Planning Officer Collette noted that there will not be a Planning Board meeting on Election Day

Meeting adjourned at 8:01 PM.

Respectfully submitted,

Kayleigh Rienas
Development Assistant
Planning Division

CITY OF BANGOR
PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

October 20, 2026

Bangor Planning Board

Findings and Decision

Applicant/Owner:	City of Bangor Community Connector 475 Maine Ave Bangor, ME 04401
Agent:	Artifex AE Attn: Rayshelly Lizotte 175 Exchange Street Bangor, ME 04401
Property Address:	511 Maine Avenue, Map-Lot 001-001-G
Zoning District:	Government & Institutional Service District (G&ISD)/Shopping & Personal Service District (S&PS)
Permit Request:	Land Development Permit for Major Site Development and Site Location of Development Modification (SLODA)
Description:	Proposal to construct a 6,070 sq. ft. training center and restore existing cold storage building, including drainage and stormwater improvements, new parking, and access drives
Public Hearing Date:	October 6, 2026
Permitting Requirements:	§165.111A(3)(5)
Board Members Present:	Chair Boucher; Vice Chair Jonas, Members Brush, Hayes, Huhn, Hobson, and Whitford
Board Vote:	Motion carried 7 to 0 to approve the Land Development Permit

I. The Record

The Planning Board reviewed the following exhibits:

1. Land Development Permit Application, submitted by Artifex AE on 08.27.2026
2. Revised Site Plan Set, submitted by Artifex AE on 09.22.2026
3. Inter-Account Transfer Voucher, submitted by City of Bangor Community Connector on 08.31.2026
4. Department of Environmental Protection Minor Revision Application, submitted by Artifex AE on 08.27.2026
5. Cover Letter, submitted by Artifex AE on 08.27.2026
6. Revised Narrative, submitted by Artifex AE on 09.14.2026
7. Stormwater Maintenance Plan, submitted by Artifex AE on 08.27.2026
8. Lighting Details, submitted by Artifex AE on 08.27.2026
9. Capacity Verification, submitted by Artifex AE on 08.27.2026
10. Land Development Permit Checklist, sent via email on 08.31.2026
11. Additional staff comments, sent via email on 09.01.2026
12. Information for Meter Sizing and Cross-Connection Control, submitted by Artifex AE on 09.01.2026
13. Bangor Water District correspondence, via email on 09.02.2026
14. Stormwater comments, sent via email on 09.02.2026
15. Applicant response to stormwater comments, received via email on 09.02.2026
16. Parking comments, sent via email on 09.16.2026
17. Applicant response to Land Development Permit Checklist, submitted by Artifex AE on 09.14.2026
18. Forestry comments, received via email on 09.16.2026
19. Code Enforcement sign-off, received via email on 09.16.2026
20. Fire sign-off, received via email on 09.16.2026
21. Bangor Water District sign-off, received via email on 09.16.2026
22. Landscaping plan comments, received via email on 09.21.2026
23. List of abutters within 100ft of the subject property, generated by staff on 09.21.2026
24. Public Notice, sent to abutters within 100ft of the subject property on 09.21.2026
25. Notice of Mailing, generated by staff on 09.21.2026
26. Bangor Daily News Advertisement, posted on 09.24.2026 and 09.29.2026

II. Project Description and Permit Requirements

The Project will consist of the construction of a 6,070 sq. ft training center expansion and restoration of existing cold storage building, including drainage and stormwater improvements, new parking, and access drives. The Project will add 5,565 square feet of impervious area and will disturb 1.8 acres. The Project is located at 511 Maine Ave, Map-Lot 001-001-G, in the Government & Institutional Service District (G&ISD) and Shopping & Personal Service District (S&PS).

As a permitted use in the Government and Institutional Service District (G&ISD) and the Shopping & Personal Service District (S&PS), per §165-97, the Project must meet the

requirements of Article II through XII and any applicable development standards of Article XIX. This Project must also meet the Land Development Approval Standards outlined in §165-114.

This Project also requires a SLODA modification since it's in the Bangor International Airport SLODA area. As a SLODA modification, the project must meet the requirements of 38 M.R.S.A. § 484 and Department of Environmental Protection regulations, Chapters 371, 372, 373, 375, 376, 377, 500, 501. and 502. The SLODA permit being modified is the Post 1971 Bangor International Airport (BIA) Site Location of Development Permit, with local file number SLODA-BGR-00040 and DEP file number #L-2976-18-B-N.

III. Procedural Background

1. The Application was deemed complete on October 6, 2026.
2. All applicable fees for the Project have been paid (Exhibit 3).
3. The proposed Project is a Major Site Development and Major SLODA Modification.

IV. Applicable Provisions and Findings

Part 1 – The Project meets the requirements of Articles II through XII

1. The Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-33.1's requirements surrounding Erosion and Sediment Control.

2. The Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-68's requirements for lot frontage.

3. The Board finds that, based on Exhibits 2 and 16, the applicant satisfied Land Development Code §165-72 regarding the required number of parking spaces, §165-73's requirements regarding parking area location and screening, and §165-74's requirements regarding parking area design, construction, and maintenance.

4. The Board finds that, based on Exhibits 2, 7, 13-15, 20, and 21, the applicant satisfied Land Development Code §165-79 requiring adequate utility service, including water, electricity, fire protection, and provision for stormwater runoff.

5. The Board finds that, based on Exhibits 2 and 21, the applicant satisfied Land Development Code §165-80 requiring that whenever possible, all uses and developments shall be provided with water service from the Bangor Water District.

6. The Board finds that, based on Exhibits 2 and 8, the applicant satisfied Land Development Code §165-81 requiring providing adequate lighting and preventing light pollution and trespass.

7. The Board finds that, based on Exhibits 2 and 20, the applicant satisfied Land Development Code §165-82 requirements regarding having adequate fire protection.

8. The Board finds that, based on Exhibit 2, the applicant satisfied the Land Development Code §165-83 requiring adequate electrical services.

9. The Board finds that, based on Exhibits 2, 7, 13-15, and 21, the applicant satisfied the Land Development Code §165-84 requiring provisions for surface water and storm drainage.

10. The Board finds that, based on Exhibit 9, the applicant satisfied the Land Development Code §165-85 requiring information on sewer flows and §165-86 regarding compliance with sewer regulations.

Part 2 – The Project meets the requirements of §165-97 Government & Institutional Service District (G&ISD) and §165-101 Shopping & Personal Service District (S&PS)

The Board finds that, based on the findings made in Part 1 of Section IV of this document, the Project meets the requirements of § 165-97B for uses within the Government & Institutional Service District (G&ISD) and § 165-101B for uses within the Shopping & Personal Service District (S&PS).

Part 3 – The Project meets the requirements of §165-114 – Land Development Approval Standards

1. The Board finds that, based on Exhibits 2 and 16, the applicant satisfied Land Development Code §165-114B's requirement that the proposed parking and loading layout are arranged in a reasonable and safe configuration and §165-114C's requirement that all proposed access drives are reasonably necessary and safe.

2. The Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-114C's requirement that all proposed access drives from the site to any public right-of-way are reasonably necessary and safe.

3. The Board finds that, based on Exhibits 2, 7, and 14-15, the applicant satisfied Land Development Code §165-114D's requirements regarding minimizing adverse effects from stormwater runoff and ensuring adequate stormwater collection capacity.

4. The Board finds that, based on Exhibits 2 and 8, the applicant satisfied Land Development Code §165-114E's requirements that all outdoor lighting shall be designed, installed and maintained to avoid unreasonable adverse effects from light

pollution.

5. The Board finds that, based on Exhibit 2 and 22, the applicant satisfied Land Development Code §165-114F's requirements for landscaping.

6. The Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-114G's requirement that the location of the buildings meet all required setbacks and are situated to avoid unreasonable adverse effects on adjacent properties or public rights-of-way.

7. The Board finds that, based on the findings above in this Part 3, and also in Part 1 of Section IV of this document, the applicant is in compliance with 38 M.R.S.A §484 and applicable Department of Environmental Protection regulations, which includes Chapters 371, 372, 373, 375, 376, 377, and 500.

V. Decision

The Board finds that the Project meets the requirements for a Land Development Permit for a Major Site Development and Major SLODA Modification and therefore, the Board grants the Land Development Permit and SLODA modification for the proposed Project.

VI. General Permit Requirements:

A. This permit does not relieve the applicant from any other state or federal permits that may be required for the project.

B. Prior to construction, the applicant should contact the Code Enforcement Office and Engineering Office for any additional permits that may be required.

C. No certificate of occupancy for any structure will be issued by the Code Enforcement Division until the property for which the certificate is sought is in compliance with all applicable regulations, including but not limited to building, zoning, and stormwater requirements. A temporary certificate of occupancy may be issued when necessary under the provisions of § 165-113G of the City's Land Development Code.

D. Applicant must commence construction within one year from the date of approval and complete the project by October 6, 2028, unless extensions of time are granted per the provision of Chapter 165-113E.

E. Upon completion, a digital as-built plan or plans shall be submitted to the Code

Enforcement Officer. Additionally, a certificate of compliance stamped by a registered professional engineer or a registered land surveyor must be submitted to the Code Enforcement Office indicating that the site development has been completed in accordance with the approved plan.

Failure to comply with the conditions listed above constitutes a violation of the Bangor Land Development Code as prescribed in Chapter 165-10G.

This If you should have any questions or desire further information, please do not hesitate to give the Planning Division a call at 207.992.4280.

Sincerely,

City of Bangor Planning Board

_____ _____

_____ _____

_____ _____

_____

CC: City of Bangor Planning Division

City of Bangor Code Enforcement Division

Building Permit and Certificate of Occupancy Checklist

Before applying for a Building Permit:

- Contact the Code Enforcement and Engineering Departments for any other permits that may be necessary.

Before applying for a Certificate of Occupancy:

- Digital as-built plan or plans shall be submitted to the Code Enforcement Officer. Additionally, a certificate of compliance stamped by a registered professional engineer or

a registered land surveyor must be submitted to the Code Enforcement Office indicating that the site development has been completed in accordance with the approved revised plan.

- The stormwater system must be inspected by Engineering prior to a CO being issued.

CITY OF BANGOR
PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

October 20, 2026

Bangor Planning Board

Findings and Decision

Applicant/Owner:	Waterstone Bangor, LLC Attn: Joe Ford [redacted]
Agent:	Haley Ward, Inc. Attn: Sean Thies [redacted]
Property Address:	6 Bangor Mall Blvd, Map-Lot R61-016-A
Zoning District:	Shopping & Personal Service District (S&PS)
Permit Request:	Land Development Permit for Minor Subdivision and Planned Group Development
Description:	Proposal to create a 0.54-acre and 6.24-acre lot from an existing 6.78-acre parcel

Planning Board Review Date: October 6, 2026

Permitting Requirements:	§165-111.A(6), §165-69, §165-126
Board Members Present:	Chair Boucher; Vice Chair Jonas, Members Brush, Hayes, Huhn, Hobson, and Whitford
Board Vote:	Motion carried 7 to 0 to approve the Land Development Permit.

I. The Record

The Planning Board reviewed the following exhibits:

1. Land Development Permit Application, submitted by Haley Ward, Inc. on 09.17.2026
2. Revised Site Plan, submitted by Haley Ward, Inc. on 09.23.2026
3. Proof of Payment, received 09.21.2026
4. Cover Letter, submitted by Haley Ward, Inc. on 09.17.2026
5. Agent Authorization, submitted by Haley Ward, Inc. on 09.17.2026
6. Deed, submitted by Haley Ward, Inc. on 09.17.2026
7. FEMA Flood Map, submitted by Haley Ward, Inc. on 09.17.2026
8. USDA Prime Farmland Classification Map, submitted by Haley Ward, Inc. on 09.17.2026
9. Code Enforcement sign-off, received via email on 09.21.2026
10. Engineering sign-off, received via email on 09.22.2026
11. Planning comments, communicated via email on 09.22.2026
12. List of abutters within 100 ft of the subject property, generated by staff on 09.22.2026
13. Public Notice, sent to abutters within 100 ft of the subject property on 09.24.2026
14. Notice of Mailing, generated by staff on 09.24.2026
15. Engineer's Report, received via email on 09.30.2026

II. Project Description and Permit Requirements

The Project creates a 0.54-acre and 6.24-acre lot from an existing 6.78-acre parcel at Map-Lot R61-016-A, which is in the Shopping & Personal Service District (S&PS). This Project modifies the previously approved Bangor Mall subdivision (file 3-1-154).

As an existing subdivision, this Project requires subdivision modification, which is reviewed the same way as a regular subdivision. Since it only creates one additional lot, it is reviewed as a minor subdivision. Additionally, since the new lot line cuts through existing parking, it must receive approval as a Planned Group Development, and must therefore meet the requirements of §165-69.

III. Procedural Background

1. The application was deemed complete on October 6, 2026.
2. The applicant paid all applicable fees (Exhibit 3).
3. The proposed Project is a Minor Subdivision Modification and Planned Group Development.

IV. Applicable Provisions and Findings

Part 1 – The Project meets the requirements of §165-126 Minor Subdivision

1. The Board finds that, based on Exhibits 2, 7, 8, and 9, the Project meets the requirements of Land Development Code §165-126F(1), regarding compliance with State of Maine guidelines for subdivision approval contained in 30-A M.R.S.A. §4404.

2. The Board finds that, based on Exhibits 2 and 9, the Project meets the requirements

of Land Development Code §165-126F(2) regarding conforming to the existing lot dimension and area regulations of the zoning district, §165-126F(3)'s requirement of abutting an existing improved public road, and §165-126F(4)'s requirement on the angle of side lot lines to street lines.

3. The Board finds that, based on Exhibit 2, the Project meets the requirements of Land Development Code §165-126F(6), regarding the plat containing all information required in 165-126D(1-8).

Part 2 – The Project meets the requirements of §165-69 Planned Group Development

1. The Board finds that, based on Exhibit 2, the applicant satisfied §165-69 of the Land Development Code regarding the requirements for planned group developments.

V. Decision

The Board finds that the project meets the requirements for a Minor Subdivision Modification and Planned Group Development and therefore, the Board grants the Land Development Permit for the proposed Project.

VI. General Permit Requirements:

A. This permit does not relieve the applicant from any other state or federal permits that may be required for the project.

B. No building permit shall be issued by the Code Enforcement Division for the construction of any structure within a subdivision which has not been recorded in the Penobscot County Registry of Deeds.

C. No building permit shall be issued by the Code Enforcement Division for the construction of any structure within a subdivision until all infrastructure needed to support said structure has been constructed, installed, and inspected by the appropriate City authority. Infrastructure includes, but is not limited to, public and private roads; sewer, water and electric mains; and stormwater infrastructure designed to treat water from the subdivision.

D. No certificate of occupancy for any structure will be issued by the Code Enforcement Division until the property for which the certificate is sought is in compliance with all

applicable regulations, including, but not limited to, building, zoning, and stormwater requirements. A temporary certificate of occupancy may be issued when necessary under the provisions of § 165-113G of the City's Land Development Code.

Failure to comply with the conditions listed above constitutes a violation of the Bangor Land Development Code as prescribed in Chapter 165-10G.

This If you should have any questions or desire further information, please do not hesitate to give the Planning Division a call at 207.992.4280.

Sincerely,

City of Bangor Planning Board

_____ _____

_____ _____

_____ _____

_____

CC: City of Bangor Planning Division

City of Bangor Code Enforcement Division

Building Permit and Certificate of Occupancy Checklist

Before applying for a Permit from Code Enforcement:

- The Planned Group Development/subdivision modification plan must be recorded at the Registry of Deeds.

CITY COUNCIL ACTION

Council Meeting Date: October 14, 2026

Item No: 26-

Responsible Dept: Planning

Action Requested: Ordinance Map/Lot: n/a

Title, Ordinance

Amending Chapter 165, Land Development, Attachment 2 - Schedule A, Urban Developed Area to Remove Floor Area Ratio (FAR) from the Downtown Development District (DDD)

Summary

This amendment would remove Floor Area Ratio (FAR) from the Downtown Development District (DDD) to provide flexibility for growth in downtown and promote infill development. Floor area ratio is the floor area of a building on a lot divided by the horizontal area of the lot.

FAR was used to control building bulk and volume in the early to mid-20th century. When FARs were implemented around the country, some of the perceived benefits were protecting sunlight, neighborhood character, and infrastructure capacity, most of which do not hold true today. Additionally, some of the most well-known historic buildings downtown already exceed this standard. For example, the Graham Building where the Rudman Winchell offices are has a FAR of approximately 4.5 and the Eastern Trust building at 6 State Street has a FAR of about 5.3.

The proposed amendments align with policy recommendations 1 and 7 in the 2022 Comprehensive Plan regarding encouraging development in the growth boundary and increasing housing supply downtown by revising zoning regulations.

Committee Action

Committee: Planning Board Meeting Date: 10/20/2026

Action: For: Against:

Staff Comments & Approvals

City Manager City Solicitor Finance Director

Introduced for: First Reading

CITY COUNCIL ORDINANCE

Date: October 14, 2026

Assigned to Councilor:

ORDINANCE, Amending the Land Development Code, to Remove Floor Area Ratio (FAR) in the Downtown Development District (DDD).

WHEREAS, the Land Development Code currently sets a maximum floor area ratio of 4.0 in the Downtown Development District (DDD); and

WHEREAS, this is an outdated dimensional control that hinders growth of downtown businesses and residences; and

WHEREAS the proposed amendments align with policy recommendations 1 and 7 in the 2022 Comprehensive Plan regarding encouraging development in the growth boundary and increasing housing supply downtown by revising zoning regulations;

Be it Ordered by the City Council of the City of Bangor that,

Chapter 165, Attachment 2 - Schedule A of the Code of the City of Bangor is amended as shown on the attached exhibit.

165 Attachment 2

City of Bangor

Schedule A
Urban Developed Area
Article XIII, §§ 165-88 through 165-97

[Amended 10-23-1995 by Ord. No. 95-412; 12-27-2000 by Ord. No. 01-64; 9-9-2002 by Ord. No. 02-320; 11-22-2004 by Ord. No. 05-08; 12-12-2005 by Ord. No. 06-21; 6-26-2006 by Ord. No. 06-226; 11-14-2007 by Ord. No. 07-323; 3-24-2008 by Ord. No. 08-104; 5-9-2011 by Ord. No. 11-131; 12-23-2013 by Ord. No. 14-034; 3-13-2017 by Ord. No. 17-082; 3-27-2017 by Ord. No. 17-103; 9-11-2017 by Ord. No. 17-288; 9-10-2018 by Ord. No. 18-315; 1-14-2019 by Ord. No. 19-053; 11-23-2020 by Ord. No. 20-355; 12-28-2020 by Ord. No. 21-031; 7-19-2021 by Ord. No. 21-259; 9-11-2023 by Ord. No. 23-258; 6-10-2024 by Ord. No. 24-164; 4-13-2026 by Ord. No. 26-118]

Zoning Districts	Maximum District Height (feet)	Minimum Lot Area (square feet)	Maximum Lot Coverage	Minimum Lot Width (feet)	Minimum Front Yard Depth (feet)	Minimum Side Yard Depth (feet)	Minimum Rear Yard Depth (feet)	Maximum Impervious Surface Ratio	Minimum Water Setback (feet)	Maximum Floor Area Ratio
Urban Residence 1 (URD-1)	35	[1]	35%	50	10[7]	5	15; 5 for accessory structure	0.75	--	--
Urban Residence 2 (URD-2)	40	[2]	40%	50	10[7]	5	15; 5 for accessory structure	0.8	--	--
Multifamily and Service (M & SD)	45[10, 11]	[3]	50%	50	10	5	5	0.85	--	--
Neighborhood Service (NSD)	35[11]	[9]	25%	75	20	10	20	None	0.4	0.4
Urban Service (USD)	45[10, 11]	[12]	40%	80	10	10	10[8]	None	--	--
Downtown Development (DDD)	None	None	None	None	None	None	None	None	4.0	~~4.0~~ --

CITY OF BANGOR

Please be advised that the Planning Board of the City of Bangor will hold a public hearing on Tuesday, October 20th, 2026, beginning at 7:00 p.m. in the Council Chambers on the 1st floor of City Hall (73 Harlow Street) and will consider the following amendment:

Amending Land Development Code Chapter 165, Attachment 2 – Schedule A, Urban Development Area to Remove Floor Area Ratio (FAR) from the Downtown Development District (DDD). This amendment would remove Floor Area Ratio (FAR) from the Downtown Development District (DDD) to provide flexibility for growth in downtown and promote infill development. Floor area ratio is the floor area of a building on a lot divided by the horizontal area of the lot.

To receive a copy of the amendment or to submit comments, please call 207.992.4257 or email planning@bangormaine.gov. Please submit any comments by 4:00 p.m. on October 19th, 2026. Interested parties can also make an appointment by email or phone to meet with Planning Division staff. Bangor City Hall is open to attend the meeting in person. Interested parties may also attend the meeting on Zoom. Public comments are allowed over Zoom; however, you must register before 9:00 a.m. on October 20th at https://bangormaine.gov/504/Meeting-Participation. Zoom details can be found at the City's website under www.bangormaine.gov/calendar. The meeting may also be streamed live via the City of Bangor's YouTube page; however, comments are not enabled on this page. Please call our office if you have questions about the process or participation in the hearing process.

Anja Collette,
Planning Officer

Oct. 8, 13, 2026

CITY OF BANGOR
PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

November 17, 2026

Bangor Planning Board

Findings and Decision

Applicant/Owner:	RH Foster Energy, LLC Attn: Ben Foster [redacted]
Agent:	Haley Ward, Inc. Attn: Sean Thies [redacted] Suite 701 Bangor, ME 04401
Property Address:	1187 Union Street, Map-Lots R24-001-A, R24-001-B, R24-001-C
Zoning District:	Shopping & Personal Service District (S&PS)
Permit Request:	Land Development Permit for Major Site Development and Conditional Use
Description:	Proposed drive-through car wash, gas station, and convenience store
Public Hearing Date:	October 20, 2026
Permitting Requirements:	§165.111A(1)(3)(5)
Board Members Present:	
Board Vote:	Motion carried to approve the Land Development Permit

I. The Record

The Planning Board reviewed the following exhibits:

1. Land Development Permit Application, submitted by Haley Ward, Inc. on 08.26.2026
2. Revised Site Plan Set, submitted by Haley Ward, Inc. on 09.30.2026
3. Proof of Payment, submitted by Haley Ward, dated 08.21.2026
4. Stormwater Permit Application, submitted by Haley Ward, Inc. on 08.26.2026
5. Certificate of Good Standing, submitted by Haley Ward, Inc. on 08.26.2026
6. Agent Authorization, submitted by Haley Ward, Inc. on 08.26.2026
7. Deeds, submitted by Haley Ward, Inc. on 08.26.2026
8. Revised Land Development Narrative, submitted by Haley Ward, Inc. on 09.25.2026
9. Stormwater Narrative, submitted by Haley Ward, Inc. on 08.26.2026
10. Pollutant Impact Ranking Calculations, submitted by Haley Ward, Inc. on 08.26.2026
11. HydroCAD Reports, submitted by Haley Ward, Inc. on 08.26.2026
12. Location Map, submitted by Haley Ward, Inc. on 08.26.2026
13. Light Fixture Cut Sheet, submitted by Haley Ward, Inc. on 08.26.2026
14. Erosion and Sedimentation Control Plan, submitted by Haley Ward, Inc. on 08.26.2026
15. Beginning with Habitat Map, submitted by Haley Ward, Inc. on 08.26.2026
16. City of Bangor 2022 Comprehensive Plan Habitat Map, submitted by Haley Ward, Inc. on 08.26.2026
17. FEMA Flood Map, submitted by Haley Ward, Inc. on 08.26.2026
18. Traffic Movement Permit Application, submitted by Haley Ward, Inc. on 09.29.2026
19. Bangor Water District sign-off, received via email on 09.01.2026
20. Land Development Permit Checklist, sent via email on 09.03.2026
21. Applicant response to C Buffer comments, received via email on 09.03.2026
22. Communication surrounding buffer comments, via email on 09.08.2026
23. Engineering comments, sent via email on 09.09.2026
24. Conditional use comparison photos, submitted by Haley Ward, Inc. on 09.25.2026
25. Elevations AE201, submitted by Haley Ward, Inc. on 09.25.2026
26. Elevations AE202, submitted by Haley Ward, Inc. on 09.25.2026
27. Phase plan comments and applicant response, via email on 09.25.2026
28. Responses to Planning and Code Enforcement comments, sent by Haley Ward, Inc. via email on 09.29.2026
29. Forestry comments, received via email on 09.29.2026
30. Engineering sign-off, received via email on 09.29.2026
31. Fire sign-off, received via email on 09.29.2026
32. Stormwater sign-off, received via email on 09.29.2026
33. Code Enforcement sign-off, received via email on 10.14.2026
34. List of abutters within 500 ft of the subject property, generated by staff on 10.06.2026
35. Public Notice, sent to abutters within 500 ft on 10.07.2026
36. Notice of Mailing, generated by staff on 10.07.2026
37. Bangor Daily News Advertisement, posted on 10.09.2026

II. Project Description and Permit Requirements

The Project will consist of the construction of a drive-through car wash, gas station, and convenience store. The property is located at 1187 Union Street, Map-Lots R24-001-A,

R24-001-B, and R24-001-C, in the Shopping and Personal Service District (S&PS).

As a conditional use in the Shopping and Personal Service District, per §165-101B, the project must also meet the requirements of Article II through XII, any applicable development standards of Article XIX, and the Conditional Use standards of §165-9. Since this project is in an urban impaired stream watershed, it also requires stormwater permitting, which is done through the City since it has delegated authority. Also, because the project will also generate over 200 trips per day, it requires a Traffic Movement Permit from the State.

III. Procedural Background

1. The Application was deemed complete on October 20th, 2026.
2. The Applicant paid all applicable fees (Exhibit 3).
3. The proposed Project is a Major Site Development and Conditional Use.

IV. Applicable Provisions and Findings

Part 1 – The Project meets the requirements of Articles II through XII

1. The Board finds that, based on Exhibits 2 and 14, the applicant satisfied §165-33.1 of the Land Development Code regarding best management practices of Erosion and Sediment Control.

2. The Board finds, that based on Exhibit 2 and 33, the applicant satisfied §165-62 of the Land Development Code regarding providing adequate visual clearance on corner lots, §165-64's requirements for side yard width, §165-65's requirements for yard space for group buildings, and §165-68's requirements of minimum lot frontage.

3. The Board finds that, based on Exhibit 2 and 33, the applicant satisfied §165-72 of the Land Development Code regarding the required number of parking spaces, §165-73's requirements regarding parking area location and screening, and §165-74's requirements regarding parking area design, construction and maintenance.

4. The Board finds that, based on Exhibit 2 and 33, the applicant satisfied §165-76 of the Land Development Code regarding the required number of loading spaces, §165-77's requirements regarding loading space sizes, and §165-78's general requirements for loading spaces.

5. The Board finds that, based on Exhibits 2, 19, and 30, the applicant satisfied §165-79 of the Land Development Code regarding providing the necessary utility services required, §165-80's requirements regarding providing adequate water and sewerage services, and 165-83's requirements regarding providing adequate electrical service.

6. The Board finds that, based on Exhibits 2 and 13, the applicant satisfied §165-81 of the Land Development Code regarding providing adequate lighting and preventing light pollution and trespass.

7. The Board finds that, based on Exhibits 2 and 31, the applicant satisfied §165-82's requirements regarding having adequate fire protection.

8. The Board finds that, based on Exhibits 2, 30, and 32, the applicant satisfied §165-84 of the Land Development Code regarding providing adequate storm drainage and stormwater offset.

9. The Board finds that, based on Exhibits 2 and 30, the applicant satisfied §165-85 and §165-86 of the Land Development Code regarding providing information on sanitary flows and compliance with sewer regulations.

Part 2 – The Project meets the District Site Development Standards under Article XIX

The Board finds that, based on Exhibits 2, 21, 22, 25-26, 30, and 33, the applicant satisfied § 165-135 of the Land Development Code regarding height limit, floor area ratio, impervious surface ratio, and buffer yards.

Part 3 – The Project meets the requirements of § 165-101 – Shopping and Personal Service District (S&PS)

1. The Board finds that, based on the findings made in Parts 1 and 2 of this document, the Project meets the requirements of §165-101B for uses within the Shopping and Personal Service District (S&PS).

2. The Board finds that, provided the Project is found to meet the requirements of §165-9 in Part 5 below, and based on Exhibits 2 and 34, the Project meets the requirements of §165-101D for the conditional uses of retail auto service, drive-in business, and gasoline service station within the Shopping and Personal Service District (S&PS).

Part 4 – The Project meets the requirements of §165-114 – Land Development Approval Standards

1. The Board finds that, based on Exhibits 2, 8, 28, and 30, the applicant satisfied Land Development Code §165-114B's requirement that the proposed parking and loading layout are arranged in a reasonable and safe configuration, including the provision for safe pedestrian travel to all on-site uses, and §165-114C's requirement that all proposed access drives are reasonably necessary and safe.

2. The Board finds that, based on Exhibits 2, 9, 10, 15, 16, 30, and 32, the applicant satisfied Land Development Code §165-114D's requirement that the proposed development will not have unreasonable adverse effects on abutting or downstream properties or protected resources such as wetlands, lakes, streams or brooks, and that all downstream channels or municipal stormwater collection systems have adequate capacity to carry the flow without significant negative effects.

3. The Board finds that, based on Exhibits 2 and 13, the applicant satisfied Land Development Code §165-114E's requirements that all outdoor lighting shall be designed, installed and maintained to avoid unreasonable adverse effects from light pollution.

4. The Board finds that, based on Exhibits 2 and 8, the applicant satisfied Land Development Code §165-114F's requirements for landscaping.

5. The Board finds that, based on Exhibits 2 and 30, the applicant satisfied Land Development Code §165-114G, requiring buildings to be situated to avoid unreasonable adverse effects on adjacent properties or public rights-of-way.

6. The Board finds that, based on Exhibits 2, 4, 9-11, and 32, the applicant satisfied Land Development Code §165-114K, requiring that site developments needing approval under 38 M.R.S.A. §420-D, meet the standards of 38. M.R.S.A. §420-D(1), as amended, and the requirements of Department of Environmental Protection regulations, Chapters 500, 501. and 502.

Part 5 – The Project meets the criteria for a Conditional Use under of §165-9A

1. The Board finds that, based on the findings made in Parts 1-4 of Section IV of this document, the applicant satisfied Land Development Code §165-9A(1)'s requirements regarding not requiring a variance of development or other standards.

2. The Board finds that, based on Exhibits 2,18, and 30, the applicant satisfied Land Development Code §165-9A(2)'s requirements regarding not creating unreasonable traffic congestion or hazardous conditions on contiguous or adjacent streets, with the condition that the applicant's Traffic Movement Permit application is approved by the Maine Department of Transportation.

3. The Board finds that, based on the findings made in Parts 1-4 of Section IV of this document, the applicant satisfied Land Development Code §165-9A(3)'s requirements for providing and maintaining adequate and appropriate utilities, fire protection, drainage, parking and loading and other necessary site improvements.

4. The Board finds that, based on Exhibits 2, 8, and 24-26, the applicant satisfied Land Development Code §165-9A(4)'s requirements regarding the proposed use being

appropriate for the location in which it is sought because it conforms to the general physical development pattern of the immediate area.

V. Decision

The Board finds that the project meets the requirements for a Land Development Permit for a Major Site Development and Conditional Use and therefore, the Board grants the Land Development Permit for the proposed project with the condition:

- **That the applicant must receive approval for their Traffic Movement Permit application from the Maine Department of Transportation.**

VI. General Permit Requirements:

A. This permit does not relieve the applicant from any other state or federal permits that may be required for the project.

B. The applicant must have their Traffic Movement Permit approved by the Maine Department of Transportation.

C. Prior to construction, the applicant should contact the Code Enforcement Office and Engineering Office for any additional permits that may be required.

D. Applicant must commence construction within one year from the date of approval and complete the project by October 20, 2028, unless extensions of time are granted per the provisions of Chapter 165-113E.

E. No certificate of occupancy for any structure will be issued by the Code Enforcement Division until the property for which the certificate is sought is in compliance with all applicable regulations, including but not limited to building, zoning, and stormwater requirements. A temporary certificate of occupancy may be issued when necessary under the provisions of § 165-113G of the City's Land Development Code.

F. Upon completion, a digital as-built plan or plans shall be submitted to the Code Enforcement Officer. Additionally, a certificate of compliance stamped by a registered professional engineer or a registered land surveyor must be submitted to the Code Enforcement Office indicating that the site development has been completed in accordance with the approved revised plan.

G. No change shall be made to a property approved for a conditional use that would cause

the property to fail to comply with the details of the Board's approval under the standards of §165-9A, unless approved by the Planning Board through a review of the changed conditional use.

(a) Building details. Changes to building elevations which impact the elements reviewed and approved by the Board may only be approved by the Planning Board. Changes to architectural details not within the scope of § **165-9A(4)** do not require Planning Board approval.

(b) Traffic analysis. Changes to trip generation or peak hour of generation do not require Planning Board approval if the following standards are met as determined by the Code Enforcement Officer in consultation with the City Engineer:

(1) The number of trips during the peak hour does not increase.
(2) The peak hour does not change to a different hour.
(3) The peak hour does not change from a weekday to a weekend day, or vice versa.

H. Conditional uses which are discontinued for more than 12 consecutive months are deemed abandoned.

Failure to comply with the conditions listed above constitutes a violation of the Bangor Land Development Code as prescribed in Chapter 165-10G.

This If you should have any questions or desire further information, please do not hesitate to give the Planning Division a call at 207.992.4280.

Sincerely,

City of Bangor Planning Board _____

_____ _____

_____ _____

_____ _____

CC: City of Bangor Planning Division

City of Bangor Code Enforcement Division

Building Permit and Certificate of Occupancy Checklist

Before applying for a Building Permit:

- Please contact the Code Enforcement and Engineering Departments for any other permits that may be necessary.
- Please submit the approved Traffic Movement Permit to the Planning Division and Engineering Department.

Before applying for a Certificate of Occupancy:

- Digital as-built plan or plans shall be submitted to the Code Enforcement Officer. Additionally, a certificate of compliance stamped by a registered professional engineer or a registered land surveyor must be submitted to the Code Enforcement Office indicating that the site development has been completed in accordance with the approved revised plan.
- The stormwater treatment system must be inspected and approved by the City Engineering Department.

CITY OF BANGOR
LAND DEVELOPMENT PERMIT APPLICATION

Permit No.: _____

Date: _____

Site Development Plan: X *Conditional Use: X *Both:
Subdivision Development: *Preliminary: Final: X
*Mobilehome Park:

Applicant: RH FOSTER ENERGY, LLC ATTN: BEN FOSTER Telephone No.: [redacted]
Address: [redacted]
Location of Site: 1187 UNION STREET, BANGOR, ME 04401 Map: R24 Lot: 1A, 1B, 1C
Watershed: BIRCH STREAM Total Area Proposed to be Disturbed: 3.58 ACRE
Owner of Site if different from applicant: _____ Zoning District: SHOPPING AND PERSONAL SERVICE (S&PS)
Address: _____

Primary Contact Person: SEAN THIES

Description of interest of applicant in site, if not owner (e.g., owner, lease, option, purchase & sales agreement):
OWNER If not owner include copy of said agreement
Describe proposed use and indicate floor area (If combination of uses, give floor area devoted to each):
THE PROPOSED SITE WILL BE USED FOR CAR WASH AND GAS STATION ALONG WITH A CONVENIENCE STORE
GAS STATION STORE, AREA: 7,121 SF CARWASH, AREA: 2,475 SF

LID techniques help retain stormwater on site. They include such things as pervious pavement, rain gardens, bioretention cells, and infiltration systems.
Were LID techniques used on this project? YES If not, why? _____

Projected Starting Date: FALL 2026 Projected Completion Date: SUMMER 2027

Signature of applicant(s) or agent: _____ Printed Name: SEAN THIES

Submittal Requirements

Submittal Requirements of development types are described in the Land Development Code for:

1. Site Development Plan, Chapter 165, Article XVI, Section 112
2. Subdivisions, Chapter 165, Article XVIII, Sections 126 and 128
3. Mobilehome Parks, Chapter 165, Article XVIII, Section 19

Processing Fees: _____ Advertising Fees: _____

A COMPLETED APPLICATION FORM, PLAN SUBMITTALS, EVIDENCE OF STANDING, PROCESSING AND ADVERTISING FEES ARE ALL REQUIRED IN ORDER TO HAVE A COMPLETE APPLICATION. PLEASE KNOW OUR FEE SCHEDULE IS AVAILABLE ON THE CITY'S WEBSITE, AND WE ALWAYS REQUIRE FEES UP FRONT BEFORE REVIEWING AN APPLICATION, NOT AFTER IT'S BEEN PUT ON A PLANNING BOARD AGENDA.

Date Received by Planning Division Office: _____

Decision and reason of Code Enforcement Office for Conditional Use: _____

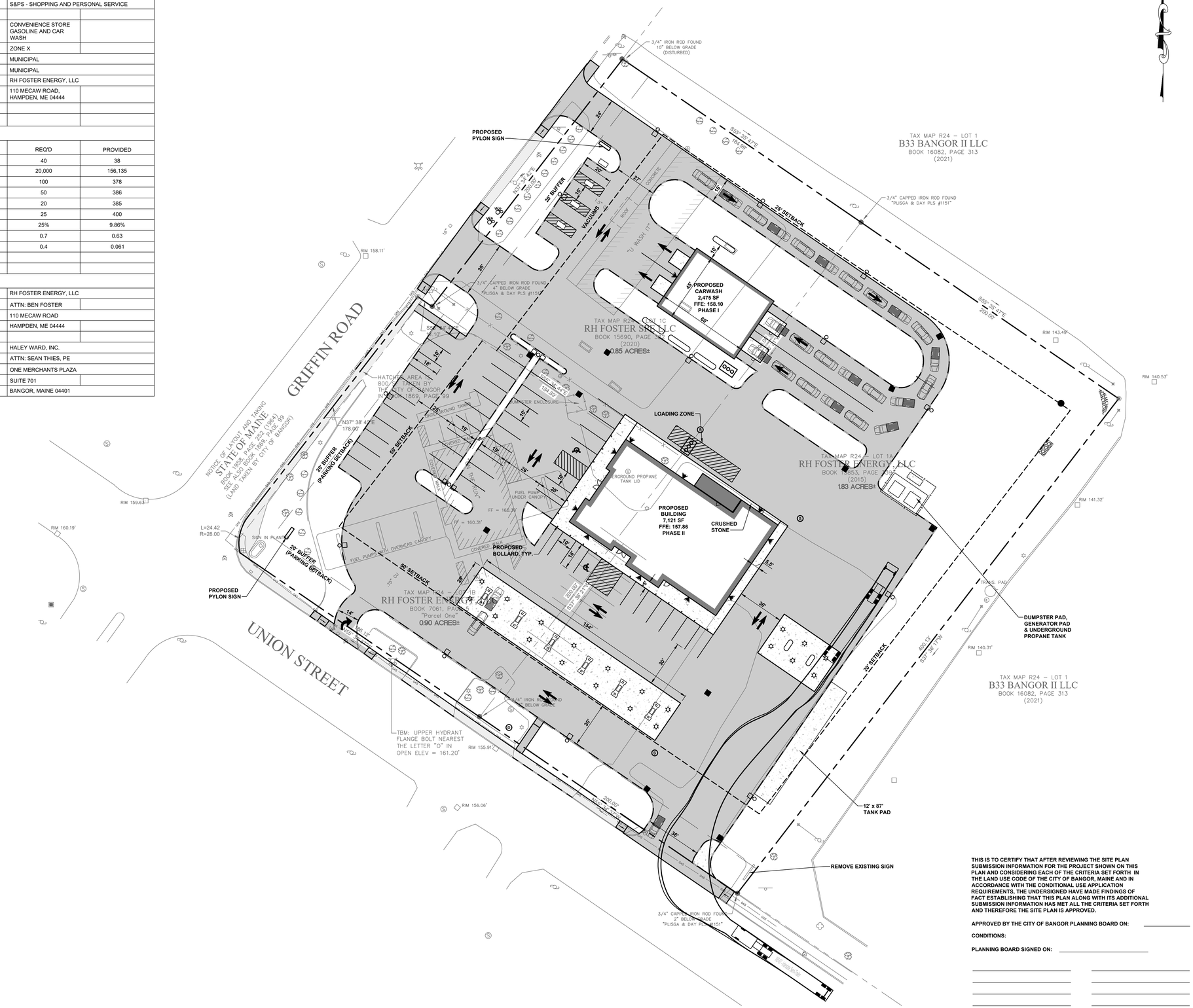
Action taken by Planning
Board: _____

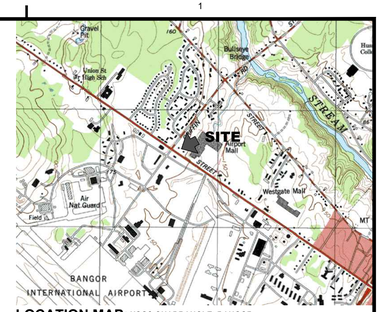
* Any advertising costs above the amount listed in Schedule of Fees must be paid by applicant
* There is no guarantee a project will be on a certain Planning Board meeting; agenda assignments depend on timing of application submission and extent of application completeness

PARCEL INFORMATION		
MAP / LOT:	R24 / 1A, 1B, 1C	
LOT AREA (ACRES):	3.58	
ZONE OR DISTRICT:	S&PS - SHOPPING AND PERSONAL SERVICE	
EXISTING USE:	CONVENIENCE STORE GASOLINE AND CAR WASH	
FLOOD ZONE:	ZONE X	
WATER:	MUNICIPAL	
SEWER:	MUNICIPAL	
RECORD OWNER:	RH FOSTER ENERGY, LLC	
	110 MECAW ROAD, HAMPDEN, ME 04444	

DESIGN STANDARDS (VC)		
	REQ'D	PROVIDED
MAXIMUM BUILDING HEIGHT (FT)	40	38
MINIMUM LOT AREA (SF)	20,000	156,135
MINIMUM LOT WIDTH (FT)	100	378
MINIMUM FRONT YARD DEPTH (FT)	50	386
MINIMUM SIDE YARD DEPTH (FT)	20	385
MINIMUM REAR YARD DEPTH (FT)	25	400
MAXIMUM LOT COVERAGE	25%	9.86%
MAXIMUM IMPERVIOUS SURFACE RATIO	0.7	0.63
MAXIMUM FLOOR AREA RATIO	0.4	0.061

PROJECT INFORMATION		
APPLICANT:	RH FOSTER ENERGY, LLC	
	ATTN: BEN FOSTER	
	110 MECAW ROAD	
	HAMPDEN, ME 04444	
ENGINEER:	HALEY WARD, INC.	
	ATTN: SEAN THIES, PE	
	ONE MERCHANTS PLAZA	
	SUITE 701	
	BANGOR, MAINE 04401	





LOCATION MAP: USGS QUADRANGLE: BANGOR
MAPTECH® USGS TOPOGRAPHIC SERIES™,
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WWW.MAPTECH.COM/TOPO
SCALE: 1"=2000'

LEGEND:

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
MANHOLE	S	S
UTILITY POLE		
WELL	W	W
WATER VALVE	WV	
SIGN		
CATCH BASIN		
HYDRANT		
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
MAJOR FOOT CONTOUR	100	100
MINOR FOOT CONTOUR	98	98
WATERLINE	W	W
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGE	UGU
CHAIN LINK FENCE	X	X
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		

PARKING:

49 SPACES PROVIDED (2 ADA)
24 SPACES REQUIRED

PLAN REFERENCE:

INFORMATION BASED ON CONDITIONS FOUND AND SURVEYED BY CES, INC. ON AUGUST 15, 2016.

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

THIS IS TO CERTIFY THAT AFTER REVIEWING THE SITE PLAN SUBMISSION INFORMATION FOR THE PROJECT SHOWN ON THIS PLAN AND CONSIDERING EACH OF THE CRITERIA SET FORTH IN THE LAND USE CODE OF THE CITY OF BANGOR, MAINE AND IN ACCORDANCE WITH THE CONDITIONAL USE APPLICATION REQUIREMENTS, THE UNDERSIGNED HAVE MADE FINDINGS OF FACT ESTABLISHING THAT THIS PLAN ALONG WITH ITS ADDITIONAL SUBMISSION INFORMATION HAS MET ALL THE CRITERIA SET FORTH AND THEREFORE THE SITE PLAN IS APPROVED.

APPROVED BY THE CITY OF BANGOR PLANNING BOARD ON: _____

CONDITIONS:

PLANNING BOARD SIGNED ON: _____

REV.	DATE	DESCRIPTION	BY	CHK.
1	2026.09.30	PER CITY COMMENTS	WAB	SMT

DRAWING ISSUE STATUS

NOT FOR CONSTRUCTION

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

PROJECT

RH FOSTER ENERGY, LLC
BANGOR, MAINE

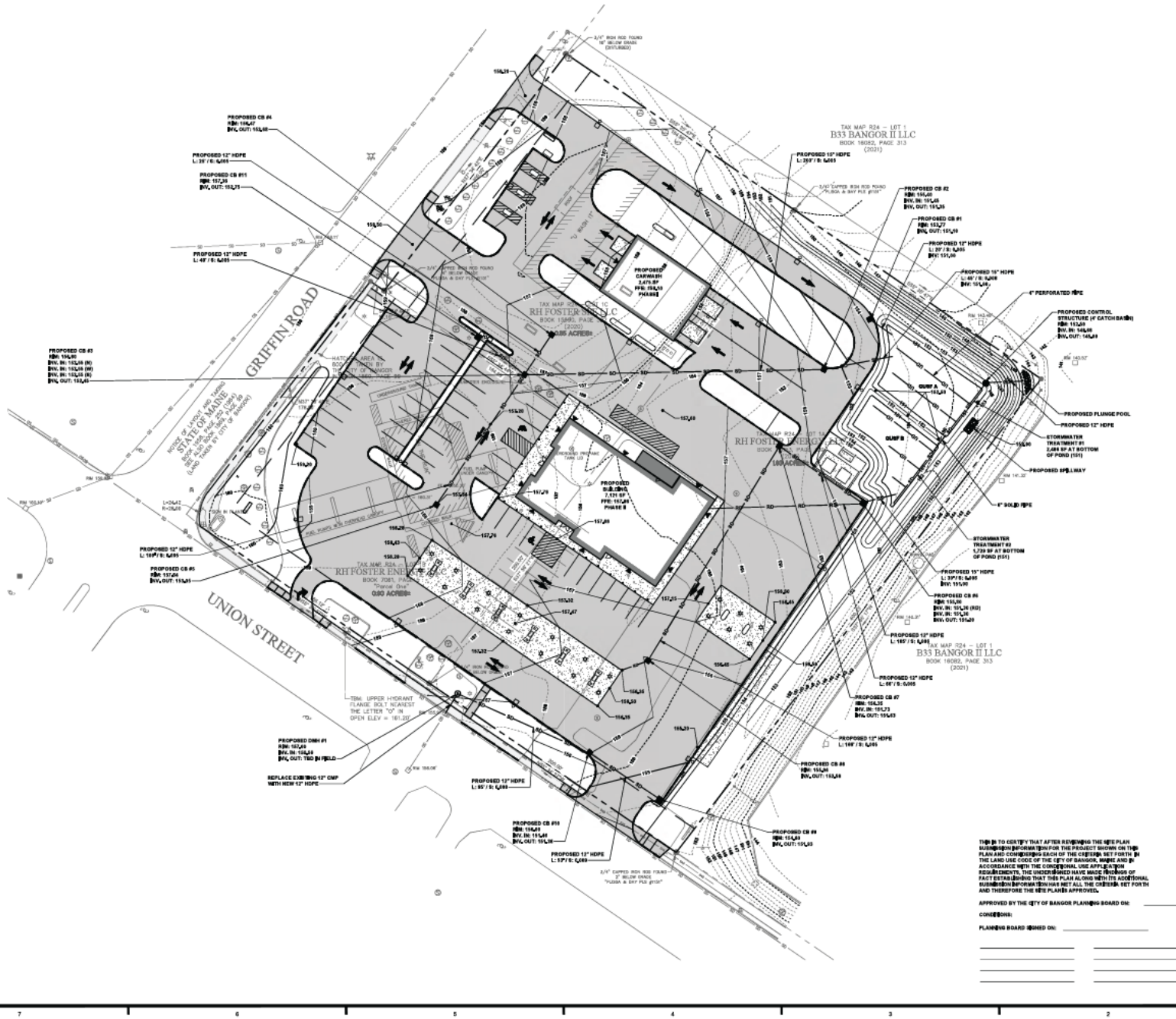
TITLE

PROPOSED LAYOUT PLAN

STATE OF MAINE
SEAN M. THIES
No. 10139
10/07/2026
LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
2026.08.25	1"=30'
DRAWN BY: WAB	DESIGNED BY: WAB/DSB
CHECKED BY: SMT	
PROJECT No.: 10277.011	
DRAWING No.: **C101**	REV.: **1**

FILE LOCATION: F:\ME\10277-RH_FOSTER\011-UNION STREET DESIGN-SURVEY-SMT\CAD_CAD_DRAWINGS\CIVIL\DESIGN_DWGS\10277.011-C-SP.DWG, 2026.10.07, 10:07 AM





LOCATION MAP: USGS QUADRANGLE: BANGOR
SCALE: 1"=2000'
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WWW.MAPTECH.COM/TOPO

LEGEND:

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
MANHOLE		
UTILITY POLE		
WELL		
WATER VALVE		
SIGN		
CATCH BASIN		
HYDRANT		
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
MAJOR FOOT CONTOUR	150	150
MINOR FOOT CONTOUR	50	50
WATERLINE	W	W
STORMDRAIN	SD	SD
SANITARY SEWER	SS	SS
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGU	UGU
CHAIN LINK FENCE	X	X
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		

PARKING:

48 SPACES PROVIDED (2 ADA)
34 SPACES REQUIRED

PLAN REFERENCE:

INFORMATION BASED ON CONDITIONS FOUND AND SURVEYED BY CES, INC. ON AUGUST 15, 2014.

GRAPHIC SCALE

30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

NO.	DATE	DESCRIPTION	BY	CHK.

NOT FOR CONSTRUCTION

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

RH FOSTER ENERGY, LLC
BANGOR, MAINE

PROPOSED GRADING AND DRAINAGE PLAN

THIS IS TO CERTIFY THAT AFTER REVIEWING THE SITE PLAN SUBMISSION INFORMATION FOR THE PROJECT SHOWN ON THIS PLAN AND CONSIDERING EACH OF THE CRITERIA SET FORTH IN THE LAND USE CODE OF THE CITY OF BANGOR, MAINE AND IN ACCORDANCE WITH THE CONDITIONAL USE APPLICATION REQUIREMENTS, THE UNDERSIGNED HAVE MADE FINDINGS OF FACT ESTABLISHING THAT THIS PLAN ALONG WITH ITS ADDITIONAL SUBMISSION INFORMATION HAS MET ALL THE CRITERIA SET FORTH AND THEREFORE THE SITE PLAN IS APPROVED.

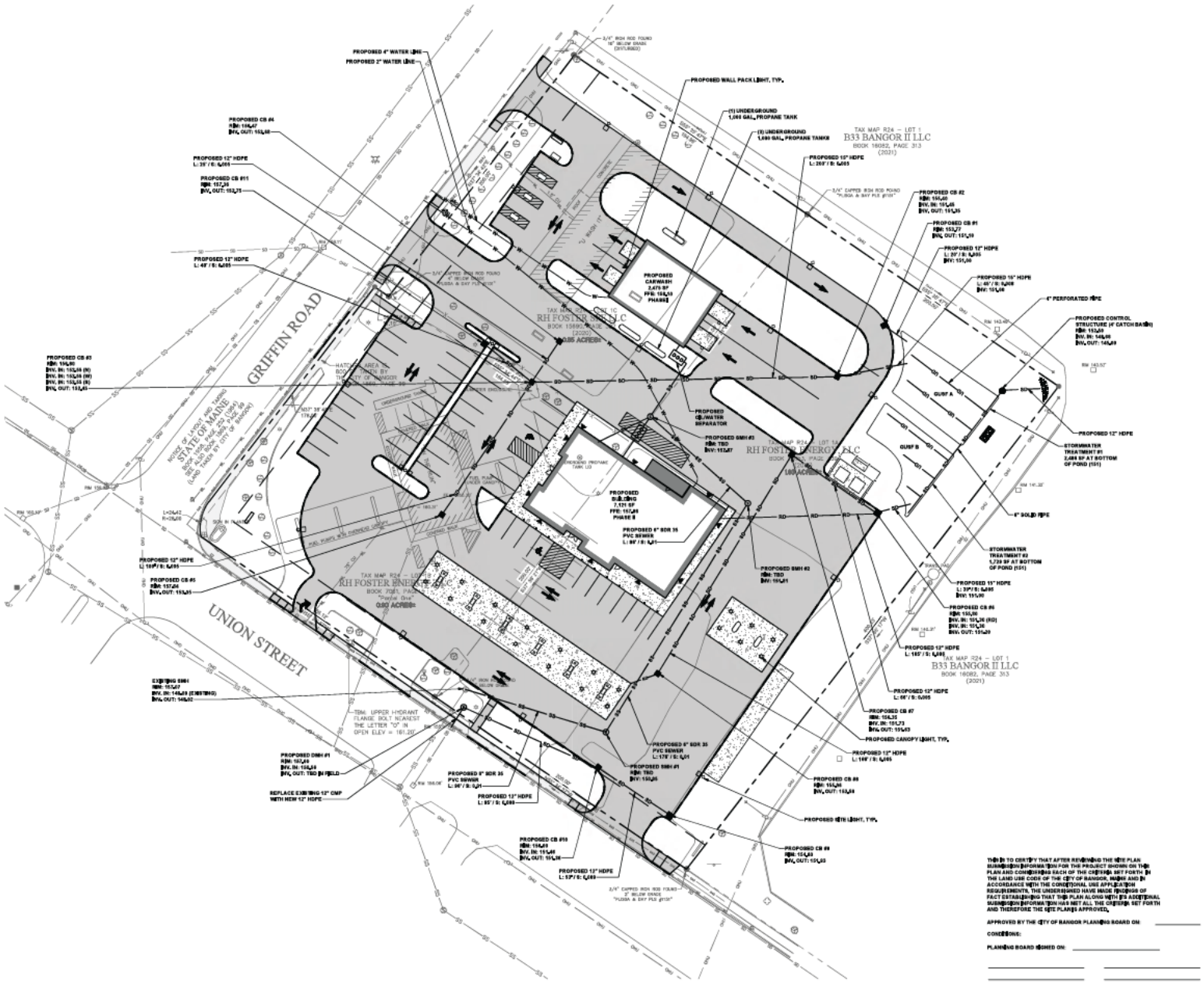
APPROVED BY THE CITY OF BANGOR PLANNING BOARD ON: _____

CONDITIONS:

PLANNING BOARD SIGNED ON: _____

STATE OF MAINE
SEAN M. THIES
No. 10138
LICENSED
PROFESSIONAL ENGINEER

DATE	SCALE
2025.04.25	1"=30'
DRAWN BY: WAB	DESIGNED BY: WARD/DS
CHECKED BY: SMT	
PROJECT No.: 10277.011	
DRAWING No.: C102	REV.





LOCATION MAP: USGS QUADRANGLE: BANGOR
SCALE: 1"=2000'
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LEGEND:

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
MANHOLE		
UTILITY POLE		
WELL		
WATER VALVE		
SIGN		
CATCH BASIN		
HYDRANT		
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
MAJOR FOOT CONTOUR	100	100
MINOR FOOT CONTOUR	98	98
WATERLINE	W	W
STORMDRAIN	SD	SD
SANITARY SEWER	SS	SS
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGU	UGU
CHAIN LINK FENCE	X	X
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		

PARKING:

48 SPACES PROVIDED (2 ADA)
34 SPACES REQUIRED

PLAN REFERENCE:

INFORMATION BASED ON CONDITIONS FOUND AND SURVEYED BY CES, INC. ON AUGUST 15, 2014.

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

THIS IS TO CERTIFY THAT AFTER REVIEWING THE SITE PLAN SUBMISSION INFORMATION FOR THE PROJECT SHOWN ON THIS PLAN AND CONSIDERING EACH OF THE CRITERIA SET FORTH IN THE LAND USE CODE OF THE CITY OF BANGOR, MAINE AND IN ACCORDANCE WITH THE CONDITIONAL USE APPLICATION REQUIREMENTS, THE UNDERSIGNED HAVE MADE FINDINGS OF FACT ESTABLISHING THAT THIS PLAN ALONG WITH ITS ADDITIONAL SUBMISSION INFORMATION HAS MET ALL THE CRITERIA SET FORTH AND THEREFORE THE SITE PLAN(S) APPROVED.

APPROVED BY THE CITY OF BANGOR PLANNING BOARD ON: _____

CONDITIONS:

PLANNING BOARD SIGNED ON: _____

NO.	DATE	DESCRIPTION	BY	CHK.

CONSTRUCTION STATUS

NOT FOR CONSTRUCTION

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

PROJECT

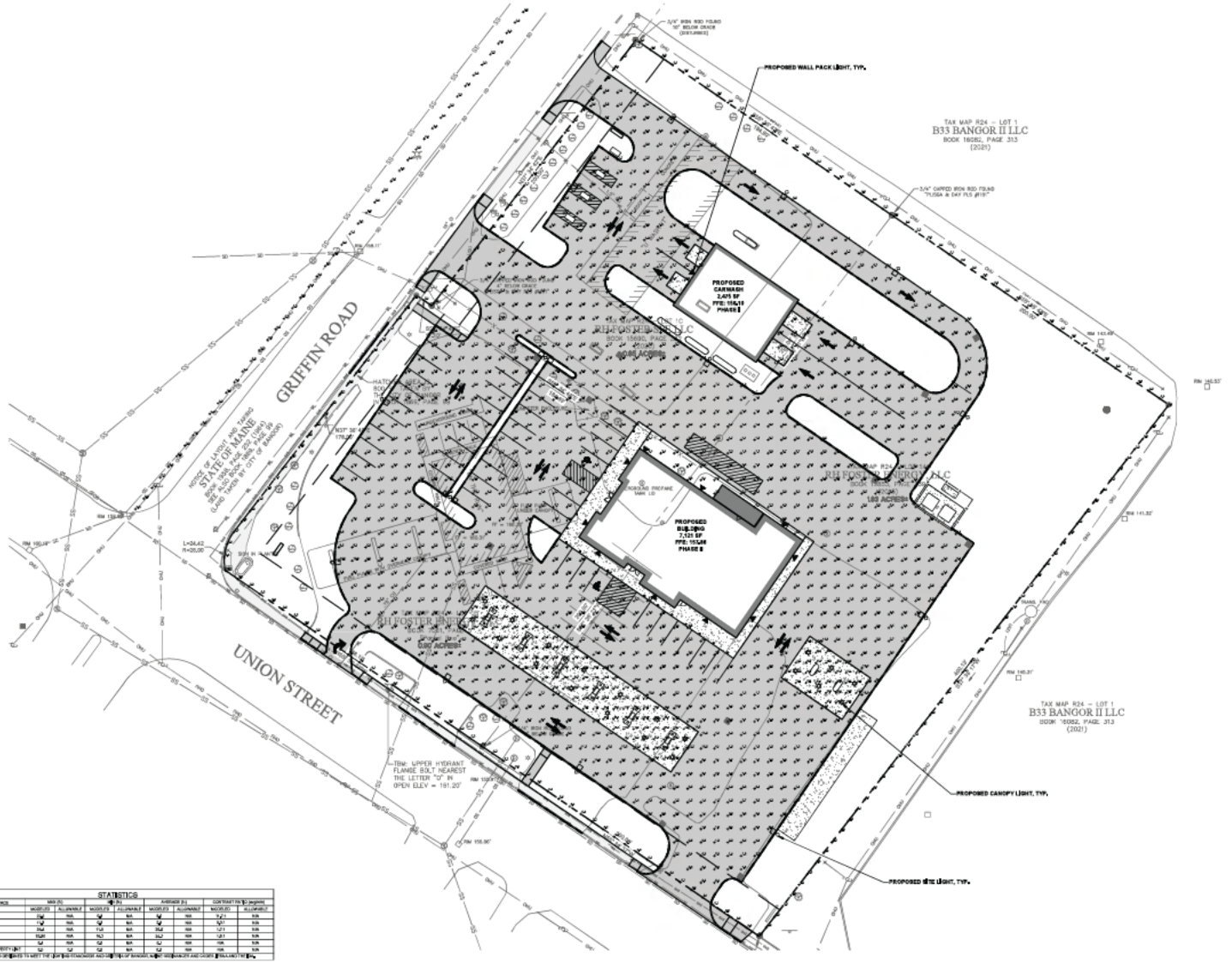
RH FOSTER ENERGY, LLC
BANGOR, MAINE

TITLE

PROPOSED UTILITY PLAN

STATE OF MAINE
SEAN M. THIES
No. 10138
LICENSED
PROFESSIONAL ENGINEER

DATE	SCALE
2025.04.25	1"=30'
DRAWN BY	DESIGNED BY	CHECKED BY
WAB	WABC/DS	SMT
PROJECT No.	
10277.011	
DRAWING No.	REV.
C103	





LOCATION MAP: USGS QUADRANGLE: BANGOR
SCALE: 1"=2000' MAPTECH® USGS TOPOGRAPHIC SERIES™, ©MAPTECH®, INC, 978-453-9550 WWW.MAPTECH.COM/TOPO

LEGEND:

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
MANHOLE		
UTILITY POLE		
WELL		
WATER VALVE		
SIGN		
CATCH BASIN		
HYDRANT		
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
MAJOR FOOT CONTOUR	150	150
MINOR FOOT CONTOUR	50	50
WATERLINE	W	W
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGU	UGU
CHAIN LINK FENCE	X	X
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		

PARKING:

48 SPACES PROVIDED (2 ADA)
34 SPACES REQUIRED

PLAN REFERENCE:

INFORMATION BASED ON CONDITIONS FOUND AND SURVEYED BY CES, INC. ON AUGUST 15, 2014.

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

STATISTICS

TYPE/SURFACE	MIN (fc)		AVG (fc)		MAX/MIN	AVG/MIN
	MODELED	ALLOWABLE	MODELED	ALLOWABLE	MODELED	ALLOWABLE
GAS STATION LOT	2.0	N/A	14.7	N/A	14.7	7.4:1
CAR WASH DRIVE	1.4	N/A	14.1	N/A	14.1	N/A
LARGE CANOPY	24.0	N/A	114.0	N/A	24.0	12.1	N/A
SMALL CANOPY	15.0	N/A	16.7	N/A	15.0	12.1	N/A
PROPERTY LINE	0.0	N/A	0.2	N/A	0.0	N/A	N/A
STORM DRAIN PROPERTY LINE	0.0	N/A	0.2	N/A	0.0	N/A	N/A

ALL LIGHTING LEVELS ARE DESIGNED TO MEET THE LIGHTING STANDARDS AND ORDINANCES OF THE CITY OF BANGOR, MAINE. MEASUREMENTS ARE GIVEN IN INITIAL FOOT CANDLES (IFC).

LIGHTING FIXTURE SCHEDULE

TYPE/LETTER	DESCRIPTION	MANUFACTURER'S CATALOG NUMBER	LAMP DATA: LAMP TYPE	WATTAGE	LUMENS	VOLTAGE	REMARKS
P1	LED POLE MOUNTED LIGHT FIXTURE, 40K (COOL) TEMPERATURE, 4 FT TYPE II LIGHT DISTRIBUTION, HOUSE SIDE SHIELD, MOUNTED 41'-0" ON POLE	Manufacturer: Catalog #:	LED	84	11000	120V/240/277V	PROVIDE WITH 30' POLE & CONCRETE BASE
P2	LED POLE MOUNTED LIGHT FIXTURE @ 180 DEGREES, 40K (COOL) TEMPERATURE, 4 FT TYPE II LIGHT DISTRIBUTION, HOUSE SIDE SHIELD, MOUNTED 41'-0" ON POLE	Manufacturer: Catalog #:	LED	300	39,000	120V/240/277V	PROVIDE WITH 30' POLE & CONCRETE BASE
P3	LED POLE MOUNTED LIGHT FIXTURE, 40K (COOL) TEMPERATURE, TYPE II LIGHT DISTRIBUTION, HOUSE SIDE SHIELD, MOUNTED 41'-0" ON POLE	Manufacturer: Catalog #:	LED	84	11000	120V/240/277V	PROVIDE WITH 30' POLE & CONCRETE BASE
C	GAS STATION CANOPY FIXTURE, 40K COLOR TEMPERATURE	Manufacturer: Catalog #:	LED	87	10000	120V/240/277V	
W	ARCHITECTURAL SLIM WALL MOUNTED FIXTURE, 40K COLOR TEMPERATURE	Manufacturer: Catalog #: As Shown Here!	LED	41	5000	120V/240/277V	

NOTES: CANOPY LIGHT FIXTURE PROVIDED FOR PHOTOMETRICS ONLY. LIGHTING VENDOR / SUBMITTER SHALL PROVIDE EXPLOSION PROOF GAS STATION CANOPY APPROVED CANOPY LIGHT FIXTURE WITH SIMILAR CHARACTERISTICS TO THE FIXTURE SHOWN IN PHOTOMETRICS.

NO.	DATE	DESCRIPTION	BY	CHK.

NOT FOR CONSTRUCTION

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

PROJECT
RH FOSTER ENERGY, LLC
BANGOR, MAINE

SHEET
PROPOSED LIGHTING PLAN

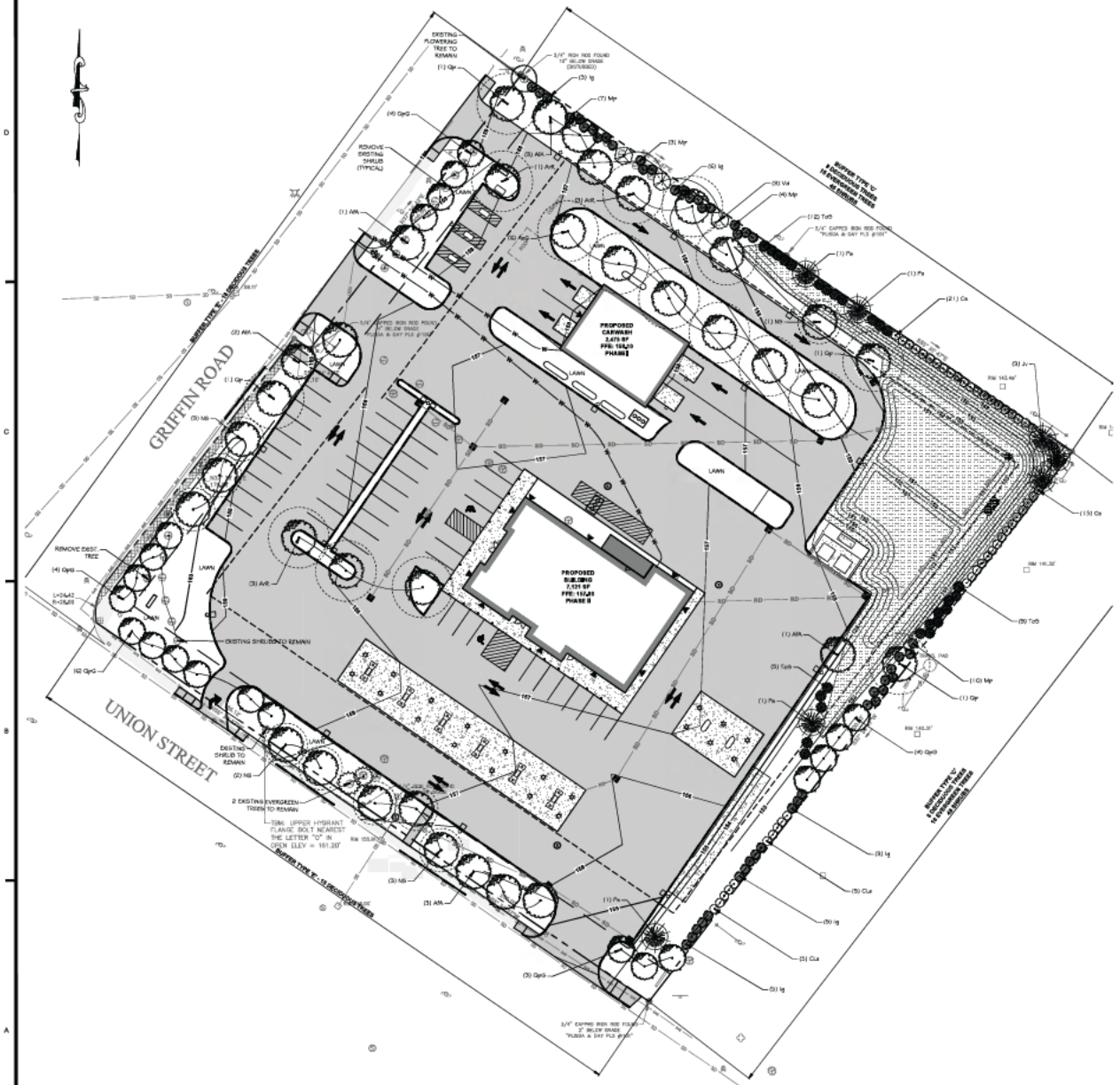
STATE OF MAINE SEAN M. THIES No. 10138 LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
2024.04.25	1"=30'
DRAWN BY	DESIGNED BY
WAB	WABC/DS
CHECKED BY	
SMT	

PROJECT NO.
10277.011

DRAWING NO.
C104

REV.



LANDSCAPE LEGEND:

DECIDUOUS TREE

EVERGREEN TREE

DECIDUOUS SHRUB

EVERGREEN SHRUB

NEW ENGLAND EROSION CONTROL/RESTORATION MIX FOR DRY SITES: SPECIES: Creeping Red Fescue, (Festuca rubra), Canada Wild Rye, (Elymus canadensis), Annual Ryegrass, (Lolium multiflorum), Perennial Ryegrass, (Lolium perenne), Blue Grama, (Bouteloua gracilis), Little Bluestem, (Schizachyrium scoparium), Indian Grass, (Sorghastrum nutans), Rough Bentgrass, (Agrostis scabra), Upland Bentgrass, (Agrostis perennans), APPLICATION RATE: 35 lbs/acre 1250 sq. ft/lb

MAINTAIN AS A NATURAL BUFFER AND LIMIT MOWING TO TWICE A YEAR.

PLANTING NOTES:

1. ALL PLANTING MATERIAL TO BE NURSERY GROWN STOCK SUBJECT TO APPLICABLE A.A.N. STANDARDS.
2. THE CONTRACTOR SHALL SUPPLY ALL PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE THE WORK SHOWN ON THE DRAWINGS AND LISTED IN THE PLANT LIST. IN THE EVENT OF A DISCREPANCY BETWEEN QUANTITIES SHOWN IN THE PLANT LIST AND THOSE REQUIRED BY THE DRAWINGS, THE LARGER NUMBER SHALL APPLY.
3. ALL PLANTS SHALL BE APPROVED PRIOR TO INSTALLATION AND SHALL BE LOCATED ON SITE BY THE CONTRACTOR, FOR THE APPROVAL OF THE LANDSCAPE ARCHITECT. ANY INSTALLATIONS WHICH WERE NOT APPROVED BY THE LANDSCAPE ARCHITECT AND WHICH ARE SUBSEQUENTLY REQUESTED TO BE MOVED, WILL BE DONE AT THE CONTRACTORS EXPENSE.
4. PRECISE LOCATION OF ITEMS NOT DIMENSIONED ON THE PLAN ARE TO BE FIELD STAKED BY THE CONTRACTOR AND SHALL BE SUBJECT TO THE REQUIREMENTS SPECIFIED IN THE PREVIOUS NOTE.
5. ALL SHRUB MASSINGS AND TREE PITS SHALL BE MULCHED TO A DEPTH OF 3" WITH SHREDDED PINE BARK MULCH.
6. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGED VEGETATION AND SHALL REPLACE OR REPAIR ANY DAMAGE, AT HIS OWN EXPENSE.
7. ALL SHRUB AND GROUND COVER PLANTING AREAS SHALL HAVE CONTINUOUS BEDS OF TOPSOIL, 12" DEEP.
8. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES IN THE FIELD. WHERE PLANT MATERIAL MAY INTERFERE WITH UTILITIES, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT TO COORDINATE THEIR INSTALLATION.
9. PLANTINGS INSTALLED IN THE DRY SUMMER MONTHS AND /OR LAWN SEEDED OUT OF SPRING OR FALL PERIODS, IF ALLOWED BY OWNER, WILL REQUIRE AGGRESSIVE IRRIGATION PROGRAMS AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE DIRECTED BY THE OWNER.
10. SUBSTITUTIONS PERMITTED ONLY UPON WRITTEN APPROVAL OF THE OWNER'S REPRESENTATIVE. SUBSTITUTIONS MUST ALSO COMPLY WITH THE LAND DEVELOPMENT CODE AND SHOULD BE NOTED ON THE AS-BUILT IF ANY ARE MADE.
11. PLANT TAGS TO REMAIN ON ALL PLANT MATERIAL UNTIL FINAL ACCEPTANCE. CONTRACTOR TO THEN REMOVE ALL PLANT TAGS.
12. WHERE A SIZE RANGE IS GIVEN IN THE PLANT SCHEDULE, AT LEAST 50% OF THE PLANTS PROVIDED SHALL BE OF THE LARGER SIZE.
13. CONTRACTOR TO GUARANTEE ALL PLANT MATERIAL FOR ONE YEAR AFTER DATE OF FINAL ACCEPTANCE.
14. CONTRACTOR TO MAINTAIN ALL PLANT MATERIAL UNTIL 60 DAYS AFTER FINAL ACCEPTANCE.
15. TOPSOIL AND SEED ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES AND NOT COVERED BY OTHER SITE IMPROVEMENTS.
16. CONTRACTOR SHALL DECOMPACT ALL LANDSCAPE AREAS DISTURBED BY CONSTRUCTION ACTIVITIES TO A MINIMUM DEPTH OF 12" PRIOR TO PLACEMENT OF TOPSOIL.

NOTE:

SEE DRAWING C503 FOR PLANTING DETAILS.

FINE LAWN GRASS SEED MIX
- 30% MERION KENTUCKY BLUE GRASS
- 40% KENTUCKY BLUE GRASS
- 20% PENNLAWN RED FESCUE
- 10% ANNUAL RYEGRASS

NOTE:
ALL DISTURBED AREAS & THOSE AREAS NOT PLANTED WITH TREES OR SHRUBS TO BE TOPSOILED (4" MIN.) & SEEDED OR SODDED, TYP.

PLANT SCHEDULE RH FOSTER ENERGY - BANGOR, ME

SYM	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY
CANOPY TREES					
AfA	Acer x freemanii 'Armstrong'	Armstrong Maple	1.5-2" Cal	B&B	15
ArR	Acer rubrum 'Red Sunset'	Red Sunset Red Maple Variety	1.5-2" Cal	B&B	7
AsG	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2.5-3" Cal	B&B	6
NS	Nyssa sylvatica	Black Tupelo PAC	1.5-2" Cal	B&B	9
Qp	Quercus palustris	Pin Oak FACW	1.5"-2" Cal	B&B	8
QpG	Quercus palustris 'Green Pillar'	Green Pillar Oak	2.5-3" Cal	B&B	17
EVERGREEN TREES					
Jv	Juniperus virginiana	Eastern Red Cedar	4' Ht.	B&B	3
Ps	Pinus strobus	White Pine FACU	4' Ht.	Cont	4
ToS	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	6' Ht.	B&B	26
SHRUBS					
CLa	Clethra alnifolia	Sweet Pepperbush FAC+	18"-24"	Cont	10
Cs	Cornus sericea	Red-Osier Dogwood FACW+	18"-24"	Cont	36
Ig	Ilex glabra	Inkberry FACW-	18"-24"	Cont	22
Mp	Myrica pennsylvanica	Northern Bayberry FAC	18"-24"	Cont	24
Vd	Viburnum dentatum	Arrowwood Viburnum FACW+	18"-24"	Cont	3



LOCATION MAP: USGS QUADRANGLE: BANGOR
SCALE: 1"=2000'
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LEGEND:

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
MANHOLE		
UTILITY POLE		
WELL		
WATER VALVE		
SIGN		
CATCH BASIN		
HYDRANT		
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
MAJOR 100' CONTOUR	100	100
MINOR 50' CONTOUR	50	50
WATERLINE	W	W
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGU	UGU
CHAIN LINK FENCE	X	X
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		

PARKING:

48 SPACES PROVIDED (2 ADA)
24 SPACES REQUIRED

PLAN REFERENCE:

INFORMATION BASED ON CONDITIONS FOUND AND SURVEYED BY CES, INC. ON AUGUST 15, 2019.

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

NO.	DATE	DESCRIPTION	BY	CHK.

NOT FOR CONSTRUCTION

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

PROJECT

RH FOSTER ENERGY, LLC
BANGOR, MAINE

SHEET

LANDSCAPE PLAN

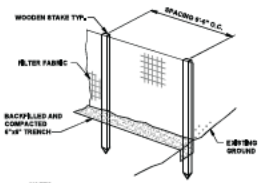
SEAN M. THIES No. 10138 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

DATE	SCALE
2020.04.22	1"=30'
DRAWN BY: NY	DESIGNED BY: NY
CHECKED BY: NY	
PROJECT NO.: 10277.011	
DRAWING NO.: C105	REV.

EROSION CONTROL NOTES

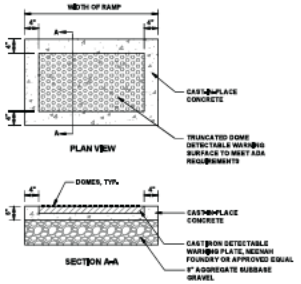
1. ALL SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENTATION CONTROL BMPS, PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION.
2. SILT FENCE WILL BE INSPECTED, REPLACED AND/OR REPAIRED IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL OR SNOW MELT OR LOSS OF SERVICEABILITY DUE TO SEDIMENT ACCUMULATION, AT A MINIMUM, ALL EROSION CONTROL DEVICES WILL BE OBSERVED WEEKLY.
3. DURING THE CONSTRUCTION PHASE, INTERCEPTED SEDIMENT WILL BE RETURNED TO CONSTRUCTION SITE.
4. SEDIMENT CONTROL DEVICES SHALL REMAIN IN PLACE AND BE MAINTAINED BY THE CONTRACTOR UNTIL AREAS UPSLOPE ARE STABILIZED BY A SUITABLE GROWTH OF GRASS, ONCE A SUITABLE GROWTH OF GRASS HAS BEEN OBTAINED, ALL TEMPORARY EROSION CONTROL ITEMS SHALL BE REMOVED BY THE CONTRACTOR, ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THEY ARE REMOVED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED, SEEDED, AND MULCHED IMMEDIATELY.
5. ALL DISTURBED AREAS WILL BE SEEDED WITH 2.5 LBS. RED FESCUE AND 2.5 LBS. RYE GRASS PER 1,000 SQUARE FEET AND MULCHED AT A RATE OF 90 LBS. PER 1,000 SQUARE FEET OR EQUIVALENT APPLICATION OF SEED AND MULCH.
6. A SUITABLE BINDER SUCH AS CURASOL OR TERRTACK WILL BE USED ON THE HAY MULCH FOR WIND CONTROL.
7. IF FINAL SEEDING OF DISTURBED AREAS IS NOT COMPLETED BY SEPTEMBER 15th OF THE YEAR OF CONSTRUCTION, THEN ON THAT DATE THESE AREAS WILL BE GRADED AND SEEDED WITH WINTER RYE AT THE RATE OF 112 POUNDS PER ACRE OR 3 POUNDS PER 1000 SQUARE FEET. THE RYE SEEDING WILL BE PRECEDED BY AN APPLICATION OF 3 TONS OF LIME AND 800 LBS. OF 10-20-20 FERTILIZER OR ITS EQUIVALENT. MULCH WILL BE APPLIED AT A RATE OF 90 POUNDS PER 1000 SQUARE FEET.
8. IF THE RYE SEEDING CANNOT BE COMPLETED BY OCTOBER 1st OR IF THE RYE DOES NOT MAKE ADEQUATE GROWTH BY DECEMBER 1st, THEN ON THOSE DATES, HAY MULCH WILL BE APPLIED AT 150 POUNDS PER 1000 SQUARE FEET.
9. ALL CATCH BASINS ARE TO BE PROTECTED BY STRAW BALE OR SILTFENCE IN ACCORDANCE WITH SECTION 6-4 STORM DRAIN INLET PROTECTION OF THE MAINE BMP HANDBOOK. SURROUNDING AREAS CAN BE EXCAVATED OR LEFT LOW AS A SEDIMENT TRAP. CURB INLETS SHALL BE PROTECTED BY GUTTERSORTORS, OR APPROVED EQUIVALENT.
10. INTERIOR SILT FENCES ALONG CONTOUR GRADING FLAT AND STEEP SLOPES, AREAS WITH DIFFERENT DISTURBANCE SCHEDULES, AROUND TEMPORARY STOCKPILES OR IN OTHER UNPROTECTED POSSIBLE CIRCUMSTANCES SHOULD BE CONSIDERED BY THE CONTRACTOR. THE INTENT OF SUCH INTERIOR SILT FENCES IS TO LIMIT SEDIMENT TRANSPORT WITHIN THE SITE TOWARD THE PROTECTED CATCH BASIN INLETS TO MINIMIZE SEDIMENT REMOVAL REQUIRED BY THE EROSION CONTROL NOTE 9 PROTECTIONS AND EXTEND LIFE OF SUCH DEVICES.
11. THE CONTRACTOR SHALL PROVIDE A SEDIMENT BASIN FOR ALL WATER PUMPED FROM EXCAVATIONS. BASIN SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES", THE CONTRACTOR SHALL SUBMIT FOR REVIEW/APPROVAL PRIOR TO BEGINNING ANY PROJECT WORK.
12. DEWATERING
    A DEWATERING PLAN IS NEEDED TO ADDRESS EXCAVATION DEWATERING FOLLOWING HEAVY RAINFALL EVENTS OR WHERE THE EXCAVATION MAY INTERCEPT THE GROUNDWATER TABLE DURING CONSTRUCTION. THE COLLECTED WATER NEEDS TREATMENT AND A DISCHARGE POINT THAT WILL NOT CAUSE DOWNGRADIENT EROSION AND OFFSITE SEDIMENTATION OR WITHIN A RESOURCE. PLEASE FOLLOW THE DETAILS OF SUCH A PLAN.
13. BASIC STANDARDS—EROSION CONTROL MEASURES:
    MINIMUM EROSION CONTROL MEASURES WILL NEED TO BE IMPLEMENTED AND THE CONTRACTOR WILL BE RESPONSIBLE TO MAINTAIN ALL COMPONENTS OF THE EROSION CONTROL PLAN UNTIL THE SITE IS FULLY STABILIZED. HOWEVER, BASED ON SITE AND WEATHER CONDITIONS DURING CONSTRUCTION, ADDITIONAL EROSION CONTROL MEASURES MAY NEED TO BE IMPLEMENTED, ALL AREAS OF INSTABILITY AND EROSION MUST BE REPAIRED IMMEDIATELY DURING CONSTRUCTION AND NEED TO BE MAINTAINED UNTIL THE SITE IS FULLY STABILIZED OR VEGETATION IS ESTABLISHED. A CONSTRUCTION LOG MUST BE MAINTAINED FOR THE EROSION AND SEDIMENTATION CONTROL INSPECTIONS AND MAINTENANCE.

    CONTRACTOR WILL BE RESPONSIBLE FOR FOLLOWING PROCEDURES FOUND IN THE "MAINE EROSION AND SEDIMENT CONTROL PRACTICES FIELD GUIDE FOR CONTRACTORS" (PUBLISHED MARCH 2015). THE PUBLICATION CAN BE FOUND AT: HTTP://WWW.MAINE.GOV/DEP/LAND/ESS/ESCBMPS/INDEX.HTML
14. PROPOSED EROSION CONTROL DEVICES ARE INTENDED TO BE THE MINIMUM LEVEL NECESSARY TO STABILIZE THE SITE AND PREVENT EROSION AND SEDIMENTATION. ADDITIONAL MEASURES MAY BE REQUIRED BASED ON THE TIMING OF THE SITE INSPECTIONS AND THE CHARACTERISTICS OF THE SITE.



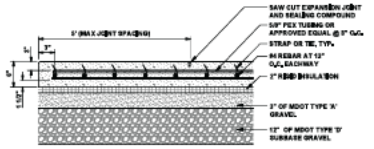
NOTES:
1. KEY FABRIC IN A 6"x6" TRENCH W/BACKFILL AND COMPACT.
2. SILT FENCE SHALL BE A 3' FENCE WITH A MINIMUM GRAB STRENGTH OF 120 LBS.

SILT FENCE DETAIL
N.T.S.



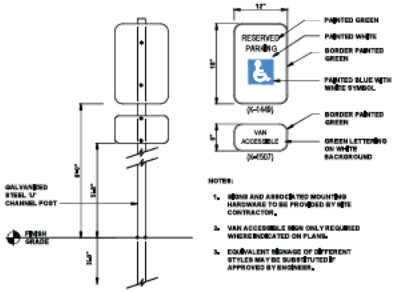
NOTES:
1. DETECTABLE WARNINGS SHALL BE AN INTEGRAL PART OF THE RAMP AND COMPLY WITH ALL SECTIONS OF THE ADA ACCESSIBILITY GUIDELINES AND ALL SECTIONS OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL DETECTABLE WARNING AREAS SHALL START 24" FROM THE FLOW LINE OF THE CURB, BE 24" IN DEPTH AND COVER THE COMPLETE WIDTH OF THE RAMP AREA ONLY. MATCH ROADWAY RADIUS, TYP.

TYPICAL DETECTABLE WARNING SURFACE DETAIL
N.T.S.



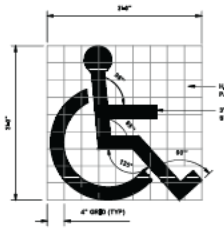
NOTE:
1. SITE CONTRACTOR SHALL COORDINATE WORK WITH OTHER TRADES.
2. ALL CONCRETE WALKWAYS SHALL HAVE A SEALANT APPLIED TO THEM.

TYPICAL CONCRETE SIDEWALK DETAIL
NTS



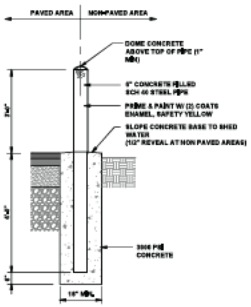
NOTES:
1. SIGNS AND ASSOCIATED MOUNTING HARDWARE TO BE PROVIDED BY SITE CONTRACTOR.
2. VAN ACCESSIBLE SIGN ONLY REQUIRED WHERE INDICATED ON PLANS.
3. EQUIVALENT SIGNAGE OF DIFFERENT STYLES MAY BE SUBSTITUTED IF APPROVED BY ENGINEER.

TYPICAL HANDICAP PARKING SIGN DETAIL
N.T.S.

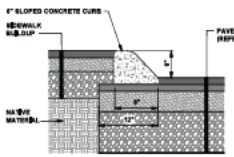


NOTE: CENTER SYMBOL WITHIN PARKING STALL

TYPICAL HANDICAP PARKING STALL SYMBOL
N.T.S.

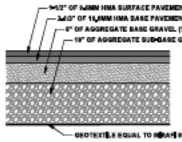


STEEL BOLLARD DETAIL
NTS

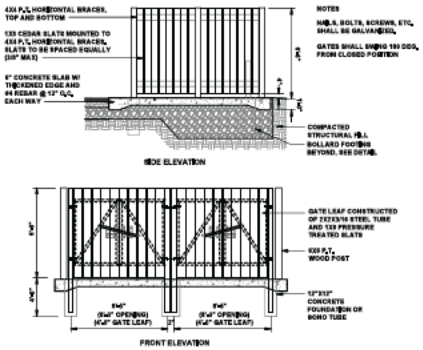


NOTES:
1. ALL CURBING AND TERMINATION IN CONJUNCTION WITH SIDEWALKS MUST MEET ADA REQUIREMENTS.

SLIP FORM CONCRETE CURB DETAIL
N.T.S.

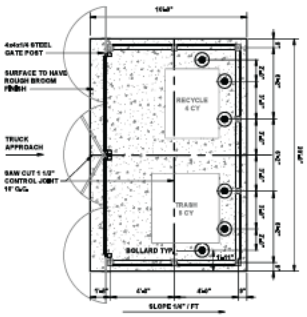


TYPICAL PAVEMENT BUILDUP DETAIL
N.T.S.



NOTES
HDG. BOLTS, SCREWS, ETC. SHALL BE GALVANIZED.
GATES SHALL SWING 180 DEG. FROM CLOSED POSITION

DUMPSTER PAD AND ENCLOSURE DETAIL
N.T.S.



NO.	DATE	DESCRIPTION	BY	CHK.

NOT FOR CONSTRUCTION

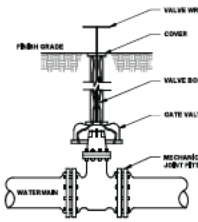
HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

PROJECT
RH FOSTER ENERGY, LLC
BANGOR, MAINE

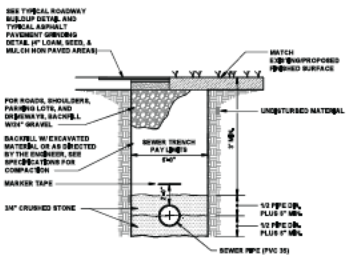
TITLE
SITE DETAILS

STATE OF MAINE — SEAN M. THIES — No. 10138 — LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
2026.06.26	NTS
DRAWN BY: WAB	DESIGNED BY: WAB
CHECKED BY: SMT	
PROJECT NO.: 10277.011	
DRAWING NO.: C501	REV.

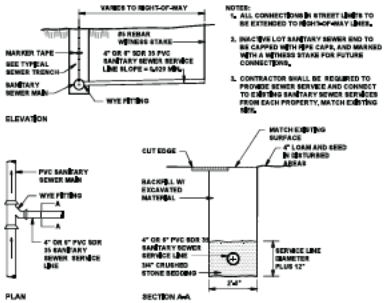


TYPICAL GATE VALVE DETAIL
N.T.S.



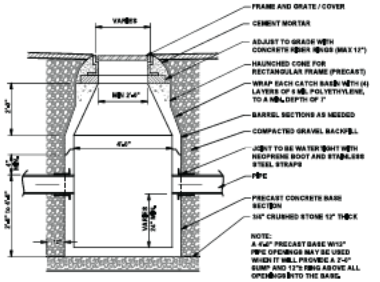
NOTE:
1. MATCH EXISTING SURFACE FINISH, EXCEPT WHERE NOTED. IN LAWN AREAS INSTALL 4" OF LOAM AND SEED AND MULCH.

TYPICAL SEWER TRENCH DETAIL
N.T.S.



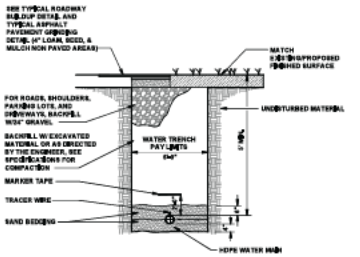
NOTES:
1. ALL CONNECTIONS IN STREET LINES TO BE EXTENDED TO RIGHT-OF-WAY LINES.
2. INACTIVE LOT SANITARY SEWER END TO BE CAPPED WITH PIPE CAPS, AND MARKED WITH A WITNESS STAKE FOR FUTURE CONNECTIONS.
3. CONTRACTOR SHALL BE REQUIRED TO PROVIDE SEWER SERVICE AND CONNECT TO EXISTING SANITARY SEWER SERVICES FROM EACH PROPERTY, MATCH EXISTING INV.

TYPICAL SANITARY SEWER SERVICE DETAIL
N.T.S.



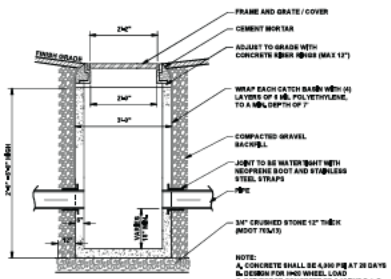
NOTE:
A 4'x4' PRECAST BASE W/12" PIPE OPENINGS MAY BE USED WHEN IT WILL PROVIDE A 2'-0" SUMP AND 12"S RING ABOVE ALL OPENINGS INTO THE BASE.

TYPICAL CATCH BASIN DETAIL
NTS



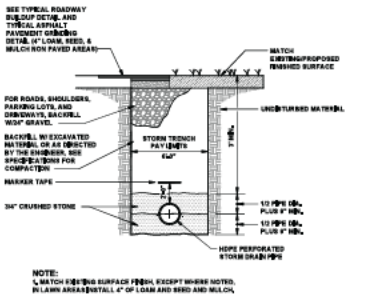
NOTE:
1. MATCH EXISTING SURFACE FINISH, EXCEPT WHERE NOTED. IN LAWN AREAS INSTALL 4" OF LOAM AND SEED AND MULCH.

TYPICAL TRENCH DETAIL - HDPE WATER MAIN
N.T.S.



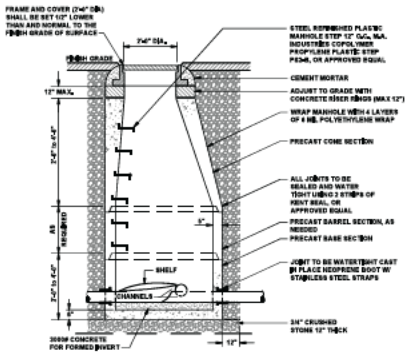
NOTE:
A. CONCRETE SHALL BE 4,000 PSI AT 28 DAYS
B. DESIGN FOR 1MD WHEEL LOAD
C. REINFORCE CONCRETE TO 0.12 IN/SQ. FT.

TYPICAL TYPE 'F' CATCH BASIN DETAIL
N.T.S.

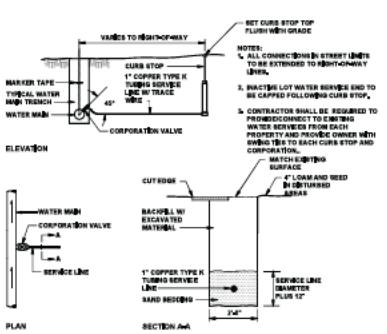


NOTE:
1. MATCH EXISTING SURFACE FINISH, EXCEPT WHERE NOTED. IN LAWN AREAS INSTALL 4" OF LOAM AND SEED AND MULCH.
2. ALL STORM DRAIN PIPE TO BE PERFORATED.

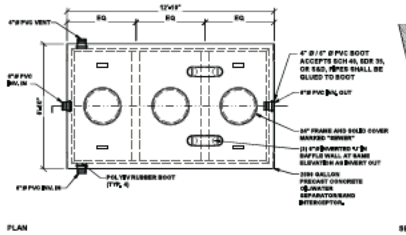
TYPICAL STORM DRAIN TRENCH DETAIL
N.T.S.

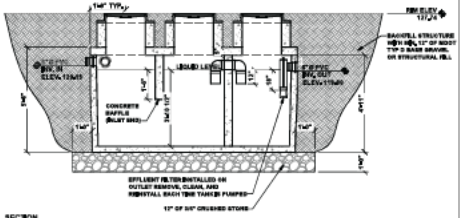


TYPICAL MANHOLE DETAIL
N.T.S.



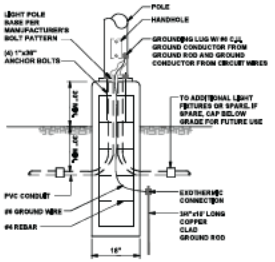
TYPICAL WATER SERVICE DETAIL
N.T.S.





NOTES:
1. CONCRETE COMPRESSIVE STRENGTH: 5000PSI @ 28 DAYS
2. GRADE 60 REINFORCEMENT
3. DESIGNED FOR H20 LOAD RATING
4. REQUIRES GRADE RINGS AT FINISH GRADE & H20 FRAMES & COVERS
5. ALL TANK PENETRATIONS ARE INTEGRALLY CAST
6. ALL JOINTS SEALED W/ BUTYL RUBBER JOINT SEALANT
7. CARE AND MAINTENANCE SHALL BE PER MANUFACTURER'S WRITTEN INSTRUCTION
8. TANK SHALL BE COVERED WITH 4" OF BOARD INSULATION, OR AS INDICATED ON PLAN.

OIL/WATER SEPARATOR DETAIL
N.T.S.



TYPICAL LIGHT POLE BASE DETAIL
N.T.S.

NO.	DATE	DESCRIPTION	BY	CHK.

NOT FOR CONSTRUCTION

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WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

PROJECT
RH FOSTER ENERGY, LLC
BANGOR, MAINE

TITLE
SITE DETAILS

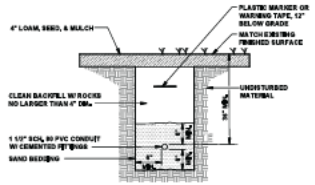
STATE OF MAINE — SEAN M. THIES — No. 10138 — LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
2026.06.26	NTS
DESIGNED BY: WAB	DRAWN BY: WAB
CHECKED BY: SMT	

PROJECT No.: 10277.011

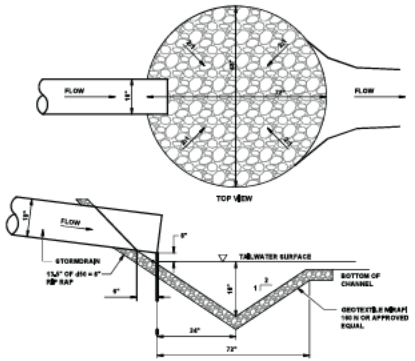
DRAWING NO.: C502

REV.:



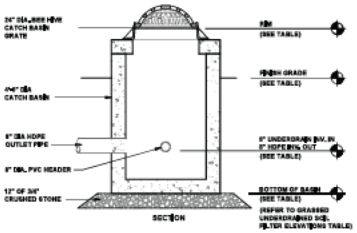
TYPICAL LIGHTING TRENCH DETAIL

N.T.S.



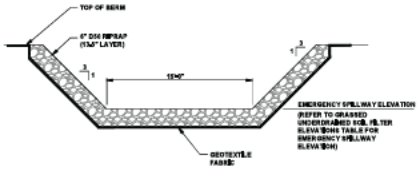
TYPICAL PLUNGE POOL DETAIL

NTS



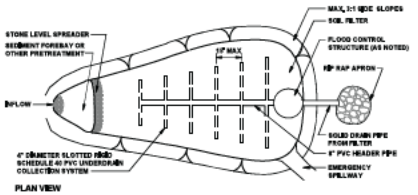
OVERFLOW OUTLET STRUCTURE DETAIL

NTS

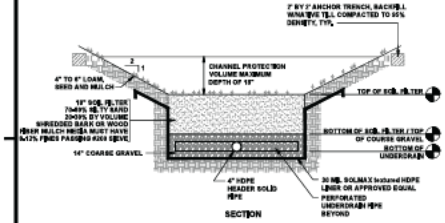


EMERGENCY SPILLWAY DETAIL

NTS



PLAN VIEW



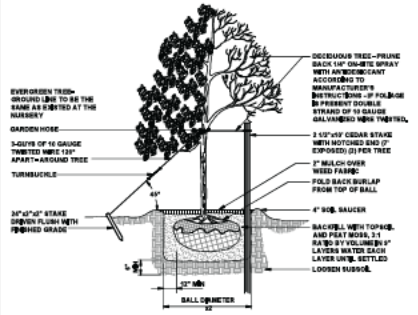
SECTION

NOTES:
1. SURF (INCLUDING FOREBAYS) SHALL NOT BE USED FOR SNOW STORAGE.
2. VEHICLES ARE PROHIBITED FROM SURF.
3. VEGETATION: THE SOIL FILTER SURFACE SHOULD BE PLANTED WITH A GRASS SPECIES THAT IS TOLERANT OF FREQUENT INUNDATION AND WELL DRAINED SOILS. UPON SEEDING, THE SOIL FILTER SHOULD BE MULCHED WITH HAY OR AN EROSION CONTROL MIXTURE. A CONSERVATION TYPE SEED MIXTURE IS APPROPRIATE (OR A 40 LBS/ACRE MIXTURE CONTAINING 25 LBS/ACRE OF CREEPING RED FESCUE AND TALL FESCUE EACH PLUS 5 LBS/ACRE OF BIRDSFOOT TREFOIL).

USF NO.	EXISTING ELEVATION (+/-) (FT)	EMERGENCY SPILLWAY ELEVATION (FT)	PROPOSED TOP OF SOIL FILTER (FT)	PROPOSED BOTTOM OF SOIL FILTER/TOP OF COARSE GRAVEL (FT)	PROPOSED ELEVATION OF PIPE SED (FT)	PROPOSED BOTTOM OF COARSE GRAVEL (FT)	OVERFLOW OUTLET STRUCTURE RIM ELEVATION (FT)	TOP OF BERM (FT)	TREATMENT AREA REQ'D/PROVIDED (SF)	TOTAL STORAGE VOLUME REQ'D/PROVIDED (CF)
A	150.00	152.90	151	149.5	149.75	149.5	152.50	153.50	2421/2486	6902/10515
B	151.00	152.90	151	149.5	149.75	149.5	152.50	153.50	1720/1729	

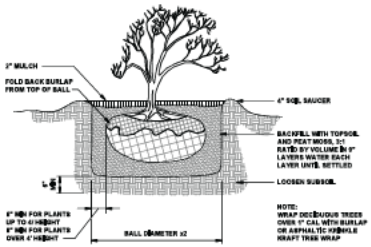
UNDERDRAIN SOIL FILTER DETAIL

NTS



TYPICAL PLANTING DETAIL

N.T.S.



SHRUB PLANTING DETAIL

N.T.S.

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PROJECT

RH FOSTER ENERGY, LLC
BANGOR, MAINE

SHEET

SITE DETAILS

STATE OF MAINE
SEAN M. THIES
No. 10139
LICENSED
PROFESSIONAL ENGINEER

DATE	SCALE
2026.06.26	NTS
DESIGNED BY: WAB	DRAWN BY: WAB
CHECKED BY: SMT	

PROJECT No.: 10277.011

DRAWING No.: C503

REV.:



NOT FOR CONSTRUCTION

HALEY WARD

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Bangor, Maine 04401
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RH FOSTER ENERGY, LLC
BANGOR, MAINE

PRE HYDROLOGY STORMWATER PLAN

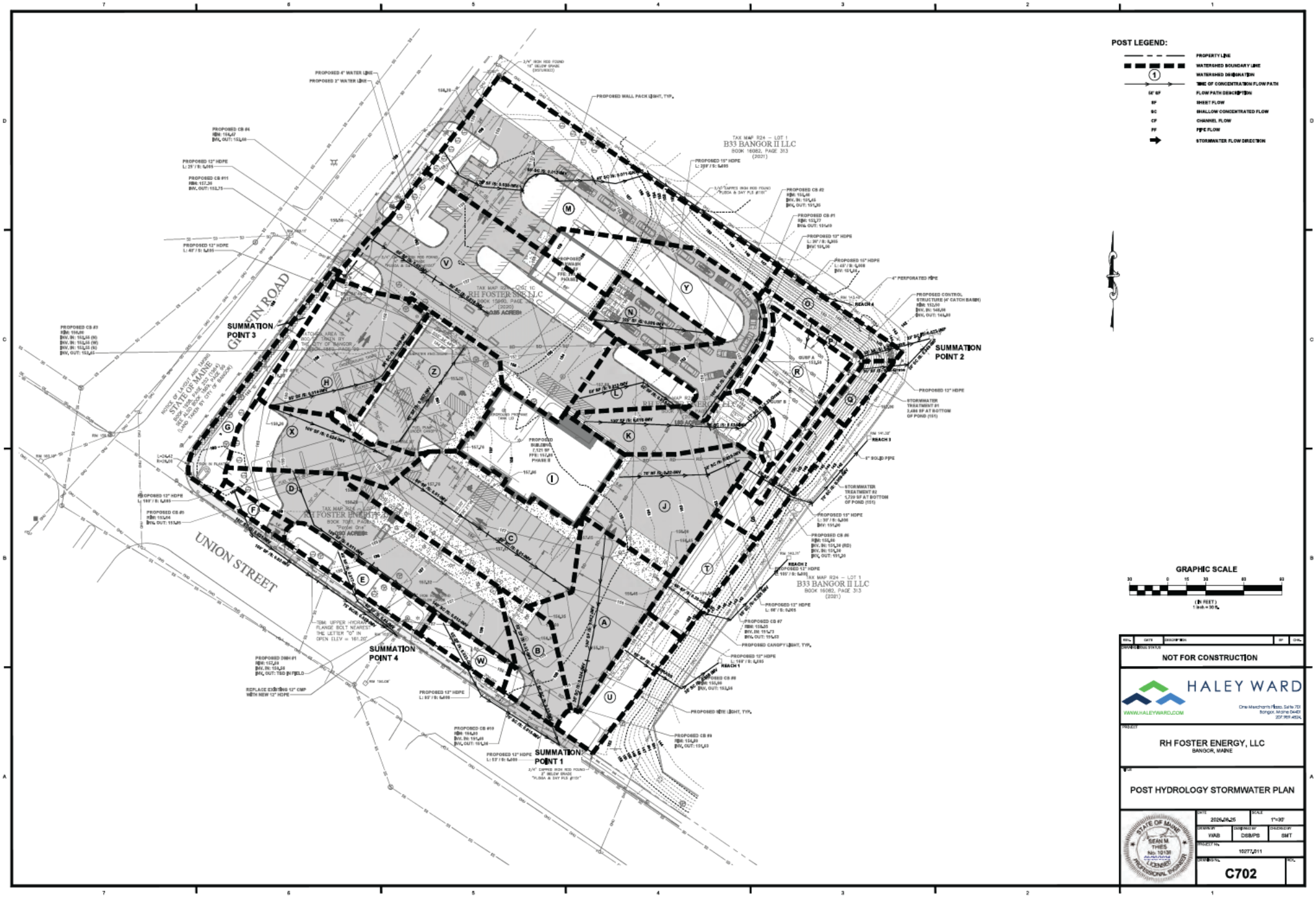
STATE OF MAINE
SEAN M. THIES
No. 10138
LICENSED
PROFESSIONAL ENGINEER

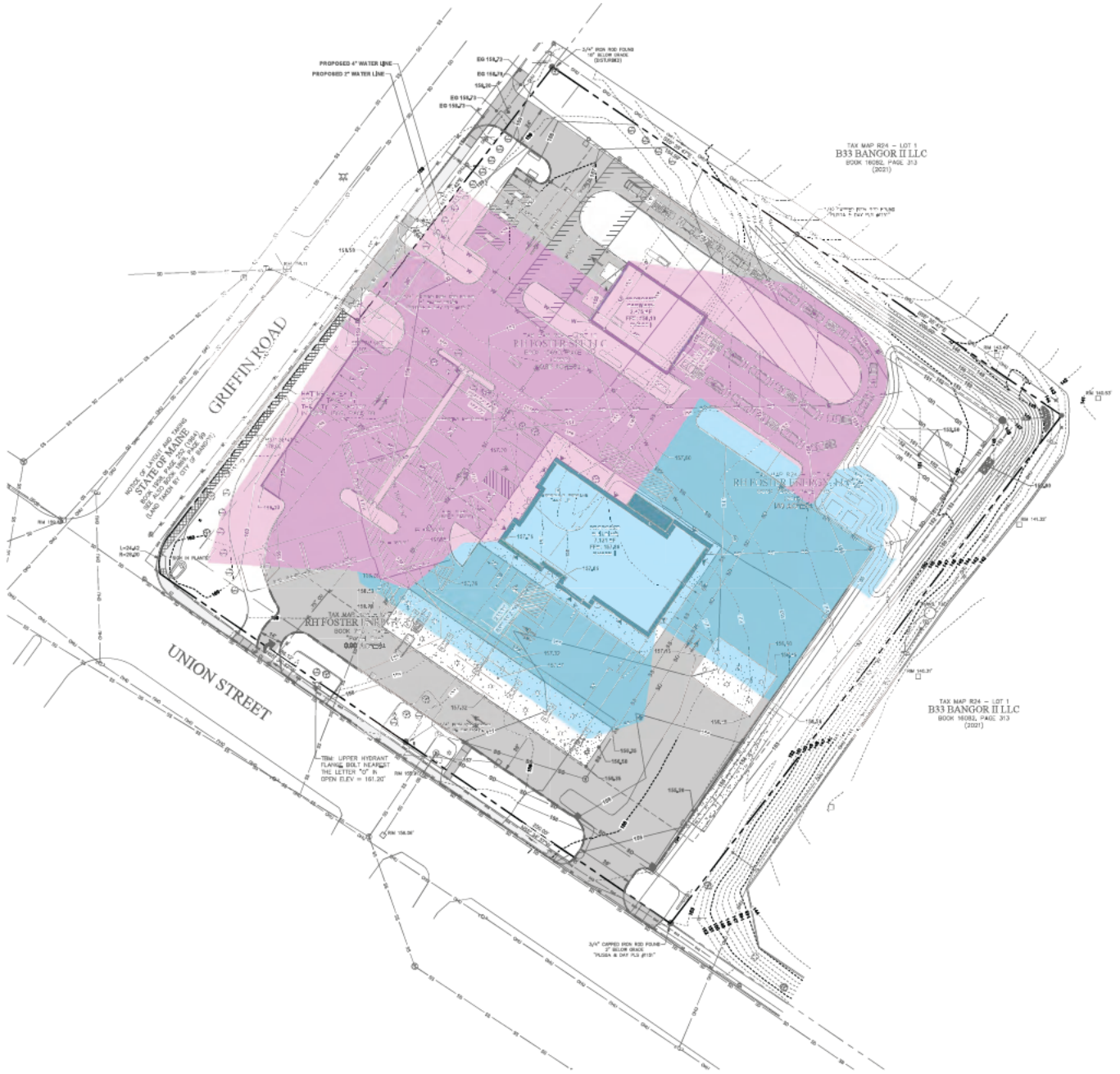
DATE	SCALE
2026.04.27	1"=30'

DRAWN BY	DESIGNED BY	CHECKED BY
WAB	DSB	SMT

PROJECT No. 10277.011

DRAWING No. C701


POST LEGEND:
PROPERTY LINE
WATERSHED BOUNDARY LINE
WATERSHED DESIGNATION
TIME OF CONCENTRATION FLOW PATH
FLOW PATH DESCRIPTION
SHEET FLOW
SHALLOW CONCENTRATED FLOW
CHANNEL FLOW
PIPE FLOW
STORMWATER FLOW DIRECTION
GRAPHIC SCALE
(IN FEET)
1 inch = 30 ft.
GRIFFIN ROAD
UNION STREET
SUMMATION POINT 1
SUMMATION POINT 2
SUMMATION POINT 3
SUMMATION POINT 4
TAX MAP R24 – LOT 1
B33 BANGOR II LLC
BOOK 16082, PAGE 313
(2021)
TAX MAP 32A – LOT 1C
RH FOSTER SRE LLC
BOOK 15892, PAGE 30
(2020)
0.85 ACRES±
TAX MAP 32A – LOT 1
RH FOSTER ENERGY LLC
BOOK 7051, PAGE 99
"Parcel One"
6.00 ACRES±
PROPOSED 12" HDPE
PROPOSED 15" HDPE
PROPOSED 18" HDPE
PROPOSED CB #1
PROPOSED CB #2
PROPOSED CB #3
PROPOSED CB #4
PROPOSED CB #5
PROPOSED CB #6
PROPOSED CB #7
PROPOSED CB #8
PROPOSED CB #9
PROPOSED CB #10
PROPOSED CB #11
PROPOSED DMH #1
PROPOSED CONTROL STRUCTURE (4' CATCH BASIN)
PROPOSED CANOPY LIGHT, TYP.
PROPOSED WALL PACK LIGHT, TYP.
PROPOSED YARD LIGHT, TYP.
4" PERFORATED PIPE
4" SOLID PIPE
PROPOSED 12" HDPE
STORMWATER TREATMENT #1
2,486 SF AT BOTTOM OF POND (101)
STORMWATER TREATMENT #2
1,739 SF AT BOTTOM OF POND (101)
PROPOSED SUBLOT 1
7,121 SF
FFE: 161.00
PHASE II
REACH 1
REACH 2
REACH 3
REACH 4
REPLACE EXISTING 12" CMP WITH NEW 12" HDPE
NOTICE OF LAYOUT AND MANNER STATE OF MAINE
NOT FOR CONSTRUCTION
HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824
RH FOSTER ENERGY, LLC
BANGOR, MAINE
POST HYDROLOGY STORMWATER PLAN
STATE OF MAINE
SEAN M. THIES
No. 10139
LICENSED
PROFESSIONAL ENGINEER
DATE
2026.06.26
SCALE
1"=30'
DRAWN BY
WAB
DESIGNED BY
DSB/PS
CHECKED BY
SMT
PROJECT No.
10277.011
DRAWING No.
C702
REV.



NOT FOR CONSTRUCTION

HALEY WARD

WWW.HALEYWARD.COM

One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

RH FOSTER ENERGY, LLC
BANGOR, MAINE

STORMWATER TREATMENT PLAN

SEAN M. THIES
No. 10138
LICENSED
PROFESSIONAL ENGINEER
STATE OF MAINE

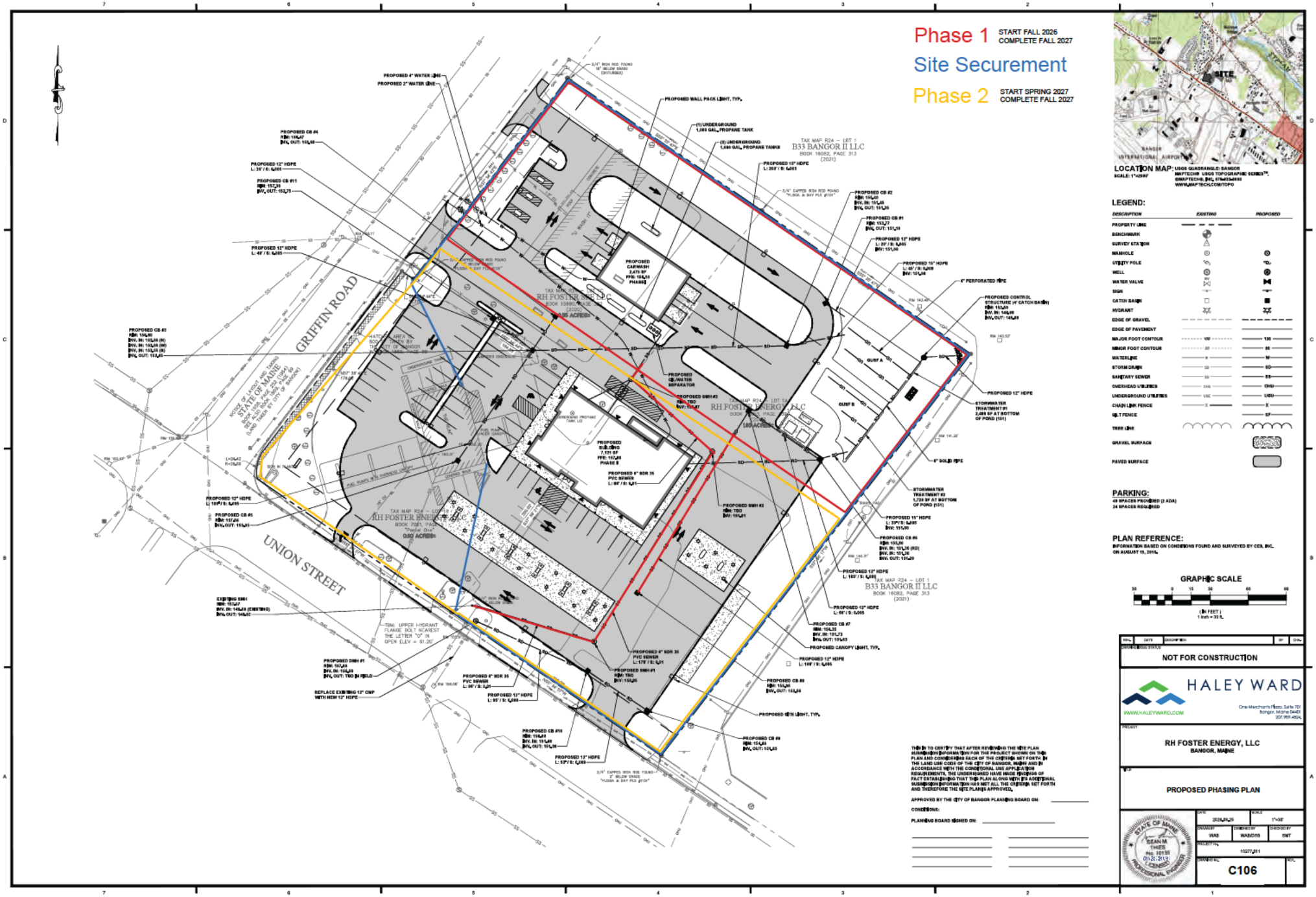
DATE	SCALE
2026.06.26	1"=30'

DRAWN BY	DESIGNED BY	CHECKED BY
WAB	DSB/PS	SMT

PROJECT NO.
10277.011

DRAWING NO.
C703

REV.



LOCATION MAP: USGS QUADRANGLE: BANGOR
SCALE: 1"=2000'
MAPTECH® USGS TOPOGRAPHIC SERIES™, ©MAPTECH®, INC, 978-453-9400
WWW.MAPTECH.COM/TOPO

LEGEND:

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
MANHOLE		
UTILITY POLE		
WELL		
WATER VALVE		
SIGN		
CATCH BASIN		
HYDRANT		
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
MAJOR FOOT CONTOUR	100	100
MINOR FOOT CONTOUR	98	98
WATERLINE	W	W
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGU	UGU
CHAIN LINK FENCE	X	X
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		

PARKING:

48 SPACES PROVIDED (2 ADA)
34 SPACES REQUIRED

PLAN REFERENCE:

INFORMATION BASED ON CONDITIONS FOUND AND SURVEYED BY CES, INC. ON AUGUST 15, 2014.

GRAPHIC SCALE

30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

THIS IS TO CERTIFY THAT AFTER REVIEWING THE SITE PLAN SUBMISSION INFORMATION FOR THE PROJECT SHOWN ON THIS PLAN AND CONSIDERING EACH OF THE CRITERIA SET FORTH IN THE LAND USE CODE OF THE CITY OF BANGOR, MAINE AND IN ACCORDANCE WITH THE CONDITIONAL USE APPLICATION REQUIREMENTS, THE UNDERSIGNED HAVE MADE FINDINGS OF FACT ESTABLISHING THAT THIS PLAN ALONG WITH ITS ADDITIONAL SUBMISSION INFORMATION HAS MET ALL THE CRITERIA SET FORTH AND THEREFORE THE SITE PLAN(S) APPROVED.

APPROVED BY THE CITY OF BANGOR PLANNING BOARD ON: _____

CONDITIONS:

PLANNING BOARD SIGNED ON: _____

NO.	DATE	DESCRIPTION	BY	CHK.

NOT FOR CONSTRUCTION

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

RH FOSTER ENERGY, LLC
BANGOR, MAINE

PROPOSED PHASING PLAN

STATE OF MAINE
SEAN M. THIES
No. 10139
01/21/2026
LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
2026.01.21	1"=30'
DRAWN BY	DESIGNED BY
WAB	WABCGS
CHECKED BY	
SMT	
PROJECT NO.	
10277.011	
DRAWING NO.	REV.
C106	

[redacted]

27932

HALEY WARD, INC.

DATE	INVOICE NO.	COMMENT	AMOUNT	NET AMOUNT
08/20/2026	10277.011 - App	PN 10277.011 - Land Development Applications		1,242.00
DATE 08/21/26		**VENDOR** City of Bangor	**TOTAL**	1,242.00

WL85112-T2 20515205001

PRINTED IN U.S.A.

[redacted]

28001

HALEY WARD, INC.

DATE	INVOICE NO.	COMMENT	AMOUNT	NET AMOUNT
08/27/2026	10277.011-App 2	PN 10277.011 - Application Fee		735.00
DATE 08/28/26		**VENDOR** City of Bangor	**TOTAL**	735.00

WL85112-T2 20914940001

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DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF LAND & WATER QUALITY

FOR DEP USE
L-_____ ATS#_
Fees Paid_____
Date Received_____

STORMWATER APPLICATION FORM PLEASE TYPE OR PRINT IN INK .

This application is for: (Check the one that applies:	■ **New application** ❑ **Amendment**		
1. Name of Applicant:	**R.H. FOSTER ENERGY, LLC**	**5. Name of Agent:**	**HALEY WARD, INC. ATTN: SEAN THIES**
2. Applicant's Mailing Address:	[redacted]	**6. Agent's Mailing Address:**	[redacted]
3. Applicant's Phone #:	[redacted]	**7. Agent's Phone #:**	[redacted]
4. Email address (REQUIRED license will be sent via email:	[redacted]	**8.E-mail address: (REQUIRED license will be sent via email**	[redacted]
9. Location of Project: (Road, Street, Rt #)	**1187 UNION STREET**	**10. Town:**	**BANGOR**
		11. County:	**PENOBSCOT**
		13. Amount of Disturbed land:	Total Amt.= 3.58 acres
12. Type of Direct Watershed: (Check all that apply)	❑ Lake not most at risk ❑ Lake most at risk ❑ Lake most at risk, severely blooming ☐ River, stream, or brook ■ **Urban impaired stream** ❑ Freshwater wetland ❑ Coastal wetland ❑ Wellhead of public water supply	**14. Amount of Developed Area:**	■ 1 or more acres, but less than 5 acres ❑ 5 acres or more Total Amt.= 2.24 acres
		15. Amount of Impervious Area:	❑ less than 20,000 sq.ft. ❑ 20,000 sq. ft. to 1 acre ■ 1 to 3 acres ❑ 3 or more acres Total Amount of impervious Acres = 1.7 acres
16. Applicable Standards: (Check all that apply)	❑ Stormwater PBR ■ **Basic standards** ■ **General standards: BMP** ❑ General standards: phosphorus ❑ Flooding standard ■ Urban impaired stream standards ❑ Other:_____	**17. Type of Stormwater Control:**	❑ Vegetative (e.g., buffers) ■ Structural (e.g., underdrained filters, ponds, infiltration structures)

18. Exceptions &/or Waivers Requested:	**BMP Standards ▼**	**Urban impaired stream standard ▼**	**Flooding Standard ▼**
	❑ Pretreatment measures ❑ Discharge to ocean/major river segment ❑ Linear portion of project ❑ Utility corridor ■ Redevelopment	❑ Developed area not landscaped or impervious. ❑ Redevelopment	❑ Discharge to ocean/major river segment ❑ Insignificant increase in peak flow

19. Brief Project Description:	The project is to redevelop an existing convenience store, gas service station and self-service car wash into the same use with larger convenience store, an automatic car wash and increased number of vehicles fueling positions.					
20. Size of Lot or Parcel:	■ **156,135** sq. feet, or	■ 3.58 **acres**	**UTM Easting:**	**514702**	**UTM Northing:**	**4962908**
21. Title, Right or Interest:	■ own	❑ lease	❑ purchase option		❑ written agreement	

22. Deed Reference Numbers:	Book#: **13853** Page: **339** **7061** **5** **15690** **322**	**24. Map and Lot Numbers:**	**Map #: R24**	**Lot #: 1A, 1B AND 1C**	
23. DEP Staff Previously Contacted:		**25. Project started prior to application?**	❑ Yes ■ **No**	**Completed?**	❑ Yes ■ **No**

SIGNATURES / CERTIFICATIONS ON PAGE 2

STORMWATER APPLICATION FORM

26. Resubmission of Application?	❑ Yes➔ ■ No	**If yes, previous application #**		**Previous project manager:**	
27. Written Notice of Violation?	❑ Yes➔ ■ No	**If yes, name of DEP enforcement staff involved:**			
28. Detailed Directions to the Project Site:	**FROM BANGOR, MAINE, TAKE WEST ON HAMMOND STREET FOR APPROXIMATELY 0.3 MILES. TURN RIGHT ONTO UNION STREET AND CONTINUE FOR 2.2 MILES. THE SITE IS LOCATED AT THE EAST CORNER OF THE INTERSECTION OF UNION STREET AND GRIFFIN ROAD.**				

29. Stormwater Permit by Rule Submissions ▼	**30. Stormwater Application Submissions ▼**	
❒ This form (including signature page) ❒ Fee ❒ Topographic Map ❒ Plan or Drawing ❒ Photos of Area	■ **This form (including signature page)** ☐ **Fee** ■ **Proof of title, right or interest** ■ **Certificate of good standing (if applicable)** ☐ **Photos of Area** ☐ **Copy of Public Notice**	☐ **Professional & Notice Certification** ■ **Basic standards submissions** ■ **General standards submissions** ❒ Flooding standard submissions ❑ **Other standard submissions** ❒ Compensation Fee (if required)

31. FEES, Amount Enclosed:	
Does the agent have an interest in the project? If yes, what is the interest? ❑ Yes➔■ **No**	

IMPORTANT: IF THE SIGNATURE BELOW IS NOT THE APPLICANT'S SIGNATURE, ATTACH LETTER OF AGENT AUTHORIZATION SIGNED BY THE APPLICANT.

By signing below the applicant (or authorized agent), certifies that he or she has read and understood the following:

CERTIFICATIONS / SIGNATURES

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

Further, I hereby authorize the DEP to send me an electronically signed decision on the license I am applying for with this application by e-mailing the decision to the electronic address located on the front page of this application (see #4 for the applicant and #9 for the agent."

Signed: [redacted] **Title** Agent **Date:** AUGUST 26, 2026

Notice of Intent to Comply with Maine Construction General Permit	**With this Stormwater Law application form and my signature below, I am filing notice of my intent to carry out work which meets the requirements of the Maine Construction General Permit (MCGP). I have read and will comply with all of the MCGP standards.** [redacted] **Date:** AUGUST 26, 2026

NOTE: If a Notice of Intent is required, you must file a Notice of Termination (attached as Form G) within 20 days of completing permanent stabilization of the project site.

ADDITIONAL SIGNATURES / CERTIFICATIONS

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

Signature: 

Name (print [redacted]

Date: August 26, 2026

Re/Cert/Lic No.: 10139
Engineer X
Geologist
Soil Scientist
Land Surveyor
Site Evaluator
Active Member of the Maine Bar
Professional Landscape Architect

Interactive Corporate Services

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

Corporate Name Search

Information Summary

Subscriber activity report

This record contains information from the CEC database and is accurate as of: Thu Apr 30 2026 13:10:20. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
RH FOSTER SPE LLC	20173791DC	LIMITED LIABILITY COMPANY	GOOD STANDING

Filing Date	Expiration Date	Jurisdiction
02/16/2017	N/A	MAINE

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

NONE

Principal Home Office Address

Physical	Mailing
[redacted]	

Clerk/Registered Agent

Physical	Mailing
ROBERT TRACY	ROBERT TRACY
[redacted]	

New Search

Click on a link to obtain additional information.

List of Filings	View list of filings	
Obtain additional information:		
Certificate of Existence (Good Standing) (more info)	Short Form without amendments ($30.00)	Long Form with amendments ($30.00)

Certificate of Legal Existence (more info) | Short Form without amendments ($30.00) | Long Form with amendments ($30.00)

You will need Adobe Acrobat version 3.0 or higher in order to view PDF files.
If you encounter problems, visit the troubleshooting page.



If you encounter technical difficulties while using these services, please contact the Webmaster. If you are unable to find the information you need through the resources provided on this web site, please contact the Division of Corporations, UCC & Commissions Reporting and Information Section at 207-624-7752 or e-mail.

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Outlook

Airport

From Ben Foster [redacted]
Date Thu 8/20/2026 12:27 PM
To Sean Thies [redacted]

Sean,

I give permission for Haley ward to represent rh foster in the applications for permitting of the store at the corner of Union st and griffin rd.

Thanks

Get Outlook for iOS

Ben Foster
Director of Propane Logistics
R.H. Foster Energy, L.L.C.
[redacted] www.rhfoster.com
110 Mecaw Rd Hampden, ME, 04444

Bk 13853 Ps339 #14131
06-04-2015 @ 09:09a

WARRANTY DEED

George N. Brountas of Brewer, Penobscot County, Maine, for consideration paid, grants to R. H. Foster Energy, LLC, a Maine limited liability company, with a place of business in Bangor, Penobscot County, Maine (whose mailing address is P.O. Box 161, Hampden ME 04444) with Warranty Covenants, the following described real estate:

A certain lot or parcel of land with any improvements thereon situated on the northeasterly side of Union Street, Bangor, Penobscot County, Maine, more particularly described as follows:

Beginning at a stake on the northeast sideline of Union Street, said stake being two hundred feet southeasterly from the intersection of the northeast sideline of Union Street with the southeast sideline of Griffin Road; thence southeasterly along the northeast sideline of Union Street two hundred feet to a stake; thence northeasterly parallel with the southeast sideline of Griffin Road four hundred feet to a stake; thence northwesterly parallel with the northeast sideline of Union Street two hundred feet to a stake; thence southwesterly parallel with the southeast sideline of Griffin Road to the point of beginning.

This conveyance is made subject to the easements taken by the City of Bangor by instrument recorded in Penobscot County Registry of Deeds on January 12, 1965 in Volume 1984, Page 250, which easements were taken in connection with the improvement of Union Street.

For grantor's source of title, reference may be had to a deed from Bruce H. Flagg to the grantor herein, dated January 8, 1988, recorded in Penobscot County Registry of Deeds, Volume 4173, Page 149. Reference may also be had to a deed recorded in Penobscot County Registry of Deeds in Book 3608, Page 236.

Any and all other rights, easements, privileges and appurtenance belonging to the granted estate are hereby conveyed.

Witness my hand and seal this 3rd day of June, 2015.

WITNESS:

George N. Brountas

STATE OF MAINE
PENOBSCOT, ss June 3, 2015

Then personally appeared the above named George N. Brountas and acknowledged the foregoing instrument to be his free act and deed.

Before me,

Sarah L. Reinhart

~~Notary Public/Justice of the Peace~~
~~Commission Expiration:~~ Attorney at Law

Sarah L. Reinhart

File No.: 15-0601AR

Maine Real Estate
Transfer Tax Paid

PENOBSCOT COUNTY, MAINE
Susan F. Buley
Register of Deeds

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NOT OFFICIAL COPY

QUITCLAIM DEED WITH COVENANT

NOT OFFICIAL COPY

FOSTER HOLDINGS, LLC., a Maine limited liability company with a principal place of business at Hampden, Penobscot County, Maine, for consideration paid, grants to **R.H. FOSTER ENERGY, LLC**, a Maine limited liability company with a principal place of business at Hampden, Penobscot County, Maine, with Quitclaim Covenant, the land together with any buildings or improvements thereon in Penobscot County, State of Maine, described as follows:

PARCEL ONE: Airport One Stop, 1187 Union Street, Bangor, Maine

A certain lot or parcel of land with the buildings and improvements thereon in the City of Bangor, in the County of Penobscot, and State of Maine and more particularly bounded and described as follows:

> Beginning at the westerly corner of the premises herein described at a point formed by the intersection of the northeasterly line of Union Street with the Southeasterly line of Griffin Road, which point is marked by a bolt;
>
> Thence the line runs southeasterly by said Union Street, two hundred (200) feet to a point marked by a bolt at land now or formerly of B.L. Nadeau, et al;
>
> Thence northeasterly, forming an interior angle of 93° 13' 24" with the line last mentioned by said land now or formerly of B. L. Nadeau, et al, two hundred (200) feet to a point marked by a bolt, at other land now or formerly of R. Durgan Hinckley, et. al;
>
> Thence northwesterly, forming an interior angle of 86° 46' 36" with the line last mentioned by said other land of the grantor, two hundred (200) feet to a point marked by a bolt in the southeasterly line of Griffin Road;
>
> Thence southwesterly forming an interior angle of 93° 13' 24" with the line last mentioned, by said Griffin Road, two hundred (200) feet to the point of beginning and forming an interior angle of 86° 46' 36" with the line first above mentioned.

Less that parcel of land taken by the State Highway Commission described in a "Layout and Notice of taking" dated June 24, 1964 and recorded July 8, 1964 in the Penobscot County Registry of Deeds in Book 1958 at Page 252 and as shown on the Right of Way Map therein referred to for Project No. S-SU-0280(1) Bangor.

Together with all right, title and interest of grantor in and to all land lying in all streets, highways, rights of way and gores abutting on or appurtenant to said premises.

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Subject to the rights acquired by the City of Bangor by Order and Taking dated September 24, 1962 and recorded November 23, 1962 in Book 1869, Page 99 of the Penobscot County Registry of Deeds for purpose of widening Griffin Road between Ohio Street and Union Street.

Further subject to rights acquired by the State of Maine by Notice of Layout and Taking dated June 24, 1964 and recorded in Book 1958, Page 252 of the Penobscot County Registry of Deeds, consisting of temporary grading rights.

Subject to all covenants, conditions, restrictions, easements, provisions, exceptions, and reservations, if any, contained in former instruments of record.

For source of title reference may be had to the deed from Mobil Oil Corporation to R. H. Foster, Inc. dated September 24, 1980 and recorded in the Penobscot County Registry of Deeds in Book 3138, Page 26.

PARCEL TWO: Broadway Mobil Mart, 579 Broadway, Bangor, Maine

A certain lot or parcel of land situated at the easterly junction of Broadway and Arctic Street, so-called, in the City of Bangor, County of Penobscot, State of Maine, bounded and described as follows:

> Beginning at the southerly corner of the premises herein described at a point now marked by a bolt in the northeasterly line of said Broadway at land now or formerly of Singer Poultry Co., which point is distant N. 25° 30' W., measured along the said northeasterly line of Broadway, one hundred one and 5/10 (101.5) feet from a point in the said northeasterly line of Broadway at the southerly corner of said land now or formerly of Singer Poultry Co.; thence the line runs N. 25° 30' W., by said Broadway, one hundred fifty (150) feet to a point now marked by a bolt in the southeasterly line of said Arctic Street, so-called; thence northeasterly forming an interior angle of 95° 47' with the line last mentioned, by said Arctic Street, so-called, one hundred and 51/100 feet (100.51) to a point now marked by a bolt on other land of Singer; thence southeasterly, forming an interior angle of 84° 13' with the line last mentioned, by said other land of Singer and by land now or formerly of Singer Poultry Co., one hundred sixty and 13/100 (160.13) feet to a point now marked by a bolt at land now or formerly of Singer Poultry Co.; thence southwesterly, forming an interior angle of 90° with the line last mentioned, by said land now or formerly of Singer Poultry Co., one hundred (100) feet to the point of beginning and forming an interior angle of 90° with the line first-above mentioned. Containing 15,506 square feet, more or less.

The said boundaries are shown on a survey entitled "Plan of Land, Bangor, Maine surveyed for Socony Mobil Oil Company, Inc., Prentiss & Carlisle Co., Inc. - Engineers, 107 Court Street, Bangor, Maine. Scale: 1" = 20 Date: 11/6/62, the original of which is recorded in Penobscot County Registry of Deeds.

[redacted]

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Subject to the Certificate of Variance of the Bangor Zoning Board of Appeals dated May 23, 1990 and recorded July 20, 1990 in Book 4685, Page 228, relative to setbacks for a proposed canopy, convenience store building, gas pump island and storage building at 579 Broadway. A reissued Certificate of Variance of Bangor Zoning Board of Appeals dated July 22, 1990, and recorded July 25, 1990 in Book 4688, Page 91, was issued due to failure to record the May 23, 1990 Certificate within the statutorily prescribed period.

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Also subject to the City of Bangor Certificate of Variance recorded December 5, 1990 in Book 4760, Page 68, indicating the granting of a Variance to install a canopy and a gas pump island within standard setbacks.

Further subject to the rights of the State of Maine Department of Transportation by virtue of a Notice of Layout and Taking dated July 9, 1997 and recorded in the Penobscot County Registry of Deeds in Book 6465, Page 62.

For source of title, reference may be had to the deed from Pearl H. Singer to R. H. Foster, Inc. dated September 5, 1979 and recorded in the Penobscot County Registry of Deeds in Book 3017, Page 196.

Any and all other rights, easements, privileges and appurtenances belonging to the granted estate are hereby conveyed.

PARCEL THREE: Christy's , 96 State Street, Bangor, Maine

Certain lots or parcels with the buildings and other improvements thereon, situated at the northerly junction of Broadway and State Street, in the said City of Bangor, in the County of Penobscot and State of Maine, and bounded and described as follows:

Parcel 3.1:

Beginning at the southerly corner of the premises herein described at a point formed by the intersection of the northwesterly line of said State Street with the easterly line of said Broadway, said point being now marked by a drill hole in granite;

Thence the line runs northeasterly by said State Street one hundred sixty-four and thirty-nine hundredths (164.39) feet to a point now marked by a bolt in the westerly line of Pine Street;

Thence northwesterly, forming an interior angle of 107° 59' with the line last mentioned, by said Pine Street fifty-seven and seventy-six hundredths (57.76) feet to a point now marked by a bolt at land of Blaisdell;

Thence southwesterly, forming an interior angle of 90° 39' with the line last mentioned, by said land of Blaisdell one hundred fifty-one and forty hundredths (151.40) feet to a point now marked by a stake in the easterly line of Broadway;

[redacted]

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Thence southerly, forming an interior angle of 91° 56' with the line last mentioned, by said Broadway one hundred ten and forty-nine hundredths (110.49) feet to the point of beginning, and forming an interior angle of 69° 26' with the line first above mentioned.

Parcel 3.2:

Beginning at the southeasterly corner of said parcel on Pine Street and the northeast corner of land conveyed by Laurence K. Paine to Socony-Vacuum Oil Company by deed dated November 14, 1951 and recorded in the Penobscot County Registry of Deeds in Vol. 1357, Page 72;

Thence running westerly by said land conveyed to Socony-Vacuum Oil Company, 152.38 feet to Broadway;

Thence turning and running North 04° 59' 10" East by Broadway, 69.90 feet to land formerly of Jonathan G. Clark;

Thence turning and running South 85° 01' East by said Clark land, 152.66 feet to Pine Street; and

Thence turning and running South 05° 18' West by Pine Street, 66.55 feet to the point and place of beginning.

Together with all right, title and interest of grantor in and to all land lying in all streets, highways, rights of way and gores abutting on or appurtenant to said premises.

Subject to the Certificate of Variance of the Bangor Zoning Board of Appeals, recorded September 16, 1988 in Book 4309, Page 308 of the Penobscot County Registry of Deeds, certifying that a variance was granted to allow construction of a free standing canopy less than the required setback from the public way.

Subject to the easement from Christy's Market, Inc. to RMR, Inc. dated December 15, 1993 and recorded in Book 5514, Page 360 of the Penobscot County Registry of Deeds.

Subject to the rights of Bangor Hydro-Electric Company by virtue of an easement deed dated April 8, 1998 and recorded in Book 6754, Page 346 of the Penobscot County Registry of Deeds.

Subject to the rights of the State of Maine Department of Transportation by virtue of a Notice of Layout and Taking recorded in Book 6465, Page 62 of the Penobscot County Registry of Deeds.

Subject to all covenants, conditions, restrictions, easements, provisions, exceptions, and reservations, if any, contained in former instruments of record.

[redacted]

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For source of title, reference may be had to the deed from Mobil Oil Corporation to R. H. Foster, Inc. dated September 24, 1980 and recorded in the Penobscot County Registry of Deeds in Book 3138, Page 30.

PARCEL FOUR: Milford One Stop, 6 Main Street, Milford, Maine

Parcel 4.1: A certain lot or parcel of land situate at Milford, County of Penobscot, State of Maine, and being bounded and described as follows, viz:

> Beginning at an iron bolt set in the ground, a distance of 257.1 feet, in a southwesterly direction from an iron pipe set in the ground at the east corner of the Osgood Lot, so-called, and at the westerly edge of a concrete sidewalk on Davenport Street, said bolt being in the extension in a southwesterly direction of said Osgood's southeasterly line (said southeasterly line being also the northwesterly line of a certain parcel of land owned by Alice X. Cavanaugh, located at the intersection of Davenport Street and U S. Highway No. 2); thence in a southeasterly direction and at an angle of 80° 50', measured counterclockwise from a further extension of the aforesaid dividing line, a distance of 190.3 feet to an iron bolt; thence continuing in the same direction, a distance of 16.2 feet to the westerly edge of a concrete sidewalk located on U. S. Highway No. 2; thence in a southerly direction along the edge of said sidewalk a distance of 290 feet, more or less, to the northerly bank of the Penobscot River; thence along said Bank to its point of intersection with the aforesaid dividing line extended northeasterly; thence northeasterly along said extension, a distance of 183 feet, more or less to the point of beginning, the aforesaid parcel containing 1.26 acres, more or less.

EXCEPTING AND RESERVING, HOWEVER, from the above described premises, a certain parcel of land with the buildings thereon, situated in Milford, Penobscot County, Maine, bounded and described as follows, to wit:

> Beginning at a point 257.1 feet from an iron pipe marking the dividing line between the now or formerly Osgood lot and the now or formerly Cavanaugh lot, said point of beginning is measured on a bearing of S 68° - 13' W from said iron pipe; thence S 12°- 13' E along the easterly line of a 40 foot easement owned by the Bangor Hydro-Electric Company 172.98 feet to the northerly line of U. S. Route #2; thence S 44°-13'13" W along the northerly line of Route U. S. #2, 98.27 feet; thence N. 22°-30'31" W through land of Wayne C. Barker 210.75 feet to the land owned by Bangor Hydro-Electric Company; thence N. 68°-13' E along a line in common with said Bangor Hydro-Electric Company, 120 feet to the point of beginning. Containing .45 acres more or less. Bearing are Magnetic 1979.

Reserving, however, to the Bangor Hydro-Electric Company, its successors and assigns forever, the right, privilege and easement to locate on and to remove therefrom, lines of poles, guys and wires, with the customary fixtures and supports, on, over, under and across a strip of land 40 feet wide, lying between the northeasterly bound of the aforesaid premises, and a line parallel to said bound, and 40 feet distant therefrom in a southwesterly direction, which said strip extends across

[redacted]

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the entire width of the premises to be conveyed, and further reserving to said Bangor Hydro-Electric Company, its successors and assigns forever, the right to keep the aforesaid strip free and clear of all obstructions at all times and the right to maintain and operate, as now located, such of its lines of poles, wires, guys, fixtures and supports, if any, as are now located on any part of said lot, cleared at all times of interfering trees, branches, underbrush and other obstructions located on said lot, and to enter upon said lot for any of the aforesaid purposes. Further Excepting and Reserving to Bangor Hydro-Electric Company, its successors and assigns forever, the right to flow said premises without liability whether such flowage be caused by any dam or dams now existing or by increasing the height of any such dam or dams, or by any dam or dams which may hereafter be built by said Bangor Hydro-Electric Company, its successors and assigns.

Together with all the privileges and appurtenances thereunto belonging.

For source of title, reference may be had to the deed from Wayne C. Barker to R. H. Foster, Inc. dated March 27, 1980 and recorded in the Penobscot County Registry of Deeds in Book 3069, Page 340.

Parcel 4.2: A certain lot or parcel of land with the buildings thereon, situate in Milford, Penobscot County, Maine, bounded and described as follows:

> Beginning at a point 257.1 feet from an iron pipe marking the dividing line between the now or formerly Osgood lot and the now or formerly Cavanaugh lot; said point of beginning is measured on a bearing of S 68° 13' W from said iron pipe; thence S 12° 13' E along the easterly line of a 40 foot easement owned by the Bangor Hydro Electric Company 172.98 feet to the northerly line of U.S. Route #2; thence S 44° 13' 13" W along the northerly line of Route U.S. #2 98.27 feet; thence N 22° 30' 31" W through land of Wayne C. Barker 210.75 feet to the land owned by Bangor Hydro Electric Company; thence N 68° 13' E along a line in common with said Bangor Hydro Electric Company, 120 feet to the point of beginning. Containing .45 acres more or less. Bearings are Magnetic 1979.

Reserving to the Bangor Hydro Electric Company a 40 foot easement along the easterly line of the above described parcel.

Subject to the rights reserved by Bangor Hydro-Electric Company to flow the subject premises without liability, whether such flowage be caused by a dam or dams existing or later built, as set forth in the deed of Wayne C. Barker to R.H. Foster, Inc. dated March 27, 1980, and recorded in Book 3069, Page 340 of the Penobscot County Registry of Deeds.

Any and all other rights, easements, privileges and appurtenances belonging to the within-granted estate are hereby conveyed.

For source of title, reference may be had to the deed from David W. Nye to R.H. Foster, Inc. dated September 4, 1997 and recorded in Book 6480, Page 348 of the Penobscot County Registry of Deeds.

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PARCEL FIVE: Snow's Corner Mobil, River Road, Orrington, Maine

A certain lot or parcel of land, together with the buildings thereon, situated on the northerly side of Route 15 and the westerly side of Snows Corner Road Extension in the Town of Orrington, County of Penobscot, State of Maine bounded and described as follows, to wit:

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Beginning at the intersection of the northerly sideline of Route 15 and the westerly sideline of Snows Corner Road Extension; thence S 82° 22' W by and along the northerly sideline of Route 15 two hundred seventy-nine and forty-two hundredths (279.42) feet to an iron pin in the southwesterly corner of land conveyed to Donald R. Bouchard and Kathryn M. Bouchard by deed from Edna Louine Moon and George F. Moon dated July 30, 1976 recorded in Penobscot County Registry of Deeds Book 2672, page 43; thence N 35° 10' W by and along the westerly line of said land of Bouchard four hundred forty-seven and sixty-six hundredths (447.66) feet to an iron pin; thence N 82° 22' E parallel with Route 15 forty-nine and ninety-one hundredths (49.91) feet to an iron pin; thence S 30° 20' 30" E three hundred sixty-eight (368) feet to an iron pin; thence N 5° 48' 50" E two hundred forty-two and seventy-two hundredths (242.72) feet to an iron pin in the westerly sideline of Snows Corner Road Extension; thence S 32° 54' E by and along said road two hundred (200) feet to the point of beginning, containing one (1) acre more or less.

Excepting the easement reserved by Donald R. Bouchard and Kathryn M. Bouchard, their heirs and assigns, for a right of way thirty (30) feet in width for all purposes of a way, over and across the above-described premises, along the roadway as now located leading from Route 15 to the remaining portion of the premises described in the deed from Edna Louine Moon and George F. Moon recorded in Penobscot Registry of Deeds, Book 2672, Page 43.

Also excepting the easement reserved by Donald R. Bouchard and Kathryn M. Bouchard, their heirs and assigns, over the above granted premises for purposes of erecting, maintaining, repairing, and replacing an unobstructed sign in the southeasterly portion of the above-described premises anywhere within ten (10) feet from the intersection of the northerly sideline of Route 15 and the westerly sideline of Snow's Corner Road Extension.

Also excepting the easement reserved by Donald P. Bouchard and Kathryn M. Bouchard, their heirs and assigns, for purposes of maintaining, repairing, and replacing a utility pole on the above-granted premises near the northerly side of Route 15, and another utility pole in its present location in the northerly portion of the above-granted premises, together with the right to place and maintain transmission lines leading from Snows Corner Road Extension and from Route 15 over the above-granted premises to and for the benefit of the remaining portion of the premises described in the deed from Edna Louine Moon and George F. Moon recorded in Book 2672, Page 43, and including the right to cut, keep clear, and remove any trees or other obstructions that would interfere with the utility poles and lines.

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Also excepting the easement granted by Foxy Lady Limited to Donald R. Bouchard and Kathryn M. Bouchard dated December 15, 1984, recorded in the Penobscot Registry of Deeds at Volume 3620, Page 67.

For source of title, reference may be had to the deed from Foxy Lady, Limited to R. H. Foster, Inc. dated June 22, 1988 and recorded in the Penobscot County Registry of Deeds in Book 4253, Page 255.

Parcels One through Five above-described being all and the same premises as described in the deed from R.H. Foster, Inc. to Foster Holdings, LLC of substantially even date to be recorded herewith.

PARCEL SIX: Hampden Warehouse, Mecaw Road, Hampden, Maine

A certain lot or parcel of land, together with the buildings thereon, located in the Town of Hampden, County of Penobscot, State of Maine and being bounded and described as follows:

Beginning at a found one inch iron bolt set in the easterly line of Mecaw Road, so called, said bolt defining the southwesterly corner of land described in deed to Indoor Tennis, dated April 21, 1969, recorded in the Penobscot Registry of Deeds, Volume 2158, Page 630; thence South 82 degrees 12 minutes 55 seconds East (South 83° 49 minutes 49 seconds East) in Volume 4209, Page 346) by and along the southerly line of said Indoor Tennis, 182.02 feet to a found #6 rebar defining the westerly most corner of land described in deed of Samuel Nyer and Thomas A. Tilley to Foster Bros., Inc. dated April 14, 1988, recorded in Volume 4209, Page 348; thence continuing along land of said Indoor Tennis, South 82 degrees 12 minutes 55 seconds East 206.42 feet to a found #6 rebar set at the southeasterly corner of said Indoor Tennis property; thence along the easterly line of said property, North 20 degrees 34 minutes 05 seconds East 69.00 feet to a found #6 rebar set at the southwesterly corner of land now or formerly owned by Chadwick and Baross Inc. , as found described in Volume 4210, Page 279, said found rebar also defines the point of beginning of the property described in said Volume 4209, Page 348; thence South 65 degrees 06 minutes 15 seconds East 333.46 feet to a #6 rebar set in the northwesterly line of Route 202, so called, said line being shown on a Right-of-Way map for State Highway "26" S.H.C. File No. 10-156, dated April 1964 and recorded in Penobscot Registry of Deeds Plan Book 23, Page 64; thence in a southwesterly direction, by the arc of a 2669.79 foot radius curve concave to the northwest, through a central angle of 5 degrees 27 minutes and 18 seconds, 254.19 feet to a granite highway monument located northwesterly of centerline station 192+00, as shown on said highway plan, said monument bearing South 36 degrees 34 minutes 40 seconds West 254.09 feet from the last mentioned rebar; thence along a non-radial line South 50 degrees 29 minutes 50 seconds East 40.32 feet to a found granite highway monument located northwesterly of said centerline station; thence by the arc of a 2709.79 foot radius curve concave to the northwest, through a central angle of 2 degrees 28 minutes 02 seconds, 116.69 feet to a point on said curve located South 38 degrees 26

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minutes 49 seconds East 1.19 feet from a found one inch iron bolt described in deed of Wallace R. Ford to Hampden Developers Inc. dated December 27, 1971, recorded in Volume 2235, Page 899, said point bearing South 40 degrees 38 minutes 51 seconds West 116.68 feet from the last mentioned monument; thence continuing along said curve, through a central angel of 5 degrees 32 minutes 18 seconds, 261.93 feet to a found granite highway monument located northwesterly of centerline station 188+00, said monument bearing South 44 degrees 29 minutes 01 seconds West 261.83 feet from said last mentioned point; thence continuing along said curve, through a central angle of 5 degrees 00 minutes 00 seconds, and arc distance of 236.48 feet to a point located northwesterly from centerline station 185+50, said point being defined by a found tipped and disturbed granite monument, said tipped monument bearing South 49 degrees 45 minutes 11 seconds West 236.40 feet from the last mentioned monument; thence along a jog in said highway right of way line, North 37 degrees 44 minutes 49 seconds West 40.00 feet to a point located northwesterly from centerline station 185+50, this point also being defined by a found tipped and disturbed granite monument; thence along the northwesterly line of Route 202 by the arc of a 2669.79 foot radius curve concave to the northwest, through a central angle of 0 degrees 01 minutes 17 seconds, a distance of 1.00 feet to a #6 rebar set in the northeasterly line of the Mecaw Road; thence by and along said road line North 38 degrees 48 minutes 46 seconds East 640.17 feet to a #6 rebar set; thence North 49 degrees 34 minutes 09 seconds East 209.31 feet to #6 rebar set at the beginning of a tangential curve concave to the northwest having a radius of 826.14 feet; thence northeasterly along said curve, through a central angle of 11 degrees 36 minutes 51 seconds, a distance 167.46 feet to the found bolt at the point of beginning.

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The above described parcel contains all of the land described in deed of Hampden Developers, Inc. to Foster Bros. Inc. dated April 14, 1988 and recorded in the Penobscot County Registry of Deeds in Book 4209, Page 346, and all of the land described in the deed from Samuel Nyer and Thomas A. Tilley to Foster Bros., Inc. dated April 14, 1988 and recorded in the Penobscot Registry of Deeds in Book 4209, Page 348 of said Registry.

Subject to a water line reservation set forth in the deed of N. Searle Perry to Wallace R. Ford dated July 16, 1971 and recorded in Book 2222, Page 48 of the Penobscot County Registry of Deeds.

This conveyance is made subject to any and all rights and easements existing in favor of the state of Maine in accordance with a Notice and Layout of Taking dated April 8, 1964 and recorded in the Penobscot Registry of Deeds, Volume 1946, Page 368.

Subject, as applicable, to the following :

a) All rights and easements existing in favor of the State of Maine by virtue of Notice and Layout of Taking dated April 8, 1964 and recorded in Book 1946,

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Page 368 of the Penobscot Registry of Deeds, including drainage rights and prohibition of access to and egress from State Highway "26" (Route 2).

b) Easements granted to Socony Vacuum Oil Company from Vesta D. King dated October 9, 1947 and recorded in Book 1268, Page 500 of the Penobscot County Registry of Deeds; and from John H. Perry dated October 9, 1947 and recorded in Book 1281, Page 4 and Book 1281, Page 6; and from John H. Perry, et al. dated December 10, 1947 and recorded in Book 1273, Page 407.

c) Rights of Bangor Hydro-Electric Company by virtue of easements from N. Searle Perry, et al. dated May 12, 1966 and recorded in Book 2061, Page 227 of the Penobscot County Registry of Deeds.

d) Site Location Order by the State of Maine, Department of Environmental Protection in the matter of R.H. Foster Co., Inc., Warehouse, Hampden, dated April 19, 1990 and recorded in Book 4643, Page 52 of the Penobscot County Registry of Deeds.

e) Site Location Order by the State of Maine, Department of Environmental Protection in the matter of R.H. Foster Co., Inc., Detention Ponds, Hampden, dated April 19, 1990 and recorded in Book 5671, Page 213 of the Penobscot County Registry of Deeds.

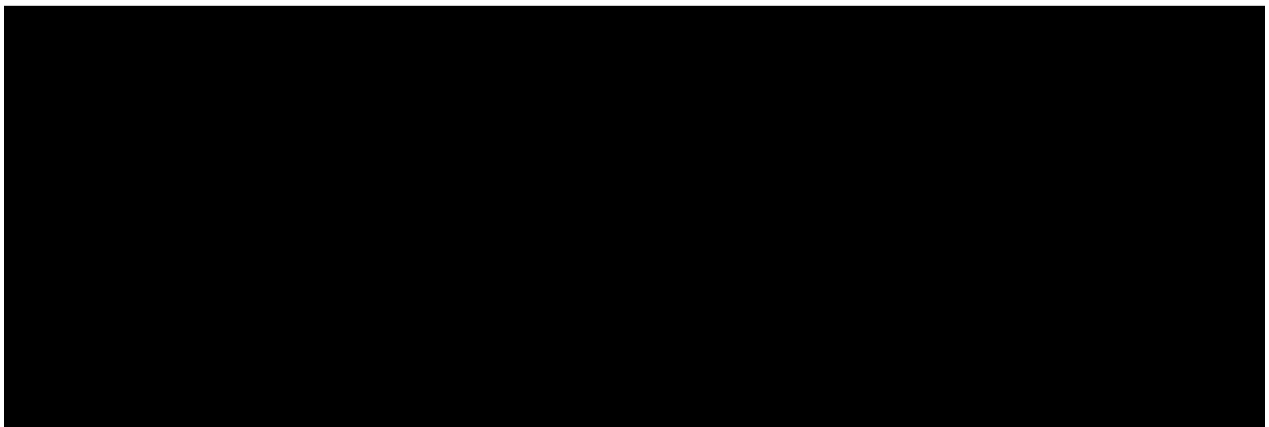
Parcel Six above-described being all and the same premises as described in the deed from Foster Bros., Inc. to Foster Holdings, LLC of substantially even date to be recorded herewith.

PARCEL SEVEN: Newport One Stop, Routes 11 and 100 (Pittsfield Road), Newport and Palmyra, Maine

Certain lot or parcel of land with the improvements thereon situated partly in the Town of Newport, County of Penobscot and State of Maine, and partly in the Town of Palmyra, County of Somerset and said State of Maine, and more particularly bounded and described as follows:

Beginning at a point now marked by a Maine right-of-way monument in the Southeasterly line of the State Highway, now designated as Routes 11 and 100 in the said Town of Palmyra, and at other land now or formerly of John T. Gilman, which right-of-way monument is opposite Station 20+65.635, as shown on Maine State Highway Commission Right-of-Way Map I-IG-95-7(7), recorded in Somerset County Registry of Deeds, Plan Book 13, Page 36, and in Penobscot County Registry of Deeds, Plan Book 22, Page 102;

Thence the line runs N 72° 30' E by said State Highway now designated as Routes 11 and 100, one hundred ninety-eight (198) feet to a point in said Town of Newport at other land now or formerly of John T. Gilman marked by a bolt;



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Thence S 17° 30' E, forming an interior angle of 90° with the line last mentioned by said other land now or formerly of John T. Gilman one hundred and fifty (150) feet to a point marked by a bolt;

Thence S 72° 30' W, forming an interior angle of 90° with the line last mentioned still by other land now or formerly of John T. Gilman, two hundred (200) feet to a point marked by a bolt;

Thence N 17° 30' W, forming an interior angle of 90° with the line last mentioned still by other and now or formerly of John T. Gilman, one hundred and fifty (150) feet to a point in the Southeasterly line of said State Highway now designated as Routes 11 and 100, which point is marked by a bolt;

Thence N 72° 30' E by said State Highway now designated as Routes 11 and 100 two (2) feet to the point of beginning.

The said boundaries are shown on a survey entitled "Property Plan Palmyra & Newport, Maine SOCONY MOBIL OIL COMPANY, INC., Prentiss & Carlisle Co., Inc. - Engineers 107 Court Street, Bangor, ME. Scale 1" = 20' Date 6/22/65".

Also, a certain lot or parcel of land situated mostly in the Town of Palmyra, County of Somerset and partly in the Town of Newport, County of Penobscot , being more particularly described as follows:

Parcel No. 1:

Beginning at a wooden stake found in the southerly right of way line of State Routes #11 and #100 at the point where same is intersected by the dividing line between land of Howard C. Saturley on the east and Hazel M. Gilman on the west, said stake is also 2 feet on a bearing of South 72 degrees 30 minutes 00 seconds West from a State Highway Department right of way monument opposite Sta. 20+65.635 as shown on Maine State Highway Commission Right of Way Map I-IG-95-7(7), recorded in Somerset County Registry of Deeds, Plan Book 13, Page 36; thence southerly along the last said dividing line, south 17 degrees 30 minutes 00 seconds East 150 feet to a wooden stake fund at the southwesterly corner of land of Howard C. Saturley; thence easterly along the dividing line between land of Howard C. Saturley on the north and land of Hazel M. Gilman on the south, North 72 degrees 30 minutes 00 seconds East 50 feet across the Palmyra/Newport Line to the intersection with the dividing line between land of McDonald's Corporation on the east and Hazel M. Gilman on the west; thence southerly along this said dividing line South 02 degrees 18 minutes 15 seconds East 31.09 feet to a point; thence westerly across land of Hazel M. Gilman and across the Newport/Palmyra Line, South 72 degrees 30 minutes 00 seconds West 71.85 feet to a point; thence northerly and still across land of Hazel M. Gilman, North 17 degrees 30 minutes 00 seconds West 180 feet to the intersection with the State Highway right of way line; thence easterly along said line, North 72 degrees

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30 minutes 00 seconds East 30 feet to the point of beginning. Containing 6778 sq. ft., be the same more or less.

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Parcel No. 2 - Slope Easement

Beginning at a point in the southerly right of way line of State Routes 11 and 100 and at the northwesterly corner of the above-described Parcel No. 1; thence southerly along the westerly line of the above described Parcel No. 1, South 17 degrees 30 minutes 00 seconds East 180 feet to a corner; thence easterly along the southerly line of the above described Parcel No. 1, North 72 degrees 30 minutes 00 seconds East 71.85 feet across the Palmyra/Newport Line to the dividing line between land of McDonald's Corporation on the east and land of Hazel M. Gilman on the west; thence southerly along this dividing line, South 02 degrees 18 minutes 15 seconds East 15.54 feet to a point; thence westerly across land of Hazel M. Gilman, South 72 degrees 30 minutes 00 seconds West 82.78 feet to a point; thence northerly and still across land of Hazel M. Gilman, North 17 degrees 30 minutes 00 seconds West 195 feet to the State Highway right of way line; thence easterly along said right of way line North 72 degrees 30 minutes 00 seconds East 15 feet to the point of beginning.

This last described Parcel No. 2 is to be used by Foster Petroleum Corporation for the purpose of constructing earth embankments to support permitted construction within its lot lines. Legal use of this same area by Hazel M. Gilman, her heirs and assigns, is expected but shall not cause additional expense to Foster Petroleum Corporation.

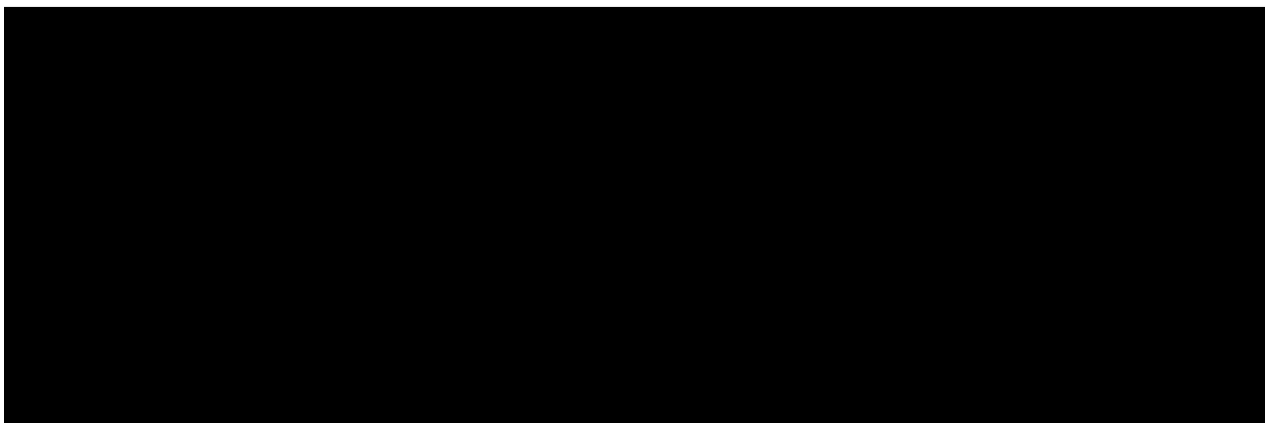
The said boundaries are as shown on a plan entitled "Plan of Land - Newport-Mobil - Owner: Howard C. Saturley, Routes 11 and 100 - Town of Newport, Penobscot County, Maine - Town of Palmyra, Somerset County, Maine - Scale: 1" = 20' Drawn by: JST June, 1989" recorded in the Penobscot County Registry of Deeds in Plan Book D-216, Page 89, and in the Somerset County Registry of Deeds in Plan Book B-89, Page 127.

Basis of bearings is the observed Magnetic Meridian 1965.

For source of title, reference may be had to deed from Boris Development Corporation to Foster Petroleum Corporation dated December 29, 1992 and recorded in the Penobscot County Registry of Deeds in Book 5241, Page 171, and in a duplicate deed of same date recorded in the Somerset County Registry of Deeds in Book 1852, Page 333.

Subject, as applicable, to the following:

a) Easement to Central Maine Power Co. as set forth in instruments dated January, 1945 and June, 1957 and recorded in the Penobscot County Registry of Deeds in Book 1220, Page 63 and Book 1589, Page 139, respectively.



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b) Conveyance for use of a culvert described in an instrument dated September 7, 1952 and recorded in Book 1374, Page 346 of the Penobscot County Registry of Deeds.

c) Easement to the State of Maine as set forth in an instrument dated December 3, 1953 and recorded in Book 1415, Page 60 of the Penobscot County Registry of Deeds.

d) Terms, provisions, and conditions of a Notice of Layout and Taking by the State of Maine dated September 14, 1960 and recorded in Book 1750, Page 265 of the Penobscot County Registry of Deeds.

e) Terms and conditions of a Notice of Layout and Taking by the State of Maine dated June 27, 1962 and recorded in Book 1847, Page 233 of the Penobscot County Registry of Deeds.

f) Rights acquired by Newport Development Corporation by deed dated August 28, 1964 and recorded in Book 1967, Page 100.

g) Easement granted to the Inhabitants of the Town of Newport by deed dated August 30, 1967 and recorded in Book 2115, Page 633 of the Penobscot County Registry of Deeds.

h) Rights acquired by the State of Maine by deed dated September 17, 1952 and recorded in Book 1374, Page 346 of the Penobscot County Registry of Deeds.

i) Easement granted to McDonald's Corporation as set forth in a Memorandum of Easement Agreement dated August 8, 1989 and recorded in Book 4542, Page 116 of the Penobscot County Registry of Deeds.

Parcel Seven above-described being all and the same premises as described in the deed from R.H. Foster, Inc., successor by merger to Foster Petroleum Corporation, to Foster Holdings, LLC of substantially even date to be recorded herewith.

PARCEL EIGHT: Brewer One Stop, 396 North Main Street, Brewer, Maine

The land together with any buildings or improvements thereon situated at 396 North Main Street, Brewer, Penobscot County, State of Maine, described as follows:

Beginning at a bolt in the northerly line of North Main Street at the intersection of said line with the easterly line of Gilmore Street;

Thence northerly on and by the said line of Gilmore Street one hundred and eight one hundredths (100.08) feet to a bolt;

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Thence deflecting to the right 88° 13' 40" and running easterly on and by the southerly line of the premises now or formerly owned or occupied by Chester and Clara Eames one hundred one and eleven one hundredths (101.11) feet to a bolt at the southeasterly corner of said premises of said Chester and Clara Eames;

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Thence deflecting to the right 00° 44' 13" and running easterly fifty-eight and ninety-five one hundredths (58.95) feet to a bolt in the westerly line of James Street;

Thence deflecting to the right 91° 15' and running southerly on and by said line of James Street and one hundred one and twenty-eight one hundredths (101.28) feet to a bolt at the intersection of said line of James Street with the northerly line of North Main Street;

Thence westerly on and by said line of North Main Street one hundred fifty-nine and sixty-nine one hundredths (159.69) feet to the point of beginning.

This conveyance is subject to rights set forth in the agreement between Texaco, Inc., and the City of Brewer, dated October 31, 1963, recorded in the Penobscot County Registry of Deeds in Book 1946, Page 264.
Subject to the rights set forth in the agreement between Texaco, Inc. and the City of Brewer, dated October 31, 1963, and recorded in the Penobscot County Registry of Deeds in Book 1946, Page 264.

Subject to the conditions set forth in the Contract Zone Change between the City of Brewer and Franklin G. Hinckley, Jr. dated March 16, 1993 and recorded in Book 5283, Page 150 of the Penobscot County Registry of Deeds.

For source of title, reference may be had to:

a) Deed from Franklin G. Hinckley, Jr. to Foster Realty dated August 4, 1992 and recorded in the Penobscot County Registry of Deeds in Book 5132, Page 222.

b) Certificate of Merger of R.H. Foster, Inc. and Foster Realty of recent date, to be recorded herewith in the Penobscot Registry of Deeds.

PARCEL NINE: Stillwater One Stop, 10 Stillwater Avenue, Orono, Maine

All that certain lot, piece, or parcel of land situate, lying and being on the northwesterly side of Stillwater Avenue, in the Town of Orono, County of Penobscot, and State of Maine, more particularly bounded and described as follows:

Beginning at a bolt in the northwesterly sideline of Stillwater Avenue six hundred forty-one and nine tenths (641.9) feet, more or less, southwesterly by and along said sideline of said Avenue from the Town Line between Orono and Old Town, said bolt also being one hundred ninety-seven and six tenths (197.6) feet North

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thirty degrees eighty minutes East (N 30° 80' E) from a granite monument located on the easterly right-of-way line of Ramp C, Interstate 95 at Station 57+00, Stillwater Avenue as shown on the Maine State Highway Commission Right-of-Way Map, titled State Highway "95" Federal Aid Project I-95-8 (14);

Thence North fifty-three degrees zero minutes East (N 53° 00' E) by and along the northwesterly sideline of Stillwater Avenue two hundred (200) feet to a bolt;

Thence North fifty-five degrees thirty-five minutes West (N 55° 35' W) one hundred eighty (180) feet to a bolt;

Thence South thirty-four degrees sixteen minutes West (S 34° 16' W) one hundred two and fifty-five one hundredths (102.55) feet to an iron bolt;

Thence South eighteen degrees forty-eight minutes West (S 18° 48' W) ninety and forty-six one hundredths (90.46) feet to an iron bolt; and,

Thence South fifty-five degrees thirty-five minutes East (S 55° 35' E) one hundred forty (140) feet to the point and place of beginning.

This conveyance is made subject to and with the benefit of rights and restrictions set forth in the deed from Texaco, Inc., to Lawrence J. Sperber, Trustee of University Mall Trust, dated June 4, 1970, recorded in the Penobscot County Registry of Deeds in Book 2188, Page 221, and the agreement between Texaco, Inc., and said Lawrence J. Sperber, Trustee of University Mall Trust, dated June 4, 1970, recorded in said Registry in Book 2188, Page 224.

Further subject to the following:

Rights acquired by the State of Maine pursuant to a Notice of Layout and Taking dated April 29, 1964 and recorded in Book 1951, Page 298 of the Penobscot County Registry of Deeds.

For source of title, reference may be had to:

a) Deed from Franklin G. Hinckley, Jr. to Foster Realty dated August 4, 1992 and recorded in the Penobscot County Registry of Deeds in Book 5132, Page 224.

b) Certificate of Merger of R.H. Foster, Inc. and Foster Realty of recent date, to be recorded herewith in the Penobscot Registry of Deeds.

Any and all other rights, easements, privileges and appurtenances belonging to the granted estate are hereby conveyed.

Parcels Eight and Nine above-described being all and the same premises as described in the deed from R.H. Foster, Inc., successor by merger to Foster Realty, to Foster Holdings, LLC of substantially even date to be recorded herewith.

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The Grantee's mailing address is P.O. Box 161, Hampden, Maine 04444.

IN WITNESS WHEREOF, FOSTER HOLDINGS, LLC has caused this instrument to be signed in its corporate name and sealed with its corporate seal by Robert H. Foster, its Manager, hereunto duly authorized as of this 1st day of June, 1999.

WITNESS:

FOSTER HOLDINGS, LLC

By: _____
Name: Robert H. Foster
Its: Manager
Hereunto Duly Authorized

STATE OF MAINE
PENOBSCOT, ss.

May 25, 1999

Then personally appeared the above-named Robert H. Foster 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,

_____
Name: William H. Hanson
~~Notary Public~~/ Maine Attorney-at-Law

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82281-1

PENOBSCOT, ss RECEIVED
1999 JUN -1 A 9:50
Susan F. Bulay
REGISTER

16

"Maine Real Estate Transfer Tax Paid"

Rudman & Winchell

[redacted]

Bk 15690 Pg322 #29263
09-11-2020 @ 11:44a

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After Recording Return To:

Eaton Peabody
P. O. Box 1210
Bangor, ME 04402-1210

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QUITCLAIM DEED WITH COVENANT

DLN: 1002040110511

AIRPORT MALL OWNER LLC, a Delaware limited liability company, whose mailing address is c/o Acadia Realty Trust, 411 Theodore Fremd Avenue, Suite 300, Rye, New York 10580, hereinafter called Grantor, for consideration paid, the receipt and sufficiency of which is hereby acknowledged, grants with quitclaim covenant to, **R H FOSTER SPE LLC,** a Maine limited liability company having an address of 110 Mecaw Road, Hampden, Maine 04444, hereinafter called Grantee, the land and real property located at 302 Griffin Road, in the City of Bangor, County of Penobscot, Maine described on Exhibit A (the "**Property**") attached hereto and made a part hereof.

This conveyance is subject to all matters set forth on Exhibit B.

[SIGNATURE PAGE FOLLOWS]

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IN WITNESS WHEREOF, Grantor has caused this instrument to be executed by Jason Blacksberg, Senior Vice President of Airport Mall Owner LLC, thereunto duly authorized this 10th day of September, 2020.

GRANTOR:

AIRPORT MALL OWNER LLC

By: _____
Jason Blacksberg
Senior Vice President

STATE OF NEW YORK
COUNTY OF WESTCHESTER

September 8, 2020

Then personally appeared the above-named Jason Blacksberg, Senior Vice President of Airport Mall Owner LLC, 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 entity.

Before me,

DEBRA M. LEIBLER
NOTARY PUBLIC-STATE OF NEW YORK
No. 01LE6005994
Qualified in Dutchess County
My Commission Expires April 20, 2022

Debra M. Leibler
Notary Public
Print Name: Debra M. Leibler
My commission expires: April 20, 2022

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Exhibit A

Legal Description

A certain lot or parcel of land situated on the southeasterly side of the Griffin Road, so-called, in the City of Bangor, County of Penobscot and State of Maine, being further bounded and described as follows:

Beginning at a found iron rod situated on the southeasterly sideline of said Griffin Road marking the westerly corner of lands now or formerly of the Bangor-Airport Mall Trust as described in the deed recorded in Book 3413, Page 1 of the Penobscot County Registry of Deeds.

Thence South 37° 23' 59" East along said lands of Bangor-Airport Mall Trust a distance of 184.99 feet to a point being the northerly corner of lands now or formerly of George N. Brountas as described in the deed recorded in Book 4173, Page 149 of said Registry. Said point being North 12° 26' 55" East and a distance of 0.55 feet from a found iron rod;

Thence South 55° 49' 25" West along said lands of Brountas a distance of 200.13 feet to a found bolt and the easterly corner of lands now or formerly of R. H. Foster, Inc., described in the deed recorded in Book 3138, Page 26 of said Registry;

Thence North 37° 21' 40" West along said lands of R. H. Foster, Inc. a distance of 184.89 feet to a found iron rod on the southeasterly sideline of said Griffin Road;

Thence North 55° 47' 46" East along said Griffin Road sideline a distance of 200.00 feet to the point of beginning.

Being the same premises described as Lot 1C in the Quitclaim Deed with Covenant from Airport Mall Associates, LLC to Airport Mall Owner LLC, dated October 28, 2016 and recorded in the Penobscot County Registry of Deeds at Book 14345, Page 297.

NOT AN OFFICIAL COPY

Exhibit B
PERMITTED EXCEPTIONS

1. The lien of taxes and assessments for the current year and subsequent years;

2. Matters that would be shown by an accurate survey and inspection of the property;

3. All easements, reservations, rights-of-way, and other matters of record, to the extent valid, subsisting and enforceable and the covenants, restrictions and conditions described in the Restrictive Covenants Agreement between the parties dated and recorded substantially herewith;

4. Zoning requirements, statutes, rules, orders, restrictions, regulations and ordinances of governmental agencies or their instrumentalities relating to the property, the buildings located thereon, their construction and uses, in force on the date hereof (if any such exist);

5. All roads and legal highways;

6. Rights of tenants, as tenants only; and

7. Any governmental licenses, permits, authorizations or similar items (if any) in connection with the conduct of any activity upon the property

Maine Real Estate
Transfer Tax Paid

Susan F. Bulay, Register
Penobscot County, Maine

LAND DEVELOPMENT APPLICATION NARRATIVE

This narrative has been prepared in accordance with *Chapter 165* of the City of Bangor *Land Development Approval Standards* for R.H. Foster Energy, LLC (Applicant), who is proposing to build two new commercial buildings for a gas station and car wash along with fuel islands off Union Street in Bangor, Maine. The project is located on three contiguous parcels totaling 3.58 acre, identified by the City of Bangor as Tax Map R24 – Lot 1A, 1B, 1C. The existing site includes a convenience store with gas stations, self-service car wash, paved areas, parking spaces, access ways and some landscaped areas. The property is located in the Shopping and Personal Service (S&PS) District. The development is proposed as a Planned Group Development.

Representatives from Haley Ward, Inc. (Haley Ward) met with the City of Bangor (City) for a pre-application meeting on Friday, June 26, 2026, to discuss the proposed site development. City Staff commented that the development shall meet the standards for *Chapter 165 Part 4 Article XVI Land Development Permit for Major Site Development with Conditional Use*.

SUBMITTAL REQUIREMENTS

The following information corresponds with the *City of Bangor Chapter 165 Part 4 Article XVI Section 112, B(2)*.

a. Please refer to the Proposed Site Plan in **Appendix I** for the existing and proposed topography.

b. Please refer to the Proposed Site Plan in **Appendix I** for adjacent features to the Site.

c. The proposed development includes two buildings in total. One of the buildings is 2,475 Square Feet (SF) for a car wash and the other one is 7,121 SF for the store to serve the gas station. The proposed project is not anticipated to create unreasonable traffic congestion on either Griffin Road or Union Street. A 200+ level Traffic Movement Permit (TMP) has been submitted to MDOT and a copy of the submittal is provided to the City of Bangor. The site has historically operated as a similar gasoline station, convenience store, and car wash use, and the proposed redevelopment will continue a similar commercial use. The project also improves site access by reducing the number of curb cuts from three driveways on Griffin Road and four driveways on Union Street to two driveways on each street. This reduction in access points is expected to improve traffic flow, reduce potential vehicle conflict points, and provide safer circulation into and out of the site.

d. The proposed development will result in approximately 101,676 SF of total impervious area, consisting of approximately 99,959 SF of existing impervious area

and 1,717 square feet of new proposed impervious area. The existing impervious area currently includes the gas station, convenience store, self-service car wash and fueling areas. The proposed development will replace the existing facilities with a larger convenience store building, an automatic car wash with additional on-site vehicle queuing capacity, expanded parking areas to accommodate customers, an increased number of vehicle fueling positions, and associated access driveways. The Site has been designed and graded to manage stormwater runoff through a system of conveyance features that direct flow to the proposed soil filters for treatment and controlled discharge. Additional details regarding the stormwater design and supporting calculations are provided in the Stormwater Management Narrative included in **Appendix A**.

e. Please refer to the Proposed Site Plan in **Appendix I** for proposed and existing site features.

f. Please refer to the Location Map provided in **Appendix B.**

g. Please refer to the Erosion and Sedimentation Control Plan provided in **Appendix D.**

h. The project will be constructed in phases. The car wash facility is expected to be constructed first and may be operated prior to completion of the convenience store and gasoline fueling. Prior to operation of the car wash, all site improvements necessary to safely support that phase of the project will be completed. These improvements will include required access, internal circulation, parking, utility connections, drainage controls, stormwater treatment measures, erosion and sedimentation controls, and any required landscaping or screening associated with the car wash phase. Please refer to the Phasing Plan attached in **Appendix H.**

LAND DEVELOPMENT APPROVAL STANDARDS

The following information corresponds with the *City of Bangor Chapter 165 Part 4 Article XVI Section 114 Land Development Approval Standards.*

A. Subdivisions

The Applicant is not proposing a subdivision. This section is not appliable.

B. On-site parking, loading, and access

The proposed use includes a gasoline station with an accessory convenience store and car wash. For off-street parking, the convenience store has been evaluated as a retail/service use at a rate of one parking space per 300 square feet of gross floor area. Based on the proposed 7,121 square-foot convenience store, 24 parking spaces are required. The gasoline fueling area and car wash have been evaluated as

drive- in business. A minimum of 5 parking spaces has been applied for the gasoline station and 5 parking spaces for the car wash. Therefore, the total required parking for the proposed use is 34 spaces. The site provides 49 parking spaces, within which 2 are designated as handicapped-accessible parking spaces and one loading zone. The gasoline fueling area includes 15 fueling positions, and the car wash area includes 4 vacuum stations which are separate from the total parking count. Separate queuing areas are also provided for the car wash, with capacity to queue more than 24 vehicles on site. The proposed layout is designed so that vehicle stacking does not interfere with on-site circulation or access to and from the site.

1) The two-way access aisles in the parking lot are 25 and 26 feet wide to meet the City's parking requirements for perpendicular parking spaces. Parking spaces also meets the City's parking requirements for stall width and length.

2) 10 feet by 50 feet Loading zone is proposed on the rear side of the convenience store building. The site is required to have 1 loading zone that is at least 50 feet long by 10 feet wide to meet the City's requirement for retail and service.

3) Pedestrian traffic will be limited to personnel walking from parking spaces to the building. There are existing sidewalks along Union Street and Griffin Road.

C. Driveways

The existing site currently includes four access points on Union Street and three access points on Griffin Road. The proposed development will reduce the total number of access points to two on Union Street and two on Griffin Road. One of the two Union Street access points is a one-way entrance only and will primarily serve the gasoline station and convenience store, while one of the two Griffin Road access points will primarily serve the car wash. Internal site circulation is provided to allow vehicles to access both facilities without needing to exit and re-enter the site. The proposed access layout reduces the number of curb cuts and utilizes existing access locations where practical. As a result, the proposed access drives are anticipated to provide safe access to and egress from the site while minimizing impacts to vehicles traveling on Union Street and Griffin Road. The location and dimensions of the proposed access drives are shown on the Site Plan included in **Appendix I**.

D. Stormwater Management

MDEP Stormwater Best Management Practices (BMPs) have been sized to minimize any potential impacts of additional stormwater generated by the proposed development. We do not anticipate that this project will have an unreasonable, adverse effect on abutting or downstream properties or protected areas such as wetlands, lakes, streams, or brooks. Please refer to **Appendix A** for a narrative discussing the proposed stormwater management features.

E. Outdoor display storage, and lighting

The applicant is proposing to install wall pack lighting around the exteriors of the convenience store and along the front of the proposed car wash building. The applicant is also proposing to install canopy lights for the fuel stations and outdoors site lights for parking and safe site access. All of the lights will be in accordance with the City's standards. Proposed lighting will be downward facing and is not expected to create light pollution, nor negatively impact surrounding properties. Please refer to **Appendix C** for purposed lighting fixture cut sheets.

Some ice machines, propane gas exchange stations and small firewood bundles for sale could be put along the outside of the store. These items will be limited in scale, located in designated areas, and maintained so they do not obstruct pedestrian access, parking spaces, vehicle circulation, emergency access, or required sight distances.

F. Landscaping of unpaved areas or other treatment of the site.

1. The existing landscaping and buffering will be maintained to an extent practicable, and a new landscaping plan has been proposed on both of the street frontages and sides to screen and avoid unreasonable adverse effects on adjacent properties and public rights-of-ways. Please refer to the Drawings provided in **Appendix I** which shows the proposed landscaping and buffering.

2. The open space is limited to vehicular circulation and parking. Required setbacks are shown on the Site Plan in **Appendix I**.

3. Any disturbed non-paved areas, drainage areas, slopes, and required setback areas along property lines will be stabilized as needed to reduce dust and erosion. Please refer to the Erosion and Sedimentation Control Plan in **Appendix D**.

4. A landscaped island has been provided near the west corner of the convenience store building and also along the northeastern side of the property. The existing site includes a gasoline station and car wash, and the open areas are used for vehicular circulation, parking, fueling, and related site operations. In addition, the proposed parking area contains significantly fewer than 200 parking spaces. Therefore, additional tree or shrub plantings beyond the landscaping otherwise required by the ordinance is not anticipated to be required. All proposed landscaping and planted areas are shown on the Site Plan included in **Appendix I**.

5. Only a few shrubs are proposed to be removed to accommodate the required site improvements and driveway. All other existing trees will be preserved where

practicable and where they do not conflict with proposed access, grading, utilities, or safe site circulation.

6. The proposed landscaping will use appropriate plant species suitable for the site conditions. Native species will be used where practicable.

The site will provide type E Buffers along Griffin Road and Union Street frontage and type C on side lot lines to meet all applicable landscaping requirements. In addition, the existing vegetation on the property boundary will be preserved to the greatest extent possible to maintain a natural buffer and enhance screening for neighboring properties.

Standard 165-74 Design, Construction and Maintenance, (D), indicates that parking lots with 50 or more parking spaces shall provide landscaping islands at the ends of all parking aisles. Based on the proposed 49 parking spaces, the parking lot is not required to provide the 5% green space. However, raised dividers have been provided on double row parking and internal landscape islands have been provided at the end of double row parking, at the western corner of the proposed convenience store building serving the gas station and near the northeastern side of the property.

G. Building location

The two proposed buildings are oriented in a northwest–southeast direction and run parallel to Union Street and perpendicular to Griffin Road and are positioned in the middle of the lot. The following table lists the dimensional requirements in accordance with the City of Bangor's Land Use Ordinance and the setbacks provided for the proposed development. The project is a conditional use in the City of Bangor's Shopping and Personal Services District (S&PS) zone and shall meet the dimensional requirements for Retail auto service and gasoline service station.

Table 5 | Dimensional Requirements for Retail and Service

	REQUIRED	PROPOSED
Maximum Building Height	40 ft.	38 ft
Minimum Lot Area[1]	20,000 sq ft.	156,135 SF
Maximum Lot Coverage	25%	9.86%
Minimum Lot Width	100 ft.	378 ft.
Minimum Front Yard	50 ft.	386 ft.
Minimum Side Yard	20 ft.	385 ft.
Minimum Rear Yard	25 ft.	400 ft.
Maximum Impervious Surface Ratio	0.7	0.63
Maximum Floor Area Ratio	0.4	0.061

H. Environmental impacts

All improvements are being proposed within previously developed areas. Therefore, the improvements are not expected to create unreasonable adverse effects on historic sites, significant wildlife habitat, or a rare and irreplaceable natural area. Please refer to the Beginning with Habitat Map and Habitat Areas and Protected Species Map from the City of Bangor 2022 Comprehensive Plan provided in **Appendix E** depicting that there are no significant natural areas within the project area.

I. Water resource and shoreline preservation

Please refer to the enclosed FIRMette Flood Map published by FEMA provided in **Appendix F.** The development is in an 'Area of Minimal Flood Hazard' Zone X as designated by FEMA. The Site does not have an adverse impact on any water resources or shorelines.

J. **Site developments needing approval under the provisions of 38 M.R.S.A. §§ 481 through 488**

This section is not applicable to the proposed project.

K. **Site developments needing approval under the provisions of 38 M.R.S.A. §§ 420-D**

The applicable standards have been met. Please refer to **Appendix A** for the stormwater Runoff Flows and Volume Calculations in accordance with DEP Chapter 500 rules and refer to **Appendix D** for Erosion and Sedimentation Control Plan.

CONDITIONAL USE APPROVAL STANDARDS

The following information corresponds with the *City of Bangor Chapter 165 Part 1 Section 9 Conditional Uses, (A).*

1. Conditional Use Development Standards

The development standards and use conditions of the district have been complied with dimensional requirements for a retail auto service and gasoline service station in the S&PS district that are summarized on the Site Plan in **Appendix I**.

2. Traffic Congestion

A 200+ level Traffic Movement Permit (TMP) has been submitted to MDOT and a copy of the submittal is provided to the City of Bangor. The proposed project is not expected to create unreasonable traffic congestion or hazardous conditions on either Griffin Road or Union Street. The number of access driveways has been reduced from three on Griffin Road and four on Union Street to only two on each street. The facility has been operating as a similar use for the past several years.

3. Adequate Design for Utilities, Fire, Drainage, Parking, Etc.

The site has been developed and operated for many years as a similar gasoline station, convenience store, and car wash facility. Adequate utilities are available to serve the proposed redevelopment, and the existing fire service provisions are anticipated to be adequate. Fire protection access has been incorporated into the site layout, including adequate turnaround space for fire truck maneuvering and an existing fire hydrant located on the southwest portion of the site near Union Street. The proposed redevelopment includes additional parking to support the use, as well as a designated loading area located at the rear of the convenience store. Adequate drainage control measures have also been incorporated into the design. Please refer to the Stormwater Management Plan in **Appendix A** and the Erosion and Sedimentation Control Plan in **Appendix D** for additional details. Overall, the proposed site improvements will ensure the proper operation of the conditional use.

4. General Conformance with Surrounding Development

The proposed use is appropriate for this location because the site has historically been used as a gasoline station, convenience store, and car wash facility, and the redevelopment will continue a similar use on the property. The proposed improvements are consistent with the general physical development pattern of the immediate area. A photolog of existing development within approximately 500 feet of the project site has been provided to document the scale and appearance of surrounding buildings. Proposed building elevations and views have also been provided for comparison with the surrounding development. Please refer to the **Appendix G.**

PROJECT DESCRIPTION

Introduction

The intent of this Stormwater Management Plan is to comply with the requirements of the Maine Department of Environmental Protection (MDEP) Chapter 500 regulations. RH Foster Energy, LLC (the Applicant) proposes to develop two new commercial buildings accessed from Union Street and Griffin Road in Bangor, Maine. One of the buildings is 2,475 Square Feet (SF) for a car wash and the other one is 7,121 SF for a store to serve the gas station. The development will also include associated impervious areas such as a parking lot, access drives, and fuel islands.

Site Overview and Existing Conditions

The property consists of an approximately 3.58-acre parcel identified as Lots 1A, 1B and 1C on the Town of Thomaston Property Tax Map R24. The site is located at the eastern side of the intersection of Union Street and Griffin Road and the site has frontage along both Union Street and Griffin Road. The overall topography of the site varies across the site with slopes ranging from 2% to 14%.

The site has historically operated as a similar gasoline station, convenience store, and car wash use, and the proposed redevelopment will continue a similar commercial use. The structure on the parcel fronting Union Street was demolished around 2015. The western side of the parcel is currently used for gas station and convenience store and the northern side is used as a self-service car wash. No construction or expansions of the development have occurred on the lot post-2004. Existing development on the lot totals approximately 2.29 acres of impervious area and 3.58 acres of developed area.

Proposed Work

The proposed development will replace the existing facilities with a larger convenience store building, an automatic car wash with additional on-site vehicle queuing capacity, expanded parking areas to accommodate customers, an increased number of vehicle fueling positions, and associated access driveways. The Site has been designed and graded to manage stormwater runoff through a system of conveyance features that direct flow to the proposed soil filter for treatment and controlled discharge.

The proposed project will result in the redevelopment of 2.29 acres of the existing impervious area and adding 0.04 acres of the new impervious area. In total, the site will contain 3.58 acres of developed area, of which 2.33 acres will be impervious. The Weighted Average Pollutant Impact Ranking calculations in accordance with MDEP Chapter 500 rules require treatment of 60% of the total developed area for this redevelopment. The Proposed development is required to meet MDEP Basic and General standards. The Basic Standards are provided in **Appendix D**. The areas will be treated using a grassed underdrain soil filter that has been designed in accordance with the MDEP's Volume III BMP Technical Design Manual. Following treatment, stormwater runoff from the project site will be routed to a plunge pool for energy dissipation prior to discharging toward the existing basin on the northeast corner of the lot.

General Standards Submission: The following Information is provided as required in the General Standard Submission.

1. ***Treatment Requirements:***
   Details, Design, and Specifications: Sizing of the required stormwater treatment method is included in the Stormwater Quality Control narrative herein. Two Grassed underdrain soil filters are proposed to provide treatment of storm water runoff.

2. ***Flood Standard Submission:*** Flooding standard is provided to fulfill the requirement for city of Bangor Site Plan Application.

3. ***Phosphorus Standards Submission***: The project site is not located in a lake watershed; therefore, it is not required to meet the phosphorus standards.

4. **Details, Designs, and Specifications**: The model runoff calculations used to size the GUSF were performed using HydroCAD 10.20. This model includes runoff curve number computations and time of concentration calculations.

STORMWATER QUALITY CONTROL NARRATIVE

Redevelopment standards require a minimum of 60% of the developed area associated with a project to receive treatment measures. The development has been designed to treat runoff by conveying flow into two underdrained soil filters located on the east corner of the site.

Runoff from the majority of the western portion of the proposed parking lot will be directed to the proposed Grassed Underdrained Soil Filter A (GUSF A). Runoff from the eastern portion of the proposed parking lot, along with runoff from the building's roof, will be directed to the proposed Grassed Underdrained Soil Filter B (GUSF B). The soil filters have been designed to accommodate this drainage area and provides some storage in accordance with the MDEP's Volume III BMP Technical Design Manual. The soil filter is included within the total developed area being treated.

The following tables summarize the impervious and developed area created by the project, as well as the treatment structure, area treated, and relationship with the total developed and impervious areas for the project:

TABLE 1 | PROJECT AREA

PROJECT AREA	IMPERVIOUS AREA	DEVELOPED AREA
Existing Condition	99,959 SF (2.29AC)	156,135 SF (3.58 AC)
New Added	1,717 SF (0.04 AC)	
Proposed Condition	101,676 SF (2.33 AC)	156,135 SF (3.58 AC)

TABLE 2 | STORMWATER TREATMENT SYSTEMS

TREATMENT METHOD	IMPERVIOUS	DEVELOPED
GUSF A	42,035 SF	58,019 SF
GUSF B	31,768 SF	38,364 SF
TOTAL AREA TREATED	73,803 SF	96,382 SF
PERCENT TREATED OF AREAS	**72.5 %**	**61.7 %**

1. Grassed Underdrained Soil Filter

Description:

The proposed soil filters will treat stormwater runoff from the majority of the proposed parking areas, access ways, and roof areas. The filter is located in an area mapped as Hydrologic Soil Group C/D; however, Soil Group C was used in the HydroCAD model for the design analysis. After treatment, the filter will discharge to a plunge pool, which will dissipate flow energy before runoff continues toward the existing catch basin. The filter will include an impermeable liner to prevent infiltration.

Calculations: GUSF A

This filter was sized using Chapter 7.1 of the MDEP Stormwater BMP Technical Design manual, Volume III.

Required Filter Area:

=(5% * impervious area) + (2% * landscaped area)
= (0.05 * 42,035 SF) + (0.02 * 15,984 SF)
= 2,421 SF required; 2,486 SF provided.

Calculations: GUSF B

This filter was sized using Chapter 7.1 of the MDEP Stormwater BMP Technical Design manual, Volume III.

Required Filter Area:

=(5% * impervious area) + (2% * landscaped area)
= (0.05 * 31,768 SF) + (0.02 * 6,596 SF)
= 1,720 SF required; 1,729 SF provided.

Total Required Treatment Volume (GUSF A + GUSB B):

=(1-inch * impervious area) +(0.4-inches*landscaped area)
= ((1/12) FT * 73,803 SF) + ((0.4/12) FT * 22,580 SF)
= 6,902 CF required; 10,315 CF provided.

Drain Time of GUSF A and GUSF B:

$$\Delta t = \frac{A_F}{3600 \cdot A_o}\sqrt{\frac{2H}{G}}$$

Where Δt = Drain time (hrs)
A_F = Filter Area (SF) = 2,486 SF + 1,729 SF = 4,215 SF
A_o = Area of the orifice (SF) = 0.02181 SF (area of 2-inch ball valve, opened at 100%)
H = Storage Height (ft) = 4.2 ft (1.5 ft CPV, 1.5 ft soil filter, 1.2 ft coarse gravel)
and G = Acceleration due to gravity (32.2 ft/s^2).

$$\Delta t = \frac{4215}{3600 * 0.02181}\sqrt{\frac{2 * 4.2}{32.2}} = 27.4 \text{ hours}$$

(The proposed drain time with a 2" ball valve opened at 100% is between 24 and 48 hours)

STORMWATER QUANTITY CONTROL NARRATIVE

The project is required by the City's standards to provide computations of stormwater runoff flows and volumes. The hydrological soil group of the development consists of Pushaw-Swanville-Urban land association soil of soil type C/D. All soils have been assumed to be type C, which is the most conservative approach. The overall topography of the site varies across the site with slopes ranging from 2% to 14%.

Runoff from the perimeter portions of the site drains toward the existing drainage systems surrounding the property. The eastern and northeastern portions of the site drain to existing catch basins located along the eastern and northeastern side of the property. Runoff from the western portion of the site drains toward the existing drainage system within Griffin Road, while runoff from the southern portion drains toward the existing catch basins within Union Street. The majority of the central portion of the site is collected by the proposed conveyance system and directed to the proposed grassed underdrained soil filters for stormwater treatment.

Haley Ward, Inc. (Haley Ward) performed hydrologic modeling using HydroCAD Version 10.20 to evaluate pre and post-development runoff conditions for the 25-year storm event across the development area. Curve numbers and peak run-off were calculated using the software. The initial analysis of the lot for pre-development conditions involved dividing the area into ten sub-catchments. These sub catchments were delineated based on the natural topography and hydrological characteristics of the site. To compare peak flows leaving the site, four summation points were analyzed. Summation Point 1 is located at the southeast corner of the site. Summation Point 2 is located at the eastern corner of the property, Summation Point 3 is located at the western side of the property whereas Summation point 4 is located at the southern side of the property. The post-development sub-catchments include 26 different drainage areas which have been delineated to reflect the post-development drainage conditions. Please refer to the Pre and post-development Hydrology Plan in **Appendix G** for a breakdown of the site's watershed.

The results indicate that post-development conditions will result in no increase in peak flow. Summation Point 2, shows a reduction in flow as a result of proposed grassed underdrain soil filters, which function as both treatment systems and storage to attenuate runoff. Summation Points 1 and 3 also demonstrate reduced runoff, primarily due to a decrease in contributing drainage area under post-development conditions. Summation point 4 shows the equal amount of run-off in pre and post development. Please refer to **Appendix A** for the HydroCAD calculations. The following table shows the summary of run-off for a 25 year storm event.

Summation Point	Type of Development	25 Year Storm Event (cfs)
Summation Point 1	Pre	1.65
	Post	0.83
Summation Point 2	Pre	15.64
	Post	11.19
Summation Point 3	Pre	3.17
	Post	0.36
Summation Point 4	Pre	3.56
	Post	3.56

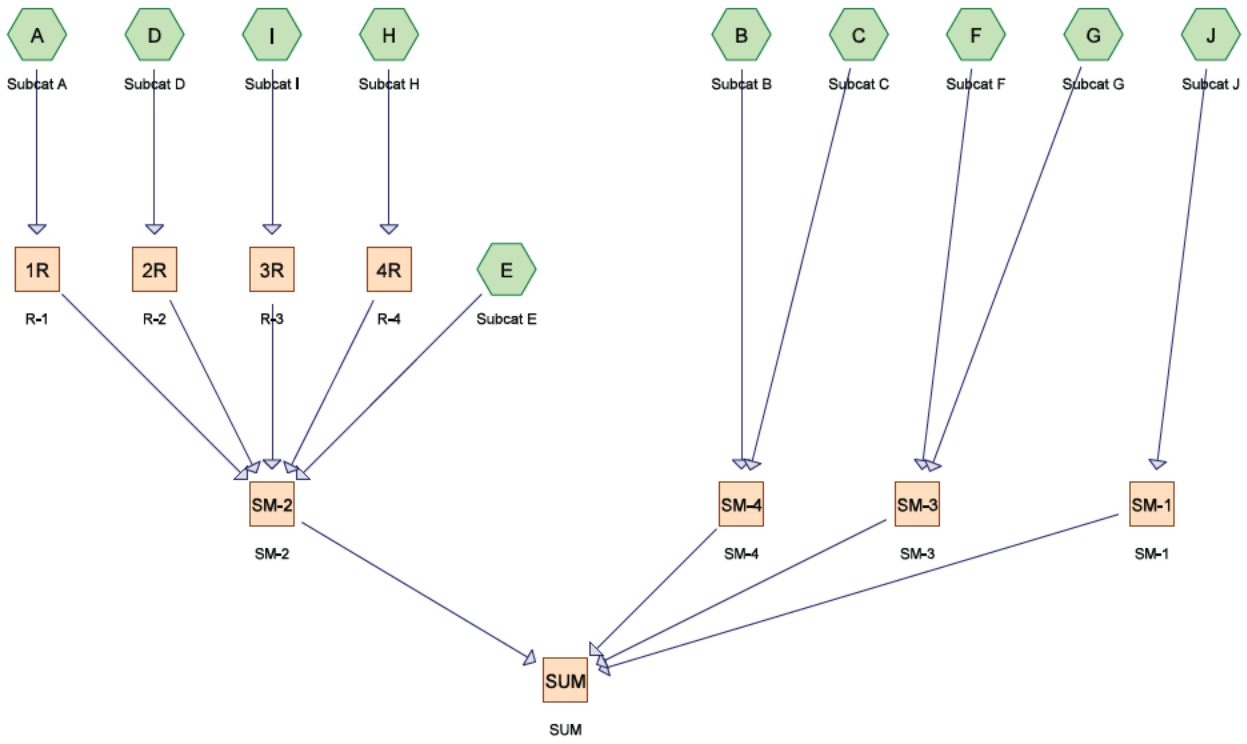
As can be seen in the table above, the project provides equal or reduced peak stormwater flow at all discharge points. As such, it is our opinion that the proposed project discharges will not cause any downstream issues or impose an unreasonable burden on existing public utilities and is in compliance with the requirements applicable to the Ordinance.

JN 10277.011 RH Foster 1187 Union Street Site
Redevelopment Ranked Impact Calculations

Haley Ward
8/12/2026

Original Development	**Total Area (SF)**	**Area (AC)**	Rank Weight Average
Rank 5 Area: High Use Parking and Manuever Areas	75,131.00	1.72	2.40597
Rank 4 Area: Medium Use Parking	0.00	0.00	0.00000
Rank 3 Area : Other Parking Lots, flat asphalt rooftops, etc.	8,560.00	0.20	0.16447
Rank 2 Area: Grass Areas Mowed more than 2/yr, other rooftops	72,443.50	1.66	0.92796
Rank 1 Area: Non-grass Landscaped Areas	0.00	0.00	0.00000
Rank 0 Area: Forested/ Meadow	0.00	0.00	0.00000
Total Area (SF)	156,134.50	3.58	3.49841
Weighted Average Pollutant Impact Ranking for Existing Conditions			3.49841

Proposed Development	**Area (SF)**	**Area (AC)**	Rank Weight Average
Rank 5 Area: High Use Parking and Manuever Areas	91,940.70	2.11	2.94428
Rank 4 Area: Medium Use Parking	0.00	0.00	0.00000
Rank 3 Area : Other Parking Lots, flat asphalt rooftops, etc.	0.00	0.00	0.00000
Rank 2 Area: Grass Areas Mowed more than 2/yr, other rooftops	58,194.00	1.34	0.74543
Rank 1 Area: Non-grass Landscaped Areas, stormwater treatment/storage	6,000.00	0.14	0.03843
Rank 0 Area: Forested/ Meadow	0.00	0.00	0.00000
Total Area (SF)	156,134.70	3.58	3.72814
Weighted Average Pollutant Impact Ranking for Proposed Conditions			3.72814



Subcat Reach Pond Link

Routing Diagram for PRE Development Hydrology
Prepared by Haley Ward, Printed 8/17/2026
HydroCAD® 10.20-7a s/n 00641 © 2025 HydroCAD Software Solutions LLC

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	25 year	Type II 24-hr		Default	24.00	1	4.90	2

Time span=0.00-36.00 hrs, dt=0.02 hrs, 1801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment A: Subcat A Runoff Area=5,424 sf 89.49% Impervious Runoff Depth=4.43"
Flow Length=168' Tc=1.2 min CN=96 Runoff=0.98 cfs 0.046 af

Subcatchment B: Subcat B Runoff Area=19,477 sf 83.44% Impervious Runoff Depth=4.32"
Flow Length=160' Tc=2.0 min CN=95 Runoff=3.42 cfs 0.161 af

Subcatchment C: Subcat C Runoff Area=2,130 sf 0.00% Impervious Runoff Depth=2.72"
Flow Length=265' Tc=9.5 min CN=79 Runoff=0.21 cfs 0.011 af

Subcatchment D: Subcat D Runoff Area=12,926 sf 77.87% Impervious Runoff Depth=4.21"
Flow Length=203' Tc=1.5 min CN=94 Runoff=2.28 cfs 0.104 af

Subcatchment E: Subcat E Runoff Area=58,454 sf 55.40% Impervious Runoff Depth=3.99"
Flow Length=545' Tc=4.9 min CN=92 Runoff=9.05 cfs 0.446 af

Subcatchment F: Subcat F Runoff Area=12,556 sf 84.38% Impervious Runoff Depth=4.32"
Flow Length=100' Slope=0.0150 '/' Tc=1.4 min CN=95 Runoff=2.25 cfs 0.104 af

Subcatchment G: Subcat G Runoff Area=5,406 sf 92.25% Impervious Runoff Depth=4.55"
Flow Length=200' Tc=2.7 min CN=97 Runoff=0.94 cfs 0.047 af

Subcatchment H: Subcat H Runoff Area=28,950 sf 25.94% Impervious Runoff Depth=3.08"
Flow Length=350' Slope=0.0400 '/' Tc=4.1 min UI Adjusted CN=83 Runoff=3.81 cfs 0.171 af

Subcatchment I: Subcat I Runoff Area=1,557 sf 0.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=79 Runoff=0.18 cfs 0.008 af

Subcatchment J: Subcat J Runoff Area=9,256 sf 91.00% Impervious Runoff Depth=4.43"
Flow Length=200' Tc=1.9 min CN=96 Runoff=1.65 cfs 0.078 af

Reach 1R: R-1 Inflow=0.98 cfs 0.046 af
Outflow=0.98 cfs 0.046 af

Reach 2R: R-2 Inflow=2.28 cfs 0.104 af
Outflow=2.28 cfs 0.104 af

Reach 3R: R-3 Inflow=0.18 cfs 0.008 af
Outflow=0.18 cfs 0.008 af

Reach 4R: R-4 Inflow=3.81 cfs 0.171 af
Outflow=3.81 cfs 0.171 af

Reach SM-1: SM-1 Inflow=1.65 cfs 0.078 af
Outflow=1.65 cfs 0.078 af

Reach SM-2: SM-2 Inflow=15.64 cfs 0.775 af
Outflow=15.64 cfs 0.775 af

Reach SM-3: SM-3 Inflow=3.17 cfs 0.151 af
Outflow=3.17 cfs 0.151 af

Reach SM-4: SM-4 Inflow=3.56 cfs 0.172 af
Outflow=3.56 cfs 0.172 af

Reach SUM: SUM Inflow=23.64 cfs 1.177 af
Outflow=23.64 cfs 1.177 af

Total Runoff Area = 3.584 ac Runoff Volume = 1.177 af Average Runoff Depth = 3.94"
39.11% Pervious = 1.402 ac 60.89% Impervious = 2.182 ac

Summary for Subcatchment A: Subcat A

Runoff = 0.98 cfs @ 11.91 hrs, Volume= 0.046 af, Depth= 4.43"
Routed to Reach 1R : R-1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
570	79	50-75% Grass cover, Fair, HSG C
4,854	98	Paved parking, HSG C
5,424	96	Weighted Average
570		10.51% Pervious Area
4,854		89.49% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	98	0.0400	1.81		**Sheet Flow, Flow on the pavement** Smooth surfaces n= 0.011 P2= 3.20"
0.2	45	0.2000	3.13		**Shallow Concentrated Flow, Flow on the grass** Short Grass Pasture Kv= 7.0 fps
0.1	25	0.0920	6.16		**Shallow Concentrated Flow, Flow reaching the Reach-1** Paved Kv= 20.3 fps
1.2	168	Total			

Summary for Subcatchment B: Subcat B

Runoff = 3.42 cfs @ 11.92 hrs, Volume= 0.161 af, Depth= 4.32"
Routed to Reach SM-4 : SM-4

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
3,226	79	50-75% Grass cover, Fair, HSG C
12,406	98	Paved parking, HSG C
3,845	98	Unconnected roofs, HSG C
19,477	95	Weighted Average
3,226		16.56% Pervious Area
16,251		83.44% Impervious Area
3,845		23.66% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	100	0.0250	1.50		**Sheet Flow, Flow on the pavement** Smooth surfaces n= 0.011 P2= 3.20"
0.9	60	0.0260	1.13		**Shallow Concentrated Flow, Flow toward summation point 4** Short Grass Pasture Kv= 7.0 fps
2.0	160	Total			

Summary for Subcatchment C: Subcat C

Runoff = 0.21 cfs @ 12.01 hrs, Volume= 0.011 af, Depth= 2.72"
Routed to Reach SM-4 : SM-4

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
2,130	79	50-75% Grass cover, Fair, HSG C
2,130		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
8.0	30	0.0030	0.06		**Sheet Flow, Grass flow**
					Grass: Short n= 0.150 P2= 3.20"
1.5	235	0.0160	2.57		**Shallow Concentrated Flow, Flow on Pavement reaching Summati**
					Paved Kv= 20.3 fps
9.5	265	Total			

Summary for Subcatchment D: Subcat D

Runoff = 2.28 cfs @ 11.92 hrs, Volume= 0.104 af, Depth= 4.21"
Routed to Reach 2R : R-2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
2,861	79	50-75% Grass cover, Fair, HSG C
10,065	98	Paved parking, HSG C
12,926	94	Weighted Average
2,861		22.13% Pervious Area
10,065		77.87% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	100	0.0400	1.82		**Sheet Flow, Flow on the pavement**
					Smooth surfaces n= 0.011 P2= 3.20"
0.5	75	0.1400	2.62		**Shallow Concentrated Flow, Flow on the grass**
					Short Grass Pasture Kv= 7.0 fps
0.1	28	0.0600	4.97		**Shallow Concentrated Flow, Flow reaching Reach- 2**
					Paved Kv= 20.3 fps
1.5	203	Total			

Summary for Subcatchment E: Subcat E

Runoff = 9.05 cfs @ 11.96 hrs, Volume= 0.446 af, Depth= 3.99"
Routed to Reach SM-2 : SM-2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
17,835	79	50-75% Grass cover, Fair, HSG C
29,939	98	Paved parking, HSG C
2,443	98	Unconnected roofs, HSG C
8,237	96	Gravel surface, HSG C
58,454	92	Weighted Average
26,072		44.60% Pervious Area
32,382		55.40% Impervious Area
2,443		7.54% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	70	0.0110	1.01		**Sheet Flow, Flow on the pavement** Smooth surfaces n= 0.011 P2= 3.20"
1.7	115	0.0270	1.15		**Shallow Concentrated Flow, Flow on the grass** Short Grass Pasture Kv= 7.0 fps
1.1	170	0.0170	2.65		**Shallow Concentrated Flow, Flow on gravel** Paved Kv= 20.3 fps
0.6	130	0.0310	3.57		**Shallow Concentrated Flow, Flow on the Grass** Paved Kv= 20.3 fps
0.3	40	0.1250	2.47		**Shallow Concentrated Flow, Flow on steep slope** Short Grass Pasture Kv= 7.0 fps
0.0	20	0.1230	7.12		**Shallow Concentrated Flow, Flow reaching Summation Point 2** Paved Kv= 20.3 fps
4.9	545	Total			

Summary for Subcatchment F: Subcat F

Runoff = 2.25 cfs @ 11.91 hrs, Volume= 0.104 af, Depth= 4.32"
Routed to Reach SM-3 : SM-3

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,961	79	50-75% Grass cover, Fair, HSG C
9,693	98	Paved parking, HSG C
902	98	Unconnected roofs, HSG C
12,556	95	Weighted Average
1,961		15.62% Pervious Area
10,595		84.38% Impervious Area
902		8.51% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	100	0.0150	1.23		**Sheet Flow, Flow on the pavement reaching Summation point-3**
					Smooth surfaces n= 0.011 P2= 3.20"

Summary for Subcatchment G: Subcat G

Runoff = 0.94 cfs @ 11.93 hrs, Volume= 0.047 af, Depth= 4.55"
Routed to Reach SM-3 : SM-3

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
419	79	50-75% Grass cover, Fair, HSG C
3,569	98	Paved parking, HSG C
1,418	98	Unconnected roofs, HSG C
5,406	97	Weighted Average
419		7.75% Pervious Area
4,987		92.25% Impervious Area
1,418		28.43% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.6	80	0.0060	0.81		**Sheet Flow, Flow on the pavement**
					Smooth surfaces n= 0.011 P2= 3.20"
1.1	120	0.0080	1.82		**Shallow Concentrated Flow, Flow on pavement reaching Summati**
					Paved Kv= 20.3 fps
2.7	200	Total			

Summary for Subcatchment H: Subcat H

Runoff = 3.81 cfs @ 11.95 hrs, Volume= 0.171 af, Depth= 3.08"
Routed to Reach 4R : R-4

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Adj	Description
21,440	79		50-75% Grass cover, Fair, HSG C
5,660	98		Paved parking, HSG C
1,850	98		Unconnected roofs, HSG C
28,950	84	83	Weighted Average, UI Adjusted
21,440			74.06% Pervious Area
7,510			25.94% Impervious Area
1,850			24.63% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.5	50	0.0400	1.58		**Sheet Flow, Flow on the pavement**
					Smooth surfaces n= 0.011 P2= 3.20"
3.6	300	0.0400	1.40		**Shallow Concentrated Flow, Flow reaching reach-4**
					Short Grass Pasture Kv= 7.0 fps
4.1	350	Total			

Summary for Subcatchment I: Subcat I

Runoff = 0.18 cfs @ 11.96 hrs, Volume= 0.008 af, Depth= 2.72"
Routed to Reach 3R : R-3

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,557	79	50-75% Grass cover, Fair, HSG C
1,557		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Flow reaching reach-3**

Summary for Subcatchment J: Subcat J

Runoff = 1.65 cfs @ 11.92 hrs, Volume= 0.078 af, Depth= 4.43"
Routed to Reach SM-1 : SM-1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
833	79	50-75% Grass cover, Fair, HSG C
8,423	98	Paved parking, HSG C
9,256	96	Weighted Average
833		9.00% Pervious Area
8,423		91.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	100	0.0130	1.16		**Sheet Flow,**
					Smooth surfaces n= 0.011 P2= 3.20"
0.5	100	0.0320	3.63		**Shallow Concentrated Flow, Flow toward summation point 1**
					Paved Kv= 20.3 fps
1.9	200	Total			

Summary for Reach 1R: R-1

Inflow Area = 0.125 ac, 89.49% Impervious, Inflow Depth = 4.43" for 25 year event
Inflow = 0.98 cfs @ 11.91 hrs, Volume= 0.046 af
Outflow = 0.98 cfs @ 11.91 hrs, Volume= 0.046 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach 2R: R-2

Inflow Area = 0.297 ac, 77.87% Impervious, Inflow Depth = 4.21" for 25 year event
Inflow = 2.28 cfs @ 11.92 hrs, Volume= 0.104 af
Outflow = 2.28 cfs @ 11.92 hrs, Volume= 0.104 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach 3R: R-3

Inflow Area = 0.036 ac, 0.00% Impervious, Inflow Depth = 2.72" for 25 year event
Inflow = 0.18 cfs @ 11.96 hrs, Volume= 0.008 af
Outflow = 0.18 cfs @ 11.96 hrs, Volume= 0.008 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach 4R: R-4

Inflow Area = 0.665 ac, 25.94% Impervious, Inflow Depth = 3.08" for 25 year event
Inflow = 3.81 cfs @ 11.95 hrs, Volume= 0.171 af
Outflow = 3.81 cfs @ 11.95 hrs, Volume= 0.171 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SM-1: SM-1

Inflow Area = 0.212 ac, 91.00% Impervious, Inflow Depth = 4.43" for 25 year event
Inflow = 1.65 cfs @ 11.92 hrs, Volume= 0.078 af
Outflow = 1.65 cfs @ 11.92 hrs, Volume= 0.078 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SUM : SUM

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SM-2: SM-2

Inflow Area = 2.464 ac, 51.08% Impervious, Inflow Depth = 3.78" for 25 year event
Inflow = 15.64 cfs @ 11.94 hrs, Volume= 0.775 af
Outflow = 15.64 cfs @ 11.94 hrs, Volume= 0.775 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SUM : SUM

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SM-3: SM-3

Inflow Area = 0.412 ac, 86.75% Impervious, Inflow Depth = 4.39" for 25 year event
Inflow = 3.17 cfs @ 11.92 hrs, Volume= 0.151 af
Outflow = 3.17 cfs @ 11.92 hrs, Volume= 0.151 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SUM : SUM

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SM-4: SM-4

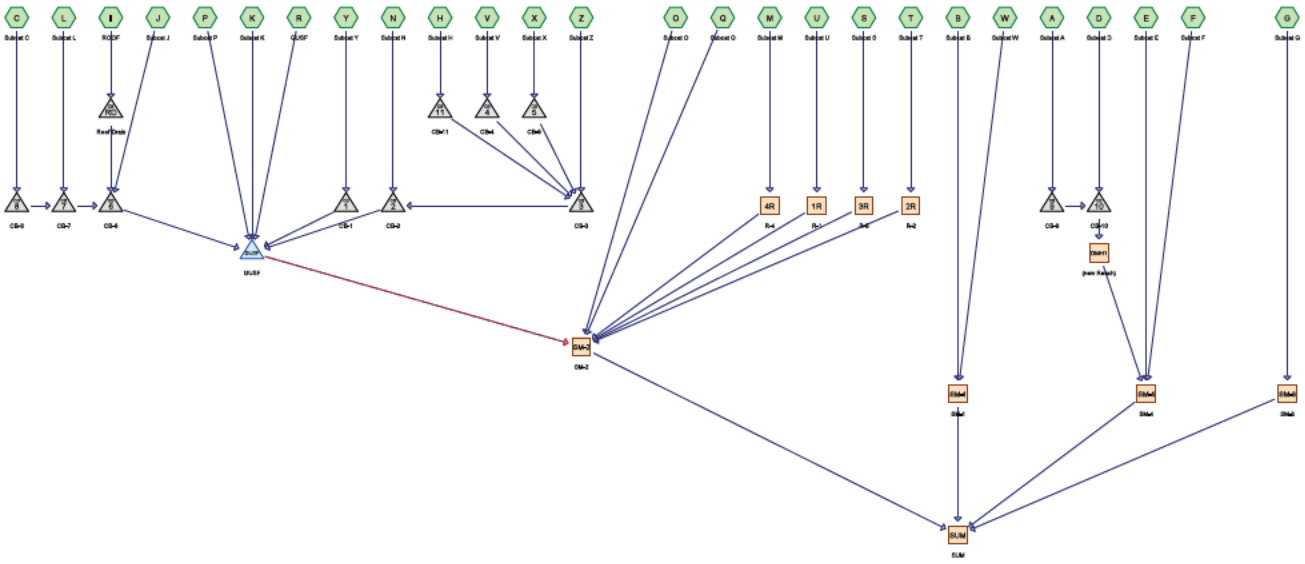
Inflow Area = 0.496 ac, 75.21% Impervious, Inflow Depth = 4.16" for 25 year event
Inflow = 3.56 cfs @ 11.92 hrs, Volume= 0.172 af
Outflow = 3.56 cfs @ 11.92 hrs, Volume= 0.172 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SUM : SUM

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SUM: SUM

Inflow Area = 3.584 ac, 60.89% Impervious, Inflow Depth = 3.94" for 25 year event
Inflow = 23.64 cfs @ 11.93 hrs, Volume= 1.177 af
Outflow = 23.64 cfs @ 11.93 hrs, Volume= 1.177 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs



Subcat Reach Pond Link

Routing Diagram for POST Development Hydrology
Prepared by Haley Ward, Printed 8/17/2026
HydroCAD® 10.20-7a s/n 00641 © 2025 HydroCAD Software Solutions LLC

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	25 year	Type II 24-hr		Default	24.00	1	4.90	2

Time span=0.00-36.00 hrs, dt=0.02 hrs, 1801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment A: Subcat A Runoff Area=7,471 sf 100.00% Impervious Runoff Depth=4.66"
Flow Length=135' Tc=1.5 min CN=98 Runoff=1.37 cfs 0.067 af

Subcatchment B: Subcat B Runoff Area=3,419 sf 92.10% Impervious Runoff Depth=4.43"
Flow Length=110' Tc=1.0 min CN=96 Runoff=0.61 cfs 0.029 af

Subcatchment C: Subcat C Runoff Area=10,892 sf 98.85% Impervious Runoff Depth=4.66"
Flow Length=160' Slope=0.0100 '/' Tc=2.0 min CN=98 Runoff=1.96 cfs 0.097 af

Subcatchment D: Subcat D Runoff Area=10,394 sf 91.28% Impervious Runoff Depth=4.43"
Flow Length=240' Tc=2.5 min CN=96 Runoff=1.81 cfs 0.088 af

Subcatchment E: Subcat E Runoff Area=2,774 sf 0.00% Impervious Runoff Depth=2.72"
Flow Length=80' Tc=5.2 min CN=79 Runoff=0.31 cfs 0.014 af

Subcatchment F: Subcat F Runoff Area=860 sf 26.16% Impervious Runoff Depth=3.18"
Flow Length=175' Tc=1.6 min CN=84 Runoff=0.13 cfs 0.005 af

Subcatchment G: Subcat G Runoff Area=3,134 sf 0.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=79 Runoff=0.36 cfs 0.016 af

Subcatchment H: Subcat H Runoff Area=8,235 sf 79.96% Impervious Runoff Depth=4.21"
Flow Length=150' Tc=1.8 min CN=94 Runoff=1.44 cfs 0.066 af

Subcatchment I: ROOF Runoff Area=7,395 sf 100.00% Impervious Runoff Depth=4.66"
Tc=5.0 min CN=98 Runoff=1.22 cfs 0.066 af

Subcatchment J: Subcat J Runoff Area=7,745 sf 100.00% Impervious Runoff Depth=4.66"
Flow Length=100' Tc=1.1 min CN=98 Runoff=1.42 cfs 0.069 af

Subcatchment K: Subcat K Runoff Area=5,347 sf 70.43% Impervious Runoff Depth=3.99"
Flow Length=152' Tc=1.8 min CN=92 Runoff=0.91 cfs 0.041 af

Subcatchment L: Subcat L Runoff Area=3,298 sf 63.55% Impervious Runoff Depth=3.89"
Flow Length=90' Tc=1.2 min CN=91 Runoff=0.56 cfs 0.025 af

Subcatchment M: Subcat M Runoff Area=16,956 sf 37.84% Impervious Runoff Depth=3.37"
Flow Length=375' Tc=3.5 min CN=86 Runoff=2.45 cfs 0.109 af

Subcatchment N: Subcat N Runoff Area=3,260 sf 100.00% Impervious Runoff Depth=4.66"
Flow Length=100' Slope=0.0260 '/' Tc=1.1 min CN=98 Runoff=0.60 cfs 0.029 af

Subcatchment O: Subcat O Runoff Area=2,350 sf 0.00% Impervious Runoff Depth=2.72"
Flow Length=55' Tc=1.5 min CN=79 Runoff=0.30 cfs 0.012 af

Subcatchment P: Subcat P Runoff Area=2,614 sf 0.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=79 Runoff=0.30 cfs 0.014 af

Subcatchment Q: Subcat Q Runoff Area=1,050 sf 0.00% Impervious Runoff Depth=2.72"
Flow Length=65' Tc=1.5 min CN=79 Runoff=0.14 cfs 0.005 af

Subcatchment R: GUSF Runoff Area=4,761 sf 0.00% Impervious Runoff Depth=2.72"
Tc=5.0 min CN=79 Runoff=0.54 cfs 0.025 af

Subcatchment S: Subcat S Runoff Area=2,634 sf 0.00% Impervious Runoff Depth=2.72"
Flow Length=150' Tc=3.1 min CN=79 Runoff=0.32 cfs 0.014 af

Subcatchment T: Subcat T Runoff Area=3,473 sf 0.00% Impervious Runoff Depth=2.72"
Flow Length=125' Tc=2.6 min CN=79 Runoff=0.43 cfs 0.018 af

Subcatchment U: Subcat U Runoff Area=3,637 sf 0.00% Impervious Runoff Depth=2.72"
Flow Length=90' Tc=2.5 min CN=79 Runoff=0.45 cfs 0.019 af

Subcatchment V: Subcat V Runoff Area=18,995 sf 79.59% Impervious Runoff Depth=4.21"
Flow Length=110' Tc=1.1 min CN=94 Runoff=3.37 cfs 0.153 af

Subcatchment W: Subcat W Runoff Area=1,600 sf 0.00% Impervious Runoff Depth=2.72"
Flow Length=135' Tc=1.2 min CN=79 Runoff=0.21 cfs 0.008 af

Subcatchment X: Subcat X Runoff Area=5,649 sf 70.33% Impervious Runoff Depth=3.99"
Flow Length=100' Slope=0.0240 '/' Tc=1.1 min CN=92 Runoff=0.98 cfs 0.043 af

Subcatchment Y: Subcat Y Runoff Area=9,860 sf 59.67% Impervious Runoff Depth=3.78"
Flow Length=100' Slope=0.0060 '/' Tc=2.0 min CN=90 Runoff=1.61 cfs 0.071 af

Subcatchment Z: Subcat Z Runoff Area=8,333 sf 86.61% Impervious Runoff Depth=4.32"
Flow Length=90' Slope=0.0070 '/' Tc=1.7 min CN=95 Runoff=1.48 cfs 0.069 af

Reach 1R: R-1 Inflow=0.45 cfs 0.019 af
Outflow=0.45 cfs 0.019 af

Reach 2R: R-2 Inflow=0.43 cfs 0.018 af
Outflow=0.43 cfs 0.018 af

Reach 3R: R-3 Inflow=0.32 cfs 0.014 af
Outflow=0.32 cfs 0.014 af

Reach 4R: R-4 Inflow=2.45 cfs 0.109 af
Outflow=2.45 cfs 0.109 af

Reach DMH1: (new Reach) Inflow=3.16 cfs 0.155 af
Outflow=3.16 cfs 0.155 af

Reach SM-1: SM-1 Inflow=0.83 cfs 0.037 af
Outflow=0.83 cfs 0.037 af

Reach SM-2: SM-2 Inflow=11.19 cfs 0.365 af
Outflow=11.19 cfs 0.365 af

Reach SM-3: SM-3 Inflow=0.36 cfs 0.016 af
Outflow=0.36 cfs 0.016 af

Reach SM-4: SM-4 Inflow=3.56 cfs 0.174 af
Outflow=3.56 cfs 0.174 af

Reach SUM: SUM Inflow=15.75 cfs 0.593 af
Outflow=15.75 cfs 0.593 af

Pond 1: CB-1 Peak Elev=152.87' Inflow=1.61 cfs 0.071 af
12.0" Round Culvert n=0.012 L=20.0' S=0.0050 '/' Outflow=1.61 cfs 0.071 af

Pond 2: CB-2 Peak Elev=154.30' Inflow=7.85 cfs 0.360 af
15.0" Round Culvert n=0.012 L=45.0' S=0.0078 '/' Outflow=7.85 cfs 0.360 af

Pond 3: CB-3 Peak Elev=157.01' Inflow=7.25 cfs 0.331 af
15.0" Round Culvert n=0.012 L=200.0' S=0.0050 '/' Outflow=7.25 cfs 0.331 af

Pond 4: CB-4 Peak Elev=157.58' Inflow=3.37 cfs 0.153 af
12.0" Round Culvert n=0.012 L=25.0' S=0.0048 '/' Outflow=3.37 cfs 0.153 af

Pond 5: CB-5 Peak Elev=157.08' Inflow=0.98 cfs 0.043 af
12.0" Round Culvert n=0.012 L=100.0' S=0.0050 '/' Outflow=0.98 cfs 0.043 af

Pond 6: CB-6 Peak Elev=153.31' Inflow=5.02 cfs 0.257 af
15.0" Round Culvert n=0.012 L=30.0' S=0.0067 '/' Outflow=5.02 cfs 0.257 af

Pond 7: CB-7 Peak Elev=153.73' Inflow=2.52 cfs 0.122 af
12.0" Round Culvert n=0.012 L=66.0' S=0.0050 '/' Outflow=2.52 cfs 0.122 af

Pond 8: CB-8 Peak Elev=154.15' Inflow=1.96 cfs 0.097 af
12.0" Round Culvert n=0.012 L=166.0' S=0.0050 '/' Outflow=1.96 cfs 0.097 af

Pond 9: CB-9 Peak Elev=152.79' Inflow=1.37 cfs 0.067 af
12.0" Round Culvert n=0.012 L=55.0' S=0.0085 '/' Outflow=1.37 cfs 0.067 af

Pond 10: CB-10 Peak Elev=152.56' Inflow=3.16 cfs 0.155 af
12.0" Round Culvert n=0.012 L=95.0' S=0.0080 '/' Outflow=3.16 cfs 0.155 af

Pond 11: CB-11 Peak Elev=157.14' Inflow=1.44 cfs 0.066 af
12.0" Round Culvert n=0.012 L=40.0' S=0.0050 '/' Outflow=1.44 cfs 0.066 af

Pond GUSF: GUSF Peak Elev=152.84' Storage=10,225 cf Inflow=16.08 cfs 0.768 af
Discarded=0.50 cfs 0.581 af Primary=7.25 cfs 0.187 af Secondary=0.00 cfs 0.000 af Outflow=7.75 cfs 0.768 af

Pond RD: Roof Drain Peak Elev=153.45' Inflow=1.22 cfs 0.066 af
12.0" Round Culvert n=0.012 L=103.0' S=0.0068 '/' Outflow=1.22 cfs 0.066 af

Total Runoff Area = 3.584 ac Runoff Volume = 1.173 af Average Runoff Depth = 3.93"
35.60% Pervious = 1.276 ac 64.40% Impervious = 2.308 ac

Summary for Subcatchment A: Subcat A

Runoff = 1.37 cfs @ 11.92 hrs, Volume= 0.067 af, Depth= 4.66"
Routed to Pond 9 : CB-9

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
7,471	98	Paved parking, HSG C
7,471		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	100	0.0170	1.29		**Sheet Flow, Flow on the pavement** Smooth surfaces n= 0.011 P2= 3.20"
0.2	35	0.0240	3.14		**Shallow Concentrated Flow, Flow reaching CB-9** Paved Kv= 20.3 fps
1.5	135	Total			

Summary for Subcatchment B: Subcat B

Runoff = 0.61 cfs @ 11.91 hrs, Volume= 0.029 af, Depth= 4.43"
Routed to Reach SM-1 : SM-1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
270	79	50-75% Grass cover, Fair, HSG C
3,149	98	Paved parking, HSG C
3,419	96	Weighted Average
270		7.90% Pervious Area
3,149		92.10% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	50	0.0200	1.20		**Sheet Flow, Flow on the pavement** Smooth surfaces n= 0.011 P2= 3.20"
0.3	60	0.0300	3.52		**Shallow Concentrated Flow, Flow towards Summation Point 1** Paved Kv= 20.3 fps
1.0	110	Total			

Summary for Subcatchment C: Subcat C

Runoff = 1.96 cfs @ 11.92 hrs, Volume= 0.097 af, Depth= 4.66"
Routed to Pond 8 : CB-8

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
10,767	98	Paved parking, HSG C
125	79	50-75% Grass cover, Fair, HSG C
10,892	98	Weighted Average
125		1.15% Pervious Area
10,767		98.85% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	80	0.0100	1.00		**Sheet Flow, Pavement** Smooth surfaces n= 0.011 P2= 3.20"
0.7	80	0.0100	2.03		**Shallow Concentrated Flow, Towards CB-8** Paved Kv= 20.3 fps
2.0	160	Total			

Summary for Subcatchment D: Subcat D

Runoff = 1.81 cfs @ 11.93 hrs, Volume= 0.088 af, Depth= 4.43"
Routed to Pond 10 : CB-10

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
906	79	50-75% Grass cover, Fair, HSG C
9,488	98	Paved parking, HSG C
10,394	96	Weighted Average
906		8.72% Pervious Area
9,488		91.28% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.5	100	0.0110	1.08		**Sheet Flow, Flow on the pavement** Smooth surfaces n= 0.011 P2= 3.20"
1.0	140	0.0120	2.22		**Shallow Concentrated Flow, Flow reaching CB-10** Paved Kv= 20.3 fps
2.5	240	Total			

Summary for Subcatchment E: Subcat E

Runoff = 0.31 cfs @ 11.96 hrs, Volume= 0.014 af, Depth= 2.72"
Routed to Reach SM-4 : SM-4

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
2,774	79	50-75% Grass cover, Fair, HSG C
2,774		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	40	0.0170	0.13		**Sheet Flow, Flow on the grass** Grass: Short n= 0.150 P2= 3.20"
0.2	40	0.0400	4.06		**Shallow Concentrated Flow, Flow reaching Summation Point 4** Paved Kv= 20.3 fps
5.2	80	Total			

Summary for Subcatchment F: Subcat F

Runoff = 0.13 cfs @ 11.92 hrs, Volume= 0.005 af, Depth= 3.18"
Routed to Reach SM-4 : SM-4

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
635	79	50-75% Grass cover, Fair, HSG C
225	98	Paved parking, HSG C
860	84	Weighted Average
635		73.84% Pervious Area
225		26.16% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	100	0.0200	1.38		**Sheet Flow, Flow on the pavement** Smooth surfaces n= 0.011 P2= 3.20"
0.4	75	0.0280	3.40		**Shallow Concentrated Flow, Flow reaching summation point 4** Paved Kv= 20.3 fps
1.6	175	Total			

Summary for Subcatchment G: Subcat G

Runoff = 0.36 cfs @ 11.96 hrs, Volume= 0.016 af, Depth= 2.72"
Routed to Reach SM-3 : SM-3

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
3,134	79	50-75% Grass cover, Fair, HSG C
3,134		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment H: Subcat H

Runoff = 1.44 cfs @ 11.92 hrs, Volume= 0.066 af, Depth= 4.21"
Routed to Pond 11 : CB-11

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,650	79	50-75% Grass cover, Fair, HSG C
6,585	98	Paved parking, HSG C
8,235	94	Weighted Average
1,650		20.04% Pervious Area
6,585		79.96% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	85	0.0140	1.15		**Sheet Flow, Flow on Pavement** Smooth surfaces n= 0.011 P2= 3.20"
0.6	65	0.0090	1.93		**Shallow Concentrated Flow, Flow towards CB-11** Paved Kv= 20.3 fps
1.8	150	Total			

Summary for Subcatchment I: ROOF

Runoff = 1.22 cfs @ 11.96 hrs, Volume= 0.066 af, Depth= 4.66"
Routed to Pond RD : Roof Drain

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
7,395	98	Unconnected roofs, HSG C
7,395		100.00% Impervious Area
7,395		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for Subcatchment J: Subcat J

Runoff = 1.42 cfs @ 11.91 hrs, Volume= 0.069 af, Depth= 4.66"
Routed to Pond 6 : CB-6

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
7,745	98	Paved parking, HSG C
7,745		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	70	0.0200	1.28		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.20"
0.2	30	0.0150	2.49		**Shallow Concentrated Flow, Flow reaching CB-6** Paved Kv= 20.3 fps
1.1	100	Total			

Summary for Subcatchment K: Subcat K

Runoff = 0.91 cfs @ 11.92 hrs, Volume= 0.041 af, Depth= 3.99"
Routed to Pond GUSF : GUSF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,581	79	50-75% Grass cover, Fair, HSG C
3,766	98	Paved parking, HSG C
5,347	92	Weighted Average
1,581		29.57% Pervious Area
3,766		70.43% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	100	0.0160	1.26		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.20"
0.2	35	0.0340	3.74		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.3	17	0.0230	1.06		**Shallow Concentrated Flow, Flow reaching GUSF** Short Grass Pasture Kv= 7.0 fps
1.8	152	Total			

Summary for Subcatchment L: Subcat L

Runoff = 0.56 cfs @ 11.91 hrs, Volume= 0.025 af, Depth= 3.89"
Routed to Pond 7 : CB-7

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,202	79	50-75% Grass cover, Fair, HSG C
2,096	98	Paved parking, HSG C
3,298	91	Weighted Average
1,202		36.45% Pervious Area
2,096		63.55% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	50	0.0120	0.98		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.20"
0.3	40	0.0130	2.31		**Shallow Concentrated Flow, Flow towards CB-7** Paved Kv= 20.3 fps
1.2	90	Total			

Summary for Subcatchment M: Subcat M

Runoff = 2.45 cfs @ 11.94 hrs, Volume= 0.109 af, Depth= 3.37"
Routed to Reach 4R : R-4

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
10,540	79	50-75% Grass cover, Fair, HSG C
6,416	98	Paved parking, HSG C
16,956	86	Weighted Average
10,540		62.16% Pervious Area
6,416		37.84% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.8	75	0.0330	1.59		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.20"
0.5	65	0.0120	2.22		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
0.2	45	0.0710	4.00		**Shallow Concentrated Flow,** Grassed Waterway Kv= 15.0 fps
2.0	190	0.0500	1.57		**Shallow Concentrated Flow, Flow towards Reach 4** Short Grass Pasture Kv= 7.0 fps
3.5	375	Total			

Summary for Subcatchment N: Subcat N

Runoff = 0.60 cfs @ 11.91 hrs, Volume= 0.029 af, Depth= 4.66"
Routed to Pond 2 : CB-2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
3,260	98	Paved parking, HSG C
3,260		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	100	0.0260	1.53		**Sheet Flow, Flow Reaching CB-2** Smooth surfaces n= 0.011 P2= 3.20"

Summary for Subcatchment O: Subcat O

Runoff = 0.30 cfs @ 11.92 hrs, Volume= 0.012 af, Depth= 2.72"
Routed to Reach SM-2 : SM-2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
2,350	79	50-75% Grass cover, Fair, HSG C
2,350		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	35	0.3100	0.41		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.20"
0.1	20	0.0730	5.48		**Shallow Concentrated Flow, Flow towards summation point 2** Paved Kv= 20.3 fps
1.5	55	Total			

Summary for Subcatchment P: Subcat P

Runoff = 0.30 cfs @ 11.96 hrs, Volume= 0.014 af, Depth= 2.72"
Routed to Pond GUSF : GUSF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
2,614	79	50-75% Grass cover, Fair, HSG C
2,614		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Towards GUSF**

Summary for Subcatchment Q: Subcat Q

Runoff = 0.14 cfs @ 11.92 hrs, Volume= 0.005 af, Depth= 2.72"
Routed to Reach SM-2 : SM-2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,050	79	50-75% Grass cover, Fair, HSG C
1,050		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	35	0.3100	0.41		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.20"
0.1	30	0.0490	4.49		**Shallow Concentrated Flow, Flow towards summation point 2** Paved Kv= 20.3 fps
1.5	65	Total			

Summary for Subcatchment R: GUSF

Runoff = 0.54 cfs @ 11.96 hrs, Volume= 0.025 af, Depth= 2.72"
Routed to Pond GUSF : GUSF

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
4,761	79	50-75% Grass cover, Fair, HSG C
4,761		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, GUSF**

Summary for Subcatchment S: Subcat S

Runoff = 0.32 cfs @ 11.94 hrs, Volume= 0.014 af, Depth= 2.72"
Routed to Reach 3R : R-3

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
2,634	79	50-75% Grass cover, Fair, HSG C
2,634		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.2	55	0.2400	0.41		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.20"
0.9	95	0.0070	1.70		**Shallow Concentrated Flow, Flow towards Reach 3** Paved Kv= 20.3 fps
3.1	150	Total			

Summary for Subcatchment T: Subcat T

Runoff = 0.43 cfs @ 11.93 hrs, Volume= 0.018 af, Depth= 2.72"
Routed to Reach 2R : R-2

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
3,473	79	50-75% Grass cover, Fair, HSG C
3,473		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.2	55	0.2600	0.42		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.20"
0.4	70	0.0200	2.87		**Shallow Concentrated Flow, Flow towards Reach 2** Paved Kv= 20.3 fps
2.6	125	Total			

Summary for Subcatchment U: Subcat U

Runoff = 0.45 cfs @ 11.93 hrs, Volume= 0.019 af, Depth= 2.72"
Routed to Reach 1R : R-1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
3,637	79	50-75% Grass cover, Fair, HSG C
3,637		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.2	55	0.2400	0.41		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.20"
0.3	35	0.0080	1.82		**Shallow Concentrated Flow, Flow towards summation point 1** Paved Kv= 20.3 fps
2.5	90	Total			

Summary for Subcatchment V: Subcat V

Runoff = 3.37 cfs @ 11.91 hrs, Volume= 0.153 af, Depth= 4.21"
Routed to Pond 4 : CB-4

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
3,877	79	50-75% Grass cover, Fair, HSG C
13,743	98	Paved parking, HSG C
1,375	98	Unconnected roofs, HSG C
18,995	94	Weighted Average
3,877		20.41% Pervious Area
15,118		79.59% Impervious Area
1,375		9.10% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.8	60	0.0200	1.24		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.20"
0.3	50	0.0160	2.57		**Shallow Concentrated Flow, Flow towards CB-4** Paved Kv= 20.3 fps
1.1	110	Total			

Summary for Subcatchment W: Subcat W

Runoff = 0.21 cfs @ 11.92 hrs, Volume= 0.008 af, Depth= 2.72"
Routed to Reach SM-1 : SM-1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,600	79	50-75% Grass cover, Fair, HSG C
1,600		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	65	0.0330	1.54		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.20"
0.5	70	0.0150	2.49		**Shallow Concentrated Flow, Flow toward summation point 1** Paved Kv= 20.3 fps
1.2	135	Total			

Summary for Subcatchment X: Subcat X

Runoff = 0.98 cfs @ 11.91 hrs, Volume= 0.043 af, Depth= 3.99"
Routed to Pond 5 : CB-5

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,676	79	50-75% Grass cover, Fair, HSG C
3,973	98	Paved parking, HSG C
5,649	92	Weighted Average
1,676		29.67% Pervious Area
3,973		70.33% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	100	0.0240	1.48		**Sheet Flow, Flow reaching CB-5** Smooth surfaces n= 0.011 P2= 3.20"

Summary for Subcatchment Y: Subcat Y

Runoff = 1.61 cfs @ 11.92 hrs, Volume= 0.071 af, Depth= 3.78"
Routed to Pond 1 : CB-1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
3,977	79	50-75% Grass cover, Fair, HSG C
5,883	98	Paved parking, HSG C
9,860	90	Weighted Average
3,977		40.33% Pervious Area
5,883		59.67% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.0	100	0.0060	0.85		**Sheet Flow, Flow reaching CB-1** Smooth surfaces n= 0.011 P2= 3.20"

Summary for Subcatchment Z: Subcat Z

Runoff = 1.48 cfs @ 11.92 hrs, Volume= 0.069 af, Depth= 4.32"
Routed to Pond 3 : CB-3

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type II 24-hr 25 year Rainfall=4.90"

Area (sf)	CN	Description
1,116	79	50-75% Grass cover, Fair, HSG C
7,217	98	Paved parking, HSG C
8,333	95	Weighted Average
1,116		13.39% Pervious Area
7,217		86.61% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	90	0.0070	0.89		**Sheet Flow, Flow reaching CB-3** Smooth surfaces n= 0.011 P2= 3.20"

Summary for Reach 1R: R-1

Inflow Area = 0.083 ac, 0.00% Impervious, Inflow Depth = 2.72" for 25 year event
Inflow = 0.45 cfs @ 11.93 hrs, Volume= 0.019 af
Outflow = 0.45 cfs @ 11.93 hrs, Volume= 0.019 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach 2R: R-2

Inflow Area = 0.080 ac, 0.00% Impervious, Inflow Depth = 2.72" for 25 year event
Inflow = 0.43 cfs @ 11.93 hrs, Volume= 0.018 af
Outflow = 0.43 cfs @ 11.93 hrs, Volume= 0.018 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach 3R: R-3

Inflow Area = 0.060 ac, 0.00% Impervious, Inflow Depth = 2.72" for 25 year event
Inflow = 0.32 cfs @ 11.94 hrs, Volume= 0.014 af
Outflow = 0.32 cfs @ 11.94 hrs, Volume= 0.014 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach 4R: R-4

Inflow Area = 0.389 ac, 37.84% Impervious, Inflow Depth = 3.37" for 25 year event
Inflow = 2.45 cfs @ 11.94 hrs, Volume= 0.109 af
Outflow = 2.45 cfs @ 11.94 hrs, Volume= 0.109 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach DMH1: (new Reach)

Inflow Area = 0.410 ac, 94.93% Impervious, Inflow Depth = 4.53" for 25 year event
Inflow = 3.16 cfs @ 11.92 hrs, Volume= 0.155 af
Outflow = 3.16 cfs @ 11.92 hrs, Volume= 0.155 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SM-4 : SM-4

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SM-1: SM-1

Inflow Area = 0.115 ac, 62.74% Impervious, Inflow Depth = 3.89" for 25 year event
Inflow = 0.83 cfs @ 11.91 hrs, Volume= 0.037 af
Outflow = 0.83 cfs @ 11.91 hrs, Volume= 0.037 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SUM : SUM

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SM-2: SM-2

Inflow Area = 2.904 ac, 63.42% Impervious, Inflow Depth = 1.51" for 25 year event
Inflow = 11.19 cfs @ 11.94 hrs, Volume= 0.365 af
Outflow = 11.19 cfs @ 11.94 hrs, Volume= 0.365 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SUM : SUM

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SM-3: SM-3

Inflow Area = 0.072 ac, 0.00% Impervious, Inflow Depth = 2.72" for 25 year event
Inflow = 0.36 cfs @ 11.96 hrs, Volume= 0.016 af
Outflow = 0.36 cfs @ 11.96 hrs, Volume= 0.016 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SUM : SUM

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SM-4: SM-4

Inflow Area = 0.494 ac, 79.93% Impervious, Inflow Depth = 4.24" for 25 year event
Inflow = 3.56 cfs @ 11.92 hrs, Volume= 0.174 af
Outflow = 3.56 cfs @ 11.92 hrs, Volume= 0.174 af, Atten= 0%, Lag= 0.0 min
Routed to Reach SUM : SUM

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Reach SUM: SUM

Inflow Area = 3.584 ac, 64.40% Impervious, Inflow Depth = 1.98" for 25 year event
Inflow = 15.75 cfs @ 11.93 hrs, Volume= 0.593 af
Outflow = 15.75 cfs @ 11.93 hrs, Volume= 0.593 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Summary for Pond 1: CB-1

Inflow Area = 0.226 ac, 59.67% Impervious, Inflow Depth = 3.78" for 25 year event
Inflow = 1.61 cfs @ 11.92 hrs, Volume= 0.071 af
Outflow = 1.61 cfs @ 11.92 hrs, Volume= 0.071 af, Atten= 0%, Lag= 0.0 min
Primary = 1.61 cfs @ 11.92 hrs, Volume= 0.071 af
Routed to Pond GUSF : GUSF

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 152.87' @ 11.99 hrs
Flood Elev= 153.77'

Device	Routing	Invert	Outlet Devices
#1	Primary	151.10'	**12.0" Round Culvert** L= 20.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 151.10' / 151.00' S= 0.0050 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=1.15 cfs @ 11.92 hrs HW=152.75' TW=152.66' (Dynamic Tailwater)
1=Culvert (Inlet Controls 1.15 cfs @ 1.47 fps)

Summary for Pond 2: CB-2

Inflow Area = 1.021 ac, 81.29% Impervious, Inflow Depth = 4.24" for 25 year event
Inflow = 7.85 cfs @ 11.91 hrs, Volume= 0.360 af
Outflow = 7.85 cfs @ 11.91 hrs, Volume= 0.360 af, Atten= 0%, Lag= 0.0 min
Primary = 7.85 cfs @ 11.91 hrs, Volume= 0.360 af
Routed to Pond GUSF : GUSF

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 154.30' @ 11.92 hrs
Flood Elev= 155.40'

Device	Routing	Invert	Outlet Devices
#1	Primary	151.35'	**15.0" Round Culvert** L= 45.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 151.35' / 151.00' S= 0.0078 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.23 sf

Primary OutFlow Max=7.50 cfs @ 11.91 hrs HW=154.23' TW=152.62' (Dynamic Tailwater)
└**1=Culvert** (Inlet Controls 7.50 cfs @ 6.11 fps)

Summary for Pond 3: CB-3

Inflow Area = 0.946 ac, 79.81% Impervious, Inflow Depth = 4.20" for 25 year event
Inflow = 7.25 cfs @ 11.91 hrs, Volume= 0.331 af
Outflow = 7.25 cfs @ 11.91 hrs, Volume= 0.331 af, Atten= 0%, Lag= 0.0 min
Primary = 7.25 cfs @ 11.91 hrs, Volume= 0.331 af
Routed to Pond 2 : CB-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 157.01' @ 11.92 hrs
Flood Elev= 156.80'

Device	Routing	Invert	Outlet Devices
#1	Primary	152.45'	**15.0" Round Culvert** L= 200.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 152.45' / 151.45' S= 0.0050 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.23 sf

Primary OutFlow Max=6.78 cfs @ 11.91 hrs HW=156.83' TW=154.24' (Dynamic Tailwater)
└**1=Culvert** (Outlet Controls 6.78 cfs @ 5.52 fps)

Summary for Pond 4: CB-4

Inflow Area = 0.436 ac, 79.59% Impervious, Inflow Depth = 4.21" for 25 year event
Inflow = 3.37 cfs @ 11.91 hrs, Volume= 0.153 af
Outflow = 3.37 cfs @ 11.91 hrs, Volume= 0.153 af, Atten= 0%, Lag= 0.0 min
Primary = 3.37 cfs @ 11.91 hrs, Volume= 0.153 af
Routed to Pond 3 : CB-3

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 157.58' @ 11.94 hrs
Flood Elev= 156.47'

Device	Routing	Invert	Outlet Devices
#1	Primary	152.68'	**12.0" Round Culvert** L= 25.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 152.68' / 152.56' S= 0.0048 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=0.89 cfs @ 11.91 hrs HW=156.81' TW=156.75' (Dynamic Tailwater)
└**1=Culvert** (Inlet Controls 0.89 cfs @ 1.14 fps)

Summary for Pond 5: CB-5

Inflow Area = 0.130 ac, 70.33% Impervious, Inflow Depth = 3.99" for 25 year event
Inflow = 0.98 cfs @ 11.91 hrs, Volume= 0.043 af
Outflow = 0.98 cfs @ 11.91 hrs, Volume= 0.043 af, Atten= 0%, Lag= 0.0 min
Primary = 0.98 cfs @ 11.91 hrs, Volume= 0.043 af
Routed to Pond 3 : CB-3

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 157.08' @ 11.94 hrs
Flood Elev= 157.64'

Device	Routing	Invert	Outlet Devices
#1	Primary	153.05'	**12.0" Round Culvert** L= 100.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 153.05' / 152.55' S= 0.0050 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=0.00 cfs @ 11.91 hrs HW=156.15' TW=156.76' (Dynamic Tailwater)
1=Culvert (Controls 0.00 cfs)

Summary for Pond 6: CB-6

Inflow Area = 0.673 ac, 95.48% Impervious, Inflow Depth = 4.58" for 25 year event
Inflow = 5.02 cfs @ 11.92 hrs, Volume= 0.257 af
Outflow = 5.02 cfs @ 11.92 hrs, Volume= 0.257 af, Atten= 0%, Lag= 0.0 min
Primary = 5.02 cfs @ 11.92 hrs, Volume= 0.257 af
Routed to Pond GUSF : GUSF

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 153.31' @ 11.93 hrs
Flood Elev= 155.80'

Device	Routing	Invert	Outlet Devices
#1	Primary	151.20'	**15.0" Round Culvert** L= 30.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 151.20' / 151.00' S= 0.0067 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.23 sf

Primary OutFlow Max=4.68 cfs @ 11.92 hrs HW=153.27' TW=152.65' (Dynamic Tailwater)
1=Culvert (Inlet Controls 4.68 cfs @ 3.81 fps)

Summary for Pond 7: CB-7

Inflow Area = 0.326 ac, 90.65% Impervious, Inflow Depth = 4.48" for 25 year event
Inflow = 2.52 cfs @ 11.92 hrs, Volume= 0.122 af
Outflow = 2.52 cfs @ 11.92 hrs, Volume= 0.122 af, Atten= 0%, Lag= 0.0 min
Primary = 2.52 cfs @ 11.92 hrs, Volume= 0.122 af
Routed to Pond 6 : CB-6

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Peak Elev= 153.73' @ 11.94 hrs
Flood Elev= 156.35'

Device	Routing	Invert	Outlet Devices
#1	Primary	151.63'	**12.0" Round Culvert** L= 66.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 151.63' / 151.30' S= 0.0050 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=1.97 cfs @ 11.92 hrs HW=153.59' TW=153.27' (Dynamic Tailwater)
↑—**1=Culvert** (Outlet Controls 1.97 cfs @ 2.50 fps)

Summary for Pond 8: CB-8

Inflow Area = 0.250 ac, 98.85% Impervious, Inflow Depth = 4.66" for 25 year event
Inflow = 1.96 cfs @ 11.92 hrs, Volume= 0.097 af
Outflow = 1.96 cfs @ 11.92 hrs, Volume= 0.097 af, Atten= 0%, Lag= 0.0 min
Primary = 1.96 cfs @ 11.92 hrs, Volume= 0.097 af
Routed to Pond 7 : CB-7

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 154.15' @ 11.95 hrs
Flood Elev= 155.96'

Device	Routing	Invert	Outlet Devices
#1	Primary	152.56'	**12.0" Round Culvert** L= 166.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 152.56' / 151.73' S= 0.0050 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=1.23 cfs @ 11.92 hrs HW=153.82' TW=153.61' (Dynamic Tailwater)
↑—**1=Culvert** (Outlet Controls 1.23 cfs @ 1.60 fps)

Summary for Pond 9: CB-9

Inflow Area = 0.172 ac,100.00% Impervious, Inflow Depth = 4.66" for 25 year event
Inflow = 1.37 cfs @ 11.92 hrs, Volume= 0.067 af
Outflow = 1.37 cfs @ 11.92 hrs, Volume= 0.067 af, Atten= 0%, Lag= 0.0 min
Primary = 1.37 cfs @ 11.92 hrs, Volume= 0.067 af
Routed to Pond 10 : CB-10

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 152.79' @ 11.93 hrs
Flood Elev= 154.60'

Device	Routing	Invert	Outlet Devices
#1	Primary	151.93'	**12.0" Round Culvert** L= 55.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 151.93' / 151.46' S= 0.0085 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=1.14 cfs @ 11.92 hrs HW=152.75' TW=152.54' (Dynamic Tailwater)
↑—**1=Culvert** (Outlet Controls 1.14 cfs @ 2.23 fps)

Summary for Pond 10: CB-10

Inflow Area = 0.410 ac, 94.93% Impervious, Inflow Depth = 4.53" for 25 year event
Inflow = 3.16 cfs @ 11.92 hrs, Volume= 0.155 af
Outflow = 3.16 cfs @ 11.92 hrs, Volume= 0.155 af, Atten= 0%, Lag= 0.0 min
Primary = 3.16 cfs @ 11.92 hrs, Volume= 0.155 af
Routed to Reach DMH1 : (new Reach)

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 152.56' @ 11.92 hrs
Flood Elev= 156.00'

Device	Routing	Invert	Outlet Devices
#1	Primary	151.36'	**12.0" Round Culvert** L= 95.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 151.36' / 150.60' S= 0.0080 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=3.16 cfs @ 11.92 hrs HW=152.56' TW=0.00' (Dynamic Tailwater)
↑—**1=Culvert** (Inlet Controls 3.16 cfs @ 4.02 fps)

Summary for Pond 11: CB-11

Inflow Area = 0.189 ac, 79.96% Impervious, Inflow Depth = 4.21" for 25 year event
Inflow = 1.44 cfs @ 11.92 hrs, Volume= 0.066 af
Outflow = 1.44 cfs @ 11.92 hrs, Volume= 0.066 af, Atten= 0%, Lag= 0.0 min
Primary = 1.44 cfs @ 11.92 hrs, Volume= 0.066 af
Routed to Pond 3 : CB-3

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 157.14' @ 11.94 hrs
Flood Elev= 157.36'

Device	Routing	Invert	Outlet Devices
#1	Primary	152.75'	**12.0" Round Culvert** L= 40.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 152.75' / 152.55' S= 0.0050 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=0.00 cfs @ 11.92 hrs HW=156.49' TW=156.97' (Dynamic Tailwater)
↑—**1=Culvert** (Controls 0.00 cfs)

Summary for Pond GUSF: GUSF

Inflow Area = 2.213 ac, 76.57% Impervious, Inflow Depth = 4.16" for 25 year event
Inflow = 16.08 cfs @ 11.92 hrs, Volume= 0.768 af
Outflow = 7.75 cfs @ 11.99 hrs, Volume= 0.768 af, Atten= 52%, Lag= 4.5 min
Discarded = 0.50 cfs @ 11.04 hrs, Volume= 0.581 af
Primary = 7.25 cfs @ 11.99 hrs, Volume= 0.187 af
Routed to Reach SM-2 : SM-2
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Routed to Reach SM-2 : SM-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 152.84' @ 11.99 hrs Surf.Area= 6,818 sf Storage= 10,225 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 95.1 min (858.2 - 763.1)

Volume	Invert	Avail.Storage	Storage Description
#1	151.00'	11,322 cf	**Custom Stage Data (Prismatic)** Listed below

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
151.00	4,215	0	0
152.00	5,676	4,946	4,946
152.50	6,405	3,020	7,966
153.00	7,019	3,356	11,322

Device	Routing	Invert	Outlet Devices
#1	Primary	148.66'	**12.0" Round Culvert** L= 20.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 148.66' / 145.00' S= 0.1830 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf
#2	Device 1	152.50'	**24.0" x 24.0" Horiz. Orifice/Grate X 5.00 columns** X 5 rows C= 0.600 Limited to weir flow at low heads
#3	Secondary	152.90'	**10.0' long + 2.0 '/' SideZ x 5.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88
#4	Discarded	151.00'	**0.50 cfs Exfiltration at all elevations**

Discarded OutFlow Max=0.50 cfs @ 11.04 hrs HW=151.02' (Free Discharge)
↑└**4=Exfiltration** (Exfiltration Controls 0.50 cfs)

Primary OutFlow Max=7.25 cfs @ 11.99 hrs HW=152.83' TW=0.00' (Dynamic Tailwater)
↑└**1=Culvert** (Inlet Controls 7.25 cfs @ 9.23 fps)
↑└**2=Orifice/Grate** (Passes 7.25 cfs of 125.80 cfs potential flow)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=151.00' TW=0.00' (Dynamic Tailwater)
↑└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond RD: Roof Drain

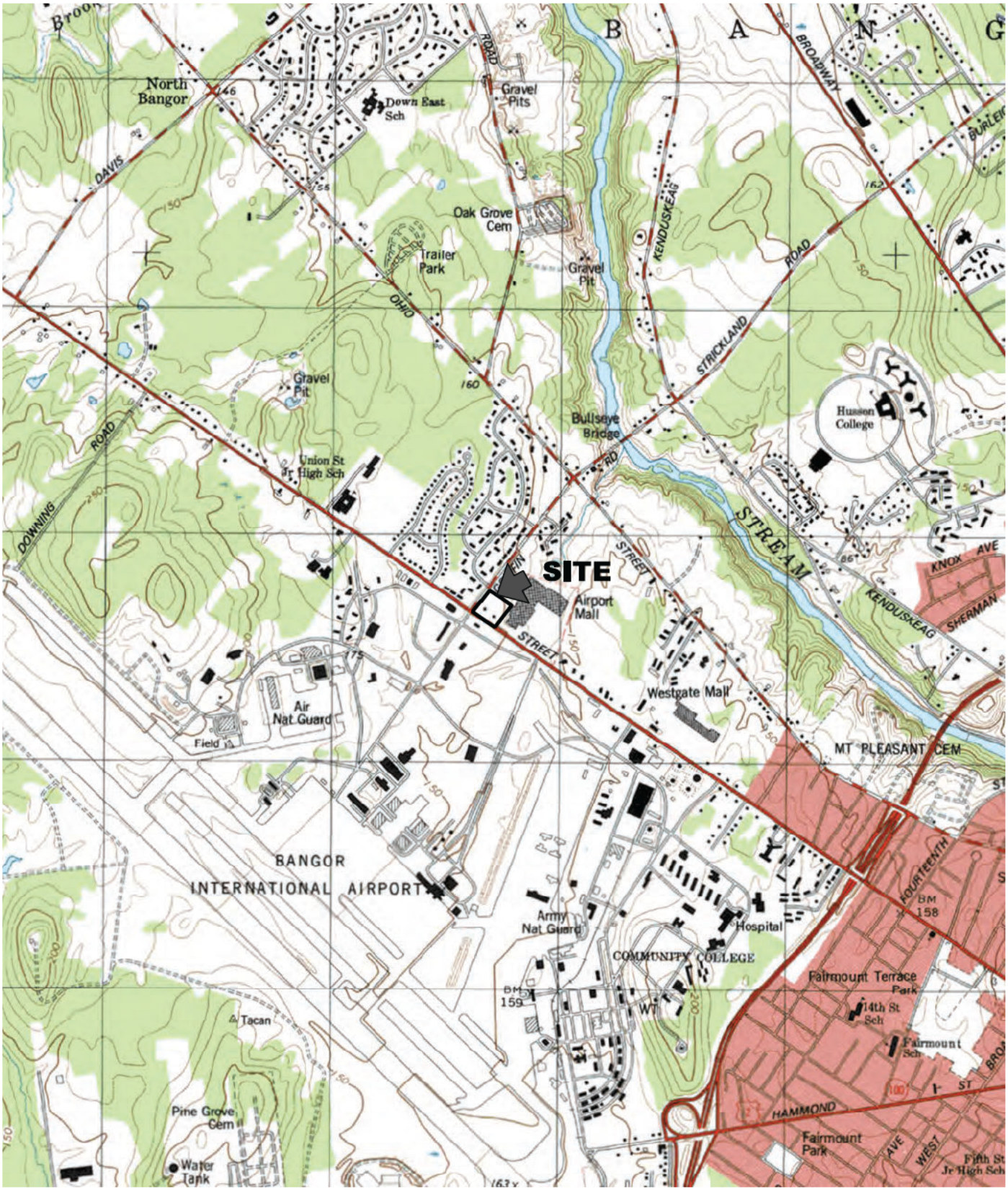
Inflow Area = 0.170 ac,100.00% Impervious, Inflow Depth = 4.66" for 25 year event
Inflow = 1.22 cfs @ 11.96 hrs, Volume= 0.066 af
Outflow = 1.22 cfs @ 11.96 hrs, Volume= 0.066 af, Atten= 0%, Lag= 0.0 min
Primary = 1.22 cfs @ 11.96 hrs, Volume= 0.066 af
Routed to Pond 6 : CB-6

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Peak Elev= 153.45' @ 11.95 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	152.00'	**12.0" Round Culvert** L= 103.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 152.00' / 151.30' S= 0.0068 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf

Primary OutFlow Max=1.43 cfs @ 11.96 hrs HW=153.44' TW=153.22' (Dynamic Tailwater)
1=Culvert (Outlet Controls 1.43 cfs @ 1.82 fps)

Terrain Navigator,© Maptech 800-627-7236



SOURCE:
U.S.G.S. TOPOGRAPHIC QUADRANGLE
BANGOR
@ 1:24,000

HALEY WARD

RH FOSTER ENERGY, LLC
BANGOR, MAINE

LOCATION MAP

2026.08.25
10277.011

A22-4T100



Color: Bronze

Weight: 11.2 lbs

Project:	**Type:**
Prepared By:	**Date:**

Driver Info

Type	Constant
120V	0.83A/0.67A/0.50A
208V	0.48A/0.38A/0.25A
240V	0.42A/0.33A/0.25A
277V	0.72A/0.29A/0.22A
Input Watts	59.9-101W

LED Info

Watts	100/80/60W
Color Temp	3000/4000/5000K
Color Accuracy	80-84 CRI
L70 Lifespan	100,000 Hours
Lumens	8,938-14,368 lm
Efficacy	128.9-160 lm/W

Technical Specifications

Field Adjustability

Field Adjustable:
Field Adjustable Light Output:
100W/80W/60W (factory default: 100W)
Color Temperature Selectable:
3000K, 4000K and 5000K (factory default:4000K)

Compliance

UL Listed:
Suitable for wet locations. Suitable for mounting within 4 ft (1.2m) of the ground.

IESNA LM-79 & LM-80 Testing:
RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

IP Rating:
Ingress protection rating of IP66 for dust and water

Trade Agreements Act Compliant:
This product is a product of Cambodia and a "designated country" end product that complies with the Trade Agreements Act

DLC Listed:
This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities. Designed to meet DLC 5.1 requirements.
DLC Product Code: S-N4M58S

Performance

Lifespan:
100,000-Hour LED lifespan based on IES LM-80 results and TM-21 calculations

Wattage Equivalency:
100W: Replaces up to 400W Metal Halide (MH) or 310W High Pressure Sodium (HPS)
80W: Replaces up to 350W Metal Halide (MH) or 250W High Pressure Sodium (HPS)
60W: Replaces up to 250W Metal Halide (MH) or 200W High Pressure Sodium (HPS)

Electrical

Driver:
Constant Current, Class 1, 120-277V, 50/60 Hz:
100W: 120V: 0.83A, 208V: 0.48A, 240V: 0.42A, 277V: 0.36A
80W: 120V: 0.67A, 208V: 0.38A, 240V:0.33A, 277V: 0.29A
60W: 120V: 0.5A, 208V: 0.29A, 240V:0.25A, 277V: 0.22A

Dimming Driver:
Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims down to 10%.

THD:
3.25% at 120V, 5.82% at 277V

Power Factor:
99.7% at 120V, 94.5% at 277V

7-Pin Receptacle with Shorting Cap:
ANSI C136.41 7-pin receptacle, compatible with wireless control systems

Surge Protection:
6kV

Construction

IES Classification:
The Type IV distribution (also known as a Forward Throw) is especially suited for mounting on the sides of buildings and walls, and for illuminating the perimeter of parking areas. It produces a semicircular distribution with essentially the same candlepower at lateral angles from 90° to 270°.

Cold Weather Starting:
The minimum starting temperature is -40°C (-40°F)

Maximum Ambient Temperature:
Suitable for use in up to 40°C (104°F)

Lens:
Polycarbonate lens

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Technical Specifications (continued)

Housing:
Die-cast aluminum

Effective Projected Area:
1 Fixture: 0.3
2 Fixtures: 0.7
3 Fixtures: 1.2
4 Fixtures: 1.2

Finish:
Formulated for high durability and long-lasting color

Gaskets:
High-temperature silicone gaskets

Green Technology:
Mercury and UV free. RoHS-compliant components.

LED Characteristics

LEDs:
Long-life, high-efficacy, surface-mount LEDs

Color Uniformity:
RAB's range of Correlated Color Temperature follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Installation

Mounting:
Adjustable universal pole mount (standard). Slipfitter and wall mount accessory available.

Optical

BUG Rating:
Type 4
100W: B2 U0 G2
80W: B2 U0 G2
60W: B2 U0 G2

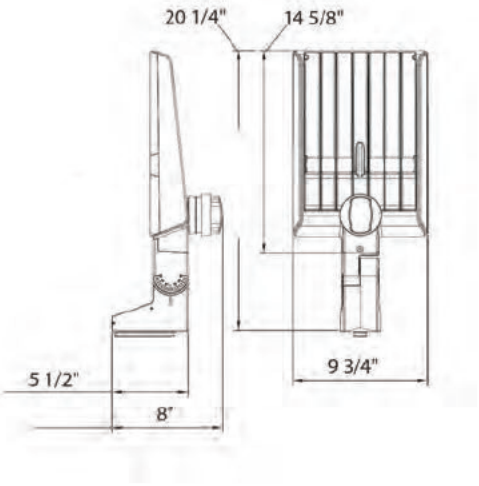
Other

5 Yr Limited Warranty:
The RAB 5-year, limited warranty covers light output, driver performance and paint finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

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A22-4T100

Dimensions



Features

- DLC Premium listed
- Adjustable Universal Pole Mount
- 7-Pin Receptacle with Shorting Cap
- IP66 Rated
- 100,000-Hour LED lifespan
- 5-Year, limited warranty

Ordering Matrix

Family		Optics	Wattage	Mounting	Color Temp	Finish	Driver	Options
A22	–	4T	100					
		2T = Type II **4T =** Type IV **5T =** Type V **Blank =** Type III	**70 =** 70/60/50W **100 =** 100/80/60W **150 =** 150/120/100W **200 =** 200/180/160W **320 =** 320/280/250W	**Blank =** Universal Adjustable Pole Mount **Blank =** Universal Non-Adjustable Pole Mount	**Blank =** 3000/4000/5000K CCT Adjustable **Y =** 3000K	**Blank =** Bronze **W =** White **B =** Black	**Blank =** 120-277V, 0-10V Dimming **/480 =** 480V, 0-10V Dimming	**Blank =** 7-Pin Receptacle with Shorting Cap **/MVS =** 7-Pin Receptacle with Shorting Cap and Microwave Motion Sensor **/LCBS =** Lightcloud Blue w/PIR Sensor **/LCBS/MVS =** Lightcloud Blue w/MVS Sensor

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A22-5T100



Color: Bronze

Weight: 11.2 lbs

Project:	**Type:**
Prepared By:	**Date:**

Driver Info

Type	Constant
120V	0.83A/0.67A/0.50A
208V	0.48A/0.38A/0.25A
240V	0.42A/0.33A/0.25A
277V	0.72A/0.29A/0.22A
Input Watts	59.9-101W

LED Info

Watts	100/80/60W
Color Temp	3000/4000/5000K
Color Accuracy	80-84 CRI
L70 Lifespan	100,000 Hours
Lumens	9,204-14,815 lm
Efficacy	132.8-164.7 lm/W

Technical Specifications

Field Adjustability

Field Adjustable:
Field Adjustable Light Output:
100W/80W/60W (factory default: 100W)
Color Temperature Selectable:
3000K, 4000K and 5000K (factory default:4000K)

Compliance

UL Listed:
Suitable for wet locations. Suitable for mounting within 4 ft (1.2m) of the ground.

IESNA LM-79 & LM-80 Testing:
RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

IP Rating:
Ingress protection rating of IP66 for dust and water

DLC Listed:
This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities. Designed to meet DLC 5.1 requirements.
DLC Product Code: S-TPD4GC

Performance

Lifespan:
100,000-Hour LED lifespan based on IES LM-80 results and TM-21 calculations

Wattage Equivalency:
100W: Replaces up to 400W Metal Halide (MH) or 310W High Pressure Sodium (HPS)
80W: Replaces up to 350W Metal Halide (MH) or 250W High Pressure Sodium (HPS)
60W: Replaces up to 250W Metal Halide (MH) or 200W High Pressure Sodium (HPS)

Electrical

Driver:
Constant Current, Class 1, 120-277V, 50/60 Hz:
100W: 120V: 0.83A, 208V: 0.48A, 240V: 0.42A, 277V: 0.36A
80W: 120V: 0.67A, 208V: 0.38A, 240V:0.33A, 277V: 0.29A
60W: 120V: 0.5A, 208V: 0.29A, 240V:0.25A, 277V: 0.22A

Dimming Driver:
Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims down to 10%.

THD:
3.25% at 120V, 5.82% at 277V

Power Factor:
99.7% at 120V, 94.5% at 277V

7-Pin Receptacle with Shorting Cap:
ANSI C136.41 7-pin receptacle, compatible with wireless control systems

Surge Protection:
6kV

Construction

IES Classification:
The Type V distribution produces light in a wide and uniform 360° pattern that is perfect for large outdoor areas such as parking lots, corporate parks and retail settings

Cold Weather Starting:
The minimum starting temperature is -40°C (-40°F)

Maximum Ambient Temperature:
Suitable for use in up to 40°C (104°F)

Lens:
Polycarbonate lens

Housing:
Die-cast aluminum

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Technical Specifications (continued)

Effective Projected Area:
1 Fixture: 0.3
2 Fixtures: 0.7
3 Fixtures: 1.2
4 Fixtures: 1.2

Finish:
Formulated for high durability and long-lasting color

Gaskets:
High-temperature silicone gaskets

Green Technology:
Mercury and UV free. RoHS-compliant components.

LED Characteristics

LEDs:
Long-life, high-efficacy, surface-mount LEDs

Color Uniformity:
RAB's range of Correlated Color Temperature follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Installation

Mounting:
Adjustable universal pole mount (standard). Slipfitter and wall mount accessory available.

Optical

BUG Rating:
Type 5
100W: B3 U0 G2
80W: B3 U0 G1
60W: B2 U0 G1

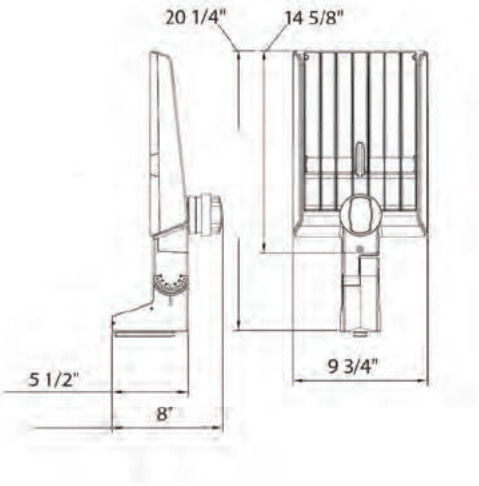
Other

5 Yr Limited Warranty:
The RAB 5-year, limited warranty covers light output, driver performance and paint finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

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A22-5T100

Dimensions



Features

- DLC Premium listed
- Adjustable Universal Pole Mount
- 7-Pin Receptacle with Shorting Cap
- IP66 Rated
- 100,000-Hour LED lifespan
- 5-Year, limited warranty

Ordering Matrix

Family		Optics	Wattage	Mounting	Color Temp	Finish	Driver	Options
A22	–	5T	100					
		2T = Type II **4T =** Type IV **5T =** Type V **Blank =** Type III	**70 =** 70/60/50W **100 =** 100/80/60W **150 =** 150/120/100W **200 =** 200/180/160W **320 =** 320/280/250W	**Blank =** Universal Adjustable Pole Mount **Blank =** Universal Non-Adjustable Pole Mount	**Blank =** 3000/4000/5000K CCT Adjustable **Y =** 3000K	**Blank =** Bronze **W =** White **B =** Black	**Blank =** 120-277V, 0-10V Dimming **/480 =** 480V, 0-10V Dimming	**Blank =** 7-Pin Receptacle with Shorting Cap **/MVS =** 7-Pin Receptacle with Shorting Cap and Microwave Motion Sensor **/LCBS =** Lightcloud Blue w/PIR Sensor **/LCBS/MVS =** Lightcloud Blue w/MVS Sensor

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SLIM22-S-60



Color: Bronze

Weight: 7.1 lbs

Project:	**Type:**
Prepared By:	**Date:**

Driver Info

Type	Constant
120V	0.56A
208V	0.34A
240V	0.30A
277V	0.27A
Input Watts	29.4-62W

LED Info

Watts	60/50/40/30W
Color Temp	3000/4000/5000K
Color Accuracy	83-86 CRI
L70 Lifespan	100,000 Hours
Lumens	4,418-8,862 lm
Efficacy	128.7-167.3 lm/W

Technical Specifications

Field Adjustability

Optical Field Adjustability:
45°, 30°, 15° and 0° (factory default 0°)

Field Adjustable:
Field Adjustable Light Output:
60W/50W/40W/30W (factory default 60W)
Color Temperature Selectable:
3000K, 4000K and 5000K (factory default 4000K)

Performance

Lifespan:
100,000-Hour LED lifespan based on IES LM-80 results and TM-21 calculations

Wattage Equivalency:
50W: Replaces up to 250W Metal Halide (MH) or 200W High Pressure Sodium (HPS)
40W: Replaces up to 250W Metal Halide (MH) or 200W High Pressure Sodium (HPS)
30W: Replaces up to 175W Metal Halide (MH) or 150W High Pressure Sodium (HPS)

LED Characteristics

LEDs:
Edge-lit long-life, high-efficacy, surface-mount LEDs; binned and mixed for uniform light output and color.

Electrical

Driver:
60W: Class 2, Constant Current, 120-277V, 50/60 Hz, 120V: 0.56A, 208V: 0.34A, 240V: 0.30A, 277V: 0.27A
50W: Class 2, Constant Current, 120-277V, 50/60 Hz, 120V: 0.47A, 208V: 0.30A, 240V: 0.25A, 277V: 0.23A
40W: Class 2, Constant Current, 120-277V, 50/60 Hz, 120V: 0.38A, 208V: 0.24A, 240V: 0.21A, 277V: 0.19A
30W: Class 2, Constant Current, 120-277V, 50/60 Hz, 120V: 0.29A, 208V: 0.19A, 240V: 0.17A, 277V: 0.14A

Dimming Driver:
Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims down to 10%.

THD:
60W: 4.53% at 120V, 10.6% at 277V
50W: 4.93% at 120V, 11.91% at 277V
40W: 5.74% at 120V, 14.66% at 277V
30W: 7.54% at 120V, 19.61% at 277V

Power Factor:
60W: 99.7% at 120V, 94.6% at 277V
50W: 99.6% at 120V, 93.5% at 277V
40W: 99.4% at 120V, 91.4% at 277V
30W: 99% at 120V, 87% at 277V

Aux Power Supply:
Yes

Dim to Off:
Yes

Photocell:
120-277V selectable photocell that can be turned on and off.

Surge Protection:
DM(L/N): 6KV, CM(L/N-PE): 6KV

Construction

Cold Weather Starting:
The minimum starting temperature is -40°C (-40°F)

Maximum Ambient Temperature:
Suitable for use in up to 40°C (104°F)

Housing:
Die-cast aluminum

Lens:
Polycarbonate lens

Gaskets:
High-temperature silicone

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Technical Specifications (continued)

Finish:
Formulated for high durability and long-lasting color

Green Technology:
Mercury and UV free. RoHS-compliant components.

Compliance

UL Listed:
Suitable for wet locations

IESNA LM-79 & LM-80 Testing:
RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

IP Rating:
Ingress protection rating of IP65 for dust and water

DLC Listed:
This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities. Designed to meet DLC 5.1 requirements.
DLC Product Code: S-8ZT8TM

Installation

Mounting:
Hinged wiring access and conduit entries on the back, sides, top and bottom make installation a snap

Optical

BUG Rating:
60W: B3 U0 G1
50W: B3 U0 G1
40W: B3 U0 G1
30W: B2 U0 G1

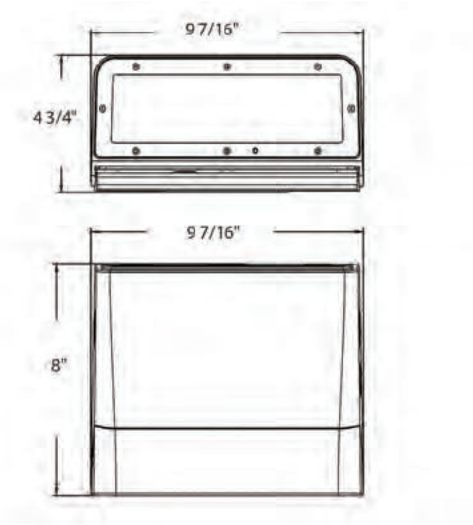
Other

5 Yr Limited Warranty:
The RAB 5-year, limited warranty covers light output, driver performance and paint finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

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SLIM22-S-60

Dimensions



Features

- DLC Premium listed
- 0-10V dimming standard
- 100,000-hour LED Life
- 5-Year, limited warranty

Ordering Matrix

Family		Housing Size		Wattage	Color Temp	Finish	Forward Throw	Driver	Options
SLIM22	–	S	–	60					
		S = Small **M =** Medium **L =** Large		**30 =** 30/25/20/15W **60 =** 60/50/40/30W **100 =** 100/85/70/50W **150 =** 150/125/100/75W	**Blank =** 3000/4000/5000K CCT Adjustable	**Blank =** Bronze **W =** White	**Blank =** Adjustable Throw 0°/15°/30°/45°	**Blank =** 120-277V, 0-10V **/480 =** 480V, 0-10V Dimming	**Blank =** Selectable Photocell **/E =** Selectable Photocell w/Battery Backup

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W22-M-60



Color: Bronze

Weight: 9.5 lbs

Project:	**Type:**
Prepared By:	**Date:**

Driver Info

Type	Constant
120V	0.50A
208V	0.29A
240V	0.25A
277V	0.22A
Input Watts	29.3-61W

LED Info

Watts	60/50/40/30W
Color Temp	3000/4000/5000K
Color Accuracy	82-85 CRI
L70 Lifespan	100,000 Hours
Lumens	3,727-9,105 lm
Efficacy	117.1-161.5 lm/W

Technical Specifications

Field Adjustability

Cutoff Adjustability:
45°, 30°, 15° and 0° (factory default 45°)

Field Adjustable:
Field Adjustable Light Output:
60W/50W/40W/30W (factory default 60W)
Color temperature selectable 3000K, 4000K and 5000K (factory default 4000K)

Compliance

UL Listed:
Suitable for wet locations

DLC Listed:
This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities. Designed to meet DLC 5.1 requirements.
DLC Product Code: S-TFCRVC

Electrical

Driver:
Constant Current, Class 1, 120-277V, 50/60 Hz:
60W: 120V: 0.50A, 208V: 0.29A, 240V: 0.25A, 277V: 0.22A
50W: 120V: 0.41A, 208V: 0.24A, 240V: 0.21A, 277V: 0.19
40W: 120V: 0.34A, 208V: 0.20A, 240V: 0.18A, 277V: 0.15A
30W: 120V: 0.25A, 208V: 0.15A, 240V: 0.13A, 277V: 0.11A

Dimming Driver:
Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims down to 10%.

Photocell:
Integrated photocell included with on/off switch

Surge Protection:
DM 4KV+ CM 6KV

Performance

Lifespan:
100,000-Hour LED lifespan based on IES LM-80 results and TM-21 calculations

Performance Data:
Click here for the W22-M-60 performance data

Wattage Equivalency:
60W: Replaces up to 250W Metal Halide (MH) or 200W High Pressure Sodium (HPS)
50W: Replaces up to 250W Metal Halide (MH) or 200W High Pressure Sodium (HPS)
40W: Replaces up to 175W Metal Halide (MH) or 150W High Pressure Sodium (HPS)
30W: Replaces up to 150W Metal Halide (MH) or 100W High Pressure Sodium (HPS)

LED Characteristics

LEDs:
Long-life, high-efficacy, surface-mount LEDs

Color Uniformity:
RAB's range of Correlated Color Temperature follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Construction

Housing:
Die-cast aluminum

Lens:
Glass

Reflector:
Aluminum

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Technical Specifications (continued)

Cold Weather Starting:
The minimum starting temperature is -40°C (-40°F)

Maximum Ambient Temperature:
Suitable for use in up to 40°C (104°F)

Green Technology:
Mercury and UV free. RoHS-compliant components.

Finish:
Formulated for high durability and long-lasting color

Installation

Mounting:
Suface mount for recessed junction box; 3 conduit entry points

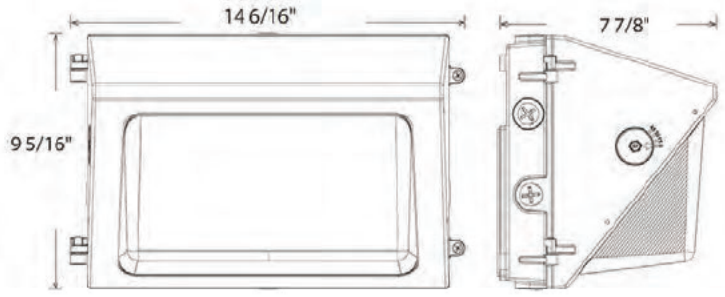
Optical

BUG Rating:
60W: B2 U4 G5
50W: B2 U4 G4
40W: B1 U3 G4
30W: B1 U3 G3

Other

5 Yr Limited Warranty:
The RAB 5-year, limited warranty covers light output, driver performance and paint finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

Dimensions



Features

- 100,000-Hour LED lifespan
- 0-10V dimming standard
- 5-Year, limited warranty

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Ordering Matrix

Family	Housing Size	Wattage	Color Temp	Finish	Forward Throw	Driver	Options
W22	M	60					
	S = Small **M** = Medium **L** = Large	**30** = 30/25/20/15W [1] **60** = 60/50/40/30W [2] **100** = 100/85/70/50W [2] **150** = 150/125/100/75W [3]	**Blank** = 3000/4000/5000K Adjustable	**Blank** = Bronze **W** = White	**Blank** = Adjustable Throw 0°/15°/30°/45°	**Blank** = 120-277V **/480** = 480V	**Blank** = Selectable Photocell **/E** = Selectable Photocell w/Battery Backup [4]

[1] *S (Small) models only*
[2] *M (Medium) models only*
[3] *L (Large) models only*
[4] *Battery backup available only on M (Medium) and L (Large) models with 120-277V*

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WP2XFU40



Color: Bronze

Weight: 7.9 lbs

Project:	**Type:**
Prepared By:	**Date:**

Driver Info

Type	Constant Current
120V	0.33A/0.24A/0.16A
208V	0.19A/0.14A/0.10A
240V	0.17A/0.13A/0.09A
277V	0.15A/0.11A/0.08A
Input Watts	19.4-39.5W

LED Info

Watts	40/30/20W
Color Temp	3000/4000/5000K
Color Accuracy	81-84 CRI
L70 Lifespan	100,000 Hours
Lumens	2,750-5,749 lm
Efficacy	136.5-151.3 lm/W

Technical Specifications

Field Adjustability

Field Adjustable:
Field Adjustable Light Output:
40W/30W/20W (factory default 40W)
Color temperature (selectable by 3000K, 4000K and 5000K)

Compliance

UL Listed:
Suitable for wet locations

IESNA LM-79 & LM-80 Testing:
RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

IP Rating:
Ingress protection rating of IP65 for dust and water

Performance

Lifespan:
100,000-Hour LED lifespan based on IES LM-80 results and TM-21 calculations

Wattage Equivalency:
40W: 175W Metal Halide
30W: 125W Metal Halide
20W: 100W Metal Halide

LED Characteristics

LEDs:
Long-life, high-efficiency, surface-mount LEDs

Electrical

Driver:
40W: Constant Current, Class 1, 120-277V, 50/60 Hz, 120V: 0.33A, 208V: 0.19A, 240V: 0.17A, 277V: 0.15A
30W: Constant Current, Class 1, 120-277V, 50/60 Hz, 120V: 0.24A, 208V: 0.14A, 240V: 0.13A, 277V: 0.11A
20W: Constant Current, Class 1, 120-277V, 50/60 Hz, 120V: 0.16A, 208V: 0.10A, 240V: 0.09A, 277V: 0.08A

Dimming Driver:
Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims down to 10%.

THD:
5.93% at 120V, 14.88% at 277V

Power Factor:
99% at 120V, 89.6% at 277V

Photocell:
120-277V selectable photocell that can be turned on and off.

Construction

Cold Weather Starting:
The minimum starting temperature is -40°C (-40°F)

Maximum Ambient Temperature:
Suitable for use in up to 50°C (122°F)

Housing:
Die-cast aluminum

Lens:
Tempered glass

Finish:
Formulated for high durability and long-lasting color

Green Technology:
Mercury and UV free. RoHS-compliant components.

Installation

Mounting:
Wall mount

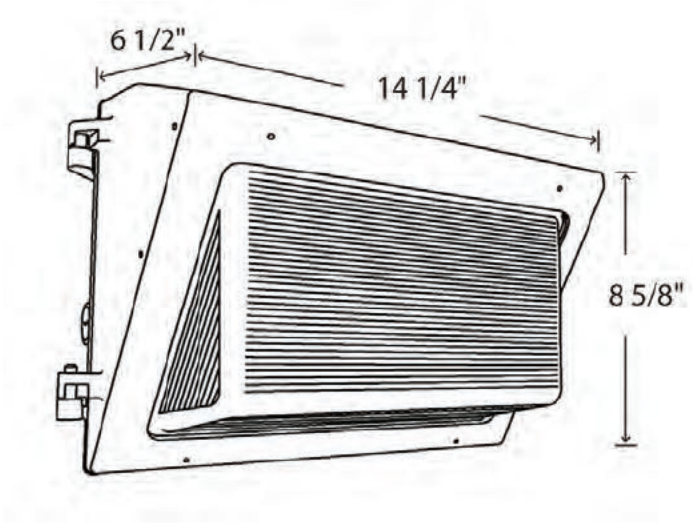
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Technical Specifications (continued)

Other

5 Yr Limited Warranty:
The RAB 5-year, limited warranty covers light output, driver performance and paint finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

Dimensions



Features

- IP65 Rated
- 100,000-Hour LED lifespan
- 5-Year, limited warranty

Ordering Matrix

Family	Wattage	Color Temp	Finish	Driver	Options
WP2XFU	40				
	29 = 29/20/15W **40** = 40/30/20W **60** = 60/45/35W **80** = 80/60/40W **100** = 100/80/60W	**Blank** = 3000/4000/5000K	**Blank** = Bronze	**Blank** = 120-277V, 0-10V Dimming	**Blank** = Selectable Photocell **/LC** = Lightcloud **/LCB** = Lightcloud Blue **/LCBS** = Lightcloud Blue w/PIR Sensor **/LCBS/MVS** = Lightcloud Blue w/MVS Sensor

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EROSION AND SEDIMENTATION CONTROL
BASIC STANDARDS

A. Narrative. The proposed construction will require the implementation of temporary and permanent erosion control measures. These measures will be implemented in accordance with the Maine Erosion and Sediment Control Best Management Practices (BMPs) Manual, prior to removal of any on-site vegetation or disturbance of any on-site soil. The general erosion and sediment control specifications and details, as provided within this section, are intended to describe measures to be used by contractors working on the site to maintain compliance with the standards established in the BMPs. These standards include information on temporary and permanent erosion control measures, rates of seeding and applied mulch, slope and soil stabilization, effect of construction schedule, and other details.

   The proposed location and use of erosion control measures on-site are shown on the proposed plan. There are no known existing erosion control concerns with the site. Implementation of proper erosion control measures will be required by site conditions to confine sediment and debris within the limit of soil disturbance. Proper use and maintenance of erosion control measures will provide protection against off-site transport of sediment and discharge of sediment to undisturbed areas of the development.

B. Completion Date. Fall 2027.

C. Site Features. For site features please refer to the enclosed plan.

D. Temporary and Permanent Erosion Control Measures. For temporary and permanent erosion control measures please refer to the enclosed plan.

E. Limits of Disturbed Areas. Areas of disturbance will be limited to the proposed work shown on the enclosed plan.

F. Design Drawings and Specifications. For design drawings please refer to the enclosed plan. The following specifications will be utilized by the site contractor during construction of the project.

EROSION CONTROL PLAN SPECIFICATIONS

A. General

1. All work and measures will be as per the Maine Erosion and Sediment Control BMPs manual.

2. The following specifications will be employed.

B. Prior to Construction

1. Prior to beginning of construction, erosion and sedimentation controls shall be in place.

C. During Construction

1. Exposed soil surfaces will be treated immediately if they are to remain ungraded more than 30 days, or if they are at final grades.

2. Drainage ways, either designed or incidental, will have filter barriers installed.

3. All work and materials necessary to minimize sediment loss from the site will be provided.

4. All erosion control measures will be inspected and repaired after every rainfall greater than ½-inch and at least daily during rain events lasting longer than 24 hours.

D. Post Construction

1. Erosion control measures will be maintained until permanent soil stabilization has been achieved with a growth of vegetation greater than 90%.

SOIL PROTECTION AND EROSION CONTROL

PART 1 - GENERAL

1.01 Description of Work

A. Provide and maintain devices to control erosion, siltation, sedimentation, and dust that occur during construction operations. Undertake every reasonable precaution and do whatever is necessary to avoid erosion of soil and to prevent silting of wetland areas and drainage ditches.

B. Provide measures to control dust caused whether on or off the project site.

C. Deficiencies in erosion control measures indicated by failures or erosion will be corrected as soon as reasonably possible by providing additional measures or different techniques to correct the situation and prevent subsequent erosion.

D. Exposure of soils on embankments, excavations, and graded areas will be kept as short as possible. Initiate seeding and other erosion control practices as soon as reasonably possible.

1.02 Quality Assurance

A. Conform to all requirements of applicable Federal, State and local permits and conform to the recommendations of the Maine Erosion and Sediment Control BMPs (see Part B below) whether the measures are specifically noted herein, or not.

B. Standards: Maine Erosion and Sediment Control BMPs Manual, hereinafter called Erosion Control Handbook.

PART 2 - PRODUCTS

2.01 Materials: Use the following materials to implement and construct erosion control measures.

A. Hay Bale: Rectangular shaped bales of hay or straw weighing at least 40 pounds per bale; free from noxious weed seeds and rough or woody materials.

B. Mulch: Type and use as specified by the Erosion Control Handbook:

1. Long fibered hay or straw in dry condition and which are relatively free of weeds and foreign matter detrimental to plant life.
2. Mulch netting: Plastic or nylon mesh netting with approximate openings of ¼- inch to 1-inch.

C. Permanent Seeding: Cut and fill slopes and disturbed areas will be stabilized as with a meadow seed mix:

PART 3 - EXECUTION

3.01 Construction

A. Hay Bales:

1. Install as directed by Erosion Control Handbook, and stake with required stakes.

B. Mulch:

1. Undertake after each area has been properly prepared.
2. When seed for erosion control is sown prior to placing the mulch, place mulch on the seeded areas within 48 hours after seeding.
3. Blowing chopped mulch will be permitted.
4. Hay mulch should provide full coverage of the soil.
5. Remove matted mulch or bunches.

C. Temporary Erosion Control Matting (where necessary):

1. Surface Preparation:
   a. Conform to grades for slopes and ditches shown of the drawings.
   b. Finish to a smooth and even condition with all debris, roots, stones, and lumps raked out and removed.
   c. Loosen soil surface to permit bedding of the matting.
   d. Unless otherwise directed, apply seed prior to placement.

2. Installation:
   a. Place strips lengthwise in the direction of the flow of water.
   b. Where strips are laid parallel or meet as in a tee, overlap at least four inches.
   c. Overlap ends at least six inches in a shingle fashion.
   d. The up-slope end of each strip of the matting will be turned down and buried to a depth of not less than six inches with the soil firmly tamped against it.
   e. Build check slots at right angles to the direction of the flow of water. Space so that one check slot or one end occurs within each 50 feet of slope length. Construct by placing a tight fold of the matting at least six inches vertically into the ground and tamp the same as up-slope ends.
   f. Bury edges of matting around the edges of the catch basins and other structures.

g. Where determined by the Engineers, additional seed will be spread over matting, particularly at those locations disturbed by building the slots. Matting will then be pressed onto the ground with a light lawn roller or by other satisfactory means.
h. Drive staples vertically into the ground flush with the surface.
i. On slopes flatter than 4:1, space staples not more than three feet and one row, alternately spaced, down the center.
j. On grades 4:1 or steeper, place in the same three rows, but spaced two feet apart.
k. On all overlapping or butting edges, double the number of staples, with the spacing halved; all ends of the matting and all required check slots will likewise have staples spaced every foot.

D. Permanent Seeding:

1. Seed with appropriate seeds and application rates as noted in Section 2.01C.

2. Mulch areas where seeding has been applied. Do not mulch seeded areas where matting will be immediately installed.

E. Topsoil Storage:

1. Topsoil which is stockpiled on the site for use in loam applications will be placed out of natural drainages, in piles that have side slopes of 2:1 to 1.5:1.

2. A trench (depth as required) will be constructed around the base of the pile to prevent eroding soil from washing into drainages.

F. Dust Control: Utilize the application of sprinkled water to reduce the emission of airborne soil particulates from the Project site.

G. Temporary Berms: Construct temporary barriers along the toe of embankments using side drains as necessary.

H. Temporary Basins: Construct temporary sedimentation basins adequate to avoid siltation of surface water bodies.

I. Other Temporary Measures:

1. Type and use will be as specified in the Erosion Control Handbook.

J. Winter Stabilization Notes:

1. If construction is performed during winter months or periods of heavy icing, the following practices will be followed.

a. All disturbed areas not stabilized with stone or other measures will have approved erosion control matting installed and be dormant seeded.
b. No frozen soil material or material containing significant snow or ice will be used for fill material.
c. All material stockpiles will have silt fence and/or hay bales installed downgradient of piles.
d. Follow general erosion control notes described previously wherever possible and as conditions permit.

3.02 Maintenance

A. Inspect erosion control practices immediately after each rainfall greater than ½- inch and at least daily during rainfall lasting longer than 24 hours or snowmelt for damage. Provide maintenance and make appropriate repairs or replacement.

B. Remove silt from around hay bales when it has reached one foot above grade or prior to expected heavy runoff or siltation.

C. Repair matting if any staples become loosened or raised, or if any matting becomes loose, torn, or undermined, make satisfactory repairs immediately.

3.03 Removal of Temporary Erosion Control

A. Remove temporary materials and devices when permanent soil stabilization has been substantially achieved. For vegetated areas, substantially complete means 90% vegetated cover has been established.

B. Level and grade to the extent required to present a sightly appearance and to prevent any obstruction of the flow of water or any other interference with the operation of or access to the permanent works.

C. Remove unsuitable materials from site and dispose of in a lawful manner.

INSPECTION AND MAINTENANCE

The following Maintenance Plan will be employed for this facility. The owner and the contractor will be responsible for post construction maintenance of the site and the devices that provide treatment for stormwater from the site.

A Pre- and Post-Construction Maintenance Plan for the stormwater management system and erosion control measures are included in this section. Any questions regarding the design and maintenance of the Stormwater Management and Erosion and Sedimentation Control Systems should be directed to:

Sean Thies, P.E.
Haley Ward, Inc.
[redacted]

MAINTENANCE PLAN

The MDEP's Stormwater Management for Maine: Best Management Practices (2006), and the MDEP's Chapter 500: Stormwater Management were used as guidelines in the development of this Maintenance Plan. General maintenance requirements are listed below.

A. DURING CONSTRUCTION

The general contractor will be responsible for the inspection and maintenance of all stormwater management system components during construction.

Inspection: Inspection of disturbed and impervious areas, erosion control measures, materials' storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site will be performed at least once a week as well as before and after a storm event, and prior to completing permanent stabilization measures. Inspections shall be conducted by a person with knowledge of erosion and stormwater control, including the standards and conditions in the permit.

Maintenance: All erosion control measures will be kept in effective operating condition until areas are permanently stabilized. If BMPs need to be maintained or modified, additional BMPs are necessary, or other corrective action is needed, implementation will be completed within 7 calendar days and prior to any rainfall event.

B. POST-CONSTRUCTION

The Owner or their assigns will be responsible for the inspection and maintenance of all stormwater management system components.

Inspection and Corrective Action

1. Vegetated Areas: Inspections and maintenance of vegetated areas will be performed early in the growing season or after significant rainfall to identify any erosion problems. Areas where erosion is evident will be covered with an appropriate lining, or erosive flows will be diverted to an area able to handle the flows. Any bare areas or areas with sparse growth will be replanted.

2. Ditches, Swales, and Culverts: Inspections and maintenance of ditches, culverts, and swales will be performed in the Spring, late Fall, and after rain events greater than 1-inch in depth to remove any obstructions to flow, to remove any accumulated sediments within the structures, and to repair any erosion of channel linings, check dams, inlet protection, or outlet protection. Vegetated ditches and swales must be mowed no more than twice per year and cut no less than 6-inch in height.

3. Roadways: Clear and remove accumulated winter sand along roadway in the spring (or as needed). Roadway shall be swept to clear sediment as needed.

4. Grass Underdrain Soil Filter: Maintenance of the basins built for the treatment of stormwater will at a minimum include the items listed below and shall occur semi-annually in both the spring and late fall.

    a. Debris, sediment buildup, and plant debris should be removed from the forebay and basin as needed.
    b. Any bare area or erosion rills should be repaired with new filter media, seeded and mulched.
    c. The mulch should be replaced with fresh material on a yearly basis.
    d. Flush the pipes as needed if sediment occurs at the outlet pipe.
    e. Provide for the removal and disposal of accumulated sediments within the basin.
    f. Replace the top several inches of the filter with fresh material if water is ponding for more than 72 hours.

5. Inspection: Shall be performed by an individual with experience and/or training on the maintenance and functions of these devices.

HOUSEKEEPING

1. Spill Prevention - During construction, controls will be used to prevent pollutants from being discharged from materials on site, including storage practices to minimize exposure of the materials to stormwater, and appropriate spill prevention, containment, and response planning and implementation.

2. Groundwater Protection - During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater will not be stored or handled in areas of the site draining to an infiltration area. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials.

3. Fugitive Sediment and Dust - Actions will be taken to ensure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil will not be used for dust control. Water will be used for dust control during construction.

   Operations during wet months that cause mud to be tracked off the site onto public roads will provide sweeping of the road areas at least once per week and prior to significant storm events.

4. Debris and Other Materials - Litter, construction debris, and chemicals exposed to stormwater will be prevented from becoming a pollutant source. The nature of this development will not cause problems related to debris and other materials.

5. Trench or Foundation De-Watering - If de-watering is necessary, the collected water will be removed from the ponded area and spread through natural wooded buffers or discharged into a construction sedimentation basin. The water will not be allowed to flow over disturbed areas to the site.

6. Non-Stormwater Discharges - Identify and prevent contamination by non-stormwater discharges.

RH FOSTER ENERGY, LLC
CONSTRUCTION INSPECTION LOG

Inspection Date	Inspector (Name and Qualifications)	Major Observations	Work Performed

Notes

1) Major Observations include the operation and maintenance of erosion and sedimentation controls, materials storage areas, and vehicle access points to the parcel. Major Observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations(s) where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken.
2) Work Performed will include a description of the corrective action taken, the date the corrective action was taken, and the name and qualifications of the person taking the corrective actions
3) The log must be made accessible to MDEP staff and a copy must be provided upon request.
4) The permittee shall retain a copy of the log for a period of at least three years from the completion of permanent stabilization.

RH FOSTER ENERGY, LLC
BMP INSPECTION LOG

Date	Inspector (Name and Qualifications)	ID Number	BMP Structure	Work Performed	Comments

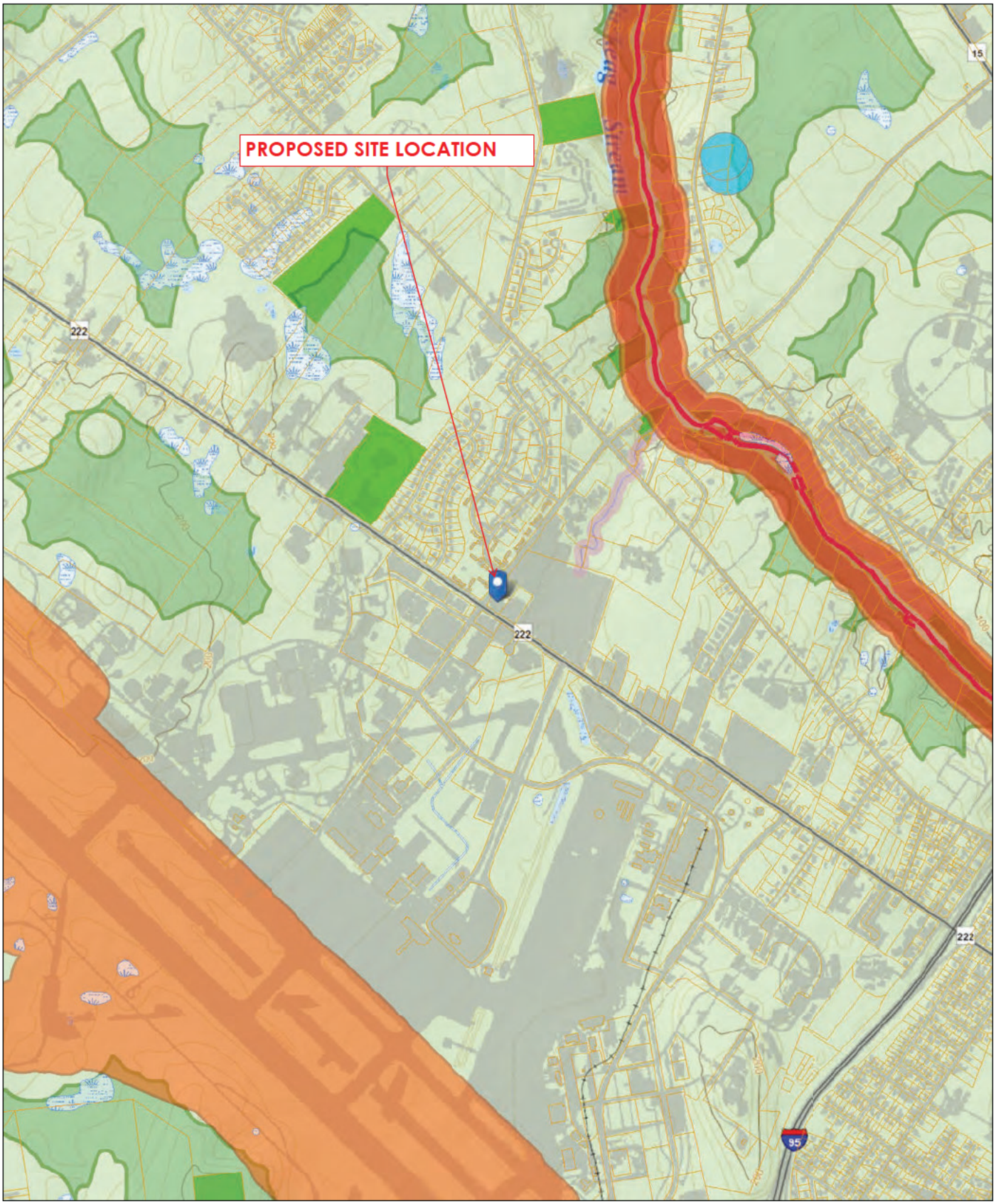
Notes

1) If a maintenance task requires the clean-out of any sediments or debris, indicate where the sediment and debris was disposed after removal.
2) BMP structures shall be numbered sequentially and located on attached site map.
3) The log must be made accessible to MDEP staff and a copy must be provided upon request.
4) The permittee shall retain a copy of the log for a period of at least five years from the completion of permanent stabilization.

INSPECTION AND MAINTENANCE PLAN FOR STORMWATER MANAGEMENT STRUCTURES (BMPS)		
	INSPECTION SCHEDULE	**CORRECTIVE ACTIONS**
VEGETATED AREAS	Annually early spring and after heavy rains	Inspect all slopes and embankments and replant areas of bare soil or with sparse growth
		Armor rill erosion areas with riprap or divert the runoff to a stable area
		Inspect and repair down-slope of all spreaders and turn-outs for erosion
		Mow vegetation as specified for the area
DITCHES, SWALES AND OPEN STORMWATER CHANNELS	Annually spring and late fall and after heavy rains	Remove obstructions, sediments or debris from ditches, swales and other open channels
		Repair any erosion of the ditch lining
		Mow vegetated ditches
		Remove woody vegetation growing through riprap
		Repair any slumping side slopes
		Repair riprap where underlying filter fabric or gravel is showing or if stones have dislodged
CULVERTS	Spring and late fall and after heavy rains	Remove accumulated sediments and debris at the inlet, outlet, or within the conduit
		Remove any obstruction to flow
		Repair any erosion damage at the culvert's inlet and outlet
CATCH BASINS	Annually in the spring	Remove sediments and debris from the bottom of the basin and inlet grates
		Remove floating debris and oils (using oil absorptive pads) from any trap
ROADWAYS AND PARKING AREAS	Annually in the spring or as needed	Clear and remove accumulated winter sand in parking lots and along roadways
		Sweep pavement to remove sediment
		Grade road shoulders and remove accumulated winter sand
		Grade gravel roads and gravel shoulders
		Clean-out the sediment within water bars or open-top culverts
		Ensure that stormwater runoff is not impeded by false ditches of sediment in the shoulder
RESOURCE AND TREATMENT BUFFERS	Annually in the spring	Inspect buffers for evidence of erosion, concentrated flow, or encroachment by development
		Manage the buffer's vegetation with the requirements in any deed restrictions
		Repair any sign of erosion within a buffer
		Inspect and repair down-slope of all spreaders and turn-outs for erosion
		Install more level spreaders, or ditch turn-outs if needed for a better distribution of flow
		Clean-out any accumulation of sediment within the spreader bays or turnout pools
		Mow non-wooded buffers no shorter than six inches and less than three times per year
WET PONDS AND DETENTION BASINS	Annually in fall and after heavy rains	Inspect the embankments for settlement, slope erosion, piping, and slumping
		Mow the embankment to control woody vegetation
		Inspect the outlet structure for broken seals, obstructed orifices, and plugged trash racks
		Remove and dispose of sediments and debris within the control structure
		Repair any damage to trash racks or debris guards
		Replace any dislodged stone in riprap spillways
		Remove and dispose of accumulated sediments within the impoundment and forebay
FILTRATION AND INFILTRATION BASINS	Annually in the spring and late fall	Clean the basin of debris, sediment and hydrocarbons
		Provide for the removal and disposal of accumulated sediments within the basin
		Renew the basin media if it fails to drain within 72 hours after a one inch rainfall event
		Till, seed and mulch the basin if vegetation is sparse
		Repair riprap where underlying filter fabric or gravel is showing or where stones have dislodged
PROPRIETARY DEVICES	As specified by manufacturer	Contract with a third-party for inspection and maintenance
		Follow the manufacturer's plan for cleaning of devices
OTHER PRACTICES	As specified for devices	Contact the department for appropriate inspection and maintenance requirements for other drainage control and runoff treatment measures

NOTE: This is a general list of stormwater BMPs. Not all BMPs are applicable for a given site.

Beginning With Habitat



April 29, 2026

- Parcels- Unorganized Townships
- Parcels- Organized Towns\Cities
- City/Township
- Aquifers
- National Wetlands Inventory Wetlands
- Shellfish Beds
- Stream Buffer (75 feet)
- Great Ponds, Rivers and Coastal Buffer (250 feet)
- Atlantic Salmon Habitat
- Shorebird Habitat
- Seabird Nesting Island
- Tidal Waterfowl / Wading Bird Habitat
- Inland Waterfowl / Wading Bird Habitat
- Significant Vernal Pools
- Deer Wintering Areas
- Essential Wildlife Habitats
- Endangered, Threatened, and Special Concern Species
- Natural Communities
- Rare Plants and Natural Communities
- Focus Areas- Overlapping Organized Towns
- Conserved Lands
- Highway Bridge Connectors

Riparian Connectors
- Less than 2000 Vehicles/Day
- More than 2000 Vehicles/Day

Undeveloped Block Connectors
- Less than 2000 Vehicles/Day
- More than 2000 Vehicles/Day
- Undeveloped Habitat Blocks

1:18,056

0 0.15 0.3 0.6 mi

0 0.23 0.45 0.9 km

Beginning with Habitat Program for Planning Purposes Only
Map Created With BWH Map Viewer

ENVIRONMENT

Habitat Areas and Protected Species

Much of Bangor's wildlife habitat areas are associated with the Penjajawoc Stream and Marsh and the watershed in which they are located and include wading bird and waterfowl habitats, deer wintering areas, wetlands, vernal pools, and riverine habitats. Other notable habitat areas include the Osgood Brook, Kenduskeag Stream, and the Bangor Airport. Bangor's mapped habitats include wading bird/waterfowl habitat, deer wintering habitat, wetlands, vernal pools, and riverine habitat.

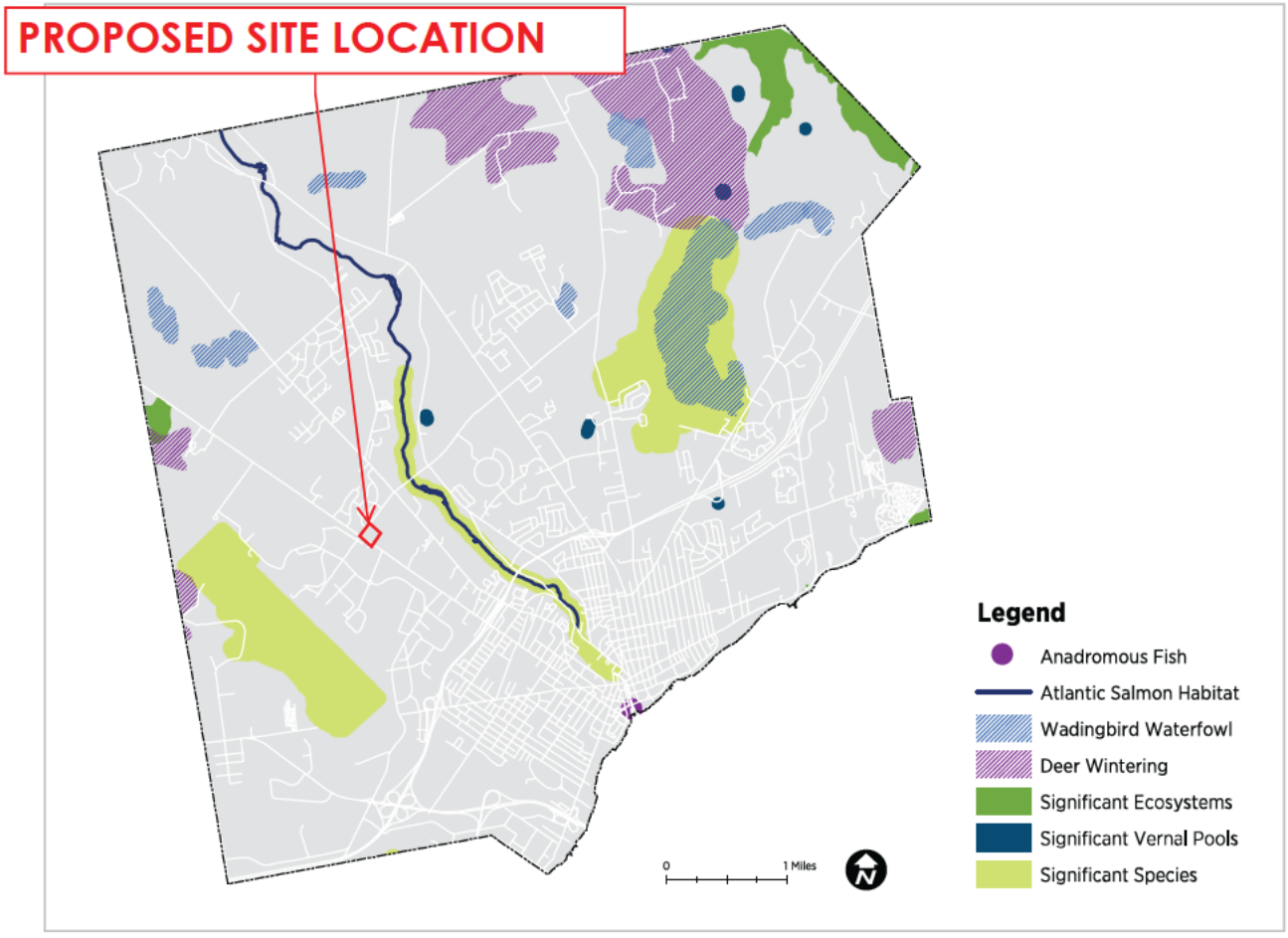


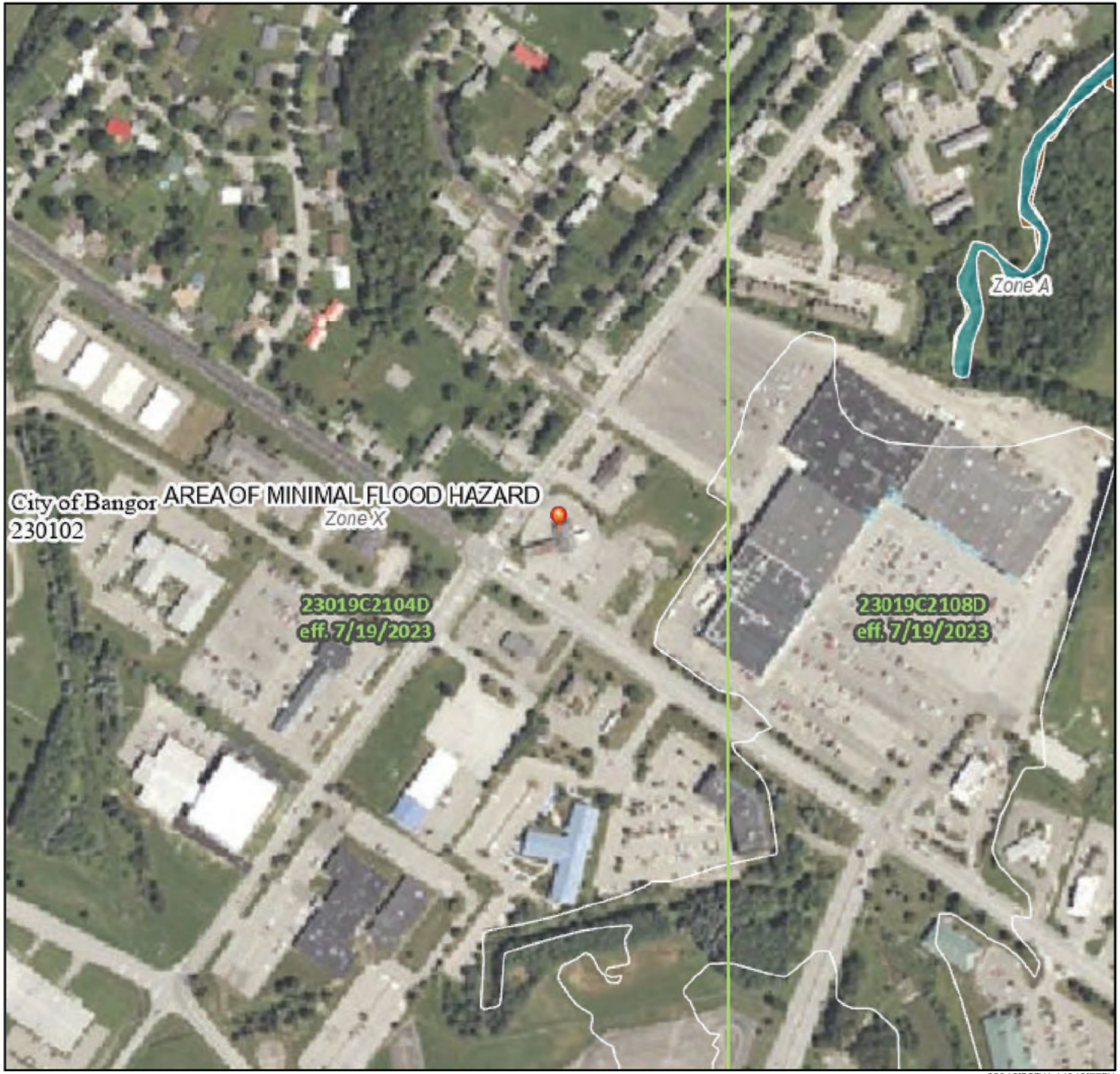
Figure 37: Habitat

Penjajwoc Marsh

Penjajawoc Marsh is a 300-acre emergent freshwater marsh with expanses of cattail, sedges, and alder. The marsh was likely altered in the early 1800s when a railroad right-of-way was constructed. This right-of-way still exists today, yet the stream has breached a small section of the embankment. Rocks and fill have been placed in the narrow stream channel to facilitate the passage of farm equipment over the stream. This

National Flood Hazard Layer FIRMette

FEMA



0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/29/2026 at 8:55 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Traffic Movement Permit Application

Convenience Store with Fueling Positions & Car Wash

RH Foster Energy, LLC

[redacted]









Prepared by:

LJB Engineering

[redacted]

207.772.2515

August 2026

Engineering
Building Partnerships

[redacted]

August 31, 2026

Mr. Jay Baines, PE
Region 4 Engineer
Maine Department of Transportation
219 Hogan Road
Bangor, ME 04401

Subject: **Application for Traffic Movement Permit**
Convenience Store with Fueling Positions & Automated Car Wash
Bangor, ME

Dear Jay,

On behalf of **RH Foster Energy, LLC** (applicant) and **Haley Ward** (site engineer), **LJB Engineering** is pleased to submit this Traffic Movement Permit Application for a Convenience Store with Fueling Positions & Automated Car Wash. The facility includes a 7,121 SF convenience store with 12 fueling position & adjacent 2-tunnel Automated Car Wash in Bangor, Maine.

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

- Sections 1-6
- Signed Application Form
- Notice of Intent to File
- List of Abutters
- $500 application fee (To be hand delivered)

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

Sincerely,
LJB Engineering

Randy Dunton, PE, PTOE
Project Manager
[redacted]

Copy: Sean Thies, PE Haley Ward
Ben Foster, RH Foster Energy, LLC
Anja Collette, AICP Bangor Planning Officer

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

FOR MDOT USE
ID #

Total Fees:
Date: Received

****

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

Please type or print:

This application is for:

Traffic 100-200 PCE's	___
Traffic 100-200 PCE's (Expedited)	___
Traffic 200+ PCE's	X

Name of Applicant: **RH Foster Energy, LLC**
Address: [redacted]

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

[redacted]

Name and type of development: **Proposed 7,121 SF Convenience Store with 12 fueling positions and an adjacent 2-tunnel Automated Car Wash. The site is the existing "On The Run" convenience store and adjacent vacant Car Wash.**

Location of development including road, street, or nearest route number: **The site is bound by the Airport Mall parking lot to the north, Union Street & Camden National Bank to the south, Hannaford to the east, Griffin Road & residential housing to the west.**

City: **Bangor, ME** County: **Penobscot**, Tax Map #**R41**, Lot #**001-A, 001-B, 001-C**

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

Was this development started prior to obtaining a traffic permit? No

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)? Yes __X__ No_____ (According to City Staff)

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

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

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

Name(s) of DOT staff person(s) contacted concerning this application: John Theriault

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

s/h kno le ge.

8686

9

[redacted]

300 Southborough Drive, Suite 200 – South Portland, ME 04106 | [redacted] | [redacted]

NOTICE OF INTENT TO FILE
Traffic Movement Permit

Please take notice that

RH Foster Energy, LLC
Attn: Ben Foster
[redacted]

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

August 31, 2026

The application is for a

Development consisting of a 7,121 SF Convenience Store with 12 Fueling Positions and an adjacent 2-tunnel Automated Car Wash. The project is forecast to generate 3914 weekday trip ends, 350 AM Peak Hour of Adjacent Street trips, 366 PM Peak Hour of Adjacent Street trips, 383 AM Peak Hour of Generator trips, 379 PM Peak Hour of Generator trips, and 372 Saturday Peak Hour of Generator trips.

at the following location:

The proposed development is to be located off Union Street & Griffin Road in Bangor, ME. The site is bound by the Airport Mall parking lot to the north, Union Street & Camden National Bank to the south, Hannaford to the east, Griffin Road & residential housing to the west. The overall site is shown on Bangor's Tax Map #R41 Lot #001-A, 001-B, 001-C. The site is the existing "On The Run" convenience store and adjacent vacant Car Wash. The proposed development will be accessed via four curb cuts, consisting of one full-movement driveway and one right-in-only driveway on Union Street, as well as two full-movement driveways on Griffin Road. The existing site is currently served by seven curb cuts (four on Union Street and three on Griffin Road); the proposed development will consolidate curb cuts to four, reducing the number of access points and improving access management. The southerly Griffin Road driveway will primarily serve the proposed convenience store and gas station, while the northerly driveway will primarily serve the proposed car wash.

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

The application will be filed for public inspection at the Department of Transportation Region office (Hogan Road – Bangor) during normal working hours. Addresses may be found at the following website: https://www.maine.gov/mdot/about/regions/ A copy of the application may also be seen at the municipal offices in

Bangor, Maine.
(*town*)

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

Outlook

Airport

From Ben Foster [redacted]
Date Thu 8/20/2026 12:27 PM
To Sean Thies [redacted]

Sean,

I give permission for Haley ward to represent rh foster in the applications for permitting of the store at the corner of Union st and griffin rd.

Thanks

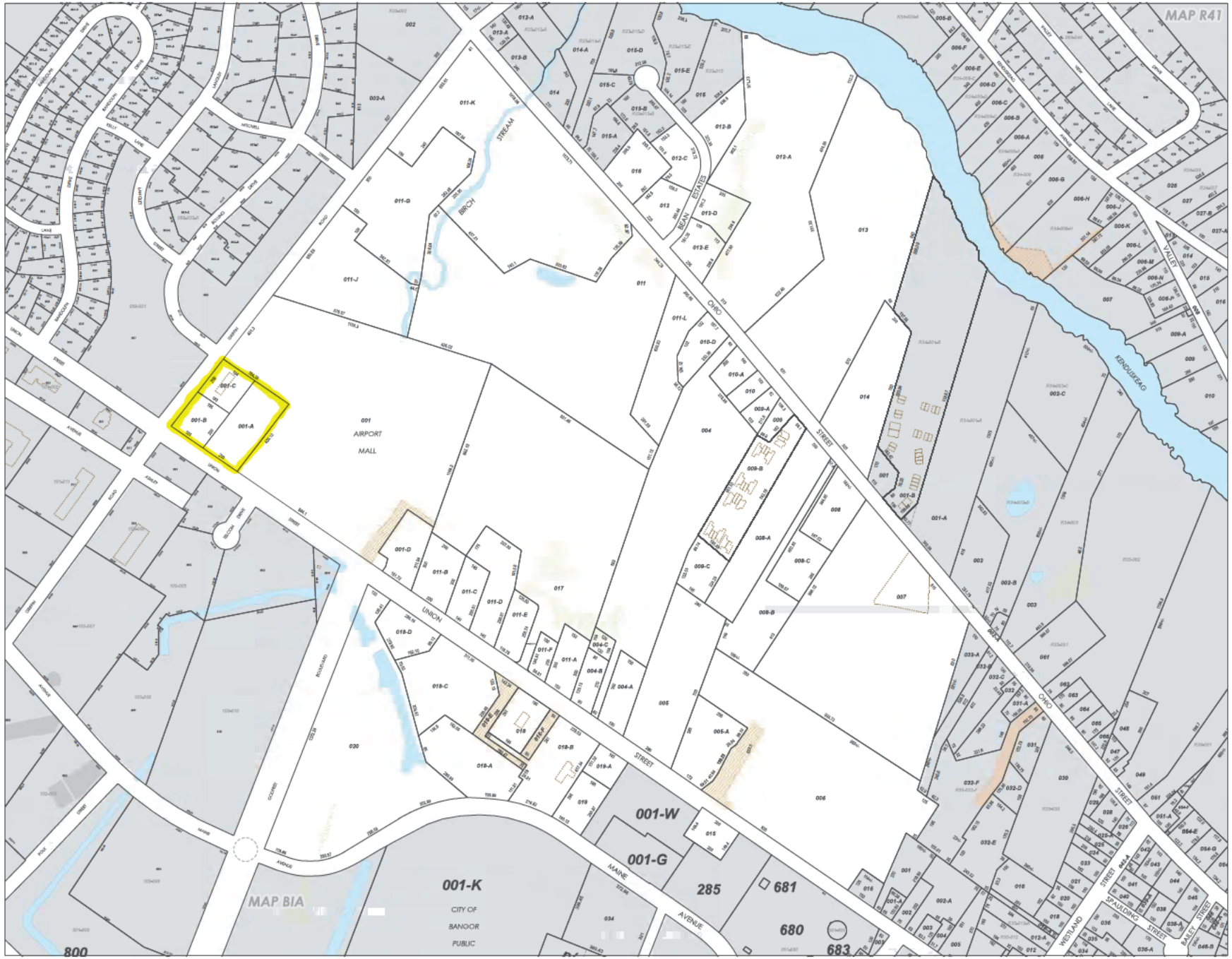
Get Outlook for iOS

Ben Foster
Director of Propane Logistics
R.H. Foster Energy, L.L.C.
[redacted] www.rhfoster.com
[redacted]

ABUTTERS LIST

as of 07/30/2026

MAP-LOT	LOCATION	GRANTEE	MAILING	CITY	STATE	ZIP
R24-001	1111 Union Street	B33 Bangor II LLC	9330 W Sahara Avenue Suite 270	Las Vegas	NV	89117
068-001	1207 Union Street	Bangor Housing Development Corp.	161 Davis Road	Bangor	ME	04401
100-001	1176 Union Street	Fleet Bank of Maine-CC#9021	c/o Camden National P O Box 310 Attn: Accounting	Camden	ME	04843
100-002	1162 Union Street	1162 Union Street, LLC	c/o The Masiello Group LTD 1 Bedford Farms Drive, Suite 202	Bedford	NH	03110





PARCEL MAPS

City of
BANGOR, MAINE

Legend

- Property Line
- Lot Hook
- Old Property Line
- Use / Deed Encumbrance
- Sublot
- Waterway
- Pond (Natural/Manmade)
- Wetland
- 007 Parcel Number
- 100.0 Dimension

EFFECTIVE DATE:
APRIL 1, 2025

PRINT DATE:
JUNE 25, 2025

Revisions:

N
W E
S

Feet
0 100 200 300 400
1 " = 200 ' @ 24x36

FOR ASSESSMENT PURPOSES ONLY. NOT TO BE USED FOR TRANSFERS OR CONVEYANCES. NOT A SURVEY. Wetlands Source: City of Bangor GIS.

R24

Section 1

Site and Traffic Information

Section 1
Site and Traffic Information

1.A. Site Plan

This application proposes a 7,121 SF convenience store with 12 fueling positions and an adjacent 2-tunnel automated car wash in Bangor, Maine. The site is the existing "On The Run" convenience store and adjacent vacant Car Wash. The site is bound by the Airport Mall parking lot to the north, Union Street & Camden National Bank to the south, Hannaford to the east, Griffin Road & residential housing to the west. The overall property is identified on the City of Bangor's Tax Map #R41, Lot #001-A, 001-B, 001-C. The proposed development will be accessed via four curb cuts, consisting of one full-movement driveway and one right-in-only driveway on Union Street, as well as two full-movement driveways on Griffin Road. The existing site is currently served by seven curb cuts (four on Union Street and three on Griffin Road); the proposed development will consolidate curb cuts to four, reducing the number of access points and improving access management. The southerly Griffin Road driveway will primarily serve the proposed convenience store and gas station, while the northerly driveway will primarily serve the proposed car wash. The preliminary site plan is included in Attachment 1A.

Pedestrian Accommodations:

- On-site:
  - Sidewalks are proposed around the convenience store.
- Off-site
  - Existing sidewalks are located on both sides of Union Street & Griffin Road along site frontage.

Bicycle Accommodations:

- On-site
  - It is our understanding that there will be no specific bicycle accommodations on-site.
- Off-site
  - No dedicated bike lanes exist on Union Street or Griffin Road.

Transit Accommodations

- On-site
  - No public transit is proposed on-site.
- Off-site
  - The City of Bangor participates in the funding of the regional Community Connector bus to provide Bangor residents with public transportation. Route A – Capehart & Route M – Mall

Hopper can be accessed from the proposed site. The nearest bus stop is located on Bolling Drive and two other stops are located within the Airport Mall area.

1.B. Description of Existing and Proposed Site Uses

The existing site is approximately 3.58 acres and is currently a convenience store with 8 fueling positions and an adjacent 6 bay self-serve car wash; both existing uses will be razed as part of this project. As described in the previous section and shown on the attached site plan, the proposed site will include a 7,121 SF convenience store with 12 fueling positions and an adjacent 2-tunnel automated car wash. The proposed development will be accessed via four curb cuts, consisting of one full-movement driveway and one right-in-only driveway on Union Street, as well as two full-movement driveways on Griffin Road. The existing site is currently served by seven curb cuts (four on Union Street and three on Griffin Road); the proposed development will consolidate curb cuts to four, reducing the number of access points and improving access management. The southerly Griffin Road driveway will primarily serve the proposed convenience store and gas station, while the northerly driveway will primarily serve the proposed car wash. The Union Street access and southerly Griffin Road access will serve as emergency access points for the proposed development.

The site is proposed to include 53 parking spaces around the development as shown on the attached site plan. The parking spaces are allotted throughout the development as follows:

Table 1 – Parking Summary

Use	Proposed
Staff / Visitor	47
ADA Parking	2
Vacuums	4
Total	53

All parking associated with the proposed development will be internal and off-street. No public road on-street or off-site parking is proposed as a part of this development. The proposed preliminary site plan is included in Attachment 1A.

1.C. Regional Mapping

The site is bound by the Airport Mall parking lot to the north, Union Street & Camden National Bank to the south, Hannaford to the east, Griffin Road & residential housing to the west. The overall property is identified on the City of Bangor's Tax Map #R41, Lot #001-A, 001-B, 001-C. A location map is included within the figure set in Attachment

1B.

1.D. Information Concerning Proposed Uses

LJB contacted Anja Collette, Planning Officer for the City of Bangor, to identify other planned developments in the vicinity of the project site. Based on this coordination, one nearby development was identified: Encompass Health Rehabilitation Hospital of Bangor, located on Union Street east of the proposed project site. The anticipated trip generation associated with this development was incorporated into the traffic evaluation for the proposed project.

I.E Information Concerning Vehicle Trip Generation

Trip generation for the proposed development was calculated using the Institute of Transportation Engineers' (ITE) *Trip Generation*, 12th Edition, the most recent edition accepted by MaineDOT. As previously noted, the proposed development consists of a 7,121 SF convenience store with 12 fueling positions and an adjacent automated 2-tunnel car wash. For convenience stores with fuel sales, trip generation is determined by evaluating both the convenience store SF and the number of fueling positions. Trip estimates are calculated for each variable and then averaged to establish the trip generation rates and volumes used in this analysis.

In calculating trip generation, MaineDOT methodology requires review of both the average rate and the fitted curve equation. If $r^2 \geq 0.80$ then the fitted curve equation is typically used, and if $r^2 < 0.80$ then the average rate is typically used. Trip generation calculations are provided in Attachment 1C.

Proposed Use:

Following a review of the applicable Land Use Codes (LUCs) contained in the 12th Edition of the ITE *Trip Generation* manual, the following land use codes were selected to estimate trip generation for the proposed development:

Proposed Trip Generation Variables

- LUC 945 – Convenience Store/Gas Station – GFA (5.5-10k)
- LUC 945 – Convenience Store/Gas Station – VFP (9-15)
- LUC 948 – Automated Car Wash

Table 2 summarizes the trip generation for the convenience store / fueling positions based on an independent variable of 7,121 gross floor area.

Table 2 – Trip Generation (LUC 945 – 7,121 SF)

Time Period	Trip Generation (Trip Ends)	
	Trip Gen Rates	Trip Generation
Weekday	579.86	4129
AM Peak Hour of Adjacent Street	48.60	346
PM Peak Hour of Adjacent Street	50.08	357
AM Peak Hour Generator	50.27	358
PM Peak Hour Generator	52.11	371
Saturday Peak Hour Generator	50.33	358

Table 3 summarizes the trip generation for the convenience store / fueling positions based on an independent variable of 12 fueling positions.

Table 3 – Trip Generation (LUC 945 – 12 Fueling Positions)

Time Period	Trip Generation (Trip Ends)	
	Trip Gen Rates	Trip Generation
Weekday	203.35	2440
AM Peak Hour of Adjacent Street	23.21	279
PM Peak Hour of Adjacent Street	21.08	253
AM Peak Hour Generator	23.11	277
PM Peak Hour Generator	21.99	264
Saturday Peak Hour Generator	18.72	225

Table 4 summarizes the average ITE trip generation for the proposed 7,121 SF convenience store with 12 fueling positions.

Table 4 – Averaged Trip Generation

Time Period	Total
Weekday	3285
AM Peak Hour of Adjacent Street	313
PM Peak Hour of Adjacent Street	305
AM Peak Hour Generator	318
PM Peak Hour Generator	318
Saturday Peak Hour of Generator	292

Table 5 summarizes the trip generation for a proposed 2-tunnel automated car wash.

Table 5 – Trip Generation (LUC 948 – 2,475 SF)

Time Period	Trip Generation (Trip Ends)	
	Trip Gen Rates	Trip Generation
Weekday	253.51	629
AM Peak Hour of Adjacent Street	14.89	37
PM Peak Hour of Adjacent Street	24.40	61
AM Peak Hour Generator	26.25	65
PM Peak Hour Generator	24.78	61
Saturday Peak Hour Generator	32.10	80

Table 6 summarizes the combined trip generation for the proposed development. This total is conservative since it does not include any shared trips.

Table 6 – Combined Proposed Trip Generation

Time Period	Total
Weekday	3914
AM Peak Hour of Adjacent Street	350
PM Peak Hour of Adjacent Street	366
AM Peak Hour Generator	383
PM Peak Hour Generator	379
Saturday Peak Hour of Generator	372

Previous Use:

In accordance with MaineDOT methodology, trip generation associated with developments that have been active within the past 10 years may be credited toward the proposed development. The existing site currently consists of a 2,700 SF convenience store with 8 fueling positions and an adjacent 6 bay self-service car wash.

Following a review of the applicable LUCs contained in the 12th Edition of the ITE *Trip Generation* manual, the following land use codes were selected to estimate trip generation for the previous development:

Previous Trip Generation Variables

- LUC 945 – Convenience Store/Gas Station – GFA (2-4k)
- LUC 945 – Convenience Store/Gas Station – VFP (2-8)
- LUC 947 – Self-Service Car Wash

Table 7 summarizes the trip generation for the convenience store / fueling positions based on an independent variable of 2,700 gross floor area.

Table 7 – Trip Generation (LUC 945 – 2,700 SF)

Time Period	Trip Generation (Trip Ends)	
	Trip Gen Rates	Trip Generation
Weekday	507.48	1370
AM Peak Hour of Adjacent Street	37.14	100
PM Peak Hour of Adjacent Street	43.33	117
AM Peak Hour Generator	38.68	104
PM Peak Hour Generator	46.06	124
Saturday Peak Hour Generator*	33.33	90

*Based on fitted curve

Table 8 summarizes the trip generation for the convenience store / fueling positions based on an independent variable of 8 fueling positions.

Table 8 – Trip Generation (LUC 945 – 8 Fueling Positions)

Time Period	Trip Generation (Trip Ends)	
	Trip Gen Rates	Trip Generation
Weekday	211.05	1688
AM Peak Hour of Adjacent Street	13.65	109
PM Peak Hour of Adjacent Street	15.85	127
AM Peak Hour Generator	14.49	116
PM Peak Hour Generator	16.82	135
Saturday Peak Hour Generator	14.39	115

Table 9 summarizes the average ITE trip generation for the proposed 7,121 SF convenience store with 12 fueling positions.

Table 9 – Averaged Trip Generation

Time Period	Total
Weekday	1529
AM Peak Hour of Adjacent Street	105
PM Peak Hour of Adjacent Street	122
AM Peak Hour Generator	110
PM Peak Hour Generator	130
Saturday Peak Hour of Generator	103

Table 10 summarizes the trip generation for a proposed 6 bay self-service car wash.

Table 10 – Trip Generation (LUC 947 – 6 Bay)

Time Period	Trip Generation (Trip Ends)	
	Trip Gen Rates	Trip Generation
Weekday***	44.83	270
AM Peak Hour of Adjacent Street***	2.67	16
PM Peak Hour of Adjacent Street*	4.33	26
AM Peak Hour Generator***	4.67	28
PM Peak Hour Generator***	4.33	26
Saturday Peak Hour Generator**	6.33	38

*Based on fitted curve

**Based on one study

***Assumed based on proportional trip generation for LUC 948

Table 11 summarizes the combined trip generation for the previous development.

Table 11 – Combined Previous Trip Generation

Time Period	Total
Weekday	1799
AM Peak Hour of Adjacent Street	121
PM Peak Hour of Adjacent Street	148
AM Peak Hour Generator	138
PM Peak Hour Generator	156
Saturday Peak Hour of Generator	141

Table 12 summarizes the net increase for the proposed development.

Table 12 – Proposed Development Net Increase

Time Period	Proposed	Previous	Net Increase
Weekday	3914	1799	2115
AM Peak Hour of Adjacent Street	350	121	229
PM Peak Hour of Adjacent Street	366	148	218
AM Peak Hour Generator	383	138	245
PM Peak Hour Generator	379	156	223
Saturday Peak Hour of Generator	372	141	231

Based on the proposed development net increase, the development is anticipated to generate sufficient peak-hour traffic to exceed the 200 Passenger Car Equivalent (PCE)

threshold. As a result, the project will require a MaineDOT 200+ PCE TMP.

I.F. Information about Trip Distribution

Based on coordination with the City of Bangor and MaineDOT on July 30, 2026, the traffic analysis for the proposed development focuses on the weekday AM and PM peak hours, as Union Street and Griffin Road primarily function as commuter corridors. In accordance with the ITE *Trip Generation*, 12th Edition, directional distribution percentages for the adjacent street were applied to estimate entering and exiting traffic during the weekday AM and PM peak hours. The existing self-service car wash is included in this table, as the facility was vacant at the time the turning movement counts were collected and, therefore, its associated traffic was not reflected in the observed traffic volumes. The resulting trip distributions are summarized in Table 13.

Table 13 – Trip Distribution

Time Period	Trip Ends		
	Enter	Exit	Total
AM Peak Hour of Adjacent Street	125	120	245
PM Peak Hour of Adjacent Street	121	123	244

I.G. Information about Trip Composition & Assignment

Trip Composition:

Primary trips are those made for the sole purpose of traveling to or from the site, with vehicles generally returning in the direction from which they arrived upon exiting. Diverted trips consist of vehicles that make a short detour from their existing route to access the site before continuing to their original destination. Pass-by trips are generated by motorists already traveling adjacent to the site who choose to stop without making a substantial change to their route. Based on the 2025 ITE Pass-By Tables, the majority of trips associated with the proposed convenience store with fueling positions are expected to be pass-by trips, with the remaining trips consisting of primary and diverted traffic. The trip distribution methodology is summarized below, with the corresponding trip values presented in Table 14.

AM Peak Hour

- 76% pass-by, 24% primary & diverted

PM Peak Hour

- 75% pass-by, 25% primary & diverted

Table 14 – Trip Composition & Assignment

Use	Enter		Exit		Total	
Convenience Store & 12 Fueling Positions	AM	PM	AM	PM	AM	PM
Pass-By	73	59	73	59	146	118
Primary / Diverted	52	62	47	64	99	126
Subtotal	**125**	**121**	**120**	**123**	**245**	**244**

Trip Assignment:

Trip assignment for this development was based on engineering judgement, AADT, and traffic counts completed by MaineDOT.

1.H. Study Area

Based on coordination with the City of Bangor and MaineDOT on July 30, 2026, the study area for this traffic evaluation was limited to the proposed site driveways and the intersection of Union Street / Griffin Road.

1.I. Traffic Volumes

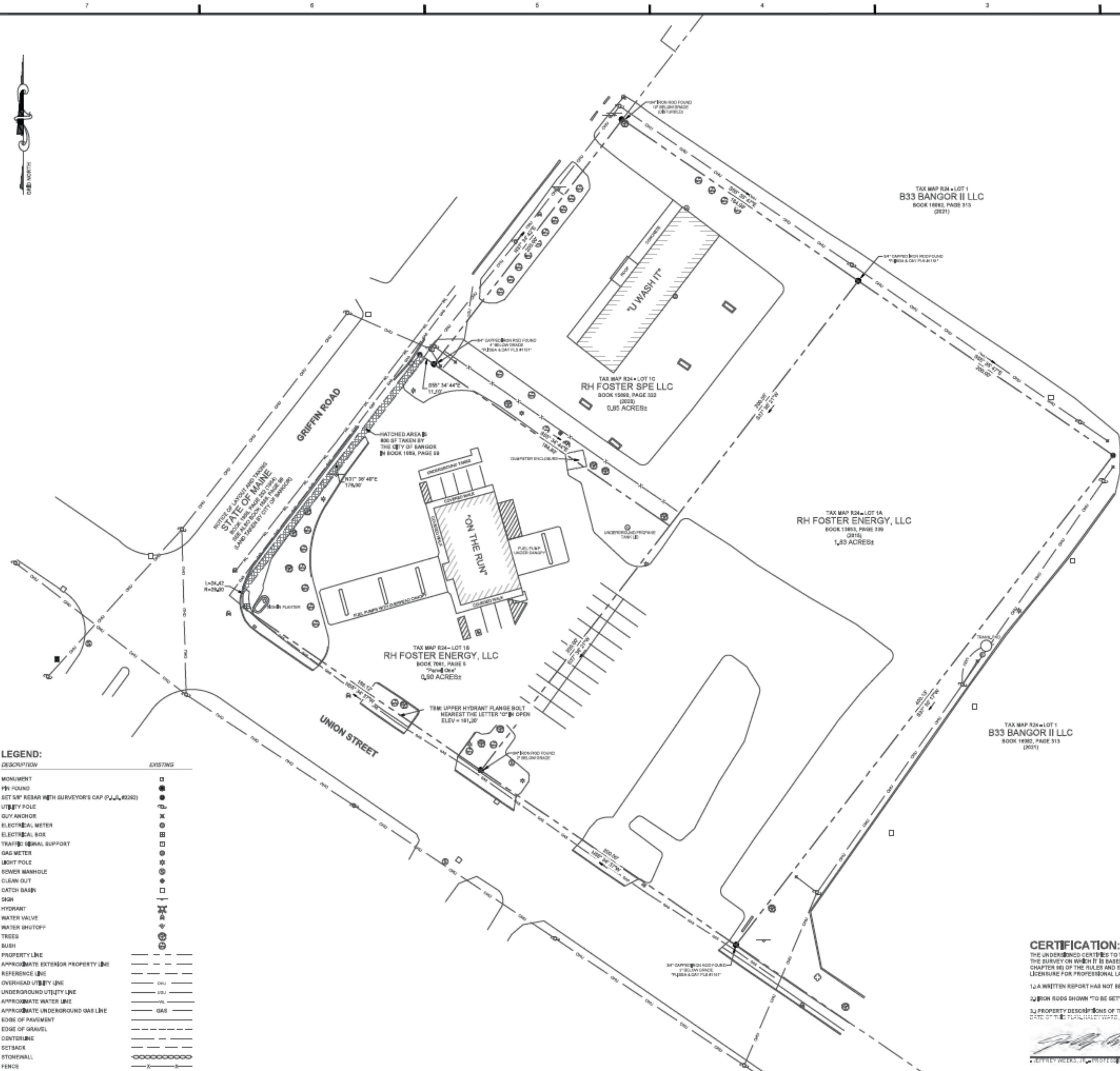
A turning movement count was collected by Tri-State Traffic Data at the intersection of Union Street / Griffin Road on Tuesday, August 4, 2026. Per recommendations from the City and MaineDOT during the pre-scoping meeting, the count was conducted during the morning and afternoon peak periods, from 6:30 AM to 9:30 AM and from 3:00 PM to 6:00 PM. To develop design hourly volumes, the observed traffic volumes were adjusted to peak summer conditions using MaineDOT's 2026 weekly group mean factors and the year 2027 using a growth rate of 0.5%/yr. Both the raw and seasonally adjusted traffic volumes are presented on Figures 1 and 2 in Attachment 1B.

1.J. Attachments

Attachment 1A – Site Survey, Proposed Site Plan
Attachment 1B – Site Location Map, Trip Assignment Diagrams
Attachment 1C – Trip Generation Calculations and ITE Reference Materials
Attachment 1D – Raw Turning Movement Counts

Attachment 1A

Site Survey
Proposed Site Plan





LOCATION MAP: USGS QUADRANGLE: BANGOR
NOT TO SCALE
MAPTECH® USGS TOPOGRAPHIC SERIES™,
©MAPTECH®, INC., 978-933-3000
WWW.MAPTECH.COM/TOPO

PLAN REFERENCES:

1) "PROPERTY SURVEY SOCONY MOBIL OIL COMPANY, BANGOR, MAINE", DATED FEBRUARY 16, 1961, PREPARED BY PRENTISS & CARLISLE CO., INC. RECORDED IN MAP FILE VOLUME 20, #112 OF THE PENOBSCOT COUNTY REGISTRY OF DEEDS.

2) "MAINE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE AID HIGHWAY 2, BANGOR (UNION STREET), PENOBSCOT COUNTY, FEDERAL AID PROJECT NO. S-0U-0200(1)", DATED JUNE 1964, S.H.C. FILE NO. 10-154, SHEET 5 OF 6.

NOTES:

1) THIS PLAN DEPICTS CONDITIONS FOUND AND SURVEYED BY HALEY WARD, INC. ON AUGUST 15, 2016 AND JANUARY 21, 2020.

2) THE UNDERLYING COORDINATE SYSTEM IS BASED UPON THE MAINE STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 DATUM (CORS96).

3) ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

4) HALEY WARD, INC. HAS NOT INVESTIGATED THE EXISTENCE OR LOCATION OF SUBTERRANEAN UTILITY INFRASTRUCTURE.

SOURCE DEEDS:

1) QUITCLAIM DEED WITH COVENANT FROM FOSTER HOLDINGS, LLC TO R.H. FOSTER ENERGY, LLC DATED JUNE 1, 1999, RECORDED IN BOOK 7061, PAGE 5 OF THE PENOBSCOT COUNTY REGISTRY OF DEEDS.

2) WARRANTY DEED FROM GEORGE N. BROUNTAS TO R.H. FOSTER ENERGY, LLC DATED JUNE 3, 2015, RECORDED IN BOOK 13853, PAGE 339 OF THE PENOBSCOT COUNTY REGISTRY OF DEEDS.

3) QUITCLAIM DEED WITH COVENANT FROM AIRPORT MALL OWNER LLC TO R H FOSTER SPE LLC DATED OCTOBER 8, 2020, RECORDED IN BOOK 15080, PAGE 322 OF THE PENOBSCOT COUNTY REGISTRY OF DEEDS.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

LEGEND:

DESCRIPTION	EXISTING
MONUMENT	□
PIN FOUND	●
SET 5/8" REBAR WITH SURVEYOR'S CAP (P.L.S. #2260)	●
UTILITY POLE	
GUY ANCHOR	
ELECTRICAL METER	
ELECTRICAL BOX	⊞
TRAFFIC SIGNAL SUPPORT	
GAS METER	
LIGHT POLE	
SEWER MANHOLE	
CLEAN OUT	◆
CATCH BASIN	□
SIGN	
HYDRANT	
WATER VALVE	
WATER SHUTOFF	
TREES	
BUSH	
PROPERTY LINE	
APPROXIMATE EXTERIOR PROPERTY LINE	
REFERENCE LINE	
OVERHEAD UTILITY LINE	OHU
UNDERGROUND UTILITY LINE	UGU
APPROXIMATE WATER LINE	WL
APPROXIMATE UNDERGROUND GAS LINE	GAS
EDGE OF PAVEMENT	
EDGE OF GRAVEL	
CENTERLINE	
SETBACK	
STONEWALL	
FENCE	X

CERTIFICATION:

THE UNDERSIGNED CERTIFIES TO THE BEST OF HIS KNOWLEDGE AND BELIEF THAT THIS PLAN AND THE SURVEY ON WHICH IT IS BASED WAS COMPLETED IN ACCORDANCE WITH CHAPTER 90 (02-360 CHAPTER 90) OF THE RULES AND STANDARDS OF PRACTICE ADOPTED BY MAINE'S BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS WITH THE FOLLOWING EXCEPTIONS:

1.) A WRITTEN REPORT HAS NOT BEEN PREPARED.

2.) IRON RODS SHOWN "TO BE SET" HAVE NOT BEEN SET AS OF THE DATE OF THIS PLAN.

3.) PROPERTY DESCRIPTIONS OF THE INDIVIDUAL LOTS HAVE NOT BEEN PREPARED AS OF THE DATE OF THIS PLAN. HALEY WARD, INC.

JEFFREY WEEKS, JR., PROFESSIONAL LAND SURVEYOR #2609   DATE: JULY 30, 2026

REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

PROJECT
R.H. FOSTER ENERGY, LLC
1157 UNION STREET, BANGOR, PENOBSCOT COUNTY, MAINE

TITLE
BOUNDARY SURVEY PLAN

STATE OF MAINE — JEFFREY E. WEEKS, JR. — No. 2609 — PROFESSIONAL LAND SURVEYOR

DATE	SCALE	
2026.07.30	1"=30'	
DRAWN BY	DESIGNED BY	CHECKED BY
JW	—	—
PROJECT No.		
10277.011		
DRAWING No.		REV.
V101		

PARCEL INFORMATION		
MAP / LOT:	R24 / 1A, 1B, 1C	
LOT AREA (ACRES):	3.48	
ZONE OR DISTRICT:	SSPS - SHOPPING AND PERSONAL SERVICE	
EXISTING USE:	CONVENIENCE STORE GASOLINE AND CAR WASH	
FLOOD ZONE:	ZONE X	
WATER:	MUNICIPAL	
SEWER:	MUNICIPAL	
RECORD OWNER:	RH FOSTER ENERGY, LLC	
	110 MEDAW ROAD, HAMPDEN, ME 04444	

DESIGN STANDARDS (VC)		
	REQ'D	PROVIDED
MAXIMUM BUILDING HEIGHT (FT)	40	35
MINIMUM LOT AREA (SF)	20,000	154,135
MINIMUM LOT WIDTH (FT)	100	376
MINIMUM FRONT YARD DEPTH (FT)	50	388
MINIMUM SIDE YARD DEPTH (FT)	20	365
MINIMUM REAR YARD DEPTH (FT)	25	400
MAXIMUM LOT COVERAGE	25%	6.89%
MAXIMUM IMPERVIOUS SURFACE RATIO	0.7	0.49
MAXIMUM FLOOR AREA RATIO	0.4	0.091

PROJECT INFORMATION		
APPLICANT:	RH FOSTER ENERGY, LLC	
	ATTN: BEN FOSTER	
	110 MEDAW ROAD	
	HAMPDEN, ME 04444	
ENGINEER:	HALEY WARD, INC.	
	ATTN: SEAN THIES, PE	
	ONE MERCHANTS PLAZA	
	SUITE 701	
	BANGOR, MAINE 04401	



LOCATION MAP: USGS QUADRANGLE: BANGOR
SCALE: 1"=2000' MAPTECH® USGS TOPOGRAPHIC SERIES™, ©MAPTECH®, INC. 978-453-9600
WWW.MAPTECH.COM/TOPO

LEGEND:

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
MANHOLE		
UTILITY POLE		
WELL		
WATER VALVE		
SIGN		
CATCH BASIN		
HYDRANT		
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
MAJOR FOOT CONTOUR	100	100
MINOR FOOT CONTOUR	98	98
WATERLINE	W	W
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGU	UGU
CHAIN LINK FENCE	X	X
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		

PARKING:
48 SPACES PROVIDED (2 ADA)
34 SPACES REQUIRED

PLAN REFERENCE:
INFORMATION BASED ON CONDITIONS FOUND AND SURVEYED BY CES, INC. ON AUGUST 15, 2014.

GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

NO.	DATE	DESCRIPTION	BY	CHK.

NOT FOR CONSTRUCTION

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

RH FOSTER ENERGY, LLC
BANGOR, MAINE

PROPOSED LAYOUT PLAN

DATE: 2024.04.25 | SCALE: 1"=30'
DRAWN BY: WAB | DESIGNED BY: WAB/DGS | CHECKED BY: SMT
PROJECT No.: 10277.011
DRAWING No.: C101 | REV.

STATE OF MAINE SEAN M. THIES No. 10139 08/25/2025 LICENSED PROFESSIONAL ENGINEER

THIS IS TO CERTIFY THAT AFTER REVIEWING THE SITE PLAN SUBMISSION INFORMATION FOR THE PROJECT SHOWN ON THIS PLAN AND CONSIDERING EACH OF THE CRITERIA SET FORTH IN THE LAND USE CODE OF THE CITY OF BANGOR, MAINE AND IN ACCORDANCE WITH THE CONDITIONAL USE APPLICATION REQUIREMENTS, THE UNDERSIGNED HAVE MADE FINDINGS OF FACT ESTABLISHING THAT THIS PLAN ALONG WITH ITS ADDENDUM SUBMISSION INFORMATION HAS MET ALL THE CRITERIA SET FORTH AND THEREFORE THE SITE PLAN IS APPROVED.

APPROVED BY THE CITY OF BANGOR PLANNING BOARD ON: _____

CONDITIONS:

PLANNING BOARD SIGNED ON: _____

Attachment 1B

Site Location Map
Trip Assignment Diagrams

SITE LOCATION WITHIN TOWN LIMITS

Figure No. 1



C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design:	KJB	Scale:	NONE
Draft:	KJB	Date:	7/13/2026
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Engineering
Building Partnerships

SITE LOCATION - TWO MILE RADIUS

Figure No. 2A



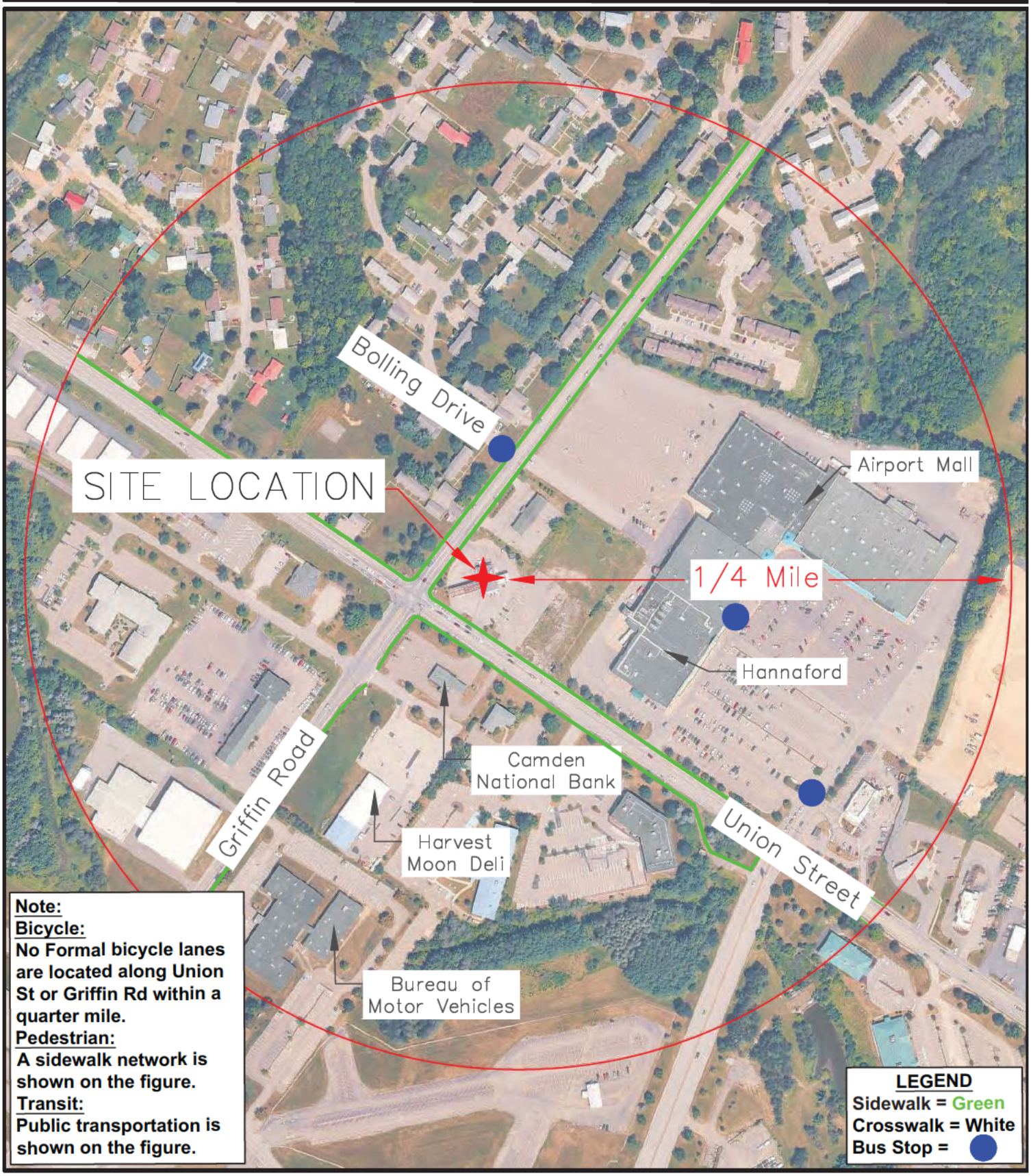
C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design:	KJB	Scale:	NONE
Draft:	KJB	Date:	7/13/2026
Checked:	RED	File Name:	Location RH Bangor.dwg

Engineering
Building Partnerships

SITE LOCATION - QUARTER MILE RADIUS

Figure No. 2B



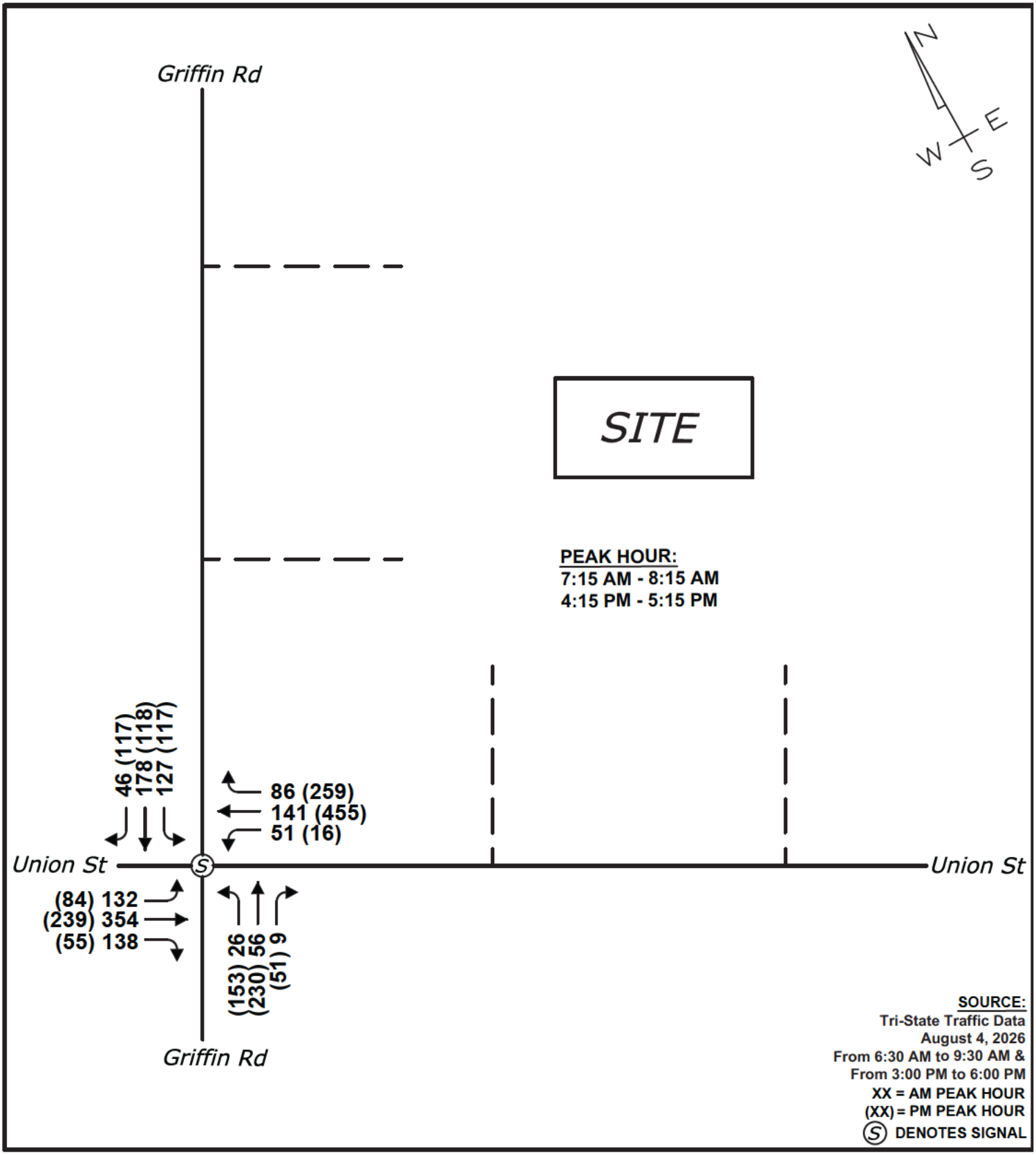
C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design:	KJB	Scale:	NONE
Draft:	KJB	Date:	7/13/2026
Checked:	RED	File Name:	Location RH Bangor.dwg

Engineering
Building Partnerships

TURNING MOVEMENT COUNTS

Figure No. 3



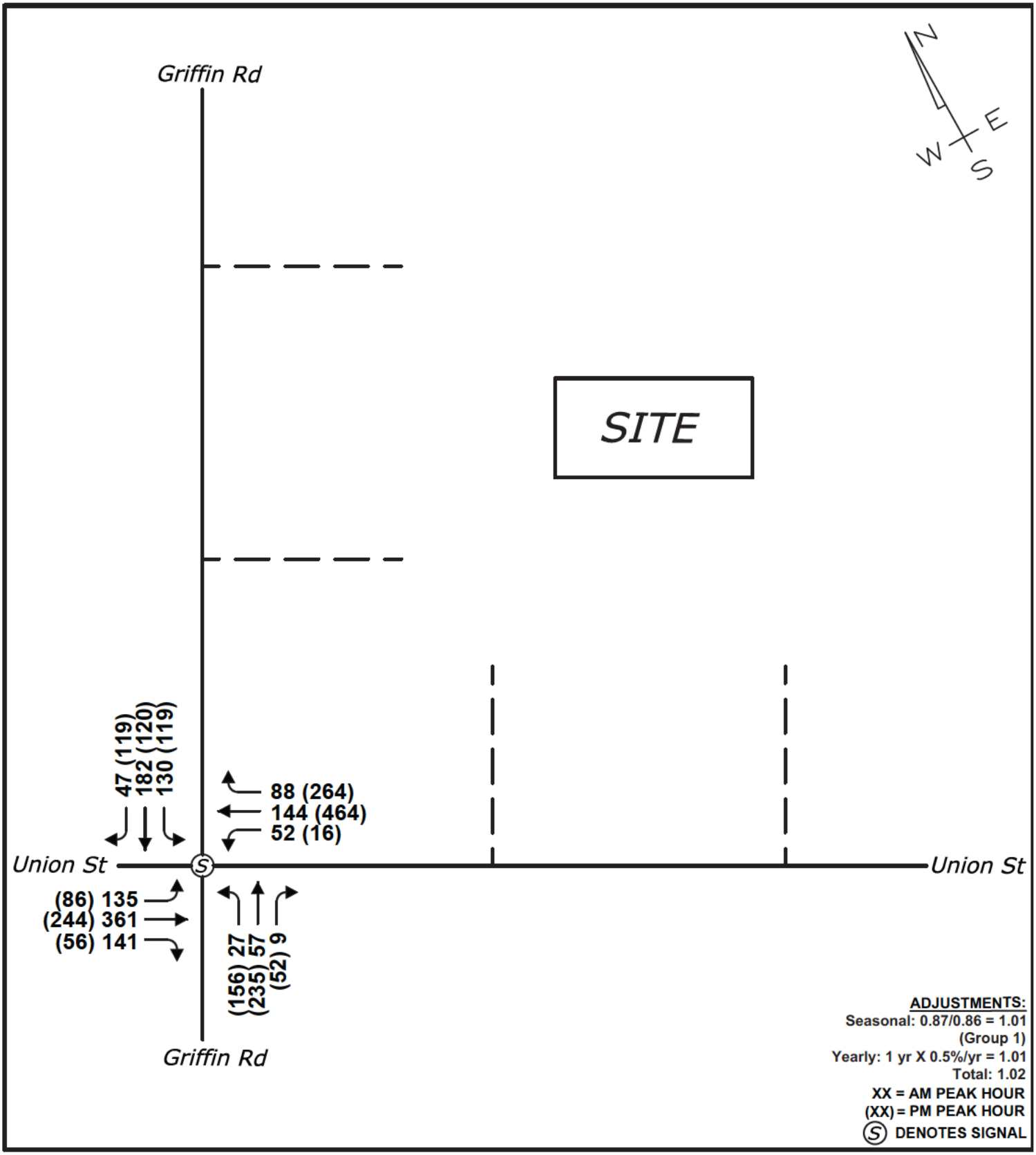
C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

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Engineering
Building Partnerships

ADJUSTED VOLUMES

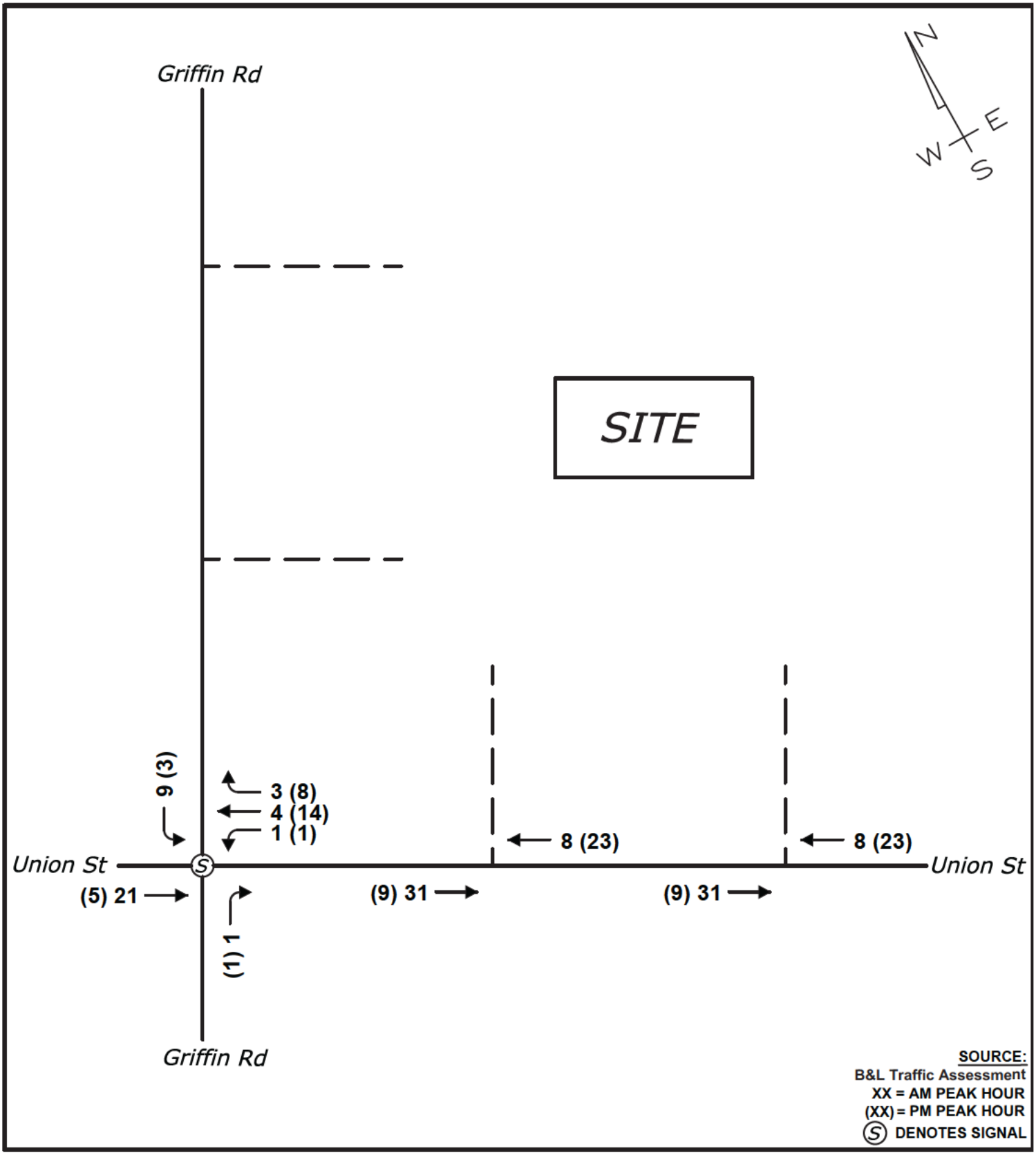
Figure No. 4



C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

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Engineering
Building Partnerships



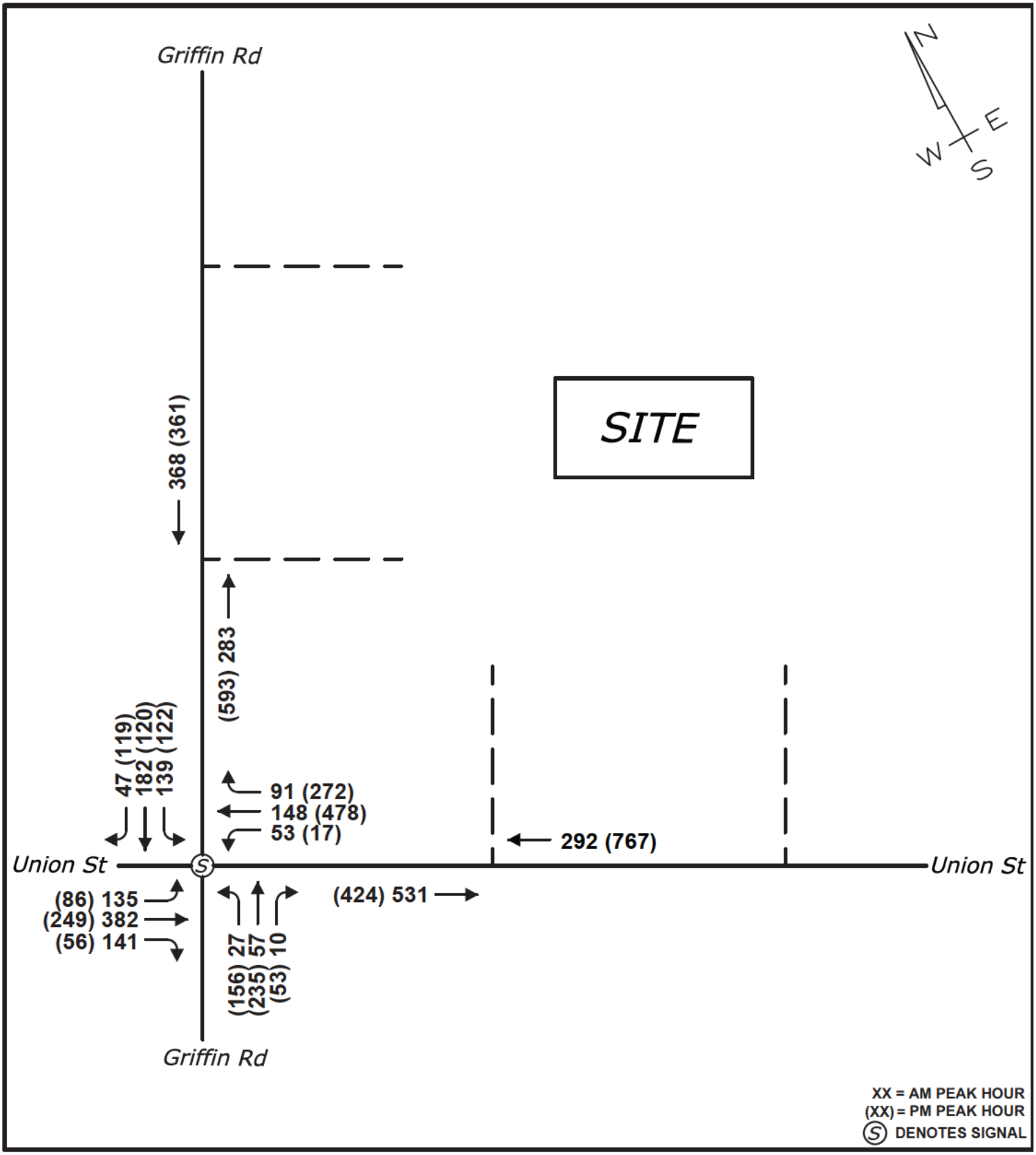
C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design: KJB Scale: NONE
Draft: KJB Date: 7/13/2026
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Engineering
Building Partnerships

2027 PREDEVELOPMENT

Figure No. 6



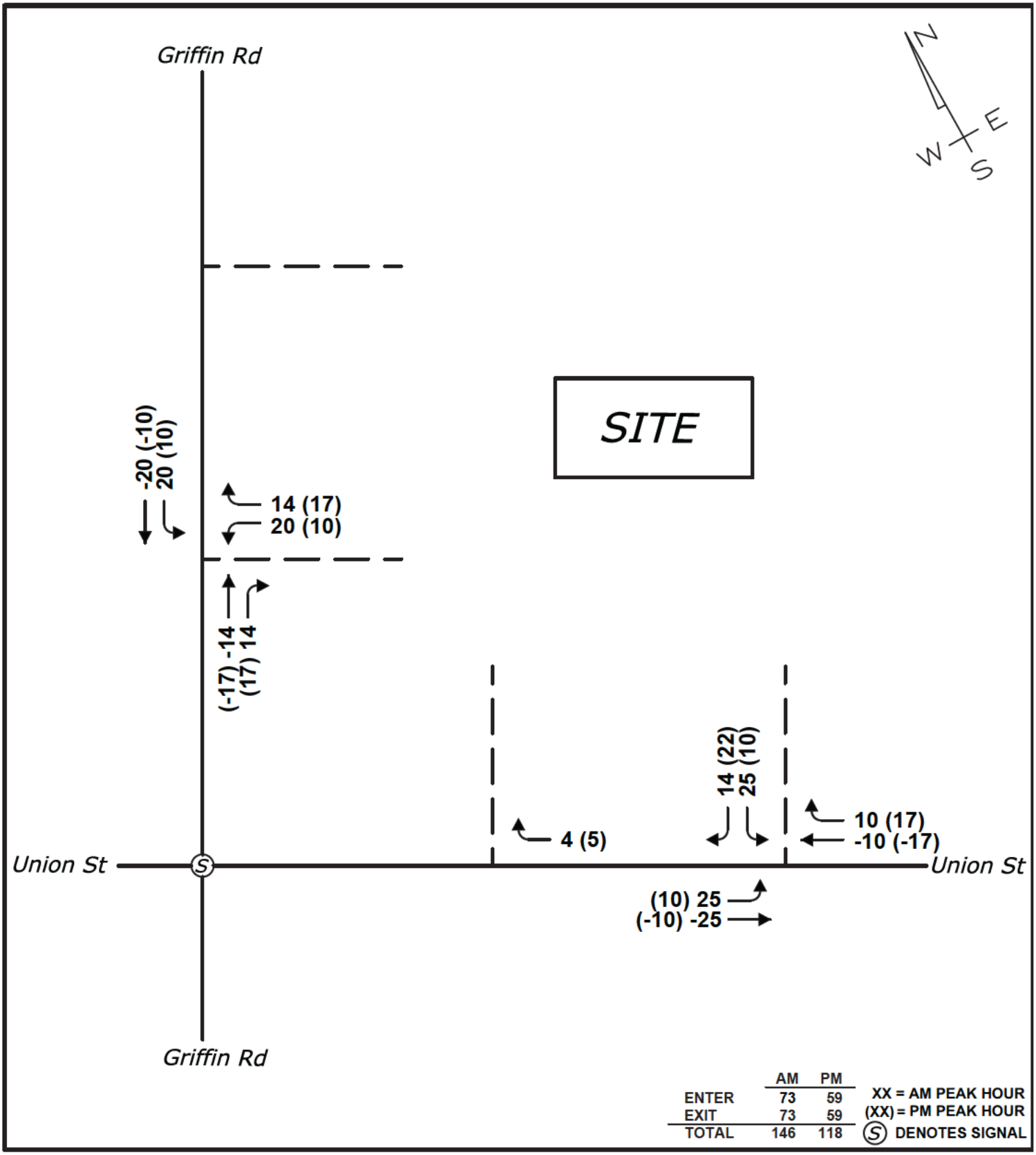
C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design:	KJB	Scale:	NONE
Draft:	KJB	Date:	7/13/2026
Checked:	RED	File Name:	RH Bangor.dwg

Engineering
Building Partnerships

PASS-BY

Figure No. 7



	AM	PM
ENTER	73	59
EXIT	73	59
TOTAL	146	118

XX = AM PEAK HOUR
(XX) = PM PEAK HOUR
(S) DENOTES SIGNAL

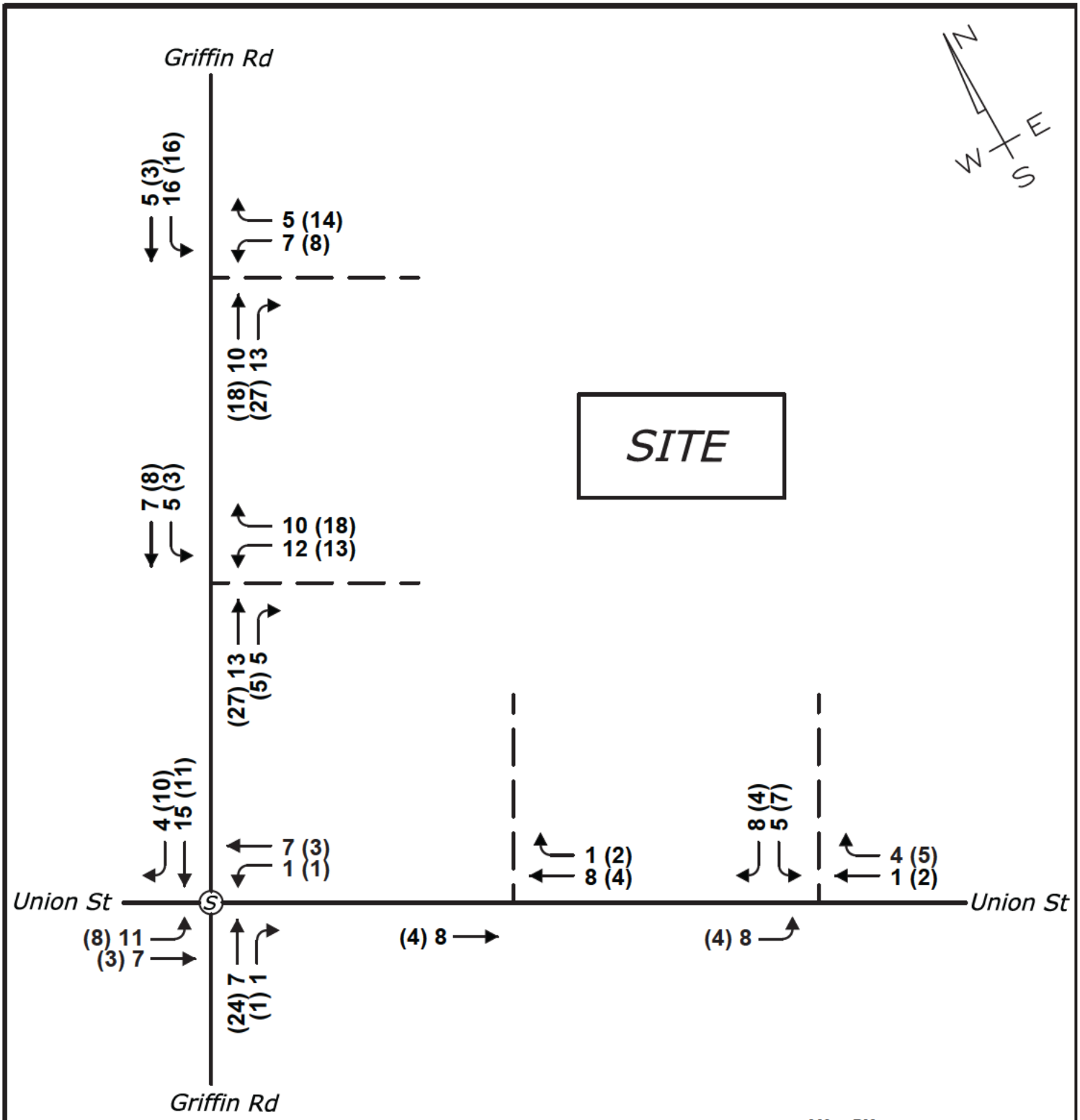
C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design: KJB Scale: NONE
Draft: KJB Date: 7/13/2026
Checked: RED File Name: RH Bangor.dwg

Engineering
Building Partnerships

PRIMARY & DIVERTED

Figure No. 8



ASSUMPTIONS

All entering car wash trips are assumed to use the northerly Griffin Road driveway, while exiting trips are distributed evenly (50%/50%) between the two Griffin Road driveways.

	AM	PM
ENTER	52	62
EXIT	47	64
TOTAL	99	126

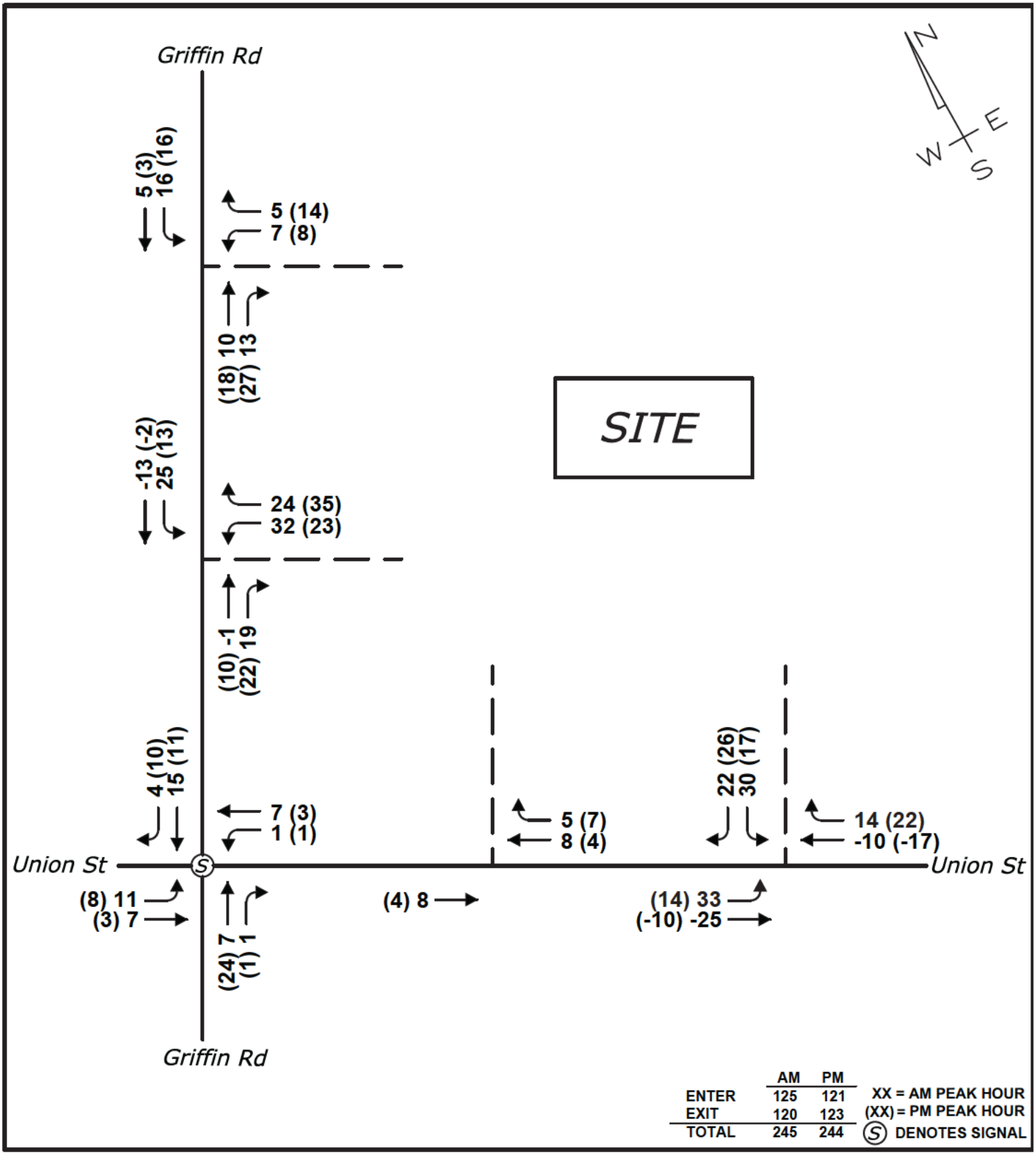
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR
(S) DENOTES SIGNAL

C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design: KJB
Draft: KJB
Checked: RED
Scale: NONE
Date: 7/13/2026
File Name: RH Bangor.dwg

Engineering Building Partnerships

PROPOSED TRIP DISTRIBUTION & ASSIGNMENT 9
Figure No.



	AM	PM
ENTER	125	121
EXIT	120	123
TOTAL	245	244

XX = AM PEAK HOUR
(XX) = PM PEAK HOUR
(S) DENOTES SIGNAL

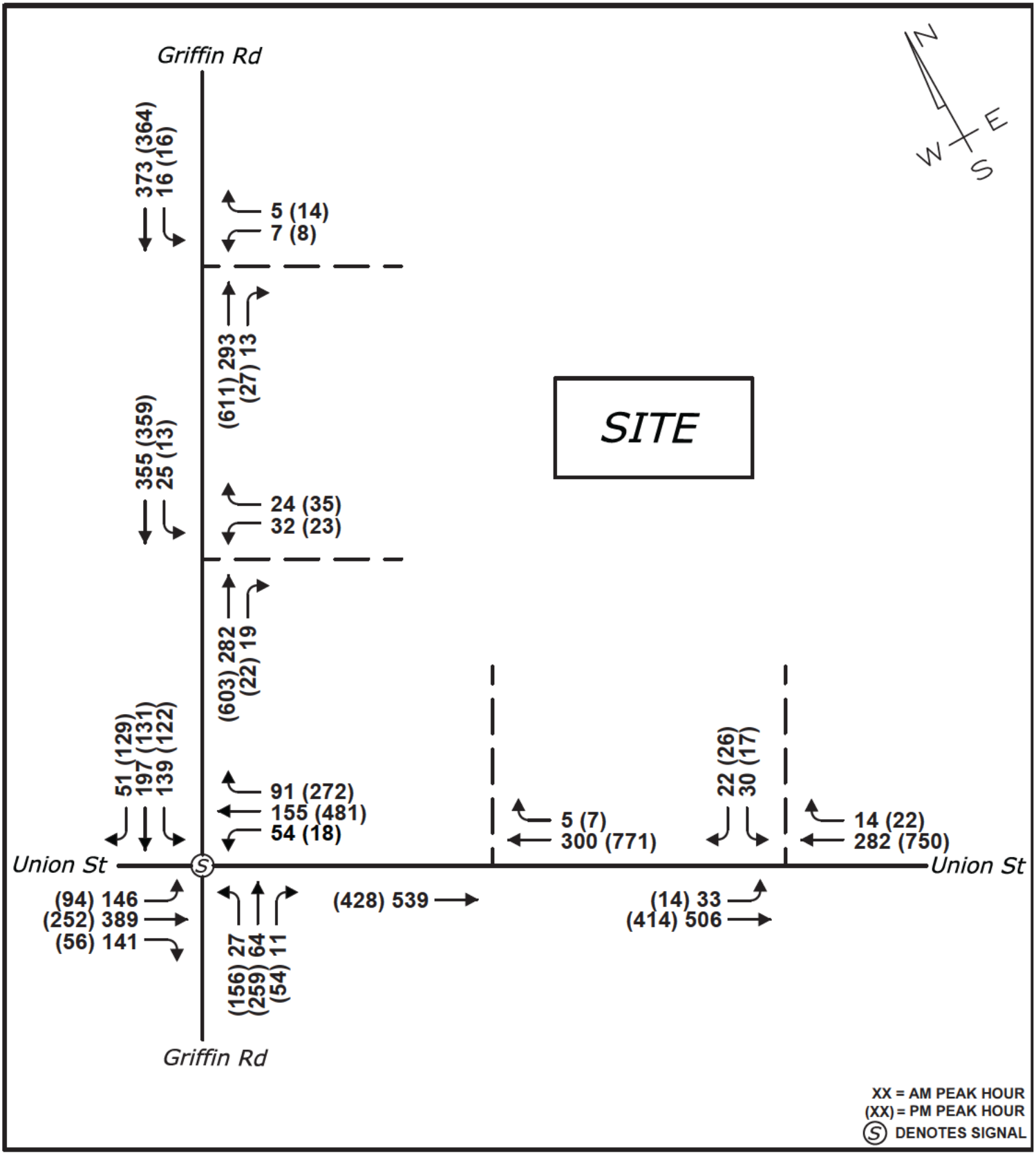
C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design: KJB
Draft: KJB
Checked: RED
Scale: NONE
Date: 7/13/2026
File Name: RH Bangor.dwg

Engineering
Building Partnerships

2027 POSTDEVELOPMENT

Figure No. 10



C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design:	KJB	Scale:	NONE
Draft:	KJB	Date:	7/13/2026
Checked:	RED	File Name:	RH Bangor.dwg

Engineering
Building Partnerships

Attachment 1C

Trip Generation Calculations
ITE Supporting Document

Land Use: 945
Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells groceries and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

Convenience store (Land Use 851) is a related use.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of four subcategories, based on the number of vehicle fueling positions (VFP) at the site: (1) between 2 and 8 VFP, (2) between 9 and 15 VFP, (3) between 16 and 24 VFP, and (4) more than 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of four other subcategories, based on the gross floor area (GFA) of the convenience store at the site: (1) between 2,000 and 4,000 square feet, (2) between 4,000 and 5,500 square feet, (3) between 5,500 and 10,000 square feet, and (4) greater than 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have subcategories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, Arkansas, California, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Ohio, Pennsylvania, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

340, 350, 355, 359, 385, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 1004, 1024, 1025, 1027, 1052, 1219, 1224, 1227, 1238, 1267

Convenience Store/Gas Station - VFP (9-15)
(945)

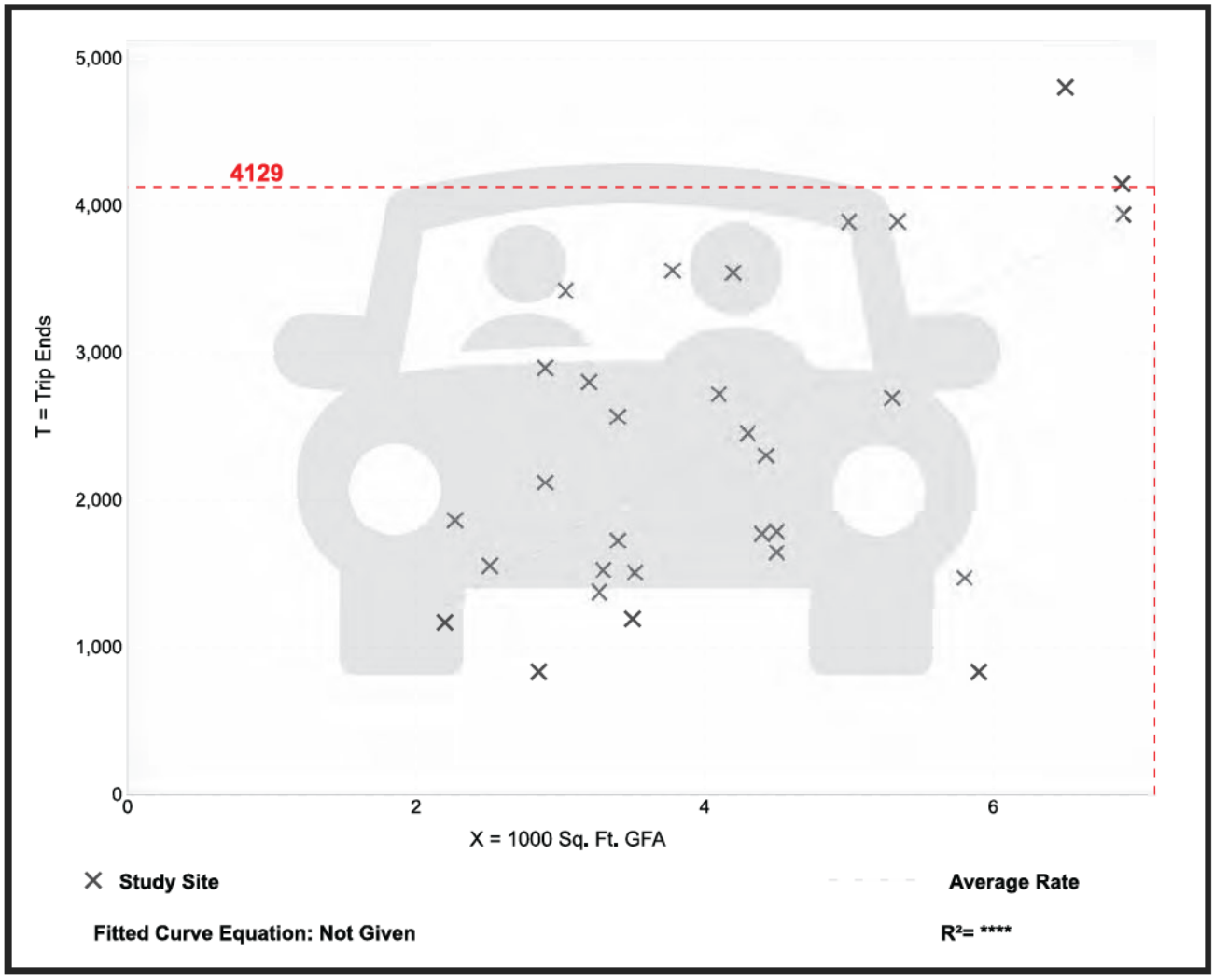
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 30
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
579.86	141.19 - 1125.00	228.16

Data Plot and Equation



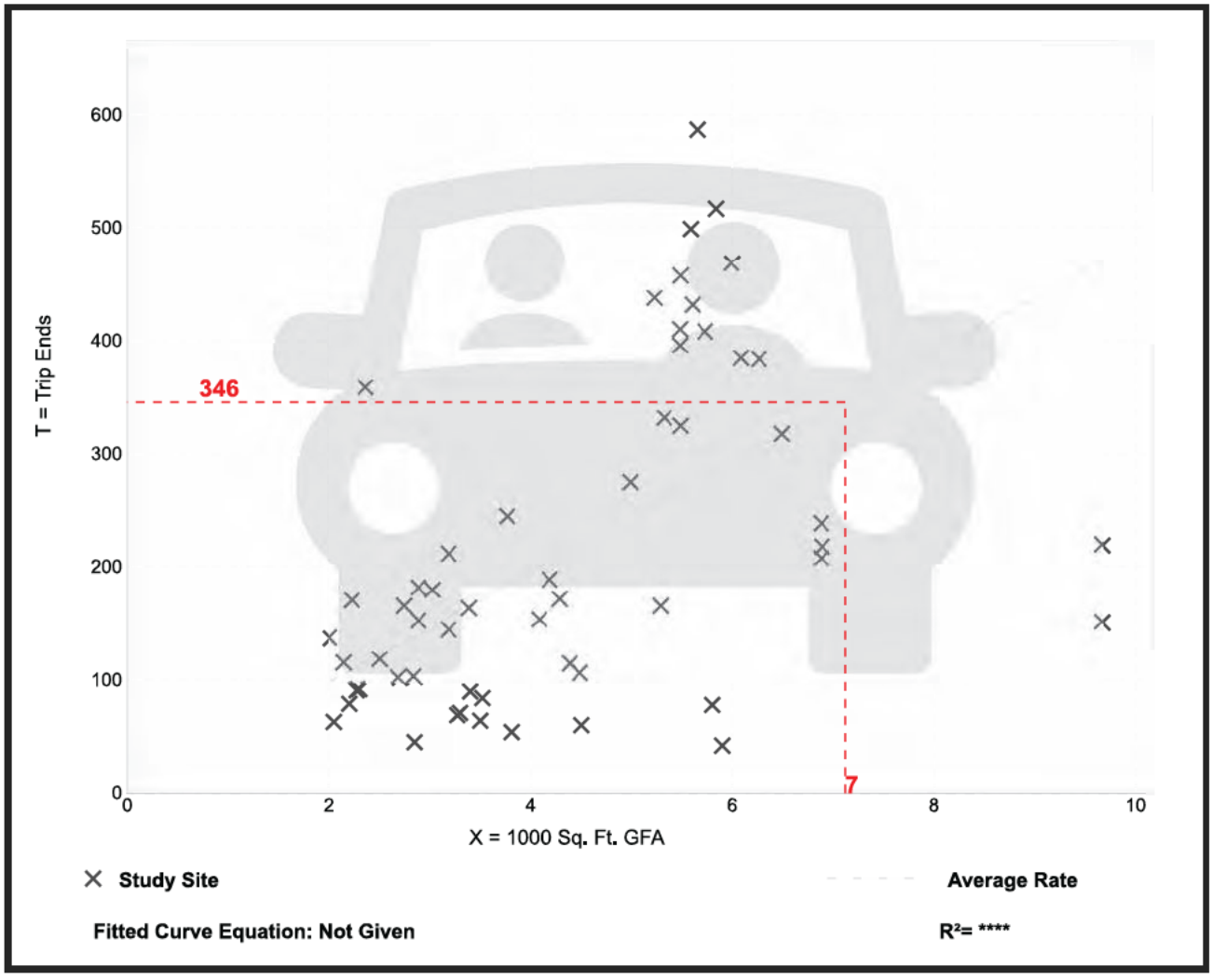
Convenience Store/Gas Station - VFP (9-15)
(945)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 56
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
48.60	7.12 - 150.67	26.95

Data Plot and Equation



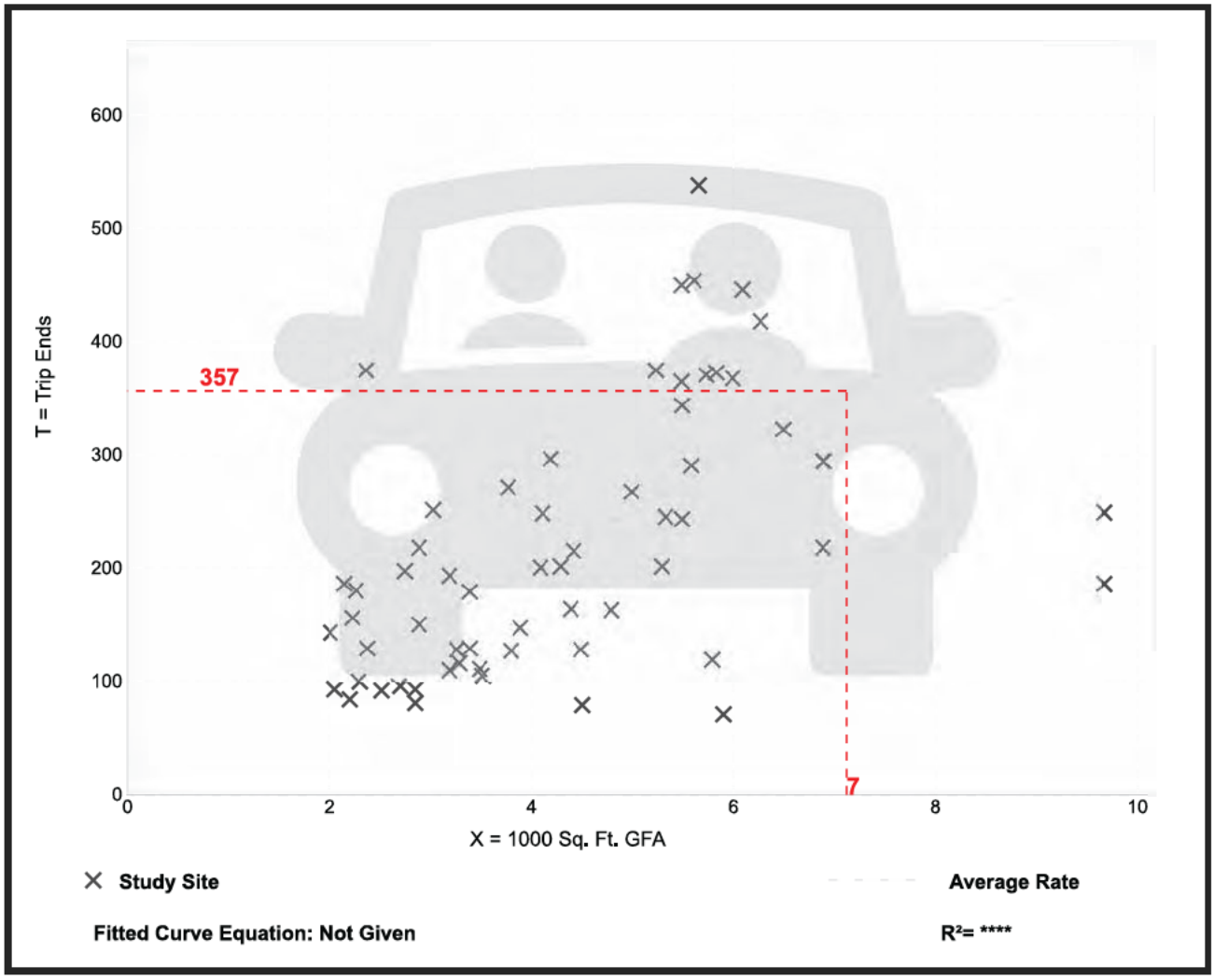
Convenience Store/Gas Station - VFP (9-15)
(945)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 61
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.08	12.03 - 157.41	22.31

Data Plot and Equation



Convenience Store/Gas Station - VFP (9-15)
(945)

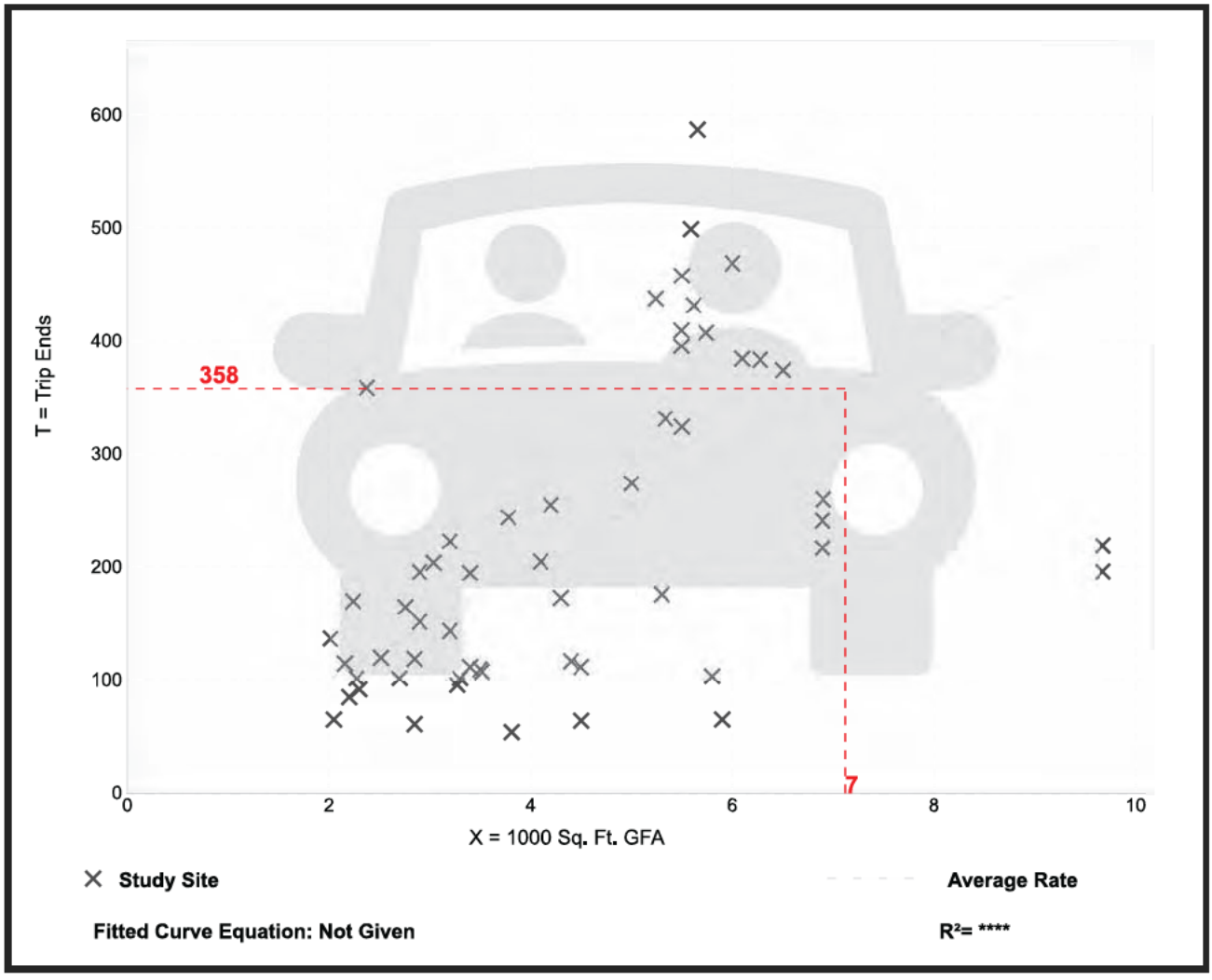
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 55
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.27	11.02 - 150.67	25.29

Data Plot and Equation



Convenience Store/Gas Station - VFP (9-15)
(945)

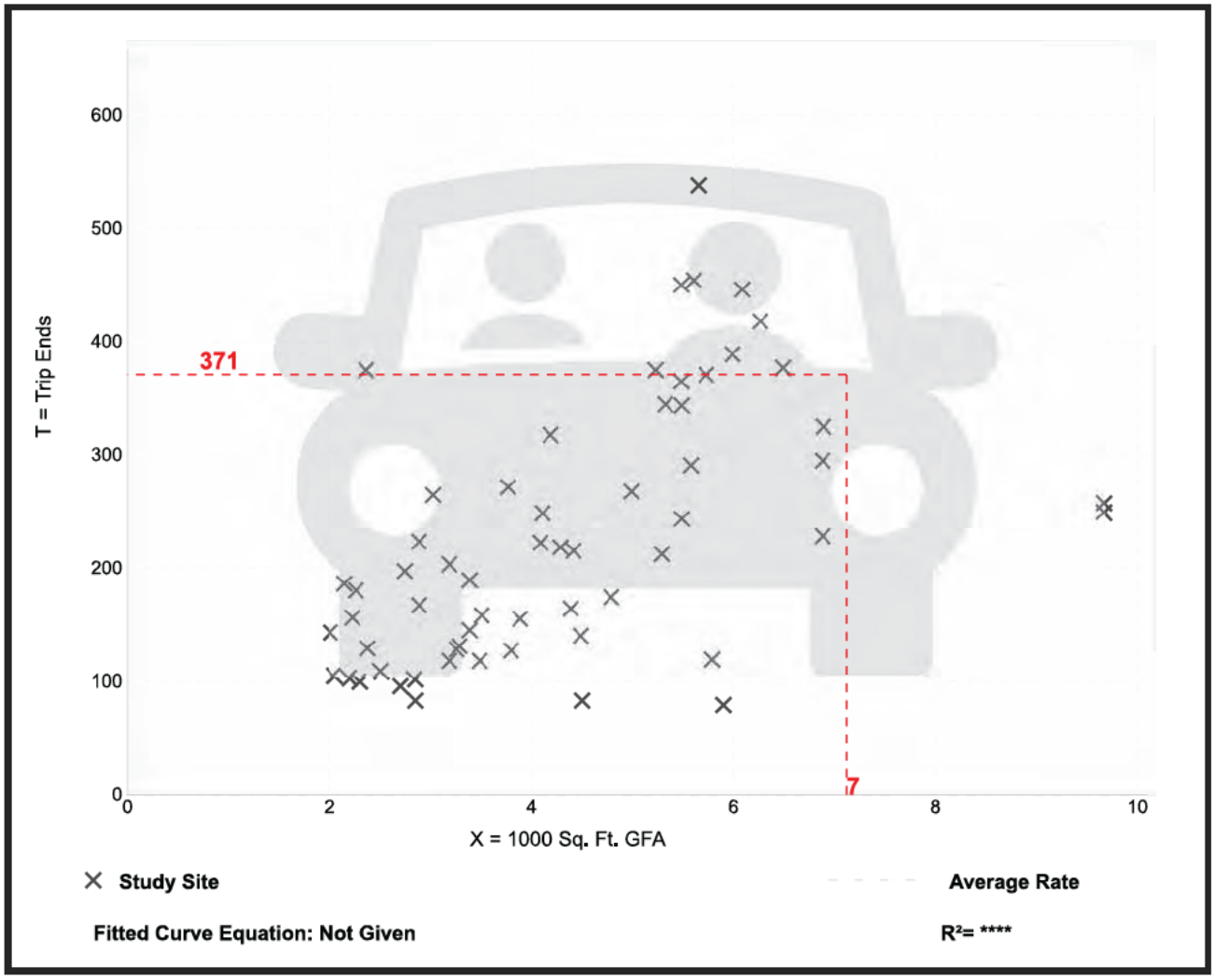
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
52.11	13.39 - 157.41	21.88

Data Plot and Equation



Convenience Store/Gas Station - VFP (9-15)
(945)

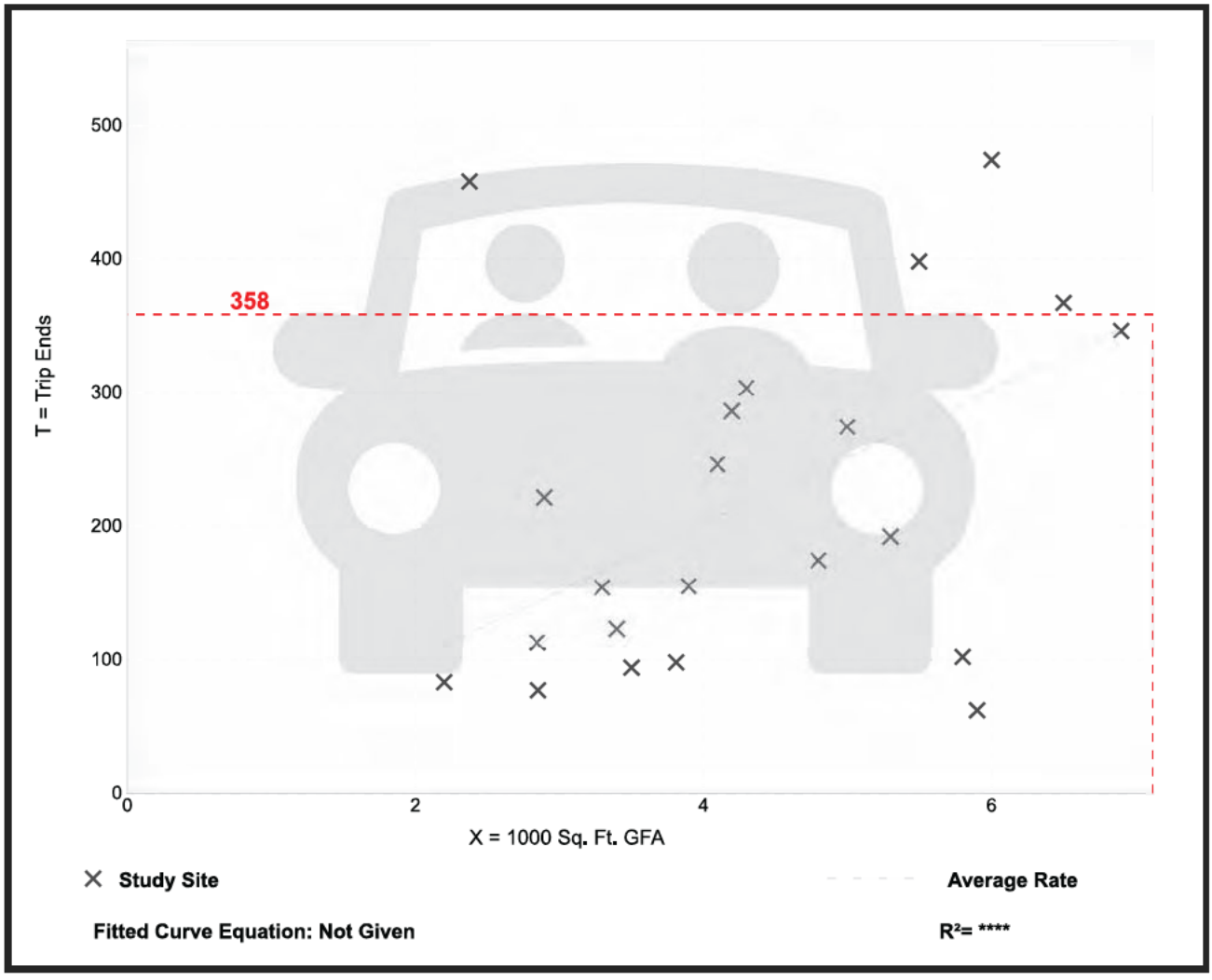
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.33	10.51 - 192.76	30.87

Data Plot and Equation



Convenience Store/Gas Station - GFA (5.5-10k)
(945)

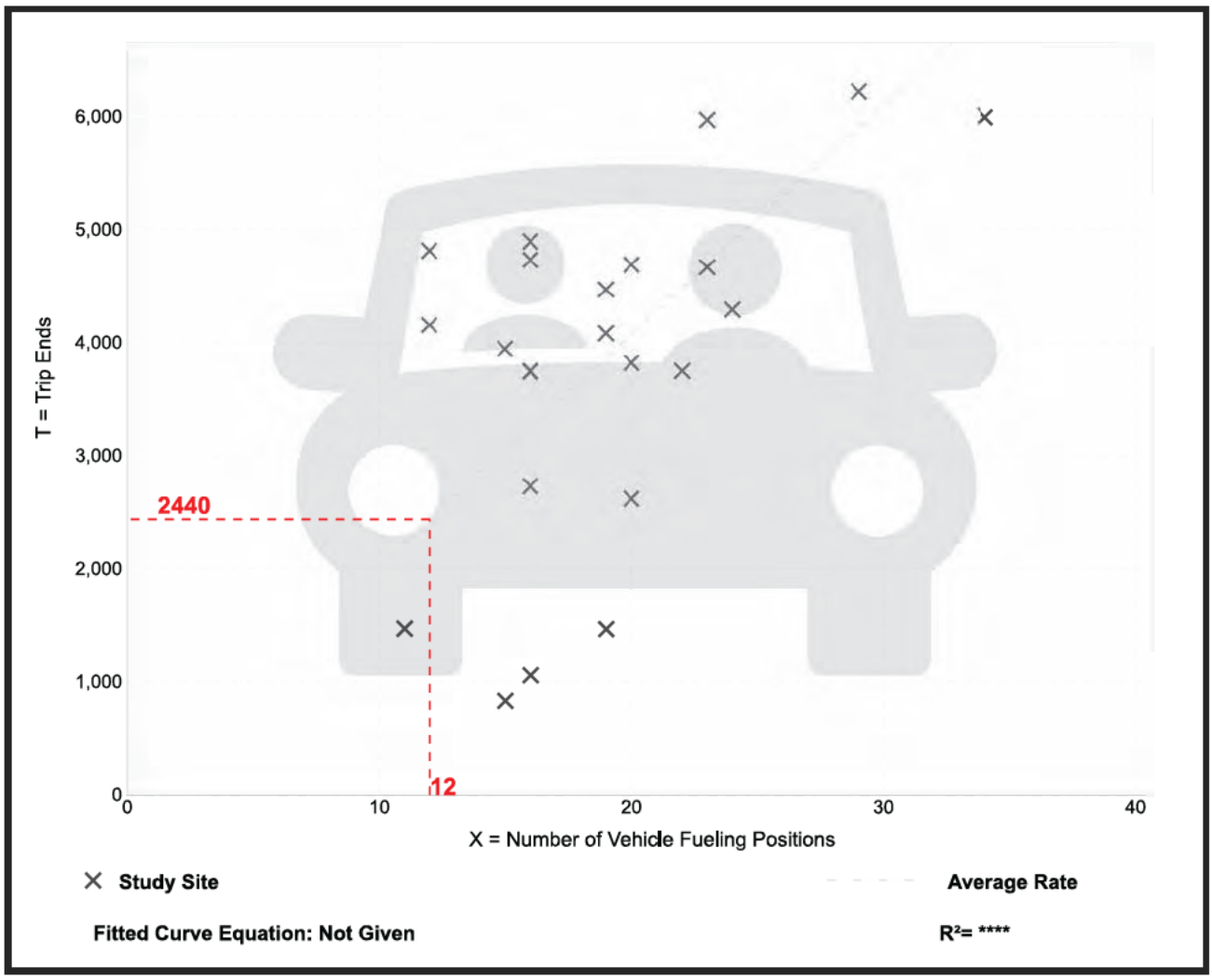
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 23
Avg. Num. of Vehicle Fueling Positions: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
203.35	55.53 - 400.33	75.82

Data Plot and Equation



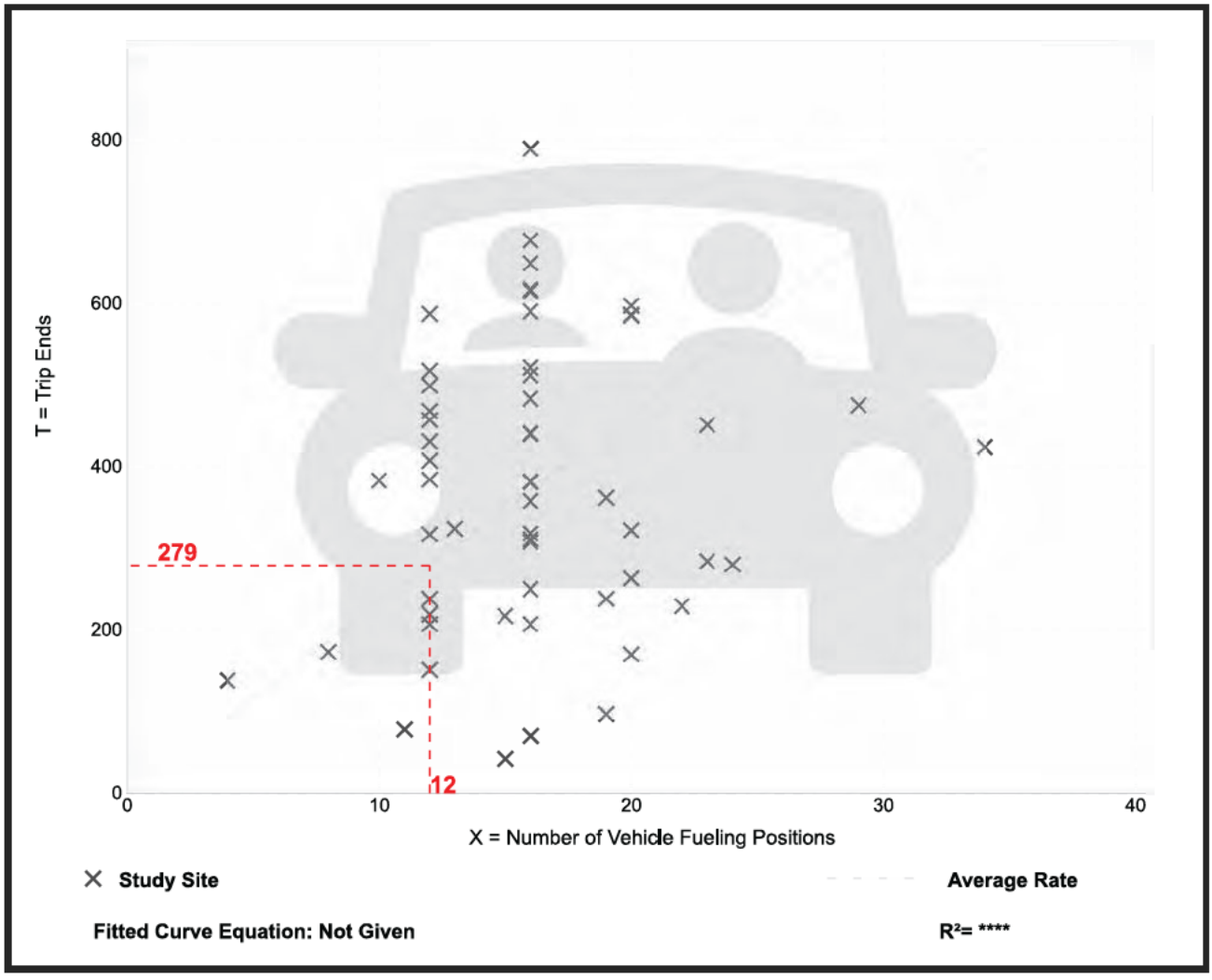
Convenience Store/Gas Station - GFA (5.5-10k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	55
Avg. Num. of Vehicle Fueling Positions:	16
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
23.21	2.80 - 49.31	11.79

Data Plot and Equation



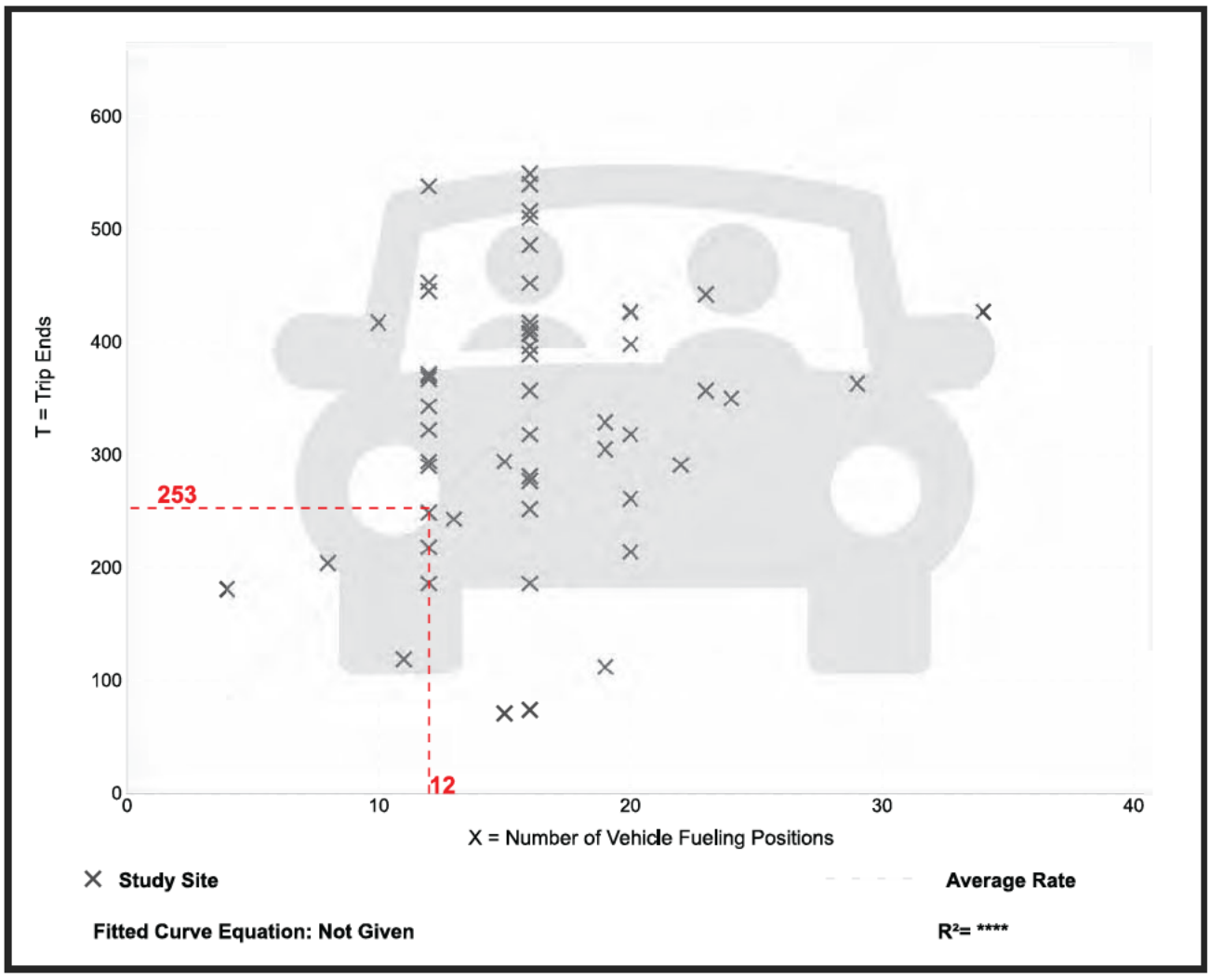
Convenience Store/Gas Station - GFA (5.5-10k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 4 and 6 p.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	55
Avg. Num. of Vehicle Fueling Positions:	16
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
21.08	4.63 - 45.25	8.82

Data Plot and Equation



Convenience Store/Gas Station - GFA (5.5-10k)
(945)

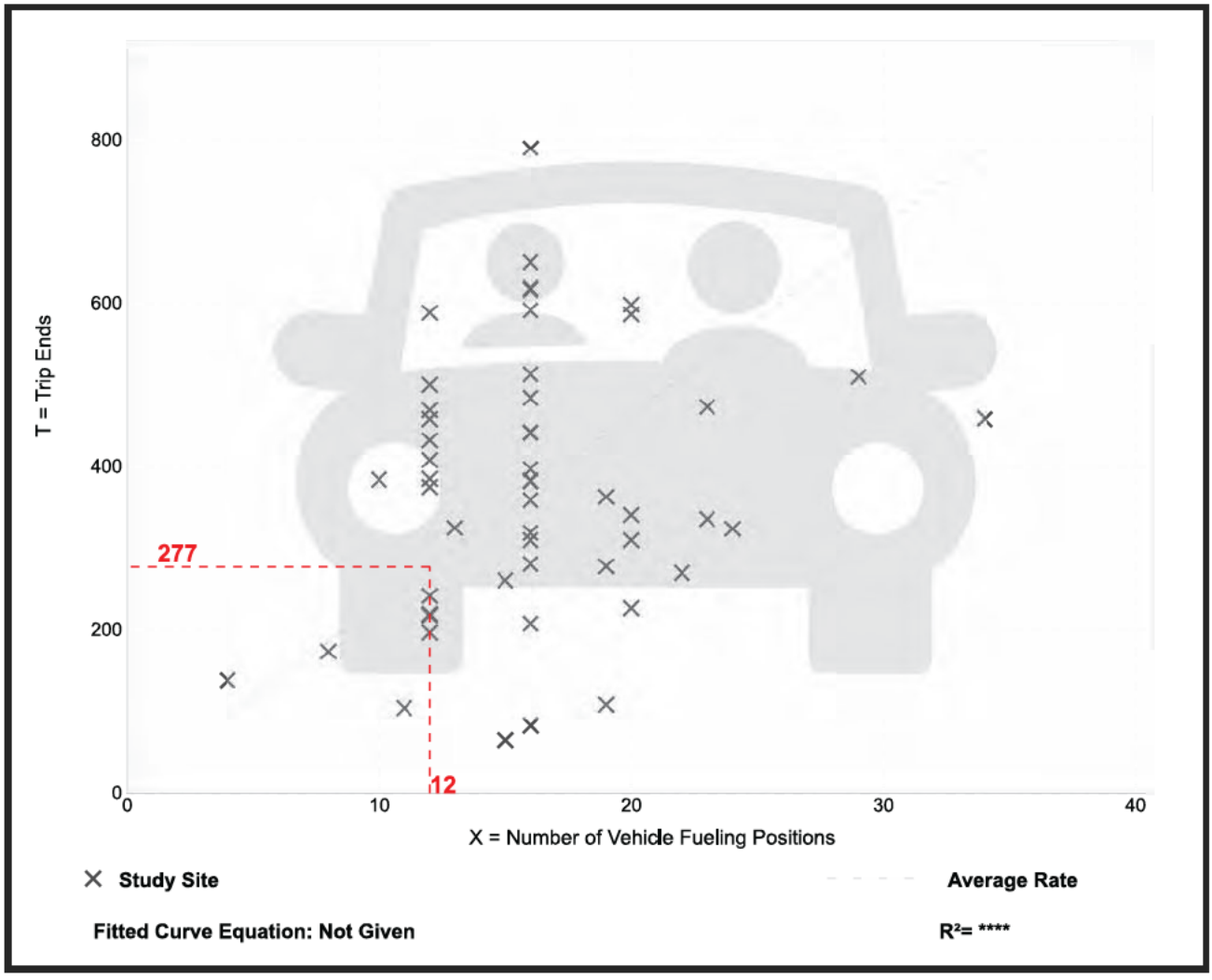
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. Num. of Vehicle Fueling Positions: 16
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
23.11	4.33 - 49.31	10.95

Data Plot and Equation



Convenience Store/Gas Station - GFA (5.5-10k)
(945)

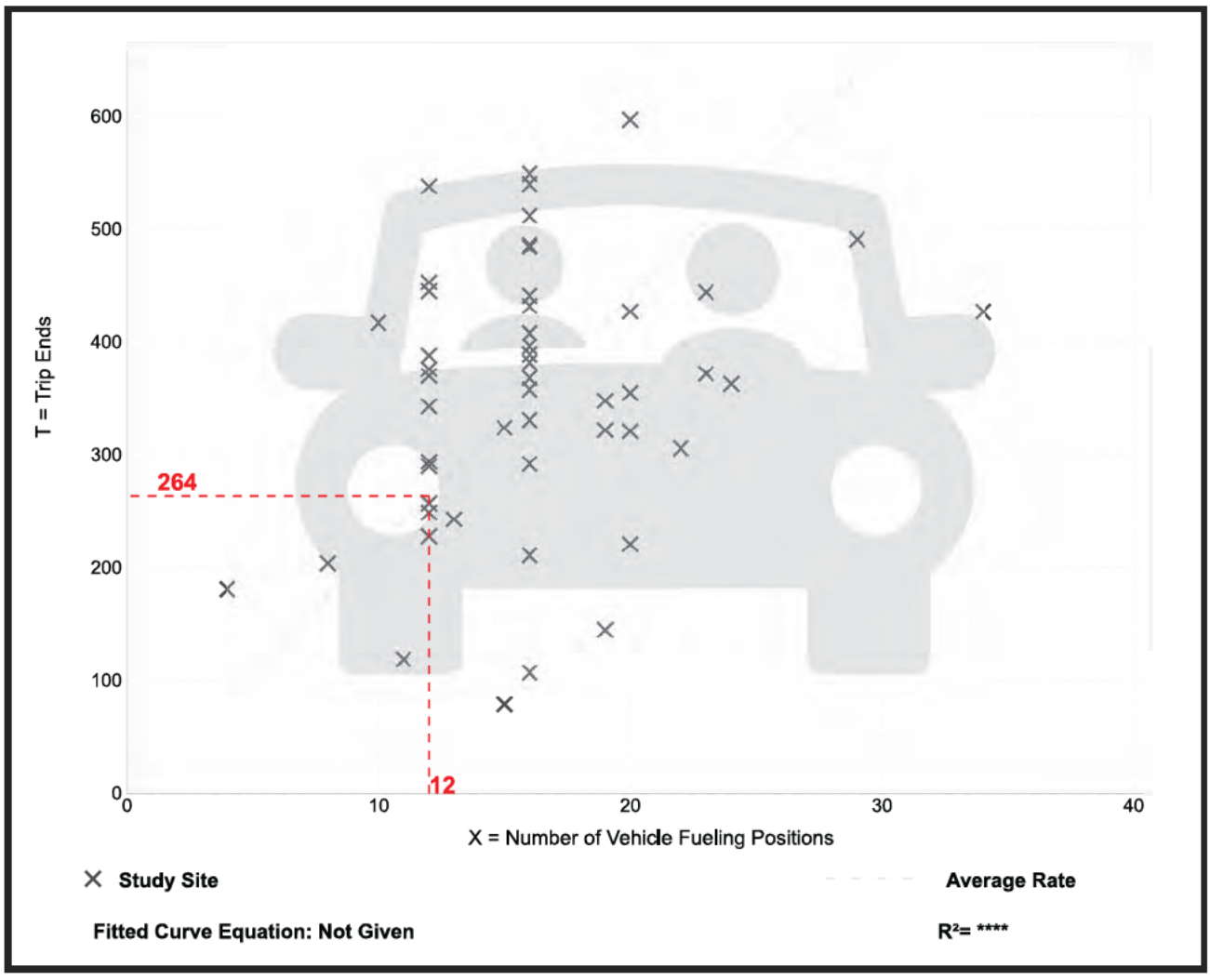
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. Num. of Vehicle Fueling Positions: 16
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
21.99	5.27 - 45.25	8.62

Data Plot and Equation



Convenience Store/Gas Station - GFA (5.5-10k)
(945)

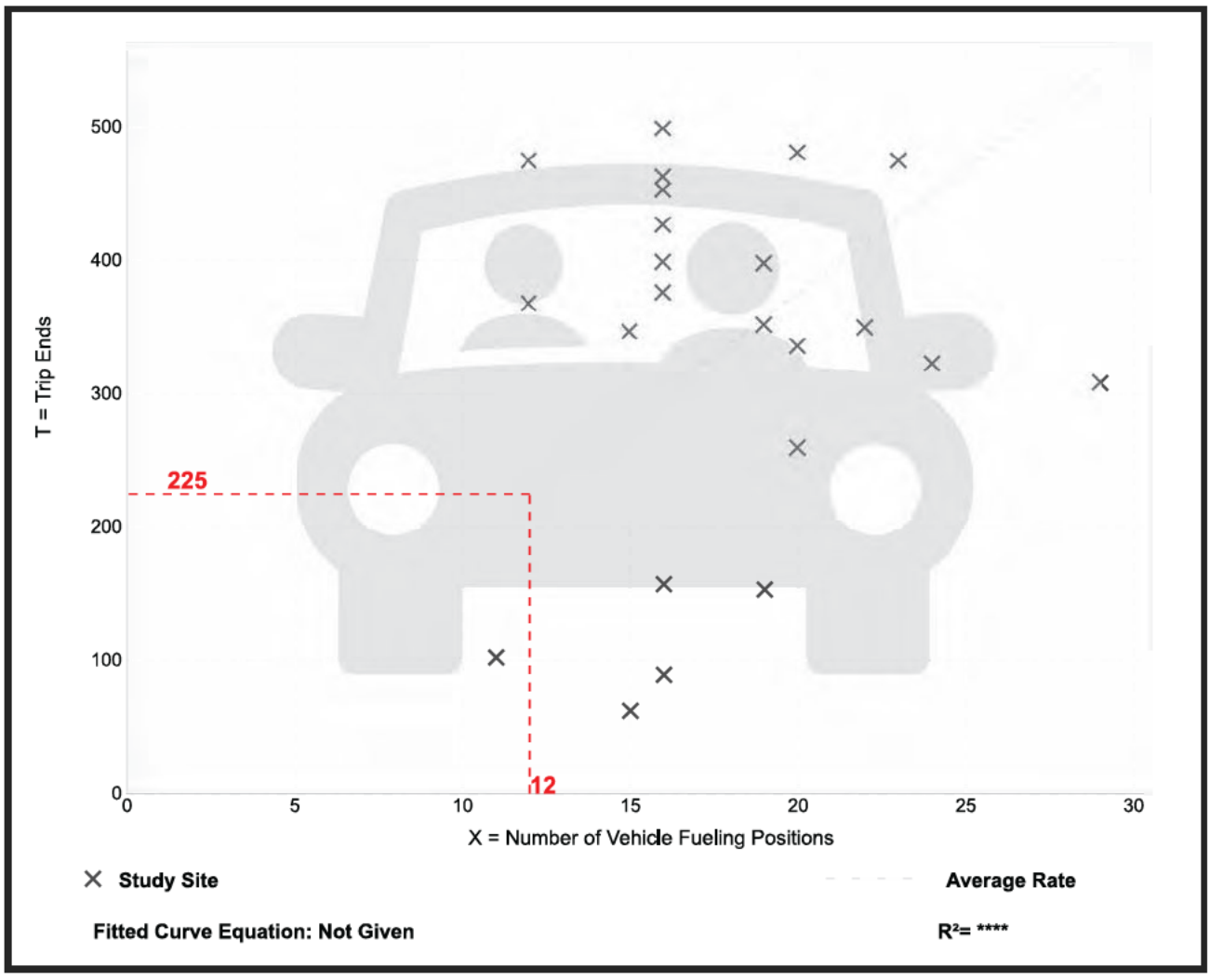
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 23
Avg. Num. of Vehicle Fueling Positions: 18
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
18.72	4.13 - 39.50	8.66

Data Plot and Equation



Land Use: 945
Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells groceries and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

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Convenience store (Land Use 851) is a related use.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of four subcategories, based on the number of vehicle fueling positions (VFP) at the site: (1) between 2 and 8 VFP, (2) between 9 and 15 VFP, (3) between 16 and 24 VFP, and (4) more than 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of four other subcategories, based on the gross floor area (GFA) of the convenience store at the site: (1) between 2,000 and 4,000 square feet, (2) between 4,000 and 5,500 square feet, (3) between 5,500 and 10,000 square feet, and (4) greater than 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have subcategories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, Arkansas, California, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Ohio, Pennsylvania, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

340, 350, 355, 359, 385, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 1004, 1024, 1025, 1027, 1052, 1219, 1224, 1227, 1238, 1267

Convenience Store/Gas Station - VFP (2-8)
(945)

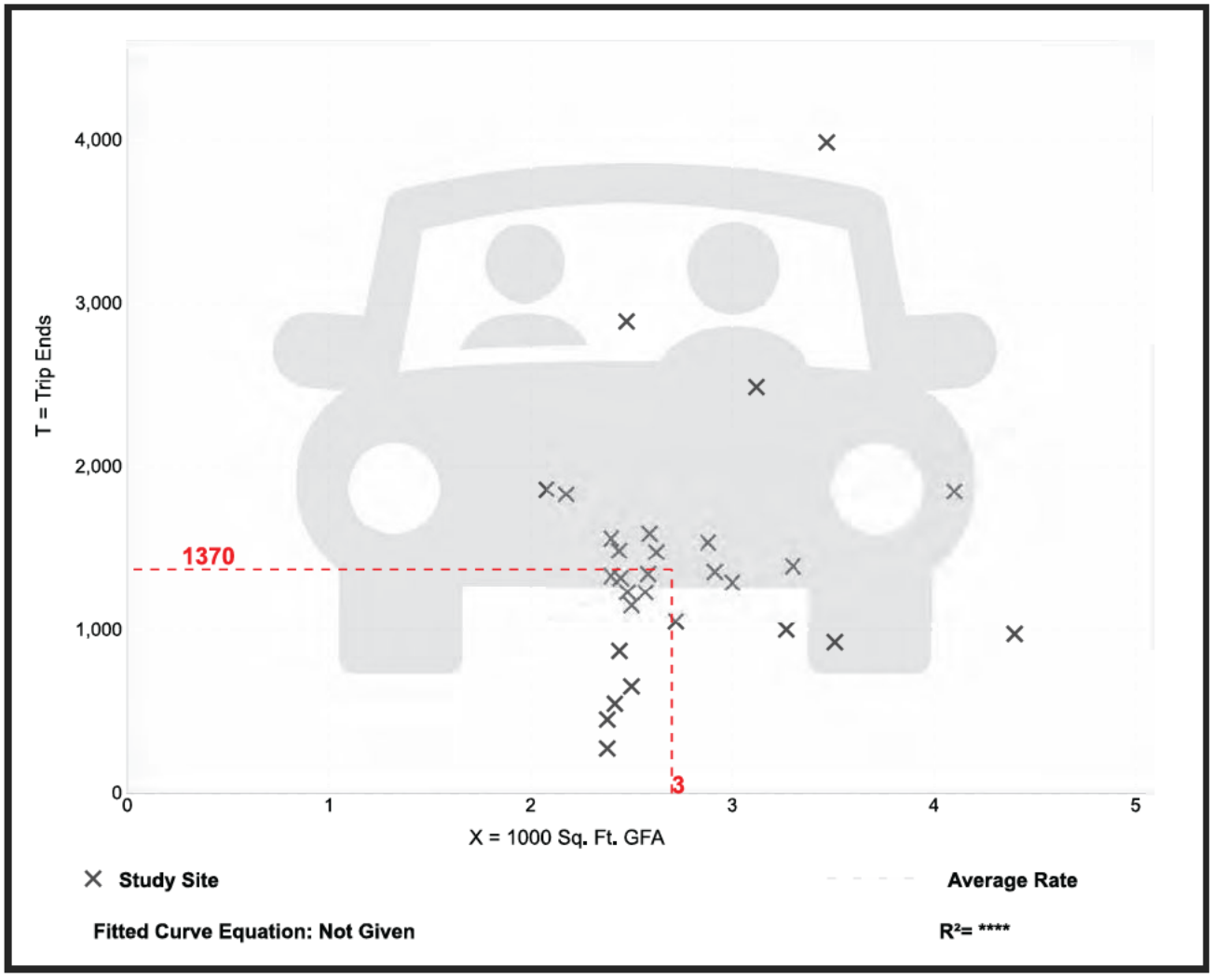
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
507.48	115.13 - 1167.27	259.80

Data Plot and Equation



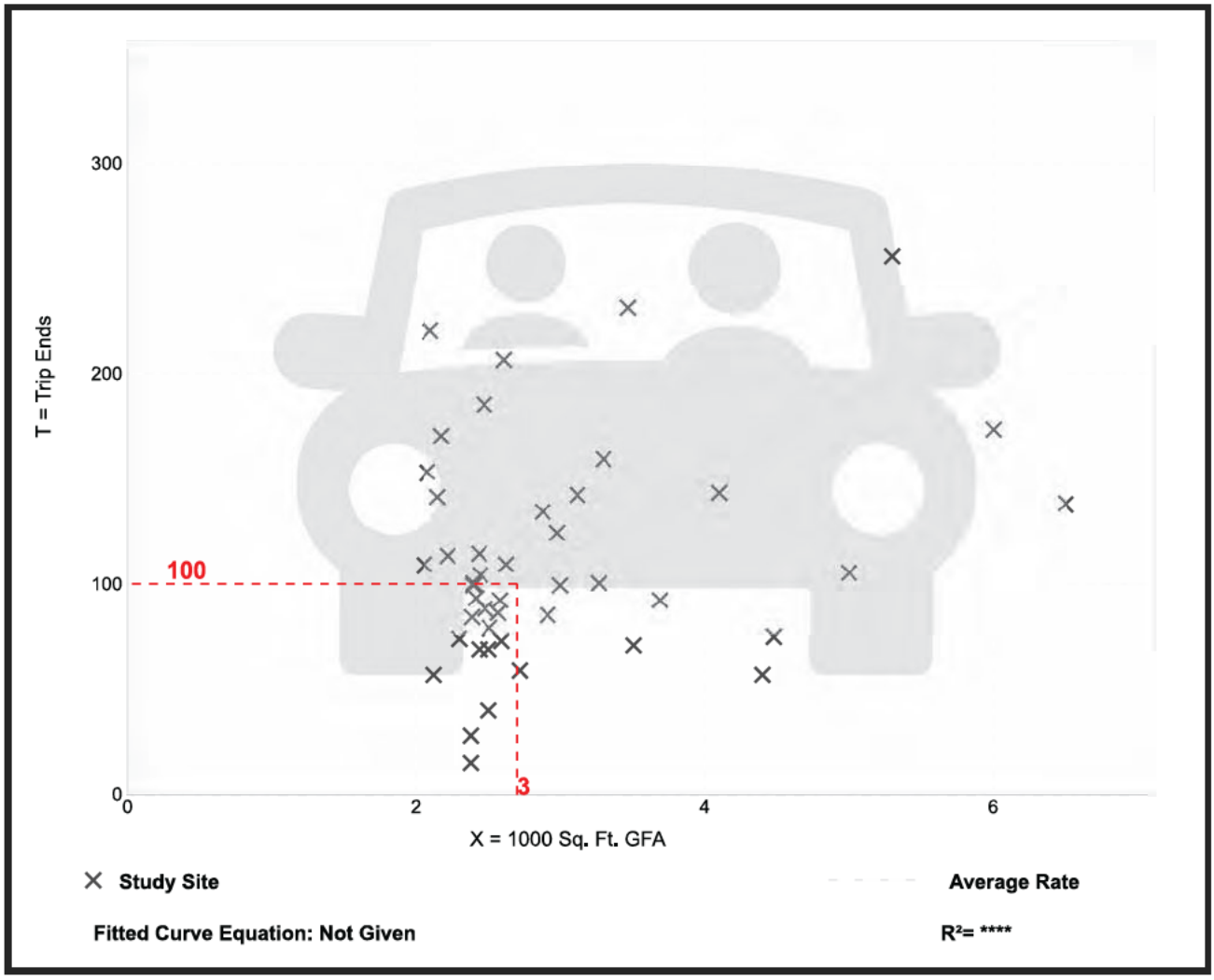
Convenience Store/Gas Station - VFP (2-8)
(945)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	45
Avg. 1000 Sq. Ft. GFA:	3
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
37.14	6.30 - 104.76	19.10

Data Plot and Equation



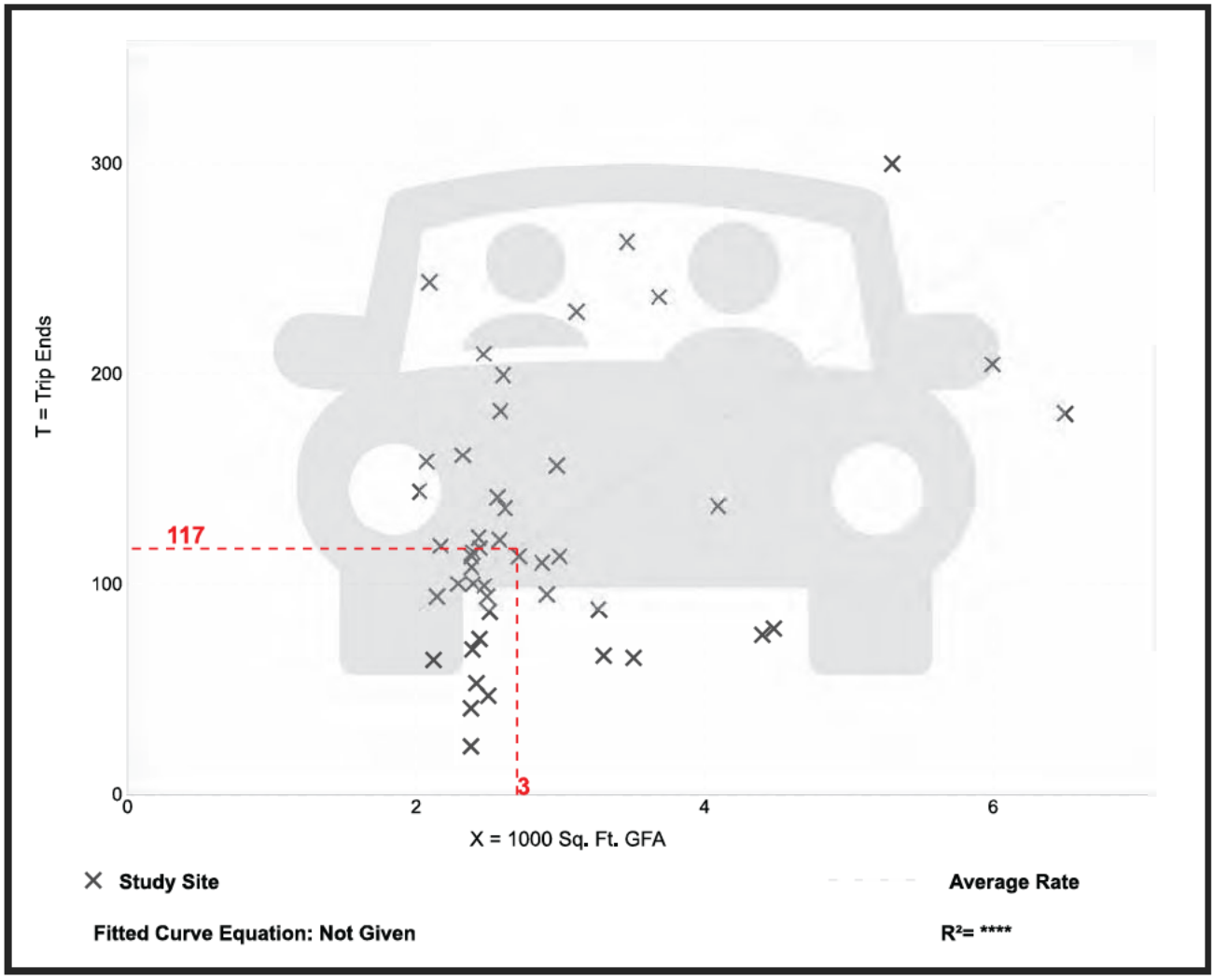
Convenience Store/Gas Station - VFP (2-8)
(945)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 46
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
43.33	9.66 - 115.71	20.92

Data Plot and Equation



Convenience Store/Gas Station - VFP (2-8)
(945)

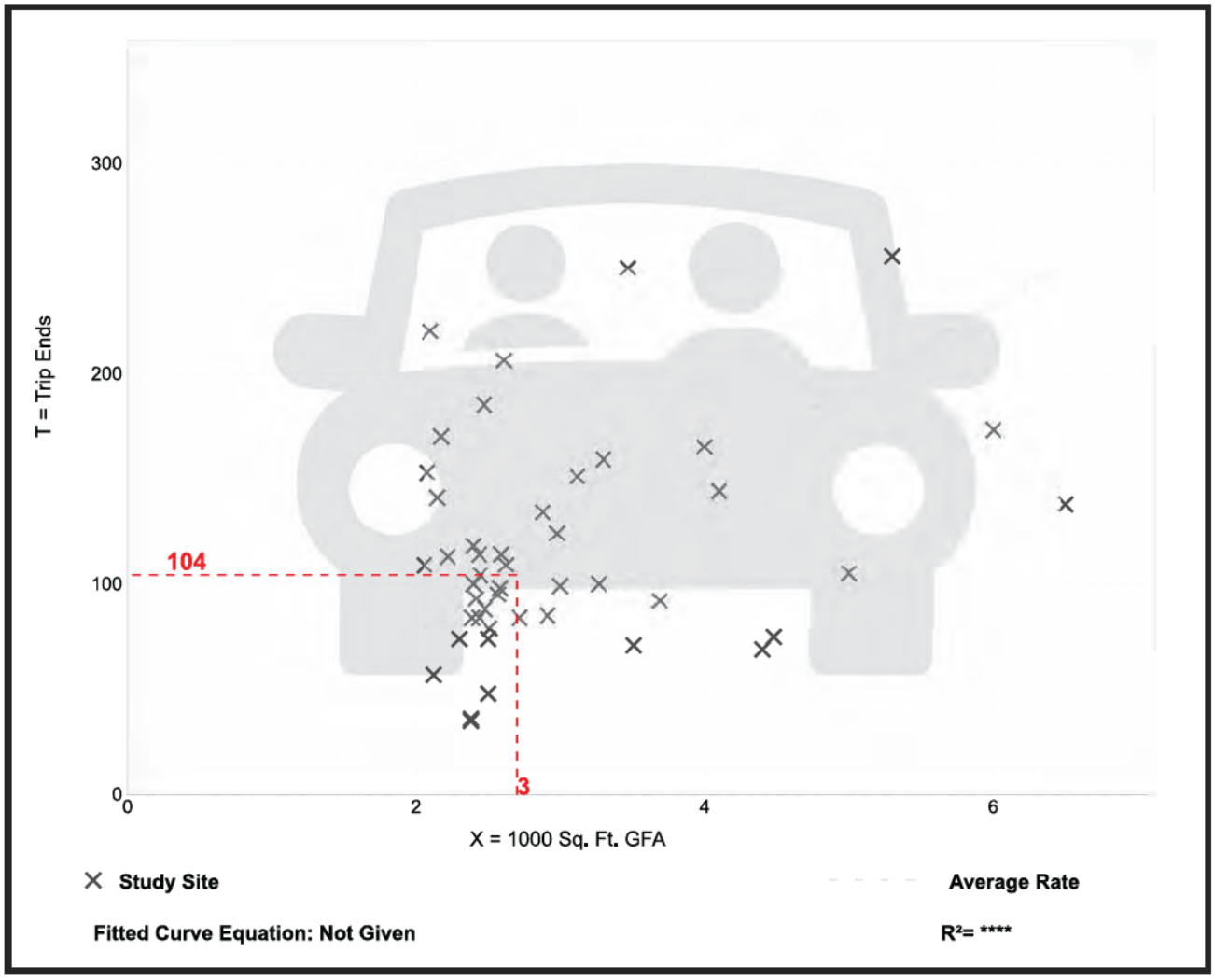
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 46
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.68	14.71 - 104.76	18.47

Data Plot and Equation



Convenience Store/Gas Station - VFP (2-8)
(945)

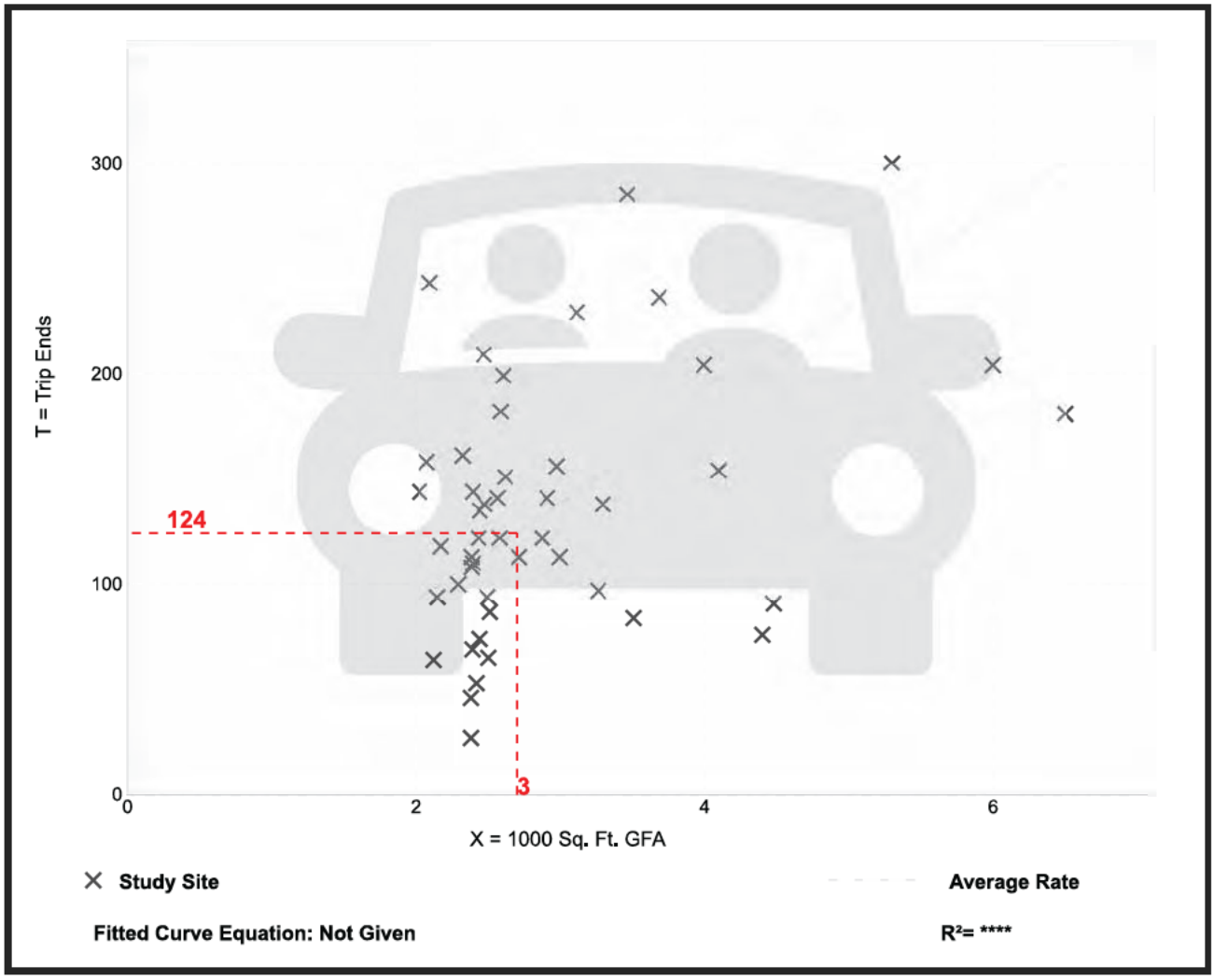
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 47
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
46.06	11.34 - 115.71	20.09

Data Plot and Equation



Convenience Store/Gas Station - VFP (2-8)
(945)

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

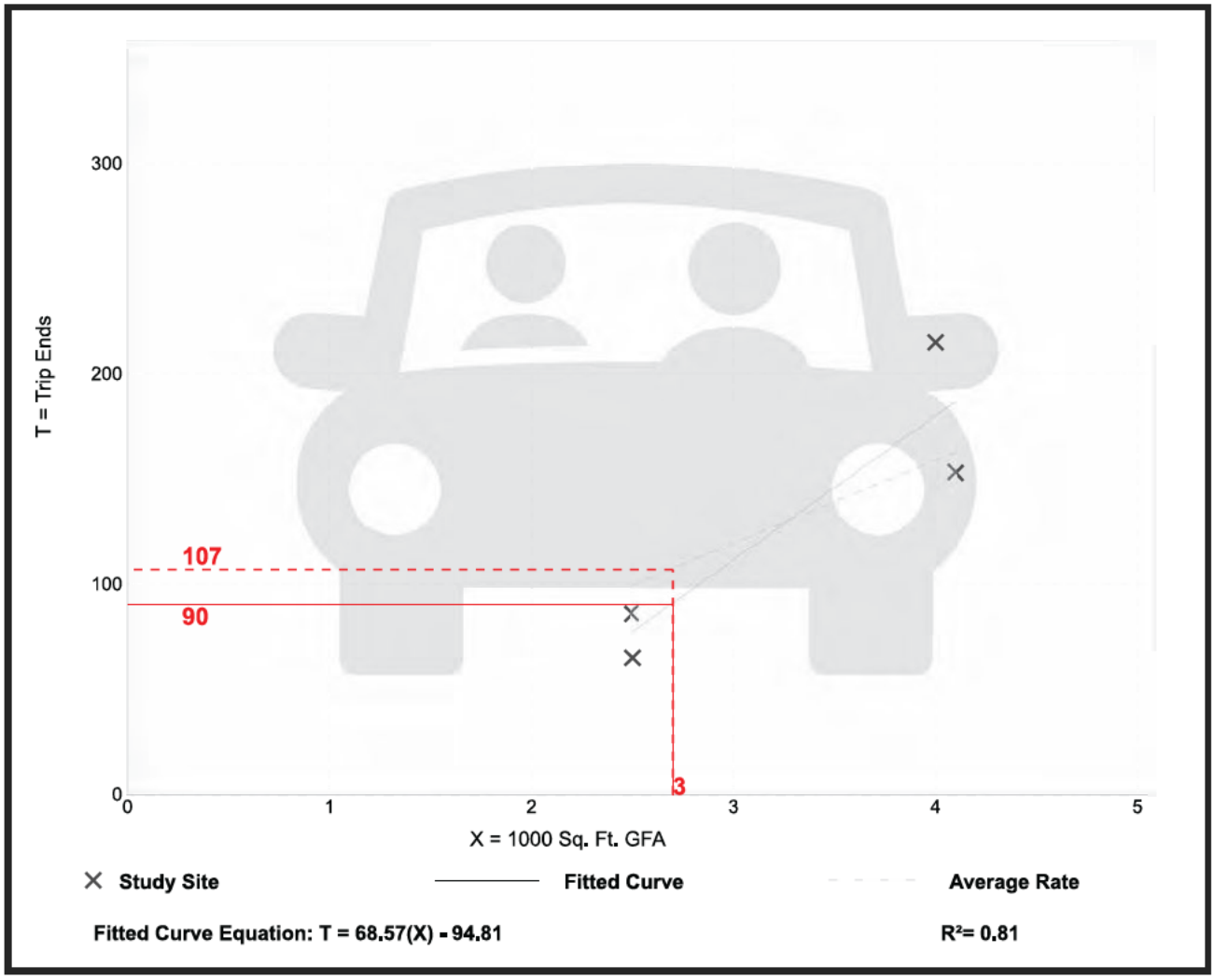
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
39.62	26.00 - 53.75	11.73

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - GFA (2-4k)
(945)

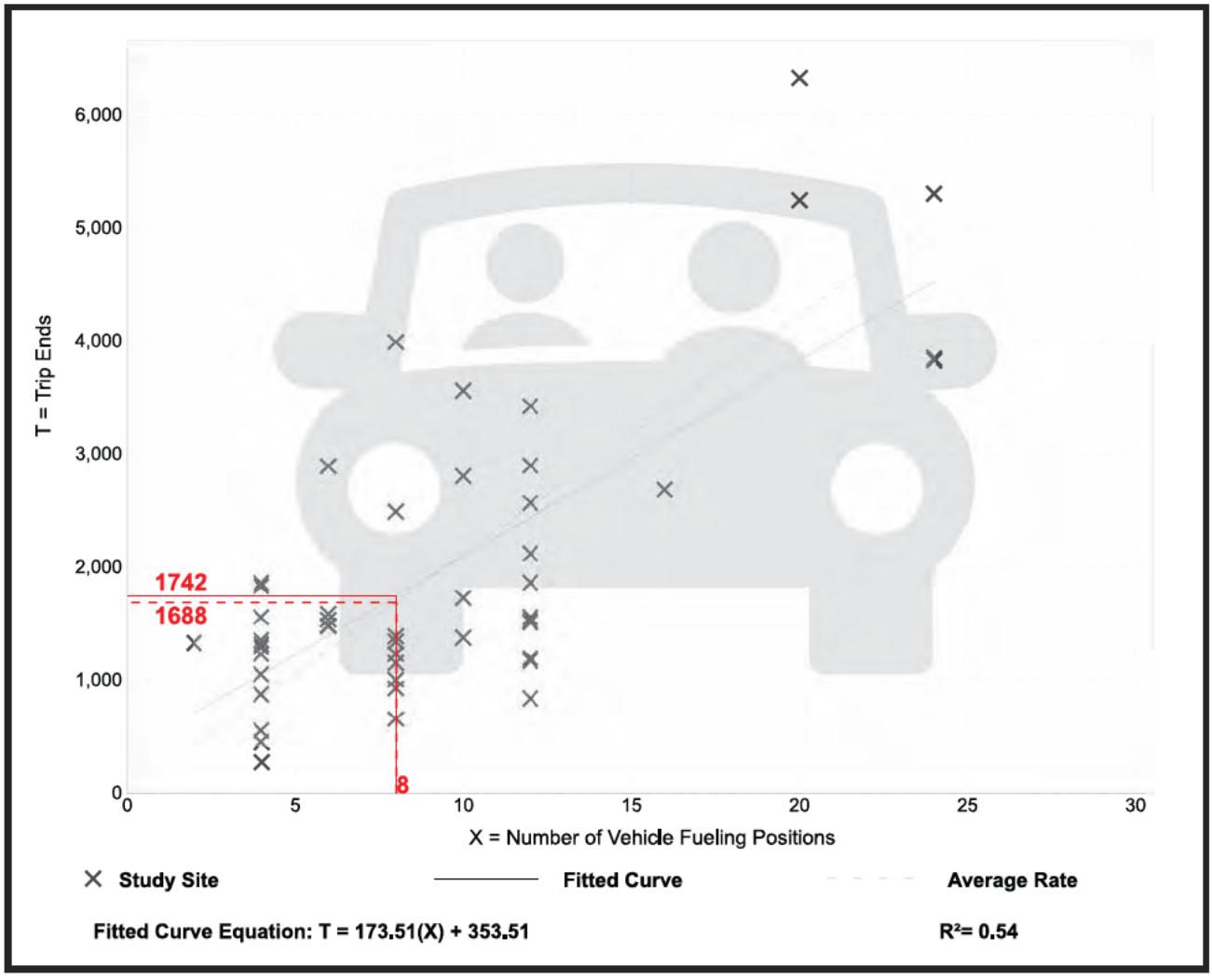
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
211.05	68.50 - 664.00	102.55

Data Plot and Equation



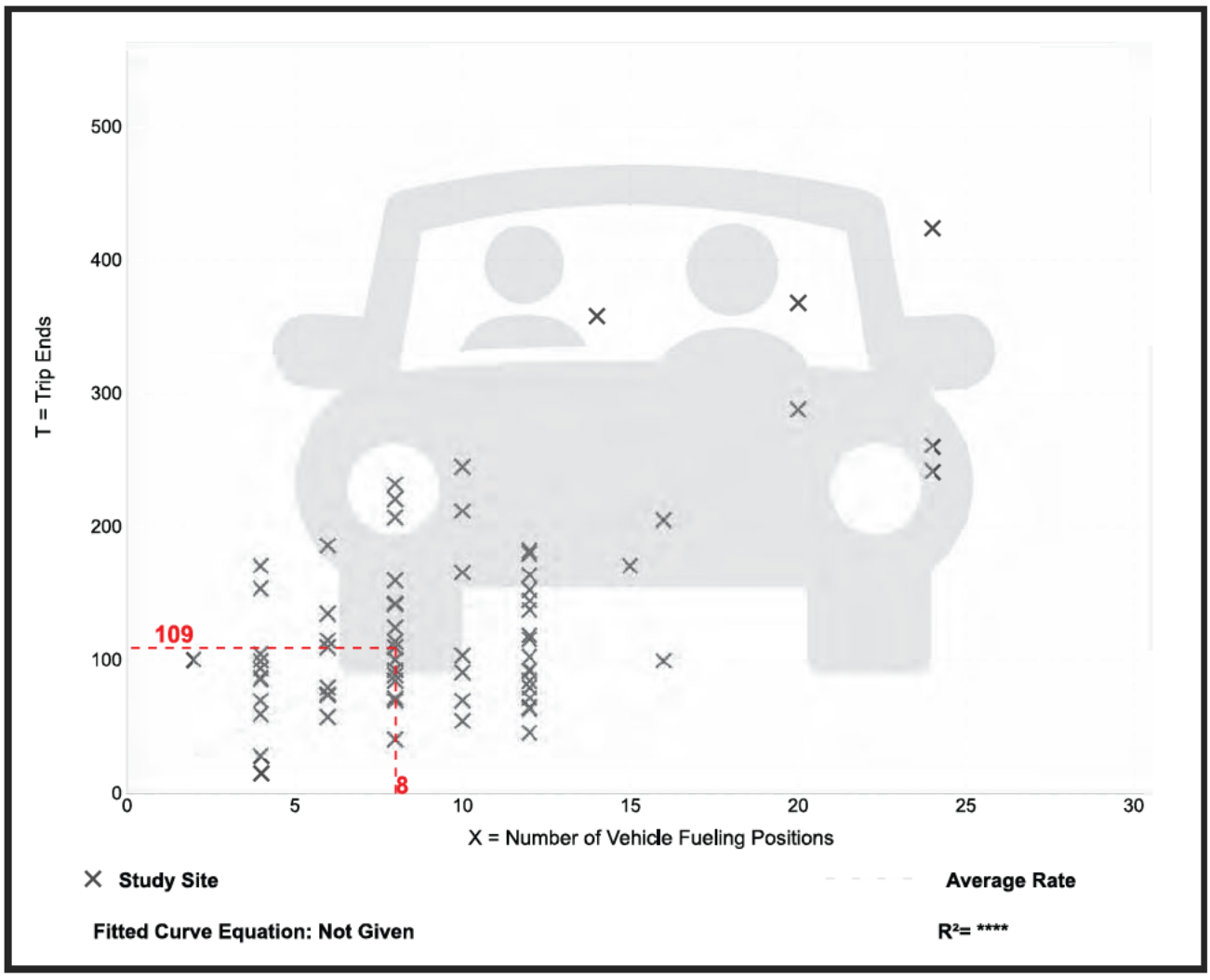
Convenience Store/Gas Station - GFA (2-4k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	71
Avg. Num. of Vehicle Fueling Positions:	10
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
13.65	3.75 - 50.00	7.16

Data Plot and Equation



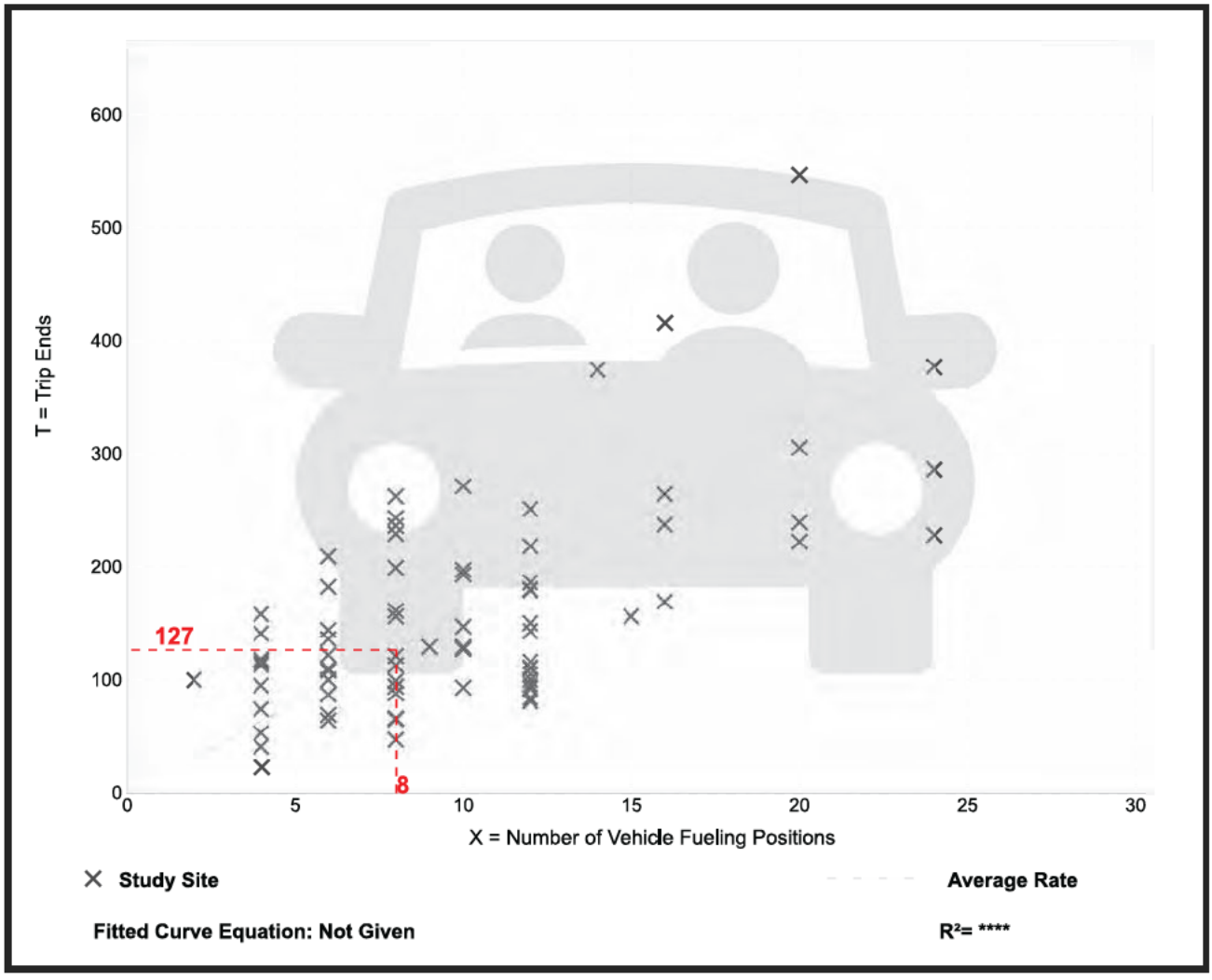
Convenience Store/Gas Station - GFA (2-4k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 4 and 6 p.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	79
Avg. Num. of Vehicle Fueling Positions:	10
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
15.85	5.75 - 50.00	7.54

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k)
(945)

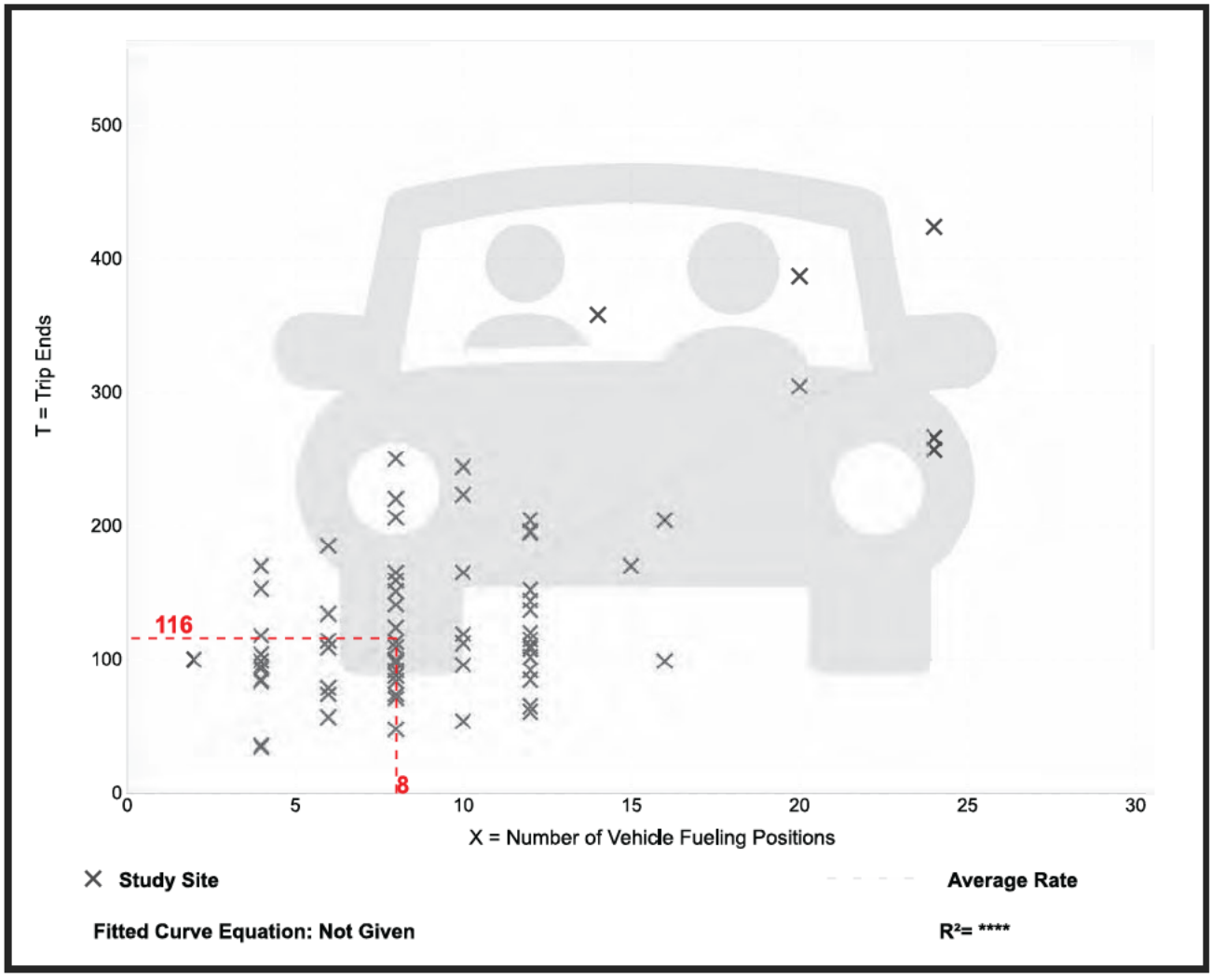
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 72
Avg. Num. of Vehicle Fueling Positions: 10
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
14.49	5.08 - 50.00	7.06

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k)
(945)

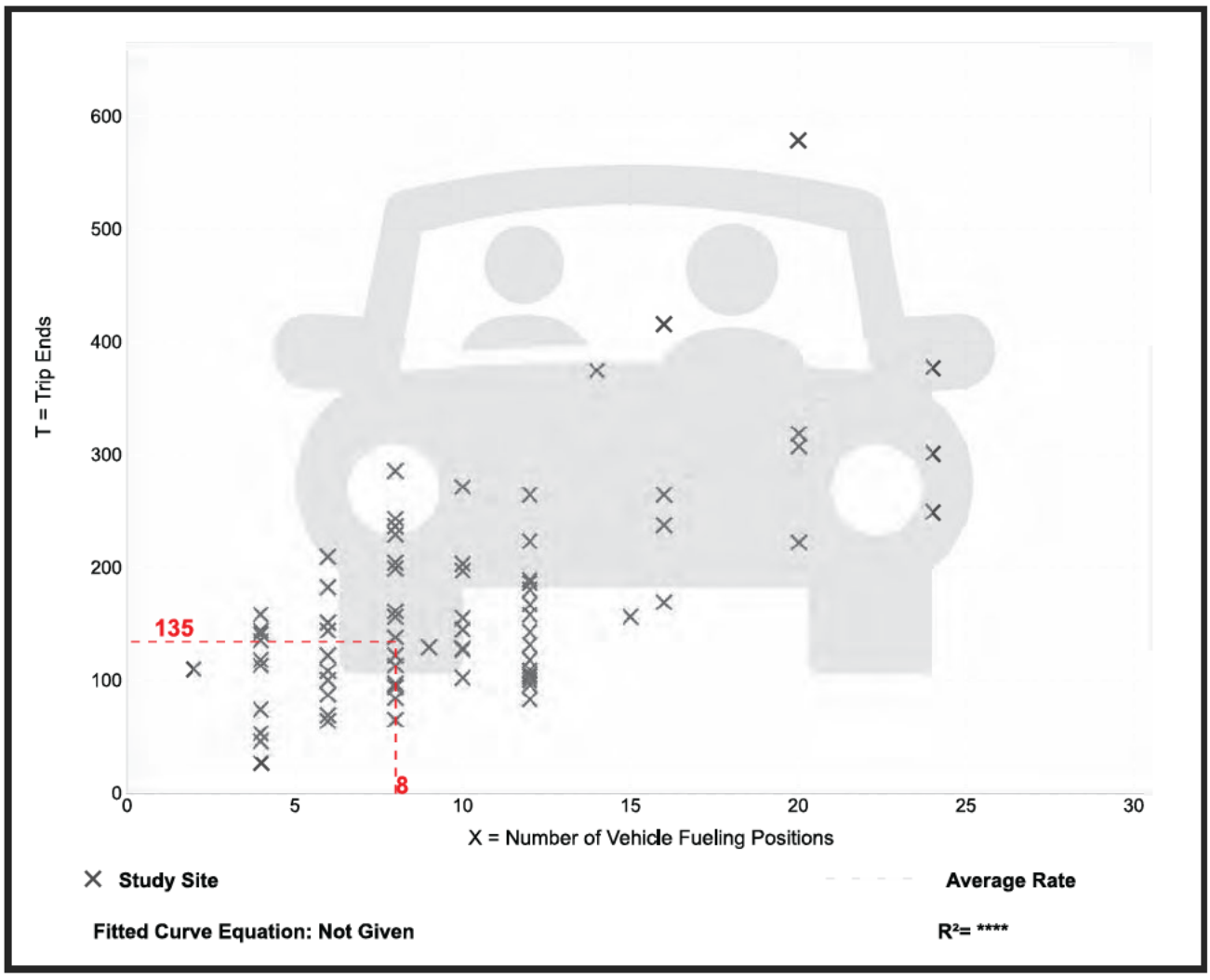
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 80
Avg. Num. of Vehicle Fueling Positions: 10
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
16.82	6.75 - 55.00	7.65

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k)
(945)

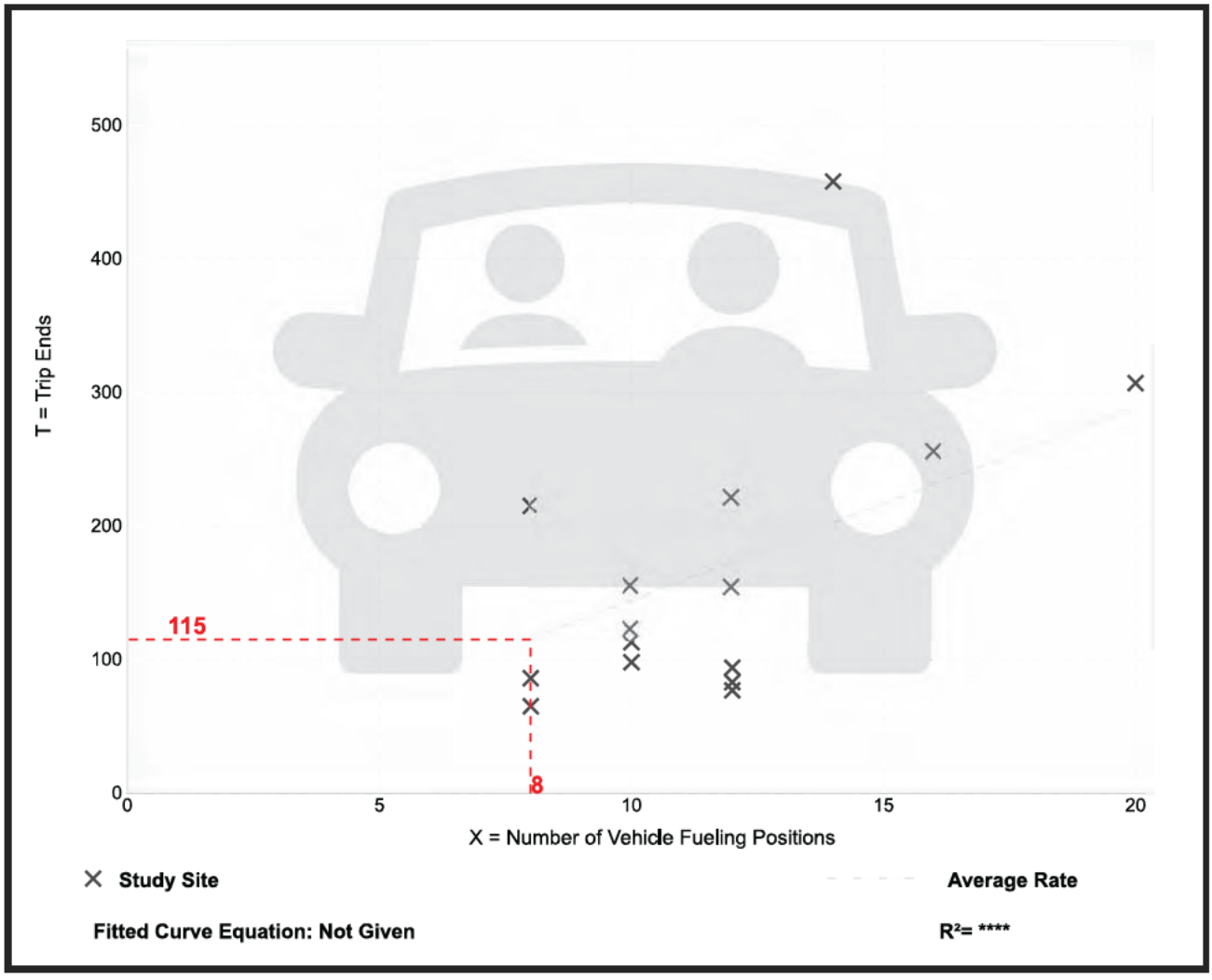
Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 15
Avg. Num. of Vehicle Fueling Positions: 12
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
14.39	6.42 - 32.71	7.43

Data Plot and Equation



Attachment 1D

Raw Turning Movement Counts

SUMMARY	
Project	LJB Engineering
Project Code	26-17176
Site Name	26-17176-1
Intersection Name	Union St & Griffin Road
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	06:30
End Time	17:45
Location	26-17176-1
Latitude and Longitude	(44.819273, -68.814804)

	START	END	PHF
AM PEAK	**08-04-2026 07:15:00**	**08-04-2026 08:15:00**	**0.92**
PM PEAK	**08-04-2026 16:15:00**	**08-04-2026 17:15:00**	**0.96**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Tri-State Traffic Data, Inc.

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Site: 26-17176-1

Intersection Name: Union St & Griffin Road

GPS: 44.819273, -68.814804

Date: 08-04-2026

TURNING MOVEMENT DATA

Leg	Griffin Road								Griffin Road								Union St								Union St								
Direction	EastBound								WestBound								NorthBound								SouthBound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total
06:30	3	12	2	0	0	17	0	0	19	49	3	0	0	71	0	0	6	10	12	0	0	28	0	0	20	80	28	0	0	128	0	0	244
06:45	3	12	2	0	0	17	0	0	19	63	6	0	0	88	0	0	10	23	6	1	0	40	0	0	12	74	27	0	0	113	0	0	258
Hourly Total	6	24	4	0	0	34	0	0	38	112	9	0	0	159	0	0	16	33	18	1	0	68	0	0	32	154	55	0	0	241	0	0	502
07:00	4	18	7	0	0	29	0	0	28	44	10	0	0	82	0	0	7	30	15	0	0	52	0	0	21	84	24	2	0	131	0	0	294
07:15	4	14	2	0	0	20	0	0	27	58	11	1	0	97	0	0	3	29	15	0	0	47	1	0	30	101	39	0	0	170	0	0	334
07:30	6	9	3	1	0	19	0	0	27	49	6	0	0	82	0	0	10	35	20	1	0	66	0	0	38	89	35	1	0	163	0	0	330
07:45	8	16	1	0	0	25	0	0	45	37	16	0	0	98	0	0	20	39	23	2	0	84	0	0	33	86	39	0	0	158	0	0	365
Hourly Total	22	57	13	1	0	93	0	0	127	188	43	1	0	359	0	0	40	133	73	3	0	249	1	0	122	360	137	3	0	622	0	0	1323
08:00	8	17	2	0	0	27	0	0	28	34	12	0	0	74	0	0	18	38	25	0	0	81	0	1	31	78	24	0	0	133	0	0	315
08:15	8	16	8	0	0	32	0	0	24	35	15	0	0	74	0	0	11	35	29	0	0	75	0	0	28	82	23	3	0	136	0	0	317
08:30	6	22	13	0	0	41	0	0	37	49	12	1	0	99	0	0	9	39	20	1	0	69	0	0	27	56	18	1	0	102	0	0	311
08:45	4	19	8	2	0	33	0	0	30	32	12	2	0	76	1	0	7	35	33	0	0	75	0	0	32	65	20	0	0	117	0	0	301
Hourly Total	26	74	31	2	0	133	0	0	119	150	51	3	0	323	1	0	45	147	107	1	0	300	0	1	118	281	85	4	0	488	0	0	1244
09:00	9	27	13	0	0	49	0	0	33	37	10	3	0	83	1	0	6	32	39	0	0	77	0	2	16	55	10	0	0	81	0	0	290
09:15	13	16	9	0	0	38	0	0	32	31	10	2	0	75	0	0	10	46	29	0	0	85	1	0	17	56	14	1	0	88	0	0	286
Hourly Total	22	43	22	0	0	87	0	0	65	68	20	5	0	158	1	0	16	78	68	0	0	162	1	2	33	111	24	1	0	169	0	0	576
15:00	20	63	6	1	0	90	0	0	29	63	17	3	0	112	2	1	14	73	22	16	0	125	1	1	23	44	14	0	0	81	0	0	408
15:15	11	47	9	0	0	67	0	0	29	46	20	5	0	100	0	2	13	92	42	9	0	156	0	0	21	62	15	4	0	102	0	0	425
15:30	22	76	33	0	0	131	0	0	25	40	24	2	0	91	0	0	8	101	42	5	0	156	0	0	15	43	7	1	0	66	0	0	444
15:45	16	49	20	1	0	86	0	0	28	40	16	1	0	85	0	0	5	108	43	4	0	160	0	0	30	54	16	1	0	101	0	0	432
Hourly Total	69	235	68	2	0	374	0	0	111	189	77	11	0	388	2	3	40	374	149	34	0	597	1	1	89	203	52	6	0	350	0	0	1709
16:00	40	62	20	0	0	122	0	0	46	35	21	3	0	105	0	0	8	104	38	15	0	165	0	0	20	45	19	0	0	84	0	0	476
16:15	39	46	13	0	0	98	0	0	32	30	17	3	0	82	0	0	7	105	46	13	0	171	0	0	27	47	14	0	0	88	0	0	439
16:30	38	67	14	1	0	120	0	0	30	35	24	3	0	92	0	0	1	108	59	11	0	179	0	0	15	59	13	1	0	88	0	0	479
16:45	32	59	11	0	0	102	0	0	30	34	29	3	0	96	4	0	3	123	56	6	0	188	0	0	18	62	18	0	0	98	0	0	484
Hourly Total	149	234	58	1	0	442	0	0	138	134	91	12	0	375	4	0	19	440	199	45	0	703	0	0	80	213	64	1	0	358	0	0	1878
17:00	44	58	11	1	0	114	0	0	25	19	32	6	0	82	0	0	5	119	59	9	0	192	0	0	24	71	9	0	0	104	0	0	492
17:15	29	51	10	1	0	91	0	0	19	20	24	5	0	68	0	0	4	125	43	5	0	177	0	0	14	55	14	0	0	83	0	0	419
17:30	28	34	1	3	0	66	0	0	17	19	27	0	0	63	0	0	4	90	54	4	0	152	0	0	18	34	12	0	0	64	0	0	345
17:45	29	25	2	0	0	56	0	0	23	24	31	2	0	80	0	0	4	102	40	3	0	149	0	0	16	44	5	0	0	65	0	0	350
Hourly Total	130	168	24	5	0	327	0	0	84	82	114	13	0	293	0	0	17	436	196	21	0	670	0	0	72	204	40	0	0	316	0	0	1606
Grand Total	424	835	220	11	0	1490	0	0	682	923	405	45	0	2055	8	3	193	1641	810	105	0	2749	3	4	546	1526	457	15	0	2544	0	0	8838
Approach %	28	56	14	0	0	100	0	0	33	44	19	2	0	100	0	0	7	59	29	3	0	100	0	0	21	59	17	0	0	100	0	0	400
Total %	4	9	2	0	0	16	0	0	7	10	4	0	0	23	0	0	2	18	9	1	0	31	0	0	6	17	5	0	0	28	0	0	100
Motorcycles	8	11	0	0	0	19	0	0	5	9	6	1	0	21	0	0	0	7	0	0	0	7	0	0	3	11	8	0	0	22	0	0	69

Tri-State Traffic Data, Inc.

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Site: 26-17176-1

Intersection Name: Union St & Griffin Road

GPS: 44.819273, -68.814804

Date: 08-04-2026

TURNING MOVEMENT DATA

Leg	Griffin Road								Griffin Road								Union St								Union St								
Direction	EastBound								WestBound								NorthBound								SouthBound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Motorcycles %	1	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Cars & Light Goods	409	800	219	11	0	1439	0	0	669	877	398	43	0	1987	0	0	188	1605	794	105	0	2692	0	0	540	1504	436	15	0	2495	0	0	8613
Cars & Light Goods	96	95	99	100	0	0	0	0	98	95	98	95	0	0	0	0	97	97	98	100	0	0	0	0	98	98	95	100	0	0	0	0	97
Single Unit Trucks	5	18	1	0	0	24	0	0	2	31	1	1	0	35	0	0	4	20	7	0	0	31	0	0	1	6	11	0	0	18	0	0	108
Single Unit Trucks	1	2	0	0	0	0	0	0	0	3	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
Articulated Trucks	0	3	0	0	0	3	0	0	1	1	0	0	0	2	0	0	1	1	1	0	0	3	0	0	2	0	2	0	0	4	0	0	12
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	1	1	0	0	0	2	0	0	5	2	0	0	0	7	0	0	0	7	8	0	0	15	0	0	0	1	0	0	0	1	0	0	25
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	2	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	4	0	0	11
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 26-17176-1

Intersection Name: Union St & Griffin Road

GPS: 44.819273, -68.814804

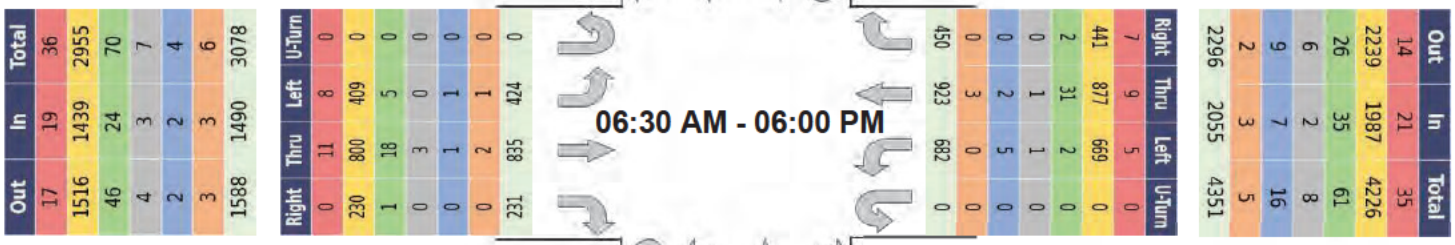
Date: 08-04-2026

Turning Movement Data

Class
Motorcycles
Cars & Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on Road
Total

Out	In	Total
22	22	44
2455	2495	4950
27	18	45
1	4	5
8	1	9
2	4	6
2515	2544	5059

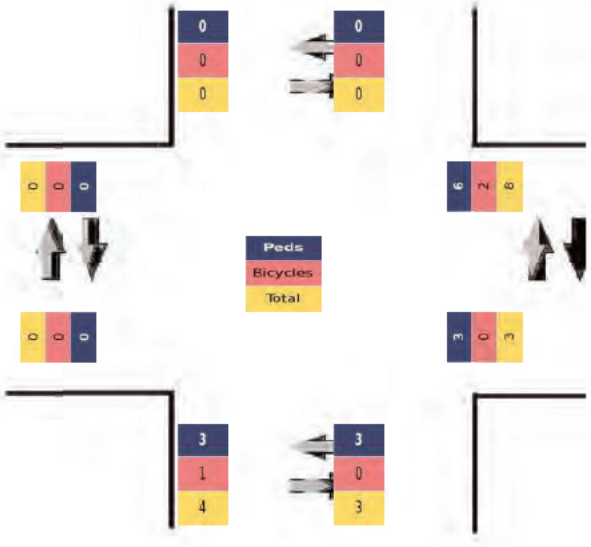
Right	Thru	Left	U-Turn
8	11	3	0
451	1504	540	0
11	6	1	0
2	0	2	0
0	1	0	0
0	4	0	0
472	1526	546	0



06:30 AM - 06:00 PM

U-Turn	Left	Thru	Right
0	0	7	0
0	188	1605	899
0	4	20	7
0	1	1	1
0	0	7	8
0	0	1	0
0	193	1641	915

Out	In	Total
16	7	23
2403	2692	5095
9	31	40
1	3	4
6	15	21
4	1	5
2439	2749	5188



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Site: 26-17176-1

Intersection Name: Union St & Griffin Road

GPS: 44.819273, -68.814804

Date: 08-04-2026

TURNING MOVEMENT AM PEAK HOUR

Leg	Griffin Road								Griffin Road								Union St								Union St								
Direction	EastBound								WestBound								NorthBound								SouthBound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:15:00	4	14	2	0	0	20	0	0	27	58	11	1	0	97	0	0	3	29	15	0	0	47	1	0	30	101	39	0	0	170	0	0	334
07:30:00	6	9	3	1	0	19	0	0	27	49	6	0	0	82	0	0	10	35	20	1	0	66	0	0	38	89	35	1	0	163	0	0	330
07:45:00	8	16	1	0	0	25	0	0	45	37	16	0	0	98	0	0	20	39	23	2	0	84	0	0	33	86	39	0	0	158	0	0	365
08:00:00	8	17	2	0	0	27	0	0	28	34	12	0	0	74	0	0	18	38	25	0	0	81	0	1	31	78	24	0	0	133	0	0	315
Grand Total	26	56	8	1	0	91	0	0	127	178	45	1	0	351	0	0	51	141	83	3	0	278	1	1	132	354	137	1	0	624	0	0	1344
Approach %	29	62	9	1	0	100	0	0	36	51	13	0	0	100	0	0	18	51	30	1	0	100	0	0	21	57	22	0	0	100	0	0	400
Total %	2	4	1	0	0	7	0	0	9	13	3	0	0	26	0	0	4	10	6	0	0	21	0	0	10	26	10	0	0	46	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	6	0	0	9
Motorcycles %	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1
Cars & Light Goods	23	52	8	1	0	84	0	0	126	167	45	1	0	339	0	0	49	139	79	3	0	270	0	0	130	348	133	1	0	612	0	0	1305
Cars & Light Goods	88	93	100	100	0	0	0	0	99	94	100	100	0	0	0	0	96	99	95	100	0	0	0	0	98	98	97	100	0	0	0	0	97
Single Unit Trucks	2	4	0	0	0	6	0	0	0	4	0	0	0	4	0	0	1	2	2	0	0	5	0	0	1	1	3	0	0	5	0	0	20
Single Unit Trucks	8	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	2	0	0	0	0	0	1	0	2	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Articulated Trucks %	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	1	0	0	0	0	1	0	0	1	2	0	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Buses %	4	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
Bicycles on Road %	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.81	0.82	0.67	0.25	0.0	0.84	0.0	0.0	0.71	0.77	0.7	0.25	0.0	0.9	0.0	0.0	0.64	0.9	0.83	0.38	0.0	0.83	0.25	0.25	0.87	0.88	0.88	0.25	0.0	0.92	0.0	0.0	0.92

Site: 26-17176-1

Intersection Name: Union St & Griffin Road

GPS: 44.819273, -68.814804

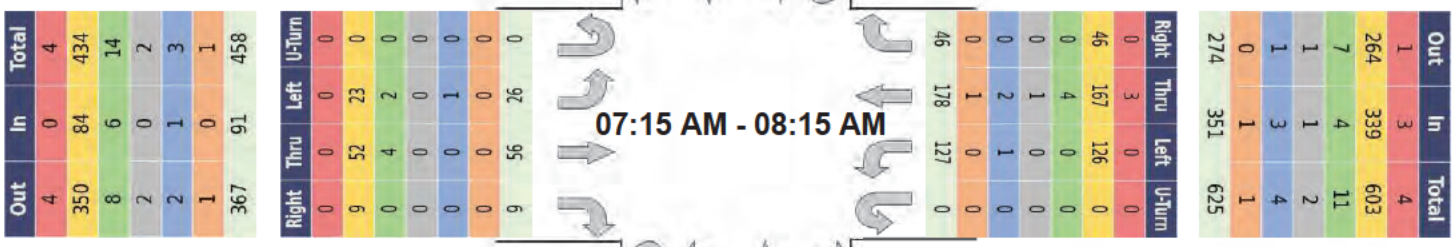
Date: 08-04-2026

AM Peak Turning Movement Data Summary

Class
Motorcycles
Cars & Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on Road
Total

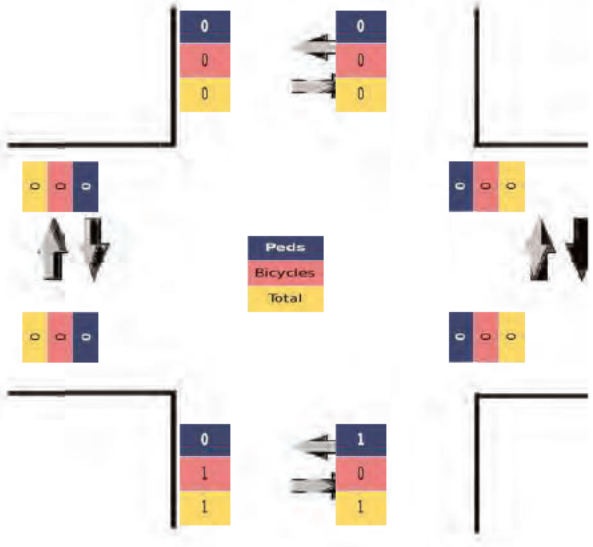
Out	In	Total
0	6	6
208	612	820
4	5	9
0	0	0
1	0	1
0	1	1
213	624	837

Right	Thru	Left	U-Turn
1	4	1	0
134	348	130	0
3	1	1	0
0	0	0	0
0	0	0	0
0	1	0	0
138	354	132	0



U-Turn	Left	Thru	Right
0	0	0	0
0	49	139	82
0	1	2	2
0	1	0	1
0	0	0	1
0	0	0	0
0	51	141	86

Out	In	Total
4	0	4
483	270	753
1	5	6
0	2	2
1	1	2
1	0	1
490	278	768



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 26-17176-1

Intersection Name: Union St & Griffin Road

GPS: 44.819273, -68.814804

Date: 08-04-2026

TURNING MOVEMENT PM PEAK HOUR

Leg	Griffin Road								Griffin Road								Union St								Union St								
Direction	EastBound								WestBound								NorthBound								SouthBound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:15:00	39	46	13	0	0	98	0	0	32	30	17	3	0	82	0	0	7	105	46	13	0	171	0	0	27	47	14	0	0	88	0	0	439
16:30:00	38	67	14	1	0	120	0	0	30	35	24	3	0	92	0	0	1	108	59	11	0	179	0	0	15	59	13	1	0	88	0	0	479
16:45:00	32	59	11	0	0	102	0	0	30	34	29	3	0	96	4	0	3	123	56	6	0	188	0	0	18	62	18	0	0	98	0	0	484
17:00:00	44	58	11	1	0	114	0	0	25	19	32	6	0	82	0	0	5	119	59	9	0	192	0	0	24	71	9	0	0	104	0	0	492
Grand Total	153	230	49	2	0	434	0	0	117	118	102	15	0	352	4	0	16	455	220	39	0	730	0	0	84	239	54	1	0	378	0	0	1894
Approach %	35	53	11	0	0	100	0	0	33	34	29	4	0	100	1	0	2	62	30	5	0	100	0	0	22	63	14	0	0	100	0	0	400
Total %	8	12	3	0	0	23	0	0	6	6	5	1	0	19	0	0	1	24	12	2	0	39	0	0	4	13	3	0	0	20	0	0	100
Motorcycles	3	0	0	0	0	3	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	10
Motorcycles %	2	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1
Cars & Light Goods	150	227	49	2	0	428	0	0	117	112	97	14	0	340	0	0	16	451	217	39	0	723	0	0	84	237	48	1	0	370	0	0	1861
Cars & Light Goods	98	99	100	100	0	0	0	0	100	95	95	93	0	0	0	0	100	99	99	100	0	0	0	0	100	99	89	100	0	0	0	0	98
Single Unit Trucks	0	3	0	0	0	3	0	0	0	5	1	1	0	7	0	0	0	3	1	0	0	4	0	0	0	2	3	0	0	5	0	0	19
Single Unit Trucks	0	1	0	0	0	0	0	0	0	4	1	7	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.87	0.86	0.88	0.5	0.0	0.9	0.0	0.0	0.91	0.84	0.8	0.62	0.0	0.92	0.25	0.0	0.57	0.92	0.93	0.75	0.0	0.95	0.0	0.0	0.78	0.84	0.75	0.25	0.0	0.91	0.0	0.0	0.96

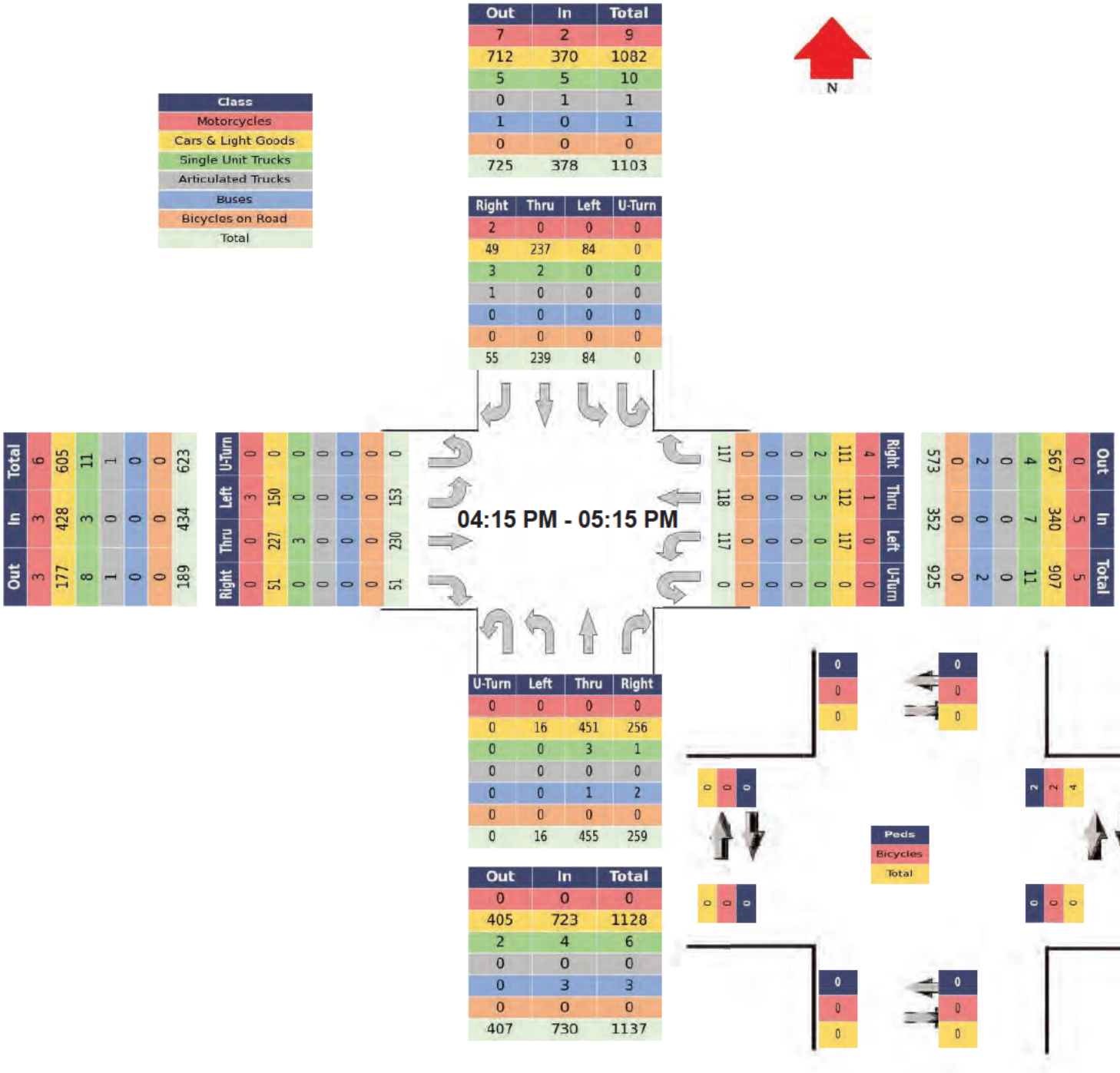
Site: 26-17176-1

Intersection Name: Union St & Griffin Road

GPS: 44.819273, -68.814804

Date: 08-04-2026

PM Peak Turning Movement Data Summary



Section 2

Traffic Crashes

Section 2
Traffic Crashes

2.A. Crash Summary Data

LJB requested and reviewed the most recent three-year crash history for the study area (described in Section 1) from MaineDOT, including crash data available through the MaineDOT Crash Query website for the 2023–2025 analysis period. The crash history is provided in Attachment 2A.

To evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met to be classified as an HCL.

1. A critical rate factor (CRF) of 1.00 or more for a three-year period. A CRF compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a rate of less than average **and**:

2. A minimum of eight crashes over the same three-year period.

Based on a review of the crash history, there is one high crash location within the study area. To identify if there are any correctable crash patterns, LJB reviewed the available collision diagram. A crash pattern is typically considered three or more similar crashes. The following is a breakdown of the identified crash patterns:

Node 38884 – Int of Union St & Griffin Rd (Crashes: 27, CRF: 1.08)
*Note 1: AM = 6-9 AM, Midday = 11 AM-1 PM, PM = 3-6 PM
*Note 2: Spring = Mar/Apr/May, Summer = June/July/Aug, Fall = Sept/Oct/Nov, Winter = Dec/Jan/Feb

- Angular: Angular Crash NB on Griffin Rd – WB on Union St (5)
  - Year of Crash: 2023: 3 2024: 1 2025: 1
  - Time of Day: AM: 1 Midday: 1 PM: 1 Other: 2
  - Time of Year: Spring: 0 Summer: 4 Fall: 0 Winter: 1
  - No apparent mitigation to address the pattern other than to review the yellow time to ensure it is adequate.

- Rear End: WB Union St (3)
  - Year of Crash: 2023: 0 2024: 0 2025: 3
  - Time of Day: AM: 0 Midday: 0 PM: 1 Other: 2
  - Time of Year: Spring: 0 Summer: 1 Fall: 1 Winter: 1

- No apparent mitigation to address pattern. It is odd that all three crashes occurred in the same year. There could have been something new or temporary that was introduced that created the pattern. Our recommendation is to continue to monitor this intersection to see if this pattern continues in 2026.

- Rear End: EB Union St (7)
  - Year of Crash: 2023: 2 2024: 3 2025: 2
  - Time of Day: AM: 1 Midday: 3 PM: 2 Other: 1
  - Time of Year: Spring: 3 Summer: 2 Fall: 0 Winter: 2
  - Of special note for this approach is that with the current lane use, the approach has lane entrapment, where the innermost through lane becomes a left-turn-only lane. It is unclear if this is a contributing factor to the identified pattern, but it should be addressed. Yellow times should also be checked to ensure they are adequate.

Table 1 summarizes the locations within the study area that met one or more of the MaineDOT HCL criteria.

Table 1 – Potential HCL Locations (3-year history)

Node	Location	Number of Crashes	Critical Rate Factor
41545	Griffin Rd / Bolling Dr	5	1.00

Pedestrian & Bicycle crashes:

Based on crash data obtained from the Maine Public Crash Query Tool for the 2023-2025 analysis period, there were no reported bicycle crashes within the study area. One pedestrian-related crash was reported during this period. The non-fatal crash occurred on January 6, 2024, at approximately 4:37 PM at the intersection of Griffin Road & Bolling Drive.

2.B. Attachments

Attachment 2A – Safety Information

Attachment 2A

Safety Information

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **PENOBSCOT** TOWN: **BANGOR**

LOW NODE: **38884** HIGH NODE: **0000** REGION: **4** U/R: **URBAN**

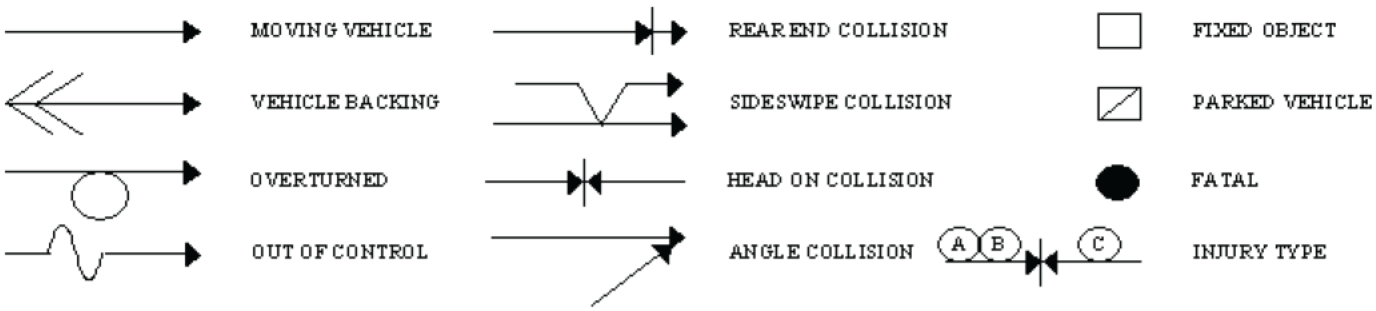
DESCRIPTION: **Int of Union St and Griffin Rd**

RTE # / RD #: **0222X** DATE DRAWN: **7/23/2026** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2023** STUDY TO: **12/31/2025**

CRASH RATE: **1.21** CRF: **1.08** % INJURY: **37** TOTAL CRASHES: **27**

LEGEND

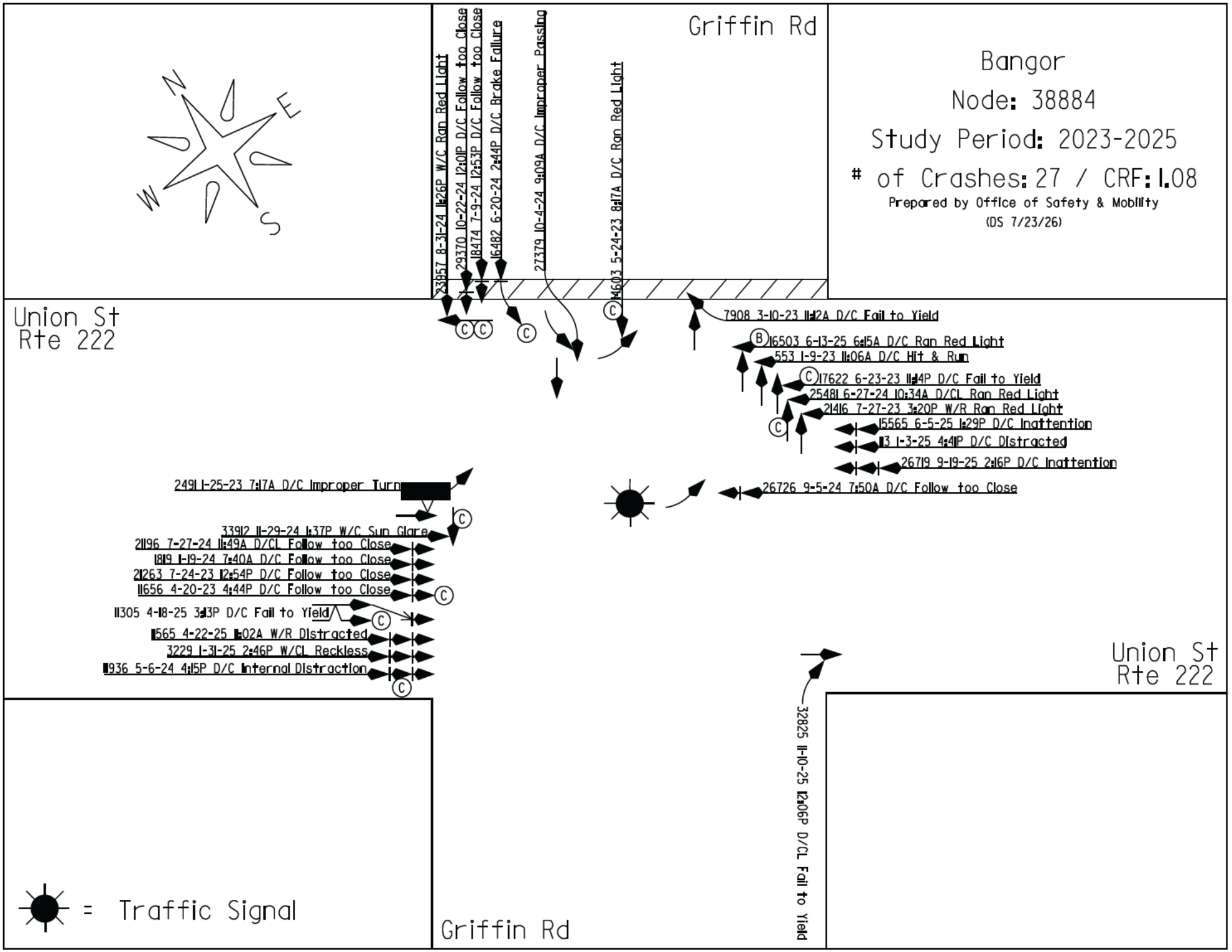


PATH OF: P PEDESTRIAN B BICYCLE A ANIMAL S SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM


Griffin Rd
Bangor
Node: 38884
Study Period: 2023-2025
of Crashes: 27 / CRF: 1.08
Prepared by Office of Safety & Mobility
(DS 7/23/26)
N
E
S
W
Union St
Rte 222
23857 8-31-24 11:26P W/C Ran Red Light
29370 10-22-24 12:01P D/C Follow too Close
18474 7-9-24 12:53P D/C Follow too Close
16482 6-20-24 2:44P D/C Brake Failure
27379 10-4-24 9:09A D/C Improper Passing
14603 5-24-23 8:17A D/C Ran Red Light
7908 3-10-23 11:12A D/C Fail to Yield
16503 6-13-25 6:15A D/C Ran Red Light
553 1-9-23 11:06A D/C Hit & Run
17622 6-23-23 11:14P D/C Fail to Yield
25481 6-27-24 10:34A D/CL Ran Red Light
21416 7-27-23 3:20P W/R Ran Red Light
15565 6-5-25 1:29P D/C Inattention
13 1-3-25 4:41P D/C Distracted
26719 9-19-25 2:16P D/C Inattention
26726 9-5-24 7:50A D/C Follow too Close
24911-25-23 7:17A D/C Improper Turn
33912 11-29-24 1:37P W/C Sun Glare
21196 7-27-24 11:49A D/CL Follow too Close
1819 1-19-24 7:40A D/C Follow too Close
21263 7-24-23 12:54P D/C Follow too Close
11656 4-20-23 4:44P D/C Follow too Close
11305 4-18-25 3:13P D/C Fail to Yield
1565 4-22-25 1:02A W/R Distracted
3229 1-31-25 2:46P W/CL Reckless
11936 5-6-24 4:15P D/C Internal Distraction
32825 11-10-25 12:06P D/CL Fail to Yield
Union St
Rte 222
= Traffic Signal
Griffin Rd


Search...
Randolph Dr
41536
222
Union St
Bolling Dr
41545
Griffin Rd
41534
Illinois Av
38884
BANGOR
41533
Griffin Rd
Ashley St
Union St
61999
61998
Telcom Dr
222
62001
Scale: 1:2250
100ft

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

Bangor
Union St-Griffin Rd area

REPORT PARAMETERS

Year 2023, Start Month 1 through Year 2025 End Month: 12

Route: **0222X**	Start Node: **41536**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **64031**	End Offset: **0**	☐ **Exclude Last Node**
Route: **1910331**	Start Node: **41532**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **38884**	End Offset: **0**	☑ **Exclude Last Node**
Route: **3210632**	Start Node: **38884**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **41533**	End Offset: **0**	☑ **Exclude Last Node**
Route: **1910331**	Start Node: **38884**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **41546**	End Offset: **0**	☐ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
41536	0222X - 25.07	Int of RANDOLPH DR UNION ST	2	0	0	0	0	0	0	0.0	3.695	0.00 Statewide Crash Rate:	0.40 0.15	0.00
38884	0222X - 25.20	Int of GRIFFIN RD UNION ST	9	27	0	0	1	9	17	37.0	7.443	1.21 Statewide Crash Rate:	1.12 0.69	1.08
61999	0222X - 25.31	Int of TELCOM DR UNION ST	2	0	0	0	0	0	0	0.0	4.937	0.00 Statewide Crash Rate:	0.38 0.15	0.00
41554	0222X - 25.42	Int of ENT TO AIRPORT MALL GODFREY BLVD UNION ST	9	18	0	0	2	3	13	27.8	7.055	0.85 Statewide Crash Rate:	1.13 0.69	0.75
64031	0222X - 25.60	Int of ENT TO BURGER KING UNION ST	9	8	0	0	1	0	7	12.5	6.163	0.43 Statewide Crash Rate:	1.16 0.69	0.37
41532	1910331 - 0.46	Non Int GRIFFIN RD	2	0	0	0	0	0	0	0.0	2.460	0.00 Statewide Crash Rate:	0.40 0.13	0.00
41533	1910331 - 0.59	Int of ASHLEY ST GRIFFIN RD ILLINOIS AV	2	1	0	0	0	0	1	0.0	2.729	0.12 Statewide Crash Rate:	0.39 0.13	0.00
41545	1910331 - 0.73	Int of BOLLING DR GRIFFIN RD	2	5	0	0	3	0	2	60.0	4.288	0.39 Statewide Crash Rate:	0.39 0.15	1.00
41546	1910331 - 0.93	Int of GRIFFIN RD MITCHELL ST	2	2	0	0	0	0	2	0.0	4.551	0.15 Statewide Crash Rate:	0.38 0.15	0.00
Study Years:	3.00	**NODE TOTALS:**		61	0	0	7	12	42	31.1	43.321	0.47	0.55	0.86

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
38884	41536	3110746	0 - 0.13	0222X - 25.07	0.13	2	1	0	0	0	0	1	0.0	0.00481	69.29	461.90	0.00
Int of GRIFFIN RD UNION ST				ST RTE 222											Statewide Crash Rate: 196.20		
38884	61999	3122955	0 - 0.11	0222X - 25.20	0.11	2	6	0	0	0	1	5	16.7	0.00528	378.92	451.37	0.00
Int of GRIFFIN RD UNION ST				ST RTE 222											Statewide Crash Rate: 196.20		
61999	41554	3115597	0 - 0.11	0222X - 25.31	0.11	2	5	0	0	0	2	3	40.0	0.00539	309.48	449.13	0.00
Int of TELCOM DR UNION ST				ST RTE 222											Statewide Crash Rate: 196.20		
64031	41554	3116248	0 - 0.18	0222X - 25.42	0.18	2	14	0	0	1	3	10	28.6	0.01048	445.44	384.09	1.16
Int of ENT TO BURGER KING UNION ST				ST RTE 222											Statewide Crash Rate: 196.38		
41532	41533	3119567	0 - 0.13	1910331 - 0.46	0.13	2	0	0	0	0	0	0	0.0	0.00320	0.00	443.21	0.00
Non Int GRIFFIN RD				RD INV 19 10331											Statewide Crash Rate: 161.30		
38884	41533	4348635	0 - 0.05	1910331 - 0.59	0.05	2	1	0	0	0	0	1	0.0	0.00068	491.65	640.90	0.00
Int of GRIFFIN RD UNION ST				RD INV 19 10331											Statewide Crash Rate: 161.30		
38884	41533	4348636	0 - 0.05	3210632 - 0	0.05	2	0	0	0	0	0	0	0.0	0.00068	0.00	640.90	0.00
Int of GRIFFIN RD UNION ST				RD INV 3210632											Statewide Crash Rate: 161.30		
38884	41545	3110747	0 - 0.09	1910331 - 0.64	0.09	2	3	0	0	0	0	3	0.0	0.00331	302.36	508.05	0.00
Int of GRIFFIN RD UNION ST				RD INV 19 10331											Statewide Crash Rate: 196.20		
41545	41546	3132166	0 - 0.20	1910331 - 0.73	0.20	2	5	0	0	0	1	4	20.0	0.00946	176.11	392.73	0.00
Int of BOLLING DR GRIFFIN RD				RD INV 19 10331											Statewide Crash Rate: 196.20		
Study Years: 3.00				**Section Totals:**	1.05		35	0	0	1	7	27	22.9	0.04328	269.59	287.93	0.94
				Grand Totals:	1.05		96	0	0	8	19	69	28.1	0.04328	739.45	404.87	1.83

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
38884	41536	3110746	0 - 0.13	0222X - 25.07	1	0	0	0	0	1	2023-35786	12/01/2023	25.13	PD
38884	61999	3122955	0 - 0.11	0222X - 25.20	6	0	0	0	1	5	2023-17752	06/25/2023	25.21	PD
											2024-15628	06/12/2024	25.23	PD
											2024-19445	07/17/2024	25.23	PD
											2024-18733	07/11/2024	25.24	C
											2024-20663	07/28/2024	25.24	PD
											2024-3732	02/04/2024	25.27	PD
61999	41554	3115597	0 - 0.11	0222X - 25.31	5	0	0	0	2	3	2024-26368	09/24/2024	25.33	C
											2025-14798	05/29/2025	25.34	C
											2024-7429	03/16/2024	25.34	PD
											2025-11169	04/15/2025	25.35	PD
											2024-14448	06/02/2024	25.36	PD
64031	41554	3116248	0 - 0.18	0222X - 25.42	14	0	0	1	3	10	2024-31104	10/31/2024	25.44	PD
											2024-8487	03/30/2024	25.48	C
											2024-2764	01/27/2024	25.50	PD
											2024-11393	04/30/2024	25.52	PD
											2024-21208	08/02/2024	25.52	PD
											2024-33083	11/22/2024	25.53	B
											2025-17145	06/19/2025	25.53	C
											2023-13048	05/08/2023	25.53	PD
											2024-21207	08/02/2024	25.53	PD
											2023-7909	03/10/2023	25.53	PD
											2025-6539	02/27/2025	25.53	PD
											2024-16613	06/21/2024	25.53	PD
											2024-7881	03/22/2024	25.54	C
											2023-27225	09/18/2023	25.55	PD
41532	41533	3119567	0 - 0.13	1910331 - 0.46	0	0	0	0	0	0				
38884	41533	4348635	0 - 0.05	1910331 - 0.59	1	0	0	0	0	1	2025-22665	08/11/2025	0.63	PD
38884	41533	4348636	0 - 0.05	3210632 - 0	0	0	0	0	0	0				
38884	41545	3110747	0 - 0.09	1910331 - 0.64	3	0	0	0	0	3	2025-38417	12/20/2025	0.68	PD
											2025-15419	06/04/2025	0.68	PD
											2023-28716	08/26/2023	0.68	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
41545	41546	3132166	0 - 0.20	1910331 - 0.73	5	0	0	0	1	4	2025-3250	01/31/2025	0.80	PD
											2023-25259	08/31/2023	0.80	PD
											2023-29373	10/07/2023	0.82	PD
											2024-22862	08/20/2024	0.84	PD
											2023-30295	10/19/2023	0.86	C
				Totals:	35	0	0	1	7	27				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM											
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	2	2	0	0	0	0	0	0	0	10
MONDAY	0	0	0	0	0	0	0	0	2	0	0	2	2	1	1	0	3	0	0	1	1	0	0	0	0	13
TUESDAY	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0	0	0	8
WEDNESDAY	0	0	0	0	0	0	0	1	2	0	0	1	2	1	0	2	0	2	1	0	0	0	0	0	0	12
THURSDAY	0	0	0	0	0	0	0	1	0	0	3	0	1	4	2	2	1	0	2	0	0	0	0	0	0	16
FRIDAY	0	0	0	0	0	0	1	1	0	1	2	1	4	2	3	3	3	0	0	0	0	1	0	1	0	23
SATURDAY	0	0	0	0	0	0	0	0	2	1	0	2	3	0	0	0	2	2	0	0	0	1	0	1	0	14
Totals	0	0	0	0	0	0	1	3	6	3	7	7	16	8	6	10	12	8	3	1	1	2	0	2	0	**96**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	80
2-(Sport) Utility Vehicle	68
3-Passenger Van	7
4-Cargo Van (10K lbs or Less)	2
5-Pickup	32
6-Motor Home	0
7-School Bus	1
8-Transit Bus	1
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	2
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	3
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1

Unit Type	Total
23-Bicyclist	0
24-Witness	8
25-Other	3
26-Construction	0
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	**209**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	5	88	10	1	0	0	104
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	38	2	0	0	0	0	40
Ran Red Light	6	0	0	0	0	0	6
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	1	0	0	0	0	0	1
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	3	0	0	0	0	0	3
Improper Turn	4	0	0	0	0	0	4
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	1	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	18	0	0	0	0	0	18
Failed to Keep in Proper Lane	3	0	0	0	0	0	3
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	2	1	0	0	0	0	3
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	7	0	0	0	0	0	7
Unknown	0	0	0	0	0	0	0
Total	**92**	**92**	**10**	**1**	**0**	**0**	**195**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	88	92	10	1	0	0	191
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	2	0	0	0	0	0	2
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	1	1
Other	1	0	0	0	0	0	1
Total	**92**	**92**	**10**	**1**	**0**	**1**	**196**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	15	0	0	0	0	15
20-24	32	0	0	0	0	32
25-29	18	0	0	0	0	18
30-39	29	0	0	0	0	29
40-49	30	0	0	0	0	30
50-59	26	0	0	0	0	26
60-69	27	0	0	0	0	27
70-79	15	0	0	0	0	15
80-Over	4	0	0	0	0	4
Unknown	4	0	0	1	0	5
Total	**200**	**0**	**0**	**1**	**0**	**201**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**196**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	1		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	193		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	1		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	1		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	8	9
C	19	24
PD	69	0
Total	**96**	**33**

Road Character

Road Grade	Total
1-Level	91
2-On Grade	5
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**96**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	55
2-Traffic Signals (Flashing)	2
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	10
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	28
14-Other	0
Total	**96**

Light

Light Condition	Total
1-Daylight	83
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	11
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**96**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2023	2024	2025	Total
JANUARY	3	4	5	12
FEBRUARY	2	1	4	7
MARCH	2	4	0	6
APRIL	1	2	5	8
MAY	4	1	3	8
JUNE	4	6	4	14
JULY	2	6	0	8
AUGUST	2	5	1	8
SEPTEMBER	2	2	3	7
OCTOBER	5	3	2	10
NOVEMBER	1	2	2	5
DECEMBER	1	0	2	3
Total	**29**	**36**	**31**	**96**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	12	0	5	21	0	5	0	0	0	0	0	0	0	0	43
Head-on - Sideswipe	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	1	0	5	24	0	19	0	0	0	0	0	0	0	0	49
Pedestrians	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**13**	**0**	**12**	**46**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	5	0	0	0	0	0	0	0	0	0	1	6
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	57	0	0	0	0	0	0	2	0	0	1	60
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	2	3
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	13	0	0	0	0	0	0	0	0	0	3	16
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	5	5
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**77**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**14**	**96**

Section 3

Development Entrances and Exits

Section 3
Development Entrances and Exits

3.A. Entrance and Exit Locations

The existing site is approximately 3.58 acres and is currently a convenience store with 8 fueling positions and an adjacent 6-bay self-serve car wash. The proposed development will be accessed via four curb cuts: one full-movement driveway and one right-in-only driveway on Union Street, and two full-movement driveways on Griffin Road. The existing site is currently served by seven curb cuts (four on Union Street and three on Griffin Road); the proposed development will consolidate curb cuts to four, reducing the number of access points and improving access management. The southerly Griffin Road driveway will primarily serve the proposed convenience store and gas station, while the northerly driveway will primarily serve the proposed car wash.

The full movement driveway on Union Street is located approximately 155 feet west of Telcom Drive and approximately 75 east of Camden National Banks access. The southerly full-movement driveway on Griffin Road is 150 feet north of the intersection of Union Street / Griffin Road and the northerly full-movement driveway on Griffin Road is approximately 50 feet south from Bolling Drive.

There are existing sidewalks located on both sides of Union Street & Griffin Road along the site frontage. There are no formal bicycle lanes on Union Street or Griffin Road in the study area.

3.B. Intersection Information

As mentioned above, access to/from the site is proposed via four curb cuts, consisting of one full-movement driveway and one right-in-only driveway on Union Street, as well as two full-movement driveways on Griffin Road. The speed limit based on the MaineDOT public map viewer for Union Street is 35 mph; the speed limit for Griffin Road is identified on the MaineDOT website as unposted and assumed 25 mph, although there is a 30 mph speed limit sign erected in the field. See entrance figures in Attachment 3A.

3.C. Sight Distances

To evaluate available sight distances for the proposed driveways, LJB completed a field review on April 27, 2026.

The City of Bangor and MaineDOT utilize different sight distance standards. Because the City of Bangor's standards result in greater required sight distances, the City's requirements were used for this evaluation. Table 1 below summarizes the applicable sight distance standards for both MaineDOT and the City of Bangor.

Table 1 – Standards for Sight Distance

Speed Limit (mph)	Passenger Vehicle – MaineDOT (ft)	Passenger Vehicle – Bangor (ft)
25	200	280
30	250	335
35	305	390
40	360	445
45	425	500
50	495	555

MaineDOT and the City of Bangor's sight distance evaluation methodology is as follows:

Driveway Observation Point:	10 feet from traveled way *15 feet from traveled way
Height of Eye at Driveway:	3.5 feet above the ground
Height of Approaching vehicle:	4.25 feet above the ground

*City of Bangor

Based on the MaineDOT Map Viewer, the speed limit for Union Street along the site frontage is 35 mph and unposted (assumed 25 mph) for Griffin Road. According to Google Earth, there is a 30-mph speed limit sign posted for Griffin Road. This evaluation assumed 30 mph along the Griffin Road site frontage.

Table 2 summarizes the measured sight distances at the proposed entrances.

Table 2 – Sight Distance Summary

Driveway	Passenger Vehicle Required (feet)	Observed Looking Left (feet)	Observed Looking Right (feet)
Union Street Full Movement	390	500+	400+* (Through intersection)
Northerly Griffin Road Full Movement	335	335+	500+
Southerly Griffin Road Full Movement	335	335+ (Through intersection)	500+

*If not blocked by queued vehicles at the signal.

As seen from the results in Table 2, the required sight distances are expected to be met or exceeded.

3.D. Entrance/Exit Requirements

The following information is based on the proposed site plan provided by Haley Ward in Section 1, Attachment 1A.

1. The site plan is provided in Attachment 1A of Section 1. As can be seen from the site plan, the MaineDOT minimum corner clearance of 125 feet from a signalized intersection is maintained.

2. As identified in the previous information within this Section, the available sight distances for the proposed entrances are expected to meet or exceed requirements, unless limited by proximity to the adjacent signalized intersection.

3. The proposed site access dimensions are shown on site plans provided in Attachment 1A.

4. Final design of the site access is not expected to exceed the maximum of 3.0 % grade within 75 feet of the intersection.

5. See Attachment 1A for site access figures.

6. No separation islands are proposed.

7. The existing site currently has seven curb cuts. As part of the proposed project, the number of curb cuts will be reduced from seven to four, with the existing driveway configurations modified to accommodate the proposed site layout and access plan.

8. It is our understanding from Haley Ward that no significant impacts are expected to drainage along the site frontage. More detailed construction plans can be provided prior to construction.

Additional Information

<u>Lane Warrant Analysis</u>

Although not required for TMP Sections 1 – 6, LJB completed lane warrant analyses for the proposed site access locations. The analyses were conducted in accordance with the methodologies presented in NCHRP Report 457 using average traffic volumes. Lane warrants were evaluated for both the AM & PM peak hours under pre- & post-development conditions. The lane warrant analyses are provided in Attachment 3B. The following summarizes the results:

Right Turn:

- A right-turn lane is **NOT** warranted at any of the proposed site access points.

Left Turn:

- A left-turn lane is **NOT** warranted at any of the proposed site access points.

Capacity Analysis

Although not required for TMP sections 1 – 6, LJB performed capacity analysis for pre- & post-development condition volumes; peak hour factors & truck percentages were included in the capacity analysis using Synchro/SimTraffic computer analysis software (Version 12). Level of Service (LOS) results represent an average of ten "runs" of the SimTraffic modeling. LOS is comparable to the academic grading system, where an 'A' indicates good service with minimal control delay, and an 'F' indicates poor traffic conditions. Table 3 summarizes the relationship between control delay and LOS at a signalized intersection.

Table 3 summarizes the LOS criteria and corresponding control delay per vehicle for both unsignalized and signalized intersections.

Table 3 – Signalized Intersection

Level of Service	Unsignalized Control Delay per Vehicle (s)	Signalized Control Delay per Vehicle (s)
A	Less than 10.0	Less than 10.0
B	10.1 to 15.0	10.1 to 20.0
C	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	Greater than 50.0	Greater than 80.0

Capacity analyses were completed using optimized signal timings. After the traffic volumes for each analysis scenario were developed, the signal timings were optimized accordingly. Existing signal phasing was modeled based on the signal head configurations observed in Google Earth. The results of the capacity analyses using the optimized signal timings are summarized below.

Table 4 summarizes the results of the capacity analysis for the pre-development condition.

Table 4 – Capacity Analysis Pre-development

Intersection Movement	AM (delay/LOS)		PM (delay/LOS)	
Griffin Road & Union Street (Signalized)				
EB L Union Street	25	C	35	C
EB TR Union Street	23	C	20	B
WB L Union Street	31	C	30	C
WB T Union Street	23	C	31	C
WB TR Union Street	9	A	21	C
NB L Griffin Road	30	C	26	C
NB TR Griffin Road	26	C	22	C
SB L Griffin Road	25	C	29	C
SB TR Griffin Road	19	B	18	B
Total	**22**	**C**	**24**	**C**

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Thru, R = Right

Table 5 summarizes the results of the capacity analysis for the post-development condition.

Table 5 – Capacity Analysis Post-development

Intersection Movement	AM (delay/LOS)		PM (delay/LOS)	
Griffin Road & Union Street (Signalized)				
EB L Union Street	26	C	33	C
EB TR Union Street	24	C	20	B
WB L Union Street	29	C	34	C
WB T Union Street	20	B	26	C
WB TR Union Street	10	A	19	B
NB L Griffin Road	29	C	32	C
NB TR Griffin Road	27	C	30	C
SB L Griffin Road	26	C	29	C
SB TR Griffin Road	18	B	20	B
Total	**23**	**C**	**25**	**C**
Griffin Road & Northern Access (Unsignalized)				
WB LR Northern Access	6	A	8	A
NB TR Griffin Road	1	A	1	A
SB LT Griffin Road	1	A	1	A
Griffin Road & Southern Access (Unsignalized)				
WB LR Southern Access	7	A	10	A
NB TR Griffin Road	2	A	2	A

SB LT Griffin Road	1	A	1	A
Union Street & Full Movement (Unsignalized)				
EB LT Union Street	1	A	1	A
EB T Union Street	1	A	1	A
WB T Union Street	1	A	1	A
WB TR Union Street	1	A	1	A
SB LR Full Movement	6	A	9	A
Union Street & Right Turn Only (Unsignalized)				
EB T Union Street	3	A	2	A
WB T Union Street	1	A	3	A
WB TR Union Street	1	A	3	A

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Thru, R = Right

Based on the results presented in Tables 4 and 5, the additional trips generated by the proposed convenience store with fueling positions and car wash are not anticipated to adversely impact operations on the adjacent roadway network.

3.F Attachments

Attachment 3A – Entrance Figures
Attachment 3B – Lane Warrant Analysis
Attachment 3C – Capacity Analysis

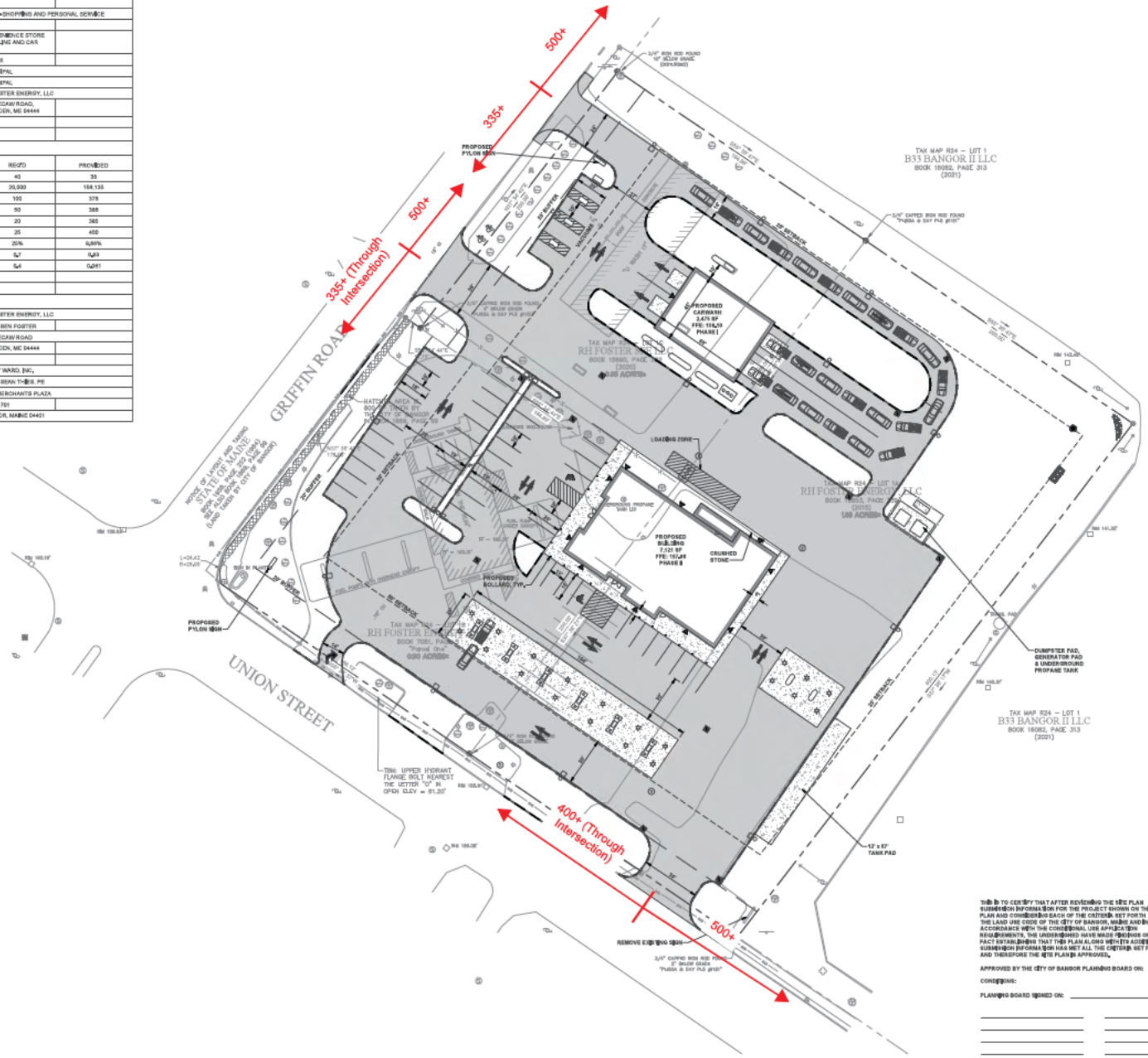
Attachment 3A

Site Plan

PARCEL INFORMATION		
MAP / LOT:	R24 / 1A, 1B, 1C	
LOT AREA (ACRES):	5.68	
ZONE OR DISTRICT:	SSPS = SHOPPING AND PERSONAL SERVICE	
EXISTING USE:	CONVENIENCE STORE GASOLINE AND CAR WASH	
FLOOD ZONE:	ZONE X	
WATER:	MUNICIPAL	
SEWER:	MUNICIPAL	
RECORD OWNER:	RH FOSTER ENERGY, LLC	
	110 MEDAW ROAD, HAMPDEN, ME 04444	

DESIGN STANDARDS (VC)		
	REQ'D	PROVIDED
MAXIMUM BUILDING HEIGHT (FT)	40	35
MINIMUM LOT AREA (SF)	20,000	164,135
MINIMUM LOT WIDTH (FT)	100	376
MINIMUM FRONT YARD DEPTH (FT)	50	388
MINIMUM SIDE YARD DEPTH (FT)	20	365
MINIMUM REAR YARD DEPTH (FT)	25	400
MAXIMUM LOT COVERAGE	25%	9.89%
MAXIMUM IMPERVIOUS SURFACE RATIO	0.7	0.83
MAXIMUM FLOOR AREA RATIO	0.4	0.041

PROJECT INFORMATION		
APPLICANT:	RH FOSTER ENERGY, LLC	
	ATTN: BEN FOSTER	
	110 MEDAW ROAD	
	HAMPDEN, ME 04444	
ENGINEER:	HALEY WARD, INC.	
	ATTN: SEAN THIES, PE	
	ONE MERCHANTS PLAZA	
	SUITE 701	
	BANGOR, MAINE 04401	





LOCATION MAP: USGS QUADRANGLE: BANGOR
SCALE: 1"=2000'
MAPTECH® USGS TOPOGRAPHIC SERIES™, ©MAPTECH®, INC, NTM403-0693
WWW.MAPTECH.COM/TOPO

LEGEND:

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
MANHOLE		
UTILITY POLE		
WELL		
WATER VALVE		
SIGN		
CATCH BASIN		
HYDRANT		
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
MAJOR FOOT CONTOUR	100	100
MINOR FOOT CONTOUR	98	98
WATERLINE	W	W
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGU	UGU
CHAIN LINK FENCE	X	X
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		

PARKING:

48 SPACES PROVIDED (2 ADA)
34 SPACES REQUIRED

PLAN REFERENCE:

INFORMATION BASED ON CONDITIONS FOUND AND SURVEYED BY CES, INC. ON AUGUST 19, 2014.

GRAPHIC SCALE

30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

THIS IS TO CERTIFY THAT AFTER REVIEWING THE SITE PLAN SUBMISSION INFORMATION FOR THE PROJECT SHOWN ON THIS PLAN AND CONSIDERING EACH OF THE CRITERIA SET FORTH IN THE LAND USE CODE OF THE CITY OF BANGOR, MAINE AND IN ACCORDANCE WITH THE CONDITIONAL USE APPLICATION REQUIREMENTS, THE UNDERSIGNED HAVE MADE FINDINGS OF FACT ESTABLISHING THAT THIS PLAN ALONG WITH ITS ADDENDUM SUBMISSION INFORMATION HAS MET ALL THE CRITERIA SET FORTH AND THEREFORE THE SITE PLAN IS APPROVED.

APPROVED BY THE CITY OF BANGOR PLANNING BOARD ON: _____

CONDITIONS:

PLANNING BOARD SIGNED ON: _____

NO.	DATE	DESCRIPTION	BY	CHK.

NOT FOR CONSTRUCTION

HALEY WARD
WWW.HALEYWARD.COM
One Merchants Plaza, Suite 701
Bangor, Maine 04401
207.989.4824

RH FOSTER ENERGY, LLC
BANGOR, MAINE

PROPOSED LAYOUT PLAN

STATE OF MAINE SEAN M. THIES No. 13139 06/25/2024 LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
2024.06.25	1"=30'
DRAWN BY	DESIGNED BY
WAB	WAB/DGS
PROJECT NO.	CHECKED BY
10277.011	SMT

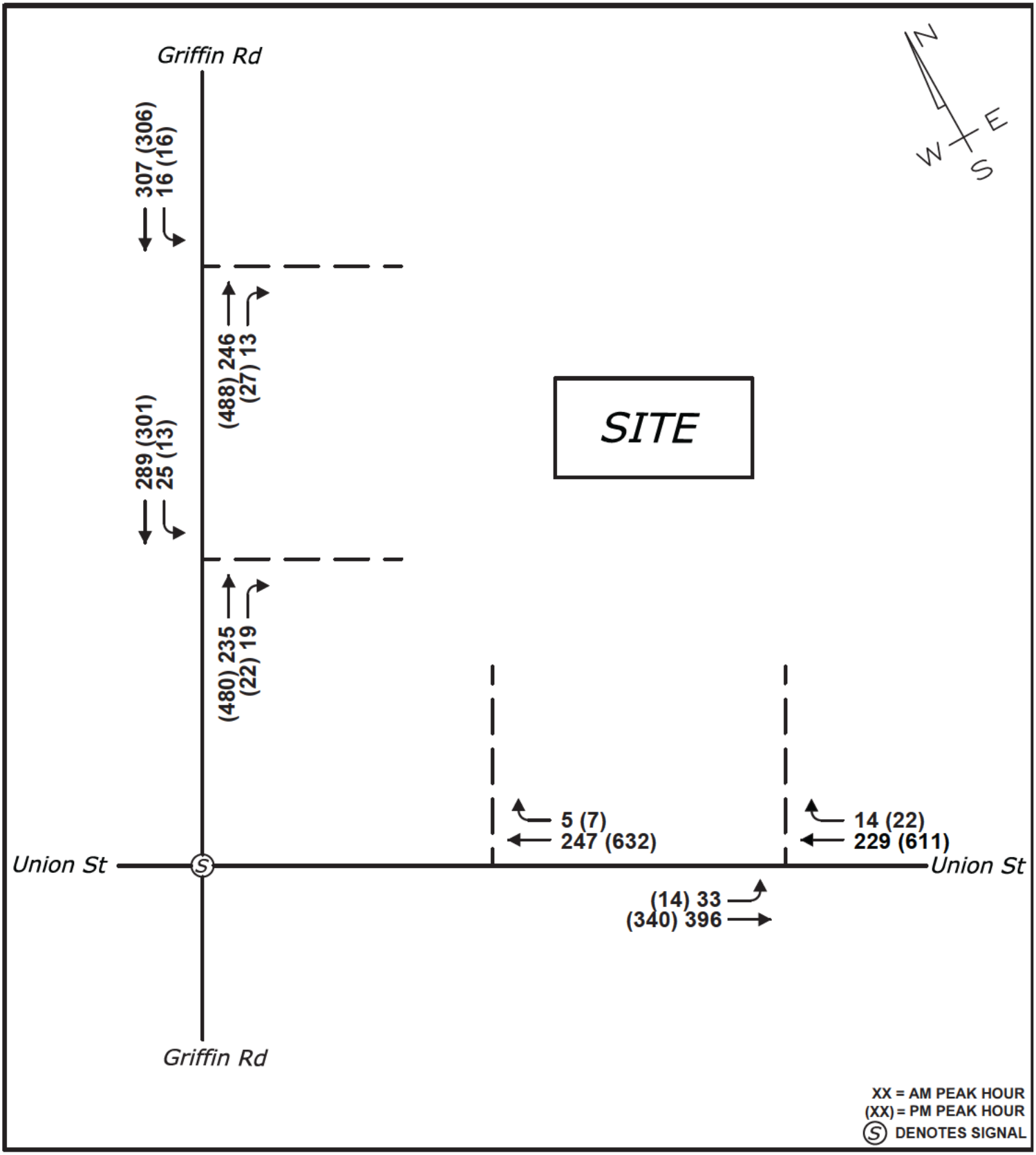
DRAWING NO. C101 REV.

Attachment 3B

Lane Warrant Analysis

2027 LANE WARRANT

Figure No. 11



C-STORE & GAS STATION WITH CAR WASH
BANGOR, MAINE

Design: KJB
Draft: KJB
Checked: RED
Scale: NONE
Date: 7/13/2026
File Name: RH Bangor.dwg

Engineering
Building Partnerships

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	259
Right-turn volume, veh/h:	13

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	13128
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

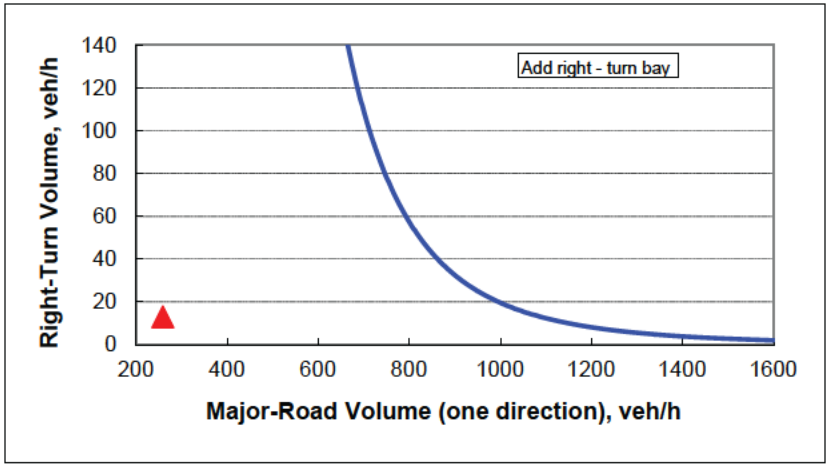


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	254
Right-turn volume, veh/h:	19

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14422
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

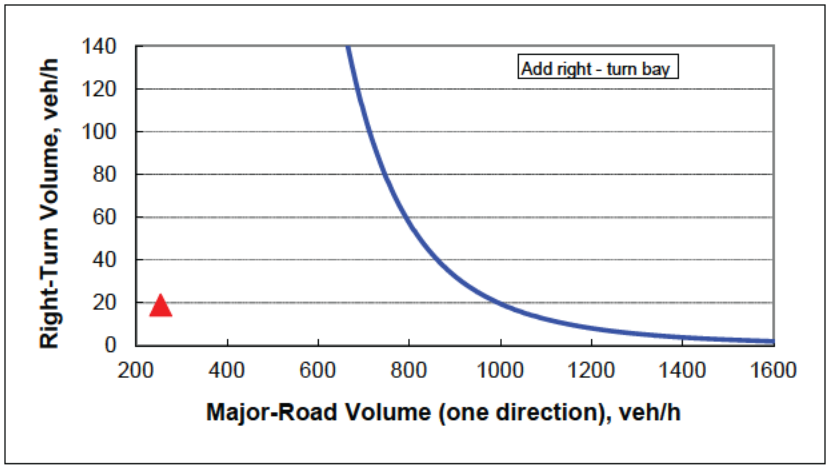


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	243
Right-turn volume, veh/h:	14

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2833
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

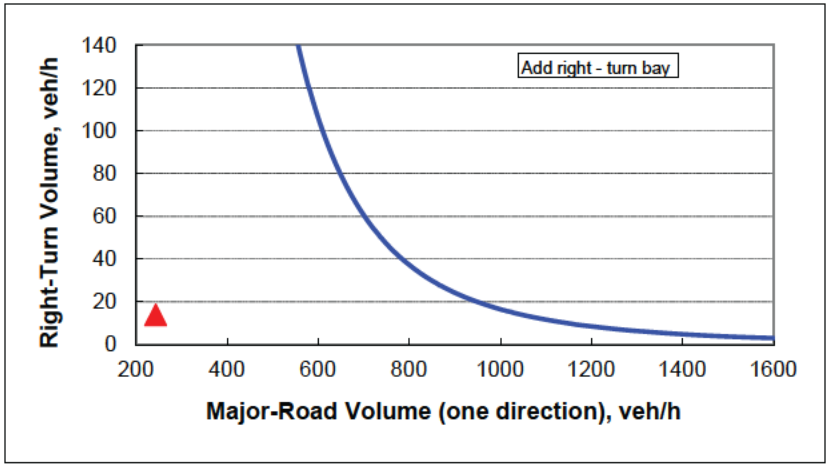


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	252
Right-turn volume, veh/h:	5

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2483
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

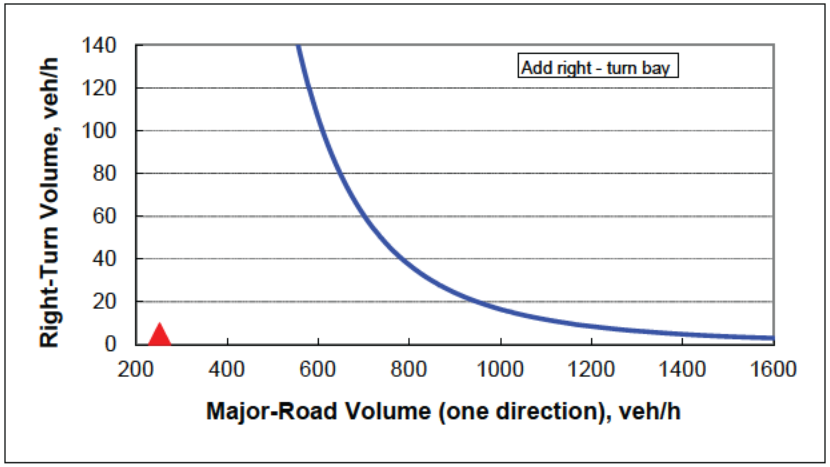


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	515
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	478
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

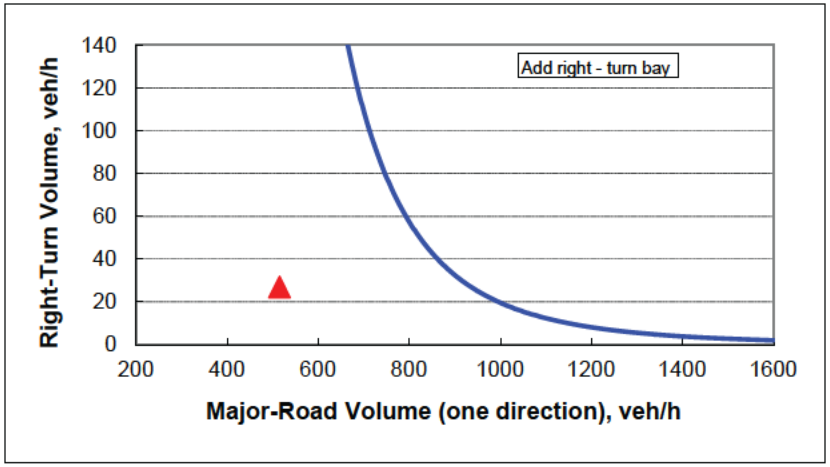


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	502
Right-turn volume, veh/h:	22

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	541
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

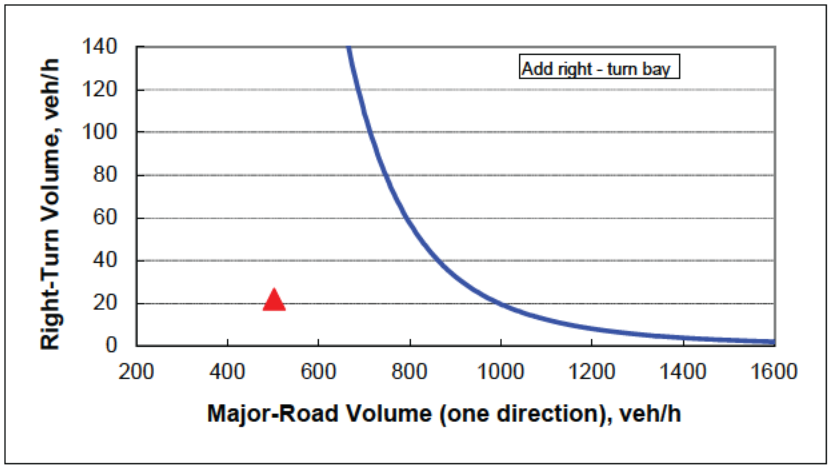


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	633
Right-turn volume, veh/h:	22

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	87
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

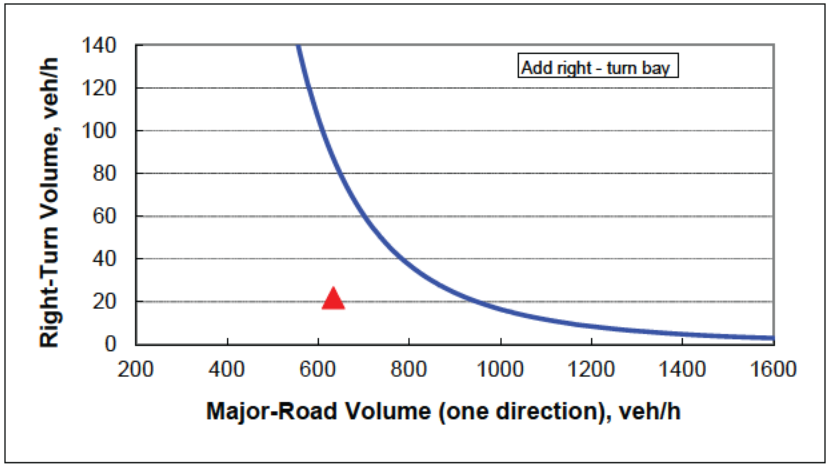


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	639
Right-turn volume, veh/h:	7

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	84
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

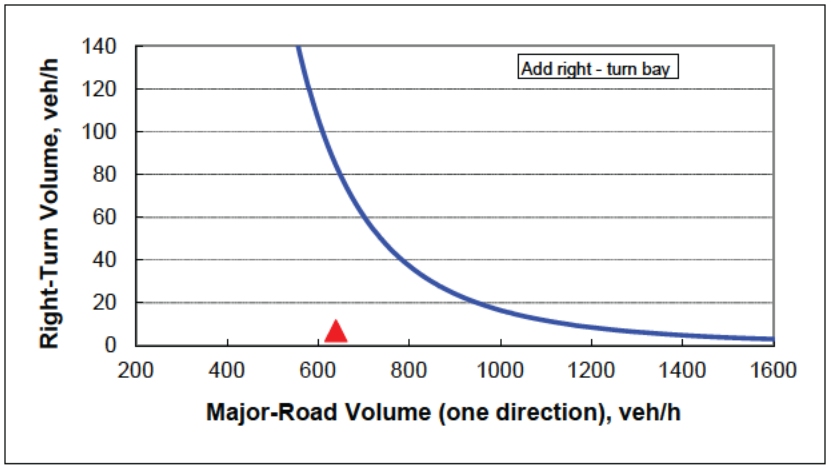


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

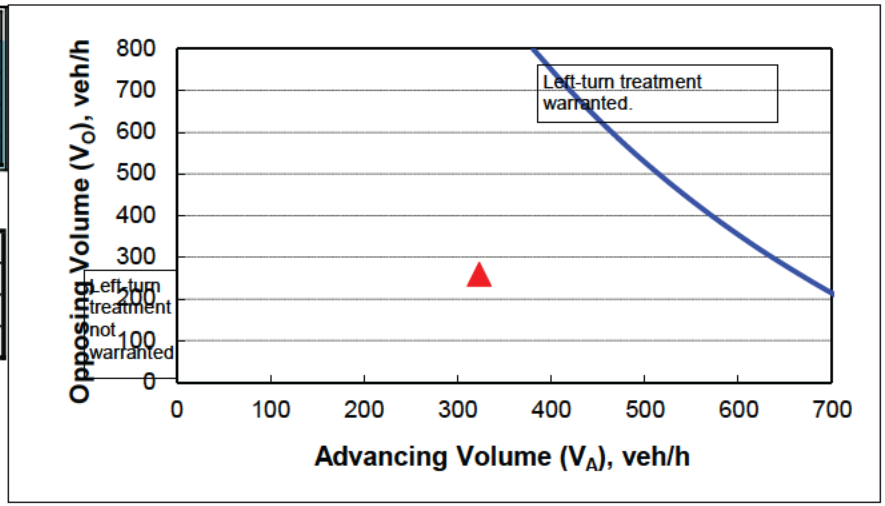
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	323
Opposing volume (V_O), veh/h:	259

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	666
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

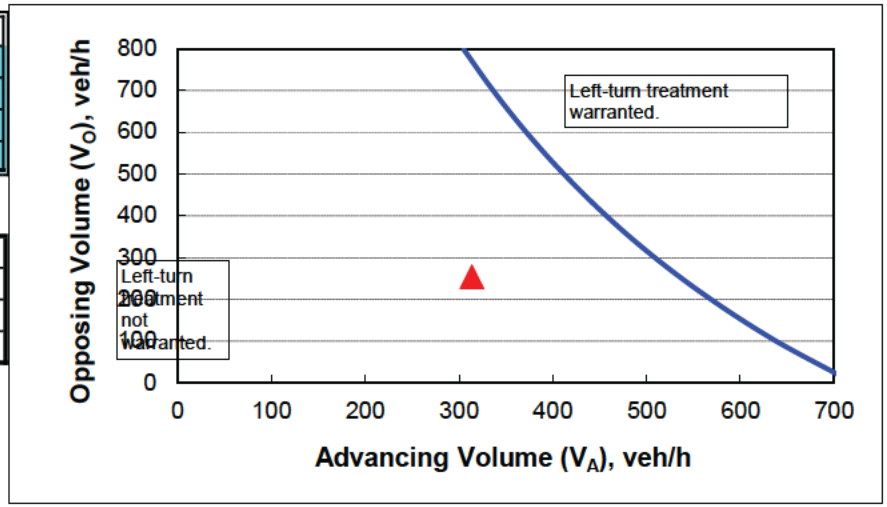
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	314
Opposing volume (V_O), veh/h:	254

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	536
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

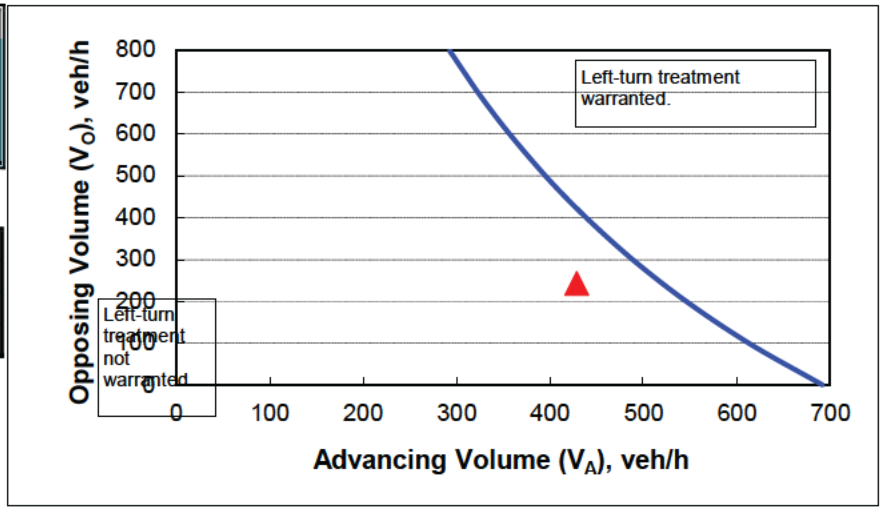
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	429
Opposing volume (V_O), veh/h:	243

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	521
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

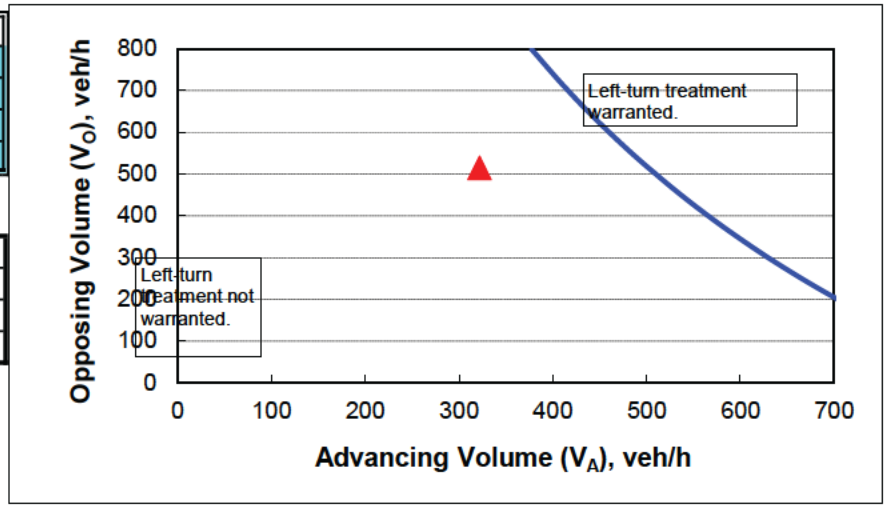
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	322
Opposing volume (V_O), veh/h:	515

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	502
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

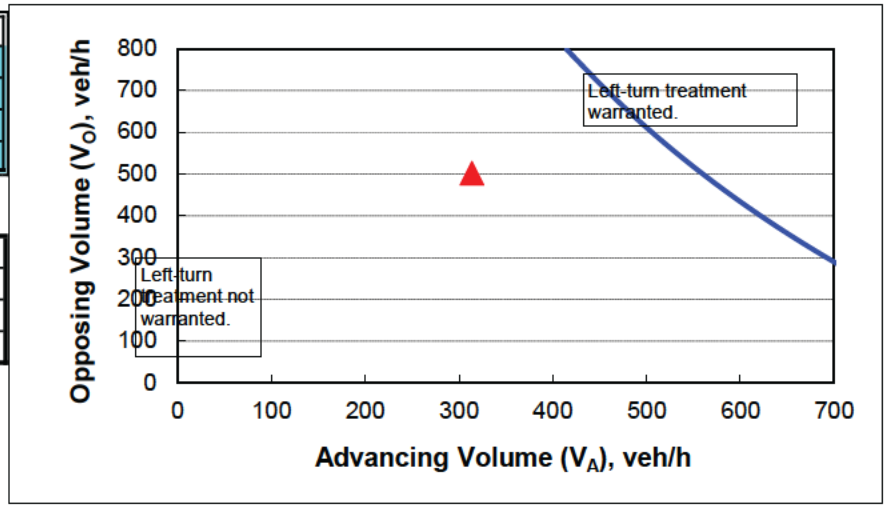
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	314
Opposing volume (V_O), veh/h:	502

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	559
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

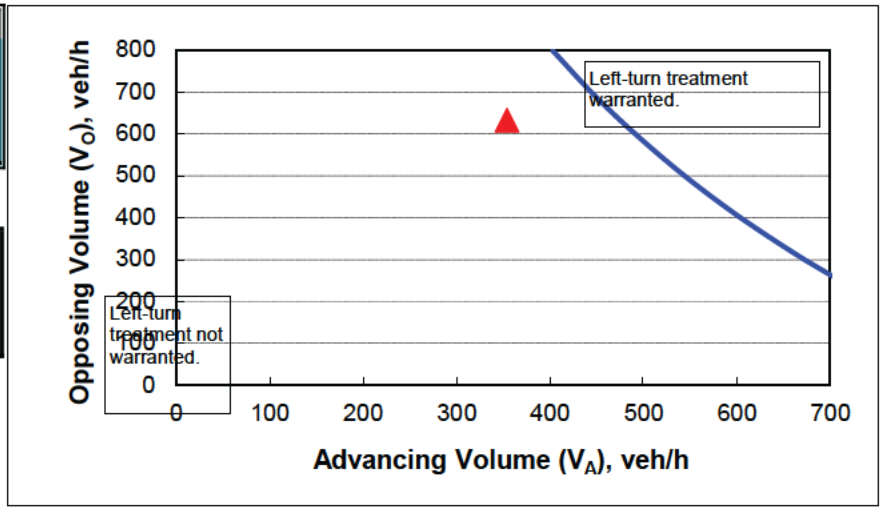
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	354
Opposing volume (V_O), veh/h:	633

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	476
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Attachment 3C

Capacity Analysis

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:10	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1476	1450	1425	1390	1410	1366	1366
Vehs Exited	1488	1451	1431	1400	1415	1367	1368
Starting Vehs	22	20	21	23	25	21	25
Ending Vehs	10	19	15	13	20	20	23
Travel Distance (mi)	422	414	407	397	401	388	391
Travel Time (hr)	25.0	23.6	23.5	22.5	24.5	22.0	21.9
Total Delay (hr)	10.9	9.8	10.0	9.3	11.3	9.1	8.9
Total Stops	1136	1062	1072	1018	1115	1001	1010
Fuel Used (gal)	18.3	17.5	17.5	16.9	17.7	16.6	16.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1481	1479	1361	1421
Vehs Exited	1486	1487	1364	1427
Starting Vehs	23	30	25	21
Ending Vehs	18	22	22	18
Travel Distance (mi)	423	424	387	405
Travel Time (hr)	24.6	24.2	21.7	23.3
Total Delay (hr)	10.5	10.1	8.8	9.9
Total Stops	1104	1089	974	1058
Fuel Used (gal)	18.2	18.0	16.5	17.3

Interval #0 Information Seeding

Start Time	7:10
End Time	7:15
Total Time (min)	5

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	346	344	334	327	313	309	330
Vehs Exited	336	338	328	325	322	308	336
Starting Vehs	22	20	21	23	25	21	25
Ending Vehs	32	26	27	25	16	22	19
Travel Distance (mi)	98	97	95	93	90	88	94
Travel Time (hr)	5.4	5.3	5.4	5.5	5.6	4.9	5.1
Total Delay (hr)	2.2	2.1	2.3	2.4	2.6	2.0	1.9
Total Stops	267	236	246	257	251	228	240
Fuel Used (gal)	4.1	4.1	4.0	4.1	4.1	3.7	3.9

Interval #1 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	354	387	342	338
Vehs Exited	364	399	344	340
Starting Vehs	23	30	25	21
Ending Vehs	13	18	23	22
Travel Distance (mi)	102	112	98	97
Travel Time (hr)	5.8	6.5	5.6	5.5
Total Delay (hr)	2.4	2.7	2.4	2.3
Total Stops	251	285	252	252
Fuel Used (gal)	4.4	4.8	4.2	4.1

Interval #2 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	420	392	379	385	432	420	380
Vehs Exited	423	382	387	379	421	415	371
Starting Vehs	32	26	27	25	16	22	19
Ending Vehs	29	36	19	31	27	27	28
Travel Distance (mi)	118	110	108	109	119	118	108
Travel Time (hr)	7.4	6.3	6.1	6.3	8.1	7.0	6.3
Total Delay (hr)	3.5	2.7	2.5	2.7	4.1	3.1	2.8
Total Stops	341	289	268	289	367	303	285
Fuel Used (gal)	5.3	4.7	4.6	4.6	5.4	5.1	4.5

Interval #2 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	428	402	367	401
Vehs Exited	412	392	363	393
Starting Vehs	13	18	23	22
Ending Vehs	29	28	27	28
Travel Distance (mi)	120	113	103	113
Travel Time (hr)	7.3	6.4	5.9	6.7
Total Delay (hr)	3.3	2.6	2.4	3.0
Total Stops	334	298	256	304
Fuel Used (gal)	5.3	4.7	4.4	4.9

Interval #3 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	372	347	378	334	326	298	316
Vehs Exited	386	359	366	339	335	302	320
Starting Vehs	29	36	19	31	27	27	28
Ending Vehs	15	24	31	26	18	23	24
Travel Distance (mi)	108	100	106	96	94	85	92
Travel Time (hr)	6.3	5.8	6.6	5.2	5.4	4.7	4.9
Total Delay (hr)	2.7	2.4	3.1	2.0	2.3	1.8	1.8
Total Stops	271	275	307	218	251	225	225
Fuel Used (gal)	4.6	4.3	4.7	4.0	4.1	3.5	3.8

Interval #3 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	339	333	299	333
Vehs Exited	352	335	302	340
Starting Vehs	29	28	27	28
Ending Vehs	16	26	24	21
Travel Distance (mi)	97	97	84	96
Travel Time (hr)	5.6	5.3	4.4	5.4
Total Delay (hr)	2.3	2.1	1.6	2.2
Total Stops	259	230	207	247
Fuel Used (gal)	4.1	4.0	3.6	4.1

Interval #4 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	338	367	334	344	339	339	340
Vehs Exited	343	372	350	357	337	342	341
Starting Vehs	15	24	31	26	18	23	24
Ending Vehs	10	19	15	13	20	20	23
Travel Distance (mi)	97	106	98	99	97	97	97
Travel Time (hr)	5.8	6.2	5.3	5.5	5.5	5.4	5.6
Total Delay (hr)	2.6	2.7	2.1	2.2	2.3	2.2	2.4
Total Stops	257	262	251	254	246	245	260
Fuel Used (gal)	4.3	4.4	4.1	4.2	4.1	4.2	4.1

Interval #4 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	360	357	353	346
Vehs Exited	358	361	355	352
Starting Vehs	16	26	24	21
Ending Vehs	18	22	22	18
Travel Distance (mi)	103	102	101	100
Travel Time (hr)	5.9	6.0	5.8	5.7
Total Delay (hr)	2.5	2.7	2.4	2.4
Total Stops	260	276	259	257
Fuel Used (gal)	4.4	4.5	4.3	4.3

3: Griffin Road & Union Street Performance by lane

Lane	EB	EB	WB	WB	WB	NB	NB	SB	SB	All
Movements Served	L	TR	L	T	TR	L	TR	L	TR	
Denied Del/Veh (s)										1.3
Total Del/Veh (s)	24.2	22.5	30.8	22.9	8.9	30.0	25.3	24.1	19.0	21.7

Total Network Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	23.3

Intersection: 3: Griffin Road & Union Street

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	137	352	80	118	98	62	95	137	182
Average Queue (ft)	68	186	31	54	41	21	39	70	87
95th Queue (ft)	118	310	66	96	78	50	74	119	151
Link Distance (ft)		942		722	722		621		475
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	715		120			155		250	
Storage Blk Time (%)			0	0					
Queuing Penalty (veh)			0	0					

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Griffin Road & Union Street

Phase	2	3	4	5	6	7	8
Movement(s) Served	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Maximum Green (s)	11.5	5.0	26.0	5.1	15.9	12.0	19.0
Minimum Green (s)	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Recall	None	None	None	None	None	None	None
Avg. Green (s)	12.0	5.3	24.2	5.9	16.7	12.0	17.7
g/C Ratio	0.12	0.05	0.38	0.03	0.27	0.16	0.24
Cycles Skipped (%)	39	46	4	64	4	17	18
Cycles @ Minimum (%)	37	54	2	0	18	0	16
Cycles Maxed Out (%)	21	54	60	36	49	28	37
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary
Average Cycle Length (s): 60.8

Number of Complete Cycles : 55

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:10	4:10	4:10	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2078	1973	1944	1989	1864	1926	1958
Vehs Exited	2078	1972	1946	1976	1879	1926	1966
Starting Vehs	33	32	30	20	47	27	39
Ending Vehs	33	33	28	33	32	27	31
Travel Distance (mi)	586	560	546	561	528	543	555
Travel Time (hr)	35.5	34.4	32.9	34.4	31.7	31.7	34.2
Total Delay (hr)	15.4	15.3	14.3	15.4	13.7	13.2	15.2
Total Stops	1657	1656	1522	1656	1494	1480	1636
Fuel Used (gal)	25.7	24.8	24.2	24.8	23.3	23.7	24.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2035	1991	1870	1963
Vehs Exited	2049	1979	1863	1964
Starting Vehs	34	24	32	33
Ending Vehs	20	36	39	29
Travel Distance (mi)	569	560	523	553
Travel Time (hr)	34.5	33.9	30.4	33.4
Total Delay (hr)	15.1	14.9	12.6	14.5
Total Stops	1689	1628	1473	1588
Fuel Used (gal)	25.2	24.6	22.6	24.3

Interval #0 Information Seeding

Start Time	4:10
End Time	4:15
Total Time (min)	5

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	492	492	449	509	426	436	461
Vehs Exited	493	480	460	491	449	445	475
Starting Vehs	33	32	30	20	47	27	39
Ending Vehs	32	44	19	38	24	18	25
Travel Distance (mi)	140	137	129	143	124	125	131
Travel Time (hr)	8.1	8.4	7.3	8.6	7.3	7.1	7.7
Total Delay (hr)	3.3	3.8	2.9	3.8	3.0	2.9	3.2
Total Stops	375	413	340	417	356	324	359
Fuel Used (gal)	6.0	6.1	5.7	6.4	5.6	5.4	5.8

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	471	509	445	469
Vehs Exited	467	502	458	472
Starting Vehs	34	24	32	33
Ending Vehs	38	31	19	27
Travel Distance (mi)	130	142	127	133
Travel Time (hr)	7.6	8.7	7.3	7.8
Total Delay (hr)	3.2	3.9	3.0	3.3
Total Stops	374	431	352	373
Fuel Used (gal)	5.7	6.3	5.4	5.8

Interval #2 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	556	539	523	514	545	517	542
Vehs Exited	561	553	511	514	519	502	535
Starting Vehs	32	44	19	38	24	18	25
Ending Vehs	27	30	31	38	50	33	32
Travel Distance (mi)	156	155	146	144	148	142	152
Travel Time (hr)	9.5	10.0	9.0	9.3	9.6	8.9	10.3
Total Delay (hr)	4.1	4.7	4.0	4.3	4.5	4.0	5.1
Total Stops	431	456	419	441	448	411	495
Fuel Used (gal)	6.8	7.0	6.6	6.4	6.6	6.3	6.9

Interval #2 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	546	514	498	531
Vehs Exited	533	500	482	522
Starting Vehs	38	31	19	27
Ending Vehs	51	45	35	36
Travel Distance (mi)	149	143	137	147
Travel Time (hr)	9.1	8.5	7.8	9.2
Total Delay (hr)	4.0	3.6	3.1	4.1
Total Stops	442	395	385	432
Fuel Used (gal)	6.6	6.2	5.9	6.5

Interval #3 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	531	475	501	457	439	480	480
Vehs Exited	517	475	505	469	458	472	476
Starting Vehs	27	30	31	38	50	33	32
Ending Vehs	41	30	27	26	31	41	36
Travel Distance (mi)	146	134	139	131	129	135	137
Travel Time (hr)	8.6	8.0	8.7	7.6	7.5	7.5	8.2
Total Delay (hr)	3.6	3.4	4.0	3.2	3.1	3.0	3.5
Total Stops	417	383	398	366	329	359	390
Fuel Used (gal)	6.4	5.8	6.2	5.7	5.6	5.8	6.0

Interval #3 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	503	474	432	476
Vehs Exited	521	494	447	484
Starting Vehs	51	45	35	36
Ending Vehs	33	25	20	31
Travel Distance (mi)	143	137	124	135
Travel Time (hr)	9.1	8.4	7.2	8.1
Total Delay (hr)	4.3	3.8	3.0	3.5
Total Stops	434	408	343	383
Fuel Used (gal)	6.5	6.1	5.5	6.0

Interval #4 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	499	467	471	509	454	493	475
Vehs Exited	507	464	470	502	453	507	480
Starting Vehs	41	30	27	26	31	41	36
Ending Vehs	33	33	28	33	32	27	31
Travel Distance (mi)	144	133	132	142	127	141	135
Travel Time (hr)	9.3	8.0	7.9	8.9	7.3	8.2	7.9
Total Delay (hr)	4.4	3.5	3.4	4.0	3.0	3.4	3.3
Total Stops	434	404	365	432	361	386	392
Fuel Used (gal)	6.5	5.8	5.7	6.3	5.5	6.2	5.8

Interval #4 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	515	494	495	486
Vehs Exited	528	483	476	487
Starting Vehs	33	25	20	31
Ending Vehs	20	36	39	29
Travel Distance (mi)	147	137	136	137
Travel Time (hr)	8.7	8.3	8.1	8.3
Total Delay (hr)	3.7	3.7	3.5	3.6
Total Stops	439	394	393	398
Fuel Used (gal)	6.4	6.0	5.9	6.0

3: Griffin Road & Union Street Performance by lane

Lane	EB	EB	WB	WB	WB	NB	NB	SB	SB	All
Movements Served	L	TR	L	T	TR	L	TR	L	TR	
Denied Del/Veh (s)										1.0
Total Del/Veh (s)	34.9	19.4	30.0	30.3	20.4	25.6	21.5	28.5	17.7	23.5

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	25.2

Intersection: 3: Griffin Road & Union Street

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	129	213	94	246	254	172	231	134	172
Average Queue (ft)	57	112	14	145	136	85	111	65	87
95th Queue (ft)	104	183	50	221	226	149	194	113	150
Link Distance (ft)		942		722	722		621		475
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	715		120			155		250	
Storage Blk Time (%)				19		0	3		
Queuing Penalty (veh)				3		1	4		

Network Summary

Network wide Queuing Penalty: 8

Intersection: 3: Griffin Road & Union Street

Phase	2	3	4	5	6	7	8
Movement(s) Served	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Maximum Green (s)	17.5	5.0	13.0	8.5	15.5	5.0	13.0
Minimum Green (s)	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Recall	None	None	None	None	None	None	None
Avg. Green (s)	16.9	5.6	19.4	10.1	15.4	5.1	13.7
g/C Ratio	0.27	0.02	0.31	0.15	0.23	0.06	0.23
Cycles Skipped (%)	5	76	7	12	14	25	0
Cycles @ Minimum (%)	7	22	0	0	8	75	0
Cycles Maxed Out (%)	47	24	90	56	46	75	95
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary
Average Cycle Length (s): 58.8

Number of Complete Cycles : 57

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:10	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1704	1630	1548	1537	1571	1548	1583
Vehs Exited	1707	1629	1556	1538	1558	1557	1589
Starting Vehs	35	24	28	25	24	38	27
Ending Vehs	32	25	20	24	37	29	21
Travel Distance (mi)	572	545	515	515	525	522	535
Travel Time (hr)	32.9	29.3	27.2	26.7	27.5	27.6	29.5
Total Delay (hr)	13.5	10.9	9.6	9.2	9.7	10.0	11.5
Total Stops	1416	1273	1204	1140	1194	1186	1291
Fuel Used (gal)	23.1	21.5	20.3	20.1	20.5	20.5	21.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1598	1687	1584	1596
Vehs Exited	1594	1695	1592	1600
Starting Vehs	23	36	27	24
Ending Vehs	27	28	19	23
Travel Distance (mi)	536	569	534	537
Travel Time (hr)	28.6	31.8	28.5	29.0
Total Delay (hr)	10.4	12.6	10.4	10.8
Total Stops	1227	1396	1223	1250
Fuel Used (gal)	21.0	22.8	20.9	21.2

Interval #0 Information Seeding

Start Time	7:10
End Time	7:15
Total Time (min)	5

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	410	391	372	389	365	347	387
Vehs Exited	409	388	364	386	368	363	395
Starting Vehs	35	24	28	25	24	38	27
Ending Vehs	36	27	36	28	21	22	19
Travel Distance (mi)	139	130	122	130	123	120	132
Travel Time (hr)	8.2	7.1	6.4	6.7	6.1	6.7	7.5
Total Delay (hr)	3.5	2.6	2.2	2.3	1.9	2.6	3.1
Total Stops	350	297	290	291	267	272	341
Fuel Used (gal)	5.8	5.2	4.8	5.0	4.7	4.8	5.3

Interval #1 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	376	386	338	377
Vehs Exited	371	393	334	376
Starting Vehs	23	36	27	24
Ending Vehs	28	29	31	25
Travel Distance (mi)	125	133	113	127
Travel Time (hr)	6.6	7.4	5.5	6.8
Total Delay (hr)	2.4	2.9	1.7	2.5
Total Stops	285	329	241	296
Fuel Used (gal)	4.9	5.3	4.3	5.0

Interval #2 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	487	465	412	418	440	436	437
Vehs Exited	476	453	418	410	440	420	435
Starting Vehs	36	27	36	28	21	22	19
Ending Vehs	47	39	30	36	21	38	21
Travel Distance (mi)	162	154	137	141	147	142	147
Travel Time (hr)	9.2	9.0	7.5	7.4	7.8	7.5	7.9
Total Delay (hr)	3.8	3.7	2.8	2.6	2.9	2.7	3.0
Total Stops	396	400	328	298	351	334	342
Fuel Used (gal)	6.4	6.1	5.4	5.5	5.8	5.5	5.8

Interval #2 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	456	491	456	447
Vehs Exited	456	488	459	445
Starting Vehs	28	29	31	25
Ending Vehs	28	32	28	29
Travel Distance (mi)	153	162	154	150
Travel Time (hr)	8.3	9.8	9.1	8.4
Total Delay (hr)	3.1	4.2	3.9	3.3
Total Stops	347	424	390	360
Fuel Used (gal)	6.0	6.7	6.3	5.9

Interval #3 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	408	380	410	340	376	360	399
Vehs Exited	424	388	416	348	375	377	398
Starting Vehs	47	39	30	36	21	38	21
Ending Vehs	31	31	24	28	22	21	22
Travel Distance (mi)	140	129	137	115	126	123	133
Travel Time (hr)	7.9	6.4	7.4	5.9	6.4	6.6	7.8
Total Delay (hr)	3.1	2.1	2.7	2.0	2.2	2.5	3.2
Total Stops	342	266	338	258	264	289	333
Fuel Used (gal)	5.7	5.0	5.6	4.5	4.8	4.9	5.3

Interval #3 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	383	389	391	383
Vehs Exited	387	391	392	388
Starting Vehs	28	32	28	29
Ending Vehs	24	30	27	23
Travel Distance (mi)	131	132	131	130
Travel Time (hr)	6.9	7.4	7.0	7.0
Total Delay (hr)	2.5	2.9	2.5	2.6
Total Stops	291	326	301	302
Fuel Used (gal)	5.2	5.3	5.2	5.1

Interval #4 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	399	394	354	390	390	405	360
Vehs Exited	398	400	358	394	375	397	361
Starting Vehs	31	31	24	28	22	21	22
Ending Vehs	32	25	20	24	37	29	21
Travel Distance (mi)	132	132	119	129	129	136	123
Travel Time (hr)	7.6	6.8	5.9	6.7	7.1	6.8	6.3
Total Delay (hr)	3.1	2.4	1.8	2.3	2.7	2.2	2.2
Total Stops	328	310	248	293	312	291	275
Fuel Used (gal)	5.3	5.2	4.6	5.0	5.1	5.2	4.8

Interval #4 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	383	421	399	386
Vehs Exited	380	423	407	388
Starting Vehs	24	30	27	23
Ending Vehs	27	28	19	23
Travel Distance (mi)	128	142	136	131
Travel Time (hr)	6.8	7.3	6.9	6.8
Total Delay (hr)	2.5	2.5	2.4	2.4
Total Stops	304	317	291	297
Fuel Used (gal)	4.9	5.5	5.2	5.1

3: Griffin Road & Union Street Performance by lane

Lane	EB	EB	WB	WB	WB	NB	NB	SB	SB	All
Movements Served	L	TR	L	T	TR	L	TR	L	TR	
Denied Del/Veh (s)										0.7
Total Del/Veh (s)	25.2	24.0	28.5	20.0	9.2	28.9	26.1	25.6	18.0	22.1

6: Griffin Road & Northern Access Performance by lane

Lane	WB	NB	SB	All
Movements Served	LR	TR	LT	
Denied Del/Veh (s)				0.2
Total Del/Veh (s)	5.4	0.3	0.7	0.6

8: Griffin Road & Southern Access Performance by lane

Lane	WB	NB	SB	All
Movements Served	LR	TR	LT	
Denied Del/Veh (s)				0.0
Total Del/Veh (s)	6.4	1.2	0.8	1.4

10: Union Street & Full Movement Access Performance by lane

Lane	EB	EB	WB	WB	SB	All
Movements Served	LT	T	T	TR	LR	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	0.5	0.2	0.2	0.3	5.2	0.6

12: Union Street Performance by lane

Lane	EB	WB	WB	All
Movements Served	T	T	TR	
Denied Del/Veh (s)				0.0
Total Del/Veh (s)	2.1	0.6	0.5	1.6

Total Network Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	23.1

Intersection: 3: Griffin Road & Union Street

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	145	404	82	102	113	63	91	148	169
Average Queue (ft)	75	190	33	51	44	20	42	70	93
95th Queue (ft)	126	331	68	87	86	51	77	123	156
Link Distance (ft)		942		150	150		621	174	174
Upstream Blk Time (%)					0			0	0
Queuing Penalty (veh)					0			0	1
Storage Bay Dist (ft)	715		120			155			
Storage Blk Time (%)				0					
Queuing Penalty (veh)				0					

Intersection: 6: Griffin Road & Northern Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	65
Average Queue (ft)	11	5
95th Queue (ft)	35	31
Link Distance (ft)	282	434
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Griffin Road & Southern Access

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	62	5	73
Average Queue (ft)	30	0	11
95th Queue (ft)	55	4	45
Link Distance (ft)	276	174	94
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Union Street & Full Movement Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	42	2	63
Average Queue (ft)	9	0	28
95th Queue (ft)	33	2	54
Link Distance (ft)	136	715	237
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Union Street

Movement	WB
Directions Served	TR
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	136
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 2

Intersection: 3: Griffin Road & Union Street

Phase	2	3	4	5	6	7	8
Movement(s) Served	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Maximum Green (s)	12.5	5.0	26.0	5.1	15.9	13.0	18.0
Minimum Green (s)	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Recall	None	None	None	None	None	None	None
Avg. Green (s)	11.9	5.2	24.4	6.1	16.8	11.5	17.1
g/C Ratio	0.13	0.05	0.38	0.04	0.26	0.17	0.23
Cycles Skipped (%)	30	45	4	64	4	11	16
Cycles @ Minimum (%)	38	54	2	0	12	0	12
Cycles Maxed Out (%)	21	55	61	36	53	26	39
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary
Average Cycle Length (s): 62.0

Number of Complete Cycles : 54

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:10	4:10	4:10	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2167	2171	2082	2148	2161	2143	2190
Vehs Exited	2167	2161	2074	2143	2148	2123	2190
Starting Vehs	41	39	35	41	33	36	45
Ending Vehs	41	49	43	46	46	56	45
Travel Distance (mi)	737	733	711	728	730	722	745
Travel Time (hr)	40.9	42.7	39.4	42.6	41.7	41.3	42.0
Total Delay (hr)	15.7	17.5	15.2	17.5	16.7	16.5	16.5
Total Stops	1801	1826	1687	1879	1815	1799	1836
Fuel Used (gal)	29.1	29.8	28.0	29.4	29.1	28.9	29.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2173	2153	2192	2157
Vehs Exited	2181	2143	2200	2152
Starting Vehs	49	39	37	37
Ending Vehs	41	49	29	43
Travel Distance (mi)	739	731	747	732
Travel Time (hr)	41.2	42.5	43.8	41.8
Total Delay (hr)	15.8	17.4	18.1	16.7
Total Stops	1784	1838	1943	1820
Fuel Used (gal)	29.5	29.3	30.3	29.3

Interval #0 Information Seeding

Start Time	4:10
End Time	4:15
Total Time (min)	5

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	531	488	482	516	481	511	538
Vehs Exited	539	490	490	512	477	510	541
Starting Vehs	41	39	35	41	33	36	45
Ending Vehs	33	37	27	45	37	37	42
Travel Distance (mi)	184	167	164	174	161	174	184
Travel Time (hr)	9.9	9.3	8.7	9.7	8.7	9.7	10.2
Total Delay (hr)	3.6	3.5	3.1	3.8	3.1	3.8	3.9
Total Stops	444	394	373	426	383	422	443
Fuel Used (gal)	7.1	6.7	6.4	6.9	6.3	6.9	7.3

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	524	539	517	512
Vehs Exited	541	544	516	515
Starting Vehs	49	39	37	37
Ending Vehs	32	34	38	35
Travel Distance (mi)	181	186	178	175
Travel Time (hr)	10.2	10.6	9.9	9.7
Total Delay (hr)	3.9	4.2	3.8	3.7
Total Stops	430	455	428	419
Fuel Used (gal)	7.3	7.3	7.1	6.9

Interval #2 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	597	595	539	563	608	575	574
Vehs Exited	589	576	539	553	585	564	572
Starting Vehs	33	37	27	45	37	37	42
Ending Vehs	41	56	27	55	60	48	44
Travel Distance (mi)	201	196	186	189	201	194	195
Travel Time (hr)	11.5	11.2	10.6	11.8	11.9	11.8	11.1
Total Delay (hr)	4.6	4.5	4.3	5.4	5.0	5.1	4.4
Total Stops	495	501	454	545	516	522	491
Fuel Used (gal)	8.0	7.9	7.4	7.9	8.1	7.9	7.8

Interval #2 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	608	576	614	582
Vehs Exited	580	544	606	571
Starting Vehs	32	34	38	35
Ending Vehs	60	66	46	48
Travel Distance (mi)	198	188	209	196
Travel Time (hr)	11.7	11.3	13.1	11.6
Total Delay (hr)	4.9	4.9	5.9	4.9
Total Stops	510	503	601	516
Fuel Used (gal)	8.1	7.6	8.7	7.9

Interval #3 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	509	519	538	536	528	530	530
Vehs Exited	516	529	528	549	545	548	542
Starting Vehs	41	56	27	55	60	48	44
Ending Vehs	34	46	37	42	43	30	32
Travel Distance (mi)	173	178	182	183	183	182	183
Travel Time (hr)	9.7	10.7	9.9	10.7	10.4	10.1	10.3
Total Delay (hr)	3.7	4.6	3.7	4.4	4.2	3.8	4.0
Total Stops	438	428	416	458	448	438	458
Fuel Used (gal)	7.0	7.3	7.1	7.4	7.3	7.2	7.2

Interval #3 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	533	501	531	525
Vehs Exited	556	514	541	534
Starting Vehs	60	66	46	48
Ending Vehs	37	53	36	37
Travel Distance (mi)	188	175	181	181
Travel Time (hr)	9.9	10.4	10.7	10.3
Total Delay (hr)	3.6	4.4	4.5	4.1
Total Stops	428	446	473	443
Fuel Used (gal)	7.4	7.1	7.4	7.2

Interval #4 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	530	569	523	533	544	527	548
Vehs Exited	523	566	517	529	541	501	535
Starting Vehs	34	46	37	42	43	30	32
Ending Vehs	41	49	43	46	46	56	45
Travel Distance (mi)	178	192	179	183	185	171	184
Travel Time (hr)	9.9	11.5	10.3	10.3	10.7	9.8	10.4
Total Delay (hr)	3.8	4.9	4.1	4.0	4.3	3.9	4.1
Total Stops	424	503	444	450	468	417	444
Fuel Used (gal)	7.0	7.9	7.1	7.2	7.4	6.9	7.4

Interval #4 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	508	537	530	532
Vehs Exited	504	541	537	530
Starting Vehs	37	53	36	37
Ending Vehs	41	49	29	43
Travel Distance (mi)	171	182	180	180
Travel Time (hr)	9.4	10.1	10.1	10.2
Total Delay (hr)	3.4	3.9	3.9	4.0
Total Stops	416	434	441	440
Fuel Used (gal)	6.8	7.3	7.1	7.2

3: Griffin Road & Union Street Performance by lane

Lane	EB	EB	WB	WB	WB	NB	NB	SB	SB	All
Movements Served	L	TR	L	T	TR	L	TR	L	TR	
Denied Del/Veh (s)										0.6
Total Del/Veh (s)	32.8	19.4	33.7	25.9	18.7	31.4	29.2	29.0	19.9	24.3

6: Griffin Road & Northern Access Performance by lane

Lane	WB	NB	SB	All
Movements Served	LR	TR	LT	
Denied Del/Veh (s)				0.1
Total Del/Veh (s)	7.9	0.4	0.9	0.8

8: Griffin Road & Southern Access Performance by lane

Lane	WB	NB	SB	All
Movements Served	LR	TR	LT	
Denied Del/Veh (s)				0.0
Total Del/Veh (s)	9.8	1.5	1.0	1.7

10: Union Street & Full Movement Access Performance by lane

Lane	EB	EB	WB	WB	SB	All
Movements Served	LT	T	T	TR	LR	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	0.6	0.2	0.6	0.9	8.8	0.9

12: Union Street Performance by lane

Lane	EB	WB	WB	All
Movements Served	T	T	TR	
Denied Del/Veh (s)				0.0
Total Del/Veh (s)	1.6	2.3	2.7	2.2

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	26.7

Intersection: 3: Griffin Road & Union Street

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	119	228	127	162	167	179	298	142	175
Average Queue (ft)	59	110	19	133	131	101	146	69	101
95th Queue (ft)	101	189	71	179	184	181	267	117	168
Link Distance (ft)		942		150	150		621	174	174
Upstream Blk Time (%)			0	6	7			0	1
Queuing Penalty (veh)			0	25	28			0	2
Storage Bay Dist (ft)	715		120			155			
Storage Blk Time (%)				17		1	8		
Queuing Penalty (veh)				3		4	13		

Intersection: 6: Griffin Road & Northern Access

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	55	2	90
Average Queue (ft)	19	0	13
95th Queue (ft)	48	2	52
Link Distance (ft)	282	94	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Griffin Road & Southern Access

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	68	2	89
Average Queue (ft)	30	0	14
95th Queue (ft)	57	2	55
Link Distance (ft)	276	174	94
Upstream Blk Time (%)			0
Queuing Penalty (veh)			1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Union Street & Full Movement Access

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	53	7	21	34	62
Average Queue (ft)	9	0	1	2	25
95th Queue (ft)	35	7	14	18	54
Link Distance (ft)	136	136	715	715	237
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Union Street

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	105	122
Average Queue (ft)	20	23
95th Queue (ft)	73	87
Link Distance (ft)	136	136
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	1	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 77

Intersection: 3: Griffin Road & Union Street

Phase	2	3	4	5	6	7	8
Movement(s) Served	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Maximum Green (s)	19.1	5.0	19.0	10.9	17.1	7.0	17.0
Minimum Green (s)	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Recall	None	None	None	None	None	None	None
Avg. Green (s)	18.5	7.4	25.1	11.4	17.0	6.7	17.0
g/C Ratio	0.26	0.03	0.34	0.15	0.22	0.08	0.24
Cycles Skipped (%)	4	73	6	6	10	14	0
Cycles @ Minimum (%)	2	25	0	0	4	0	0
Cycles Maxed Out (%)	53	27	78	46	52	63	84
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary
Average Cycle Length (s): 69.6

Number of Complete Cycles : 48

Section 4

Title, Right, or Interest

Section 4
Title, Right, or Interest

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

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

4.B. Attachments

Attachment 4A – Deed

Attachment 4A

Deed

Bk 13853 Pg339 #14131
06-04-2015 @ 09:09a

WARRANTY DEED

George N. Brountas of Brewer, Penobscot County, Maine, for consideration paid, grants to R. H. Foster Energy, LLC, a Maine limited liability company, with a place of business in Bangor, Penobscot County, Maine (whose mailing address is P.O. Box 161, Hampden ME 04444) with Warranty Covenants, the following described real estate:

A certain lot or parcel of land with any improvements thereon situated on the northeasterly side of Union Street, Bangor, Penobscot County, Maine, more particularly described as follows:

Beginning at a stake on the northeast sideline of Union Street, said stake being two hundred feet southeasterly from the intersection of the northeast sideline of Union Street with the southeast sideline of Griffin Road; thence southeasterly along the northeast sideline of Union Street two hundred feet to a stake; thence northeasterly parallel with the southeast sideline of Griffin Road four hundred feet to a stake; thence northwesterly parallel with the northeast sideline of Union Street two hundred feet to a stake; thence southwesterly parallel with the southeast sideline of Griffin Road to the point of beginning.

This conveyance is made subject to the easements taken by the City of Bangor by instrument recorded in Penobscot County Registry of Deeds on January 12, 1965 in Volume 1984, Page 250, which easements were taken in connection with the improvement of Union Street.

For grantor's source of title, reference may be had to a deed from Bruce H. Flagg to the grantor herein, dated January 8, 1988, recorded in Penobscot County Registry of Deeds, Volume 4173, Page 149. Reference may also be had to a deed recorded in Penobscot County Registry of Deeds in Book 3608, Page 236.

Any and all other rights, easements, privileges and appurtenance belonging to the granted estate are hereby conveyed.

Witness my hand and seal this 3rd day of June, 2015.

WITNESS:

George N. Brountas

STATE OF MAINE
PENOBSCOT, ss June 3, 2015

Then personally appeared the above named George N. Brountas and acknowledged the foregoing instrument to be his free act and deed.

Before me,

Sarah C. Reinhart
~~Notary Public/Justice of the Peace~~
~~Commission Expiration:~~ Attorney at Law

File No.: 15-0601AR

Maine Real Estate
Transfer Tax Paid

PENOBSCOT COUNTY, MAINE
Susan F. Bulay
Register of Deeds

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IN WITNESS WHEREOF, Grantor has caused this instrument to be executed by Jason Blacksberg, Senior Vice President of Airport Mall Owner LLC, thereunto duly authorized this 10th day of September, 2020.

GRANTOR:

AIRPORT MALL OWNER LLC

By: _____
Jason Blacksberg
Senior Vice President

STATE OF NEW YORK
COUNTY OF WESTCHESTER

September 8, 2020

Then personally appeared the above-named Jason Blacksberg, Senior Vice President of Airport Mall Owner LLC, 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 entity.

Before me,

DEBRA M. LEIBLER
NOTARY PUBLIC-STATE OF NEW YORK
No. 01LE6005994
Qualified in Dutchess County
My Commission Expires April 20, 2022

Debra M. Leibler
Notary Public
Print Name: Debra M. Leibler
My commission expires: April 20, 2022

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Exhibit B
PERMITTED EXCEPTIONS

1. The lien of taxes and assessments for the current year and subsequent years;
2. Matters that would be shown by an accurate survey and inspection of the property;
3. All easements, reservations, rights-of-way, and other matters of record, to the extent valid, subsisting and enforceable and the covenants, restrictions and conditions described in the Restrictive Covenants Agreement between the parties dated and recorded substantially herewith;
4. Zoning requirements, statutes, rules, orders, restrictions, regulations and ordinances of governmental agencies or their instrumentalities relating to the property, the buildings located thereon, their construction and uses, in force on the date hereof (if any such exist);
5. All roads and legal highways;
6. Rights of tenants, as tenants only; and
7. Any governmental licenses, permits, authorizations or similar items (if any) in connection with the conduct of any activity upon the property

Maine Real Estate
Transfer Tax Paid

Susan F. Bulay, Register
Penobscot County, Maine

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QUITCLAIM DEED WITH COVENANT

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FOSTER HOLDINGS, LLC., a Maine limited liability company with a principal place of business at Hampden, Penobscot County, Maine, for consideration paid, grants to **R.H. FOSTER ENERGY, LLC**, a Maine limited liability company with a principal place of business at Hampden, Penobscot County, Maine, with Quitclaim Covenant, the land together with any buildings or improvements thereon in Penobscot County, State of Maine, described as follows:

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PARCEL ONE: Airport One Stop, 1187 Union Street, Bangor, Maine

A certain lot or parcel of land with the buildings and improvements thereon in the City of Bangor, in the County of Penobscot, and State of Maine and more particularly bounded and described as follows:

> Beginning at the westerly corner of the premises herein described at a point formed by the intersection of the northeasterly line of Union Street with the Southeasterly line of Griffin Road, which point is marked by a bolt;
>
> Thence the line runs southeasterly by said Union Street, two hundred (200) feet to a point marked by a bolt at land now or formerly of B.L. Nadeau, et al;
>
> Thence northeasterly, forming an interior angle of 93° 13' 24" with the line last mentioned by said land now or formerly of B. L. Nadeau, et al, two hundred (200) feet to a point marked by a bolt, at other land now or formerly of R. Durgan Hinckley, et. al;
>
> Thence northwesterly, forming an interior angle of 86° 46' 36" with the line last mentioned by said other land of the grantor, two hundred (200) feet to a point marked by a bolt in the southeasterly line of Griffin Road;
>
> Thence southwesterly forming an interior angle of 93° 13' 24" with the line last mentioned, by said Griffin Road, two hundred (200) feet to the point of beginning and forming an interior angle of 86° 46' 36" with the line first above mentioned.

Less that parcel of land taken by the State Highway Commission described in a "Layout and Notice of taking" dated June 24, 1964 and recorded July 8, 1964 in the Penobscot County Registry of Deeds in Book 1958 at Page 252 and as shown on the Right of Way Map therein referred to for Project No. S-SU-0280(1) Bangor.

Together with all right, title and interest of grantor in and to all land lying in all streets, highways, rights of way and gores abutting on or appurtenant to said premises.

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Subject to the rights acquired by the City of Bangor by Order and Taking dated September 2d, 1962 and recorded November 23, 1962 in Book 1869, Page 99 of the Penobscot County Registry of Deeds for purpose of widening Griffin Road between Ohio Street and Union Street.

Further subject to rights acquired by the State of Maine by Notice of Layout and Taking dated June 24, 1964 and recorded in Book 1958, Page 252 of the Penobscot County Registry of Deeds, consisting of temporary grading rights.

Subject to all covenants, conditions, restrictions, easements, provisions, exceptions, and reservations, if any, contained in former instruments of record.

For source of title reference may be had to the deed from Mobil Oil Corporation to R. H. Foster, Inc. dated September 24, 1980 and recorded in the Penobscot County Registry of Deeds in Book 3138, Page 26.

PARCEL TWO: Broadway Mobil Mart, 579 Broadway, Bangor, Maine

A certain lot or parcel of land situated at the easterly junction of Broadway and Arctic Street, so-called, in the City of Bangor, County of Penobscot, State of Maine, bounded and described as follows:

> Beginning at the southerly corner of the premises herein described at a point now marked by a bolt in the northeasterly line of said Broadway at land now or formerly of Singer Poultry Co., which point is distant N. 25° 30' W., measured along the said northeasterly line of Broadway, one hundred one and 5/10 (101.5) feet from a point in the said northeasterly line of Broadway at the southerly corner of said land now or formerly of Singer Poultry Co.; thence the line runs N. 25° 30' W., by said Broadway, one hundred fifty (150) feet to a point now marked by a bolt in the southeasterly line of said Arctic Street, so-called; thence northeasterly forming an interior angle of 95° 47' with the line last mentioned, by said Arctic Street, so-called, one hundred and 51/100 feet (100.51) to a point now marked by a bolt on other land of Singer; thence southeasterly, forming an interior angle of 84° 13' with the line last mentioned, by said other land of Singer and by land now or formerly of Singer Poultry Co., one hundred sixty and 13/100 (160.13) feet to a point now marked by a bolt at land now or formerly of Singer Poultry Co.; thence southwesterly, forming an interior angle of 90° with the line last mentioned, by said land now or formerly of Singer Poultry Co., one hundred (100) feet to the point of beginning and forming an interior angle of 90° with the line first-above mentioned. Containing 15,506 square feet, more or less.

The said boundaries are shown on a survey entitled "Plan of Land, Bangor, Maine surveyed for Socony Mobil Oil Company, Inc., Prentiss & Carlisle Co., Inc. - Engineers, 107 Court Street, Bangor, Maine. Scale: 1" = 20 Date: 11/6/62, the original of which is recorded in Penobscot County Registry of Deeds.

[redacted]

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Subject to the Certificate of Variance of the Bangor Zoning Board of Appeals dated May 23, 1990 and recorded July 20, 1990 in Book 4685, Page 228, relative to setbacks for a proposed canopy, convenience store building, gas pump island and storage building at 579 Broadway. A reissued Certificate of Variance of Bangor Zoning Board of Appeals dated July 22, 1990, and recorded July 25, 1990 in Book 4688, Page 91, was issued due to failure to record the May 23, 1990 Certificate within the statutorily prescribed period.

Also subject to the City of Bangor Certificate of Variance recorded December 5, 1990 in Book 4760, Page 68, indicating the granting of a Variance to install a canopy and a gas pump island within standard setbacks.

Further subject to the rights of the State of Maine Department of Transportation by virtue of a Notice of Layout and Taking dated July 9, 1997 and recorded in the Penobscot County Registry of Deeds in Book 6465, Page 62.

For source of title, reference may be had to the deed from Pearl H. Singer to R. H. Foster, Inc. dated September 5, 1979 and recorded in the Penobscot County Registry of Deeds in Book 3017, Page 196.

Any and all other rights, easements, privileges and appurtenances belonging to the granted estate are hereby conveyed.

PARCEL THREE: Christy's , 96 State Street, Bangor, Maine

Certain lots or parcels with the buildings and other improvements thereon, situated at the northerly junction of Broadway and State Street, in the said City of Bangor, in the County of Penobscot and State of Maine, and bounded and described as follows:

Parcel 3.1:

Beginning at the southerly corner of the premises herein described at a point formed by the intersection of the northwesterly line of said State Street with the easterly line of said Broadway, said point being now marked by a drill hole in granite;

Thence the line runs northeasterly by said State Street one hundred sixty-four and thirty-nine hundredths (164.39) feet to a point now marked by a bolt in the westerly line of Pine Street;

Thence northwesterly, forming an interior angle of 107° 59' with the line last mentioned, by said Pine Street fifty-seven and seventy-six hundredths (57.76) feet to a point now marked by a bolt at land of Blaisdell;

Thence southwesterly, forming an interior angle of 90° 39' with the line last mentioned, by said land of Blaisdell one hundred fifty-one and forty hundredths (151.40) feet to a point now marked by a stake in the easterly line of Broadway;

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Thence southerly, forming an interior angle of 91° 56' with the line last mentioned, by said Broadway one hundred ten and forty-nine hundredths (110.49) feet to the point of beginning, and forming an interior angle of 69° 26' with the line first above mentioned.

Parcel 3.2:

Beginning at the southeasterly corner of said parcel on Pine Street and the northeast corner of land conveyed by Laurence K. Paine to Socony-Vacuum Oil Company by deed dated November 14, 1951 and recorded in the Penobscot County Registry of Deeds in Vol. 1357, Page 72;

Thence running westerly by said land conveyed to Socony-Vacuum Oil Company, 152.38 feet to Broadway;

Thence turning and running North 04° 59' 10" East by Broadway, 69.90 feet to land formerly of Jonathan G. Clark;

Thence turning and running South 85° 01' East by said Clark land, 152.66 feet to Pine Street; and

Thence turning and running South 05° 18' West by Pine Street, 66.55 feet to the point and place of beginning.

Together with all right, title and interest of grantor in and to all land lying in all streets, highways, rights of way and gores abutting on or appurtenant to said premises.

Subject to the Certificate of Variance of the Bangor Zoning Board of Appeals, recorded September 16, 1988 in Book 4309, Page 308 of the Penobscot County Registry of Deeds, certifying that a variance was granted to allow construction of a free standing canopy less than the required setback from the public way.

Subject to the easement from Christy's Market, Inc. to RMR, Inc. dated December 15, 1993 and recorded in Book 5514, Page 360 of the Penobscot County Registry of Deeds.

Subject to the rights of Bangor Hydro-Electric Company by virtue of an easement deed dated April 8, 1998 and recorded in Book 6754, Page 346 of the Penobscot County Registry of Deeds.

Subject to the rights of the State of Maine Department of Transportation by virtue of a Notice of Layout and Taking recorded in Book 6465, Page 62 of the Penobscot County Registry of Deeds.

Subject to all covenants, conditions, restrictions, easements, provisions, exceptions, and reservations, if any, contained in former instruments of record.

[redacted]

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For source of title, reference may be had to the deed from Mobil Oil Corporation to R. H. Foster, Inc. dated September 24, 1980 and recorded in the Penobscot County Registry of Deeds in Book 3138, Page 30.

PARCEL FOUR: Milford One Stop, 6 Main Street, Milford, Maine

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Parcel 4.1: A certain lot or parcel of land situate at Milford, County of Penobscot, State of Maine, and being bounded and described as follows, viz:

> Beginning at an iron bolt set in the ground, a distance of 257.1 feet, in a southwesterly direction from an iron pipe set in the ground at the east corner of the Osgood Lot, so-called, and at the westerly edge of a concrete sidewalk on Davenport Street, said bolt being in the extension in a southwesterly direction of said Osgood's southeasterly line (said southeasterly line being also the northwesterly line of a certain parcel of land owned by Alice X. Cavanaugh, located at the intersection of Davenport Street and U S. Highway No. 2); thence in a southeasterly direction and at an angle of 80° 50', measured counterclockwise from a further extension of the aforesaid dividing line, a distance of 190.3 feet to an iron bolt; thence continuing in the same direction, a distance of 16.2 feet to the westerly edge of a concrete sidewalk located on U. S. Highway No. 2; thence in a southerly direction along the edge of said sidewalk a distance of 290 feet, more or less, to the northerly bank of the Penobscot River; thence along said Bank to its point of intersection with the aforesaid dividing line extended northeasterly; thence northeasterly along said extension, a distance of 183 feet, more or less to the point of beginning, the aforesaid parcel containing 1.26 acres, more or less.

EXCEPTING AND RESERVING, HOWEVER, from the above described premises, a certain parcel of land with the buildings thereon, situated in Milford, Penobscot County, Maine, bounded and described as follows, to wit:

> Beginning at a point 257.1 feet from an iron pipe marking the dividing line between the now or formerly Osgood lot and the now or formerly Cavanaugh lot, said point of beginning is measured on a bearing of S 68° - 13' W from said iron pipe; thence S 12°- 13' E along the easterly line of a 40 foot easement owned by the Bangor Hydro-Electric Company 172.98 feet to the northerly line of U. S. Route #2; thence S 44°-13'13" W along the northerly line of Route U. S. #2, 98.27 feet; thence N. 22°-30'31" W through land of Wayne C. Barker 210.75 feet to the land owned by Bangor Hydro-Electric Company; thence N. 68°-13' E along a line in common with said Bangor Hydro-Electric Company, 120 feet to the point of beginning. Containing .45 acres more or less. Bearing are Magnetic 1979.

Reserving, however, to the Bangor Hydro-Electric Company, its successors and assigns forever, the right, privilege and easement to locate on and to remove therefrom, lines of poles, guys and wires, with the customary fixtures and supports, on, over, under and across a strip of land 40 feet wide, lying between the northeasterly bound of the aforesaid premises, and a line parallel to said bound, and 40 feet distant therefrom in a southwesterly direction, which said strip extends across

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the entire width of the premises to be conveyed, and further reserving to said Bangor Hydro-Electric Company, its successors and assigns forever, the right to keep the aforesaid strip free and clear of all obstructions at all times and the right to maintain and operate, as now located, such of its lines of poles, wires, guys, fixtures and supports, if any, as are now located on any part of said lot, cleared at all times of interfering trees, branches, underbrush and other obstructions located on said lot, and to enter upon said lot for any of the aforesaid purposes. Further Excepting and Reserving to Bangor Hydro-Electric Company, its successors and assigns forever, the right to flow said premises without liability whether such flowage be caused by any dam or dams now existing or by increasing the height of any such dam or dams, or by any dam or dams which may hereafter be built by said Bangor Hydro-Electric Company, its successors and assigns.

Together with all the privileges and appurtenances thereunto belonging.

For source of title, reference may be had to the deed from Wayne C. Barker to R. H. Foster, Inc. dated March 27, 1980 and recorded in the Penobscot County Registry of Deeds in Book 3069, Page 340.

Parcel 4.2: A certain lot or parcel of land with the buildings thereon, situate in Milford, Penobscot County, Maine, bounded and described as follows:

> Beginning at a point 257.1 feet from an iron pipe marking the dividing line between the now or formerly Osgood lot and the now or formerly Cavanaugh lot; said point of beginning is measured on a bearing of S 68° 13' W from said iron pipe; thence S 12° 13' E along the easterly line of a 40 foot easement owned by the Bangor Hydro Electric Company 172.98 feet to the northerly line of U.S. Route #2; thence S 44° 13' 13" W along the northerly line of Route U.S. #2 98.27 feet; thence N 22° 30' 31" W through land of Wayne C. Barker 210.75 feet to the land owned by Bangor Hydro Electric Company; thence N 68° 13' E along a line in common with said Bangor Hydro Electric Company, 120 feet to the point of beginning. Containing .45 acres more or less. Bearings are Magnetic 1979.

Reserving to the Bangor Hydro Electric Company a 40 foot easement along the easterly line of the above described parcel.

Subject to the rights reserved by Bangor Hydro-Electric Company to flow the subject premises without liability, whether such flowage be caused by a dam or dams existing or later built, as set forth in the deed of Wayne C. Barker to R.H. Foster, Inc. dated March 27, 1980, and recorded in Book 3069, Page 340 of the Penobscot County Registry of Deeds.

Any and all other rights, easements, privileges and appurtenances belonging to the within-granted estate are hereby conveyed.

For source of title, reference may be had to the deed from David W. Nye to R.H. Foster, Inc. dated September 4, 1997 and recorded in Book 6480, Page 348 of the Penobscot County Registry of Deeds.

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PARCEL FIVE: Snow's Corner Mobil, River Road, Orrington, Maine

A certain lot or parcel of land, together with the buildings thereon, situated on the northerly side of Route 15 and the westerly side of Snows Corner Road Extension in the Town of Orrington, County of Penobscot, State of Maine bounded and described as follows, to wit:

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Beginning at the intersection of the northerly sideline of Route 15 and the westerly sideline of Snows Corner Road Extension; thence S 82° 22' W by and along the northerly sideline of Route 15 two hundred seventy-nine and forty-two hundredths (279.42) feet to an iron pin in the southwesterly corner of land conveyed to Donald R. Bouchard and Kathryn M. Bouchard by deed from Edna Louine Moon and George F. Moon dated July 30, 1976 recorded in Penobscot County Registry of Deeds Book 2672, page 43; thence N 35° 10' W by and along the westerly line of said land of Bouchard four hundred forty-seven and sixty-six hundredths (447.66) feet to an iron pin; thence N 82° 22' E parallel with Route 15 forty-nine and ninety-one hundredths (49.91) feet to an iron pin; thence S 30° 20' 30" E three hundred sixty-eight (368) feet to an iron pin; thence N 5° 48' 50" E two hundred forty-two and seventy-two hundredths (242.72) feet to an iron pin in the westerly sideline of Snows Corner Road Extension; thence S 32° 54' E by and along said road two hundred (200) feet to the point of beginning, containing one (1) acre more or less.

Excepting the easement reserved by Donald R. Bouchard and Kathryn M. Bouchard, their heirs and assigns, for a right of way thirty (30) feet in width for all purposes of a way, over and across the above-described premises, along the roadway as now located leading from Route 15 to the remaining portion of the premises described in the deed from Edna Louine Moon and George F. Moon recorded in Penobscot Registry of Deeds, Book 2672, Page 43.

Also excepting the easement reserved by Donald R. Bouchard and Kathryn M. Bouchard, their heirs and assigns, over the above granted premises for purposes of erecting, maintaining, repairing, and replacing an unobstructed sign in the southeasterly portion of the above-described premises anywhere within ten (10) feet from the intersection of the northerly sideline of Route 15 and the westerly sideline of Snow's Corner Road Extension.

Also excepting the easement reserved by Donald P. Bouchard and Kathryn M. Bouchard, their heirs and assigns, for purposes of maintaining, repairing, and replacing a utility pole on the above-granted premises near the northerly side of Route 15, and another utility pole in its present location in the northerly portion of the above-granted premises, together with the right to place and maintain transmission lines leading from Snows Corner Road Extension and from Route 15 over the above-granted premises to and for the benefit of the remaining portion of the premises described in the deed from Edna Louine Moon and George F. Moon recorded in Book 2672, Page 43, and including the right to cut, keep clear, and remove any trees or other obstructions that would interfere with the utility poles and lines.

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Also excepting the easement granted by Foxy Lady Limited to Donald R. Bouchard and Kathryn M. Bouchard dated December 15, 1984, recorded in the Penobscot Registry of Deeds at Volume 3620, Page 67.

For source of title, reference may be had to the deed from Foxy Lady, Limited to R. H. Foster, Inc. dated June 22, 1988 and recorded in the Penobscot County Registry of Deeds in Book 4253, Page 255.

Parcels One through Five above-described being all and the same premises as described in the deed from R.H. Foster, Inc. to Foster Holdings, LLC of substantially even date to be recorded herewith.

PARCEL SIX: Hampden Warehouse, Mecaw Road, Hampden, Maine

A certain lot or parcel of land, together with the buildings thereon, located in the Town of Hampden, County of Penobscot, State of Maine and being bounded and described as follows:

Beginning at a found one inch iron bolt set in the easterly line of Mecaw Road, so called, said bolt defining the southwesterly corner of land described in deed to Indoor Tennis, dated April 21, 1969, recorded in the Penobscot Registry of Deeds, Volume 2158, Page 630; thence South 82 degrees 12 minutes 55 seconds East (South 83° 49 minutes 49 seconds East) in Volume 4209, Page 346) by and along the southerly line of said Indoor Tennis, 182.02 feet to a found #6 rebar defining the westerly most corner of land described in deed of Samuel Nyer and Thomas A. Tilley to Foster Bros., Inc. dated April 14, 1988, recorded in Volume 4209, Page 348; thence continuing along land of said Indoor Tennis, South 82 degrees 12 minutes 55 seconds East 206.42 feet to a found #6 rebar set at the southeasterly corner of said Indoor Tennis property; thence along the easterly line of said property, North 20 degrees 34 minutes 05 seconds East 69.00 feet to a found #6 rebar set at the southwesterly corner of land now or formerly owned by Chadwick and Baross Inc. , as found described in Volume 4210, Page 279, said found rebar also defines the point of beginning of the property described in said Volume 4209, Page 348; thence South 65 degrees 06 minutes 15 seconds East 333.46 feet to a #6 rebar set in the northwesterly line of Route 202, so called, said line being shown on a Right-of-Way map for State Highway "26" S.H.C. File No. 10-156, dated April 1964 and recorded in Penobscot Registry of Deeds Plan Book 23, Page 64; thence in a southwesterly direction, by the arc of a 2669.79 foot radius curve concave to the northwest, through a central angle of 5 degrees 27 minutes and 18 seconds, 254.19 feet to a granite highway monument located northwesterly of centerline station 192+00, as shown on said highway plan, said monument bearing South 36 degrees 34 minutes 40 seconds West 254.09 feet from the last mentioned rebar; thence along a non-radial line South 50 degrees 29 minutes 50 seconds East 40.32 feet to a found granite highway monument located northwesterly of said centerline station; thence by the arc of a 2709.79 foot radius curve concave to the northwest, through a central angle of 2 degrees 28 minutes 02 seconds, 116.69 feet to a point on said curve located South 38 degrees 26

Page 368 of the Penobscot Registry of Deeds, including drainage rights and prohibition of access to and egress from State Highway "26" (Route 302).

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b) Easements granted to Socony Vacuum Oil Company from Vesta D. King dated October 9, 1947 and recorded in Book 1268, Page 500 of the Penobscot County Registry of Deeds; and from John H. Perry dated October 9, 1947 and recorded in Book 1281, Page 4 and Book 1281, Page 6; and from John H., Perry, et al. dated December 10, 1947 and recorded in Book 1273, Page 407.

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c) Rights of Bangor Hydro-Electric Company by virtue of easements from N. Searle Perry, et al. dated May 12, 1966 and recorded in Book 2061, Page 227 of the Penobscot County Registry of Deeds.

d) Site Location Order by the State of Maine, Department of Environmental Protection in the matter of R.H. Foster Co., Inc., Warehouse, Hampden, dated April 19, 1990 and recorded in Book 4643, Page 52 of the Penobscot County Registry of Deeds.

e) Site Location Order by the State of Maine, Department of Environmental Protection in the matter of R.H. Foster Co., Inc., Detention Ponds, Hampden, dated April 19, 1990 and recorded in Book 5671, Page 213 of the Penobscot County Registry of Deeds.

Parcel Six above-described being all and the same premises as described in the deed from Foster Bros., Inc. to Foster Holdings, LLC of substantially even date to be recorded herewith.

PARCEL SEVEN: Newport One Stop, Routes 11 and 100 (Pittsfield Road), Newport and Palmyra, Maine

Certain lot or parcel of land with the improvements thereon situated partly in the Town of Newport, County of Penobscot and State of Maine, and partly in the Town of Palmyra, County of Somerset and said State of Maine, and more particularly bounded and described as follows:

Beginning at a point now marked by a Maine right-of-way monument in the Southeasterly line of the State Highway, now designated as Routes 11 and 100 in the said Town of Palmyra, and at other land now or formerly of John T. Gilman, which right-of-way monument is opposite Station 20+65.635, as shown on Maine State Highway Commission Right-of-Way Map I-IG-95-7(7), recorded in Somerset County Registry of Deeds, Plan Book 13, Page 36, and in Penobscot County Registry of Deeds, Plan Book 22, Page 102;

Thence the line runs N 72° 30' E by said State Highway now designated as Routes 11 and 100, one hundred ninety-eight (198) feet to a point in said Town of Newport at other land now or formerly of John T. Gilman marked by a bolt;

[redacted]

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b) Conveyance for use of a culvert described in an instrument dated September 7, 1952 and recorded in Book 1374, Page 346 of the Penobscot County Registry of Deeds.

c) Easement to the State of Maine as set forth in an instrument dated December 3, 1953 and recorded in Book 1415, Page 60 of the Penobscot County Registry of Deeds.

d) Terms, provisions, and conditions of a Notice of Layout and Taking by the State of Maine dated September 14, 1960 and recorded in Book 1750, Page 265 of the Penobscot County Registry of Deeds.

e) Terms and conditions of a Notice of Layout and Taking by the State of Maine dated June 27, 1962 and recorded in Book 1847, Page 233 of the Penobscot County Registry of Deeds.

f) Rights acquired by Newport Development Corporation by deed dated August 28, 1964 and recorded in Book 1967, Page 100.

g) Easement granted to the Inhabitants of the Town of Newport by deed dated August 30, 1967 and recorded in Book 2115, Page 633 of the Penobscot County Registry of Deeds.

h) Rights acquired by the State of Maine by deed dated September 17, 1952 and recorded in Book 1374, Page 346 of the Penobscot County Registry of Deeds.

i) Easement granted to McDonald's Corporation as set forth in a Memorandum of Easement Agreement dated August 8, 1989 and recorded in Book 4542, Page 116 of the Penobscot County Registry of Deeds.

Parcel Seven above-described being all and the same premises as described in the deed from R.H. Foster, Inc., successor by merger to Foster Petroleum Corporation, to Foster Holdings, LLC of substantially even date to be recorded herewith.

PARCEL EIGHT: Brewer One Stop, 396 North Main Street, Brewer, Maine

The land together with any buildings or improvements thereon situated at 396 North Main Street, Brewer, Penobscot County, State of Maine, described as follows:

Beginning at a bolt in the northerly line of North Main Street at the intersection of said line with the easterly line of Gilmore Street;

Thence northerly on and by the said line of Gilmore Street one hundred and eight one hundredths (100.08) feet to a bolt;

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Thence deflecting to the right 88° 12' 40" and running easterly on and by the southerly line of the premises now or formerly owned or occupied by Chester and Clara Eames one hundred one and eleven one hundredths (101.11) feet to a bolt at the southeasterly corner of said premises of said Chester and Clara Eames;

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Thence deflecting to the right 90° 44' 13" and running easterly fifty-eight and ninety-five one hundredths (58.95) feet to a bolt in the westerly line of James Street;

Thence deflecting to the right 91° 15' and running southerly on and by said line of James Street and one hundred one and twenty-eight one hundredths (101.28) feet to a bolt at the intersection of said line of James Street with the northerly line of North Main Street;

Thence westerly on and by said line of North Main Street one hundred fifty-nine and sixty-nine one hundredths (159.69) feet to the point of beginning.

This conveyance is subject to rights set forth in the agreement between Texaco, Inc., and the City of Brewer, dated October 31, 1963, recorded in the Penobscot County Registry of Deeds in Book 1946, Page 264.
Subject to the rights set forth in the agreement between Texaco, Inc. and the City of Brewer, dated October 31, 1963, and recorded in the Penobscot County Registry of Deeds in Book 1946, Page 264.

Subject to the conditions set forth in the Contract Zone Change between the City of Brewer and Franklin G. Hinckley, Jr. dated March 16, 1993 and recorded in Book 5283, Page 150 of the Penobscot County Registry of Deeds.

For source of title, reference may be had to:

a) Deed from Franklin G. Hinckley, Jr. to Foster Realty dated August 4, 1992 and recorded in the Penobscot County Registry of Deeds in Book 5132, Page 222.

b) Certificate of Merger of R.H. Foster, Inc. and Foster Realty of recent date, to be recorded herewith in the Penobscot Registry of Deeds.

PARCEL NINE: Stillwater One Stop, 10 Stillwater Avenue, Orono, Maine

All that certain lot, piece, or parcel of land situate, lying and being on the northwesterly side of Stillwater Avenue, in the Town of Orono, County of Penobscot, and State of Maine, more particularly bounded and described as follows:

Beginning at a bolt in the northwesterly sideline of Stillwater Avenue six hundred forty-one and nine tenths (641.9) feet, more or less, southwesterly by and along said sideline of said Avenue from the Town Line between Orono and Old Town, said bolt also being one hundred ninety-seven and six tenths (197.6) feet North

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The Grantee's mailing address is P.O. Box 161, Hampden, Maine 04444.

IN WITNESS WHEREOF, FOSTER HOLDINGS, LLC has caused this instrument to be signed in its corporate name and sealed with its corporate seal by Robert H. Foster, its Manager, hereunto duly authorized, as of this 1st day of June, 1999.

WITNESS:

FOSTER HOLDINGS, LLC

By: _____
Name: Robert H. Foster
Its: Manager
Hereunto Duly Authorized

STATE OF MAINE
PENOBSCOT, ss.

May 25, 1999

Then personally appeared the above-named Robert H. Foster 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,

_____
Name: William H. Hanson
~~Notary Public~~/ Maine Attorney-at-Law

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PENOBSCOT, ss RECEIVED
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Susan F. Bulay
REGISTER

"Maine Real Estate Transfer Tax Paid"

Rudman & Winchell

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Section 5

Public or Private Rights-of-Way

Section 5
Public or Private Right-of-Way

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

Access to the site will be from Union Street & Griffin Road. The location of the accesses can be seen on the Site Plan included in **Attachment 1A in Section 1**. No other rights-of-way are proposed.

Section 6

Schedule

Section 6
Schedule

6.A. Schedule

The proposed development is anticipated to begin construction in fall 2026, with construction completed by fall 2027. The development is expected to be fully operational by fall 2027.

Outlook

Re: Plans Review - 511 Main Ave & 1187 Union St

Organizer	Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Meeting time	This event occurred 3 weeks ago (Tue 9/1/2026 2:00 PM - 3:00 PM)
Location	Paul Bunyan Room
My response	Accepted
Required attendees	Rienas, Kayleigh, Collette, Anja, Altiero, Matthew, Hanscom Bilotta, Brenda, LaBree, Jeff, Vachon, Adam, Davis, Jefferson, May, Richard, Holmquist, Jim, Peasley, Hannah, Arruda, Ben, Cameron, Sophia, Baron, Eric, vaughan@bangorwater.org, Maquillan, Sarah
Message sent	Tue 9/1/2026 7:28 AM

2 attachments (296 KB)

Meter-Sizing-Form-fixture-count-revised24.pdf; New-Construction-Information-Sheet.pdf;

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Matthew,

Please see my following comments about each project:

- 1187 Union Street
  - Haley Ward and RH Foster have already provided all supporting documents. Once a contractor is selected, BWD will issue an inspection estimate.
- 511 Main Avenue
  - A newly installed domestic water service shutoff shall be located in a non-driveway or paved location. Please relocate slightly.
  - Please provide BWD with fixture count forms and we will size the domestic service. (see attached form)
  - Please provide BWD with the Fire Marshall approved fire suppression plans.
  - Please provide BWD with a completed new construction form. (see attached form)
  - Once a contractor is selected, BWD will issue an inspection estimate.

I am double booked for today's meeting so I will not be in attendance. Please direct both engineering firms to reach out to me directly if they have questions about water service.

Regards,
Vaughan Littlefield
Project Manager
Bangor Water District

PO Box 1129
Bangor, ME 04402-1129
TEL (207)947-4516 EXT. 208
FAX (207)947-5707
CELL (207)299-6309

CITY OF BANGOR

Planning Division
Checklist for Land Development Applications

Pre-application Meeting Date: ___06.26.2026_____

Date submitted: ___08.27.2026_____

Date Reviewed: ____09.01.2026_____

Initials: ____MRA_____

Project: Gas Station and Car Wash

Project Location: 1187 Union St

Applicant: RH Foster Energy, LLC

Applicant Representative: Sean Thies

Phone Number or Email: [redacted]

Project Zoning District: Shopping and Personal Service District (S&PS)

Conditional Use: Gasoline Service Station & Retail Auto Service

Yes	No	Not applicable / Other	Site Plan Element
X			Scale
X			North Arrow
X			Building/Lot dimensions
X			Building locations/uses
X			Parking/access/loading locations
X			Signage
X			Lighting
		See Comments	Screening and Buffer
X			Erosion and sedimentation
			Stormwater
			Manholes/catch basins
			Sewer

CITY OF BANGOR

Planning Division
Checklist for Land Development Applications

Yes	No	Not applicable / Other	Site Plan Element
			Water
			Fire Hydrants / fire pond
X			Electric/Communication
X			Curbs and gutters
X			Paved/un-vegetated/vegetated areas
X			Trash
		X	Outdoor display/storage
X			Existing trees
X			Deed or other instrument allowing pursuit of permits
X			Topo
X			Adjacent buildings and features
		See Comments	Traffic
X			Location sketch
X			Post Construction Stormwater Maintenance Plan
		See Comments	Fire Comments
		X	Shoreland delineation/zoning compliance
X			Floodplain location
		X	Effects on scenic, etc
X			Table showing compliance with dimensional Requirements
X			Table showing compliance with Parking Requirements
	x	See Comments	**Additional Conditional Use General Requirements** Traffic Study Support Letter for paragraph (4)
X			**Additional Conditional Use Specific Requirements for Use or District**

		X	**Additional Subdivision Requirements** Lot lines Existing street connections Open space reservation Abutters Onsite wastewater Easements Soils Wetlands
		X	**Additional Solar applications** Height Yard Buffers Glare Decommissioning plan Utility Connections Confirmation of use

Staff Comments

Is there any difference in the estimated number of daily trips from the old development?

Please add tree and shrub symbols to the legend.

Note 10 on sheet C105 – substitutions must also comply with the Land Development Code and should be noted on the as-built if any are made.

For permanent re-seeding outside of the area where the New England erosion control mix will be used, it's not a requirement, but we'd ask you to consider using a pollinator

lawn mix if it's feasible (these have the added benefit of being low growing and requiring less frequent mowing); below are various options:

- Bee Lawn Seed Mix – OPN Seed
- Pollinator Paradise Flowering Lawn Seed Mix | American Meadows
- TCS Bee Lawn Seed Mixture™ - Twin City Seed Company

The locations of the trees at the southeastern entrance/exit may need to be adjusted slightly for visibility purposes.

It's not clear that some of the building lighting fixtures are full cut-off

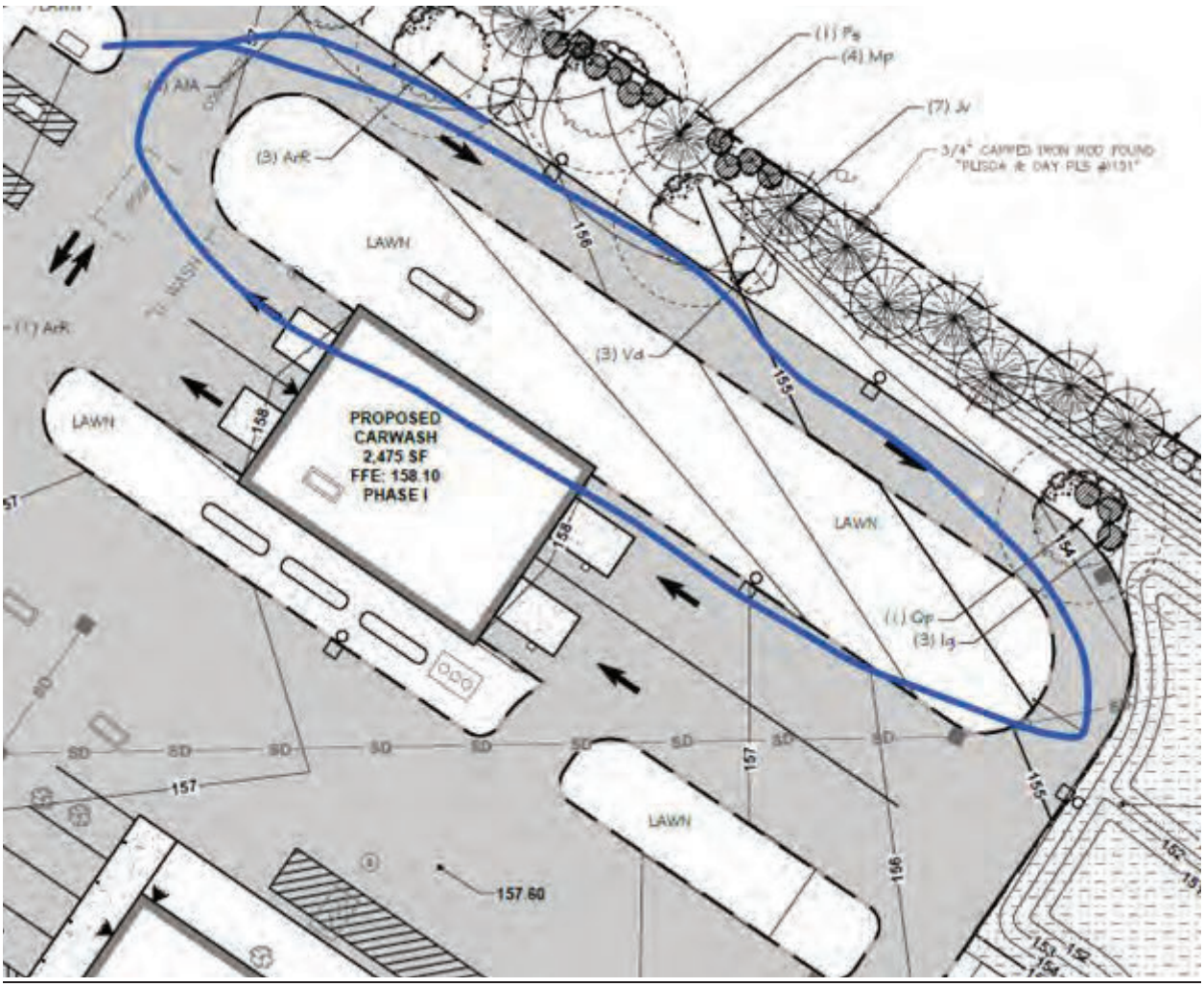
Item 4 in the conditional use standards requires a comparison of the buildings' architectural style and ratio of building area to land area, to properties within 500' of the subject site

Please show the width of the raised island in the western parking area

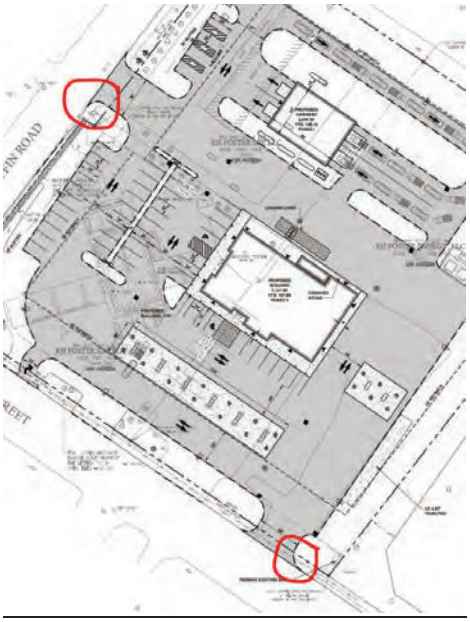
Please show the parking setback on the plan

For the phasing shown on the plans, please show the elements that will be completed in each phase besides the buildings (i.e. parking, landscaping, etc), and the expected completion time of each phase

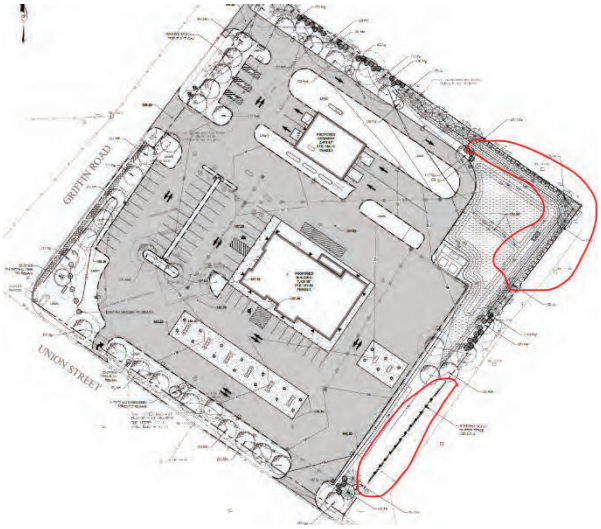
This area does look to be over 200 sf, so the provision on extra plantings would apply:

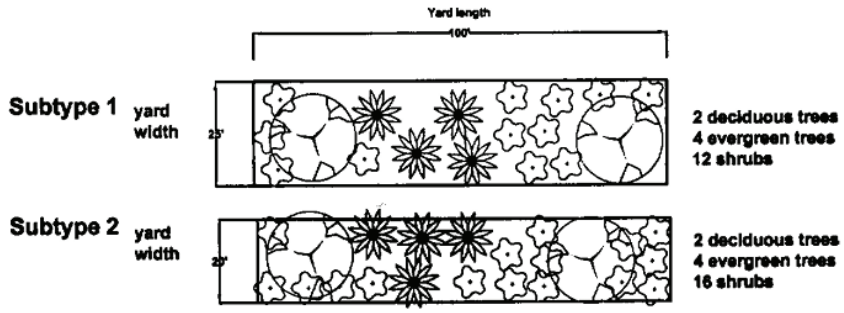

(1) Ps
(4) Mp
(7) Jv
3/4" CAPPED IRON ROD FOUND
"PLISGA & DAY PLS #1131"
(3) ArR
LAWN
156
(3) Vd
155
PROPOSED
CARWASH
2,475 SF
FFE: 158.10
PHASE I
158
LAWN
LAWN
154
(1) Gp
(3) Ig
SD
157
157.60
156
155
153
152

Can you wrap the circled sidewalks into the site to provide safer pedestrian connections? The right-in only entrance can also be modified into a pedestrian-only path.



Is there a reason that the required C Buffer plantings are not in the circled areas? If there are issues having plantings in those areas due to underground utilities or grading, you can shift the plantings somewhere else on the same lot line as long as you meet the minimum standards.





Code comments:

Is there a reason that no plantings are proposed in the area where the fence is proposed in the southeastern corner? The intent of the buffers/transitional yard is to have plantings evenly spaced along the buffer/yard.

Please show the plans for parking/access/functioning of the business during construction.

Forestry Comments:

One of the existing trees (an ash right on the corner) is labeled as a "flowering tree to remain". If this ash isn't planned to be treated, it likely won't survive very much longer, so probably should not be factored into the landscaping plan.

Planting that many white pine trees that close together may create problems in the future, given how large they get. It may be better to space in some shade loving medium sized or small sized trees.

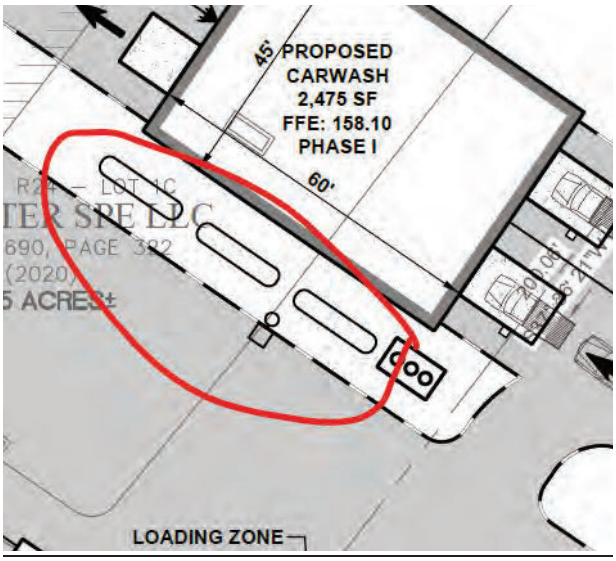
For the trees planted in the parking median it would be nice to know what the prep is for those medians (no pavement underneath, high-quality soils, no landscaping fabric, mulch not riprap or gravel).

Can you indicate where the existing sidewalk is in these drawings so we can determine where the trees will be in relation to it?

It would also be nice if there was some landscaping in those lawn areas to create some shade on the surrounding pavement. This corner has historically has very little shade, so the more we can add the better.

Fire Comments:

Please show how far away these propane tanks are from the building. They will need to be a minimum of 10' away from the building



Engineering Comments:

Please be sure the plantings do not interfere with the utilities. The water lines are not shown on the landscaping plan and should be included to show any potential conflicts.

Tip-downs should be shown for where the sidewalk intersects with the driveways.

***Please do not submit hard copies until we have notified you that the plans are good to go for a Planning Board agenda.**

Possible Planning Board agenda: 10/6/2026

Deadline to advertise: 9/25/2026 to run 9/22/2026 to send to BDN

Deadline to post to abutters: 9/24/2026

Deadline for edits or amendments: 9/15/2026

Outlook

RE: 1187 Union Street Application

From Sean Thies [redacted]
Date Thu 9/3/2026 4:05 PM
To Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Cc Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Thank you. We will review and revise as necessary. You should have received an email with a copy of the DOT traffic movement permit application yesterday. That application includes all of the traffic calculations.

Regarding the "C" buffer on the side lot line. We had to install a fence in the section where the underground tanks are. We can't plant trees there because of the tanks. We also can't plant trees on the steep slope around the stormwater treatment area. We are hoping we can substitute the fence for trees. The site abuts another large commercial lot and there has historically been no buffer between the properties. There doesn't appear to be any other properties along Union Street that have the level of plantings required for a C buffer. We would request some flexibility on that buffer standard.

Sean Thies, PE
NNE Land Dev Manager | Senior Project Manager | Vice President
[redacted]

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From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Thursday, September 3, 2026 3:48 PM
To: Sean Thies [redacted]
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: Re: 1187 Union Street Application

Hi Sean,
Please see the attached Land Development Permit checklist with staff comments. Engineering has not finished their review yet, so more comments may be sent over in the next few days. If you have any questions, feel free to reach out.
Best,

CITY OF BANGOR
Matthew Altiero, Planning Analyst
Community & Economic Development Department
matthew.altiero@bangormaine.gov

Some people have received emails or letters from an unknown source pretending to be the municipality, stating that additional, exorbitant fees are required to finish processing applications. Please know that our fee schedule is available on the City's website, and we always require fees up front before reviewing an application, not after it's been put on a Planning Board agenda.

Please also call our office at 207-992-4280 or email us at planning@bangormaine.gov if you're unsure or if you have any questions.

From: Sean Thies [redacted]
Sent: Thursday, August 27, 2026 8:04 AM
To: Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Cc: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>; Collette, Anja <anja.collette@bangormaine.gov>
Subject: RE: 1187 Union Street Application

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Hi Kayleigh,

Here is a pdf of the application. We'll get you a check for the additional fee.

Sean Thies, PE
NNE Land Dev Manager | Senior Project Manager | Vice President
[redacted]

Outlook

Re: 1187 Union Street Application

From Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Date Tue 9/8/2026 8:41 AM
To Sean Thies [redacted]
Cc Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>

Good morning,
That comment is referring to this section of the Code: §165-114F(4).
Best,

CITY OF BANGOR
Matthew Altiero, Planning Analyst
Community & Economic Development Department
matthew.altiero@bangormaine.gov

Some people have received emails or letters from an unknown source pretending to be the municipality, stating that additional, exorbitant fees are required to finish processing applications. Please know that our fee schedule is available on the City's website, and we always require fees up front before reviewing an application, not after it's been put on a Planning Board agenda.

Please also call our office at 207-992-4280 or email us at planning@bangormaine.gov if you're unsure or if you have any questions.

From: Sean Thies [redacted]
Sent: Friday, September 4, 2026 9:16 AM
To: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: RE: 1187 Union Street Application

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Good morning,

There is a comment about an area over 200 sf and it says "the provision on extra plantings would apply". What provision and where is it stated in the ordinance? I can't find it.

Sean Thies, PE
NNE Land Dev Manager | Senior Project Manager | Vice President
[redacted]

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From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Thursday, September 3, 2026 3:48 PM
To: Sean Thie[redacted]
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: Re: 1187 Union Street Application

Hi Sean,
Please see the attached Land Development Permit checklist with staff comments. Engineering has not finished their review yet, so more comments may be sent over in the next few days. If you have any questions, feel free to reach out.
Best,

CITY OF BANGOR
Matthew Altiero, Planning Analyst

1187 Union Street

1. The connection from DMH1 need only be replaced to the catch basin on the northerly side of Union Street. Please update line type to show as proposed and change leader location for clarity.
2. Check typo on TBM Hydrant Flange elevation stated to be 61.20' (161.20?)
3. Are there roof drains proposed on the fuel island canopies? If so, please show on plans.
4. Have you contacted the Owner of the Airport Mall regarding your stormwater discharge location? Might they prefer a direct connection of a pipe to their stormwater system?
5. Stormwater Narrative makes a reference to the Town of Thomaston. Please correct.
6. Provide design sewer flows for each proposed structure (store and carwash).

Photo No. 1	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	



Photo No. 2	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	



Photo No. 3	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	

Photo No. 4	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	

Photo No. 5	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	

Photo No. 6	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	

Photo No. 7	
Photo Date: 2026	
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Photo By: Google	

Photo No. 8	
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Photo No. 10	
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Photo By: Google	



Photo No. 11	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	

Photo No. 12	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	

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Description: 2026 Google Street View Images	
Photo By: Google	

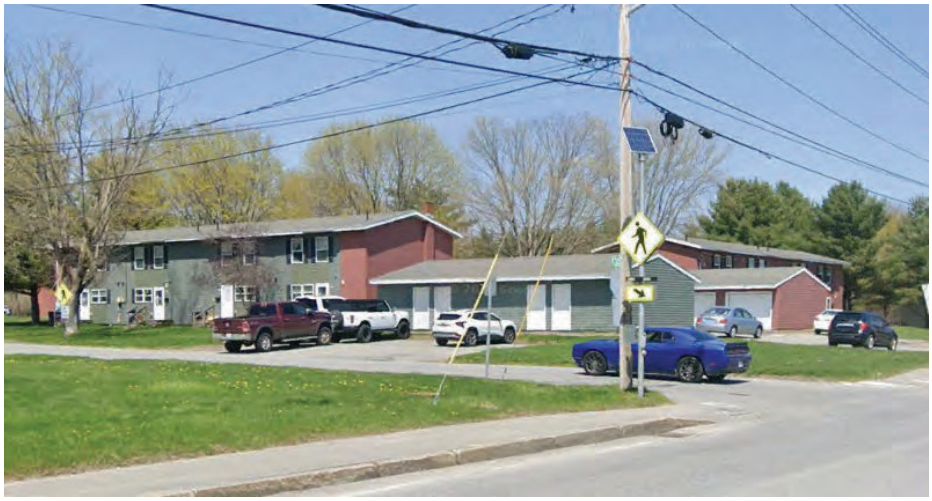
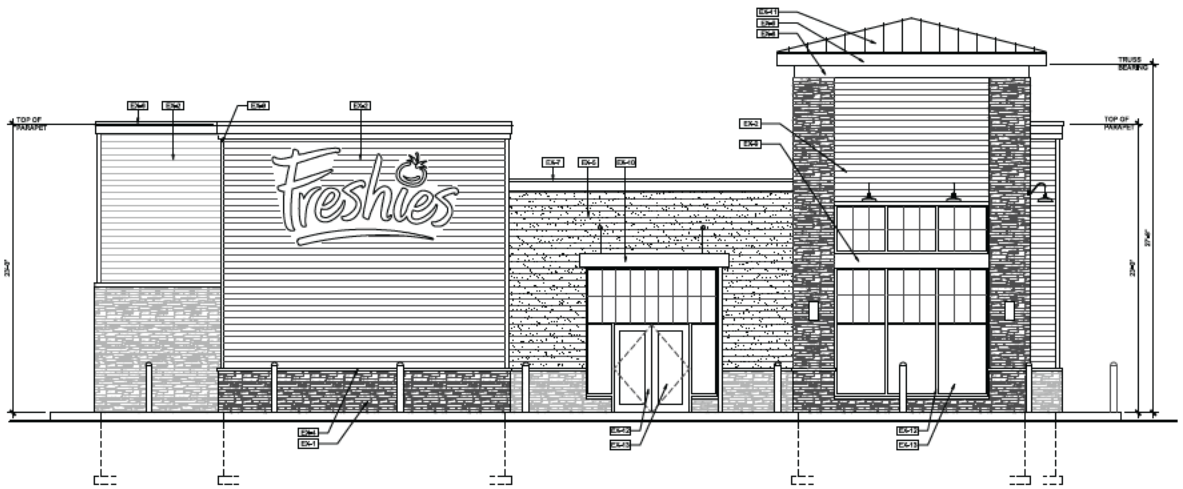
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Photo Date: 2026	
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Description: 2026 Google Street View Images	
Photo By: Google	

Photo No. 15	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	

Photo No. 16	
Photo Date: 2026	
Location: Adjacent properties within 500 feet of project site	
Description: 2026 Google Street View Images	
Photo By: Google	



K1 BUILDING ELEVATION - LEFT (GRIFFIN ROAD)
1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE

ID	DESCRIPTION	COLOR	MANUFACTURER / CONTACT
EX-1	ARCHITECTURAL STONE VENEER	COUNTRY LEDGESTONE - #WHEATON	CULTURED STONE (THRU WESTLAKE)
EX-2	8" HARDIEPLANK LAP SIDING - SMOOTH	#WHITE JASMINE OR PRIMED FOR PAINT (#SW7648 SW CHILL)	JEFF PATE - 346.204.7223 - JPATE@WESTLAKE.COM
EX-3	EIFS / STUCCO IN SANDBLAST FINISH	MATCH #SW7648 SW CHILL	JAMES HARDIE - (AMA) 402.7343
EX-4	CAST-FIT WATERTABLE / SILL	#WELLUM	(DRYVIT OR COMPARABLE)
EX-5	WOOD SIMULATED TONGUR & GROOVE ALUMINUM CLADDING (8" W-GROOVE PROFILED)	#FIAL TABLE WALNUT	LONGBOARD PRODUCTS
EX-6	METAL CAPS / CORNICES	#NATURAL WHITE	MILL BERRY – 469.927.5571 – MBERRY@LONGBOARDPRODUCTS.COM
EX-7	METAL CAPS / CORNICES	#CHARCOAL	BERRIDGE MANUFACTURING (THRU CONNER-LEGRAND INC)
EX-8	HARDIE ARCHITECTURAL PANEL - PRIMED FOR PAINT	PAINT TO MATCH #2037-40 SPRING MOSS BY BENJAMIN MOORE ALTERNATE MATCH: PANTONE 362 C (GREEN)	LUKE LEGRAND – 972.201.1830 – LUKE@CONNER-LEGRAND.COM
EX-9	3-1/2" HARDIE TRIM BOARDS - SMOOTH	#WHITE WHITE	JAMES HARDIE - (AMA) 402.7343
EX-10	SAN MARCO AWNINGS	POWDERCOATED TO MATCH #2037-40 SPRING MOSS BY BENJAMIN MOORE ALTERNATE MATCH: PANTONE 362 C (GREEN)	CONSULT CONTRACTOR OR ARCHITECT
EX-11	STANDING SEAM ROOFING – TEE-PANELS	#CHARCOAL	BERRIDGE MANUFACTURING (THRU CONNER-LEGRAND INC)
EX-12	ALUMINUM STOREFRONT MULLIONS	POWDERCOATED TO MATCH #2002-40 MILLION DOLLAR RED BY BENJAMIN MOORE ALTERNATE MATCH: PANTONE 185 C (RED)	LUKE LEGRAND – 972.201.1830 – LUKE@CONNER-LEGRAND.COM
EX-13	UV WINDOW TREATMENTS (IF NEEDED)		KAWNEER (OR COMPARABLE)
EX-14	EXTERIOR GRADE PAINT SUBSTRATE TO DETERMINE PAINT	#SW7648 SW CHILL	STEVE KOSTIUSION • 214.578.3997 • STEVE.KOSTIUSION@AMCON.COM
			CONSULT CONTRACTOR OR ARCHITECT
			SHERWIN WILLIAMS
			CHAR HETCHER – 480.922.2891 – CHARLENE.MHATCHER@SHERWIN.COM

EXTERIOR FINISH GENERAL NOTES:
1. CONSULT LOCAL CONTRACTOR FOR STANDARD MATERIALS.
2. CONSULT PARAGON SOLUTIONS FOR COLOR VERIFICATIONS AND GRAPHICS.
3. MATERIALS MAY NOT BE SUBSTITUTED WITHOUT WRITTEN PERMISSIONS FROM OWNER OR PARAGON SOLUTIONS.
4. FIELD VERIFY ALL EXTERIOR ELEVATIONS AND GRAPHICS FOR ACCURATE DIMENSIONS.

EXTERIOR GRAPHICS SCHEDULE

ID	NAME	QTY.	ELECTRICAL	DESCRIPTION	INSTALLATION
100	FRESHIES LOGO EXTERIOR SIGN (LARGE)	3	YES	LED FACE-LIT ILLUMINATED LETTERS FINISHED TO MATCH BRAND COLORS. "FRESHIES" LETTERS= FACES FINISHED WITH DAYSIGHT COLOR SHIFT MATERIAL TO SHOW WHITE AT NIGHT.	MOUNTS ON EXTERIOR WALL WITH HIDDEN SUPPORTS.
250	FAST. FRESH. FRIENDLY. EXTERIOR LETTERS	1	YES	EXTERIOR LETTERS ALL WITH DARK GREEN 4" RETURNS FINISHED TO MATCH BRAND COLORS. "FAST" & "FRESH" WHITE FACES. "FRESH" GREEN FACE (LEAF GREEN)	MOUNTS ON EXTERIOR WALL WITH HIDDEN SUPPORTS.

EXTERIOR GRAPHIC GENERAL NOTES:
1. REFER TO ELEVATIONS FOR PLANS & DIMENSIONS, DETERMINE ALL GRAPHICS/SIGNAGE APPLICATIONS BY USING FIELD DIMENSIONS ONLY.
2. VERIFY ALL PRODUCTION ARTWORK WITH PARAGON SOLUTIONS AND/OR OSR VENDORS (IF APPLICABLE), MUST BE APPROVED PRIOR TO PRODUCTION.
3. GRAPHICS/SIGNAGE PROVIDER RESPONSIBLE FOR PERMITTING AND CODE COMPLIANCE.
4. GRAPHICS/SIGNAGE PROVIDE RESPONSIBLE FOR ALL MOUNTING HARDWARE.
5. PROVIDE INSTALLATION COSTS UNLESS OTHERWISE NOTED.



A1 BUILDING ELEVATION - FRONT (UNION STREET)
1/8" = 1'-0"

NO.	DATE	DESCRIPTION
1	09.09.26	

PROGRESS PRINT
09.09.26

TAC Architectural Group Inc.
40 Summer St., Suite 4 Bangor, ME 04401

NOT FOR CONSTRUCTION

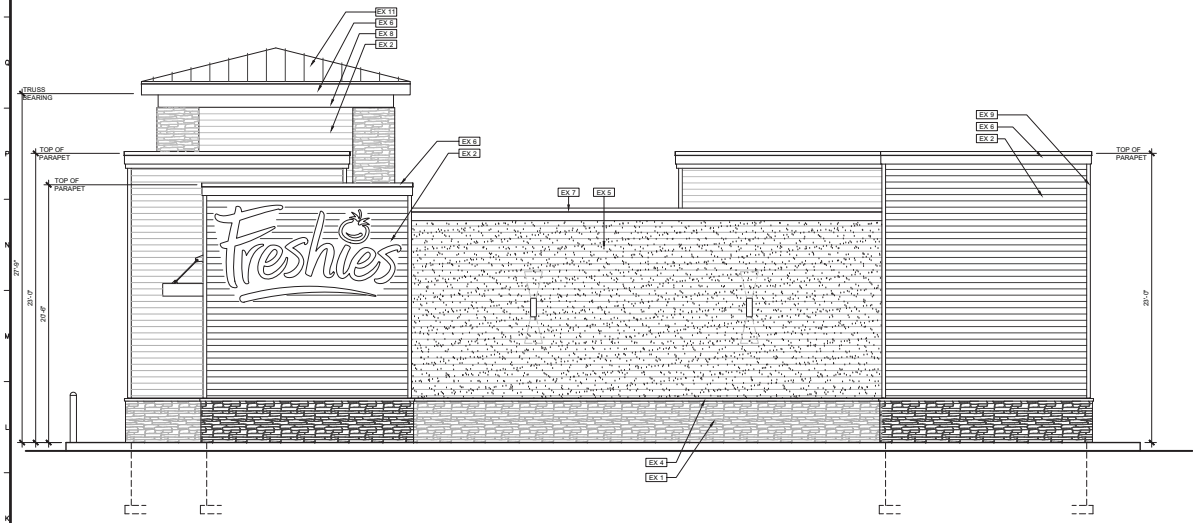
RH FOSTER - AIRPORT STORE

BANGOR, MAINE

PROJECT NO:	25-013
CAD DWG FILE:	#25H EXTERIOR ELEVATIONS.DWG
DRAWN BY:	###
CHK'D BY:	###
COPYRIGHT:	2026

SHEET TITLE:
EXTERIOR ELEVATIONS

AE201



K1 BUILDING ELEVATION - RIGHT

EXTERIOR FINISH SCHEDULE

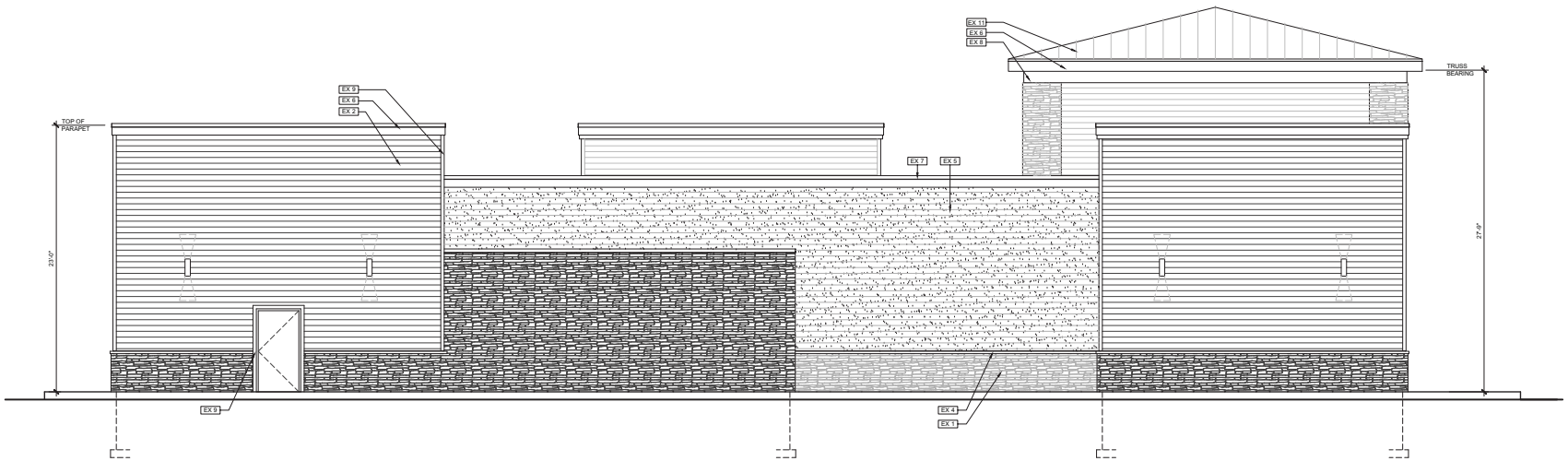
ID	DESCRIPTION	COLOR	MANUFACTURER / CONTACT
EX 1	ARCHITECTURAL STONE VENEER	COUNTRY LEDGESTONE #WHEATON	CULTURED STONE (THRU WESTLAKE) JEFF PATE 346 324 7223 JPATE@WESTLAKE COM
EX 2	8" HARDIEPLANK LAP SIDING SMOOTH	#WHITE JASMINE OR PRIMED FOR PAINT (#SW7648 BIG CHILL)	JAMES HARDIE 1 888 542 7343
EX 3	EIFS / STUCCO IN SANDBLAST FINISH	MATCH #SW7648 BIG CHILL	DRYVIT (OR COMPARABLE) OMAR DIOSADO 832 455 4494 ODIOSADO@TREMCOINC COM
EX 4	CAST FIT WATERTABLE / SILL	#VELLUM	CULTURED STONE (THRU WESTLAKE) JEFF PATE 346 324 7223 JPATE@WESTLAKE COM
EX 5	WOOD SIMULATED TONGUE & GROOVE ALUMINUM CLADDING (6" V GROOVE PROFILE)	#TWL TABLE WALNUT	LONGBOARD PRODUCTS WILL BERRY 469 927 5671 WBERRY@LONGBOARDPRODUCTS COM
EX 6	METAL CAPS / CORNICES	#NATURAL WHITE	BERRIDGE MANUFACTURING (THRU CONNER LEGRAND INC) LUKE LEGRAND 972 221 1800 LUKE@CONNER LEGRAND COM
EX 7	METAL CAPS / CORNICES	#CHARCOAL	BERRIDGE MANUFACTURING (THRU CONNER LEGRAND INC) LUKE LEGRAND 972 221 1800 LUKE@CONNER LEGRAND COM
EX 8	HARDIE ARCHITECTURAL PANEL PRIMED FOR PAINT	PAINT TO MATCH #2027 20 SPRING MOSS BY BENJAMIN MOORE ALTERNATE MATCH: PANTONE 382 C (GREEN)	JAMES HARDIE 1 888 542 7343
EX 9	3 1/2" HARDIE TRIM BOARDS SMOOTH	#ARCTIC WHITE	JAMES HARDIE 1 888 542 7343
EX 10	CANTILEVERED AWNINGS	POWDERCOATED TO MATCH #2027 20 SPRING MOSS BY BENJAMIN MOORE ALTERNATE MATCH: PANTONE 382 C (GREEN)	CONSULT CONTRACTOR OR ARCHITECT
EX 11	STANDING SEAM ROOFING TEE PANELS	#CHARCOAL	BERRIDGE MANUFACTURING (THRU CONNER LEGRAND INC) LUKE LEGRAND 972 221 1800 LUKE@CONNER LEGRAND COM
EX 12	ALUMINUM STOREFRONT MULLIONS	POWDERCOATED TO MATCH #2003 10 MILLION DOLLAR RED BY BENJAMIN MOORE ALTERNATE MATCH: PANTONE 185 C (RED)	KAWNEER (OR COMPARABLE) STEVE KESTERSON 214 878 2697 STEVE KESTERSON@ARCONIC COM
EX 13	UV WINDOW TREATMENTS (IF NEEDED)		CONSULT CONTRACTOR OR ARCHITECT
EX 14	EXTERIOR GRADE PAINT SUBSTRATE TO DETERMINE PAINT	#SW7648 BIG CHILL	SHERWIN WILLIAMS CHAR HETCHER 469 822 2881 CHARLENE M HATCHER@SHERWIN COM

EXTERIOR FINISH GENERAL NOTES:
1 CONSULT LOCAL CONTRACTOR FOR STANDARD MATERIALS
2 CONSULT PARAGON SOLUTIONS FOR COLOR VERIFICATIONS AND GRAPHICS
3 MATERIALS MAY NOT BE SUBSTITUTED WITHOUT WITHOUT PERMISSIONS FROM OWNER OR PARAGON SOLUTIONS
4 FIELD VERIFY ALL EXTERIOR ELEVATIONS AND GRAPHICS FOR ACCURATE DIMENSIONS

EXTERIOR GRAPHICS SCHEDULE

ID	NAME	QTY.	ELECTRICAL	DESCRIPTION	INSTALLATION
1EG	FRESHIES LOGO EXTERIOR SIGN (LARGE)	3	YES	LED FACE LIT ILLUMINATED LETTERS FINISHED TO MATCH BRAND COLORS "FRESHIES" LETTERS FACES FINISHED WITH DAY/NIGHT COLOR SHIFT MATERIAL TO SHOW WHITE AT NIGHT	MOUNTS ON EXTERIOR WALL WITH HIDDEN SUPPORTS
2EG	FAST FRESH FRIENDLY EXTERIOR LETTERS	1	YES	EXTERIOR LETTERS ALL WITH DARK GREEN 4" RETURNS FINISHED TO MATCH BRAND COLORS "FAST" & "FRESH" WHITE FACES, "FRESH" GREEN FACE (LEAF GREEN)	MOUNTS ON EXTERIOR WALL WITH HIDDEN SUPPORTS

EXTERIOR GRAPHIC GENERAL NOTES:
1 REFER TO ELEVATIONS FOR PLANS & DIMENSIONS DETERMINE ALL GRAPHICS/SIGNAGE APPLICATIONS BY USING FIELD DIMENSIONS ONLY
2 VERIFY ALL PRODUCTION ARTWORK WITH PARAGON SOLUTIONS AND/OR QSR VENDORS (IF APPLICABLE) MUST BE APPROVED PRIOR TO PRODUCTION
3 GRAPHICS/SIGNAGE PROVIDER RESPONSIBLE FOR PERMITTING AND CODE COMPLIANCE
4 GRAPHICS/SIGNAGE PROVIDE RESPONSIBLE FOR ALL MOUNTING HARDWARE
5 PROVIDE INSTALLATION COSTS UNLESS OTHERWISE NOTED



A1 BUILDING ELEVATION - BACK

NO.	DATE	DESCRIPTION
0	00.00.00	

PROGRESS PRINT
09.09.26

TAC Architectural Group Inc.
40 Summer St., Suite 4 Bangor, ME 04401

NOT FOR CONSTRUCTION

RH FOSTER - AIRPORT STORE

BANGOR, MAINE

PROJECT NO:	26-013
CAD DWG FILE:	AE202 EXTERIOR ELEVATIONS.DWG
DRAWN BY:	###
CHK'D BY:	###
COPYRIGHT:	2026

SHEET TITLE

EXTERIOR ELEVATIONS

AE202

Outlook

RE: 1187 Union Street Application

From Sean Thies[redacted]
Date Fri 9/25/2026 10:17 AM
To Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Cc Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>; Collette, Anja <anja.collette@bangormaine.gov>

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

There are 2 access points on Union Street and 1 on Griffin Road that will be open during construction. These will allow access to the fuel island as well as parking on either side of the building. They plan to continue selling gas during construction.

Sean Thies, PE
NNE Land Dev Manager | Senior Project Manager | Vice President
[redacted]

This e-mail may be confidential and is intended solely for the use of the individual to whom it is addressed. Any views or opinions expressed are solely those of the author and do not necessarily represent those of HaleyWard, Inc. If you are not the intended recipient (or responsible for delivery of the message to such person),you may not use, copy, distribute or deliver to anyone this message (or any part of its contents) or take any action in reliance on it. In such case, you should delete this message, and notify us immediately at[redacted] or by email[redacted]

From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Friday, September 25, 2026 9:47 AM
To: Sean Thies[redacted]
Cc: Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>; Collette, Anja <anja.collette@bangormaine.gov>
Subject: Re: 1187 Union Street Application

Hello,
Will there be an updated narrative or other response to some of the questions on the ldp checklist that will not be shown on the plans? I have also received a comment from Code that I will copy below:

- "For the duration of construction they only plan to have that one access point for customers nearest the intersection? And the only way to get to the parking is through the gas pump area? Are they planning to cease selling gas during construction?"

Best,

CITY OF BANGOR
Matthew Altiero, Planning Analyst
Community & Economic Development Department
matthew.altiero@bangormaine.gov

Some people have received emails or letters from an unknown source pretending to be the municipality, stating that additional, exorbitant fees are required to finish processing applications. Please know that our fee schedule is available on the City's website, and we always require fees up front before reviewing an application, not after it's been put on a Planning Board agenda.

Please also call our office at 207-992-4280 or email us at planning@bangormaine.gov if you're unsure or if you have any questions.

From: Sean Thies[redacted]
Sent: Friday, September 25, 2026 7:27 AM
To: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Cc: Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>; Collette, Anja <anja.collette@bangormaine.gov>
Subject: RE: 1187 Union Street Application

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Good morning,

Attached is the updated plan set for the RH Foster project. Please let me know if there are any additional comments. Thanks

Sean Thies, PE
NNE Land Dev Manager | Senior Project Manager | Vice President
[redacted]

This e-mail may be confidential and is intended solely for the use of the individual to whom it is addressed. Any views or opinions expressed are solely those of the author and do not necessarily represent those of HaleyWard, Inc. If you are not the intended recipient (or responsible for delivery of the message to such person),you may not use, copy, distribute or deliver to anyone this message (or any part of its contents) or take any action in reliance on it. In such case, you should delete this message, and notify us immediately at[redacted] or by email[redacted]

Outlook

RE: 1187 Union Street Application

From Sean Thies[redacted]
Date Tue 9/29/2026 3:12 PM
To Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Cc Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>; Collette, Anja <anja.collette@bangormaine.gov>

1 attachment (15 MB)
TMP RH Foster.pdf;

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

See below in red

Sean Thies, PE
NNE Land Dev Manager | Senior Project Manager | Vice President
[redacted]

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From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Tuesday, September 29, 2026 2:59 PM
To: Sean Thies[redacted]
Cc: Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>; Collette, Anja <anja.collette@bangormaine.gov>
Subject: Re: 1187 Union Street Application

Hello,
Please see the comments from staff copied below:

- Please show tip downs on the pedestrian connections from the sidewalks on Griffin Rd and Union St. Ok
  - 
- Please add estimated timeframes for each phase on the phasing plan. Both start and completion dates. They don't have dates for each phase. They may start Phase 1 this fall. Phase 2 would start next spring. Both phases would be complete by Fall 2027
- The southwestern portion of the site will need to be included on the phasing plan. We will revise the exhibit
- Can you clarify what "site securement" means? Will the site be accessible through the site securement area? Fenced area. It will not be accessible to the public
- Can you clarify what these lines are showing for phase 1 construction going through the phase 2 area? Are they showing the sewer line and storm drain are phase 1 construction? Yes, those utilities will be installed as part of Phase 1
  - 

- The narrative references that the traffic movement permit submittal was provided to the City, but it is not in the packet and Engineering has told me they also have not seen it. Can you send over the TMP submittal? See attached. This was sent to the engineering department yesterday and also on September 2nd

Outlook

Re: 1187 Union Street Application

From Cameron, Sophia <sophia.cameron@bangormaine.gov>
Date Tue 9/29/2026 10:46 AM
To Altiero, Matthew <Matthew.Altiero@bangormaine.gov>; Davis, Jefferson <jefferson.davis@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>; May, Richard <richard.may@bangormaine.gov>; Peasley, Hannah <Hannah.Peasley@bangormaine.gov>; Holmquist, Jim <jim.holmquist@bangormaine.gov>; Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>; LaBree, Jeff <jeff.labree@bangormaine.gov>; Arruda, Ben <ben.arruda@bangormaine.gov>
Cc Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>

Sorry, missed one thing. In their planting detail on page 8 they mention weed fabric under the mulch. Weed fabric is strongly discouraged.

Thanks,

Sophie

CITY OF BANGOR

Sophia A. Cameron
Forest Technician
Forestry Division
Public Works/Parks & Recreation
207-992-4504
sophia.cameron@bangormaine.gov

From: Cameron, Sophia <sophia.cameron@bangormaine.gov>
Sent: Tuesday, September 29, 2026 10:39 AM
To: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>; Davis, Jefferson <jefferson.davis@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>; May, Richard <richard.may@bangormaine.gov>; Peasley, Hannah <Hannah.Peasley@bangormaine.gov>; Holmquist, Jim <jim.holmquist@bangormaine.gov>; Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>; LaBree, Jeff <jeff.labree@bangormaine.gov>; Arruda, Ben <ben.arruda@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: Re: 1187 Union Street Application

Hi Matt,

My only comment is that they need to make sure all overstory trees are planted at least 25 horizontal feet away from the utility poles. It's looking a little close in that northern corner by the road.

Thanks,

Sophie

CITY OF BANGOR

Sophia A. Cameron
Forest Technician
Forestry Division
Public Works/Parks & Recreation
207-992-4504
sophia.cameron@bangormaine.gov

From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Tuesday, September 29, 2026 10:23 AM
To: Davis, Jefferson <jefferson.davis@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>; May, Richard <richard.may@bangormaine.gov>; Peasley, Hannah <Hannah.Peasley@bangormaine.gov>; Holmquist, Jim <jim.holmquist@bangormaine.gov>; Hanscom Bilotta, Brenda

Outlook

RE: 1187 Union Street Application

From Davis, Jefferson <jefferson.davis@bangormaine.gov>
Date Tue 9/29/2026 2:27 PM
To May, Richard <richard.may@bangormaine.gov>; Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Cc Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>

Matt,

Engineering has reviewed the revisions and have not further comments.
Thank you.

Jefferson Davis, PLA
Director of Engineering
Maine Licensed Landscape Architect
City of Bangor
73 Harlow Street
Bangor, Maine 04401
207-992-4244
jefferson.davis@bangormaine.gov

From: May, Richard <richard.may@bangormaine.gov>
Sent: Tuesday, September 29, 2026 11:47 AM
To: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>; Davis, Jefferson <jefferson.davis@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: RE: 1187 Union Street Application

Stormwater requirements have been met for this application.

Rich

From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Tuesday, September 29, 2026 10:24 AM
To: Davis, Jefferson <jefferson.davis@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>; May, Richard <richard.may@bangormaine.gov>; Peasley, Hannah <Hannah.Peasley@bangormaine.gov>; Holmquist, Jim <jim.holmquist@bangormaine.gov>; Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>; LaBree, Jeff <jeff.labree@bangormaine.gov>; Cameron, Sophia <sophia.cameron@bangormaine.gov>; Arruda, Ben <ben.arruda@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: Re: 1187 Union Street Application

Hi all, just following up on this. If you have any comments, please send them over. If not, please send over a signoff. Thanks in advance!

CITY OF BANGOR
Matthew Altiero, Planning Analyst
Community & Economic Development Department
matthew.altiero@bangormaine.gov

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Outlook

Re: 1187 Union Street Application

From Vachon, Adam <adam.vachon@bangormaine.gov>
Date Tue 9/29/2026 8:39 AM
To Altiero, Matthew <Matthew.Altiero@bangormaine.gov>; Maquillan, Sarah <sarah.maquillan@bangormaine.gov>; Collette, Anja <anja.collette@bangormaine.gov>

They corrected the propane tank spacing we asked for in DWG C101. Fire has no additional comments.
Adam

CITY OF BANGOR

Adam Vachon
Fire Inspector, CFI-1
Fire Prevention Division
Phone: 207-992-4180
Fax: 207-942-8213

http://www.bangormaine.gov

adam.vachon@bangormaine.gov

From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Friday, September 25, 2026 10:09 AM
To: Davis, Jefferson <jefferson.davis@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>; May, Richard <richard.may@bangormaine.gov>; Peasley, Hannah <Hannah.Peasley@bangormaine.gov>; Holmquist, Jim <jim.holmquist@bangormaine.gov>; Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>; LaBree, Jeff <jeff.labree@bangormaine.gov>; Vachon, Adam <adam.vachon@bangormaine.gov>; Maquillan, Sarah <sarah.maquillan@bangormaine.gov>; Cameron, Sophia <sophia.cameron@bangormaine.gov>; Arruda, Ben <ben.arruda@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: Fw: 1187 Union Street Application

Hi all, here are some other revised docs for this project.

CITY OF BANGOR

Matthew Altiero, Planning Analyst
Community & Economic Development Department
matthew.altiero@bangormaine.gov

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To Altiero, Matthew <Matthew.Altiero@bangormaine.gov>; Davis, Jefferson <jefferson.davis@bangormaine.gov>
Cc Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>

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Sent: Tuesday, September 29, 2026 10:24 AM
To: Davis, Jefferson <jefferson.davis@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>; May, Richard <richard.may@bangormaine.gov>; Peasley, Hannah <Hannah.Peasley@bangormaine.gov>; Holmquist, Jim <jim.holmquist@bangormaine.gov>; Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>; LaBree, Jeff <jeff.labree@bangormaine.gov>; Cameron, Sophia <sophia.cameron@bangormaine.gov>; Arruda, Ben <ben.arruda@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: Re: 1187 Union Street Application

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Community & Economic Development Department
matthew.altiero@bangormaine.gov

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From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Friday, September 25, 2026 10:09 AM
To: Davis, Jefferson <jefferson.davis@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>; May, Richard <richard.may@bangormaine.gov>; Peasley, Hannah <Hannah.Peasley@bangormaine.gov>; Holmquist, Jim <jim.holmquist@bangormaine.gov>; Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>; LaBree, Jeff <jeff.labree@bangormaine.gov>; Vachon, Adam <adam.vachon@bangormaine.gov>; Maquillan, Sarah <sarah.maquillan@bangormaine.gov>; Cameron, Sophia <sophia.cameron@bangormaine.gov>; Arruda, Ben <ben.arruda@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>
Subject: Fw: 1187 Union Street Application

Hi all, here are some other revised docs for this project.

CITY OF BANGOR

Matthew Altiero, Planning Analyst

Community & Economic Development Department

matthew.altiero@bangormaine.gov

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Outlook

Re: 1187 Union Street Application

From Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>
Date Wed 10/14/2026 12:57 PM
To Altiero, Matthew <Matthew.Altiero@bangormaine.gov>

I am all set with this.

Best Regards,

CITY OF BANGOR

Brenda Hanscom Bilotta
Deputy Director of Code Enforcement
Code Enforcement Office
Phone: 207-992-4224
Fax: 207-992-4196
http://www.bangormaine.gov

From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Sent: Wednesday, October 14, 2026 8:44 AM
To: Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>
Subject: Re: 1187 Union Street Application

Hi Brenda, if you are okay with this now, would you be able to provide a signoff for the PB packet. Thanks in advance!

CITY OF BANGOR

Matthew Altiero, Planning Analyst
Community & Economic Development Department
matthew.altiero@bangormaine.gov

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From: Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>
Sent: Wednesday, September 30, 2026 10:42 AM
To: Davis, Jefferson <jefferson.davis@bangormaine.gov>; Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>
Subject: Re: 1187 Union Street Application

This is the one I received with the blue line indicating site securement which eliminates all but the one entrance to the public.

Outlook

Re: 1187 Union Street Application

From Hanscom Bilotta, Brenda <Brenda.hanscombilotta@bangormaine.gov>
Date Wed 10/14/2026 12:57 PM
To Altiero, Matthew <Matthew.Altiero@bangormaine.gov>

I am all set with this.

Best Regards,

CITY OF BANGOR

Brenda Hanscom Bilotta
Deputy Director of Code Enforcement
Code Enforcement Office
Phone: 207-992-4224
Fax: 207-992-4196
http://www.bangormaine.gov

From: Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
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Subject: Re: 1187 Union Street Application

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CITY OF BANGOR

Matthew Altiero, Planning Analyst
Community & Economic Development Department
matthew.altiero@bangormaine.gov

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Sent: Wednesday, September 30, 2026 10:42 AM
To: Davis, Jefferson <jefferson.davis@bangormaine.gov>; Altiero, Matthew <Matthew.Altiero@bangormaine.gov>
Cc: Collette, Anja <anja.collette@bangormaine.gov>; Rienas, Kayleigh <Kayleigh.Rienas@bangormaine.gov>; Baron, Eric <Eric.Baron@bangormaine.gov>
Subject: Re: 1187 Union Street Application

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Owner	Owner 2
BANGOR CITY OF	
1162 UNION STREET, LLC	
PENOBSCOT COMMUNITY HEALTH CENTER	
RH FOSTER SPE LLC	
R. H. FOSTER ENERGY, LLC	
FLEET BANK OF MAINE-CC#9021	
STILLWATER TELCOM LLC	
PEMETIC LLC	
PENQUIS DEVELOPMENT, INC	
SBP BANGOR AIRPORT MALL LLC	
BANGOR HOUSING DEVELOPMENT CORP	
BANGOR CITY OF	

Owner Address 1	Owner Address 2
C/O C&ED ATTN: BIA 73 HARLOW STREET	BANGOR ME 04401
C/O THE MASIELLO GROUP LTD 1 BEDFORD FARMS DRIVE, SUITE 202	BEDFORD NH 03110
1012 UNION STREET SUITE 5	BANGOR ME 04401
110 MECAW ROAD, PO BOX 161	HAMPDEN ME 04444
PO BOX 161	HAMPDEN ME 04444
C/O CAMPDEN NATIONAL ATTN: ACCOUNTING	CAMPDEN ME 04843
6 STATE STREET, SUITE 201	BANGOR ME 04401
PO BOX 66852	FALMOUTH ME 04105
262 HARLOW STREET	BANGOR ME 04401
1129 UNION ST ATTN: MAIL MANAGEMENT OFFICE	BANGOR ME 04401
161 DAVIS ROAD	BANGOR ME 04401
ATTN: BANGOR INTERNATIONAL AIRPORT 287 GODFREY BLVD	BANGOR ME 04401

CITY OF BANGOR

PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

October 7, 2026

Dear Property Owner,

Please be advised that the Planning Board of the City of Bangor will hold a public hearing on Tuesday, October 20th, 2026, beginning at 7:00 p.m. in the Council Chambers on the 1st floor of City Hall (73 Harlow Street) and will consider the following application:

Land Development Permit Application – Major Site Development and Conditional Use for proposed car wash, gas station, and convenience store at property located at 1187 Union Street, Map-Lots R24-001A, R24-001B, and R24-001C, in the Shopping and Personal Service District (S&PS). Applicant/Owner: RH Foster Energy, LLC.

To receive a copy of the proposed application or to submit comments, please call 207.992.4257 or email planning@bangormaine.gov. Please submit any comments by 4:00 p.m. on October 19th, 2026. Interested parties can also make an appointment by email or phone to meet with Planning Division staff. Bangor City Hall is open to attend the meeting in person. Interested parties may also attend the meeting on Zoom. Public comments are allowed over Zoom; however, you must register before 9:00 a.m. on October 20th at https://bangormaine.gov/504/Meeting-Participation. Zoom details can be found at the city's website under www.bangormaine.gov/calendar. The meeting may also be streamed live via the City of Bangor's YouTube page; however, comments are not enabled on this page. Please call our office if you have questions about the process or participation in the hearing process.

Anja Collette
Planning Officer
207-992-4280
planning@bangormaine.gov

Bang r is rewriting its Land Development Code! For more details and to sign up for updates, visit www.blueprintbangor.com

COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR
PLANNING DIVISION

Re: SDP-CU – 1187 Union St – RH Foster Energy, LLC – Notice of Mailing

On October 7, 2026, the Public Notice for 1187 Union St – RH Foster Energy, LLC advising that the Planning Board of the City of Bangor will hold a public hearing on Tuesday, October 20, 2026, was mailed by the Planning Division.

Kayleigh Rienas

73 HARLOW STREET, BANGOR, ME 04401
TELEPHONE: (207) 992-4280 FAX: (207) 945-4447
WWW.BANGORMAINE.GOV

CITY OF BANGOR

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Anja Collette,
Planning Officer

Oct. 9, 2026