

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



YORK
YORK COUNTY
YORK STREET
YORK VILLAGE REVITALIZATION PROJECT
WIN 21651.00
FEDERAL AID PROJECT NO. STP-2165(100)

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PLAN LEGEND

EXISTING LEGEND

Town, County, State

Property Lines

R/W Lines-Existing

Culvert-Existing

Curb Type 1

Curb Type 5

Outline of Bodies of Water

Exposed Bedrock

Buildings

Tree Line

Clearing Limit Line

Railroad

Existing Ditch

Existing Water Line

Existing San. Sewer

Guardrail-Existing

Centerline-Existing

Travelway-Existing

Chain Link Fence

Gas

Overhead Wire

Buried Wire

Buried Comm.

Storm Sewer

Tree Line

Stone Wall

Contour

Guy Anchor

Utility Poles

Fire Hydrants

Existing San. Sewer Manhole

Trees

Catch Basins

Manholes

Yard Drain

Water Valve

Water Meter

Gate Post

Post

Light Post

Sign

PROPOSED LEGEND

R/W Lines-Proposed

Culvert Proposed

Curb Type 1

Curb Type 5

Proposed Ditch

Guardrail-Proposed

Centerline-Proposed

Travelway-Proposed

Storm Sewer

Utility Poles

Fire Hydrants

Catch Basins

Manholes

Light Post

Sign

Proposed Underdrain

Sawcut Bit. Pavement

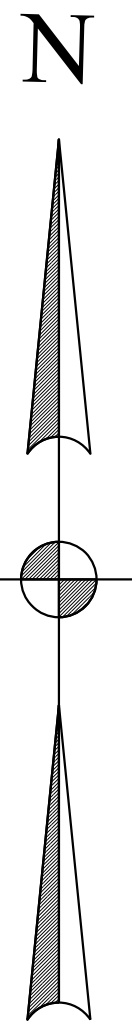
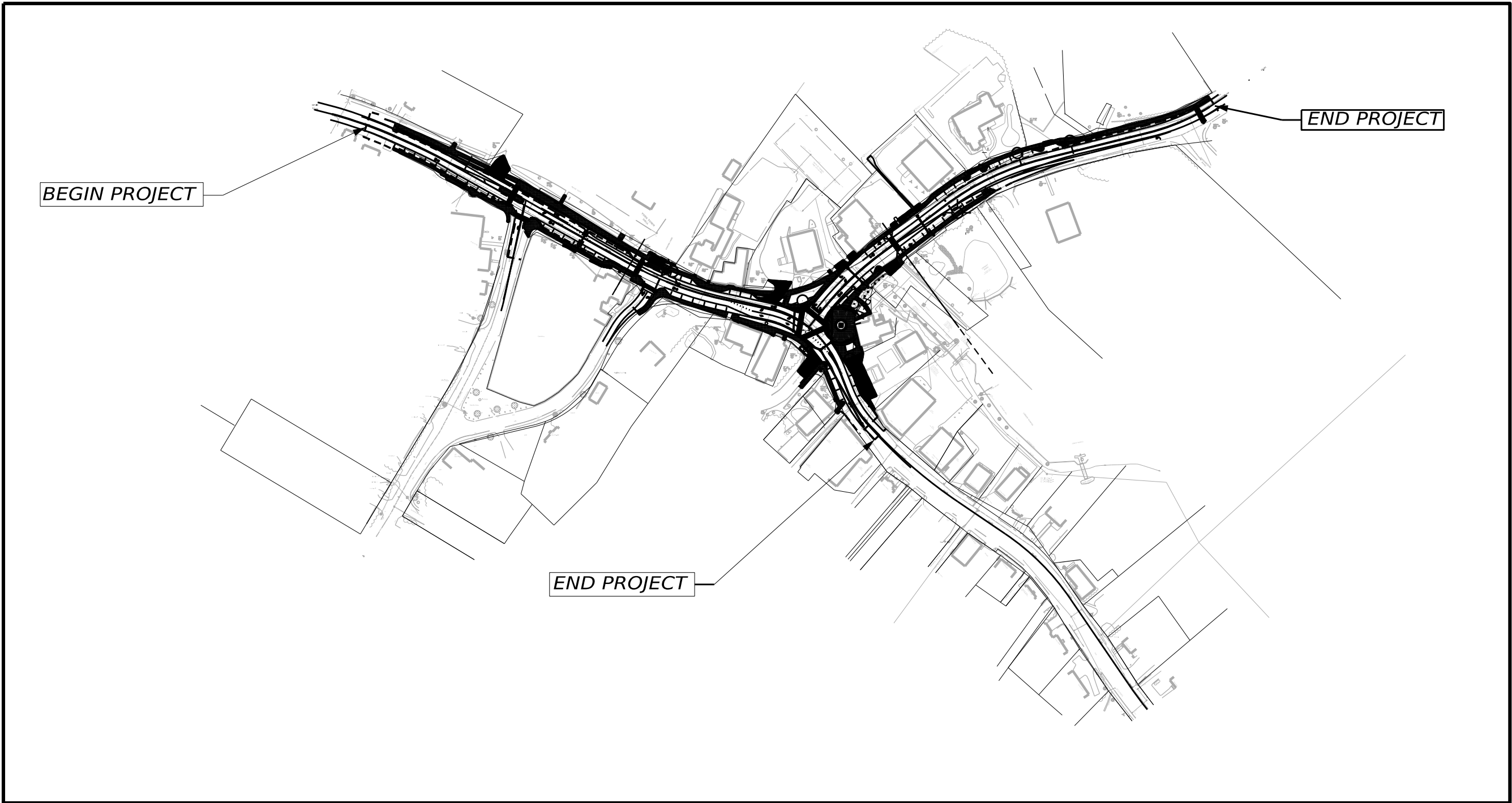
Cut/Fill Lines

Probe

Boring

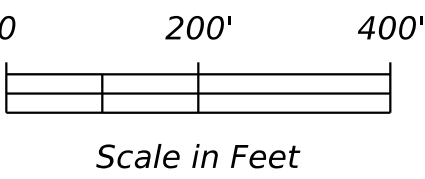
Pavement Core

Test Pit

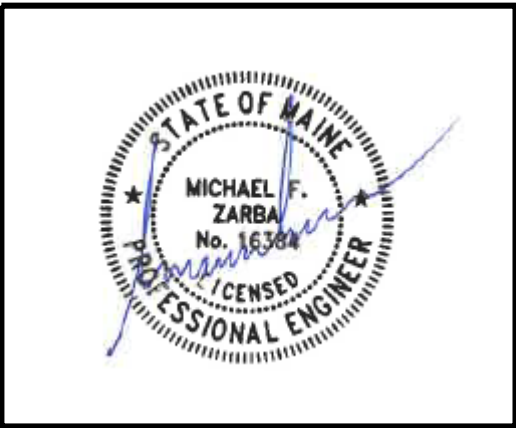


TRAFFIC DATA
(US 1A NW/o HOSPITAL DR.)

Current (2026) AADT	12,640
Future (2046) AADT	13,900
DHV - % of AADT	12%
Design Hour Volume	1,668
% Heavy Trucks (AADT)	4%
% Heavy Trucks (DHV)	4%
Directional Distribution (DHV)	52%
18-kip Equivalent P 2.0	258
18-kip Equivalent P 2.5	246
Design Speed (mph)	25
Corridor Priority	3
Fed. Function Class	Major Urban Collector



LOCATION MAP



PROJECT LOCATION:	TOWN OF YORK, MAINE. INTERSECTION OF YORK STREET AND LONG SANDS ROAD
PROGRAM AREA:	VILLAGE REVITALIZATION
SCOPE OF WORK:	ROADWAY AND VILLAGE IMPROVEMENTS

DESIGNED BY SLR CONSULTING:
Michael F. Zarba, PE

WIN 21651.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

COMMISSIONER:

CHIEF ENGINEER:

PROJECT INFORMATION

PROGRAM

PROJECT MANAGER

DESIGNER

CONSULTANT

PROJECT RESIDENT

CONTRACTOR

PROJECT COMPLETION DATE

YORK
YORK STREET

TITLE SHEET

SHEET NUMBER
1
OF 63

GENERAL NOTES

1. TOPOGRAPHIC INFORMATION IS BASED UPON FIELD SURVEY PERFORMED BY LINEPRO LAND SURVEYING, LCC IN 2014. ELEVATIONS REFER TO NORTH AMERICAN VERTICAL DATUM (NAVD 1988). NORTH ARROW AND BEARINGS BASED ON THE MAINE STATE PLANE COORDINATE SYSTEM (NAD 1983).
2. SLR CONSULTING ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF MAPS AND DATA WHICH HAVE BEEN SUPPLIED BY OTHERS.
3. ALL DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT IMMEDIATELY.
4. ALL CONSTRUCTION MATERIALS AND METHODS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE TOWN OF YORK STANDARDS AND SPECIFICATIONS, AND THE CURRENT VERSION OF THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, INCLUDING SUPPLEMENTAL SPECIFICATIONS AND CURRENT VERSION OF THE STATE OF MAINE DOT STANDARD DETAILS INCLUDING UPDATES.
5. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINEDOT'S LATEST STANDARD DETAILS AND NOTES. CONTRACTOR SHALL VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT BEFORE PLACEMENT OF THE SURFACE MATERIAL. CONTRACTOR SHALL ALSO VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLAINT AFTER THE PLACEMENT OF THE SURFACE MATERIAL. FAILURE TO CONSTRUCT SIDEWALKS, LANDINGS AND RAMPS TO BE ADA COMPLIANT WITHOUT EXCEPTION DOCUMENTATION MAY RESULT IN REJECTION OF WORK. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN THE WORK ACCORDINGLY.
6. DETECTABLE WARNING FIELDS SHALL BE 24 INCHES WIDE AND EXTEND THE FULL WIDTH OF THE RAMP OPENINGS. ACTUAL PAYMENT FOR ITEM 608.26 SHALL INCLUDE ANY CUTTING OF THE DETECTABLE WARNING FIELDS AND ALL CONCRETE WORK REQUIRED BE THE DETAILS.
7. THE PLANS REQUIRE A CONTRACTOR'S WORKING KNOWLEDGE OF LOCAL, MUNICIPAL, AND STATE CODES FOR UTILITY SYSTEMS. ANY CONFLICTS BETWEEN MATERIALS AND LOCATIONS SHOWN, AND LOCAL REQUIREMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT PRIOR TO THE EXECUTION OF WORK. THE TOWN WILL NOT BE HELD LIABLE FOR COSTS INCURRED TO IMPLEMENT OR CORRECT WORK WHICH DOES NOT CONFORM TO LOCAL CODE.
8. ALL MAILBOXES SHALL BE RELOCATED USING EXISTING SUPPORTS. WHERE EXISTING SUPPORTS ARE NOT SUITABLE FOR RELOCATION, THE CONTRACTOR SHALL PROVIDE A SIMILAR APPLICATION AT NO ADDITIONAL EXPENSE.
9. ALL RELOCATED SIGNS SHALL BE INSTALLED ON NEW POSTS WITH NEW HARDWARE, UNLESS DETERMINED OTHERWISE BY THE RESIDENT IN THE FIELD.
10. IRON PINS OR MONUMENTS DISTURBED BY CONSTRUCTION SHALL BE RESET BY A ME LICENSED SURVEYOR.
11. THE CONTRACTOR SHALL WALK THE PROJECT PRIOR TO CONSTRUCTION WITH A REPRESENTATIVE FROM THE TOWN AND THE RESIDENT. TREES TO BE REMOVED SHALL BE MARKED IN THE FIELD. EXTREME CARE SHALL BE EXERCISED TO PROTECT ALL TREES NOT DESIGNATED FOR REMOVAL. THE TRIMMING OF EXISTING TREES SHALL BE PERFORMED BY A LICENSED ARBORIST.
12. CALCIUM CHLORIDE AND WATER PLACED FOR DUST CONTROL, AND SWEEPING SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATIONS AND THE SOIL CONSERVATION SERVICE HANDBOOK, OR AS ORDERED BY THE RESIDENT, UNTIL ALL AREAS ARE STABILIZED OR SURFACES ARE TREATED.
13. INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES HAS BEEN BASED UPON AVAILABLE INFORMATION AND MAY BE INCOMPLETE, AND WHERE SHOWN SHOULD BE CONSIDERED APPROXIMATE. THE LOCATION OF ALL EXISTING UTILITIES SHOULD BE CONFIRMED PRIOR TO BEGINNING CONSTRUCTION. CALL "DIG SAFE", DIAL 811 OR GO TO WWW.DIGSAFE.COM. ALL UTILITY LOCATIONS THAT DO NOT MATCH THE VERTICAL OR HORIZONTAL CONTROL SHOWN ON THE PLANS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE RESIDENT FOR RESOLUTION.
14. THE CONTRACTOR SHALL TAKE PRECAUTION TO PREVENT DAMAGE TO EXISTING WATER MAINS, GAS MAINS AND OTHER UNDERGROUND UTILITIES WHEN OPERATING HEAVY MACHINERY.
15. ALL WASTE MATERIALS (INCLUDING WASTEWATER) SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL LAW. LITTER AND DEBRIS SHALL BE PICKED UP AT THE END OF EACH WORK DAY.
16. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
17. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 202.203, PAVEMENT BUTT JOINTS.
18. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES. BUTT JOINTS SHALL HAVE A MINIMUM WIDTH OF 18 INCHES OR AS DIRECTED BY THE RESIDENT.
19. GRIND TRANSITION TAPERS AT CATCH BASINS UNDER STANDARD SPECIFICATIONS ITEM 202.203, PAVEMENT BUTT JOINTS IN ACCORDANCE WITH STANDARD DETAIL 609(05), GUTTER GRADE TRANSITION AT CATCH BASIN, OR AS DIRECTED BY THE RESIDENT.
20. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
21. STUMP REMOVAL HAS BEEN ESTIMATED UNDER STANDARD SPECIFICATIONS ITEM 201.24, REMOVE STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, STANDARD SPECIFICATIONS ITEM 631.20, STUMP CHIPPER RENTAL (INCLUDING OPERATOR) MAY BE USED TO REMOVE STUMPS.
22. ALL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
23. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER. STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILD UTILITY STRUCTURE.

24. THE FOLLOWING SHALL BE INCIDENTAL TO THE STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS (PRESERVATION ONLY):

A. ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS;

B. ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT;

C. ALL DITCHING AT PIPE ENDS;

D. FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION (EXCAVATION IS ALSO INCIDENTAL);

E. ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES;

F. EXISTING FLOW LINES MAY BE CHANGED BY UP TO 1.5 FEET;

G. ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES WITHIN 10 FEET OF CULVERT ENDS;

H. AN 18-INCH WIDE STRIP OF NON-WOVEN GEOTEXTILE MEETING THE REQUIREMENTS OF STANDARD SPECIFICATIONS ITEM 620.58, EROSION CONTROL GEOTEXTILE, SHALL BE PLACED OVER ALL RCP JOINTS.
25. PRIOR TO SURFACE PAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 631.32, CULVERT CLEANER (INCLUDING OPERATOR).
26. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
27. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
28. PLASTIC END CAPS SHALL BE PLACED ON THE INLET END OF ALL DEAD-END 6-INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
29. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
30. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATION SECTION 603, PIPE CULVERTS AND STORM DRAINS OR STANDARD SPECIFICATION SECTION 605, UNDERDRAINS.
31. ALL UNDERDRAIN NOT SHOWN ON THE CROSS SECTIONS WILL HAVE A FLOW LINE OF 5.5 FEET BELOW FINISH GRADE. DIRECTLY ABOVE THE UNDERDRAIN SAND BACKFILL WILL BE PLACED TO AN ELEVATION EQUAL TO THE BOTTOM OF THE NEW GRAVEL LAYER. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE THE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.
32. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.
33. ALL TYPE A CATCH BASINS PLACED ON A TYPE 1 CIRCULAR CURB SHALL HAVE THE CURB INLET CUT AT THE SAME RADIUS AS ADJACENT CIRCULAR CURB. PAYMENT SHALL BE INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
34. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
35. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS.
36. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT
37. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
38. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION SECTION 105.6.2, CONTRACTOR PROVIDED SERVICES. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAY OUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINEDOT. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.
39. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
40. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION FOR MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL FOUNDATIONS. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED STRUCTURE ITEMS.
41. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
42. STATIONS REFERENCED ARE APPROXIMATE.
43. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE TOWN. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
44. THE CONTRACTOR WILL PLACE APPROPRIATELY-MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY-SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.
45. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM MAINEDOT APPROVED MIX DESIGN. EXCLUDING WATER AND GAS GATE VALVES, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR. HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILD UTILITY STRUCTURE.
45. CONTRACTOR SHALL ADJUST THE PAVEMENT REMOVAL WIDTH TO ALLOW MACHINE PLACEMENT OF ALL HMA FROM CENTERLINE TO CURB LINE.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION							
						4606-04	
						WIN 21651.00	
						HIGHWAY PLANS	
YORK YORK STREET	PROJ. MANAGER	IN/2	BY	DATE			
	CHECKED-REVIEWED	--	--	--	SIGNATURE		
GENERAL NOTES	DESIGN2-DETAILED2	--	--	--			
	DESIGN3-DETAILED3	--	--	--			
	REVISIONS 1	--	--	--	P.E. NUMBER		
	REVISIONS 2	--	--	--			
	REVISIONS 3	--	--	--	DATE		
	REVISIONS 4	--	--	--			
		FIELD CHANGES	--	--			
SHEET NUMBER							
2							
OF 63							

BEGIN CONSTRUCTION
STA. 11+00
N 113937.18
E 2822783.52
SAWCUT & MATCH EXISTING

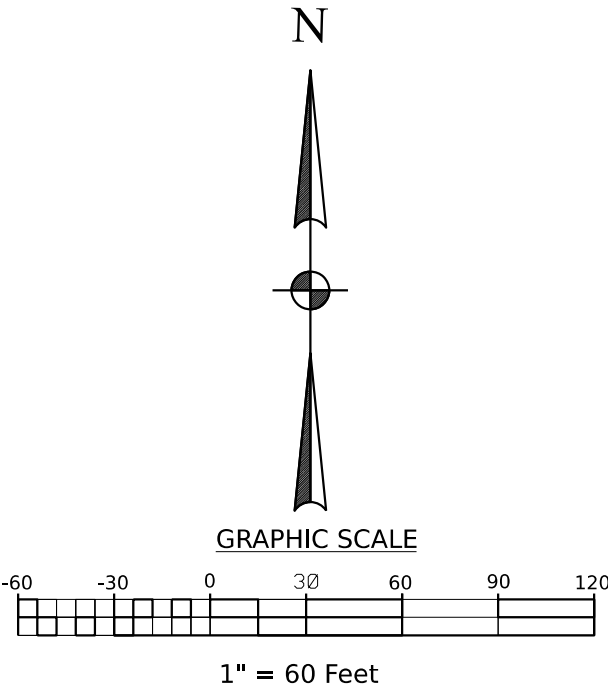
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ROADWAY PLAN - 01
PROFILE - 01
CURB LAYOUT - 01
DRAINAGE AND UTILITIES - 01
SIGNAGE AND PAVEMENT
MARKINGS - 01
ILLUMINATION - 01

EXISTING - 02
ROADWAY PLAN - 02
PROFILE - 02
CURB LAYOUT - 02
DRAINAGE AND UTILITIES - 02
SIGNAGE AND PAVEMENT
MARKINGS - 02
ILLUMINATION - 02

EXISTING - 03
ROADWAY PLAN - 03
CURB LAYOUT - 03
DRAINAGE AND UTILITIES - 03
SIGNAGE AND PAVEMENT
MARKINGS - 03
ILLUMINATION - 03

END CONSTRUCTION
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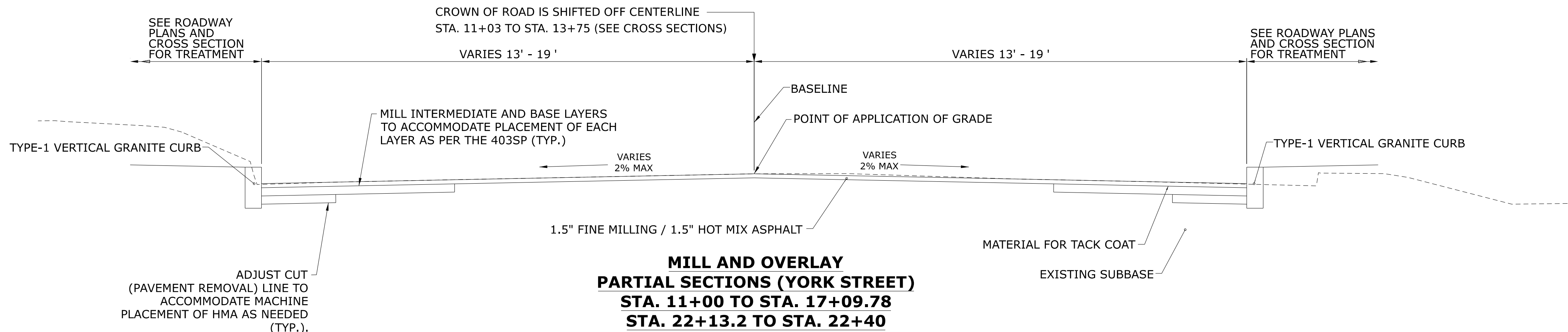
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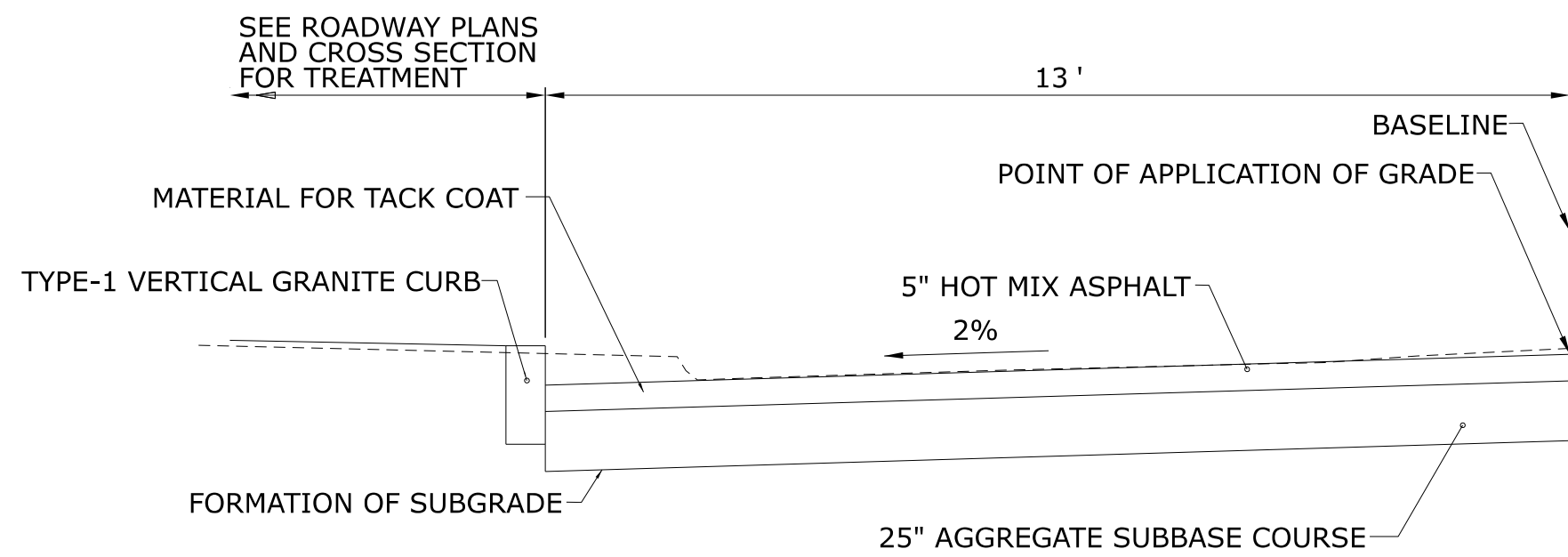
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REVISIONS 1	...	...	...	P.E. NUMBER
REVISIONS 2	...	...	...	DATE
REVISIONS 3	...	...	...	
REVISIONS 4	...	...	...	
FIELD CHANGES	...	...	...	

YORK
YORK STREET
INDEX PLAN

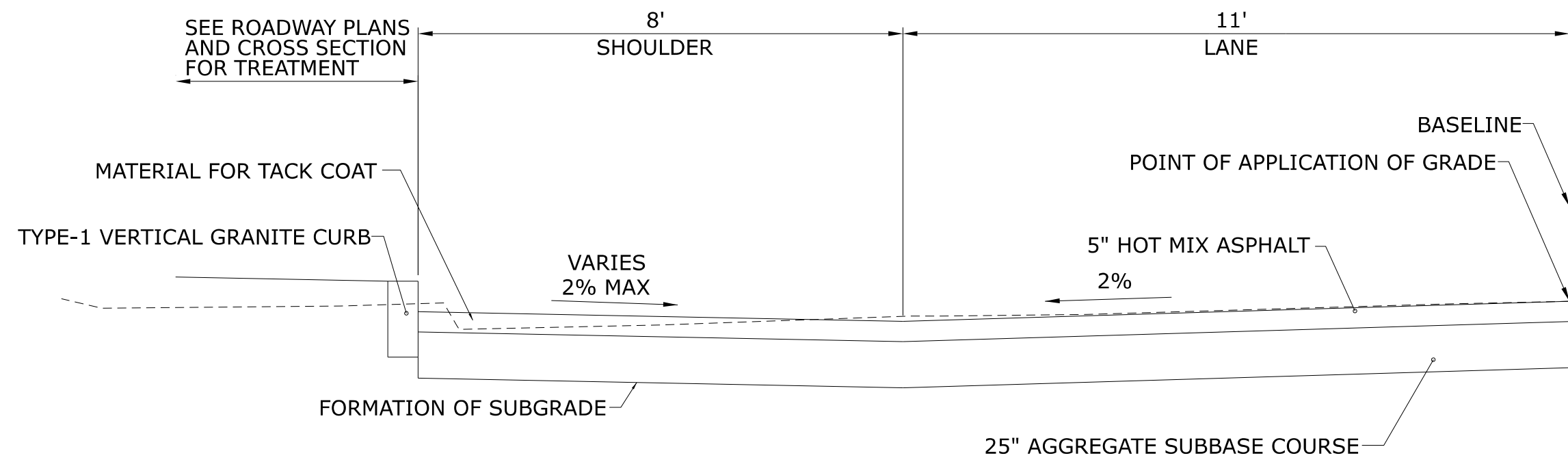
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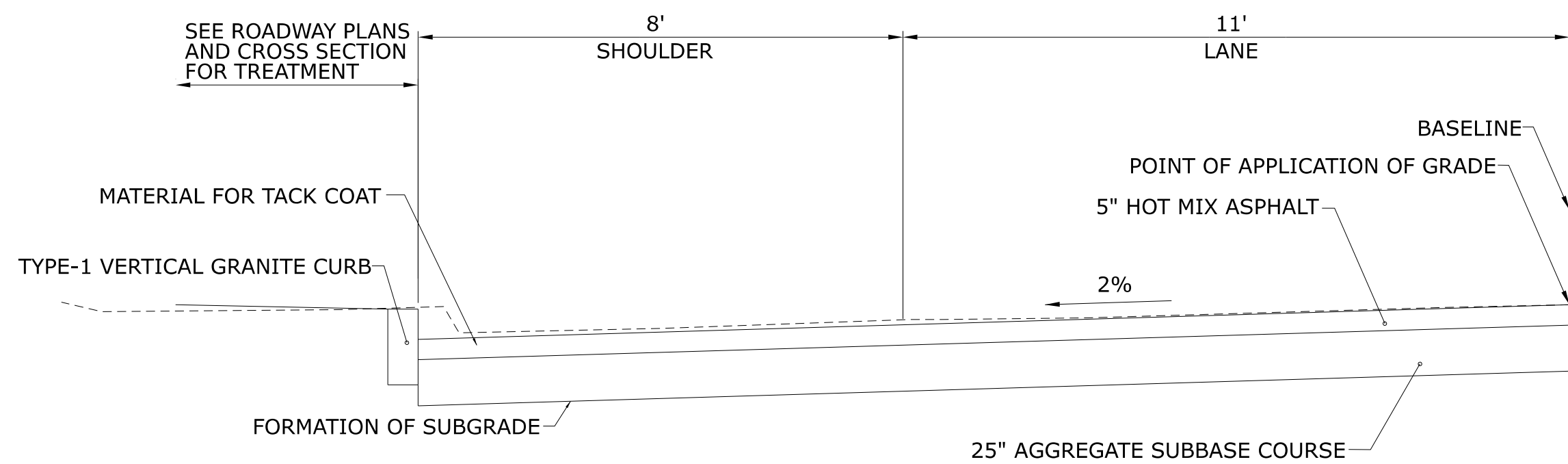
**MILL AND OVERLAY
PARTIAL SECTIONS (YORK STREET)
STA. 11+00 TO STA. 17+09.78
STA. 22+13.2 TO STA. 22+40**



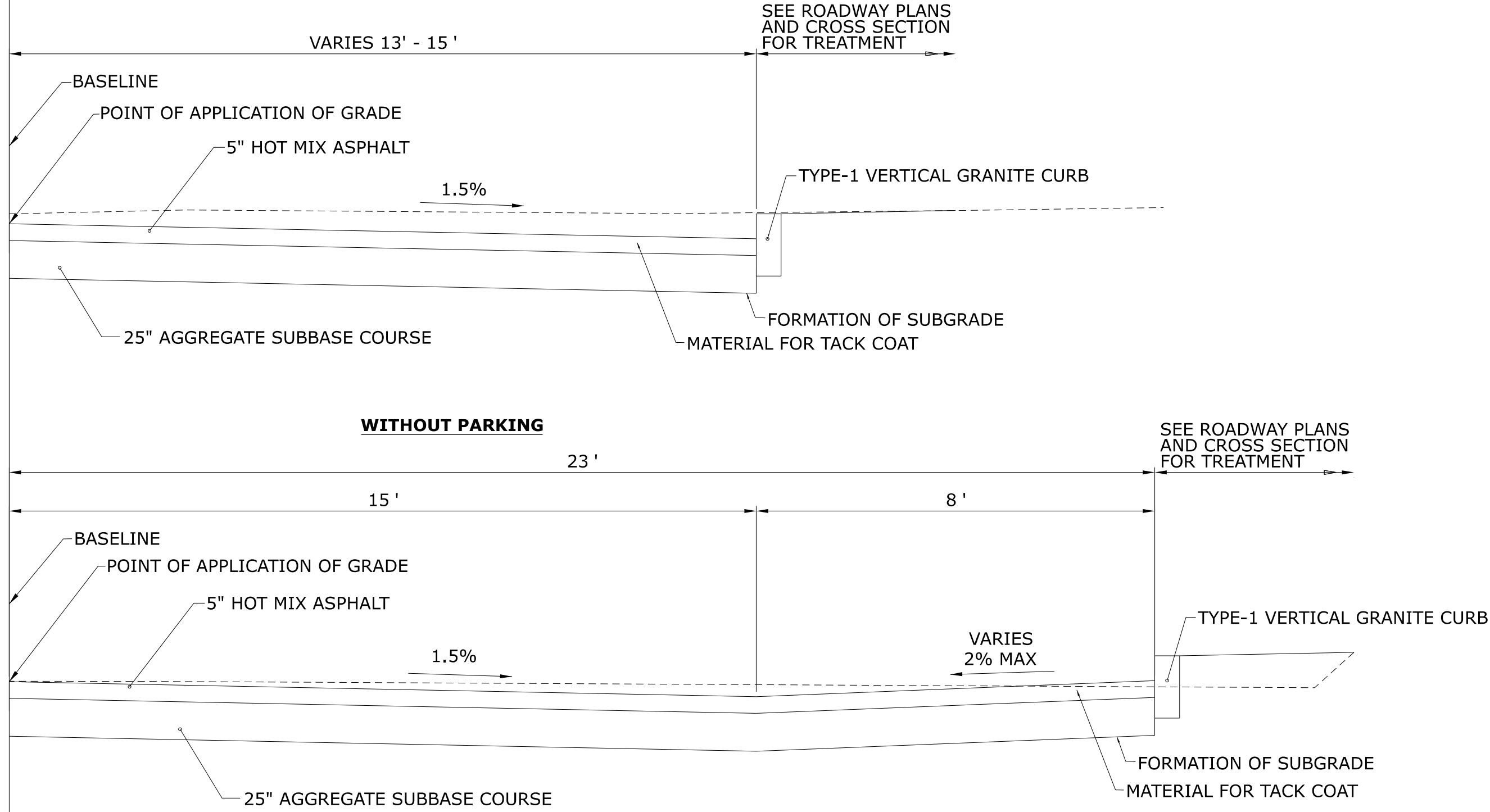
WITHOUT PARKING



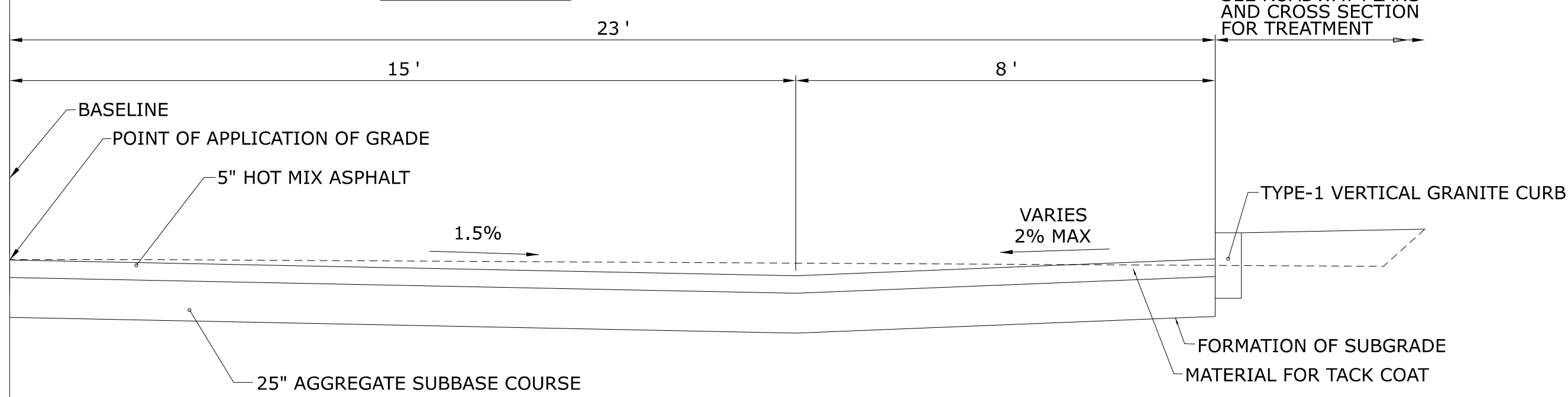
**WITH PARKING
FULL DEPTH RECONSTRUCTION
PARTIAL SECTIONS (YORK STREET)
STA. 17+09.78 TO STA. 18+24.7 LEFT
STA. 18+91.8 TO STA. 22+13.2± LEFT**



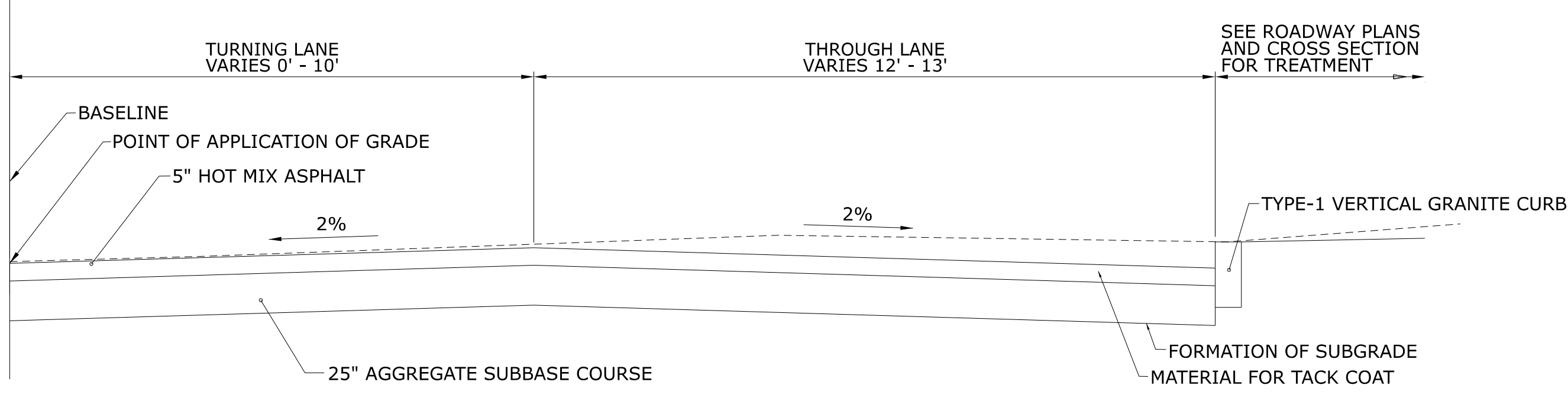
**WITH PARKING
FULL DEPTH RECONSTRUCTION
PARTIAL SECTIONS (YORK STREET)
STA. 18+24.7 LEFT TO STA. 18+91.8**



WITHOUT PARKING



**WITH PARKING
FULL DEPTH RECONSTRUCTION
PARTIAL SECTIONS (YORK STREET)
STA. 17+09.78 TO STA. 18+50± RIGHT
STA. 20+50± TO STA. 22+13.2± RIGHT**



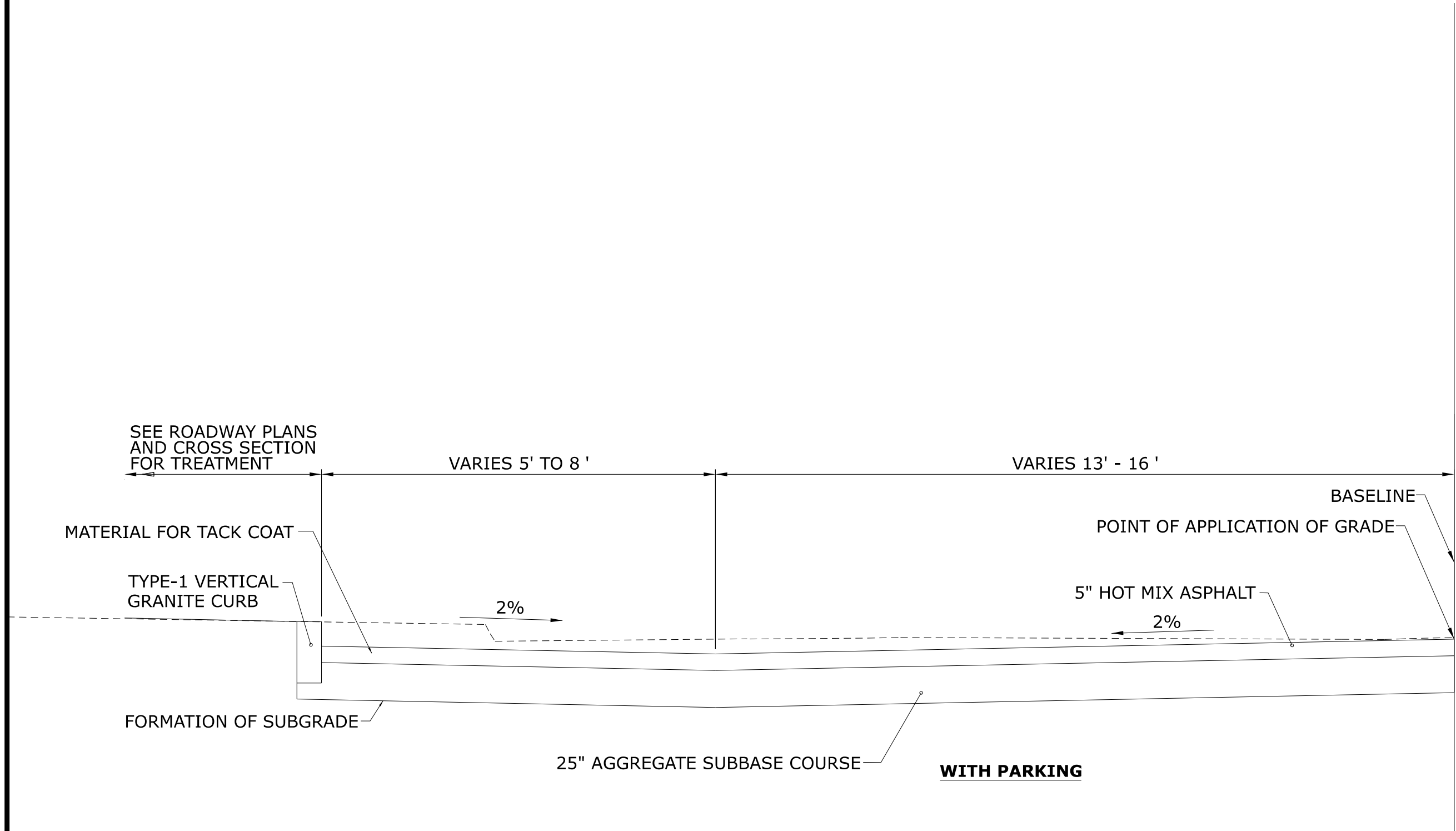
**WITH PARKING
FULL DEPTH RECONSTRUCTION
PARTIAL SECTION WITH TURNING LANE (YORK STREET)
STA. 18+50± TO 20+50 RIGHT**

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	SIGNATURE	P.E. NUMBER
	DATE	

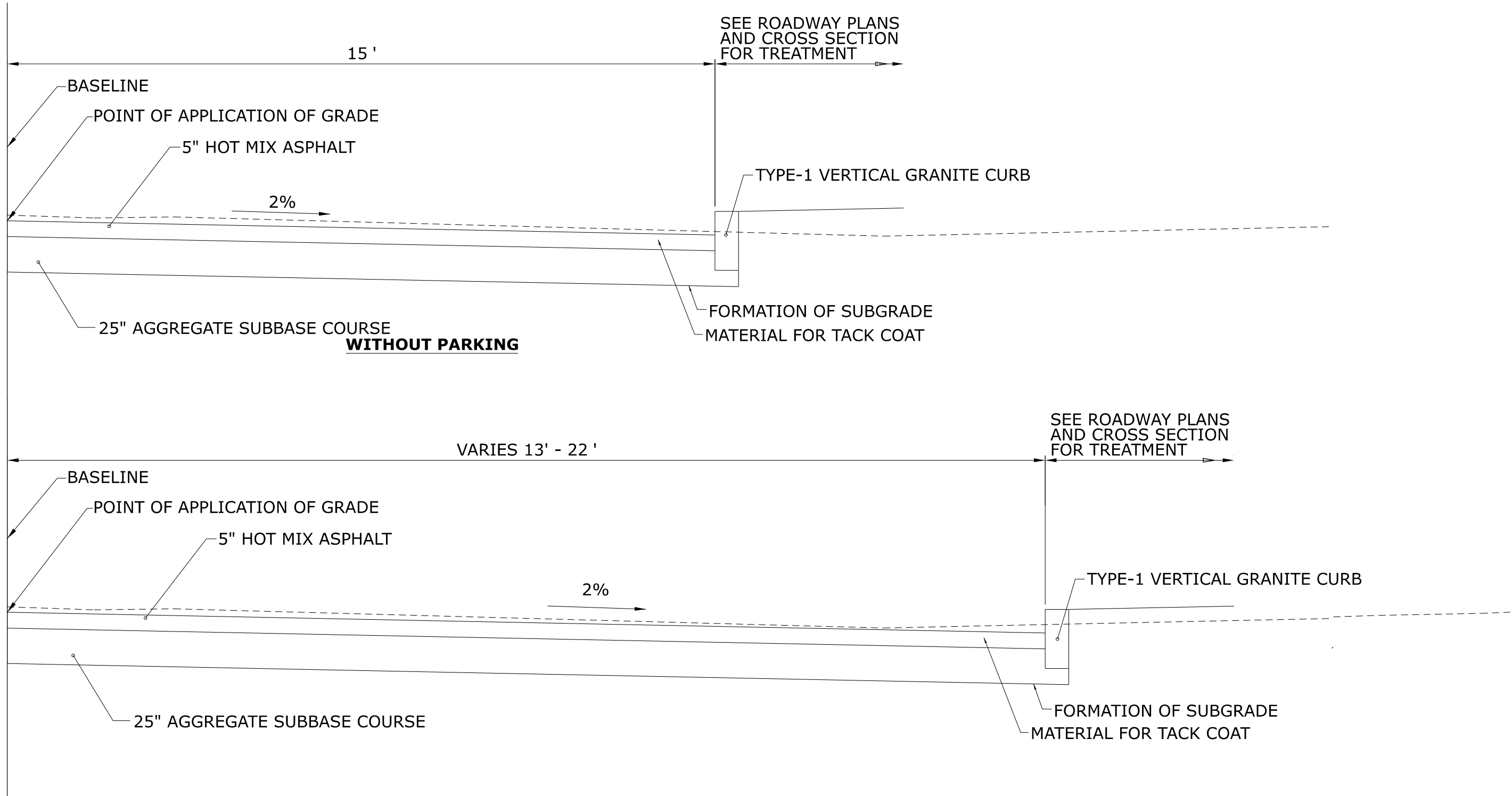
PROJ. MANAGER	CHECKED-REVIEWED	DESIGNED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
BY	DATE								

YORK YORK STREET	
TYPICAL SECTIONS - 01	

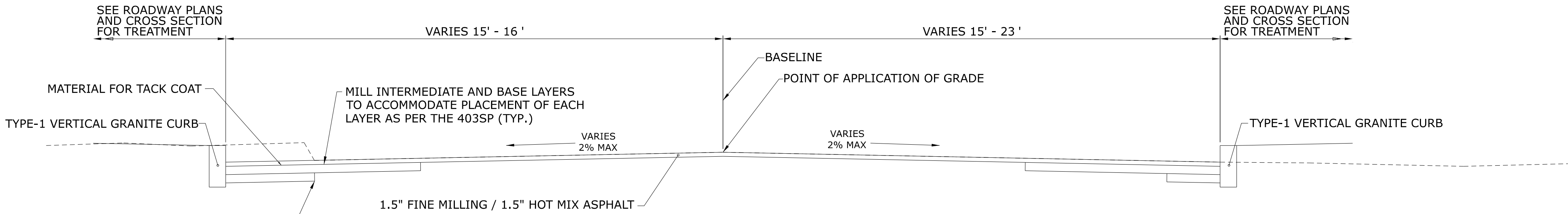
SHEET NUMBER
4
OF 63



**FULL DEPTH RECONSTRUCTION
PARTIAL SECTIONS (LONG SANDS ROAD)
STA. 40+13 TO 43+43.78 LEFT**



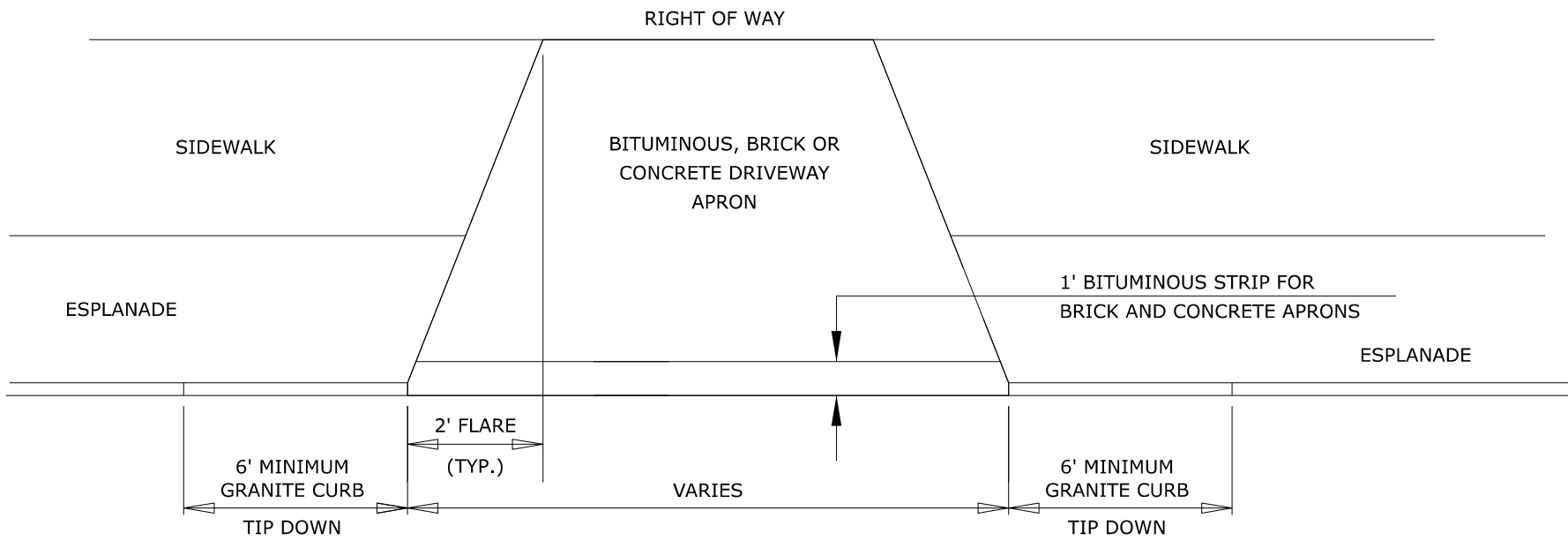
**FULL DEPTH RECONSTRUCTION
PARTIAL SECTIONS (LONG SANDS ROAD)
STA. 40+13 TO 43+43.78 RIGHT**



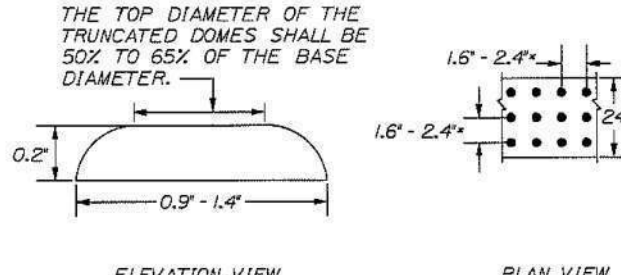
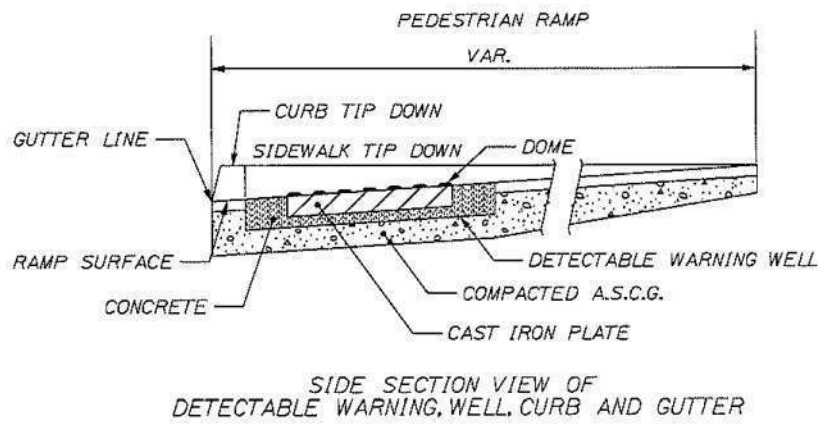
**MILL AND OVERLAY
PARTIAL SECTIONS (LONG SANDS ROAD)
STA. 43+43.78 TO STA. 48+71.27**

YORK YORK STREET TYPICAL SECTIONS - 02				SHEET NUMBER		5 OF 63
PROJ. MANAGER		BY	DATE			STATE OF MAINE DEPARTMENT OF TRANSPORTATION
DESIGN-DETAILED						
CHECKED-REVIEWED				SIGNATURE	4606-04	
DESIGN-2-DETAILED02						
DESIGN-3-DETAILED03				P.E. NUMBER		
REVISIONS 1						WIN 21651.00 HIGHWAY PLANS
REVISIONS 2						
REVISIONS 3						
REVISIONS 4				DATE		
FIELD CHANGES						

NOTE:
MATCH GRADE OF EXISTING DRIVEWAY
AT R. O. W. LINE, EXCEPT WHEN
DIRECTED OTHERWISE BY RESIDENT.

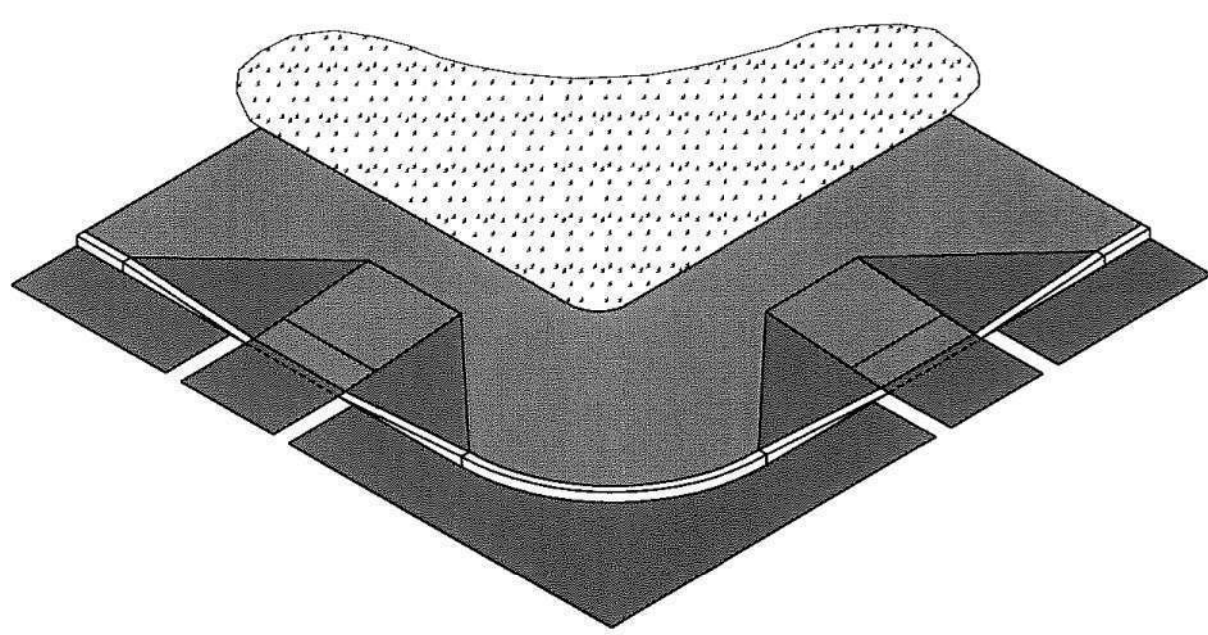
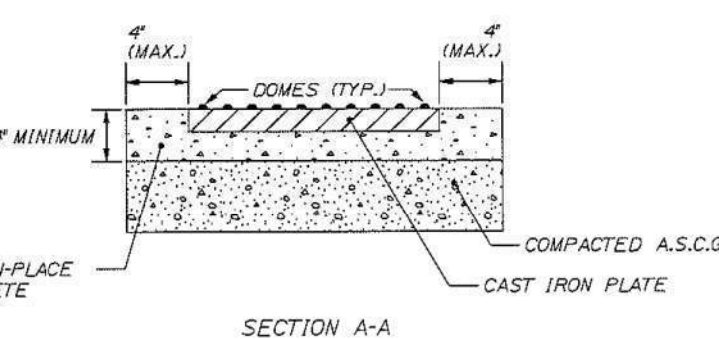
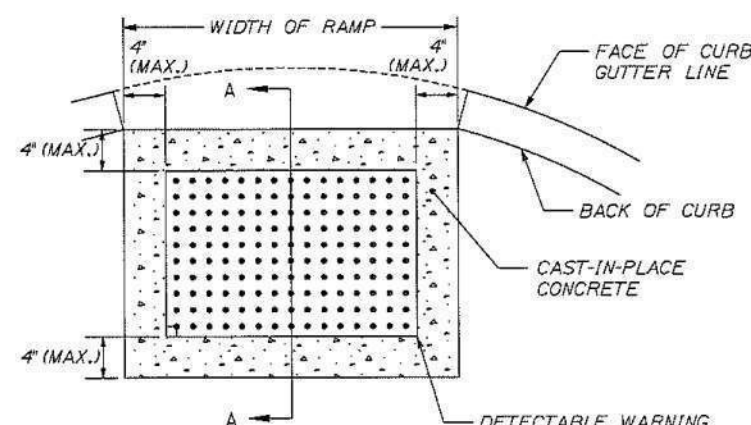


DRIVEWAY APRON LAYOUT
NOT TO SCALE

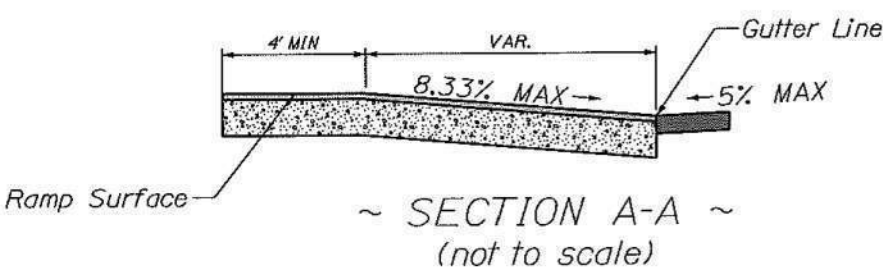


FOR PEDESTRIAN RAMP LAYOUT, SEE STANDARD DETAILS
801(1) - 801(27)

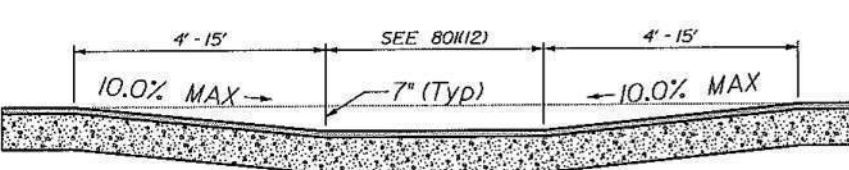
DETECTABLE WARNING FIELD
NOT TO SCALE



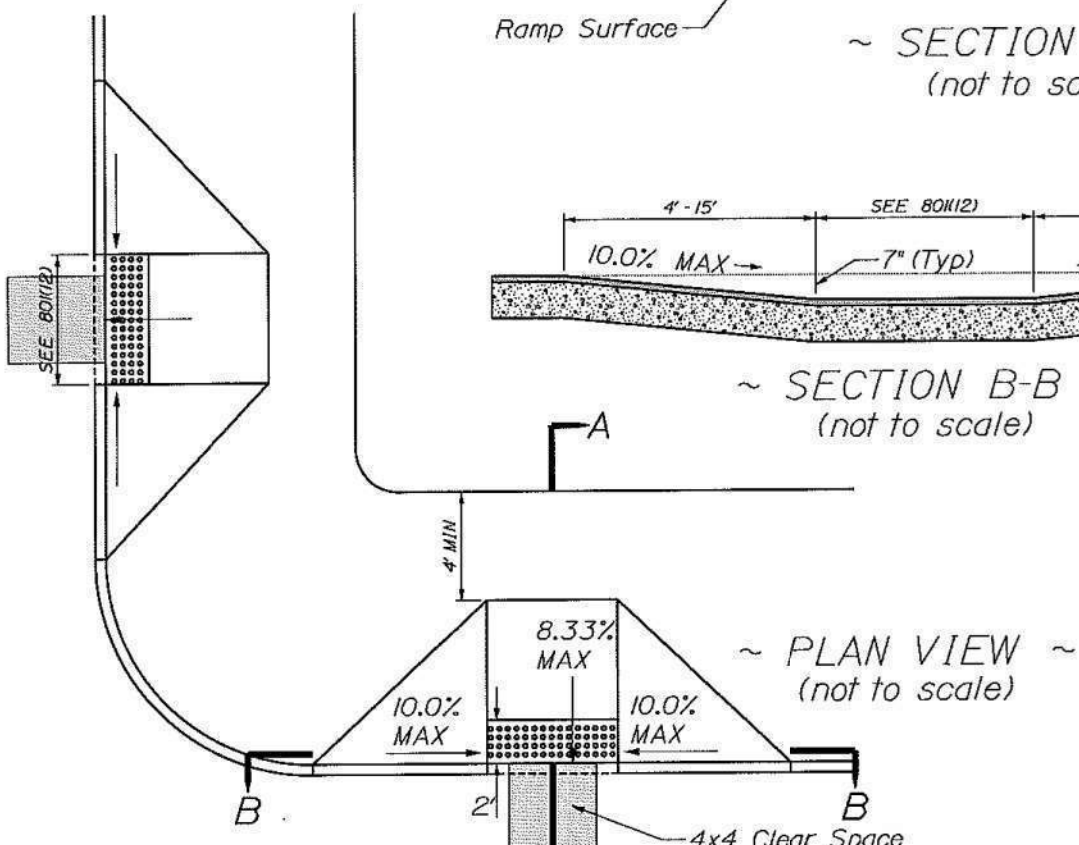
~ ISOMETRIC VIEW ~
(not to scale)



~ SECTION A-A ~
(not to scale)



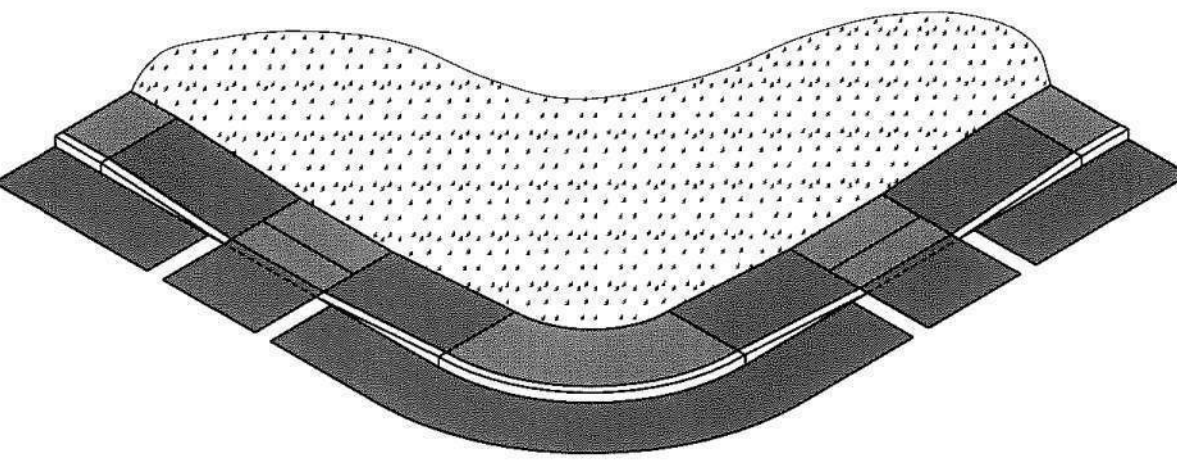
~ SECTION B-B ~
(not to scale)



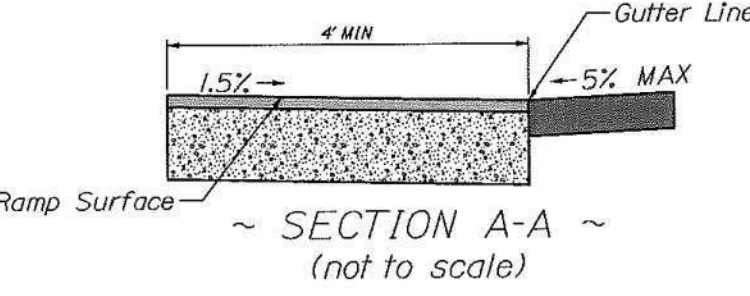
~ PLAN VIEW ~
(not to scale)

Note:
- This desirable design is the preferred option. Use other options only when required
by design constraints.

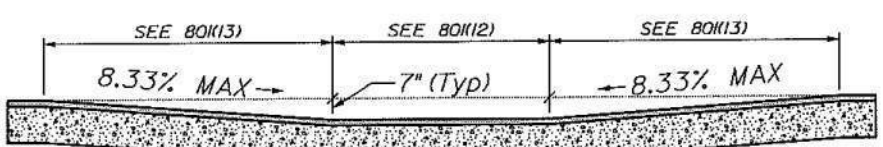
PERPENDICULAR CURB RAMP - OPTION 1



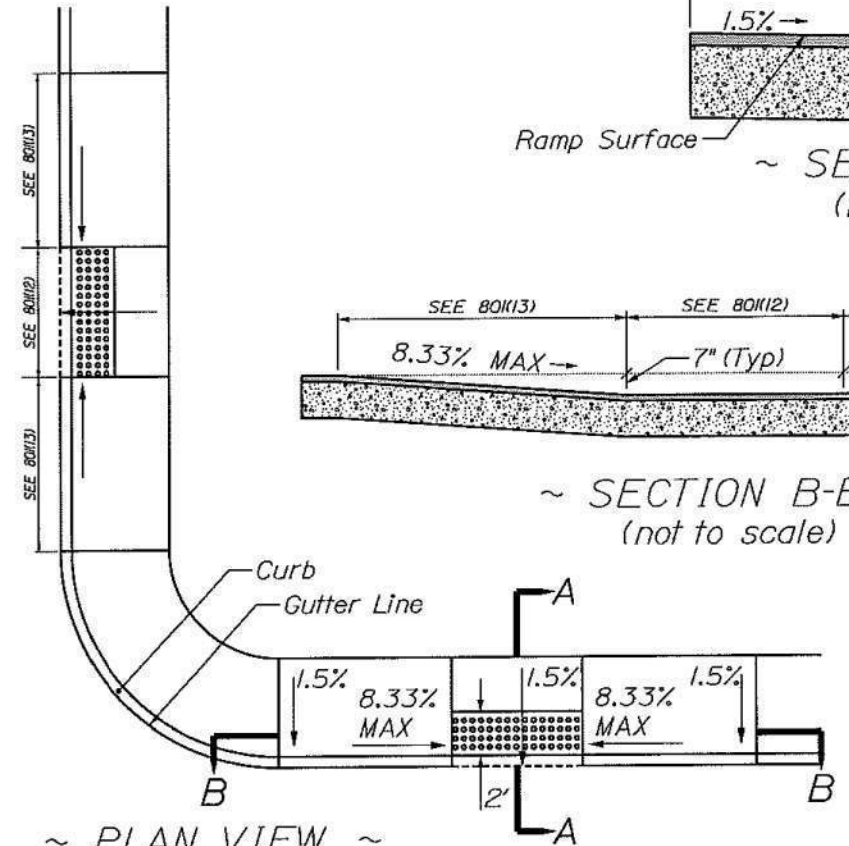
~ ISOMETRIC VIEW ~
(not to scale)



~ SECTION A-A ~
(not to scale)



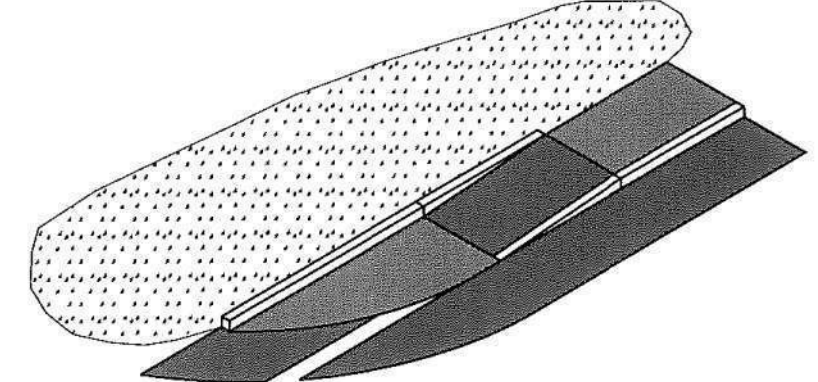
~ SECTION B-B ~
(not to scale)



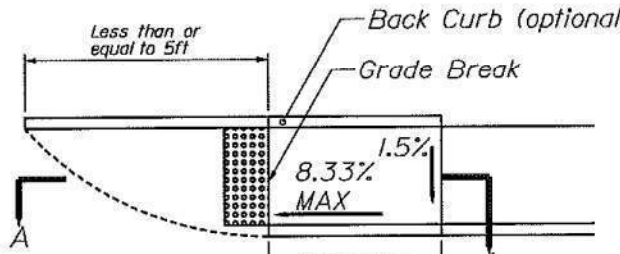
~ PLAN VIEW ~
(not to scale)

Note:
- This desirable design is the preferred option. Use other options only when required
by design constraints.
- To achieve 8.33% running slope, the pedestrian ramp may need to be extended.
If the ramp length has been extended to a maximum of 15 feet and other design
modifications have been considered, running slope may exceed 8.33%.

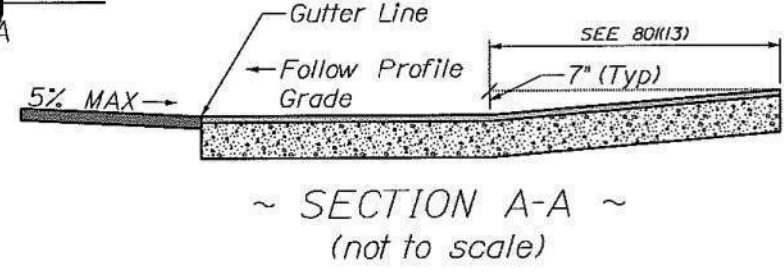
PARALLEL CURB RAMP - OPTION 1



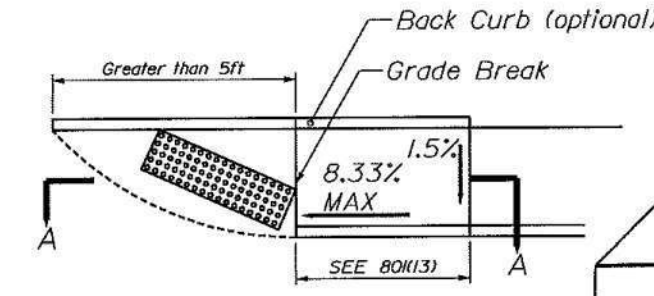
~ PERSPECTIVE VIEW ~
(not to scale)



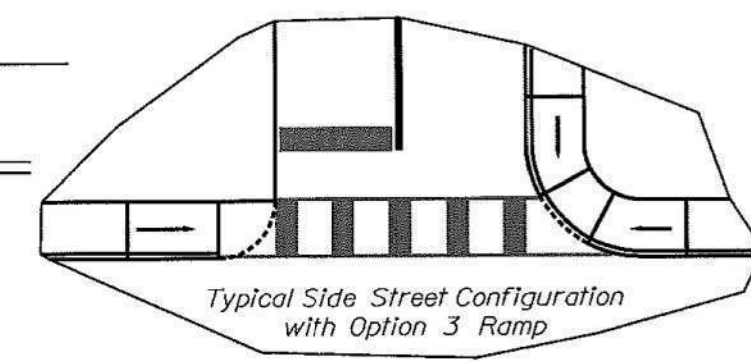
~ *PLAN VIEW* ~
(not to scale)



~ SECTION A-A ~
(not to scale)



~ **PLAN VIEW** ~
(not to scale)



Note:
- No vehicular access shall be permitted through the curb radius.
- For use only when no sidewalk is present on the side road.
* Use this detectable placement if the distance from the grade break to the
gutterline is less than or equal to 5ft.
** Use this detectable placement if the distance from the grade break to the
gutterline is greater than 5ft.
- To achieve 8.33% running slope, the pedestrian ramp may need to be extended.
If the ramp length has been extended to a maximum of 15 feet and other design
modifications have been considered, running slope may exceed 8.33%.

SIDE STREET CURB RAMP

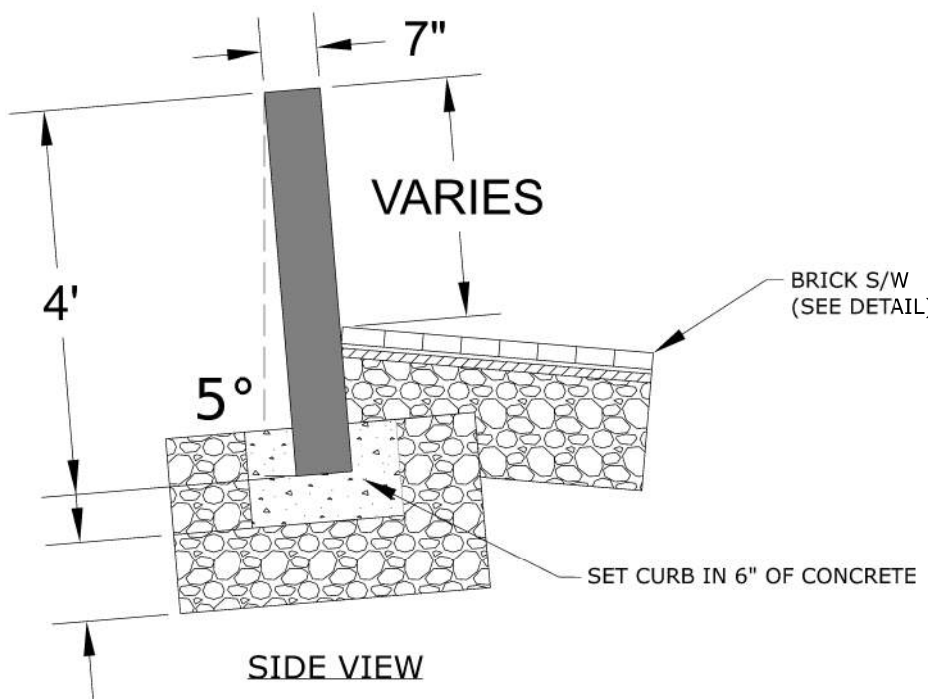
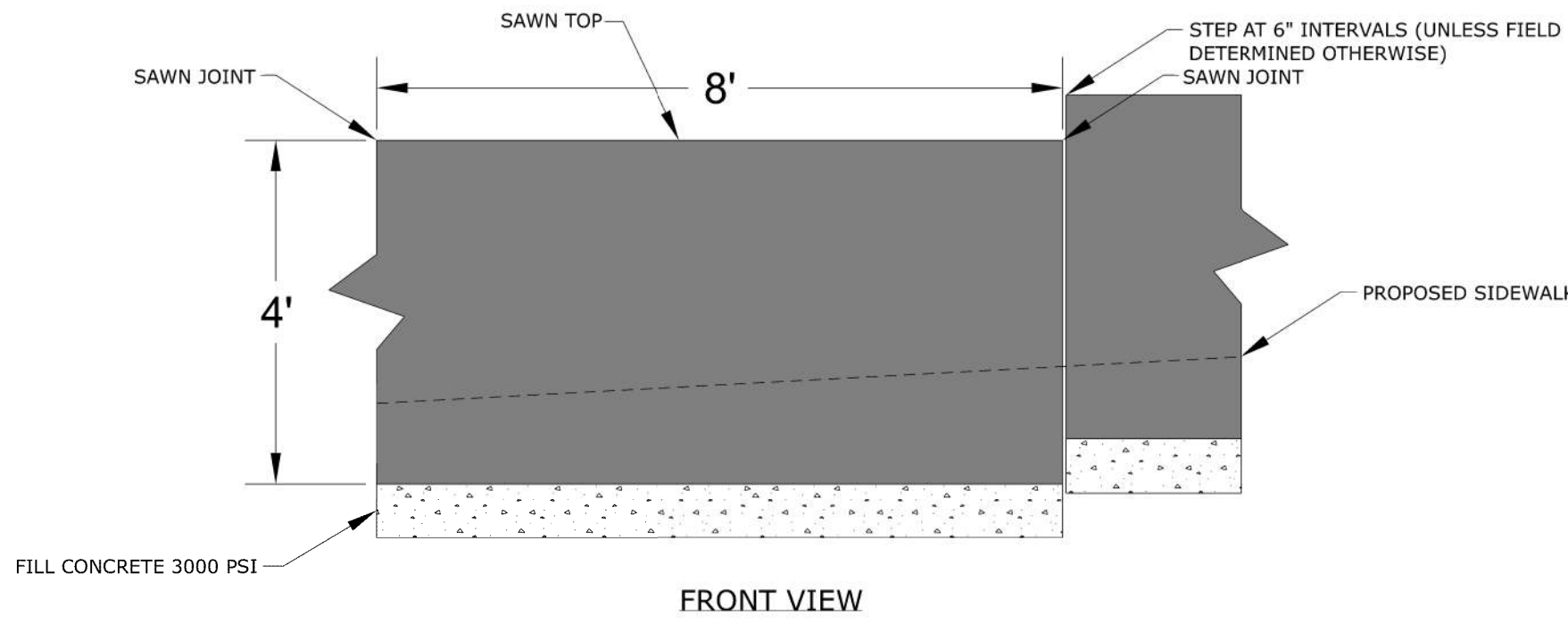
NOTES
1. ALL PEDESTRIAN FACILITIES WILL COMPLY WITH STANDARDS AND
REQUIREMENTS OUTLINED IN MEDOT STANDARD SPECIFICATIONS AND
STANDARD DETAILS SECTION 801 (11-27)

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
4606-04	
WIN	
21651.00	
HIGHWAY PLANS	

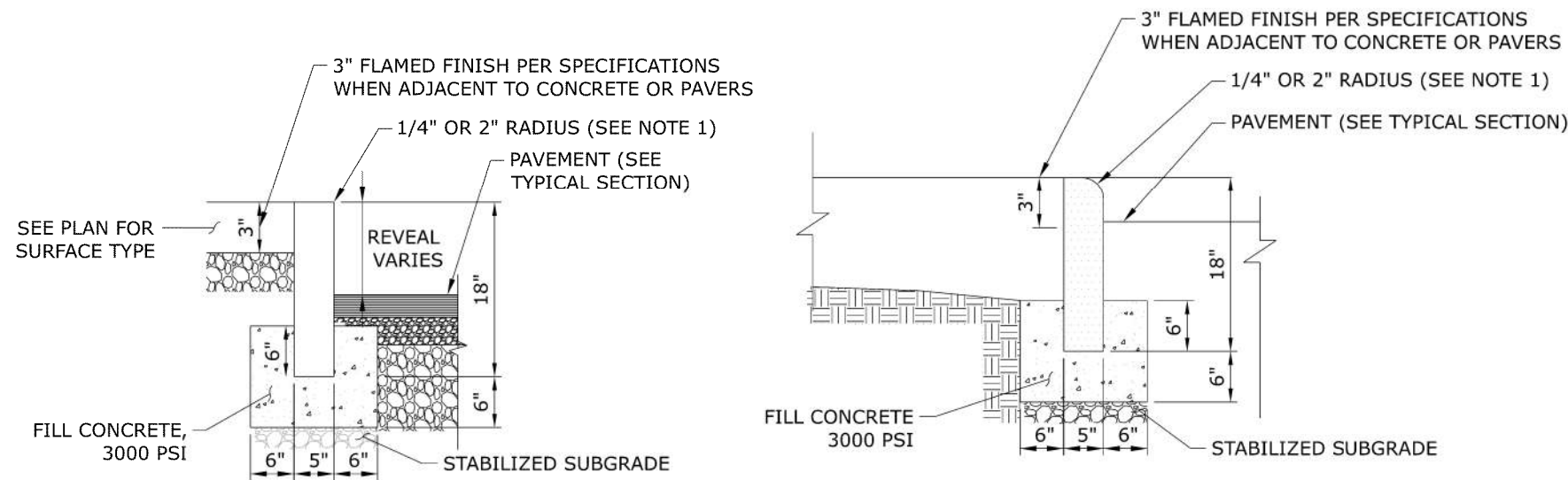
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED						
CHECKED-REVIEWED						
DESIGN-REVIEWED						
DESIGN-REVIEWED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

YORK STREET	
YORK STREET	
DETAILS - 01	

SHEET NUMBER	
6	
OF 63	

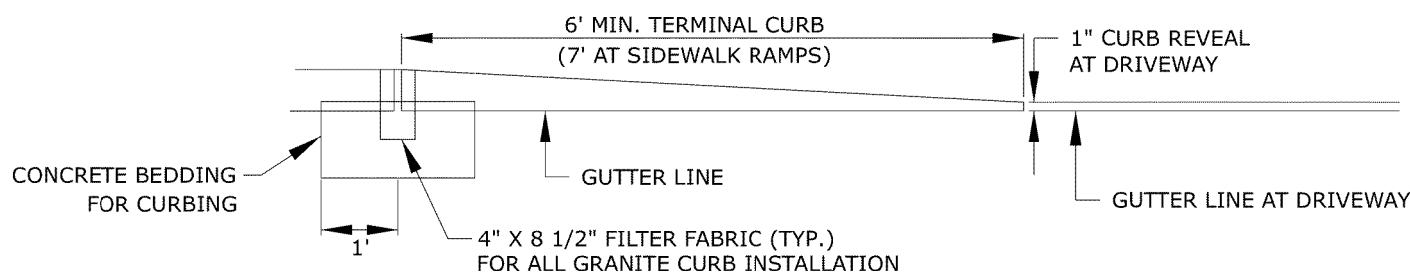


SPECIAL GRANITE CURB - 48"
NOT TO SCALE

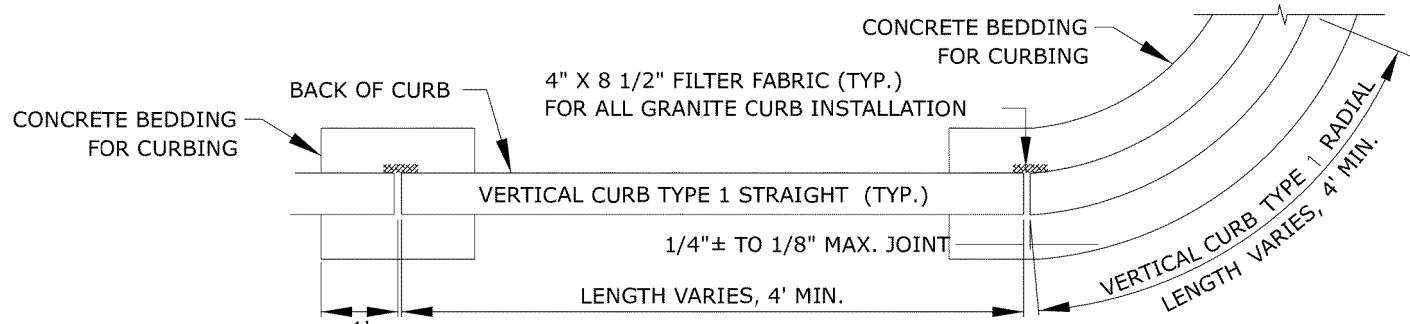


TYPE I VERTICAL GRANITE CURB
NOT TO SCALE

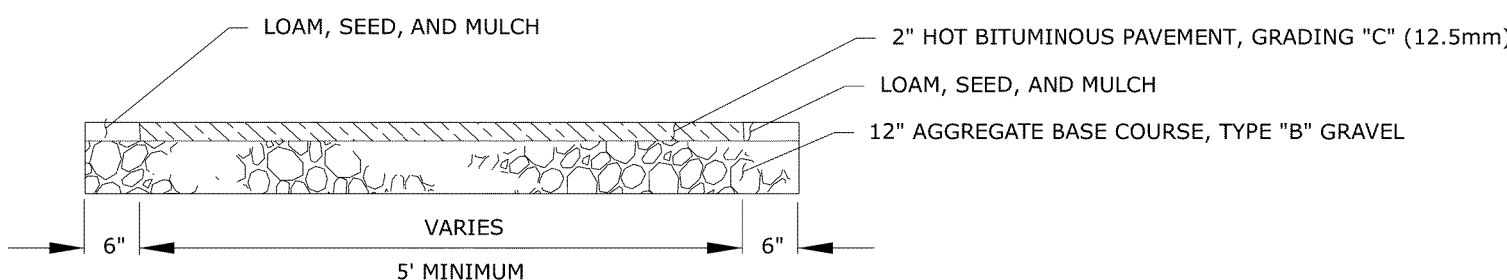
CURVED GRANITE CURBING
NOT TO SCALE



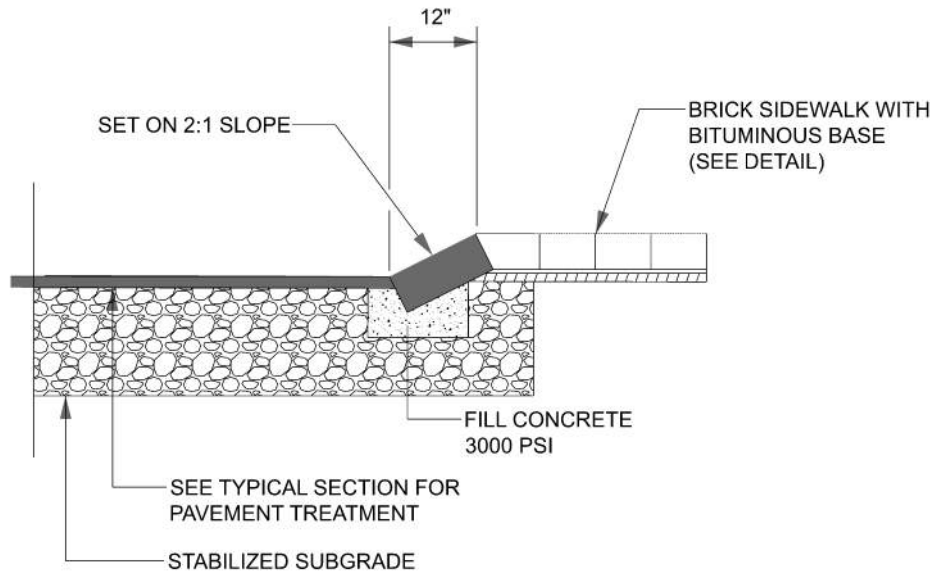
TERMINAL CURB PROFILE



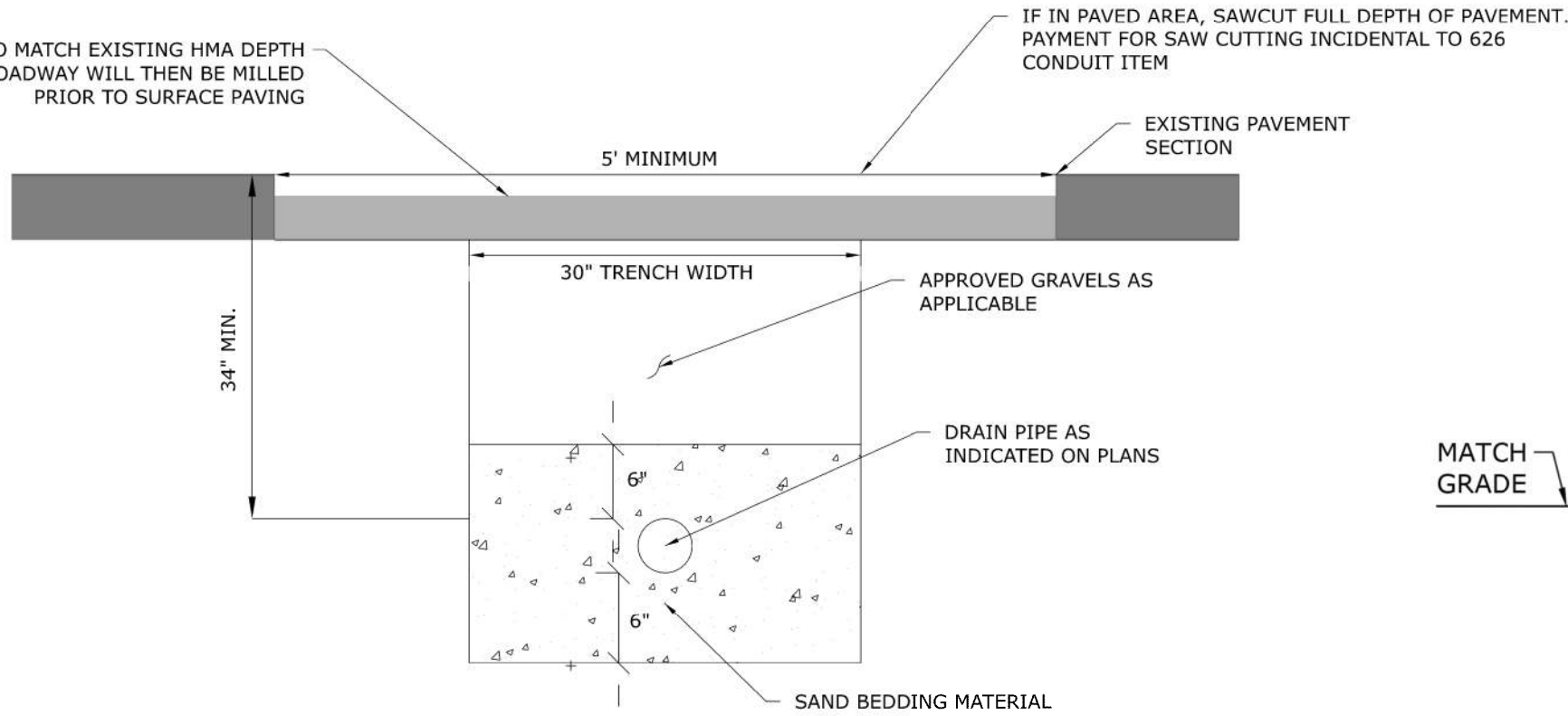
VERTICAL GRANITE CURB PLAN VIEW



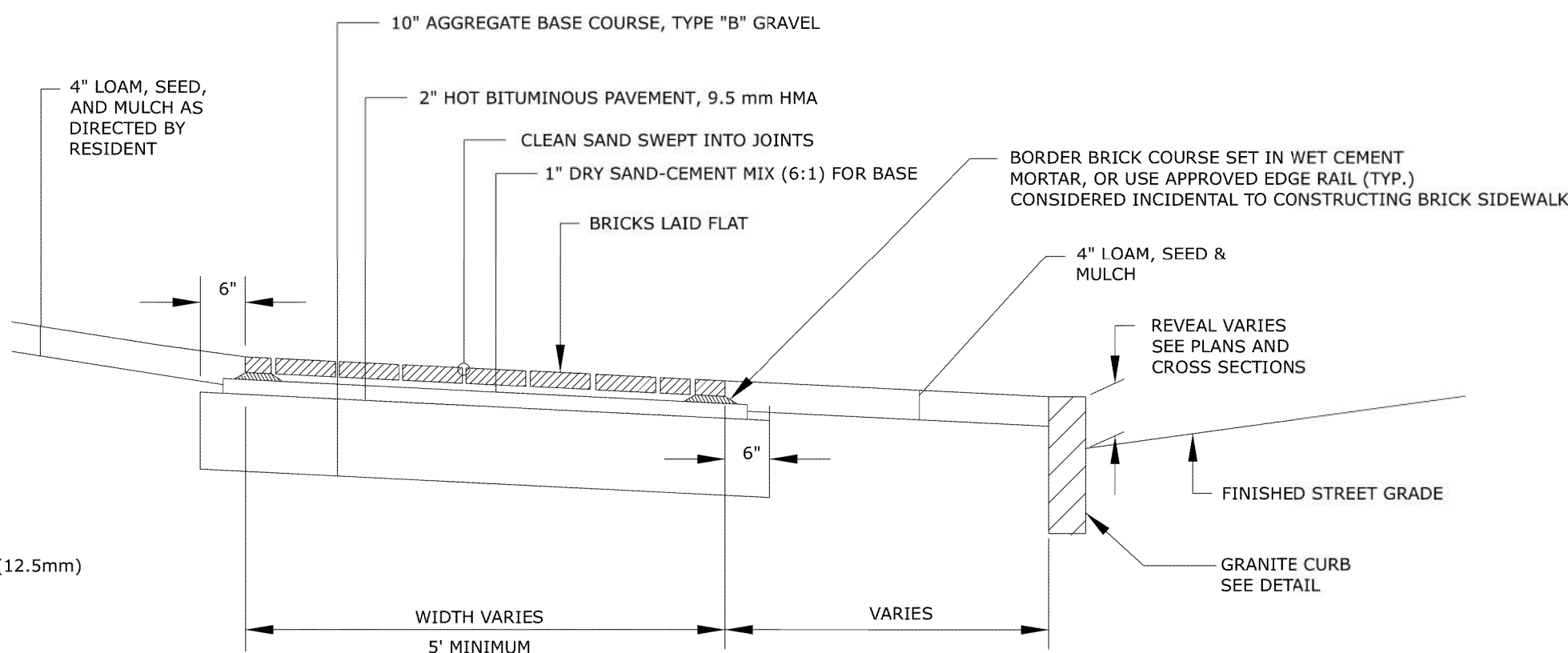
BITUMINOUS SIDEWALK
NOT TO SCALE



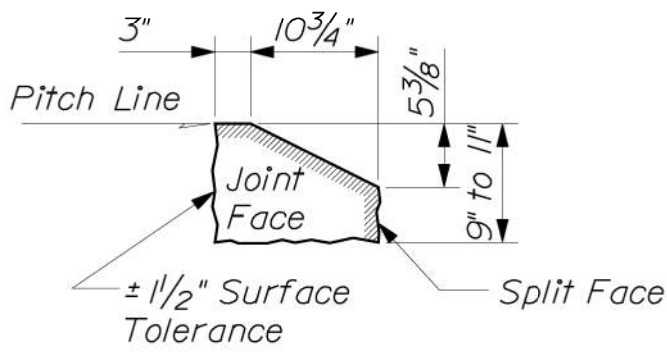
TYPE 5 CURB
NOT TO SCALE



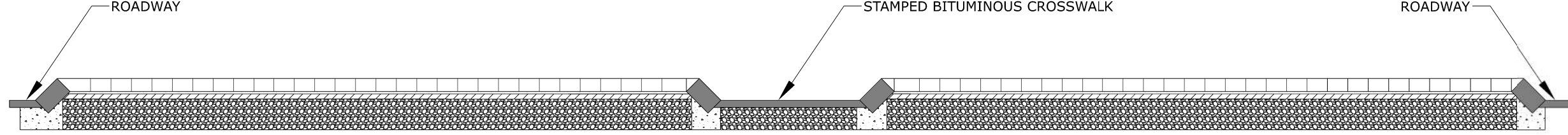
TRENCH REPAIR
(MILL AND FILL AREAS)
NOT TO SCALE



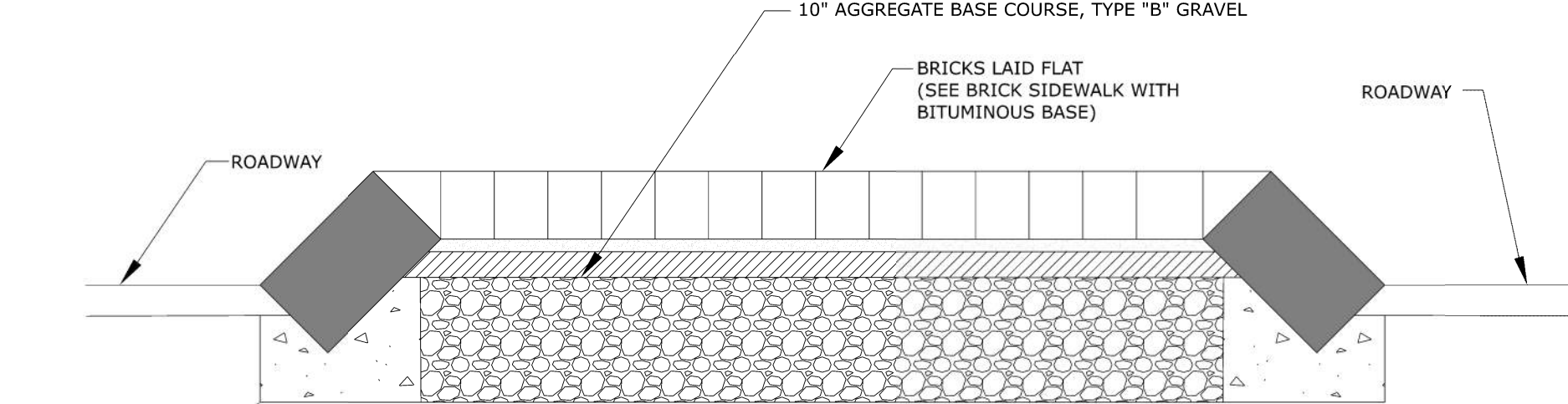
BRICK SIDEWALK WITH BITUMINOUS BASE
NOT TO SCALE



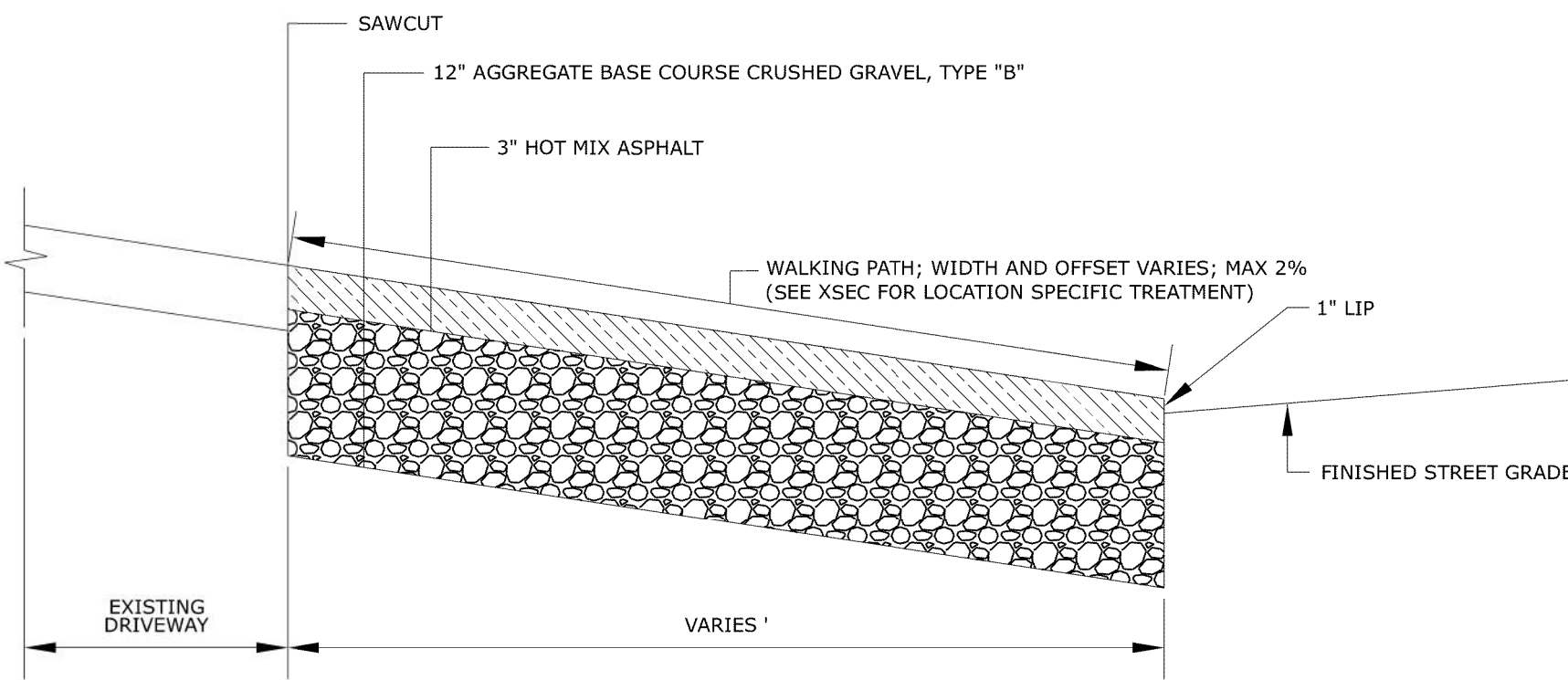
Approved Alternate Circular Curb Type 5
2'-0" to 8'-0" Radius



SECTION A-A

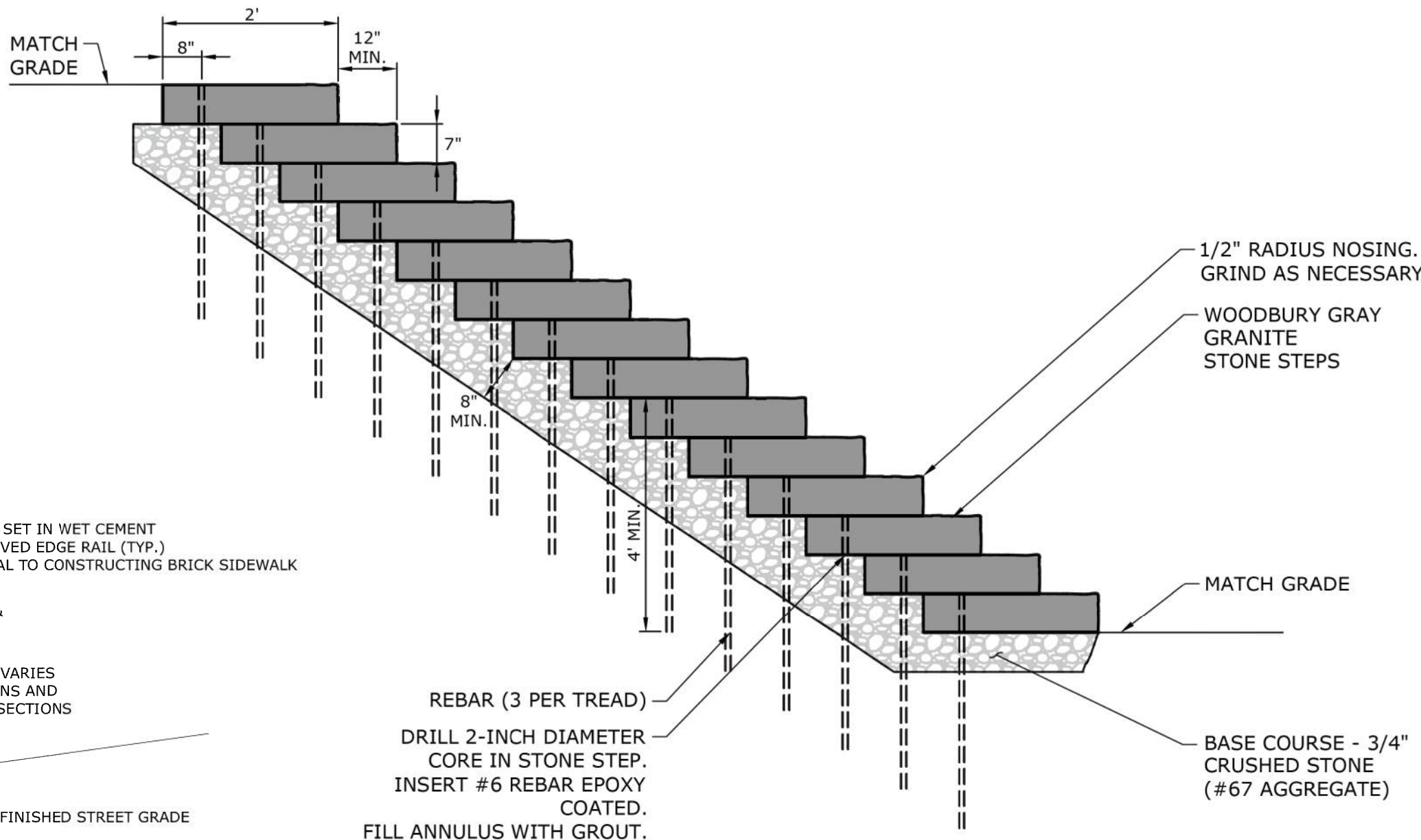


SECTION B-B



MEDIAN ISLAND
NOT TO SCALE

BITUMINOUS DRIVEWAY APRON
NOT TO SCALE



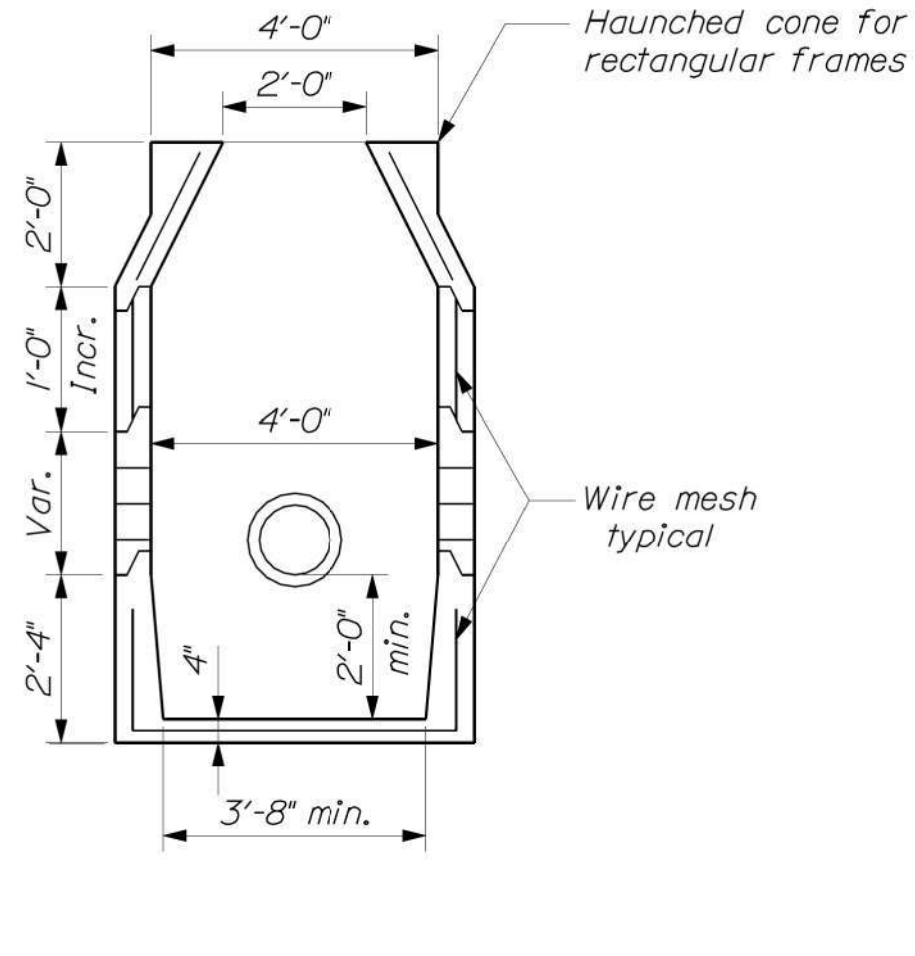
- NOTES:
1. STEPS ARE TO BE WOODBURY GRAY GRANITE STONE. SHARP EDGES ARE TO BE GROUND @ A 1/2" RADIUS.
 2. SHIM STONES AS NECESSARY TO ACHIEVE LEVEL STEPPING SURFACE.
 3. GROUT DYE COLOR TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.
 4. FILL GROUT IN DRILL HOLE FLUSH WITH STONE SURFACE.
 5. BASE COURSE IS TO EXTEND A MINIMUM OF 6 INCHES PAST THE LIMITS OF NATURAL GRANITE STONE STEPS IN ALL HORIZONTAL DIRECTIONS

GRANITE STONE STEPS
NOT TO SCALE

STATE OF MAINE	4606-04	WIN	HIGHWAY PLANS
DEPARTMENT OF TRANSPORTATION	21651.00		

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED						
CHECKED-REVIEWED						
DESIGN-DETAILED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

YORK STREET
YORK STREET
DETAILS - 02

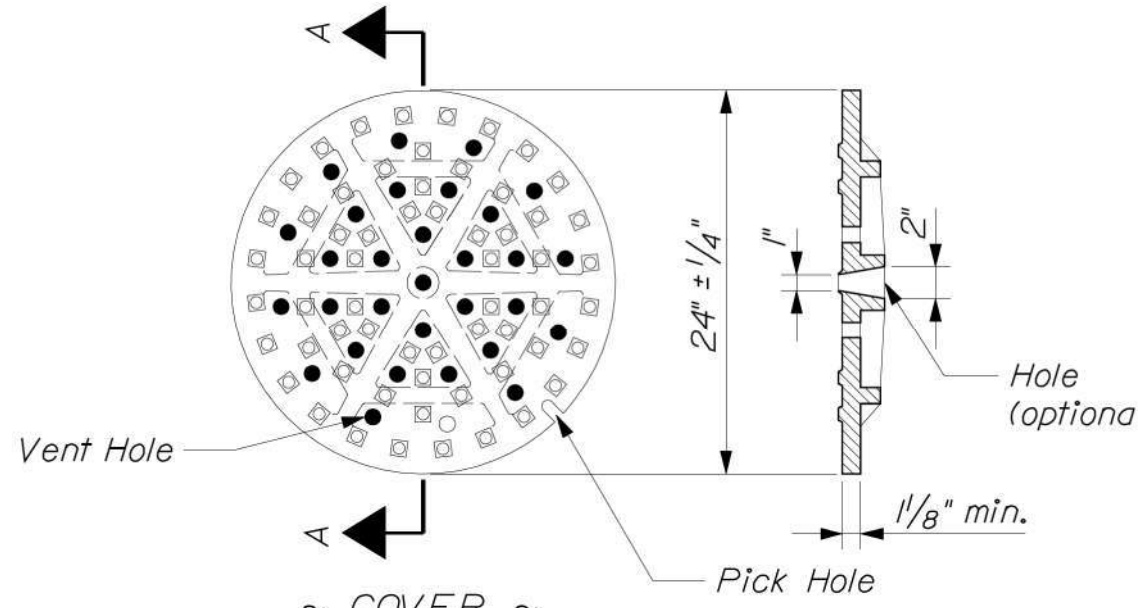


~ SECTION C-C
SHAPE "I" ~

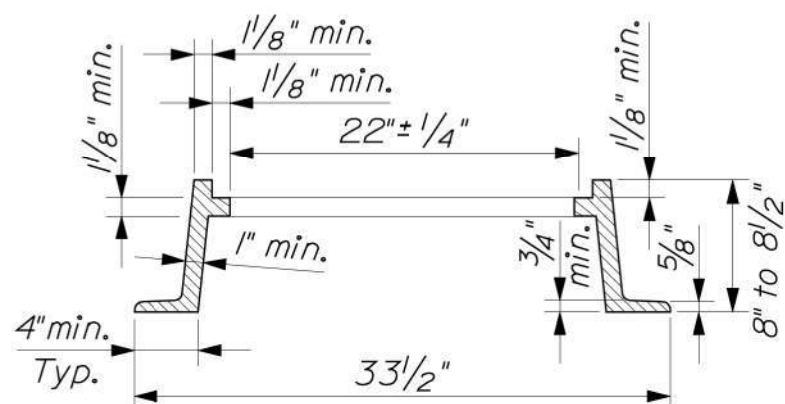
CATCH BASIN OR MANHOLE
NOT TO SCALE

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

- ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 LBS. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
- MANHOLES MUST BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE.
- PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
- ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
- ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
- ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
- CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
- EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE VILLAGE OF YORK.
- ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A "SNOT" TRAP, OR APPROVED EQUAL. FURNISHING AND INSTALLING THE TRAP INSIDE THE NEW CATCH BASINS SHALL BE CONSIDERED INCIDENTAL TO TYPE B-1C STRUCTURES AND NO EXTRA PAYMENT WILL BE MADE.
- CATCH BASINS IN EXCESS OF 8' IN DEPTH SHALL, IF DIRECTED, BE PROVIDED WITH STEPS SIMILAR TO THOSE DETAILED FOR MANHOLES.
- DRAIN HOLES IN PRECAST SUMPS SHALL BE LESS THAN OR EQUAL TO 3" IN DIAMETER AND SHALL BE PLUGGED WITH MORTAR WHEN CONSTRUCTED.
- ALL PRECAST SECTIONS OF LESS THAN 8" WALL THICKNESS SHALL HAVE TONGUE AND GROOVE JOINTS.
- CONE AND RING SECTIONS SHALL HAVE A WALL THICKNESS OF 4" MINIMUM TO 8" MAXIMUM.
- MINIMUM WALL THICKNESS AT THE SUMP SHALL BE 4" AS SPECIFIED IN AASHTO M199.
- THE WALL AROUND INLET AND OUTLET PIPES SHALL BE A PRE-CAST OPENING 2" LARGER THAN THE OUTSIDE DIAMETER OF THE PIPE.
- LIFT HOLE OR LIFT HANDLES SHALL BE PROVIDED FOR INSTALLATION OF CATCH BASINS AND MANHOLES.
- LIFT HOLES SHALL NOT EXCEED 3" IN DIAMETER AND SHALL BE PLUGGED WITH MORTAR WHEN CONSTRUCTED. LIFT HANDLES SHALL NOT EXCEED 3" IN DIAMETER AND SHALL BE CUT OFF AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO BACK FILLING THE STRUCTURE.



~ COVER ~
~ SECTION A-A ~

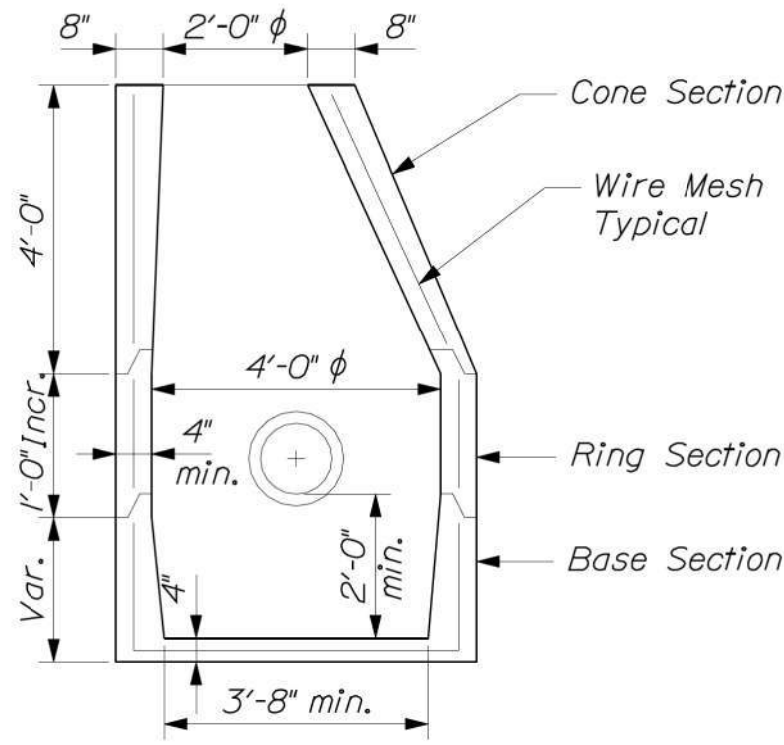


~ FRAME ~

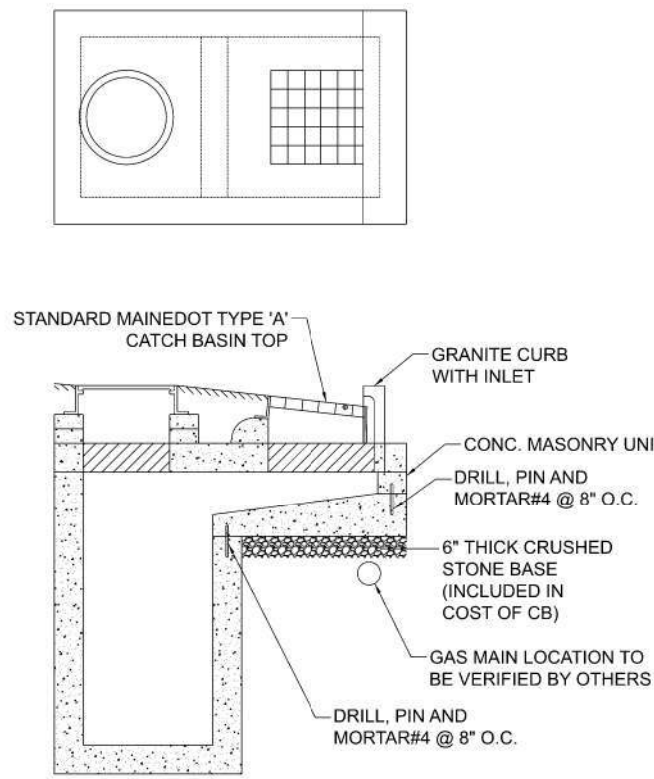
NOTES:

- Manhole frames and covers are to be machined to a smooth fit and shall be of gray cast iron or ductile iron conforming to AASHTO M3C.
- Diamond top surface is optional.

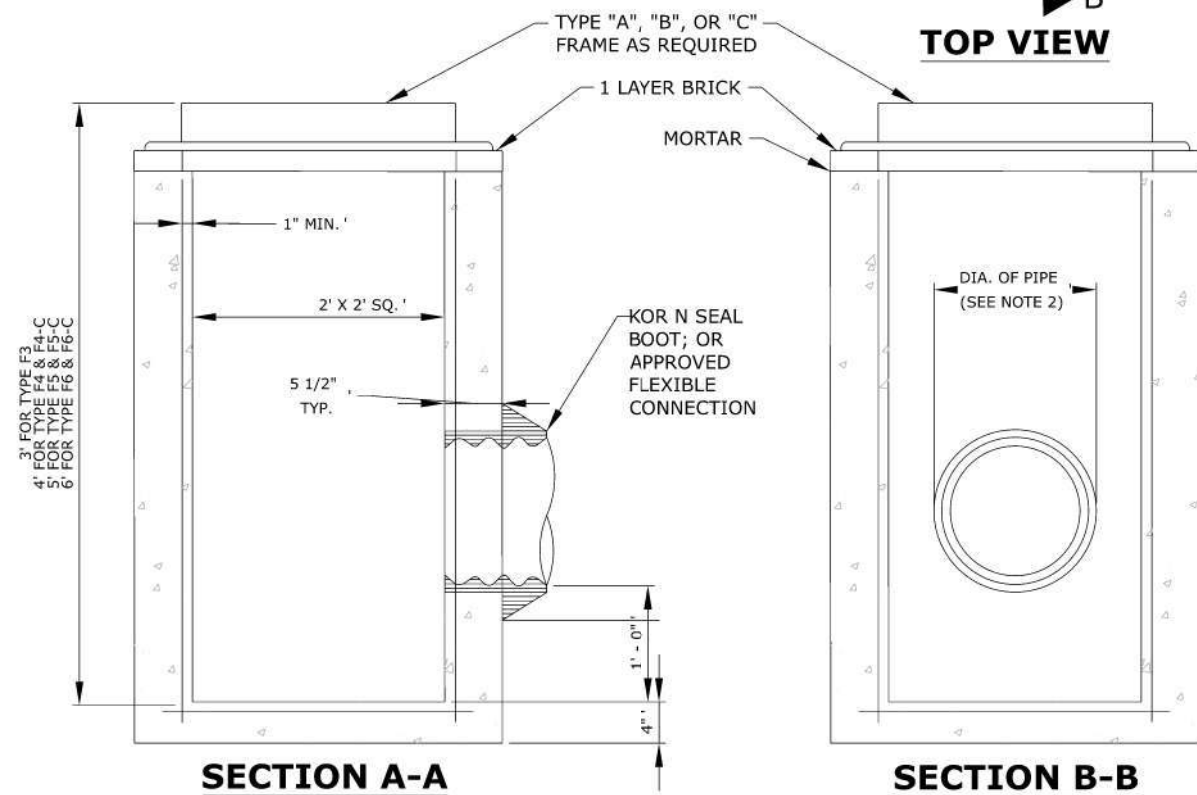
MANHOLE TOP "D"



~ SHAPE "5" ~

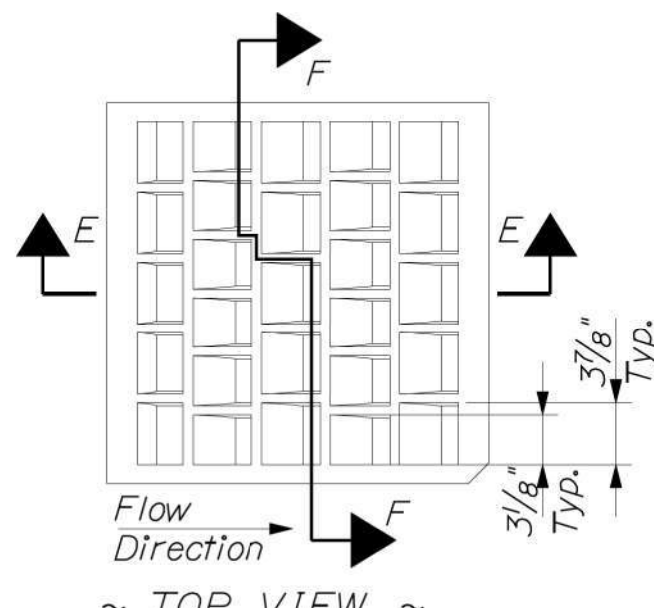


OFFSET CATCH BASIN
NOT TO SCALE

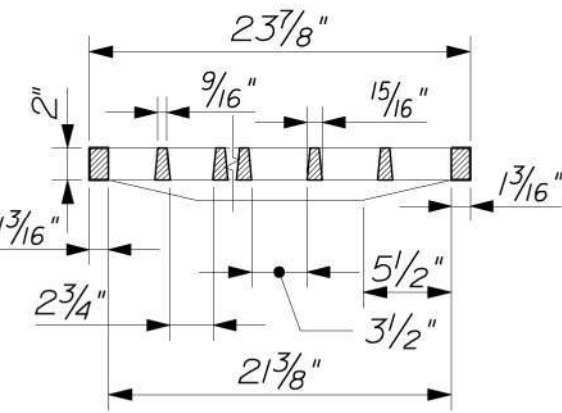


- NOTES:
- ENTIRE CATCH BASIN WITH EXCEPTION OF LEVELING BRICK FRAME AND GRATE TO BE PRECAST AS A SINGLE PORTLAND CEMENT CONCRETE UNIT, #4 REBAR MINIMUM 8" O.C., OR EQUIVALENT WITH RESIDENTS APPROVAL.
 - DIAMETER OF HOLE TO BE 3" LARGER THAN THE INSIDE DIAMETER OF FLEXIBLE PIPE OR THE OUTSIDE DIAMETER OF RIGID PIPE.
 - CATCH BASINS TO INCORPORATE KOR N SEAL BOOT CONNECTIONS. (OR APPROVED EQUAL)

CATCH BASIN TYPE "F"
NOT TO SCALE

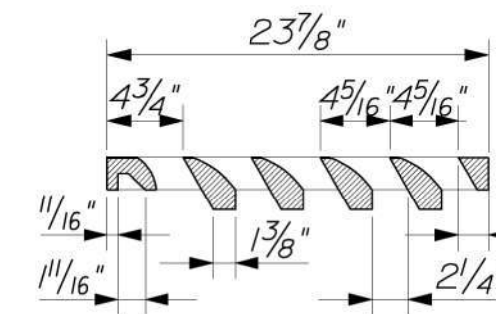


~ TOP VIEW ~

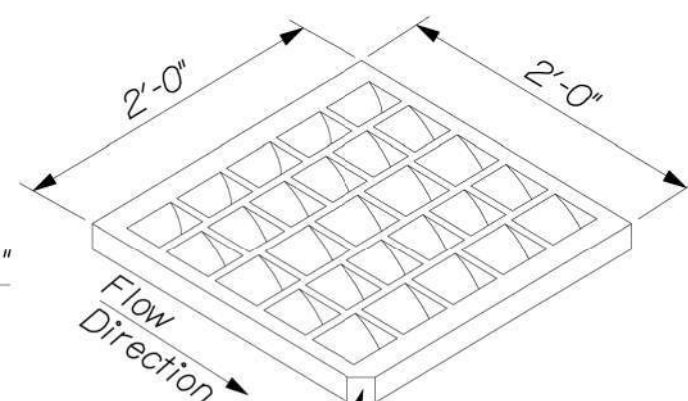


~ SECTION F-F ~

Flow Direction



~ SECTION E-E ~



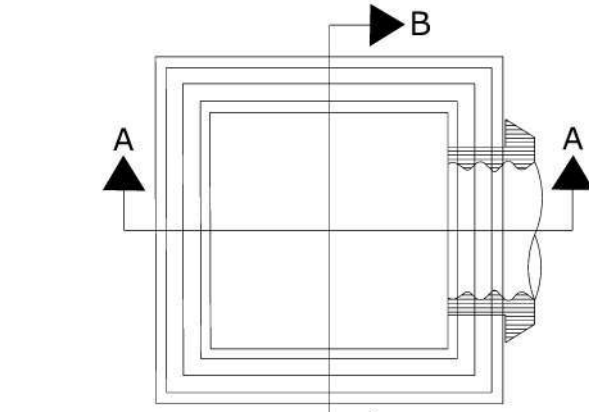
~ ISOMETRIC VIEW ~

This corner left off
for "right" grate.
Diagonally opposite
corner for "left" grate
to fit in keyed frames.

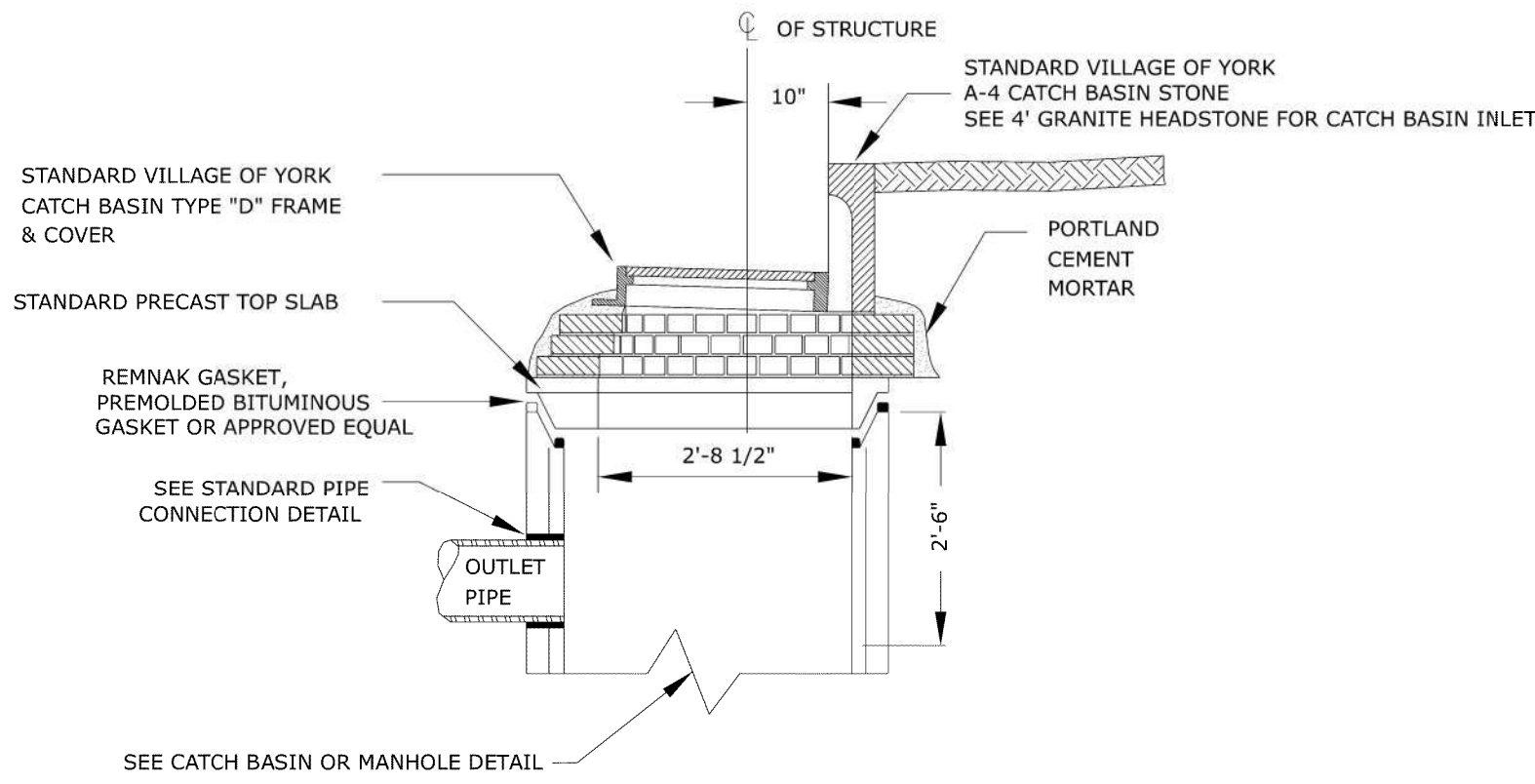
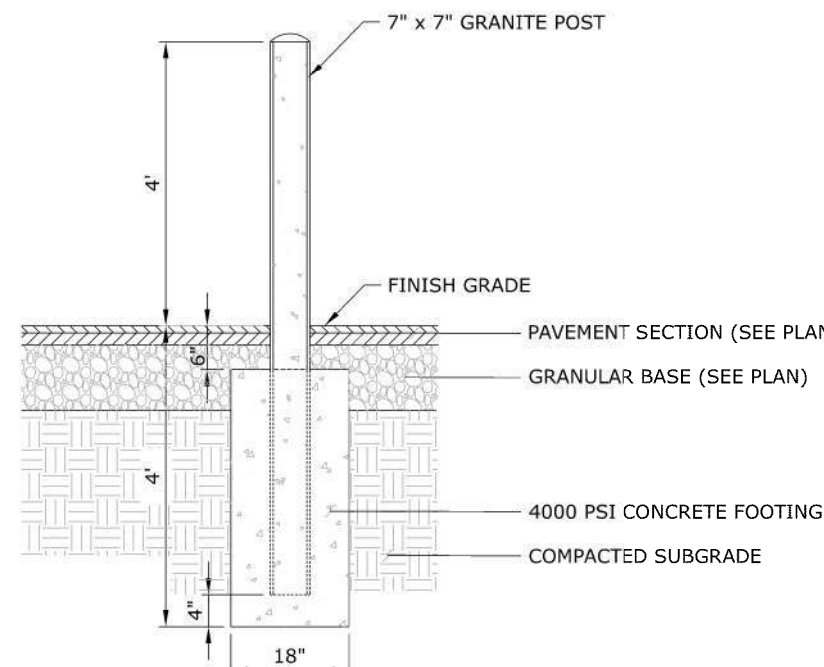
NOTES:

- To be used where parallel bar grates would present a hazard to bicycle traffic.
- For use on catch basin types: A1-C, A2-C, A5-C, B1-C, B2-C, B5-C, F3-C, F4-C, F5-C, F6-C.

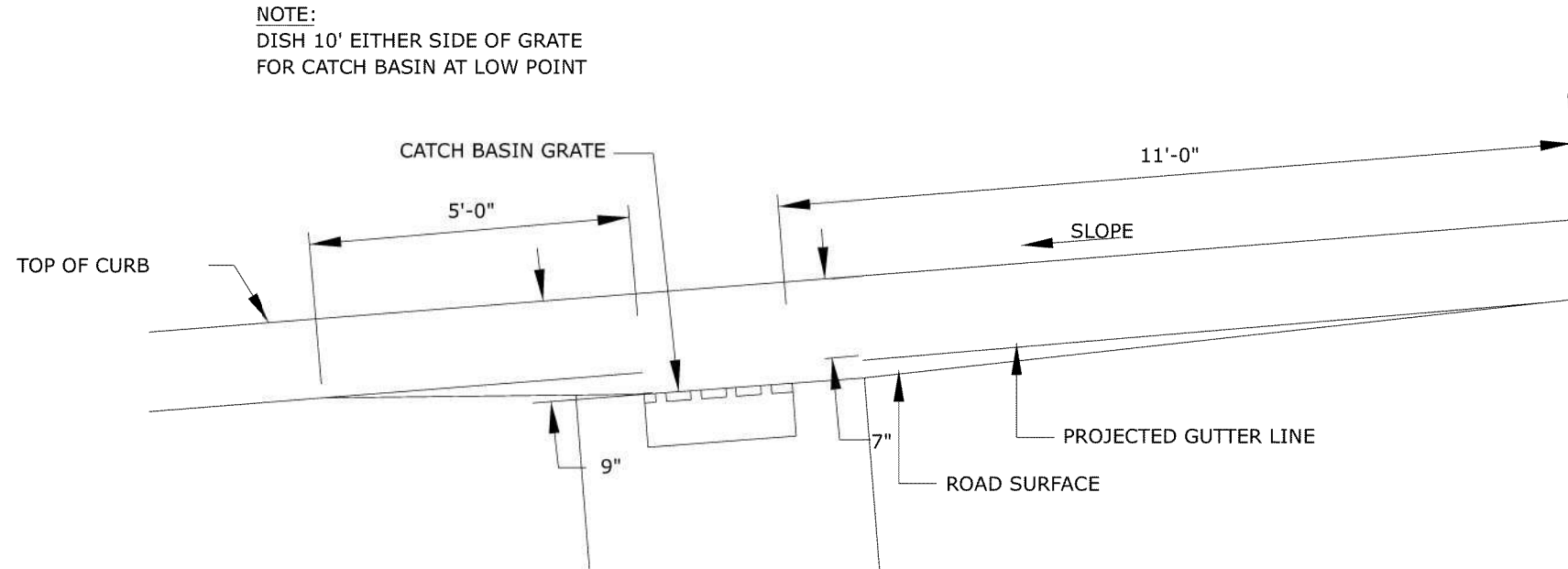
"CASCADE - TYPE" GRATES



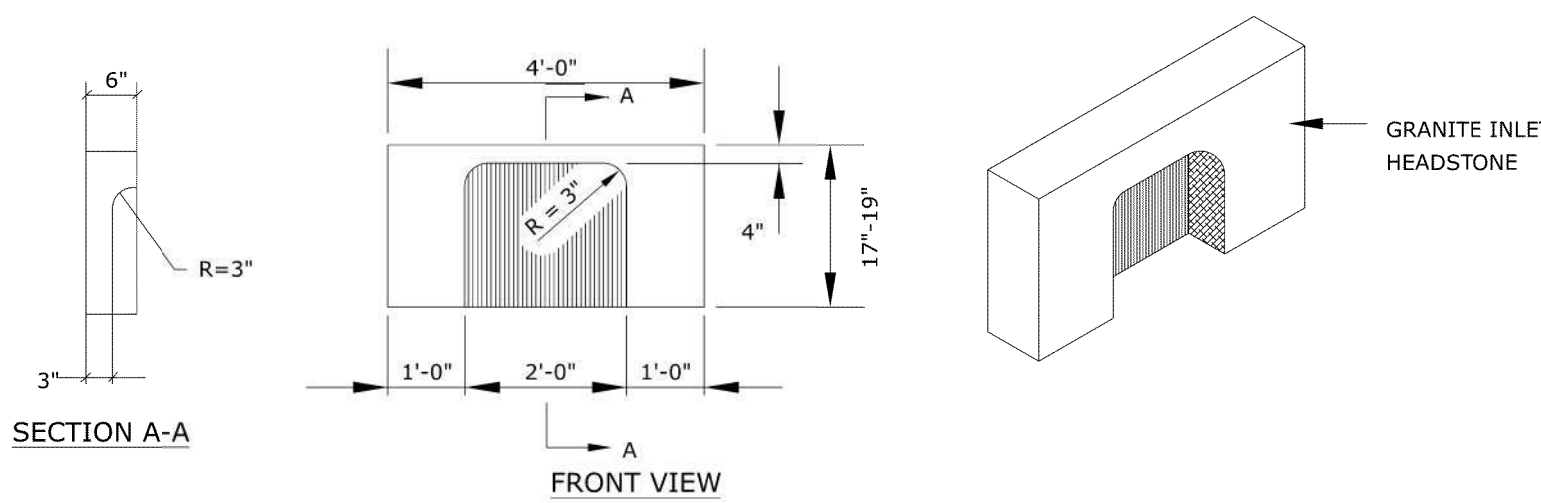
GRANITE POST BOLLARD 7"x7"
NOT TO SCALE



CATCH BASIN INLET
NOT TO SCALE



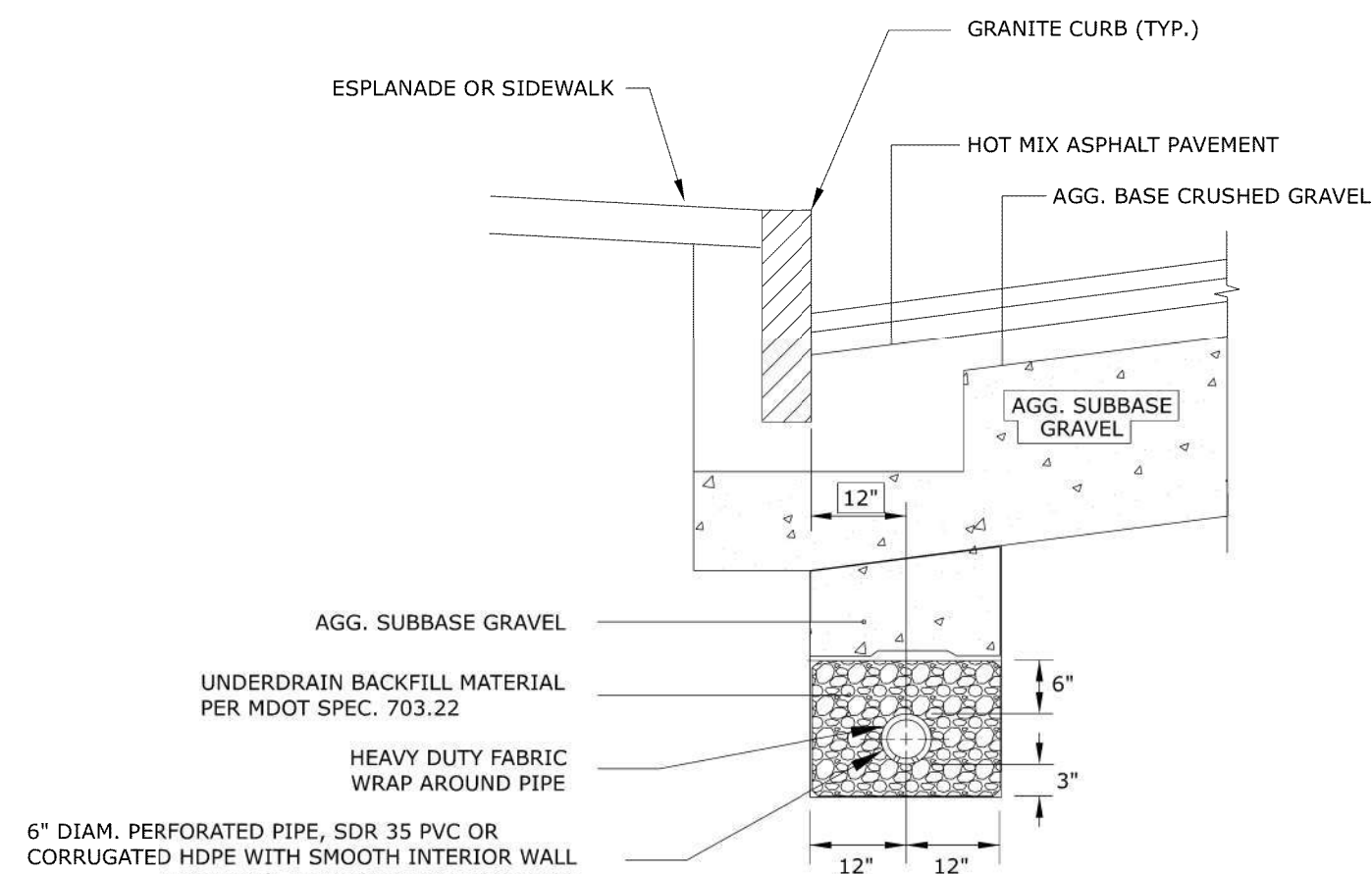
TYPICAL PAVEMENT GRADING ON SLOPES FOR CATCH BASIN AND INLET
NOT TO SCALE



4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE

NOTES:

- UNDERDRAIN PIPE INVERT ELEVATIONS SHALL BE AT LEAST 42 INCHES BELOW GUTTER GRADES.
- PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN. THE PIPE SHALL BE FURNISHED WITH A HEAVY DUTY FABRIC WRAP, SUCH AS "FILTER SOCK" BY ADS.



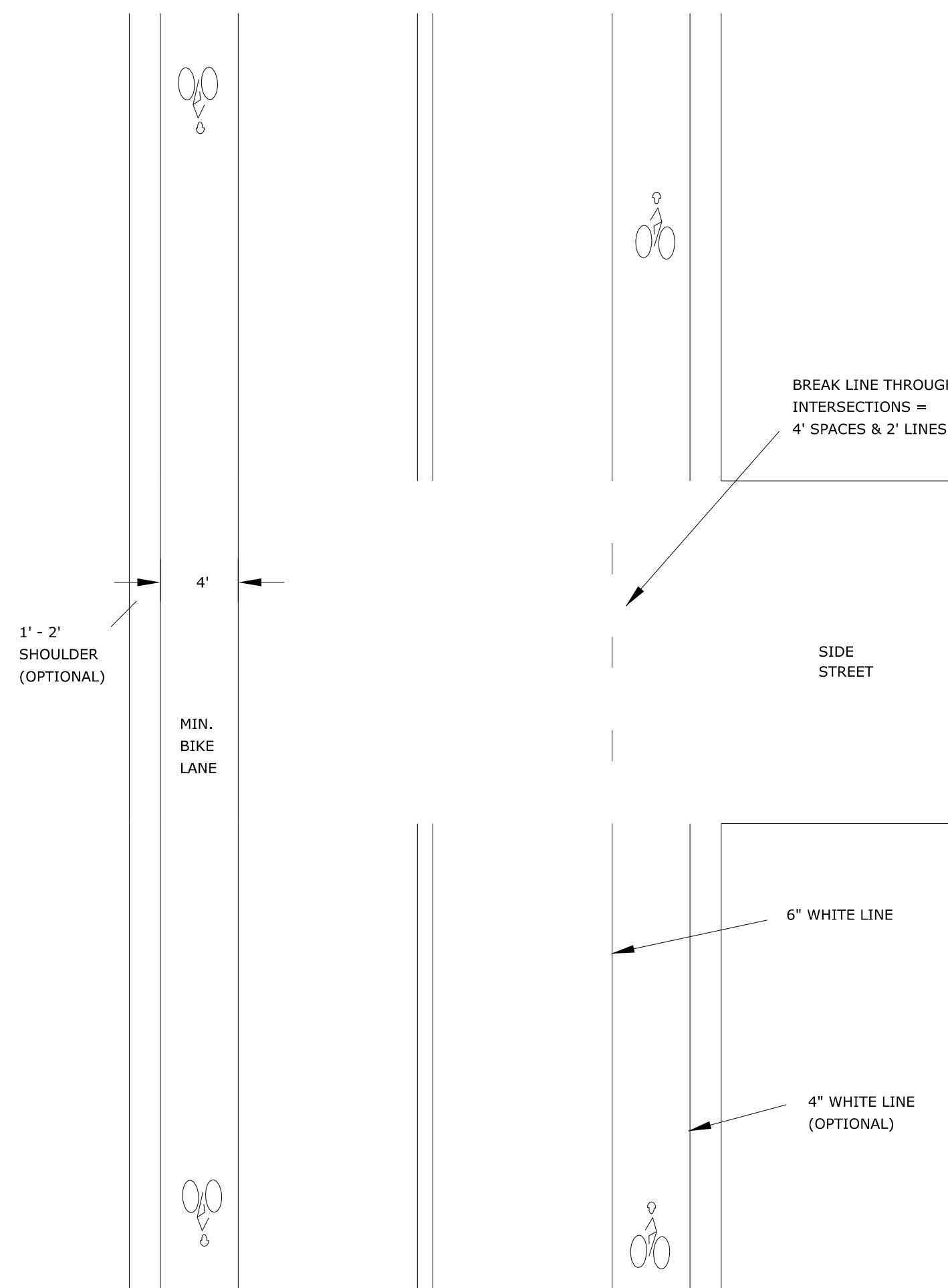
UNDERDRAIN INSTALLATION - TYPE "B"
NOT TO SCALE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	4606-04	WIN 21651.00	HIGHWAY PLANS
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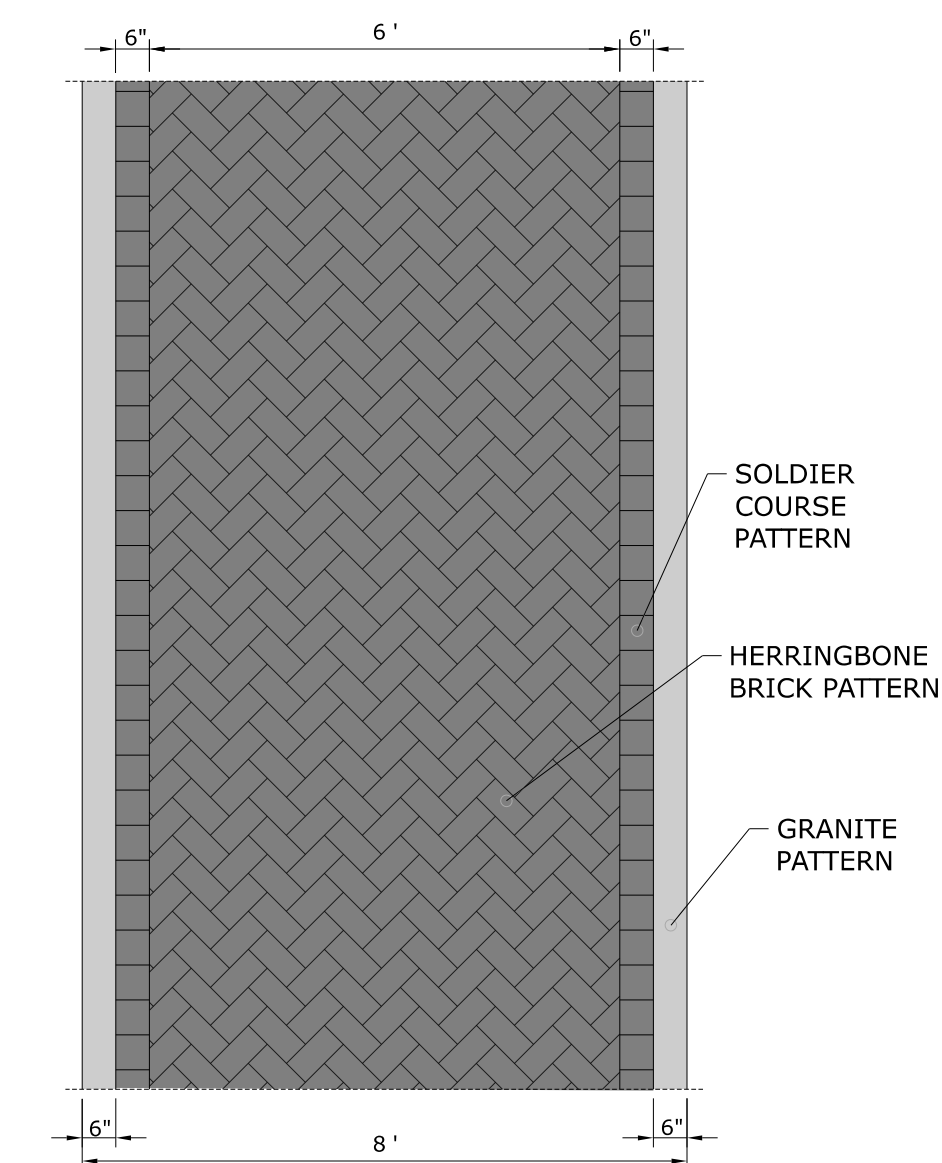
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	...	...	...	...	...	...
CHECKED-REVIEWED	...	...	...	...	...	...
DESIGN-DETAILED	...	...	...	...	...	...
DESIGN-DETAILED	...	...	...	...	...	...
REVISIONS 1	...	...	...	...	...	...
REVISIONS 2	...	...	...	...	...	...
REVISIONS 3	...	...	...	...	...	...
REVISIONS 4	...	...	...	...	...	...
FIELD CHANGES	...	...	...	...	...	...

YORK YORK STREET DETAILS - 03

SHEET NUMBER 8 OF 63

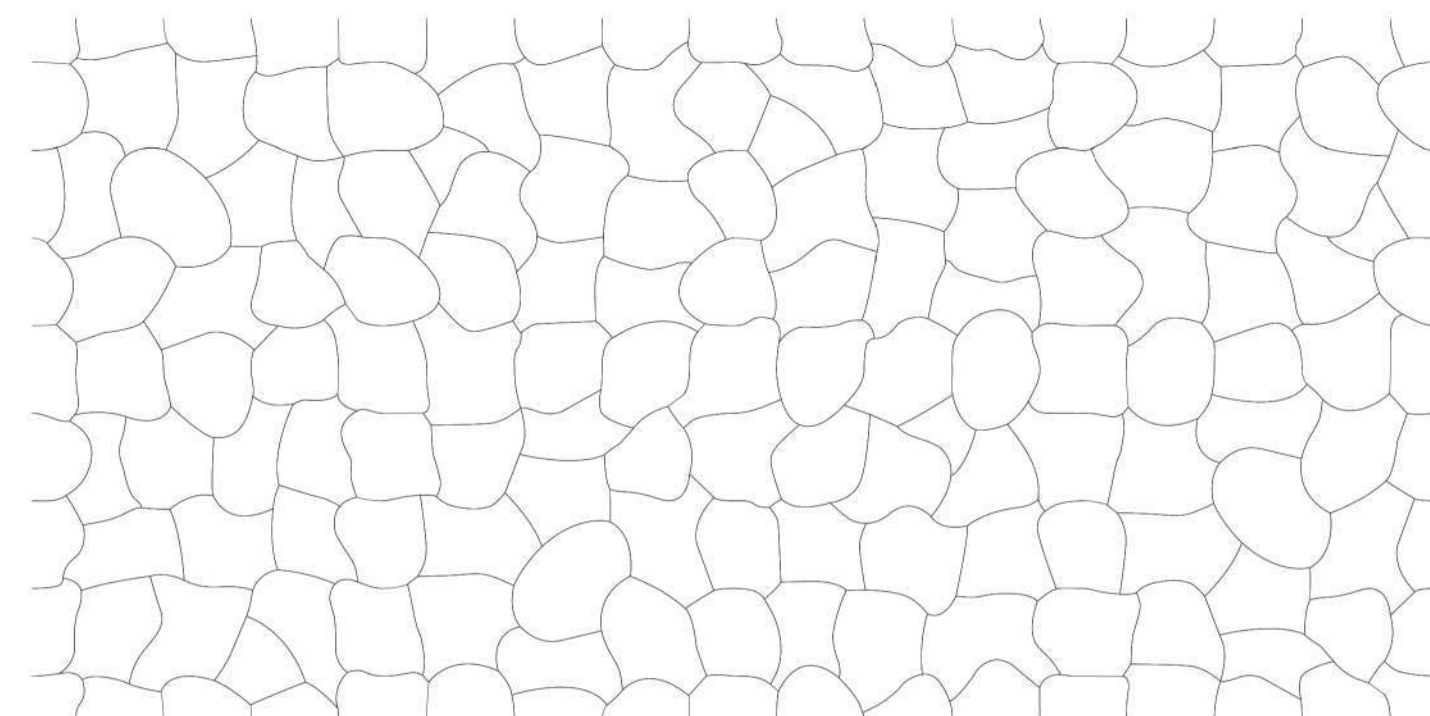


STREET WITH BIKE LANES & NO PARKING



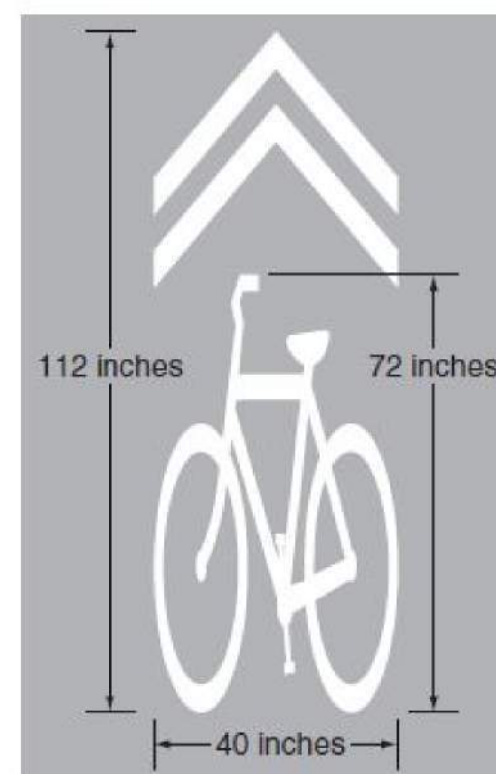
NOTE:

STAMP PATTERN AND COLORS TO MATCH TOWN OF YORK STANDARDS.

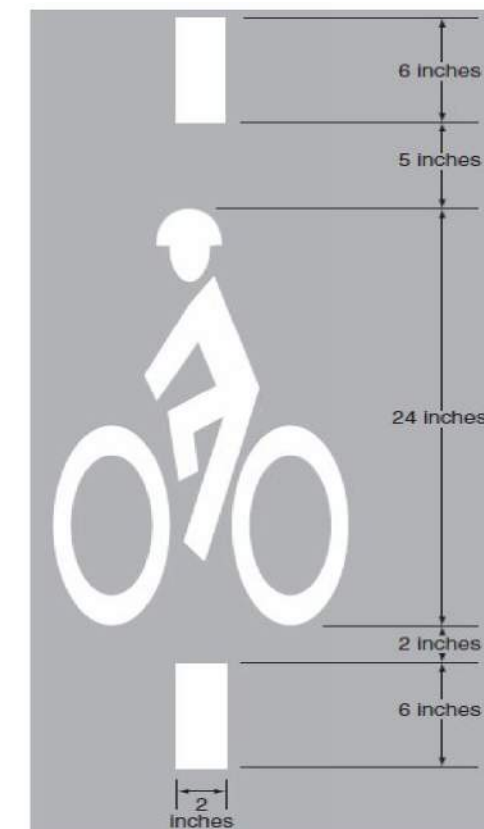


TEXTURED ASPHALT PAVEMENT
NOT TO SCALE

Pattern: Random Stone
Item No: CSTA-RST
Brick size: Various 8 x 8
Cable size: .325" (.825 cm)

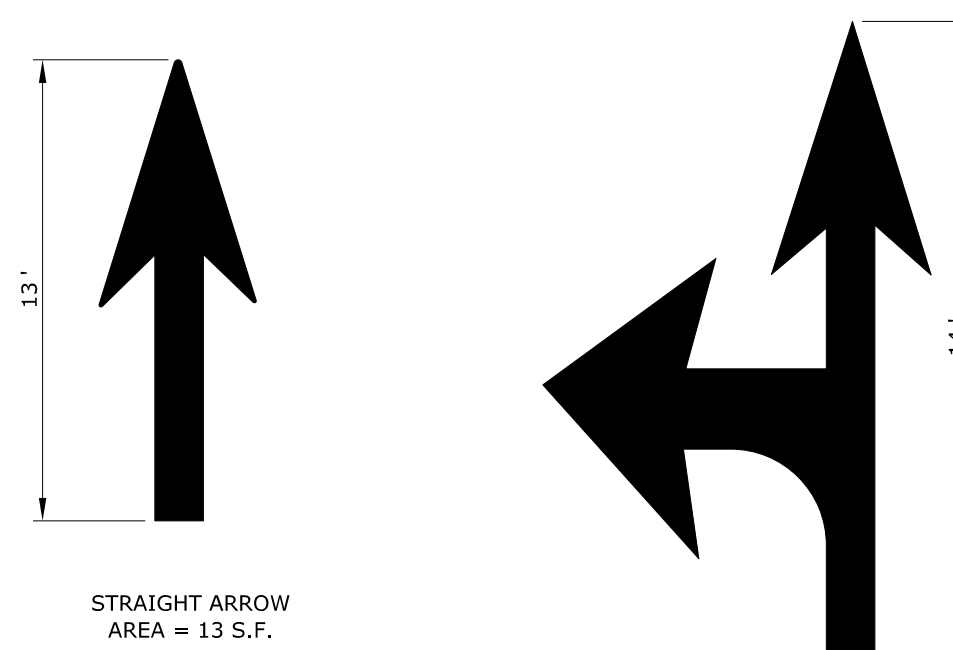


SHARED USE LANE
SYMBOL

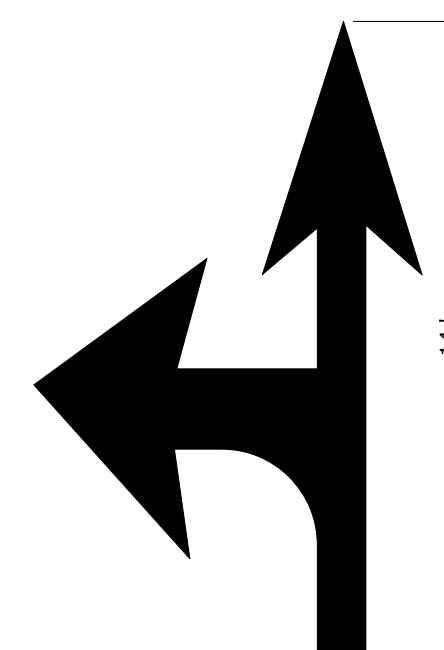


BICYCLE LANE
SYMBOL

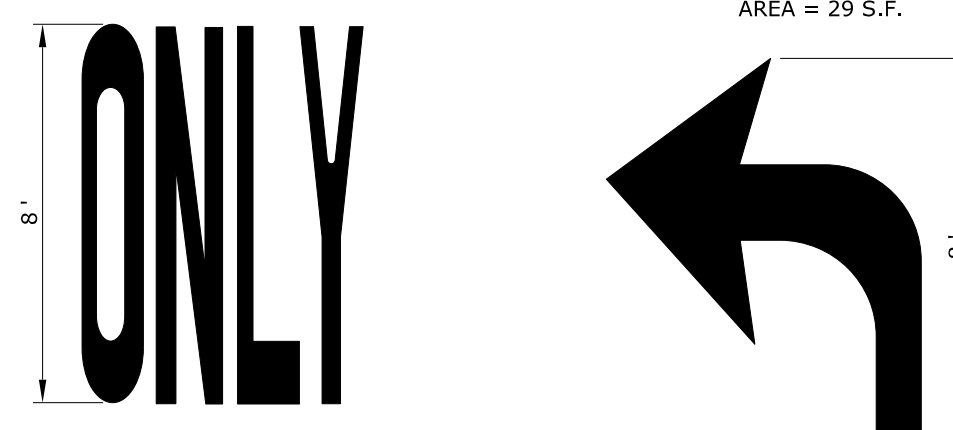
TYPICAL BIKEWAY PAVEMENT MARKINGS



STRAIGHT ARROW
AREA = 13 S.F.



COMBO ARROW
AREA = 29 S.F.

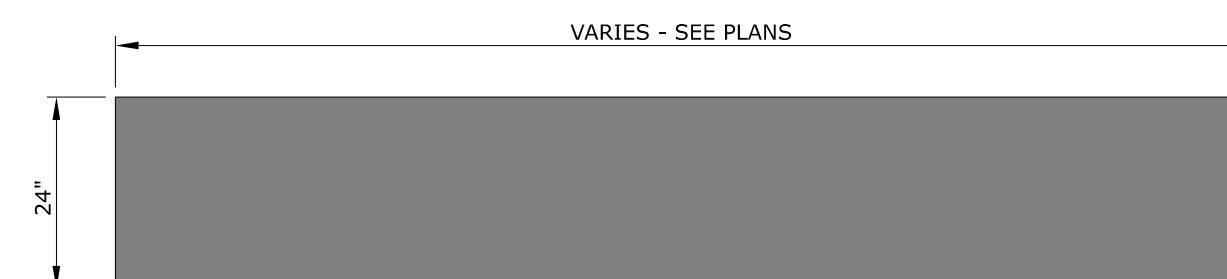


TURN ARROW
AREA = 16 S.F.

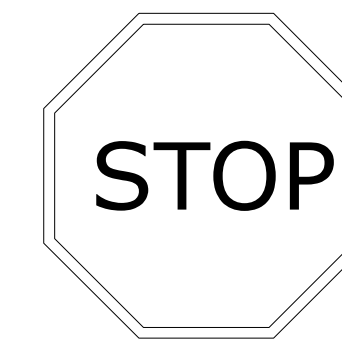
OTHER MARKINGS:
YIELD = 25 S.F.
STOP AHD = 37 S.F.
BICYCLE SYMBOL = 10 S.F.
STOP = 22 S.F.

TRAFFIC PAVEMENT MARKINGS

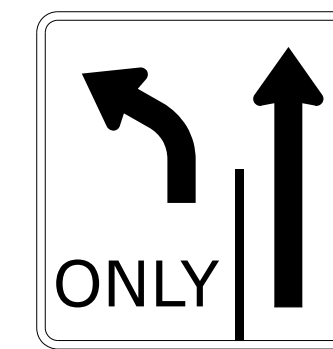
NOT TO SCALE



STOP BAR PAVEMENT MARKINGS (WHITE)
NOT TO SCALE



R1-1
36" X 36"



R3-8
VARIES X 30"



R3-17
24" X 18"

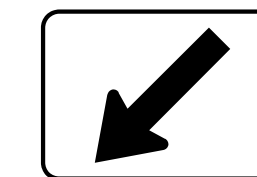


R4-11
30" X 30"

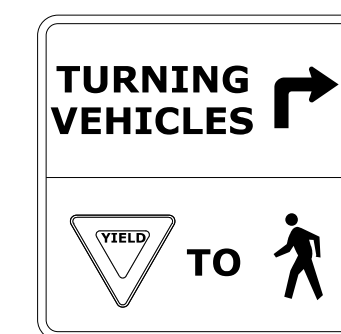
TYPICAL SIGNAGE



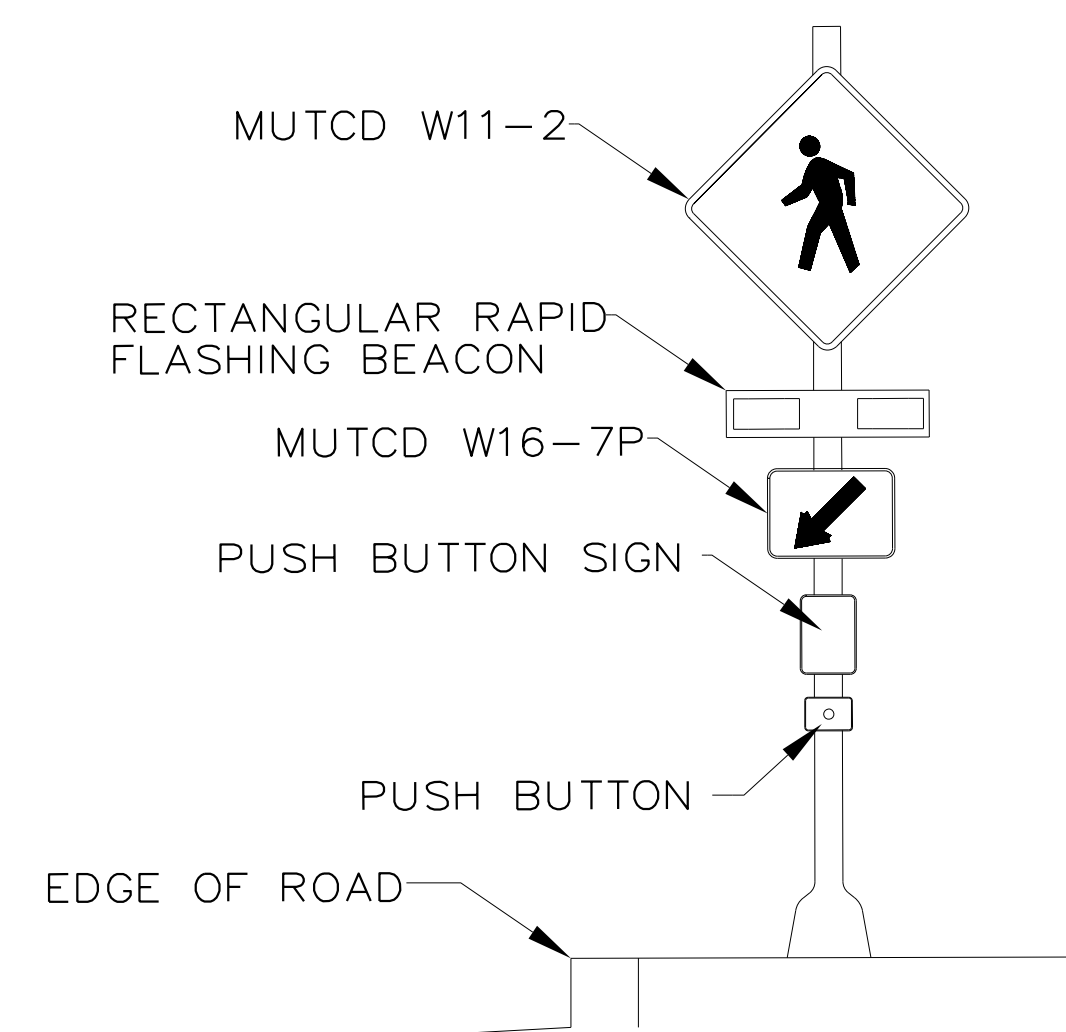
W11-2
30" X 30"



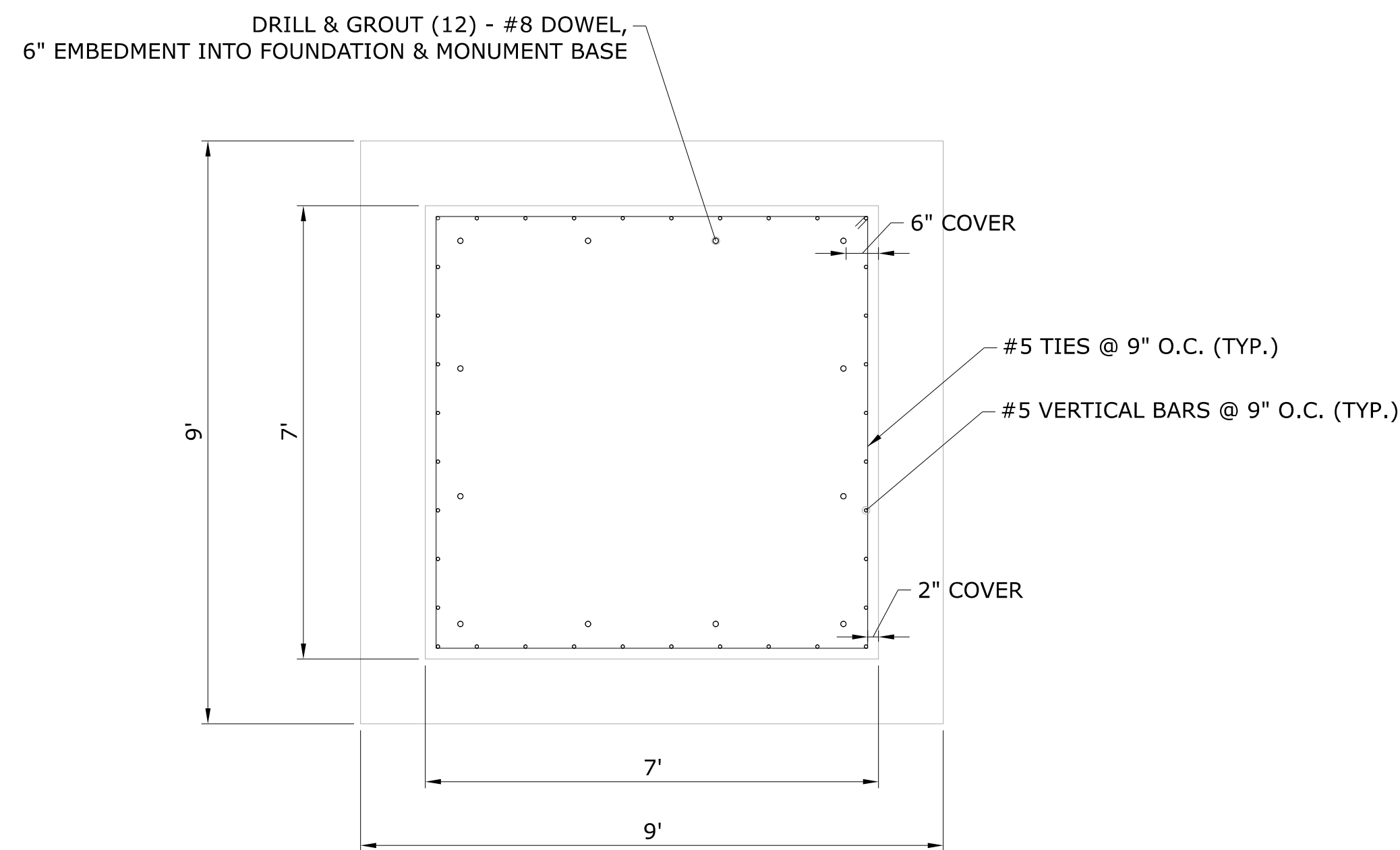
W16-7P
24" X 12"



R10-15
30" X 30"



RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (RRFB)



FOUNDATION PLAN VIEW
SCALE: $\frac{1}{2}" = 1'-0"$



MONUMENT
APPROX. WEIGHT : 10,000 LBS

GENERAL NOTES

SPECIFICATIONS: MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS
MARCH 2020, SUPPLEMENTAL SPECIFICATIONS MAY 2025, AND SPECIAL PROVISIONS

DESIGN SPECIFICATIONS: AASHTO LRFD DESIGN SPECIFICATIONS, 10TH EDITION, 2024, AS SUPPLEMENTED BY THE MAINE DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003) WITH INTERIM REVISIONS UP TO AND INCLUDING 2018.

CONTRACTOR SHALL TAKE FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME RESPONSIBILITY FOR THEIR ACCURACY.

CONTRACTOR WILL BE LIABLE FOR ANY DAMAGE TO EXISTING STRUCTURES CAUSED BY HIS OPERATIONS. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT EXISTING ADJACENT STRUCTURES.

CONTRACTOR TO SUBMIT CONSTRUCTION SEQUENCE TO THE ENGINEER FOR APPROVAL.

CAST-IN-PLACE CONCRETE

ALL CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI AND SHALL BE CLASS "A".

REINFORCING SHALL CONFORM TO ASTM A615, GRADE 60 AND SHALL BE EPOXY COATED.

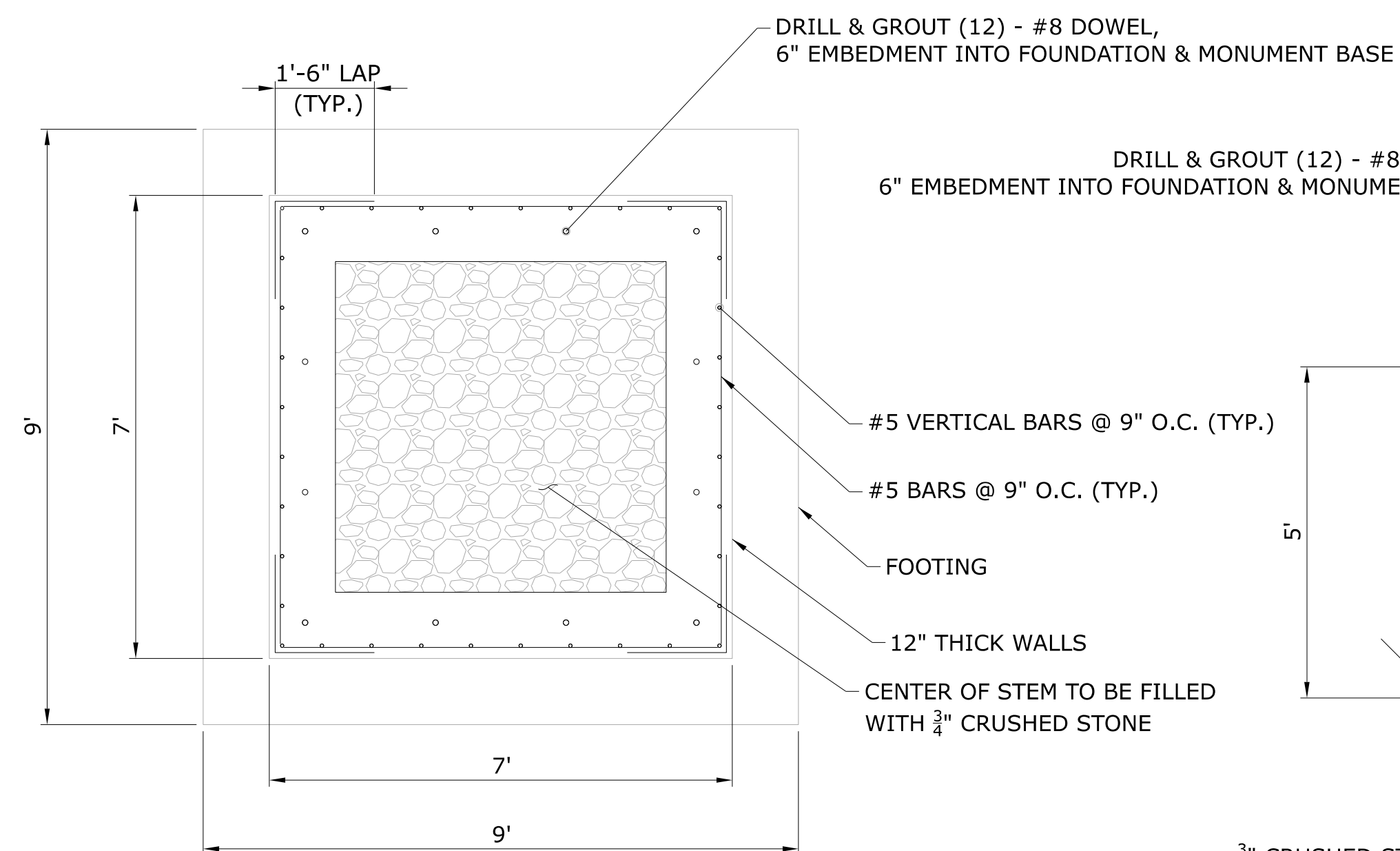
LOCATIONS OF ALL CONSTRUCTION JOINTS AND REINFORCING SPLICES SHALL BE APPROVED BY THE ENGINEER.

ALL EXPOSED CORNERS OF CONCRETE SHALL BE BEVELED AS SHOWN.

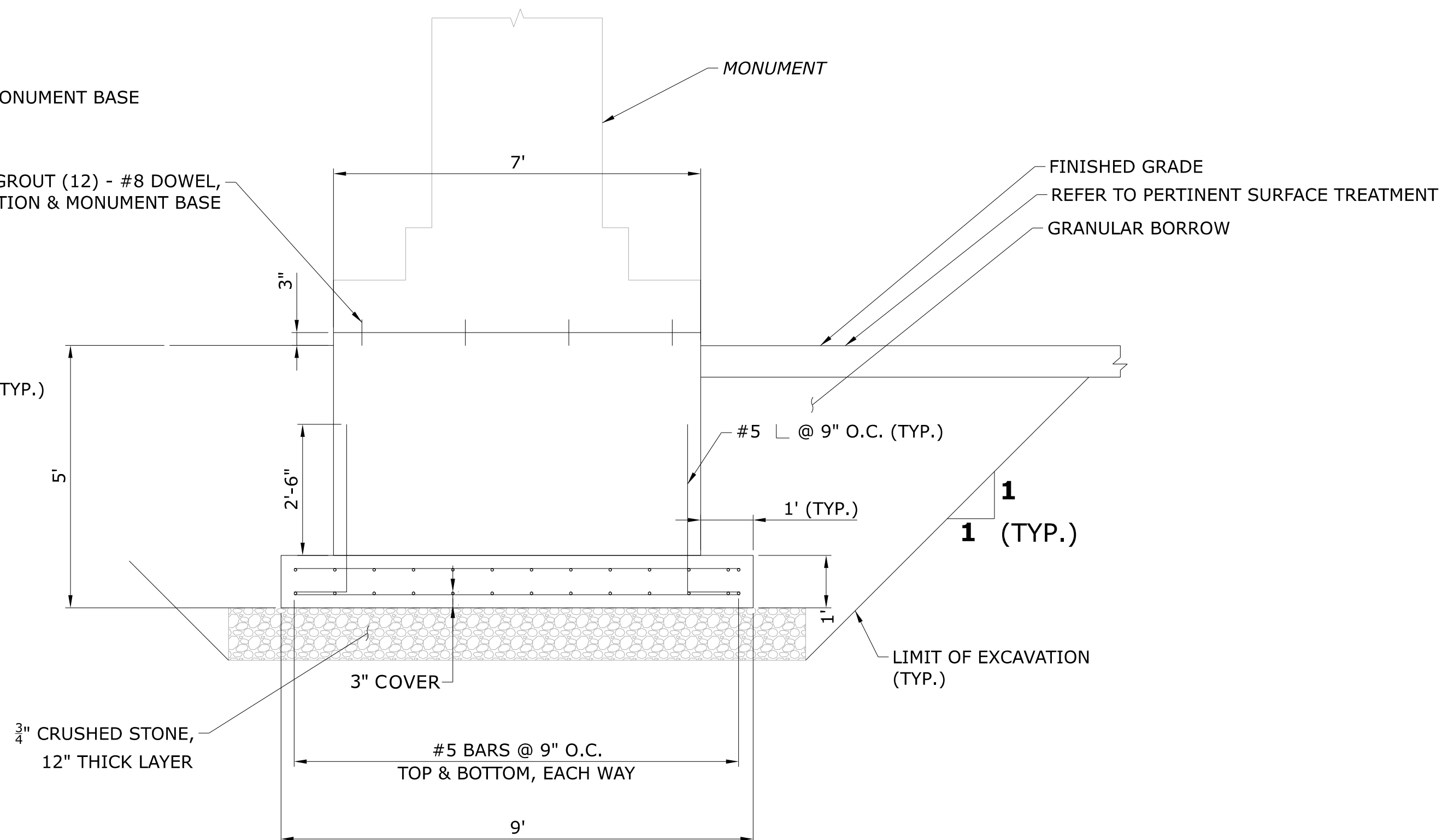
THE CONTRACTOR SHALL NOT STRIP ANY FORMS UNTIL CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF 3,000 PSI.

REMAIN-IN-PLACE FORMS: THE USE OF REMAIN-IN-PLACE FORMS ON THIS STRUCTURE IS NOT ALLOWED.

PREFORMED EXPANSION JOINT FILLER: THE COST OF FURNISHING AND INSTALLING
PREFORMED EXPANSION JOINT FILLER SHALL BE INCLUDED IN THE COST OF THE ITEM CLASS
"A" CONCRETE.



ALTERNATE FOUNDATION PLAN VIEW
SCALE: $\frac{1}{2}'' = 1'-0''$



FOUNDATION SECTION VIEW
SCALE: $\frac{1}{2}" = 1'-0"$

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	4606-04	WIN 21651.00	HIGHWAY PLANS
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DESIGN-DETAILED	--	--	SIGNATURE
CHECKED-REVIEWED	--	--	
DESIGN-DETAILED	--	--	
DESIGN-DETAILED	--	--	P.E. NUMBER
DESIGN-DETAILED	--	--	
DESIGN-DETAILED	--	--	
REVISIONS 1	--	--	DATE
REVISIONS 2	--	--	
REVISIONS 3	--	--	
REVISIONS 4	--	--	
FIELD CHANGES	--	--	

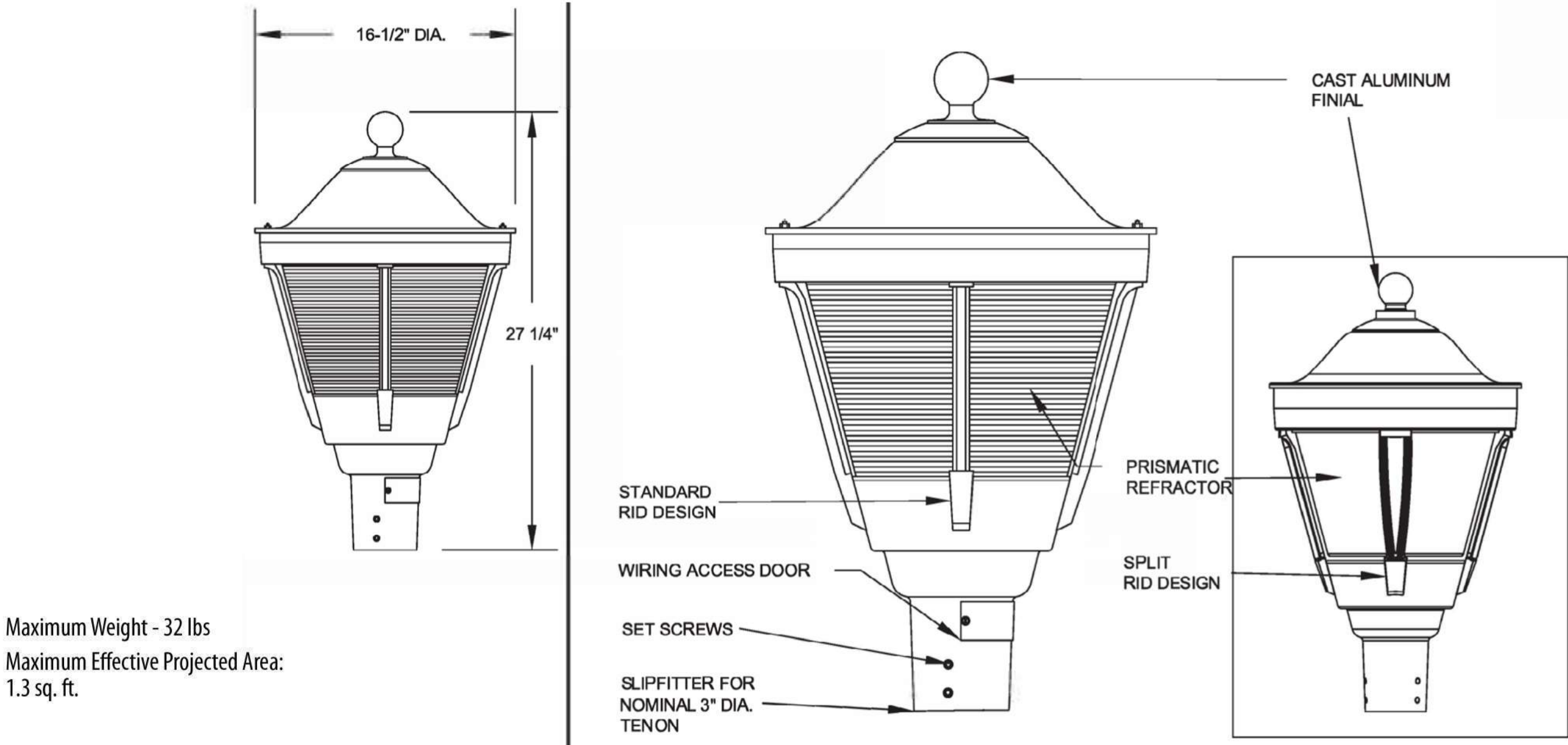
YORK
YORK STREET
MONUMENT FOUNDATION
DETAILS

SHEET NUMBER

10

OF 63

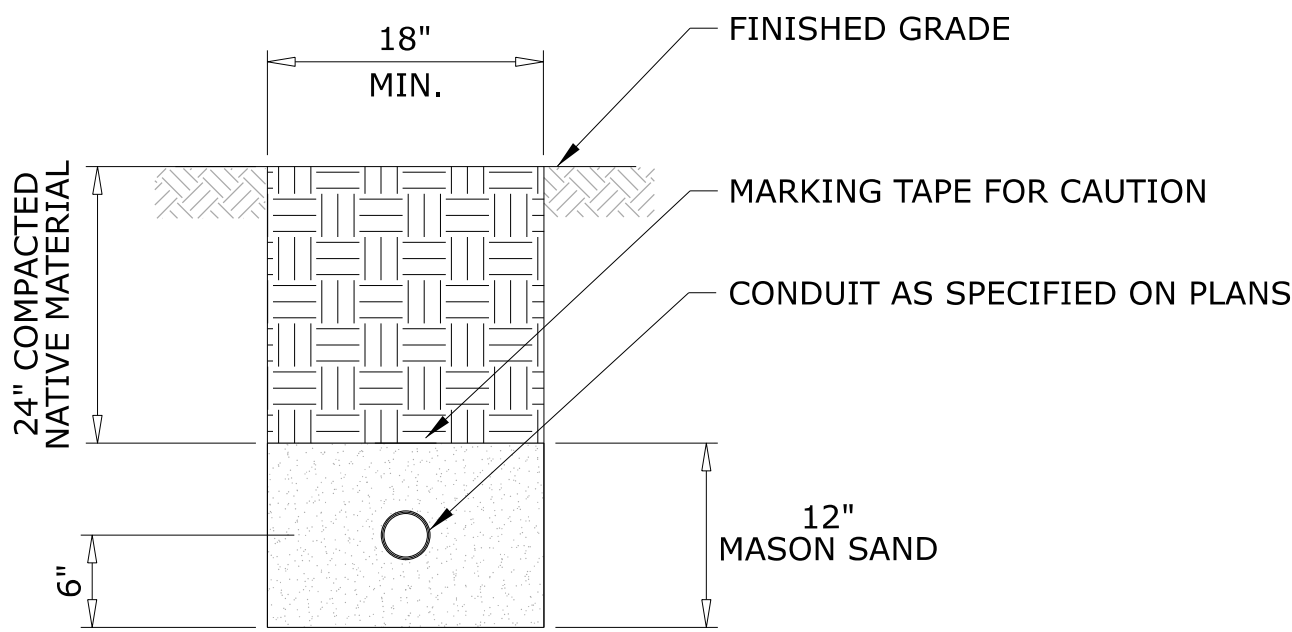
DIMENSIONAL DATA



Maximum Weight - 32 lbs
Maximum Effective Projected Area:
1.3 sq. ft.

TAFT POSTOP LED

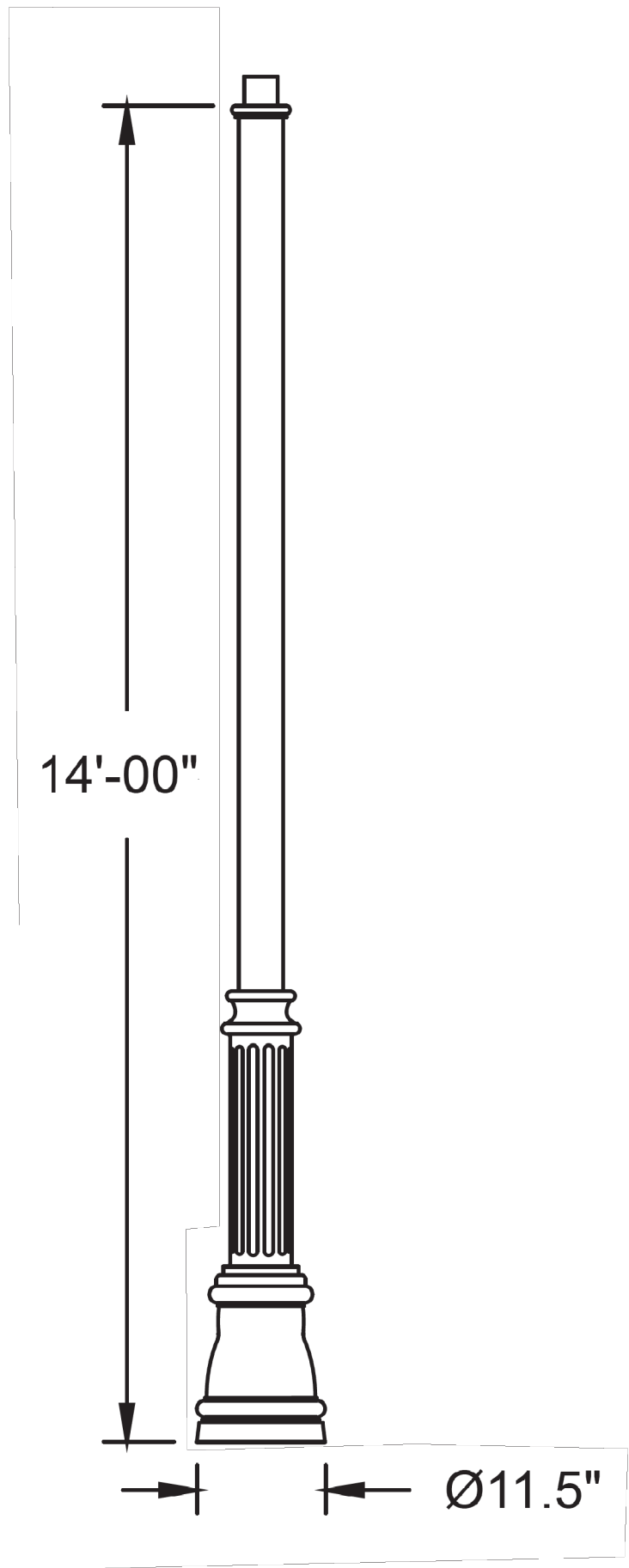
NOT TO SCALE



ELECTRICAL CONDUIT TRENCH

NOT TO SCALE

- NOTES:
- SCHEDULE 80 PIPE TO BE USED UNDER ALL PAVED SURFACES.
 - ALL SCHEDULE 80 PIPE UNDER TRAVELWAYS WILL BE ENCASED IN FILL CONCRETE.

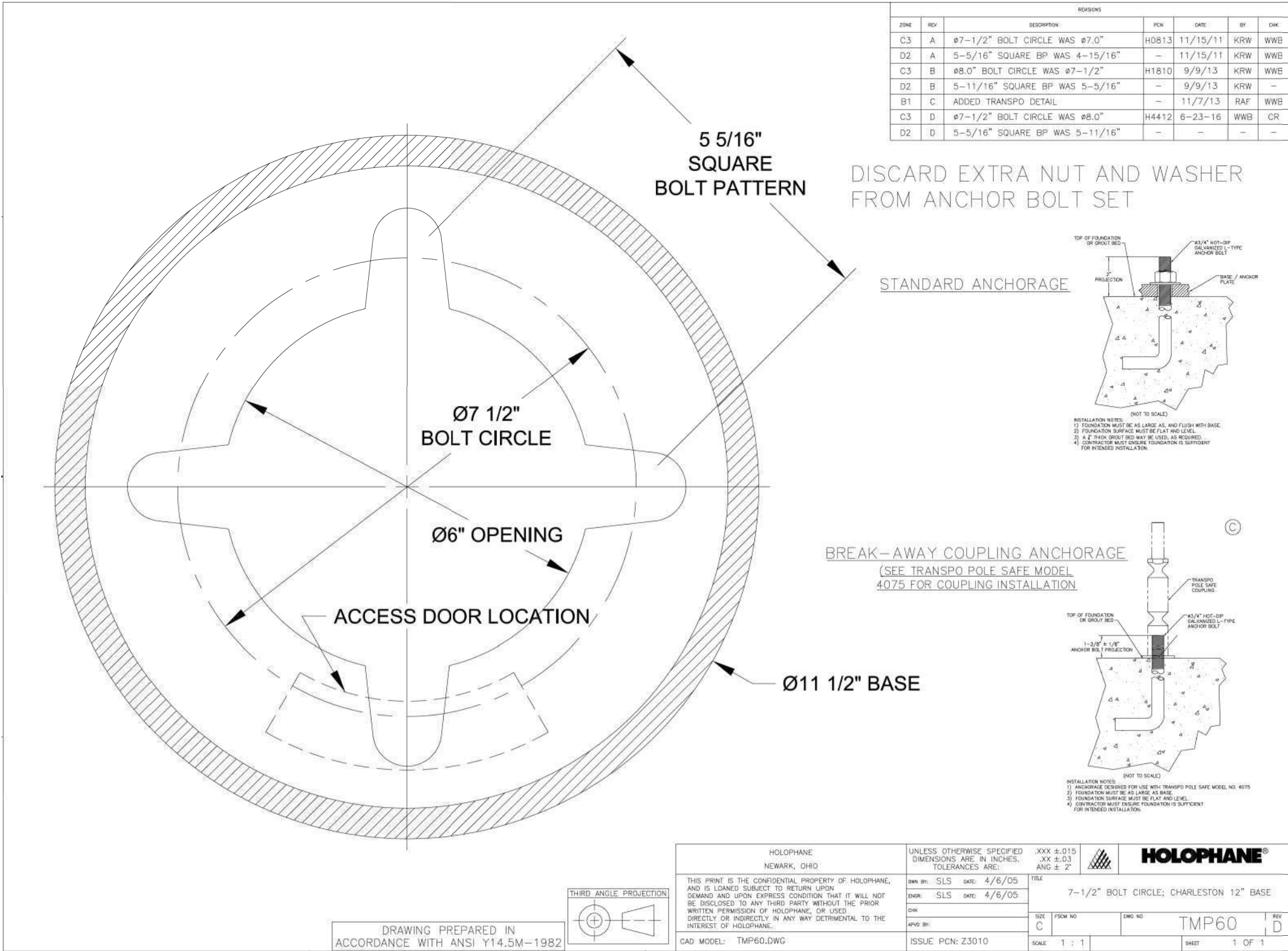


S4C & S4J

8' to 14'

CHARLESTON LIGHT POLE

NOT TO SCALE



LIGHT POLE FOUNDATION BOLT PATTERN

NOT TO SCALE

Housing Style	LED Performance Package	Color Temperature	Voltage	Optics	Color	Finial	Ribs
PTE3 Taft LED Post Top	P10 30W nominal P20 40W nominal P30 50W nominal P40 60W nominal P50 70W nominal P60 80W nominal P70 90W nominal P80 100W nominal	27K 2700K CCT 30K 3000K CCT 40K 4000K CCT	MVOLT 120-277V HVOLT 347-480V XVOLT 277-480V with enhanced power quality protection	Acrylic Refractor AL3 Acrylic refractor type 3 AL5 Acrylic refractor type 5 Glass Refractor GL3 Glass refractor type 3 GL5 Glass refractor type 5	BK Black BZ Bronze CMC Custom Match Color GH Graphite GN Green GR Grey RALxxxxSDCR RAL Super Durable Corrosion Resistant, 80% Gloss Paint, replace xxxx with RAL number. WH White	BL Ball NF None SP Spike	SR Solid rib SRS Split rib

- NOTES:
- DETAILS TAKEN FROM HALOPHANE LIGHTING WEBSITE
 - CONTRACTOR MAY SUBMIT EQUAL PRODUCT - MUST BE APPROVED BY TOWN

YORK YORK STREET ILLUMINATION DETAILS	SHEET NUMBER			11			OF 63		
	PROJ. MANAGER MFZ BY DATE			STATE OF MAINE DEPARTMENT OF TRANSPORTATION			4606-04		
	DESIGN-DETAILED CHECKED-REVIEWED DESIGN2-DETAILED2 DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES			SIGNATURE			P.E. NUMBER		
				DATE			WIN 21651.00		
			HIGHWAY PLANS						

EROSION AND SEDIMENTATION CONTROL NOTES

IN ORDER TO EFFECTIVELY PREVENT AND CONTROL EROSION RELATED TO SOIL DISTURBANCE, THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPs) SHALL BE EMPLOYED:

1. TEMPORARY SOIL STABILIZATION BMPs

TEMPORARY MULCHING SHALL BE APPLIED IMMEDIATELY TO ANY AREAS THAT HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED. ANY DISTURBED SOIL WITHIN 100' OF A STREAM, WATER BODY OR WETLAND MUST RECEIVE TEMPORARY MULCH WITHIN 7 DAYS FOLLOWING DISTURBANCE AND BEFORE ANY STORM EVENT. ALL OTHER AREAS SHALL RECEIVE TEMPORARY MULCH WITHIN 14 DAYS OF DISTURBANCE. DURING THE GROWING SEASON SHALL BE MULCHED FOR OVER-WINTER PROTECTION. THE FOLLOWING ARE ACCEPTABLE TEMPORARY MULCHING METHODS:

HAY OR STRAW MULCHES NEED TO BE AIR-DRIED, FREE OF UNDESIRABLE SEEDS AND COARSE MATERIALS. APPLICATION RATE MUST BE 2 BALES (70-90 POUNDS) PER 1000 SQ FT OR 1.5 TO 2 TONS (90-100 BALES) PER ACRE TO COVER 75-90% OF THE GROUND SURFACE. HAY OR STRAW CAN BE DRIVEN INTO THE GROUND WITH TRACKED EQUIPMENT IF SLOPES ARE LESS THAN 3%, OR CAN BE ANCHORED WITH JUTE, WOOD FIBER OR PLASTIC NETTING ON STEEPER SLOPES.

EROSION CONTROL MIX MUST CONSIST PRIMARILY OF ORGANIC MATERIAL AND WILL INCLUDE ANY OF THE FOLLOWING: SHREDDED BARK, STUMP GRINDINGS, COMPOSTED OR OTHER ACCEPTABLE PRODUCTS BASED ON A SIMILAR RAW SOURCE. WOOD OR BARK CHIPS, GROUND CONSTRUCTION DEBRIS OR REPROCESSED WOOD PRODUCTS ARE NOT ACCEPTABLE. EROSION CONTROL MIX CAN BE USED AS A STAND-ALONE REINFORCEMENT ON SLOPES OF 2 HORIZONTAL TO 1 VERTICAL OR LESS AND DRAINING IN SHEET FLOW. IT CAN BE PLACED WITH A HYDRAULIC BUCKET, WITH A PNEUMATIC BLOWER OR BY HAND, AND MUST PROVIDE 100% SOIL COVERAGE.

EROSION CONTROL MIX SHALL MEET THE FOLLOWING SPECIFICATIONS:
-ORGANIC MATTER CONTENT SHALL BE BETWEEN 80-100%, DRY WEIGHT BASIS.
-PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6 IN. SCREEN AND BETWEEN 70-85% PASSING 0.75 IN. SCREEN.

SCREEN
-ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED
-LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX

WHEN USED AS MULCH, THE THICKNESS OF THE ERISION CONTROL MIX IS BASED UPON THE FOLLOWING:

LENGTH OF SLOPE	3:1 SLOPE OR LESS	BETWEEN 2:1 AND 3:1 SLOPE
LESS THAN 20 FT	2.0 IN.	4.0 IN.
BETWEEN 20 - 60 FT	3.0 IN.	5.0 IN.
BETWEEN 60 - 100 FT	4.0 IN.	6.0 IN.

CHEMICAL MULCHES AND SOIL BINDERS MAY BE USED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL CONSULT WITH THE MANUFACTURER TO DETERMINE ADEQUATE APPLICATION RATES AND METHODS.

EROSION CONTROL BLANKETS AND MATS SHALL BE USED ON STEEP SLOPES AND IN THE BOTTOM OF GRASSED WATERWAYS, OR AS OTHERWISE DIRECTED BY THE ENGINEER. THE MAT SHALL BE INSTALLED WITH FIRM CONTINUOUS CONTACT WITH THE SOIL AND STAPLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

TEMPORARY MULCH SHALL BE INSPECTED FOLLOWING ANY SIGNIFICANT RAINFALL EVENT. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. ERISION CONTROL MATS AND MULCH ANCHORING MUST BE INSPECTED AFTER RAINFALL EVENTS FOR DISLOCATION OR FAILURE, AND REPAIRED IMMEDIATELY. INSPECTIONS SHALL TAKE PLACE UNTIL 95% OF THE SOIL SURFACE IS COVERED WITH PERMANENT VEGETATION. WHERE MULCH IS USED WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE, AND REPAIR AS NEEDED.

TEMPORARY VEGETATION SHALL BE ESTABLISHED ON SOILS THAT WILL NOT BE BROUGHT TO FINAL GRADE FOR A PERIOD OF MORE THAN 30 DAYS. IF TEMPORARY VEGETATION CANNOT BE ESTABLISHED PRIOR TO OCTOBER 15, TEMPORARY MULCH SHALL BE APPLIED THROUGH THE WINTER AND TEMPORARY VEGETATION SHALL BE PLANTED AT THE BEGINNING OF THE FOLLOWING SEASON THE FOLLOWING YEAR. TO PREPARE THE SEEDBED, THE CONTRACTOR SHALL APPLY FERTILIZER AT A RATE OF 600 POUNDS PER ACRE OF 10-10-10 (N-P205-K20) OR EQUIVALENT AND LIMESTONE AT A RATE OF 3 TONS PER ACRE, IF NECESSARY. LOOSEN SOIL TO A DEPTH OF 2 INCHES IN AREAS THAT HAVE BEEN COMPACTED BY CONSTRUCTION ACTIVITIES. GRASS SEED SHALL BE SELECTED BASED UPON THE TIME OF YEAR THE PLANTING WILL TAKE PLACE AS SUMMARIZED IN THE FOLLOWING TABLE:

SEED	LB. PER ACRE	RECOMMENDED SEEDING DATES
WINTER RYE	112	8/15 - 10/1
OATS	80	4/1 - 7/1 8/15 - 9/15
ANNUAL RYEGRASS	40	4/1 - 7/1

TEMPORARY SEEDING SHALL BE PERIODICALLY INSPECTED TO MAINTAIN AT LEAST 95% VEGETATIVE COVER OF SOIL SURFACE. IF ANY EVIDENCE OF EROSION OR SEDIMENTATION IS APPARENT, REPAIRS SHALL BE MADE AND OTHER TEMPORARY MEASURES SHALL BE USED IN THE INTERIM SUCH AS TEMPORARY MULCH, FILTER BARRIERS, ETC.

2. SEDIMENT BARRIER BMPs

TEMPORARY SEDIMENT BARRIERS ARE INSTALLED ACROSS OR ALONG THE TOE OF A SLOPE AND INCLUDE ANY OF THE FOLLOWING:

FILTER BARRIER FENCE, ALSO CALLED SILT FENCE, SHALL BE INSTALLED WHERE SHOWN ON THE PLANS AND IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. THE FILTER FABRIC SHALL BE A PERVIOUS SHEET OF PROPYLENE, NYLON, POLYESTER OR ETHYLENE YARN AND SHALL PROVIDE A MINIMUM OF 6 MONTHS USABLE CONSTRUCTION LIFE INCLUDING PROTECTION AGAINST ULTRA-VIOLET LIGHT. THE HEIGHT OF THE FENCE SHALL NOT EXCEED 36 INCHES INSTALLED AND POST SPACING SHALL NOT EXCEED 6 FEET. JOINTS IN THE FENCE SHALL BE AVOIDED TO THE EXTENT POSSIBLE, AND IF NECESSARY SHALL BE SPLICED TOGETHER AT A SUPPORT POST WITH A MINIMUM 6 INCH OVERLAP. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES WIDE AND 4 INCHES DEEP, AND THE BOTTOM 6-8 INCHES OF FABRIC SHALL BE "TOED-IN" TO THE TRENCH AND COMPACTED. THE TRENCH SHOULD BE UPHILL OF THE FABRIC PRIOR TO BURIAL.

STRAY/HAY BALES SHALL BE INSTALLED WHERE SPECIFIED ON THE PLANS IN A SINGLE ROW WITH THE ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER. ALL BALES SHALL BE EITHER WIRE-BOUND OR STRING-TIED. THE BARRIER SHALL BE ENTRENCHED AND BACKFILLED TO A DEPTH OF AT LEAST 4 INCHES, AND THE BALES SHALL BE SECURED WITH AT LEAST TWO WOODEN STAKES OR STEEL REBAR PER BALE. STAKES SHALL BE DRIVEN IN A DIRECTION TO PUSH THE BALES TOGETHER. GAPS BETWEEN BALES SHALL BE CHINKED WITH HAY.

EROSION CONTROL MIX BERMS ARE LINEAR BARRIERS COMPOSED OF EROSION CONTROL MIX AS SPECIFIED ABOVE. THE BERM MUST BE A MINIMUM OF 12 INCHES TALL AND 24 INCHES WIDE AT THE BASE IF UPHILL SLOPES ARE LESS THAN 5%. STEEPER SLOPES OR SLOPES GREATER THAN 20 FEET LONG MAY REQUIRE A LARGER WIDTH BERM. EROSION CONTROL MIX BERMS AT THE BASE OF A LONG OR STEEP SLOPE MAY ALSO REQUIRE A FILTER FENCE TO BE INSTALLED ON THE DOWNHILL SIDE OF THE BERM TO PROVIDE ADDITIONAL STABILIZATION AGAINST HIGH RUNOFF FLOWS.

CONTINUOUS CONTAINED BERMS, WHICH ARE ALSO REFERRED TO AS A FILTER SOCK, PROVIDES ADDITIONAL STABILITY TO AN EROSION CONTROL MIX BERM AND SHOULD BE USED IN FROZEN GROUND CONDITIONS OR IN AREAS THAT RECEIVE CONCENTRATED FLOW.

SEDIMENT BARRIERS SHALL BE INSPECTED AFTER ANY SIGNIFICANT RAINFALL EVENT AND REPAIRED IMMEDIATELY IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE BARRIERS. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR EDGES OF THE BARRIER, OR IF LARGE VOLUMES OF WATER ARE IMPOUNDED BEHIND THE BARRIER, IT MAY BE NECESSARY TO REPLACE THE BARRIER WITH A TEMPORARY STONE CHECK DAM. SEDIMENT SHALL BE REMOVED ONCE IT REACHES HALF THE BARRIER HEIGHT. AFTER THE BARRIER IS REMOVED, ANY REMAINING SILT SHALL EITHER BE REMOVED OR GRADED TO CONFORM WITH THE EXISTING TOPOGRAPHY AND VEGETATED.

3. TEMPORARY CHECK DAMS

STONE CHECK DAMS SHALL BE INSTALLED IN SWALES OR DRAINAGE DITCHES TO REDUCE STORMWATER VELOCITIES AS SHOWN ON THE PLANS. STONE CHECK DAMS ARE NOT EFFECTIVE IN REMOVING SEDIMENT AND SHOULD BE USED IN CONJUNCTION WITH SEDIMENT BARRIERS IDENTIFIED ABOVE. TEMPORARY CHECK DAMS MAY BE LEFT IN PLACE PERMANENTLY IN MOST CASES. CHECK DAMS SHOULD BE NO HIGHER THAN 24 INCHES, AND THE CENTER OF THE CHECK DAM MUST BE AT LEAST 6 INCHES LOWER THAN THE OUTSIDE EDGES. CHECK DAMS SHOULD BE SPACED SUCH THAT THE CREST OF THE DOWNSTREAM CHECK DAM IS AT THE SAME ELEVATION AS THE TOE OF THE UPSTREAM CHECK DAM. CHECK DAMS IN A DRAINAGE DITCH OR WATERWAY SHOULD BE INSTALLED PRIOR TO DIRECTING RUNOFF TO THEM.

4. STORM DRAIN INLET PROTECTION

STORM DRAIN INLETS THAT ARE MADE OPERATIONAL BEFORE THEIR DRAINAGE AREA IS STABILIZED SHALL BE PROTECTED WITH A FILTER UNTIL THE DRAINAGE AREA IS EITHER PAVED OR STABILIZED WITH 95% VEGETATIVE GROWTH. THE FOLLOWING ARE ACCEPTABLE BMPs ASSOCIATED WITH STORM DRAIN INLET PROTECTION:

HAY BALE OR SILT FENCE INLET STRUCTURE CONSISTS OF HAY BALES OR SILT FENCE CONFIGURED AROUND A CATCH BASIN INLET FRAME AND INSTALLED ACCORDING TO THE METHODS OUTLINED ABOVE. THIS METHOD IS SUITABLE FOR OPEN PIPE (CULVERT) INLETS, FIELD INLETS OR ROAD INLETS THAT HAVE NOT YET BEEN PAVED.

MANUFACTURED SEDIMENT FILTERS ARE THE PREFERRED METHOD FOR PROTECTING CATCH BASIN INLETS IN PAVED OR GRAVEL ROADWAYS. THE FILTERS TYPICALLY CONSIST OF A FABRIC OR OTHER PERVIOUS MATERIAL THAT IS PLACED ABOVE OR BELOW THE GRATE THAT TRAPS SEDIMENT ON THE SURFACE AND ALLOWS WATER TO FLOW THROUGH THE GRATE. CONSIDERATIONS SUCH AS WEATHER CONDITIONS, SLOPES, TRIBUTARY WATERSHED AREA AND EXPECTED SEDIMENT ACCUMULATION SHOULD BE FACTORED INTO MAKING A DECISION ON ANY PARTICULAR PRODUCT, AND THE MANUFACTURER'S RECOMMENDATIONS ON INSTALLATION AND MAINTENANCE SHALL BE STRICTLY ADHERED TO.

5. STABILIZED CONSTRUCTION EXIT

TO REDUCE THE TRACKING OF SEDIMENT ONTO ROADWAYS, A STABILIZED CONSTRUCTION EXIT SHALL BE INSTALLED AT ALL POINTS OF EGRESS WHERE VEHICLES MAY TRAVEL FROM THE PROJECT SITE TO A PUBLIC ROAD OR OTHER PAVED AREA. THE STONE PAD SHALL CONSIST OF A MINIMUM 6-INCH DEPTH OF 2-3 INCH CRUSHED STONE, AND SHALL BE PLACED ON A GEOTEXTILE FABRIC. THE PAD SHALL EXTEND AT LEAST 50 FEET INTO THE PROJECT SITE AND BE A MINIMUM OF 10 FEET WIDE. THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY, AND THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS THAT HAVE EXPERIENCED ANY MUD-TRACKING.

6. DUST CONTROL

THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING DUST ON THE PROJECT SITE AND ON ADJACENT ROADWAYS. EXPOSED SOIL SURFACES SHALL BE MOISTENED PERIODICALLY WITH ADEQUATE WATER TO CONTROL DUST. GRAVEL SURFACES SHALL EITHER BE TREATED WITH AN APPLICATION OF CALCIUM CHLORIDE OR COVERED WITH CRUSHED STONE IF DUST CONTROL BECOMES DIFFICULT WITH NORMAL WATER APPLICATIONS.

7. LAND GRADING AND SLOPE PREPARATION

GRADING SHALL BE PLANNED SO AS TO MINIMIZE THE LENGTH OF TIME BETWEEN INITIAL SOIL EXPOSURE AND FINAL GRADING. ON LARGE PROJECTS THIS SHOULD BE ACCOMPLISHED BY PHASING THE OPERATION AND COMPLETING THE FIRST PHASE UP TO FINAL GRADING AND SEEDING BEFORE STARTING THE NEXT PHASE. ANY EXPOSED AREA THAT WILL NOT BE FINISH GRADED WITHIN 14 DAYS SHALL BE TREATED WITH MULCH OR PLANTED WITH TEMPORARY VEGETATION. PROVISIONS SHALL BE MADE TO SAFELY CONVEY SURFACE RUNOFF TO STORM DRAINS, PROTECTED OUTLETS OR TO STABLE WATER COURSES TO ENSURE THAT SURFACE RUNOFF WILL NOT DAMAGE SLOPES OR OTHER GRADED AREAS. CUT AND FILL SLOPES THAT ARE TO BE STABILIZED WITH GRASS SHALL NOT BE STEEPER THAN 2:1. AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS OR OTHER OBJECTIONABLE MATERIALS. AREAS SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 3 INCHES PRIOR TO PLACEMENT OF TOPSOIL. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES AND CONDUITS, ETC. SHALL BE COMPACTED IN ACCORDANCE WITH LOCAL REQUIREMENTS OR CODES. ALL FILLS SHALL BE PLACED AND COMPACTED IN LAYERS NOT TO EXCEED 8 INCHES IN THICKNESS. FILL MATERIAL SHALL BE FREE OF STUMPS, BUILDING DEBRIS AND OTHER OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY LIFTS. FROZEN MATERIAL OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED INTO FILL SLOPES OR STRUCTURAL FILLS. FILL SHALL NOT BE PLACED ON A FROZEN FOUNDATION. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED APPROPRIATELY. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY FOLLOWING FINISHED GRADING.

8. TOPSOIL

IF POSSIBLE, TOPSOIL SHALL BE STOCKPILED ON THE PROJECT SITE AND REUSED. HIGH QUALITY TOPSOIL SHALL BE FRIABLE AND LOAMY (LOAM, SANDY LOAM, SILT LOAM, SANDY CLAY LOAM, CLAY LOAM), AND SHALL BE FREE OF DEBRIS, TRASH, STUMPS, ROCKS, ROOTS AND NOXIOUS WEEKS. AFTER THE AREAS TO BE TOPSOILED HAVE BEEN BROUGHT TO GRADE, AND IMMEDIATELY PRIOR TO SPREADING THE TOPSOIL, THE SUBGRADE SHALL BE LOOSENEED BY SCARIFYING TO A DEPTH OF AT LEAST 2 INCHES TO ENSURE BONDING WITH SUBSOIL. THE TOPSOIL SHALL BE UNIFORMLY DISTRIBUTED TO A MINIMUM COMPACTED DEPTH OF 4 INCHES. ANY IRREGULARITIES IN THE SURFACE RESULTING FROM TOPSOILING OR OTHER OPERATIONS SHALL BE CORRECTED IN ORDER TO PREVENT THE FORMATION OF DEPRESSIONS OR WATER POCKETS. IT IS NECESSARY TO COMPACT THE TOPSOIL ENOUGH TO ENSURE GOOD CONTACT WITH THE UNDERLYING SOIL, BUT UNDUE COMPACTION IS TO BE AVOIDED.

9. PERMANENT VEGETATION

TO PREPARE THE SEEDBED, APPLY 10-20-20 FERTILIZER AT A RATE OF 800 POUNDS PER ACRE AND GROUND LIMESTONE AT A RATE OF 3 TONS PER ACRE. WORK THE FERTILIZER AND LIMESTONE INTO THE TOPSOIL TO A DEPTH OF 4 INCHES AND REMOVE ANY STONES, ROOTS OR OTHER VISIBLE DEBRIS. SELECT A SEED MIXTURE THAT IS APPROPRIATE FOR THE SOIL TYPE AND MOISTURE CONTENT AS FOUND AT THE SITE, AND FOR THE AMOUNT OF SUN EXPOSURE AND FOR LEVEL OF USE. REFER TO THE USDA SOIL CONSERVATION SERVICE OR THE LOCAL SOIL AND WATER CONSERVATION DISTRICT FOR APPROPRIATE SEED MIXTURES. APPLY SEED UNIFORMLY IN ACCORDANCE WITH SUPPLIER RECOMMENDATIONS AND IMMEDIATELY COVER WITH MULCH AS DESCRIBED IN THE TEMPORARY MULCHING SECTION OF THIS PLAN.

HYDROSEEDING SHALL BE DONE IN ACCORDANCE WITH SUPPLIERS RECOMMENDATIONS.

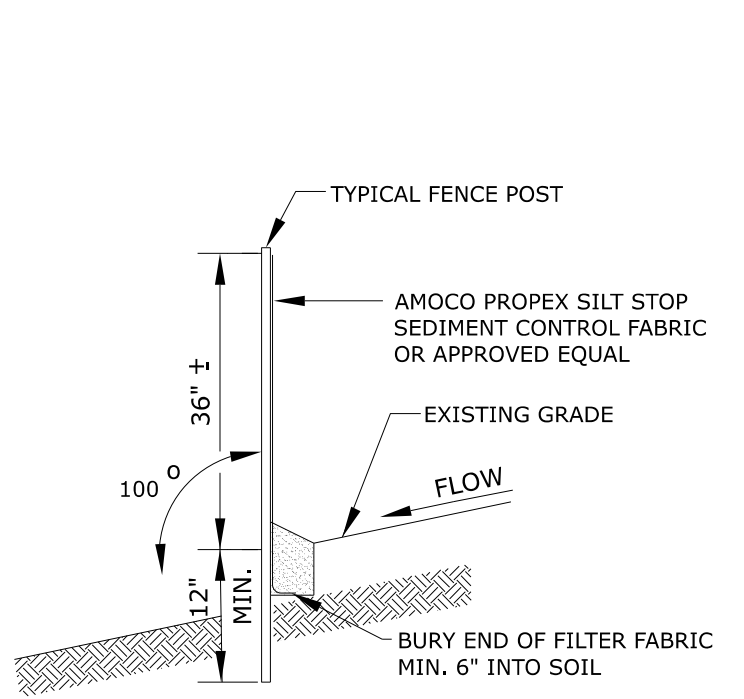
SOD STRIPS SHALL BE LAID AT RIGHT ANGLES TO DIRECTION OF SLOPE OR FLOW OF WATER STARTING AT LOWEST ELEVATION. JOINTS SHALL BE STAGGERED, AND ALL STRIPS SHALL BE ROLLED OR TAMPED INTO PLACE. ON SLOPES, SOD SHALL BE ANCHORED WITH STAPLES, WIRE OR PINS. IRRIGATE SODDED AREA IMMEDIATELY AFTER INSTALLATION.

10. PERMANENT MULCHING

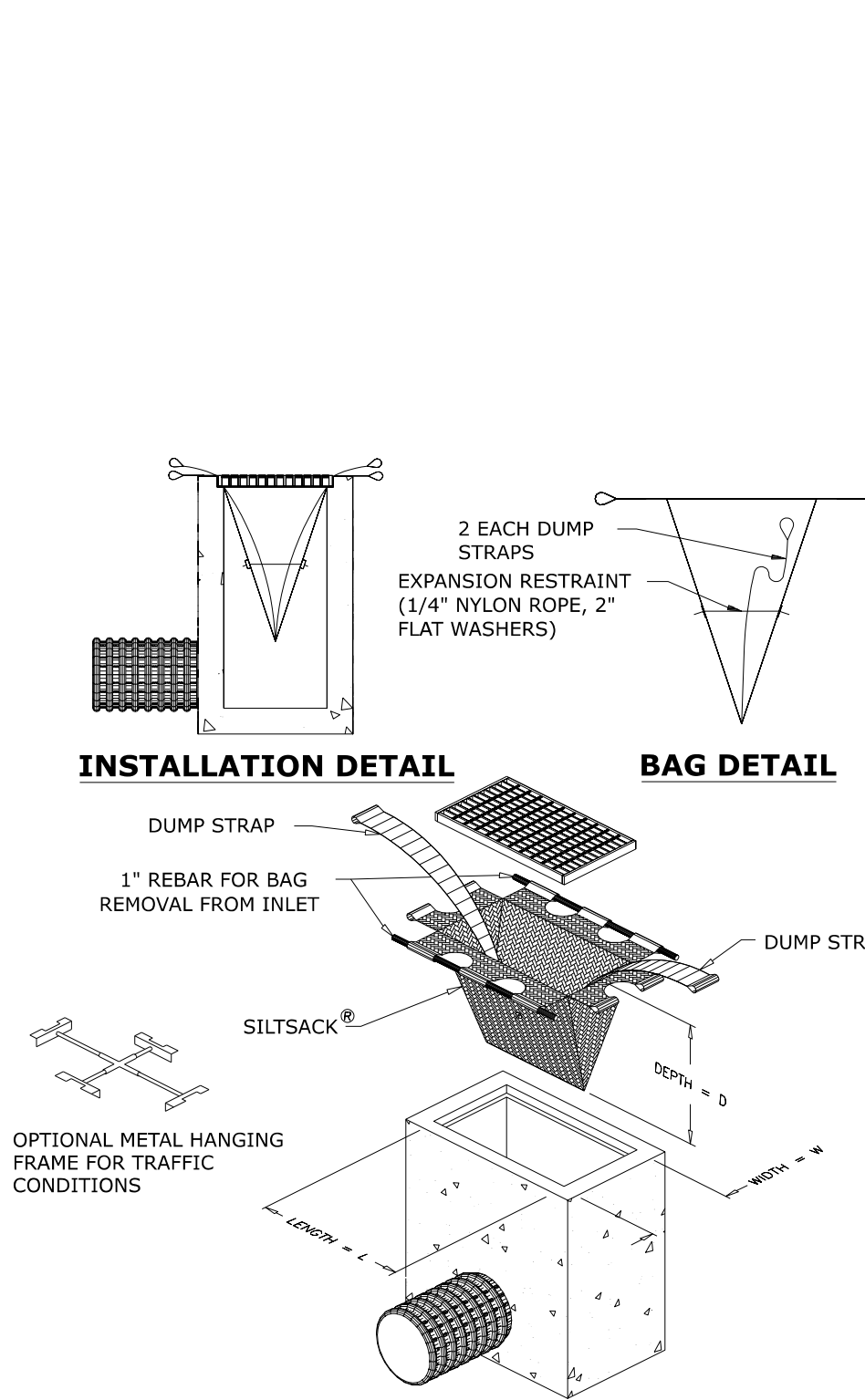
PERMANENT MULCH IS A LONG TERM COVER THAT PROVIDES A GOOD BUFFER AROUND DISTURBED AREAS. THE EROSION CONTROL MIX SHALL CONSIST PRIMARILY OF ORGANIC MATERIAL AND MAY INCLUDE SHREDDED BARK, STUMP GRINDINGS OR COMPOSTED BARK. WOOD CHIPS, GROUND CONSTRUCTION DEBRIS, REPROCESSED WOOD PRODUCTS OR BARK CHIPS ARE NOT ACCEPTABLE. THE EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4 INCHES IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS AND MATERIAL TOXIC TO PLANT GROWTH.

11. RIPRAP SLOPE STABILIZATION

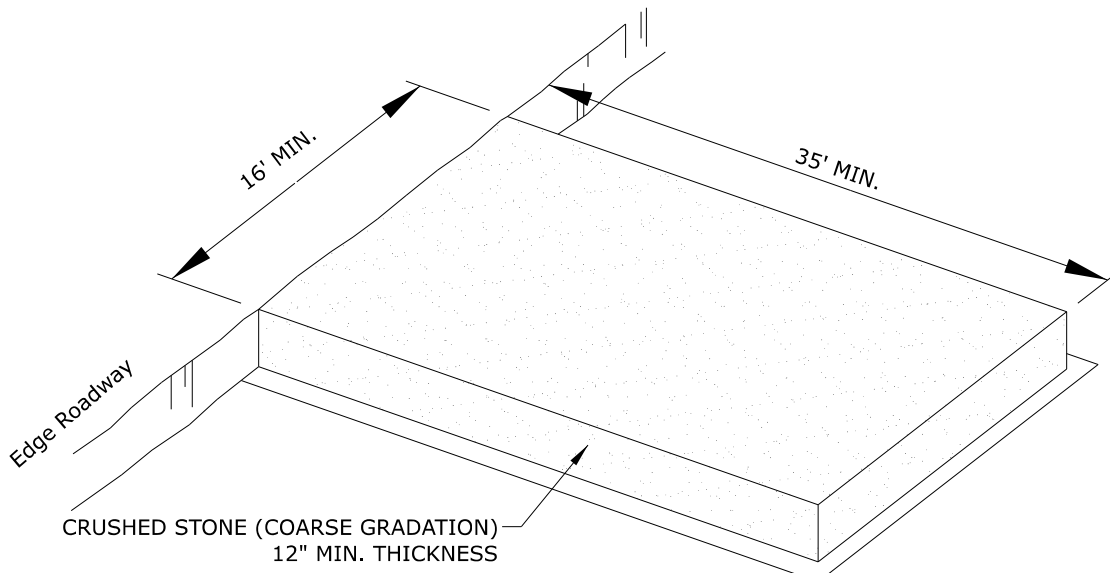
RIPRAP STONE SHALL CONSIST OF SUB-ANGULAR FIELD STONE OR ROUGH UNHEWN QUARRY STONE OF APPROXIMATELY RECTANGULAR SHAPE. THE DEPTH OF STONE SHALL BE A MINIMUM OF 2.2 TIMES THE MAXIMUM STONE DIAMETER. A GRAVEL OR GEOTEXTILE FILTER BLANKET SHALL BE PLACED BETWEEN THE RIPRAP AND UNDERLYING SOIL SURFACE. GRAVEL FILTER BLANKETS SHALL MEET MDOT TYPE-C UNDERDRAIN MATERIAL SPECIFICATIONS AND BE AT LEAST 6 INCHES THICK. GEOTEXTILE FILTER BLANKETS SHALL BE SPECIFIED BASED ON SITE CONDITIONS. RIPRAP SLOPES SHALL BE TOED INTO THE BASE OF THE EMBANKMENT BY EXCAVATING A TRENCH AT THE BOTTOM OF THE SLOPE AND INSTALLING A STABLE BASE OF RIPRAP TO GRADE.



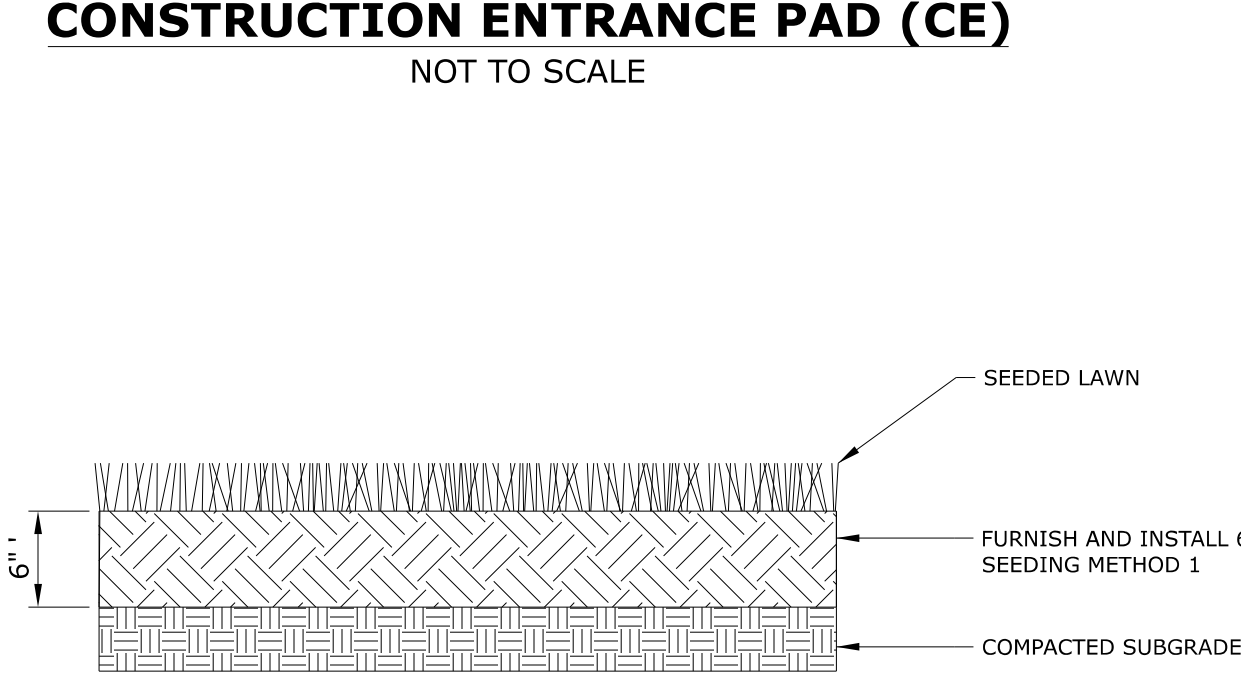
SEDIMENT FILTER FENCE (GSF)
NOT TO SCALE



INLET PROTECTION (IP)
NOT TO SCALE



CONSTRUCTION ENTRANCE PAD (CE)
NOT TO SCALE



TURF ESTABLISHMENT
NOT TO SCALE

WINTER EROSION AND SEDIMENTATION CONTROL NOTES

THE WINTER CONSTRUCTION PERIOD TYPICALLY BEGINS IN EARLY NOVEMBER AND ENDS IN MID APRIL. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS TO OCCUR DURING THE FOLLOWING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. AN AREA SHALL BE CONSIDERED DENUDEED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN THE ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. A COVER OF EROSION CONTROL MIX IS THE PREFERRED TEMPORARY MULCH DURING WINTER CONDITIONS.

1. NATURAL RESOURCE PROTECTION

ANY AREAS WITHIN 100 FEET FROM ANY REGULATED NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH AN EROSION CONTROL COVER. DURING WINTER CONSTRUCTION, A DOUBLE ROW OF SEDIMENT BARRIERS (FOR EXAMPLE, SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) WILL BE PLACED BETWEEN ANY REGULATED NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE REGULATED NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

2. SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

3. MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENUDEED UNTIL SEEDED AND MULCHED. HAY AND STRAY MULCH SHALL BE APPLIED AT A RATE OF 3 TONS PER ACRE (TWICE THE NORMAL ACCEPTED RATE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCHES THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. SNOW MUST BE REMOVED DOWN TO A ONE-INCH DEPTH PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA WILL BE PROPERTY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, ASPHALT EMULSION CHEMICAL, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WITH THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 15T, MULCH AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

4. SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STACKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED WITHIN 100 FEET FROM ANY REGULATED NATURAL RESOURCE.

5. SEEDING

BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1 AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. IF DORMANT SEEDING IS USED, ALL DISTURBED AREAS SHALL RECEIVE 4 INCHES OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS PER 1,000 S.F. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75%) IN THE SPRING SHALL BE REVEGETATED.

6. OVER-WINTER STABILIZATION OF DITCHES AND CHANNELS

ALL STONE-LINED DITCHES AND CHANNELS MUST BE CONSTRUCTED BY NOVEMBER 15. ALL GRASS-LINED DITCHES AND CHANNELS MUST BE CONSTRUCTED AND STABILIZED BY SEPTEMBER 1. IF A GRASS-LINED DITCH OR CHANNEL IS STABILIZED BY SEPTEMBER 1, THEN EITHER A SOD LINING SHALL BE INSTALLED PRIOR TO OCTOBER 1 OR THE DITCH MUST BE LINED WITH STONE RIPRAP PRIOR TO NOVEMBER 15.

7. OVER-WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE-COVERED SLOPES MUST BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15. ALL SLOPES TO BE VEGETATED MUST BE SEEDED AND MULCHED BY SEPTEMBER 1. ALL AREAS HAVING A GRADE STEEPER THAN 15% SHALL BE CONSIDERED A SLOPE. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1, THEN THE SLOPE SHALL EITHER BE STABILIZED WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS BY OCTOBER 1, SOD BY OCTOBER 1, EROSION CONTROL MIX BY NOVEMBER 15 OR STONE RIPRAP BY NOVEMBER 15. SEE APPLICABLE SECTIONS UNDER EROSION AND SEDIMENTATION CONTROL NOTES FOR PROPER INSTALLATION METHODS.

8. OVER-WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% MUST BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN THE AREA SHALL EITHER BE STABILIZED WITH TEMPORARY VEGETATION BY OCTOBER 1, SOD BY OCTOBER 1, OR MULCH BY NOVEMBER 15. SEE APPLICABLE SECTIONS UNDER EROSION AND SEDIMENTATION CONTROL NOTES FOR PROPER INSTALLATION METHODS.

9. MAINTENANCE

MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL, IN THE SPRING, INSPECT AND REPAIR ANY DAMAGES AND/OR BARE SPOTS. AN ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 85% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04
WIN
21651.00
HIGHWAY PLANS

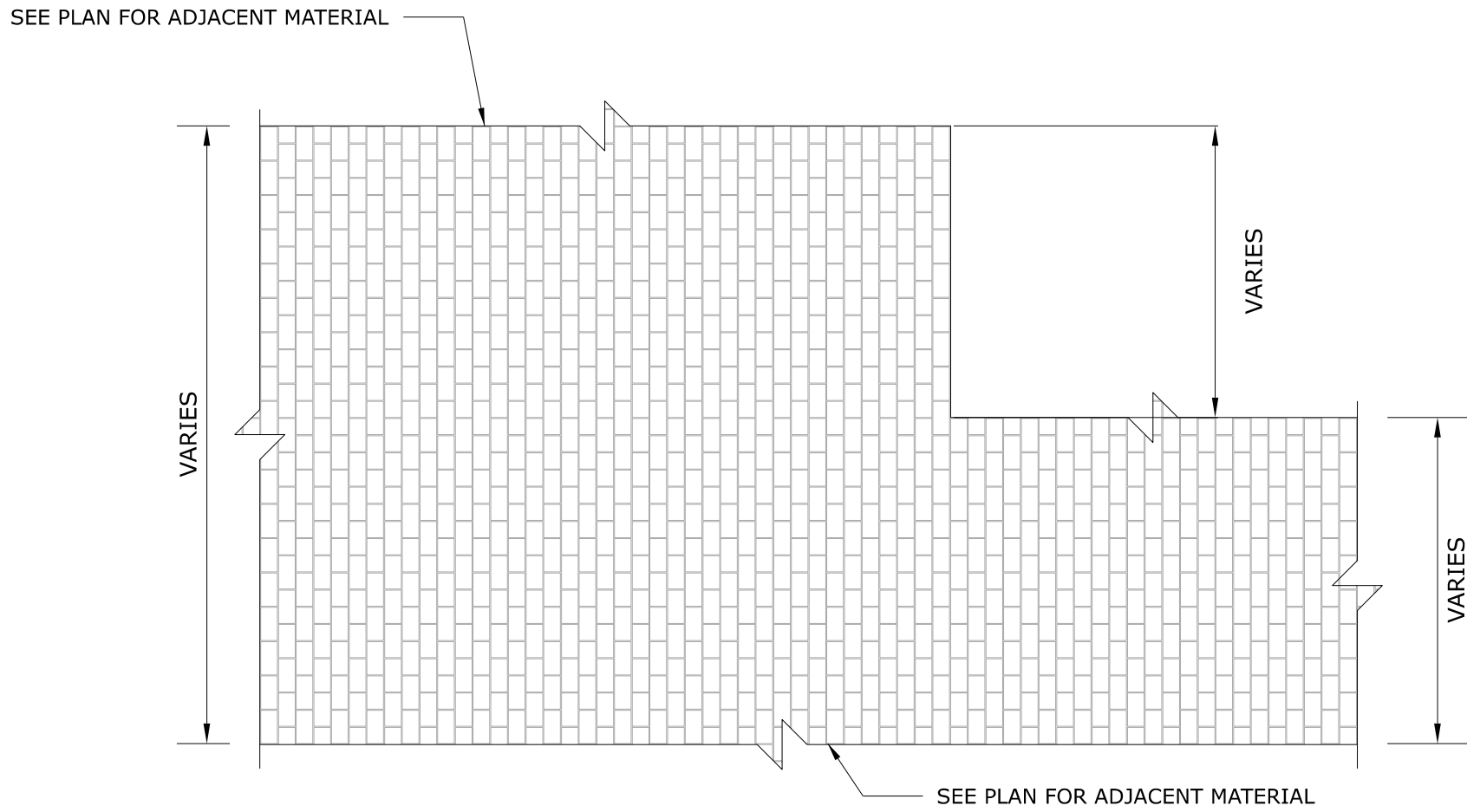
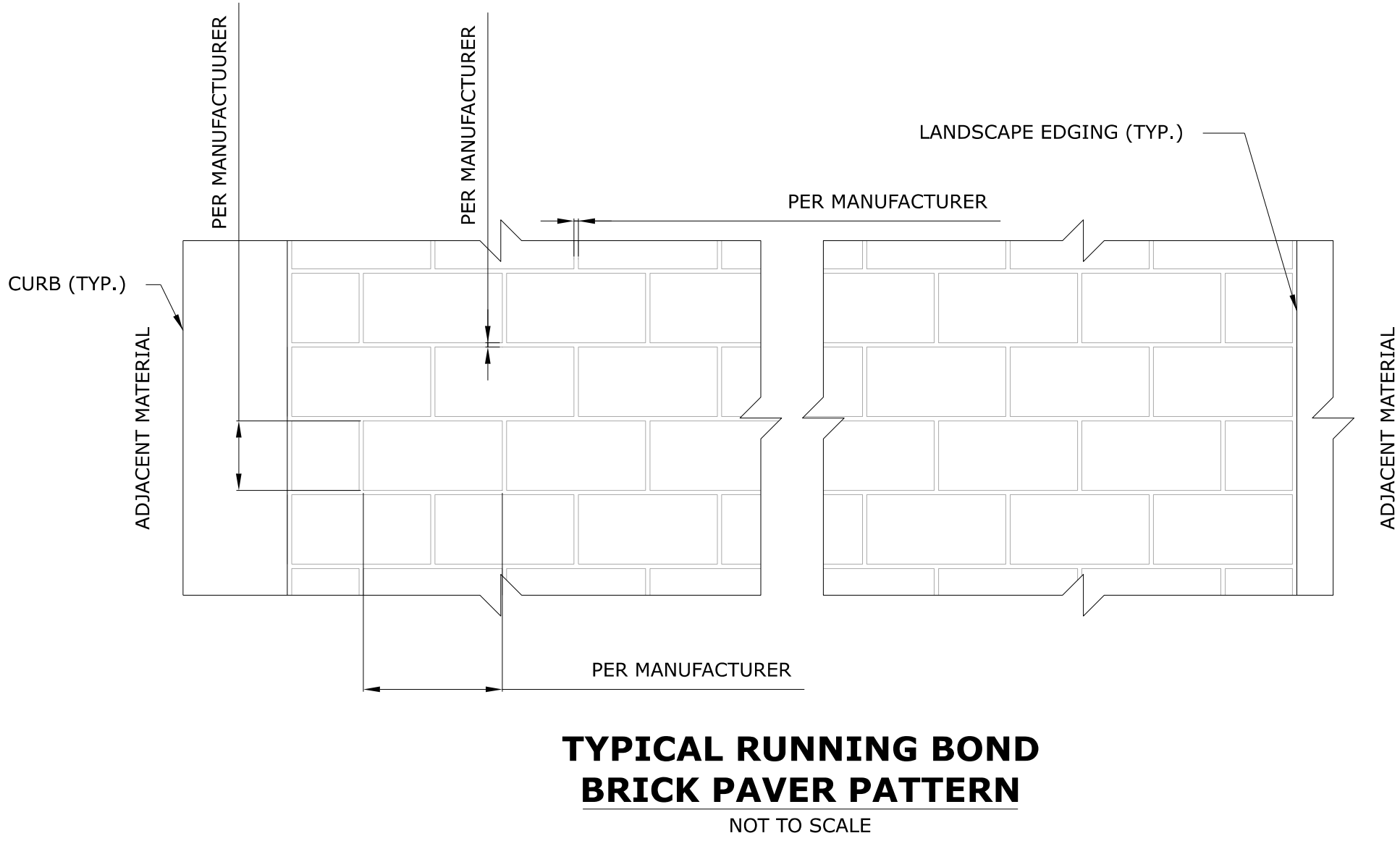
YORK
YORK STREET
EROSION AND
SEDIMENTATION DETAILS

PROJ. MANAGER
INCH
BY
DATE
DESIGN-DETAILED
CHECKED-REVISED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

SIGNATURE
P.E. NUMBER
DATE

SHEET NUMBER

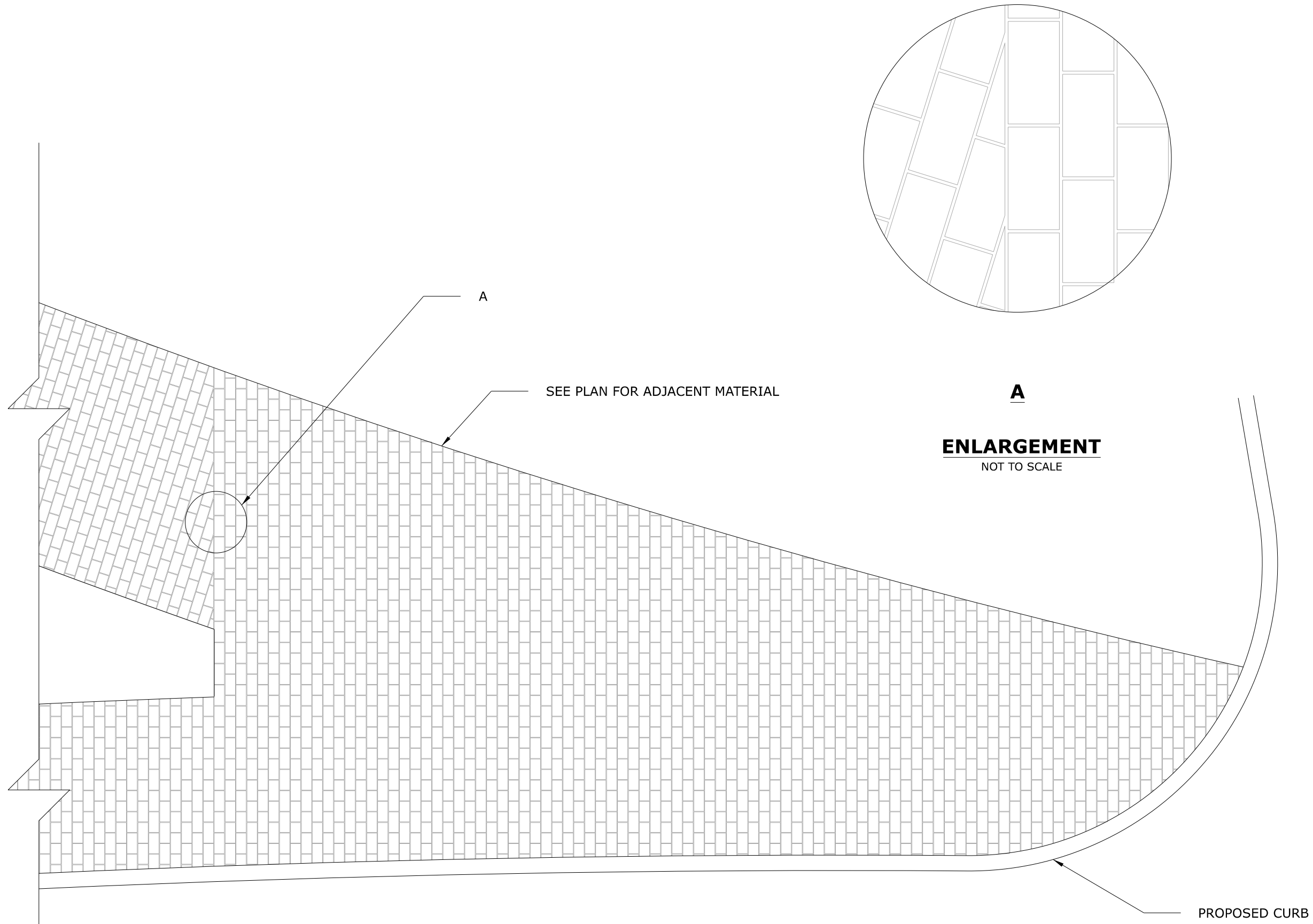
12
OF 63



NOTES:

1. SEE LAYOUT PLAN FOR LOCATIONS.
2. SEE GRADING PLAN FOR SPECIFIC ELEVATIONS AT RAMP AND LANDING LOCATIONS
3. IN THE EVENT THAT A CURB ADJACENT TO A RAMP AS SHOWN IS LESS THAN OR GREATER THAN 6", THE RAMP SLOPE SHALL BE ADJUSTED IN THE FIELD TO MAINTAIN 7.5% SLOPE
4. TRANSITIONS SHOULD BE DONE WITH FULL BRICK COURSE

STANDARD PATTERN AT TRANSITION AREAS
NOT TO SCALE

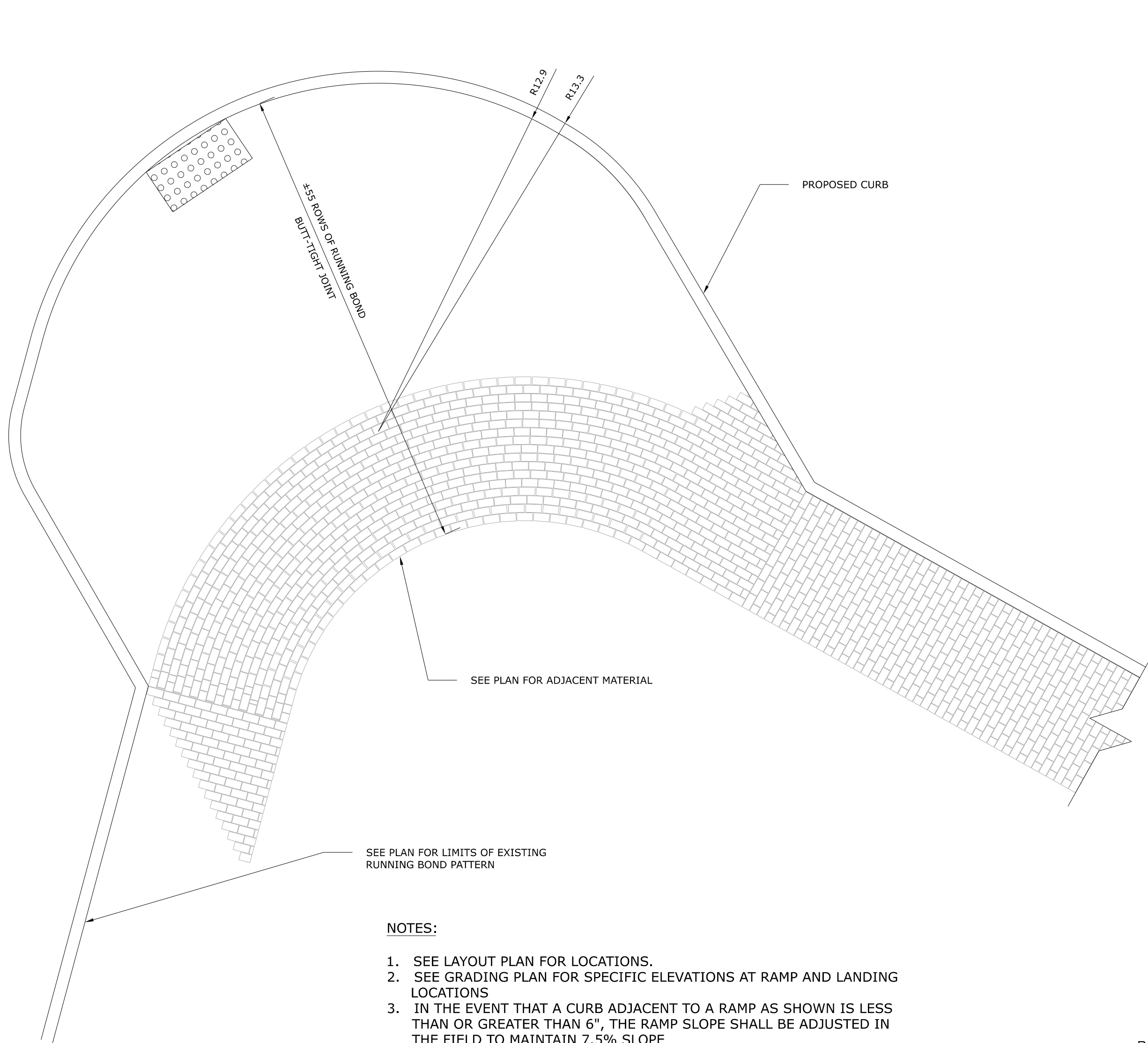


NOTES:

1. SEE LAYOUT PLAN FOR LOCATIONS.
2. SEE GRADING PLAN FOR SPECIFIC ELEVATIONS AT RAMP AND LANDING LOCATIONS
3. IN THE EVENT THAT A CURB ADJACENT TO A RAMP AS SHOWN IS LESS THAN OR GREATER THAN 6", THE RAMP SLOPE SHALL BE ADJUSTED IN THE FIELD TO MAINTAIN 7.5% SLOPE

SIDEWALK CONNECTION & TRANSITION
NOT TO SCALE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION				
	4606-04		WIN	
	21651.00		HIGHWAY PLANS	
YORK YORK STREET BRICK SIDEWALK PATTERN DETAILS	PROJ. MANAGER	IN/Z	BY	DATE
	DESIGN-DETAILED	--	--	--
	CHECKED-REVIEWED	--	--	SIGNATURE
	DESIGN2-DETAILED2	--	--	P.E. NUMBER
	DESIGN3-DETAILED3	--	--	DATE
SHEET NUMBER 13 OF 63	REVISIONS 1	--	--	--
	REVISIONS 2	--	--	--
	REVISIONS 3	--	--	--
	REVISIONS 4	--	--	--
FIELD CHANGES				



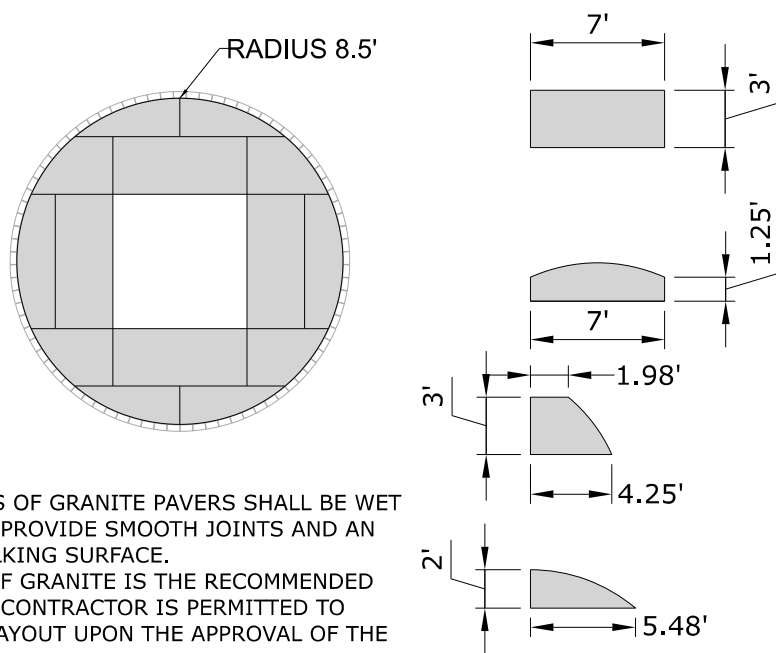
NOTES:

1. SEE LAYOUT PLAN FOR LOCATIONS.
2. SEE GRADING PLAN FOR SPECIFIC ELEVATIONS AT RAMP AND LANDING LOCATIONS
3. IN THE EVENT THAT A CURB ADJACENT TO A RAMP AS SHOWN IS LESS THAN OR GREATER THAN 6", THE RAMP SLOPE SHALL BE ADJUSTED IN THE FIELD TO MAINTAIN 7.5% SLOPE

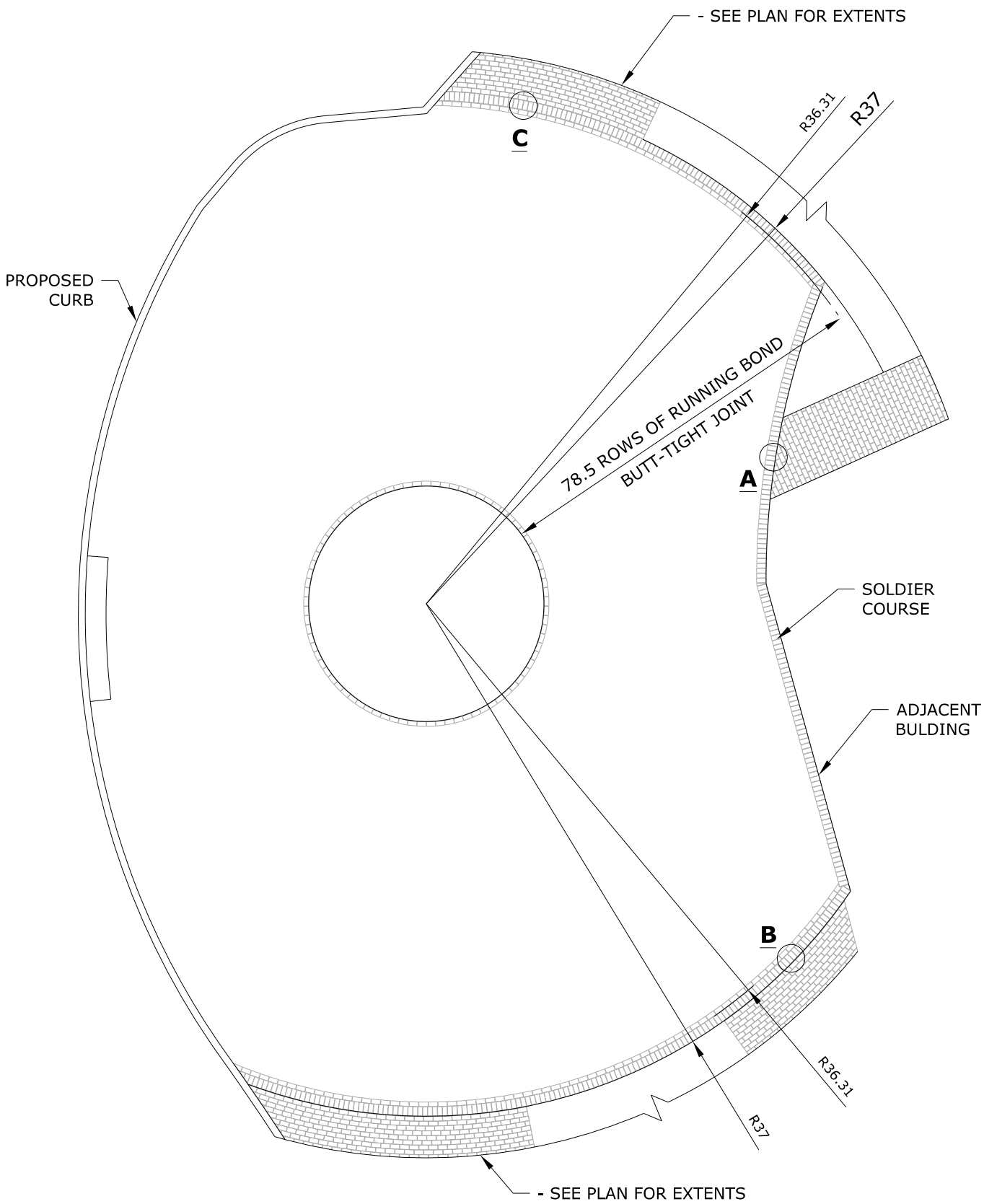
CORNER OF YORK STREET
AND LINDSAY ROAD
NOT TO SCALE

NOTES:

1. ALL SIDES OF GRANITE PAVERS SHALL BE WET SAWN TO PROVIDE SMOOTH JOINTS AND AN EVEN WALKING SURFACE.
2. LAYOUT OF GRANITE IS THE RECOMMENDED PATTERN. CONTRACTOR IS PERMITTED TO MODIFY LAYOUT UPON THE APPROVAL OF THE ENGINEER.
3. INTERPRETIVE SIGN PANEL TO BE INSTALLED ON FULL 3' X 7' PANEL; UNLESS OTHERWISE AUTHORIZED.



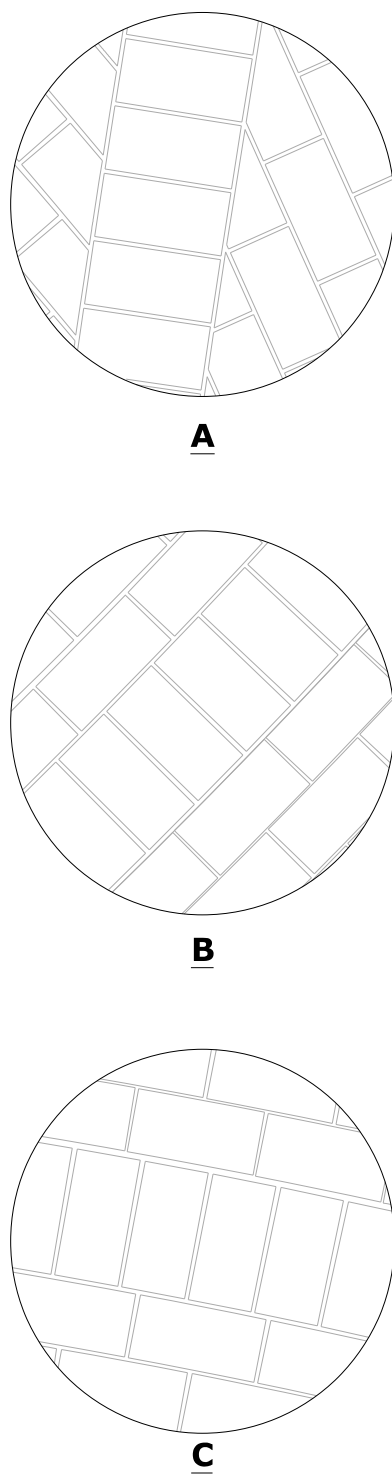
VILLAGE SQUARE
GRANITE CENTER
NOT TO SCALE



NOTES:

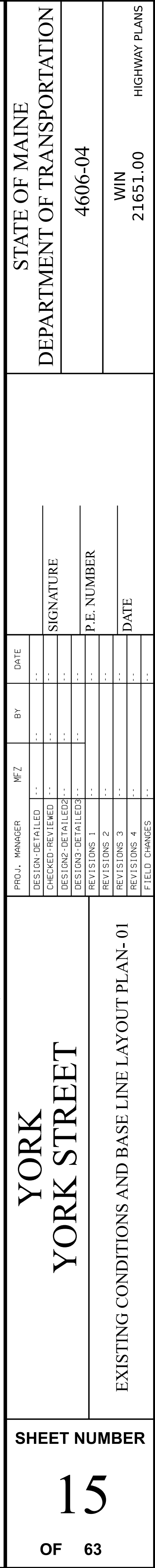
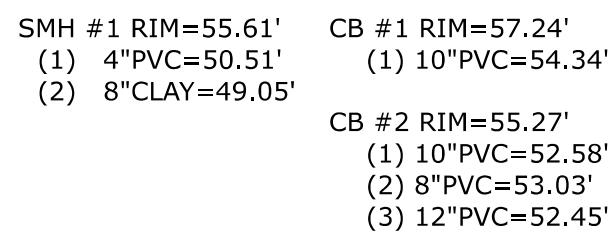
1. SEE LAYOUT PLAN FOR LOCATIONS.
2. SEE GRADING PLAN FOR SPECIFIC ELEVATIONS AT RAMP AND LANDING LOCATIONS
3. IN THE EVENT THAT A CURB ADJACENT TO A RAMP AS SHOWN IS LESS THAN OR GREATER THAN 6", THE RAMP SLOPE SHALL BE ADJUSTED IN THE FIELD TO MAINTAIN 7.5% SLOPE

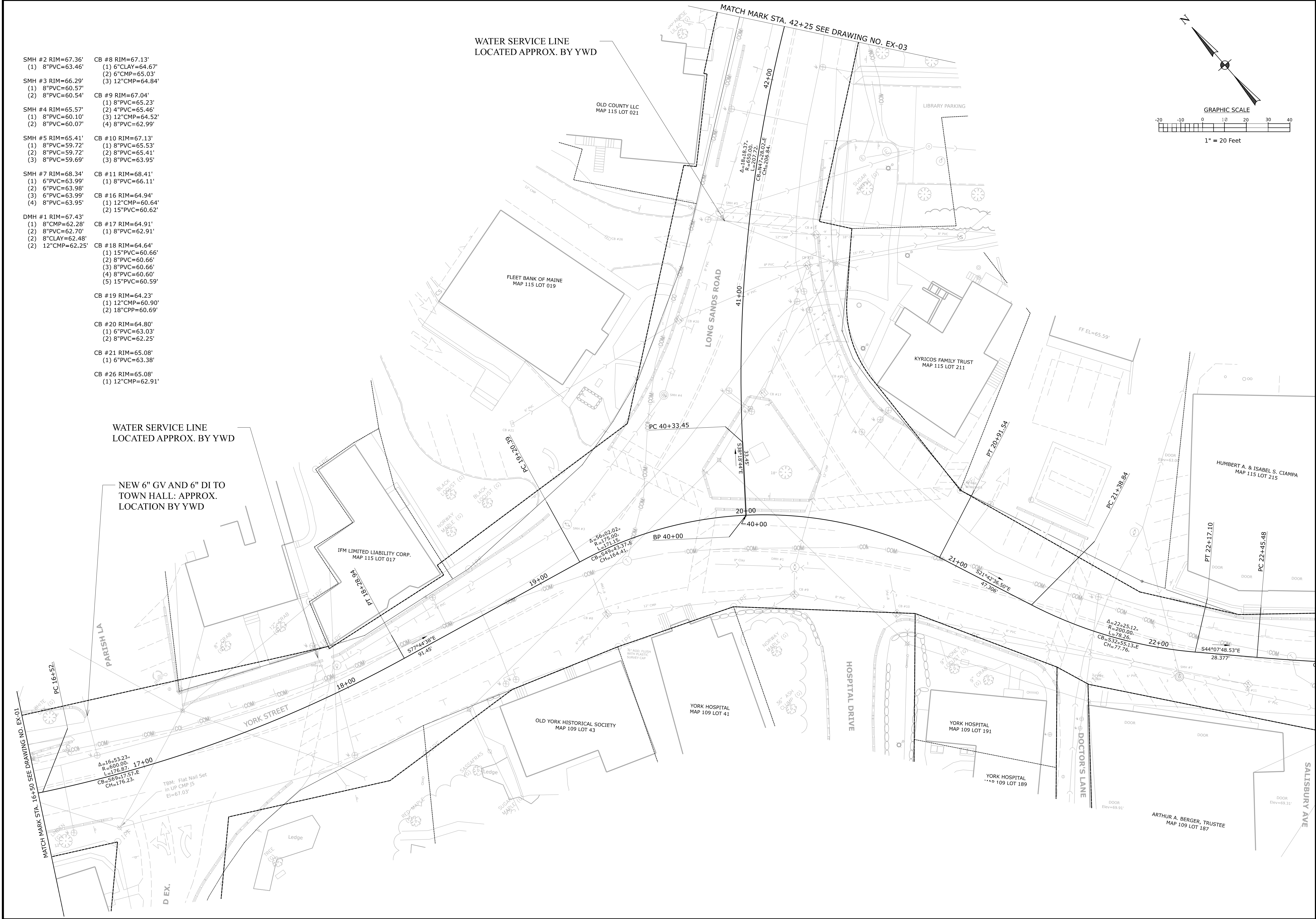
VILLAGE SQUARE &
ADJACENT WALKWAYS
NOT TO SCALE



ENLARGEMENTS
NOT TO SCALE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION										4606-04										WIN 21651.00										HIGHWAY PLANS																													
YORK YORK STREET VILLAGE SQUARE AND CORNER OF LINDSAY DETAILS										SIGNATURE										P.E. NUMBER										DATE																													
										PROJ. MANAGER										BY										DATE																													
										DESIGN DETAILER										CHECKED/REVIEWED																																							
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SHEET NUMBER 14 OF 63										REVISIONS 1										REVISIONS 2										REVISIONS 3										REVISIONS 4										FIELD CHANGES									





- SMH #2 RIM=67.36'
(1) 8"PVC=63.46'

SMH #3 RIM=66.29'
(1) 8"PVC=60.57'
(2) 8"PVC=60.54'

SMH #4 RIM=65.57'
(1) 8"PVC=60.10'
(2) 8"PVC=60.07'

SMH #5 RIM=65.41'
(1) 8"PVC=59.72'
(2) 8"PVC=59.72'
(3) 8"PVC=59.69'

SMH #7 RIM=68.34'
(1) 6"PVC=63.99'
(2) 6"PVC=63.98'
(3) 6"PVC=63.99'
(4) 8"PVC=63.95'

DMH #1 RIM=67.43'
(1) 8"CMP=62.28'
(2) 8"PVC=62.70'
(2) 8"CLAY=62.48'
(2) 12"CMP=62.25'
- CB #8 RIM=67.13'
(1) 6"CLAY=64.67'
(2) 6"CMP=65.03'
(3) 12"CMP=64.84'

CB #9 RIM=67.04'
(1) 8"PVC=65.23'
(2) 4"PVC=65.46'
(3) 12"CMP=64.52'
(4) 8"PVC=62.99'

CB #10 RIM=67.13'
(1) 8"PVC=65.53'
(2) 8"PVC=65.41'
(3) 8"PVC=63.95'

CB #11 RIM=68.41'
(1) 8"PVC=66.11'

CB #16 RIM=64.94'
(1) 12"CMP=60.64'
(2) 15"PVC=60.62'

CB #17 RIM=64.91'
(1) 8"PVC=62.91'

CB #18 RIM=64.64'
(1) 15"PVC=60.66'
(2) 8"PVC=60.66'
(3) 8"PVC=60.66'
(4) 8"PVC=60.60'
(5) 15"PVC=60.59'

CB #19 RIM=64.23'
(1) 12"CMP=60.90'
(2) 18"CMP=60.69'

CB #20 RIM=64.80'
(1) 6"PVC=63.03'
(2) 8"PVC=62.25'

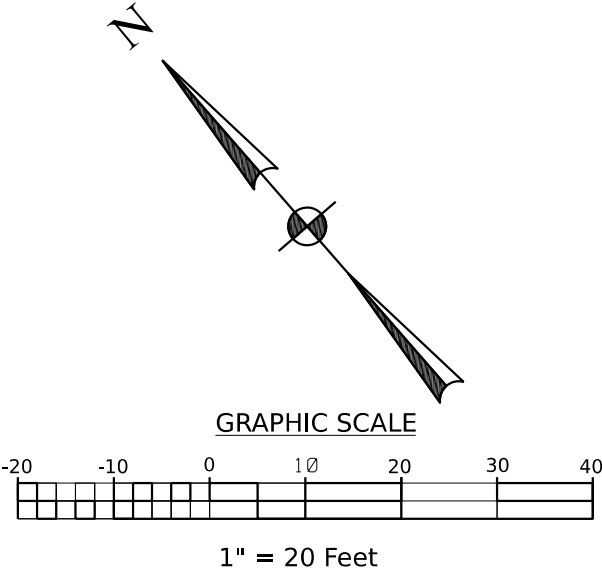
CB #21 RIM=65.08'
(1) 6"PVC=63.38'

CB #26 RIM=65.08'
(1) 12"CMP=62.91'

WATER SERVICE LINE
LOCATED APPROX. BY YWD

NEW 6" GV AND 6" DI TO
TOWN HALL: APPROX.
LOCATION BY YWD

WATER SERVICE LINE
LOCATED APPROX. BY YWD



SHEET NUMBER		16		OF 63			
YORK YORK STREET		PROJ. MANAGER		MFZ	BY	DATE	
		DESIGN-DETAILED		--	--	--	
		CHECKED-REVIEWED		--	--	--	
		DESIGN2-DETAILED2		--	--	--	
		DESIGN3-DETAILED3		--	--	--	
EXISTING CONDITIONS AND BASE LINE LAYOUT PLAN- 02		REVISIONS 1		--	--	--	
		REVISIONS 2		--	--	--	
		REVISIONS 3		--	--	--	
		REVISIONS 4		--	--	--	
		FIELD CHANGES		--	--	--	

MATCH MARK STA. 42+25 SEE DRAWING NO. EX-02

PT 42+41.18

COM

8" PVC

42+50

N56°37'21"E

98.29'

43+00

8" SUGAR MAPLE (C)

8" SUGAR MAPLE (C)

LIBRARY POND

WATER EL. 60.1
OBSERVED 10/13/15

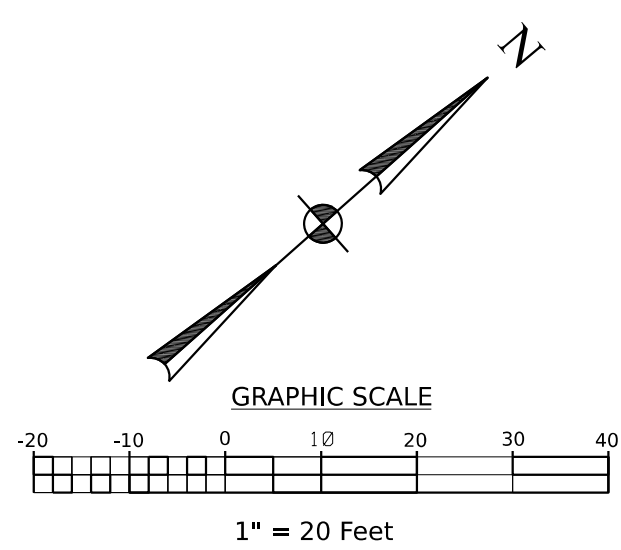
12" CPV
INVT=60.16'

15" CPV
INVT=60.54'

6" PVC
INVT=61.35'

6" PVC
INVT=61.56'

6" PVC
INVT=60.47'



WATER MAIN LOCATED
APPROX. BY YWD

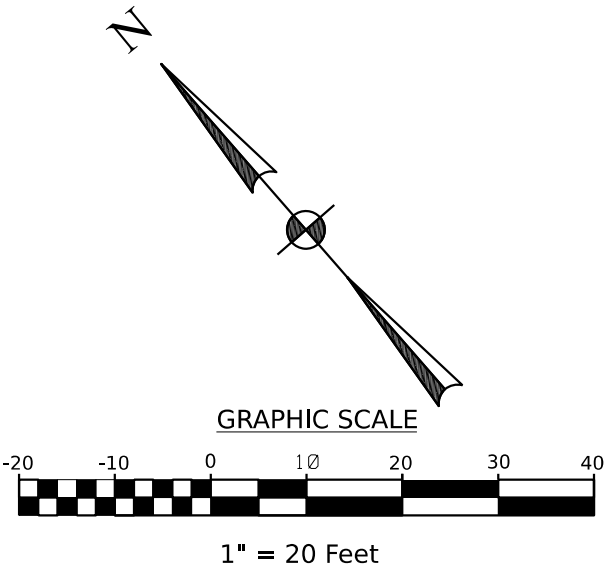
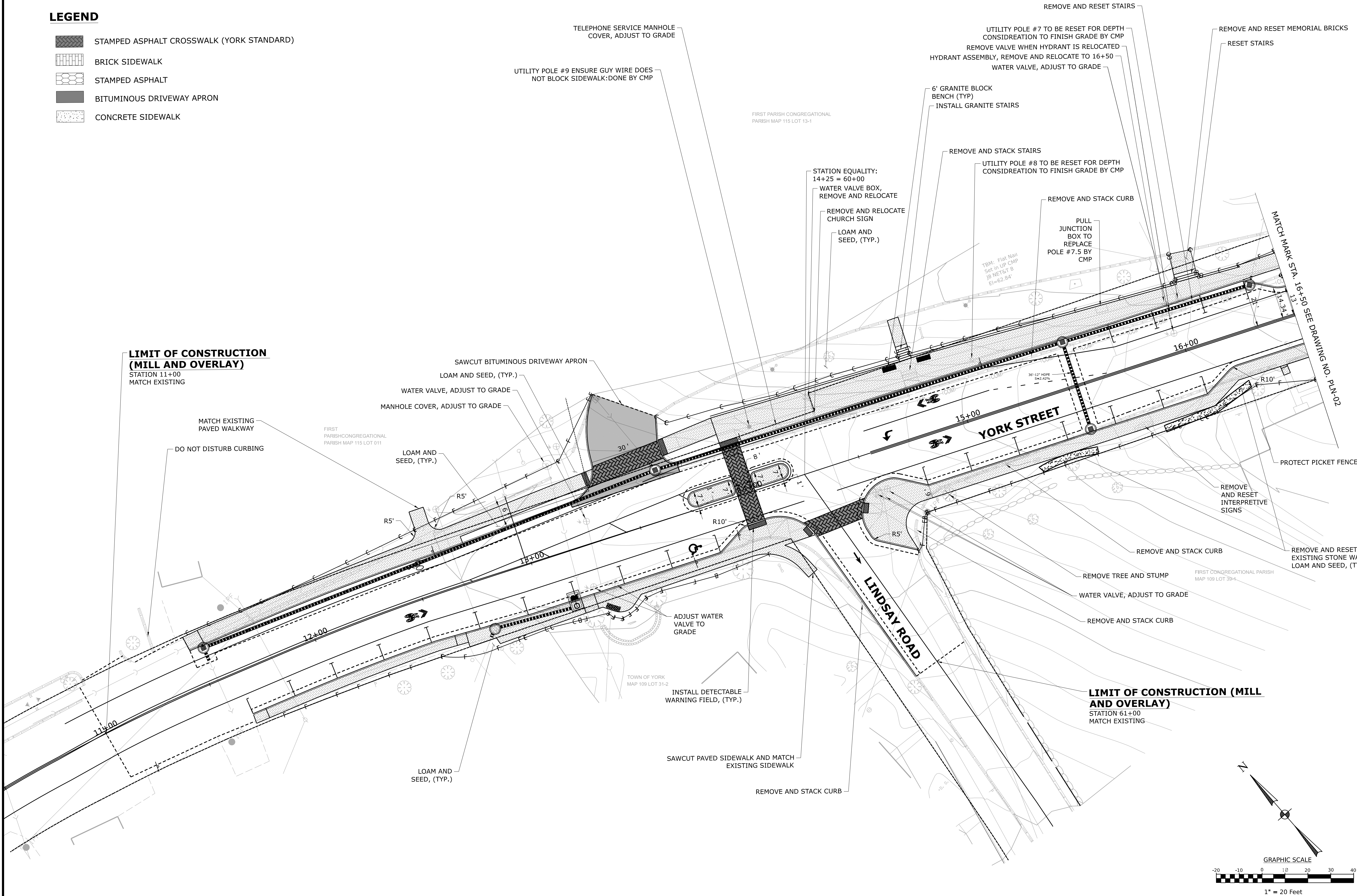
SHEET NUMBER

17

OF 63

LEGEND

- STAMPED ASPHALT CROSSWALK (YORK STANDARD)
- BRICK SIDEWALK
- STAMPED ASPHALT
- BITUMINOUS DRIVEWAY APRON
- CONCRETE SIDEWALK

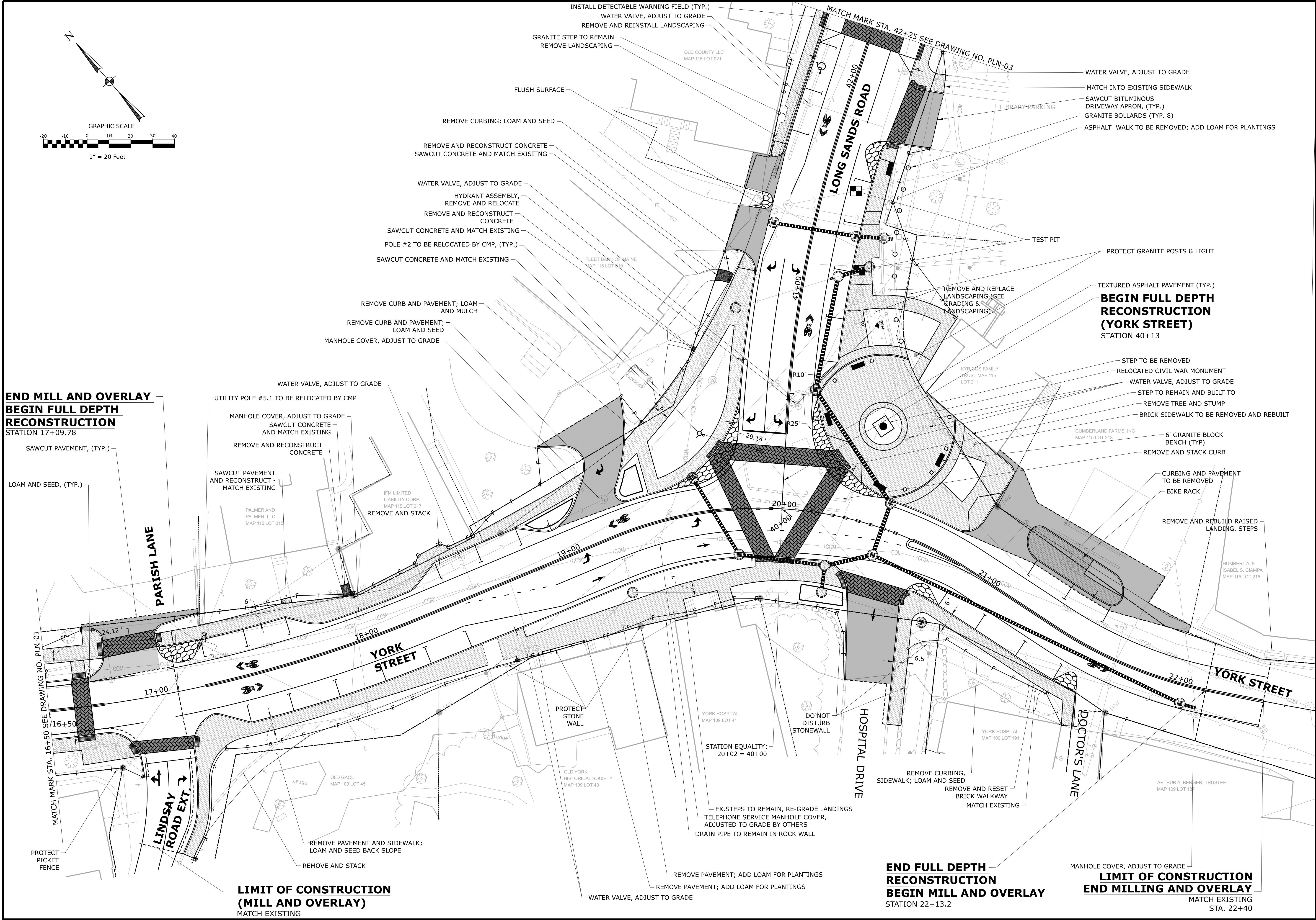


STATE OF MAINE DEPARTMENT OF TRANSPORTATION	4606-04	
	WIN	21651.00
HIGHWAY PLANS		

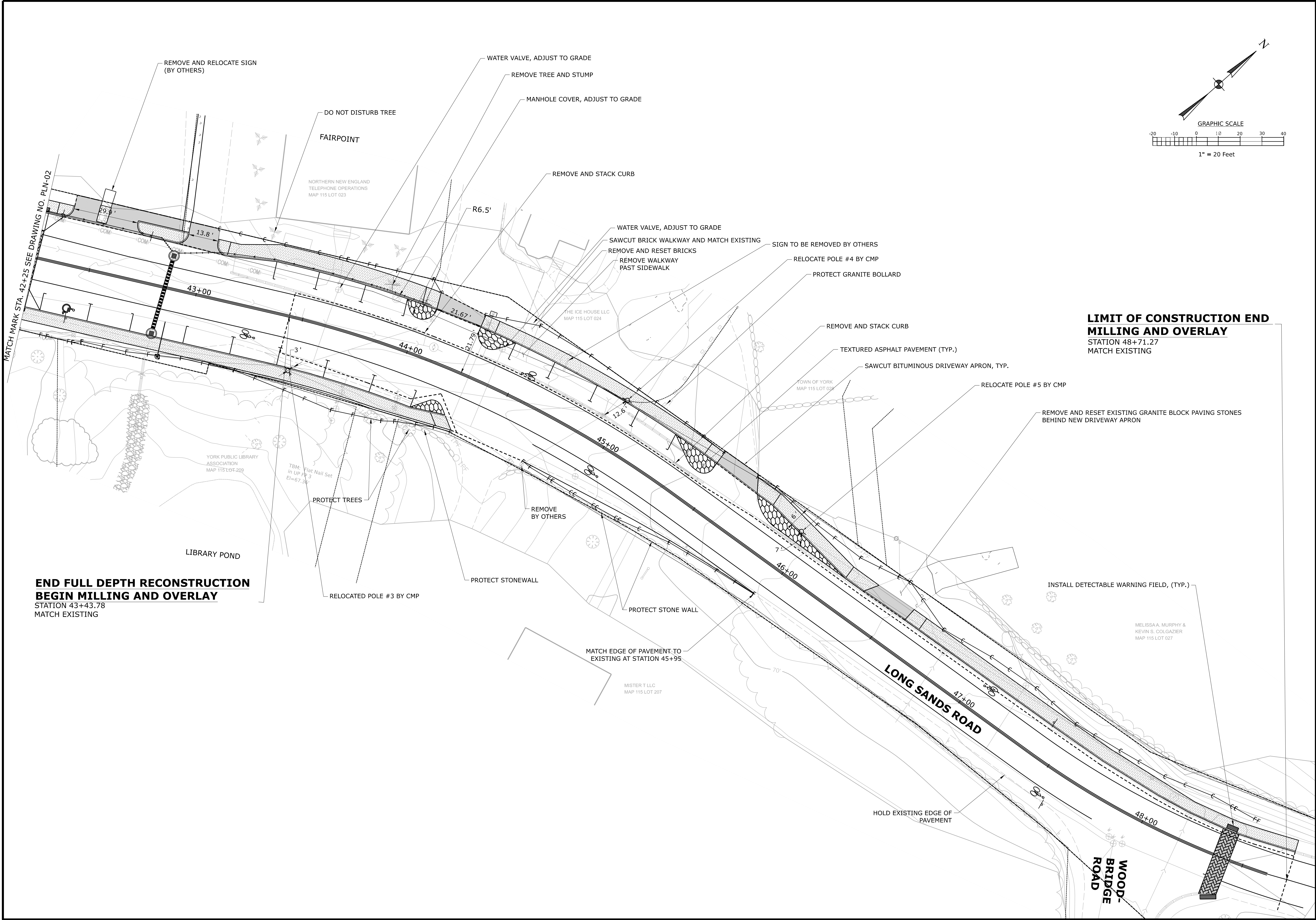
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	2/26	AW	2/26			
CHECKED-REVIEWED	2/26	WF	2/26			
DESIGN-DETAILED						
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

YORK
YORK STREET
ROADWAY PLAN - 01

SHEET NUMBER	
18	
OF 63	



YORK YORK STREET ROADWAY PLAN - 02		SHEET NUMBER				19		OF 63	
YORK YORK STREET ROADWAY PLAN - 02		PROJ. MANAGER		MFZ	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
		DESIGN-DETAILED		AWM	AWM	2/26			
		CHECKED-REVISED		MFZ	MFZ	2/26			
		DESIGN2-DETAILED2		--	--	--			
		DESIGN3-DETAILED3		--	--	--			
		REVISIONS 1		--	--	--	4606-04		
		REVISIONS 2		--	--	--			
		REVISIONS 3		--	--	--			
		REVISIONS 4		--	--	--			
		FIELD CHANGES		--	--	--			
				DATE		WIN			
						21651.00			
						HIGHWAY PLANS			



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		4606-04		WIN 21651.00		HIGHWAY PLANS	
YORK YORK STREET ROADWAY PLAN - 03		PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER
		CHECKED-REVIEWED	2/26	AW	2/26		
		DESIGN-REVIEWED		MEZ			
		DESIGN-REVIEWED		MEZ			
SHEET NUMBER 20 OF 63		DESIGN-REVIEWED		DESIGN-REVIEWED		REVISIONS 1	
		DESIGN-REVIEWED		DESIGN-REVIEWED		REVISIONS 2	
		DESIGN-REVIEWED		DESIGN-REVIEWED		REVISIONS 3	
		DESIGN-REVIEWED		DESIGN-REVIEWED		REVISIONS 4	

USERNAME:AMAYO



YORK YORK STREET
PROFILE-02

SHEET NUMBER

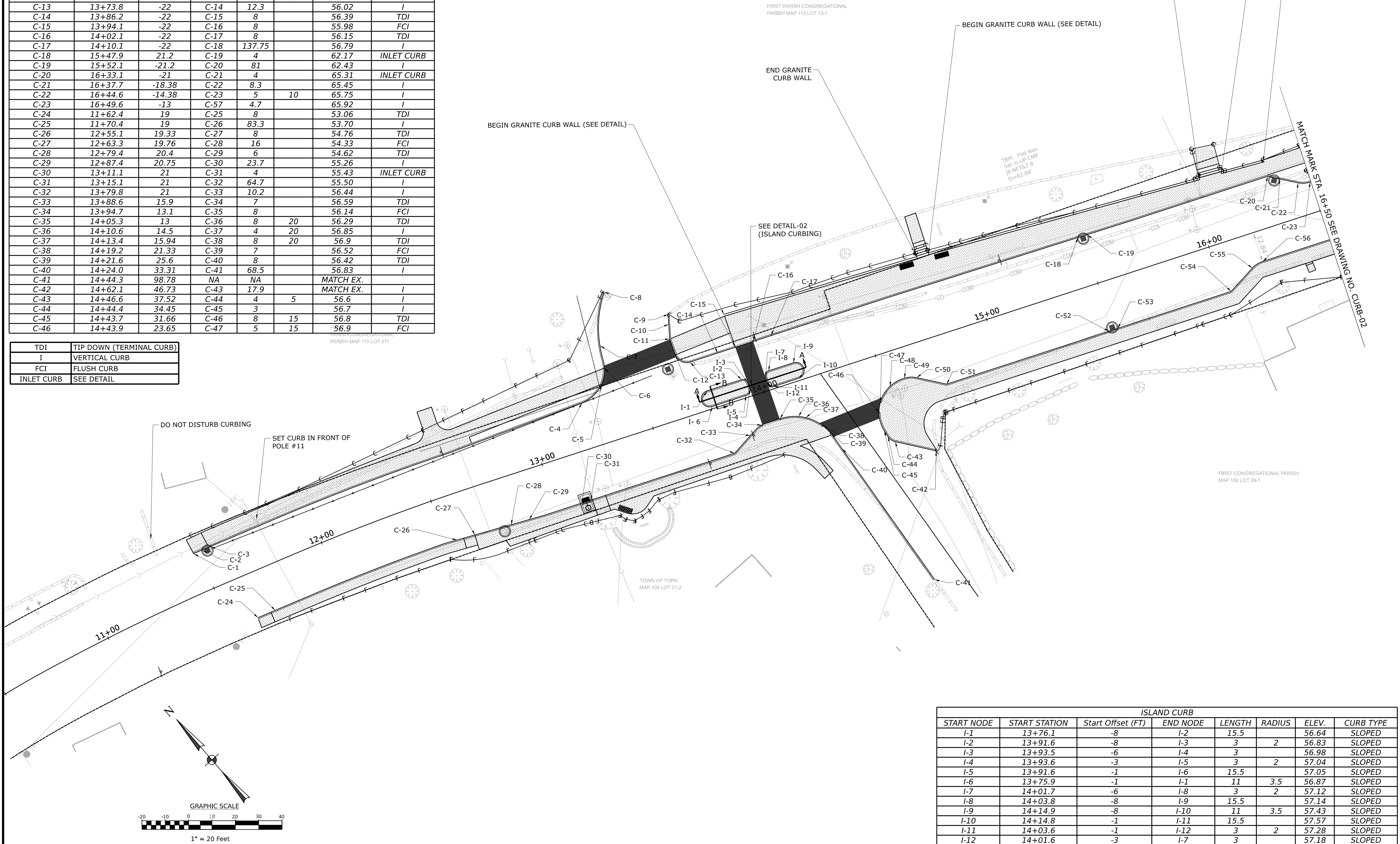
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START NODE	START STATION	OFFSET (FT)	END NODE	LENGTH	RADIUS	ELEV.	CURB TYPE
C-1	11+47.8	-17	C-2	4		53.25	TDI
C-2	11+51.60	-17	C-3	4		53.57	TDI
C-3	11+55.6	-17	C-4	169.9		53.89	I
C-4	13+23.4	-19.75	C-5	11.7	15	56.1	TDI
C-5	13+34.8	-24.7	C-6	9.8		FLUSH	FCI
C-6	13+38.2	-30.9	C-7	10.1		FLUSH	TDI
C-7	13+39.3	-40.8	C-8	23.44		56.64	I
C-8	13+48.	-61.89	NA	NA		MATCH EX.	I
C-9	13+71.2	-44.32	C-10	4.4		MATCH EX.	I
C-10	13+70.1	-40.24	C-11	6.2		57.96	TDI
C-11	13+68.6	-34.13	C-12	7.2		FLUSH	FCI
C-12	13+68.8	-26.86	C-13	6.9	5	FLUSH	TDI
C-13	13+73.8	-22	C-14	12.3		56.02	I
C-14	13+86.2	-22	C-15	8		56.39	TDI
C-15	13+94.1	-22	C-16	8		55.98	FCI
C-16	14+02.1	-22	C-17	8		56.15	TDI
C-17	14+10.1	-22	C-18	137.75		56.79	I
C-18	15+47.9	21.2	C-19	4		62.17	INLET CURB
C-19	15+52.1	-21.2	C-20	81		62.43	I
C-20	16+33.1	-21	C-21	4		65.31	INLET CURB
C-21	16+37.7	-18.38	C-22	8.3		65.45	I
C-22	16+44.6	-14.38	C-23	5	10	65.75	I
C-23	16+49.6	-13	C-57	4.7		65.92	I
C-24	11+62.4	19	C-25	8		53.06	TDI
C-25	11+70.4	19	C-26	83.3		53.70	I
C-26	12+55.1	19.33	C-27	8		54.76	TDI
C-27	12+63.3	19.76	C-28	16		54.33	FCI
C-28	12+79.4	20.4	C-29	6		54.62	TDI
C-29	12+87.4	20.75	C-30	23.7		55.26	I
C-30	13+11.1	21	C-31	4		55.43	INLET CURB
C-31	13+15.1	21	C-32	64.7		55.50	I
C-32	13+79.8	21	C-33	10.2		56.44	I
C-33	13+88.6	15.9	C-34	7		56.59	TDI
C-34	13+94.7	13.1	C-35	8		56.14	FCI
C-35	14+05.3	13	C-36	8	20	56.29	TDI
C-36	14+10.6	14.5	C-37	4	20	56.85	I
C-37	14+13.4	15.94	C-38	8	20	56.9	TDI
C-38	14+19.2	21.33	C-39	7		56.52	FCI
C-39	14+21.6	25.6	C-40	8		56.42	TDI
C-40	14+24.0	33.31	C-41	68.5		56.83	I
C-41	14+44.3	98.78	NA	NA		MATCH EX.	
C-42	14+62.1	46.73	C-43	17.9		MATCH EX.	I
C-43	14+46.6	37.52	C-44	4	5	56.6	I
C-44	14+44.4	34.45	C-45	3		56.7	I
C-45	14+43.7	31.66	C-46	8	15	56.8	TDI
C-46	14+43.9	23.65	C-47	5	15	56.9	FCI

START NODE	START STATION	OFFSET (FT)	END NODE	LENGTH	RADIUS	ELEV.	CURB TYPE
C-47	14+45.8	19.54	C-48	8	15	57	TDI
C-48	14+61.8	14.41	C-49	7.1	15	57.64	I
C-49	14+58.8	13	C-50	5.3	10	57.87	I
C-50	14+63.8	14.37	C-51	13.12		58.04	I
C-51	14+75.1	21	C-52	73		58.46	I
C-52	15+48.1	21	C-53	4		61.79	INLET CURB
C-53	15+52.1	21	C-54	51		62.01	I
C-54	16+03.1	21	C-55	13.5		64.35	I
C-55	16+14.8	14.31	C-56	5.2	10	64.54	I
C-56	16+19.8	13	C-109	32.2		64.74	I

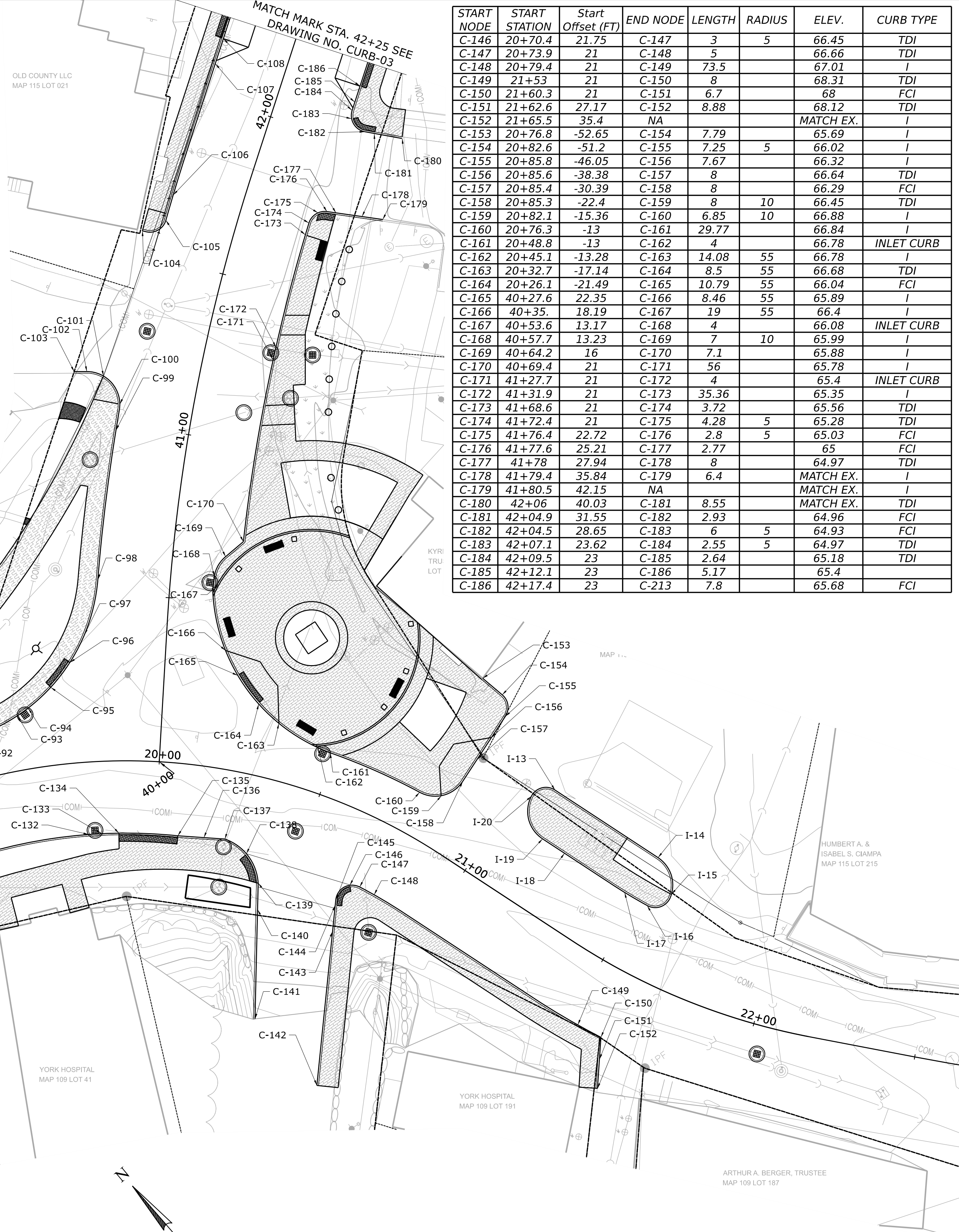
TDI	TIP DOWN (TERMINAL CURB)
I	VERTICAL CURB
FCI	FLUSH CURB
INLET CURB	SEE DETAIL



START NODE	START STATION	Start Offset (FT)	END NODE	LENGTH	RADIUS	ELEV.	CURB TYPE
C-57	16+55.2	-13	C-58	8		66.07	TDI
C-58	16+62.7	-13	C-59	6		66.02	FCI
C-59	16+68.7	-13	C-60	7.5	10	66.16	TDI
C-60	16+75.7	-16.13	C-61	7.5	10	66.58	TDI
C-61	16+78.1	-22	C-62	6		FLUSH	FCI
C-62	16+78.4	-28.1	C-63	8.3	5	FLUSH	TDI
C-63	16+74.3	-35.26	C-64	4.7		MATCH EX.	I
C-64	16+70.	-35.49	NA	NA		MATCH EX.	I
C-65	17+28.8	-32.7	C-66	17		MATCH EX.	I
C-66	17+09.2	-31.87	C-67	6	5	MATCH EX.	TDI
C-67	17+05.7	-28.06	C-68	4.2		FLUSH	FCI
C-68	17+05.6	-23.8	C-69	4.3	3.5	FLUSH	TDI
C-69	17+08	-21.5	C-70	4.3		67.29	TDI
C-70	17+12.4	-21.4	C-71	52.5		67.5	I
C-71	17+66.5	-21	C-72	9.2		67.83	I
C-72	17+74.5	-16.16	C-73	11.6	20	67.74	I
C-73	17+85.8	-13	C-74	38.1		67.71	I
C-74	18+24.7	-13.04	C-75	5.3	10	67.54	I
C-75	18+29.9	-14.35	C-76	13.3		67.5	I
C-76	18+41.4	-21	C-77	40		67.38	I
C-77	18+81.4	-21	C-78	12		67.14	I
C-78	18+91.8	-15	C-79	8.2	10	67.15	I
C-79	19+00	-14.1	C-80	11.2	25	67.15	I
C-80	19+09.4	-19.64	C-81	8		67.11	TDI
C-81	19+14.8	-25.6	C-57C	8		FLUSH	FCI
C-82	19+20.7	-33	C-58	8	10	FLUSH	TDI
C-83	19+22.3	-40.3	C-84	7.6	10	MATCH EX.	I
C-84	19+16.	-47.49	C-85	12		MATCH EX.	I
C-85	19+05.	-51.6	NA			MATCH EX.	I
C-86	19+41.7	-59.89	C-87	13		MATCH EX.	I
C-87	19+40.1	-47	C-88	8		MATCH EX.	TDI
C-88	19+38.3	-39.35	C-89	12.8		FLUSH	FCI
C-89	19+33.7	-27.82	C-90	8		FLUSH	TDI
C-90	19+29.5	-21	C-91	11	5	67.18	I
C-91	19+33.1	-13	C-92	35		67.28	I
C-92	19+43.6	-13	C-93	17.68	55	67.18	I
C-93	19+59.6	-16.61	C-94	4		67	INLET CURB
C-94	19+62.8	-18.38	C-95	9.32	55	66.94	TDI
C-95	19+69.7	-23.7	C-96	9.5	55	66.3	FCI
C-96	40+28.6	-28.88	C-97	9.5	55	66.1	TDI
C-97	40+37.3	-24.9	C-98	17.33	55	66.38	I
C-98	40+53.8	-22	C-99	45.78		65.91	I
C-99	40+97.8	-22	C-100	8		65.46	TDI
C-100	41+05.5	-22.17	C-101	10	10	64.83	FCI
C-101	41+12.7	-28.6	C-102	5.3	10	FLUSH	TDI
C-102	41+13.0	-33.84	C-103	3.83		MATCH EX.	TDI
C-103	41+16.3	-37.82	NA			MATCH EX.	I
C-104	41+56.2	-27	C-105	8.8	5	MATCH EX.	I
C-105	41+61.	-21	C-106	8		64.92	TDI
C-106	41+68.8	-21	C-107	42		65.54	I
C-107	42+10.2	-21	C-108	8		66.21	TDI
C-108	42+18.8	-21	C-187	8.11		65.76	FCI
C-109	16+51.8	13	C-110	10		65.8	TDI
C-110	16+61.6	13	C-111	7.7		65.51	FCI
C-111	16+69.1	13	C-112	4.75		65.65	TDI

START NODE	START STATION	Start Offset (FT)	END NODE	LENGTH	RADIUS	ELEV.	CURB TYPE
C-112	16+74.03	13	C-113	3.25	15	66.03	TDI
C-113	16+77.2	13.35	C-114	4.4	15	66.29	I
C-114	16+81.2	14.95	C-115	6	15	66.34	TDI
C-115	16+85.5	18.9	C-116	7.6	15	FLUSH	FCI
C-116	16+88.3	25.89	C-117	10		FLUSH	TDI
C-117	16+88.4	35.82	NA			MATCH EX.	I
C-118	16+98.9	73.31	C-119	10.1		MATCH EX.	I
C-119	17+03.8	64.82	C-120	10.89	33	68.1	I
C-120	17+07.7	54.89	C-121	20.94		68.3	I
C-121	17+11.1	34.3	C-122	8		68.09	TDI
C-122	17+11.7	26.33	C-123	5	15	67.63	FCI
C-123	17+13.	21.47	C-124	8	15	67.53	TDI
C-124	17+18.	15.4	C-125	5	15	67.7	I
C-125	17+22.5	13.4	C-126	3.6	5	67.72	I
C-126	17+25.9	13.85	C-127	15.1		67.8	I
C-127	17+38.8	21	C-128	103.4		68.03	I
C-128	18+39.1	21.23	C-129	8		67.68	TDI
C-129	18+47.1	21.35	C-130	7.5		67.05	FCI
C-130	18+54.5	21.47	C-131	8		67.01	TDI
C-131	18+62.5	21.59	C-132	107.26		67.54	I
C-132	19+76.9	22	C-133	4		66.99	INLET CURB
C-133	19+31.5	22	C-134	5.2		66.72	TDI
C-134	19+87.4	22	C-135	18		66.35	FCI
C-135	20+07.9	22	C-136	8		66.3	TDI
C-136	20+17.	21.53	C-137	6.4		66.86	I
C-137	20+24.2	20.85	C-138	8		66.88	TDI
C-138	20+32.7	23.76	C-139	9.85	15	66.4	FCI
C-139	20+39.6	31.5	C-140	8		66.98	TDI
C-140	20+42.2	39.2	C-141	33.3		MATCH EX.	I
C-141	20+57.5	70.86	NA			MATCH EX.	I
C-142	20+98.3	79.4	C-143	47		MATCH EX.	I
C-143	20+72.3	36.8	C-144	8		MATCH EX.	TDI
C-144	20+68.8	29.3	C-145	1.63		66.74	FCI
C-145	20+68.2	27.78	C-146	6.66	5	66.59	FCI

TDI	TIP DOWN (TERMINAL CURB)
I	VERTICAL CURB
FCI	FLUSH CURB
INLET CURB	SEE DETAIL



START NODE	START STATION	Start Offset (FT)	END NODE	LENGTH	RADIUS	ELEV.	CURB TYPE
C-146	20+70.4	21.75	C-147	3	5	66.45	TDI
C-147	20+73.9	21	C-148	5		66.66	TDI
C-148	20+79.4	21	C-149	73.5		67.01	I
C-149	21+53	21	C-150	8		68.31	TDI
C-150	21+60.3	21	C-151	6.7		68	FCI
C-151	21+62.6	27.17	C-152	8.88		68.12	TDI
C-152	21+65.5	35.4	NA			MATCH EX.	I
C-153	20+76.8	-52.65	C-154	7.79		65.69	I
C-154	20+82.6	-51.2	C-155	7.25	5	66.02	I
C-155	20+85.8	-46.05	C-156	7.67		66.32	I
C-156	20+85.6	-38.38	C-157	8		66.64	TDI
C-157	20+85.4	-30.39	C-158	8		66.29	FCI
C-158	20+85.3	-22.4	C-159	8	10	66.45	TDI
C-159	20+82.1	-15.36	C-160	6.85	10	66.88	I
C-160	20+76.3	-13	C-161	29.77		66.84	I
C-161	20+48.8	-13	C-162	4		66.78	INLET CURB
C-162	20+45.1	-13.28	C-163	14.08	55	66.78	I
C-163	20+32.7	-17.14	C-164	8.5	55	66.68	TDI
C-164	20+26.1	-21.49	C-165	10.79	55	66.04	FCI
C-165	40+27.6	22.35	C-166	8.46	55	65.89	I
C-166	40+35.	18.19	C-167	19	55	66.4	I
C-167	40+53.6	13.17	C-168	4		66.08	INLET CURB
C-168	40+57.7	13.23	C-169	7	10	65.99	I
C-169	40+64.2	16	C-170	7.1		65.88	I
C-170	40+69.4	21	C-171	56		65.78	I
C-171	41+27.7	21	C-172	4		65.4	INLET CURB
C-172	41+31.9	21	C-173	35.36		65.35	I
C-173	41+68.6	21	C-174	3.72		65.56	TDI
C-174	41+72.4	21	C-175	4.28	5	65.28	TDI
C-175	41+76.4	22.72	C-176	2.8	5	65.03	FCI
C-176	41+77.6	25.21	C-177	2.77		65	FCI
C-177	41+78	27.94	C-178	8		64.97	TDI
C-178	41+79.4	35.84	C-179	6.4		MATCH EX.	I
C-179	41+80.5	42.15	NA			MATCH EX.	I
C-180	42+06	40.03	C-181	8.55		MATCH EX.	TDI
C-181	42+04.9	31.55	C-182	2.93		64.96	FCI
C-182	42+04.5	28.65	C-183	6	5	64.93	FCI
C-183	42+07.1	23.62	C-184	2.55	5	64.97	TDI
C-184	42+09.5	23	C-185	2.64		65.18	TDI
C-185	42+12.1	23	C-186	5.17		65.4	I
C-186	42+17.4	23	C-213	7.8		65.68	FCI

START NODE							
START NODE	START STATION	Start Offset (FT)	END NODE	LENGTH	RADIUS	ELEV.	CURB TYPE
I-13	21+09.5	-35.5	I-14	37.5		66.9	I
I-14	21+48.7	-35.3	I-15	12.73	10	66.92	TDI
I-15	21+59.4	-27.5	I-16	9	5	67.44	FCI
I-16	21+53.8	-21	I-17	8		67.54	TDI
I-17	21+44.9	-21	I-18	21.8		67.98	I
I-18	21+22.5	-21	I-19	8		67.66	TDI
I-19	21+14.5	-21	I-20	14.7	10	66.9	FCI
I-20	21+04.5	-29.92	I-13	8.3	5	66.75	TDI

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04

WIN
21651.00
HIGHWAY PLANS

PROJ. MANAGER
M/Z

BY
M/Z

DATE
2/26

CHECKED-DETAILED
M/Z

DESIGNED-DETAILED
M/Z

DESIGNED-DETAILED
M/Z

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

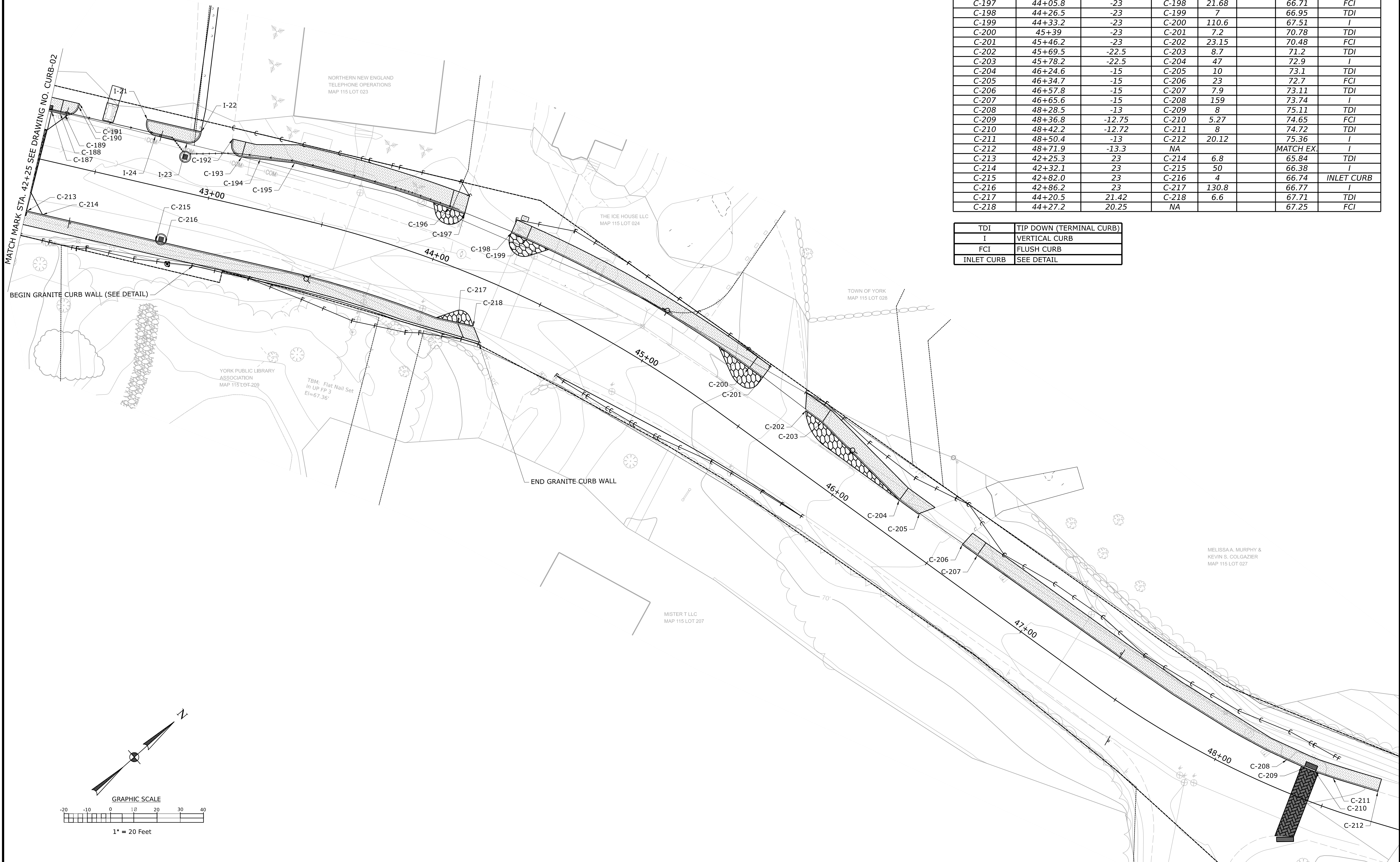
SIGNATURE

P.E. NUMBER

DATE

YORK
YORK STREET
CURB LAYOUT - 02

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ISLAND CURB							
START NODE	START STATION	Start Offset (FT)	END NODE	LENGTH	RADIUS	ELEV.	CURB TYPE
I-21	42+66.8	-27	I-22	23.5		65.89	FCI
I-22	42+90.5	-27	I-23	9	5	65.94	FCI
I-23	42+85.6	-21	I-24	13.85		65.96	FCI
I-24	42+71.8	-21	I-21	9	5	65.86	FCI

START NODE	START STATION	Start Offset (FT)	END NODE	LENGTH	RADIUS	ELEV.	CURB TYPE
C-187	42+26	-21	C-188	3.7		65.85	TDI
C-188	42+29.7	-21	C-189	2.1		65.97	TDI
C-189	42+31.8	-21	C-190	7.6	5	65.8	FCI
C-190	42+36.8	-25.73	C-191	1.27		65.76	FCI
C-191	42+36.8	-27	NA			65.76	FCI
C-192	43+04.4	-27	C-193	8.43	5	65.98	FCI
C-193	43+10.	-20.39	C-194	7.6		66.14	TDI
C-194	43+17.9	-21.3	C-195	14.84		66.75	I
C-195	43+32.6	-23	C-196	69.23		66.89	I
C-196	43+99	-23	C-197	7.04		66.88	TDI
C-197	44+05.8	-23	C-198	21.68		66.71	FCI
C-198	44+26.5	-23	C-199	7		66.95	TDI
C-199	44+33.2	-23	C-200	110.6		67.51	I
C-200	45+39	-23	C-201	7.2		70.78	TDI
C-201	45+46.2	-23	C-202	23.15		70.48	FCI
C-202	45+69.5	-22.5	C-203	8.7		71.2	TDI
C-203	45+78.2	-22.5	C-204	47		72.9	I
C-204	46+24.6	-15	C-205	10		73.1	TDI
C-205	46+34.7	-15	C-206	23		72.7	FCI
C-206	46+57.8	-15	C-207	7.9		73.11	TDI
C-207	46+65.6	-15	C-208	159		73.74	I
C-208	48+28.5	-13	C-209	8		75.11	TDI
C-209	48+36.8	-12.75	C-210	5.27		74.65	FCI
C-210	48+42.2	-12.72	C-211	8		74.72	TDI
C-211	48+50.4	-13	C-212	20.12		75.36	I
C-212	48+71.9	-13.3	NA			MATCH EX.	I
C-213	42+25.3	23	C-214	6.8		65.84	TDI
C-214	42+32.1	23	C-215	50		66.38	I
C-215	42+82.0	23	C-216	4		66.74	INLET CURB
C-216	42+86.2	23	C-217	130.8		66.77	I
C-217	44+20.5	21.42	C-218	6.6		67.71	TDI
C-218	44+27.2	20.25	NA			67.25	FCI

TDI	TIP DOWN (TERMINAL CURB)
I	VERTICAL CURB
FCI	FLUSH CURB
INLET CURB	SEE DETAIL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04

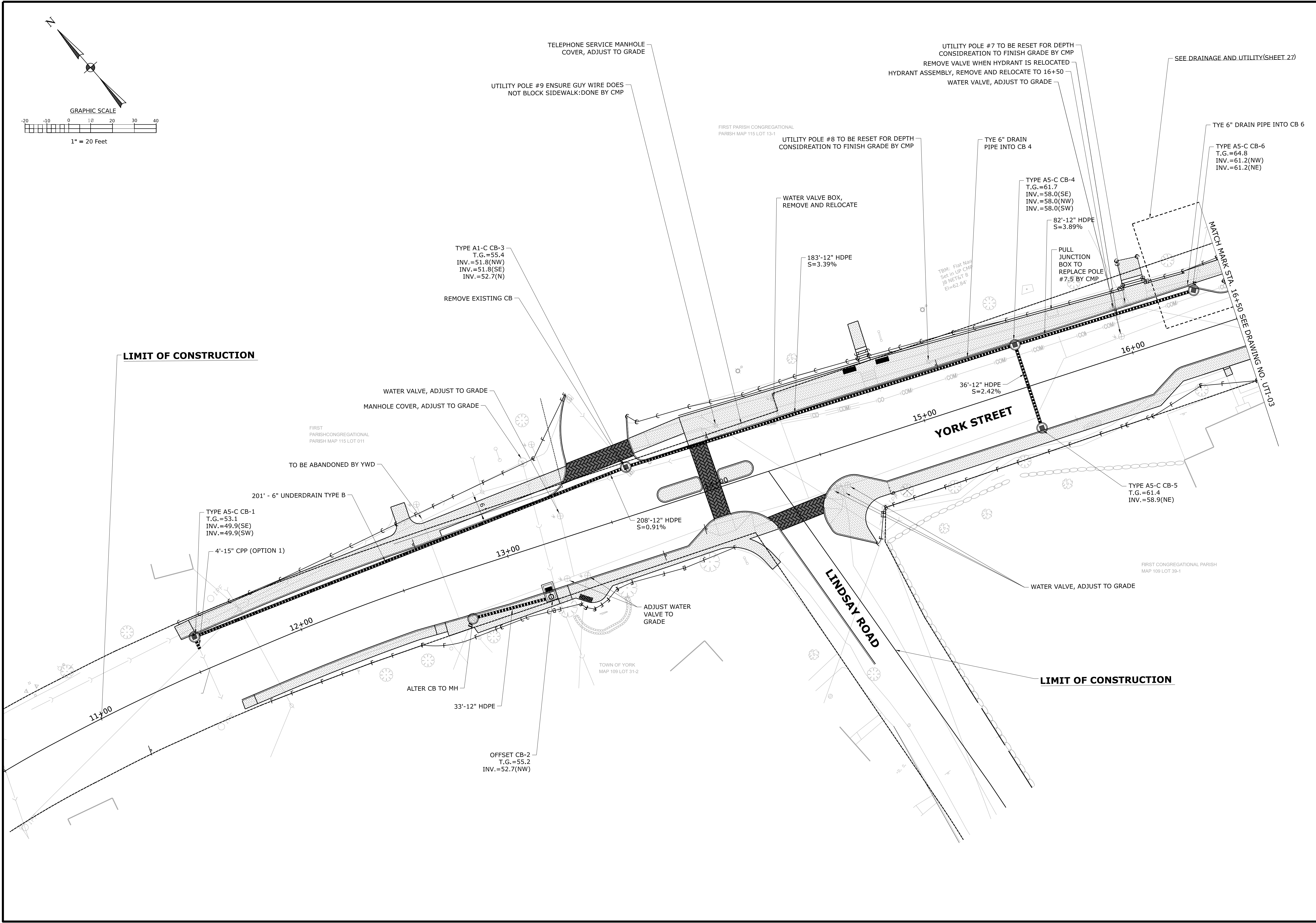
WIN
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HIGHWAY PLANS

YORK
YORK STREET
CURB LAYOUT - 03

SHEET NUMBER
25
OF 63

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	AW	2/24			
CHECKED-REVIEWED	WF	2/24			
DESIGN-DETAILED	WF				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04

WIN
21651.00

HIGHWAY PLANS

PROJ. MANAGER	INZ	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	--	--	--			
CHECKED-REVIEWED	--	--	--			
DESIGN-DETAILED	--	--	--			
DESIGN-DETAILED	--	--	--			
REVISIONS 1	--	--	--			
REVISIONS 2	--	--	--			
REVISIONS 3	--	--	--			
REVISIONS 4	--	--	--			
FIELD CHANGES	--	--	--			

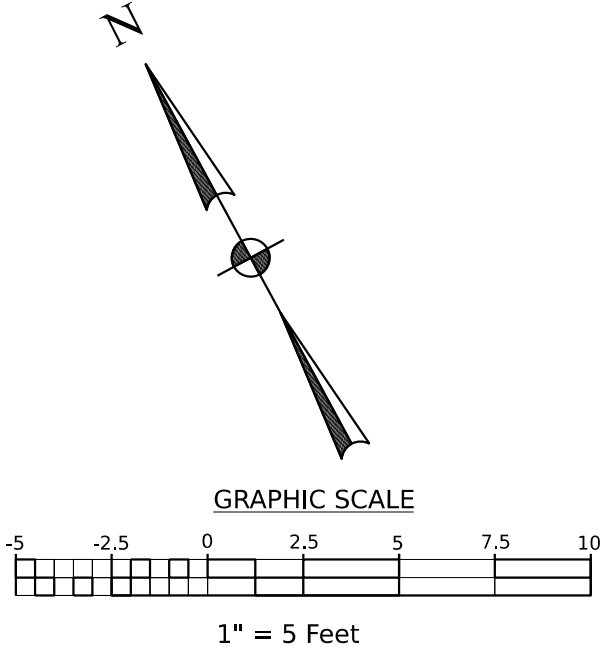
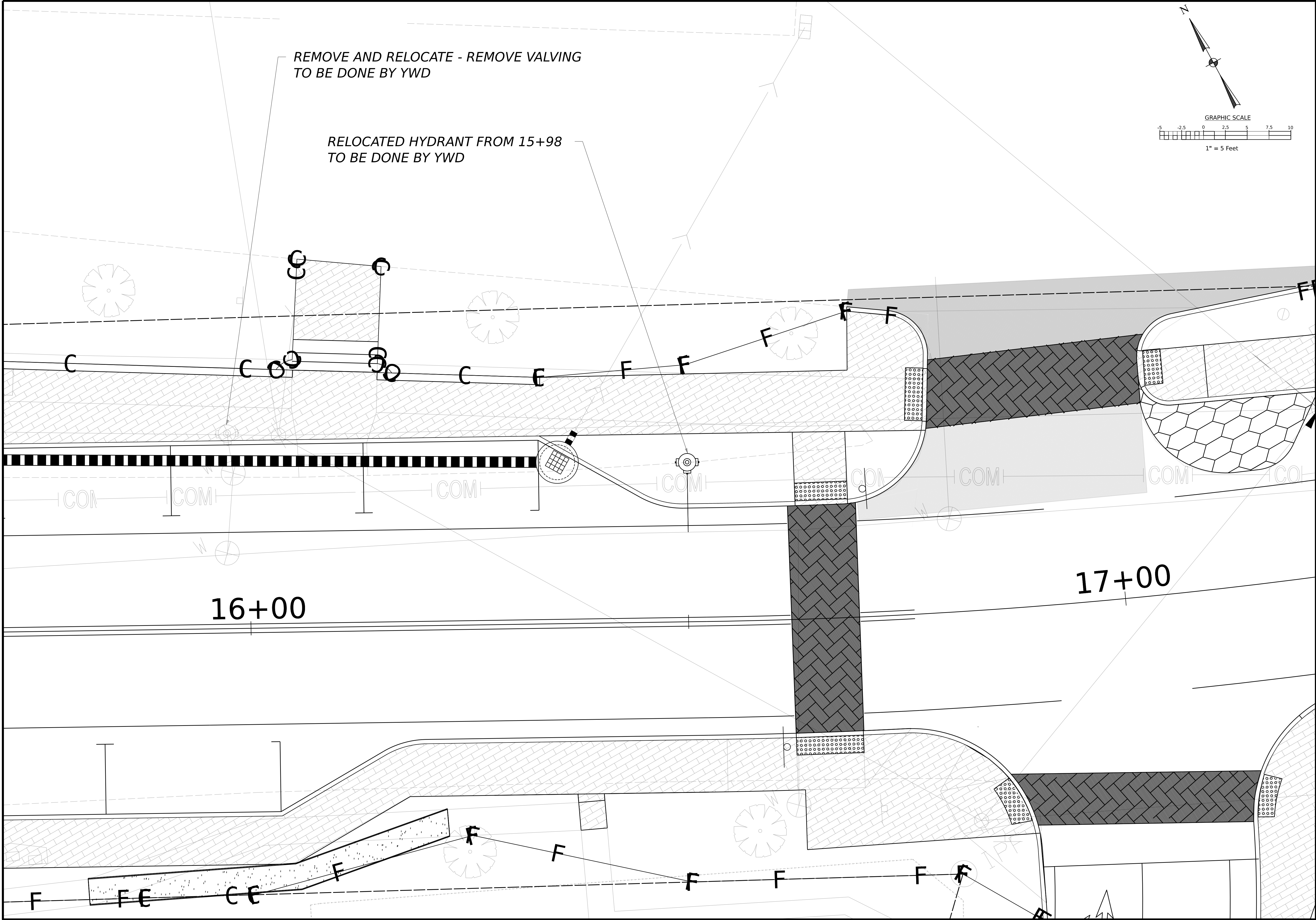
YORK
YORK STREET

DRAINAGE AND UTILITIES - 01

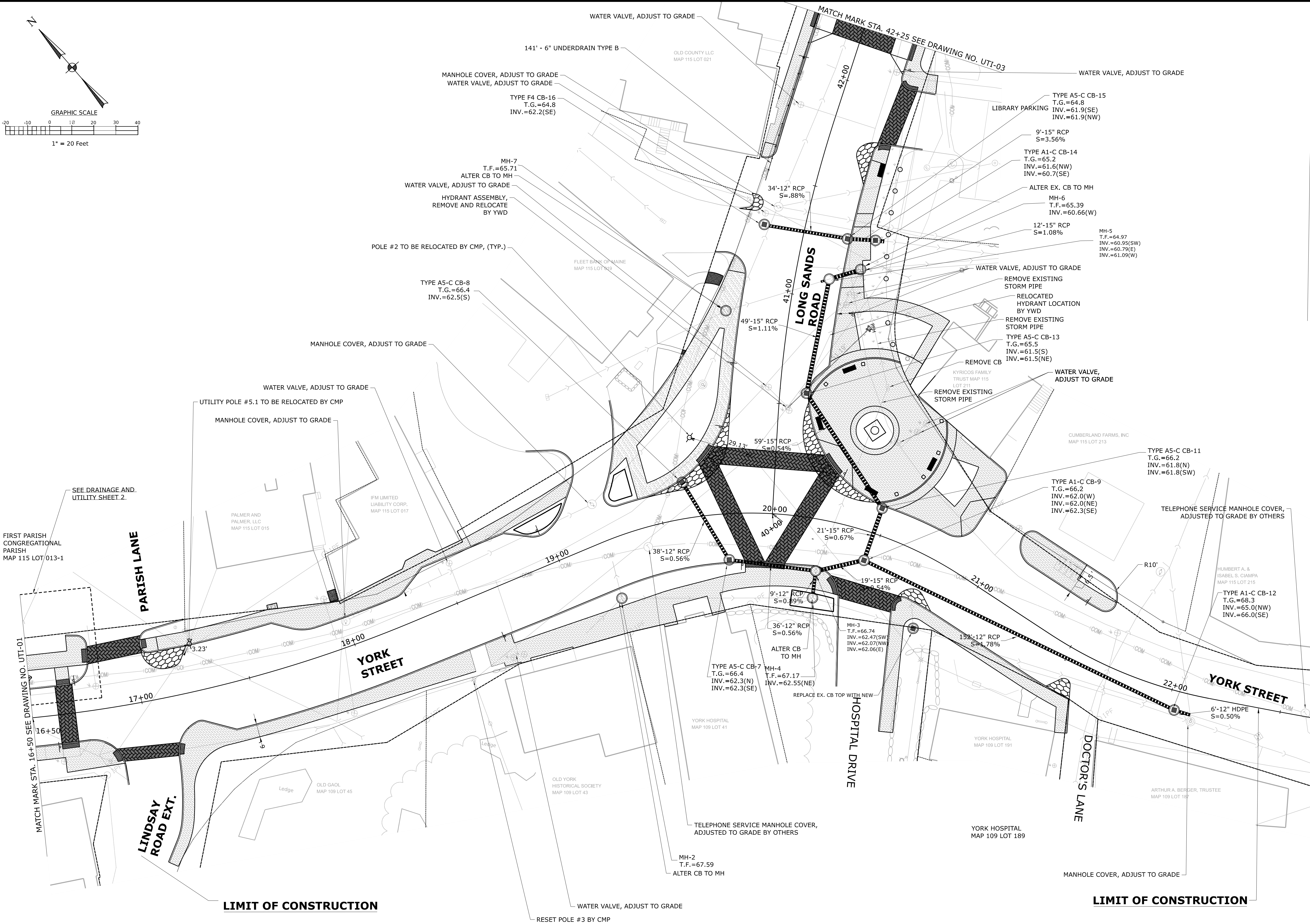
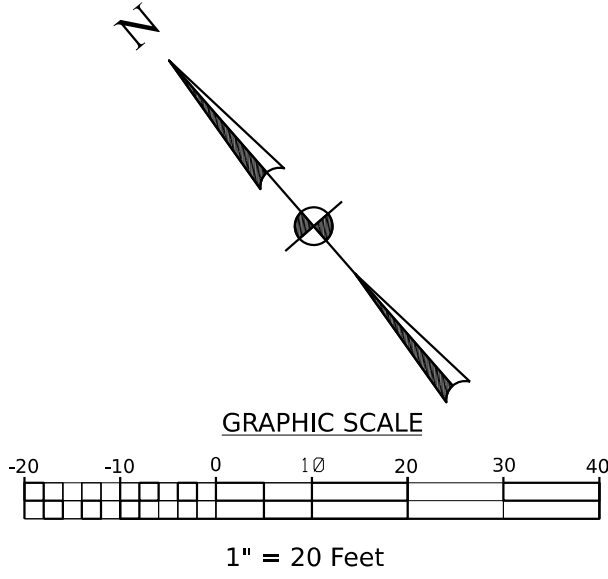
SHEET NUMBER

26

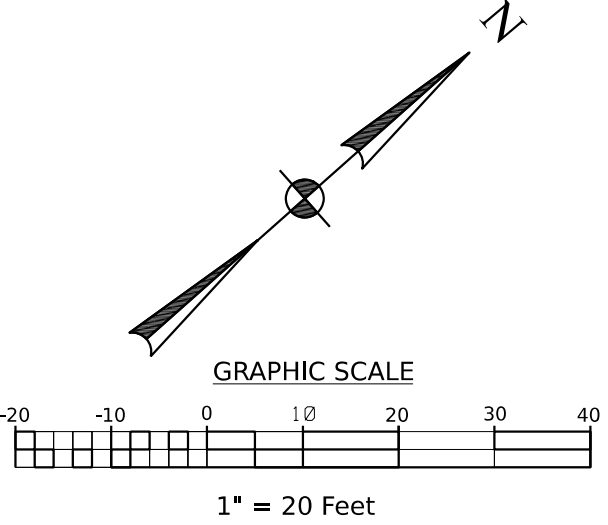
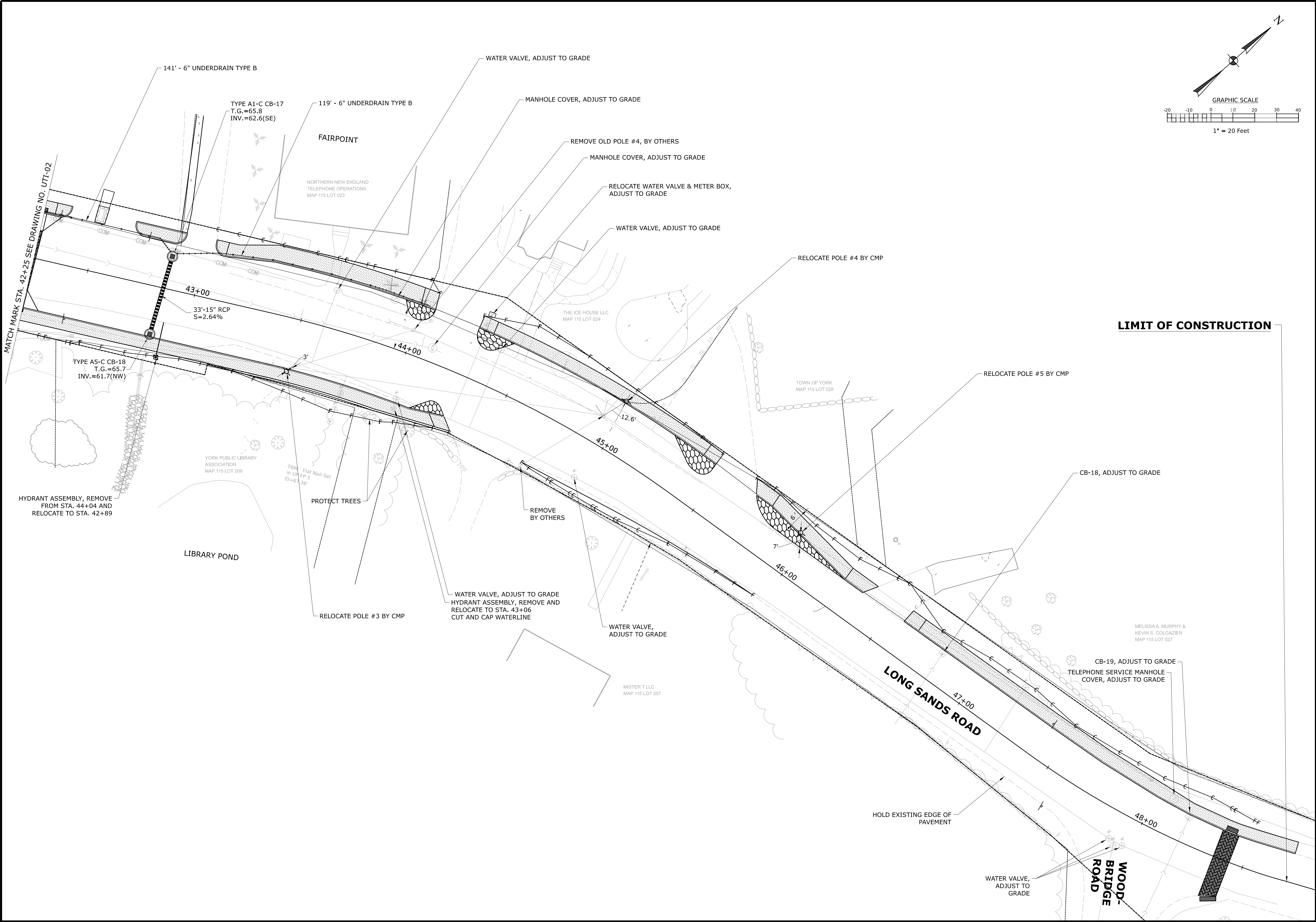
OF 63



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		4606-04		WIN 21651.00		HIGHWAY PLANS	
YORK STREET DRAINAGE AND UTILITIES - 01		SIGNATURE		P.E. NUMBER		DATE	
		BY		DATE		DATE	
		PROJECT MANAGER		DATE		DATE	
		DESIGN-DETAILED		DATE		DATE	
		DESIGN-REVIEWED		DATE		DATE	
SHEET NUMBER		27		OF 63			



28		SHEET NUMBER		YORK STREET YORK STREET DRAINAGE AND UTILITIES - 02		PROJ. MANAGER M/FZ DATE		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
				</					



SHEET NUMBER		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET		YORK STREET	
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JUNIPER



PENNISETUM



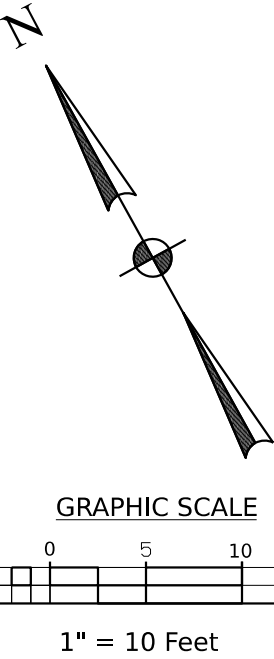
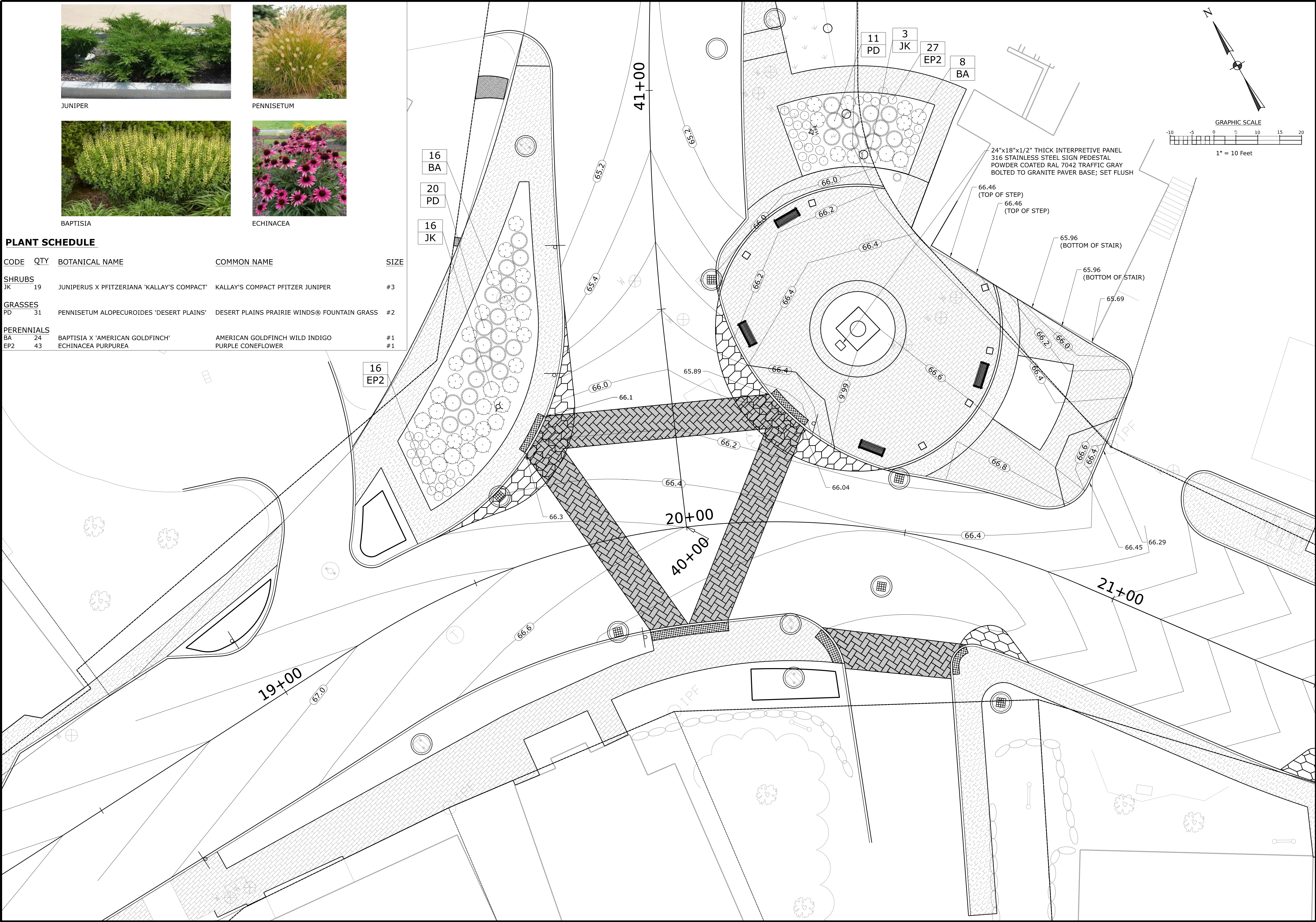
BAPTISIA



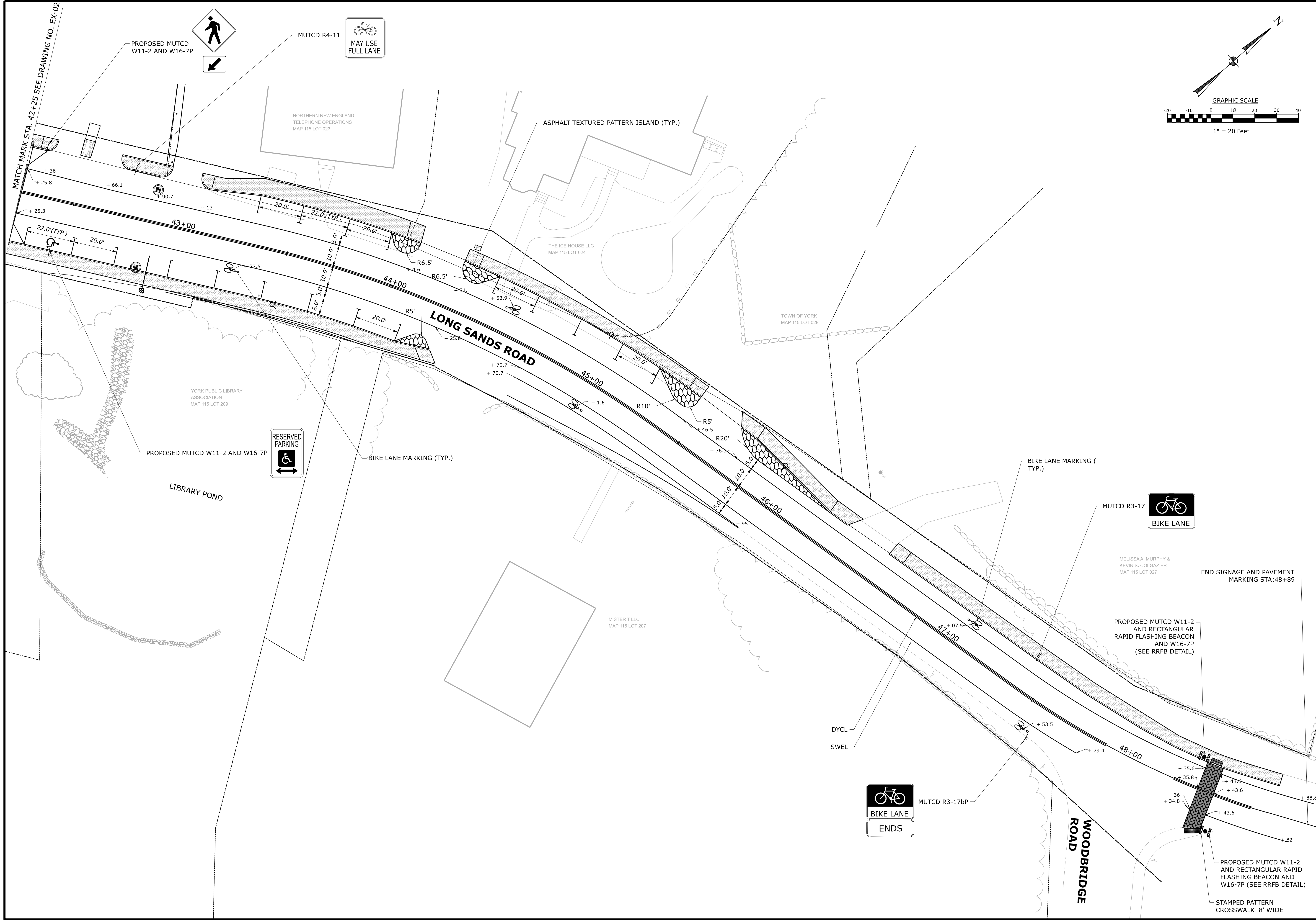
ECHINACEA

PLANT SCHEDULE

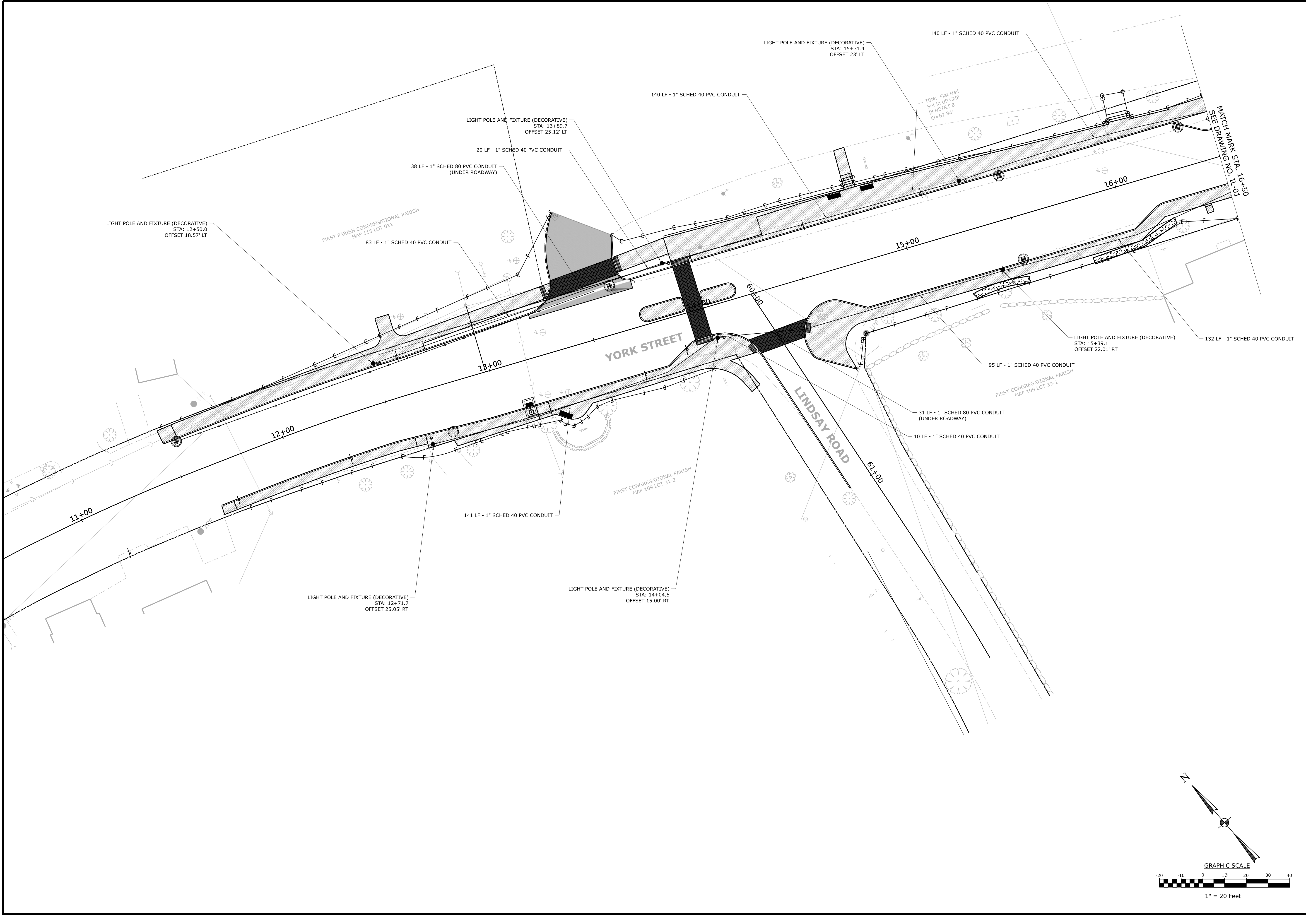
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SHRUBS				
JK	19	JUNIPERUS X PFITZERIANA 'KALLAY'S COMPACT'	KALLAY'S COMPACT PFITZER JUNIPER	#3
GRASSES				
PD	31	PENNISETUM ALOPECUROIDES 'DESERT PLAINS'	DESERT PLAINS PRAIRIE WINDS® FOUNTAIN GRASS	#2
PERENNIALS				
BA	24	BAPTISIA X 'AMERICAN GOLDFINCH'	AMERICAN GOLDFINCH WILD INDIGO	#1
EP2	43	ECHINACEA PURPUREA	PURPLE CONEFLOWER	#1



PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	..	..	..	..	..	..
CHECKED-REVIEWED	..	..	..	..	..	..
DESIGN2-DETAILED2	..	..	..	..	..	..
DESIGN3-DETAILED3	..	..	..	..	..	..
REVISIONS 1	..	..	..	..	..	..
REVISIONS 2	..	..	..	..	..	..
REVISIONS 3	..	..	..	..	..	..
REVISIONS 4	..	..	..	..	..	..
FIELD CHANGES	..	..	..	..	..	..



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		4606-04		WIN 21651.00		HIGHWAY PLANS	
YORK STREET SIGNAGE AND PAVEMENT MARKING PLAN - 03		PROJ. MANAGER	IN/Z	BY	DATE	SIGNATURE	P.E. NUMBER
		DESIGN-DETAILED	--	--	--	--	--
		CHECKED-REVIEWED	--	--	--	--	--
		DESIGN-2-DETAILED	--	--	--	--	--
SHEET NUMBER 33 OF 63		DESIGN-3-DETAILED	--	--	--	DATE	--
		REVISIONS 1	--	--	--	--	--
		REVISIONS 2	--	--	--	--	--
		REVISIONS 3	--	--	--	--	--
		REVISIONS 4	--	--	--	--	--
		FIELD CHANGES	--	--	--	--	--



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04

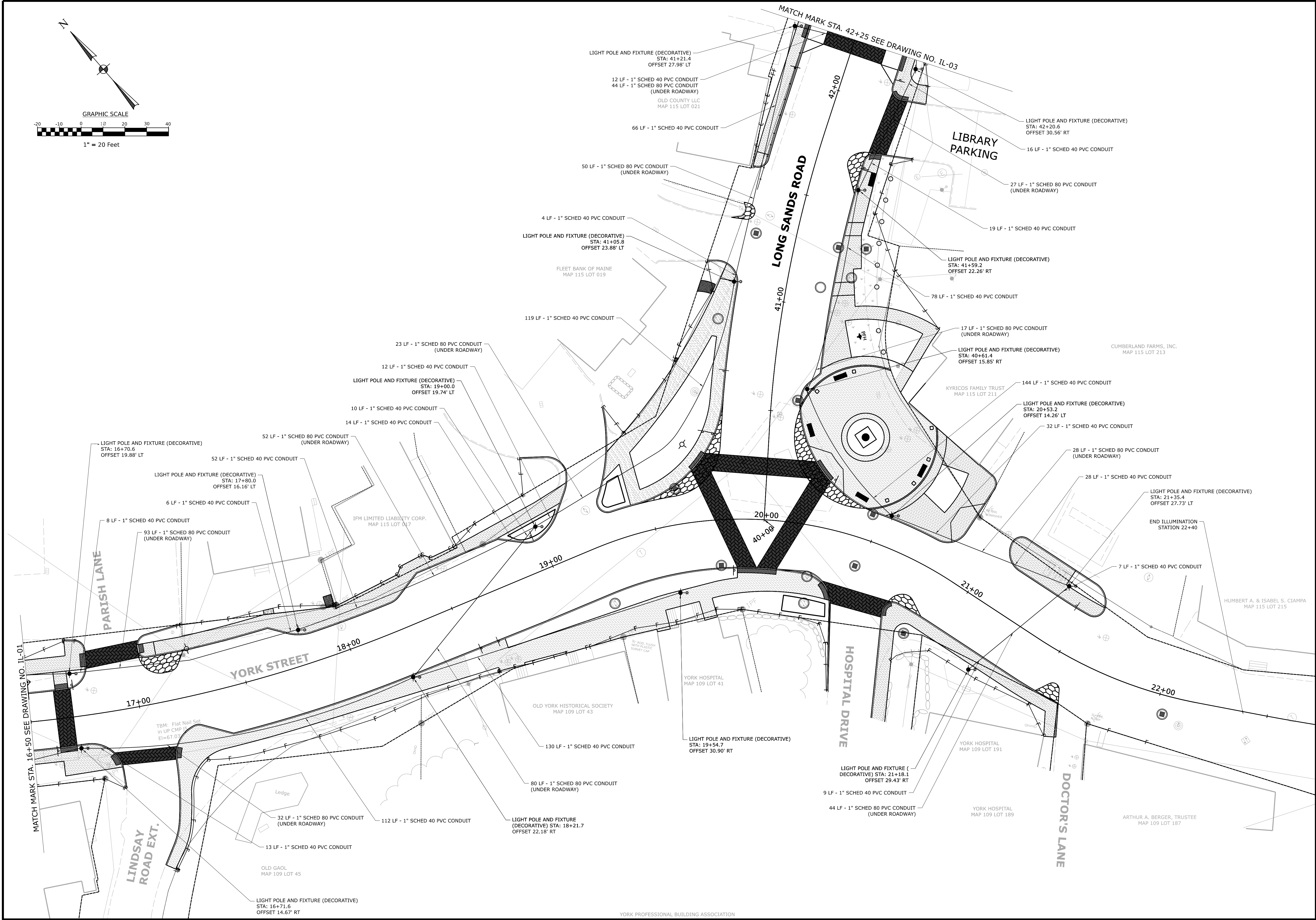
WIN
21651.00

HIGHWAY PLANS

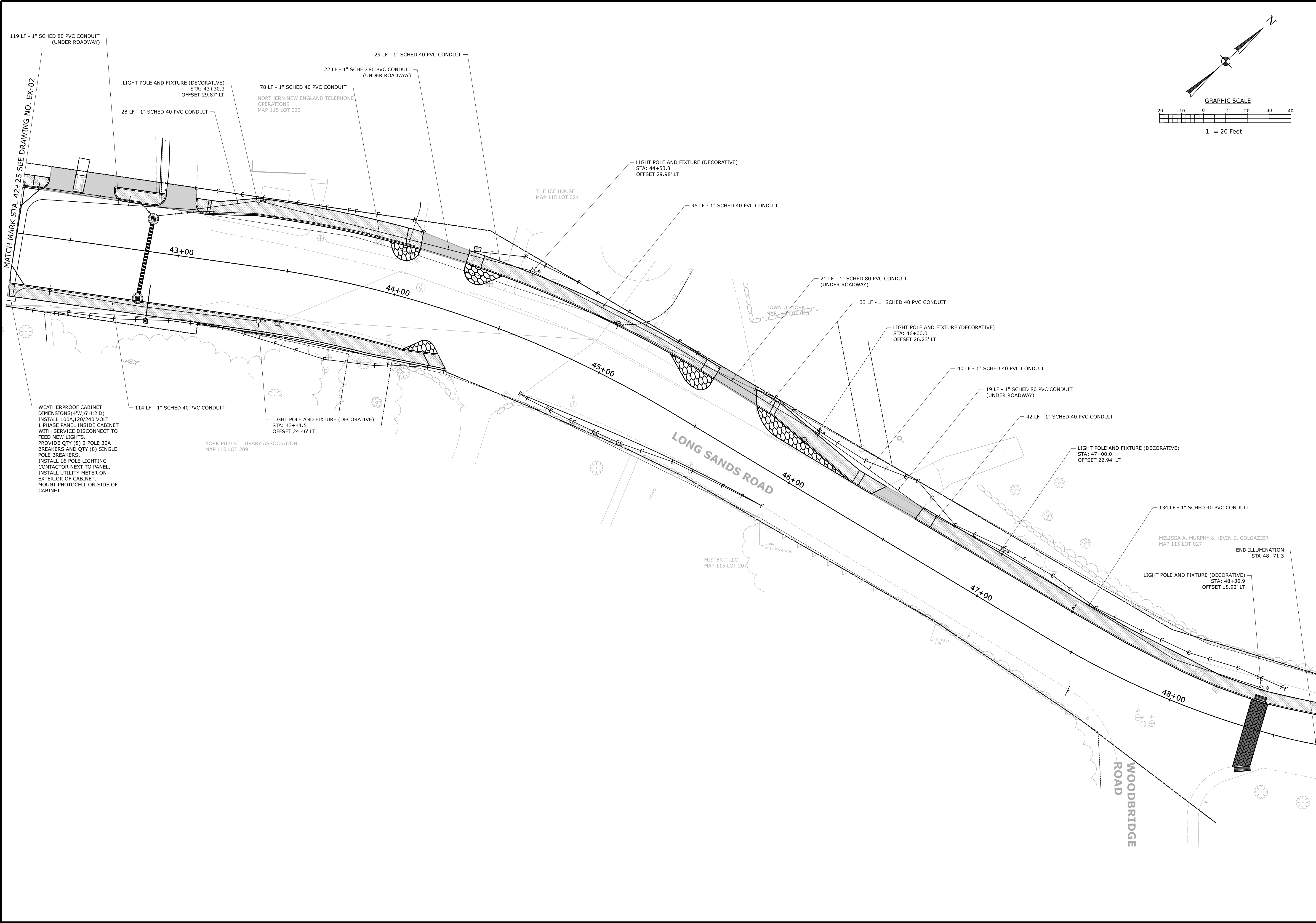
YORK
YORK STREET
ILLUMINATION PLAN - 01

SHEET NUMBER
34
OF 63

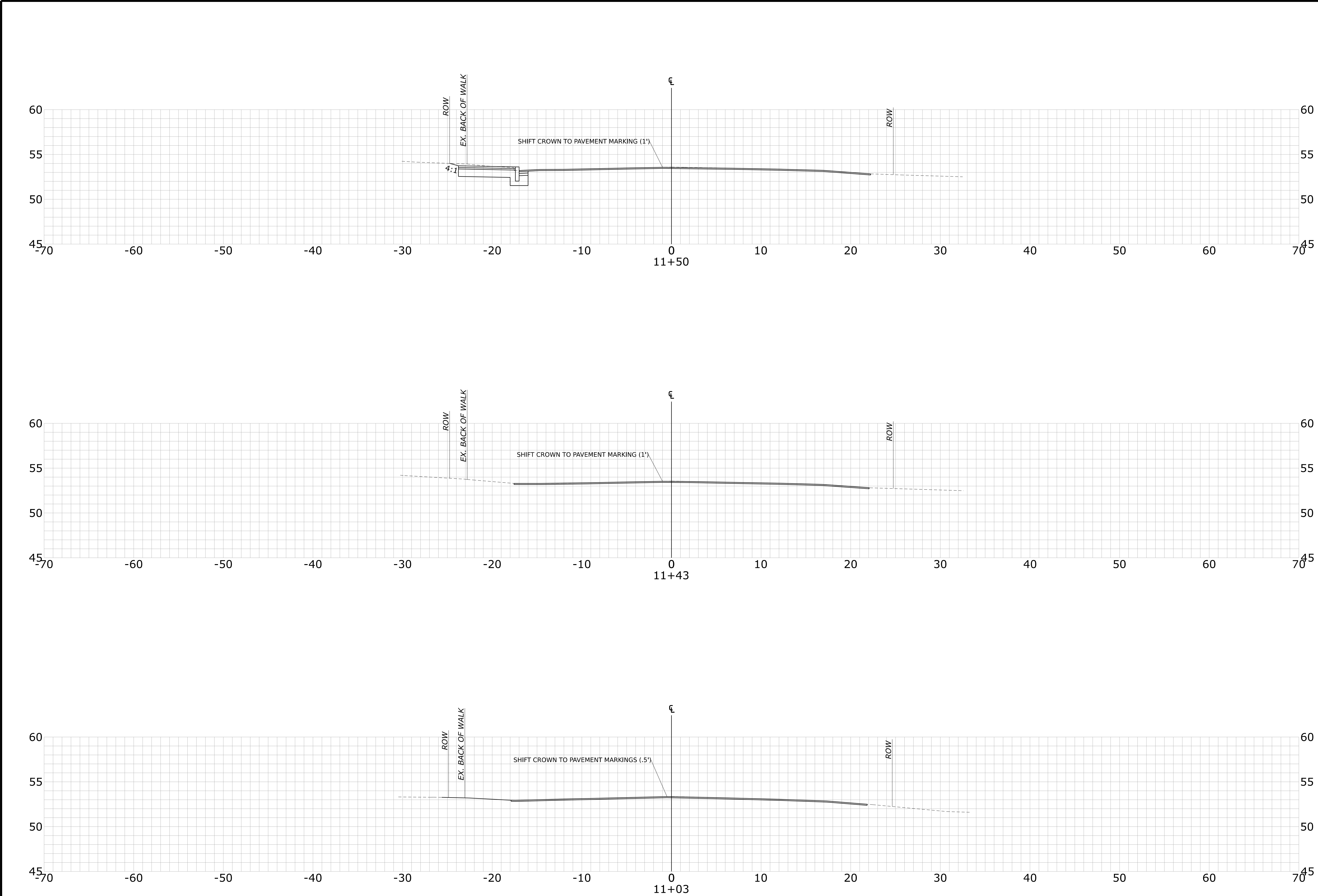
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CHECKED-REVIEWED	--	--	--			
DESIGN2-DETAILED2	--	--	--			
DESIGN3-DETAILED3	--	--	--			
REVISIONS 1	--	--	--			
REVISIONS 2	--	--	--			
REVISIONS 3	--	--	--			
REVISIONS 4	--	--	--			
FIELD CHANGES	--	--	--			



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		4606-04		WIN		21651.00		HIGHWAY PLANS	
YORK		YORK STREET		ILLUMINATION PLAN - 02		SHEET NUMBER		35		OF 63	
PROJ.	MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE				
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CHECKED-REVIEWED	..	..	..	..	..	..	..				
DESIGN2-DETAILED2	..	..	..	..	..	..	..				
DESIGN3-DETAILED3	..	..	..	..	..	..	..				
REVISIONS 1	..	..	..	..	..	..	..				
REVISIONS 2	..	..	..	..	..	..	..				
REVISIONS 3	..	..	..	..	..	..	..				
REVISIONS 4	..	..	..	..	..	..	..				
FIELD CHANGES	..	..	..	..	..	..	..				



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		4606-04		WIN 21651.00		HIGHWAY PLANS	
YORK YORK STREET ILLUMINATION PLAN - 03		PROJ. MANAGER	INZ	BY	DATE	SIGNATURE	P.E. NUMBER
		CHECKED-DETAILED					
		DESIGN-DETAILED					
		DESIGNS-DETAILED					
SHEET NUMBER 36 OF 63		REVISIONS 1				DATE	
		REVISIONS 2					
		REVISIONS 3					
		REVISIONS 4					
		FIELD CHANGES					



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04

WIN
21651.00

HIGHWAY PLANS

YORK
YORK STREET

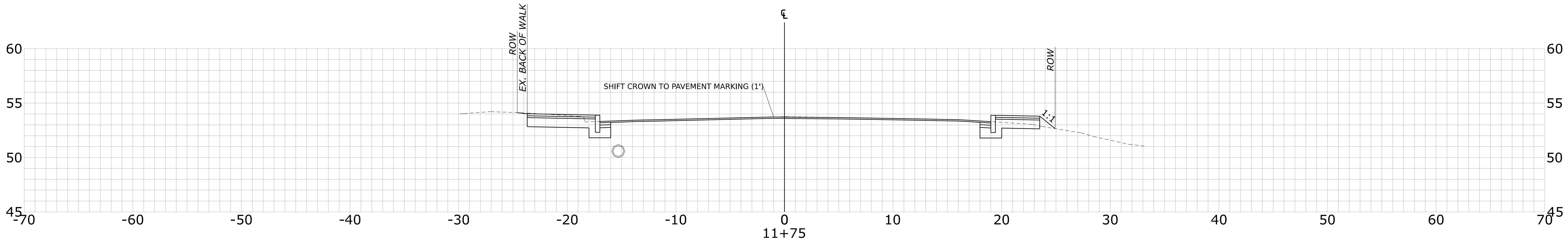
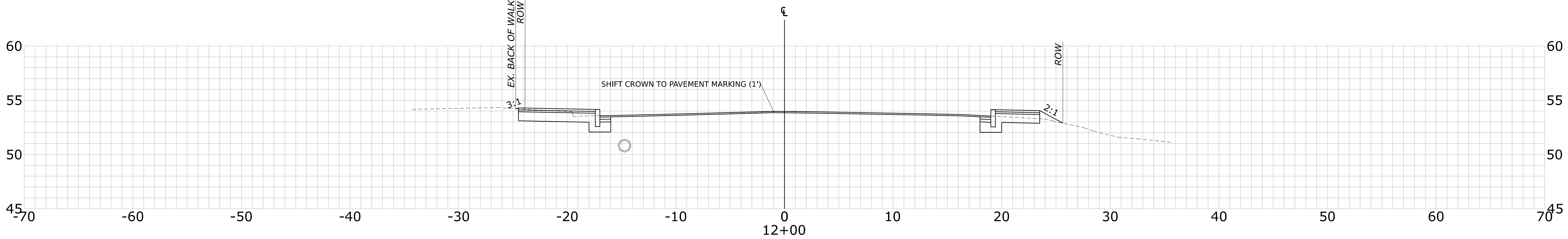
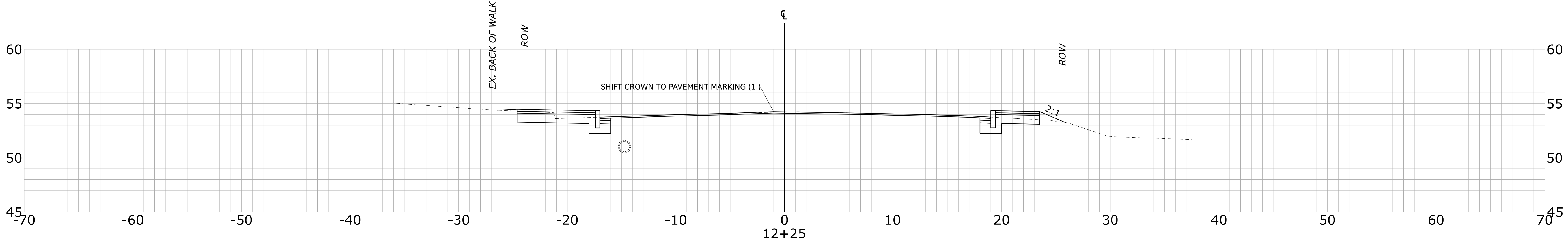
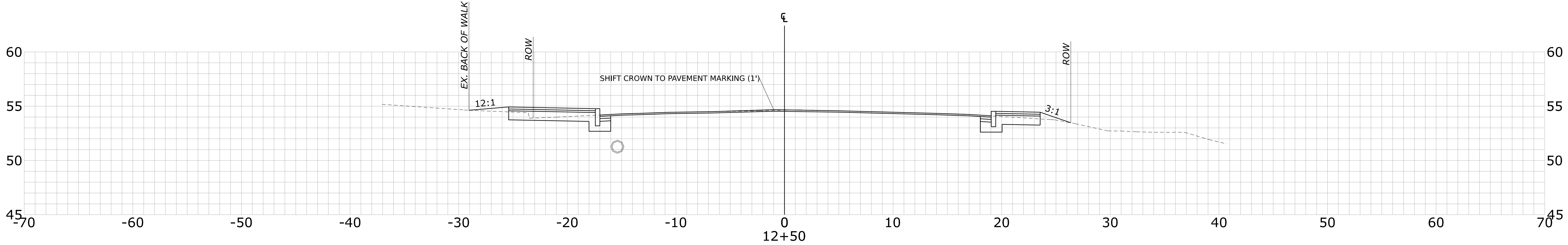
YORK STREET CROSS SECTIONS

SHEET NUMBER

37

OF 63

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	..	..
CHECKED-REVIEWED	..	..
DESIGN2-DETAILED2	..	..
DESIGN3-DETAILED3	..	..
REVISIONS 1	..	..
REVISIONS 2	..	..
REVISIONS 3	..	..
REVISIONS 4	..	..
FIELD CHANGES	..	..
SIGNATURE		
P.E. NUMBER		
DATE		



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04

WIN
21651.00

HIGHWAY PLANS

PROJ. MANAGER	IN/2	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	..	..	..			
CHECKED-REVIEWED	..	..	..			
DESIGN2-DETAILED2	..	..	..			
DESIGN3-DETAILED3	..	..	..			
REVISIONS 1	..	..	..			
REVISIONS 2	..	..	..			
REVISIONS 3	..	..	..			
REVISIONS 4	..	..	..			
FIELD CHANGES	..	..	..			

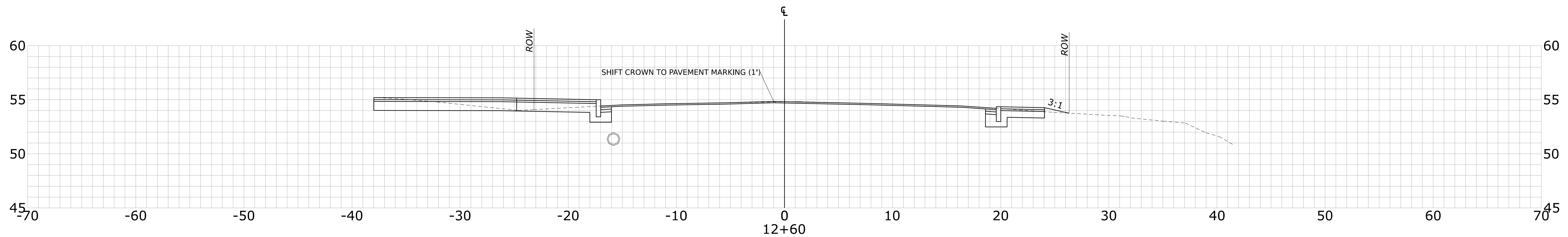
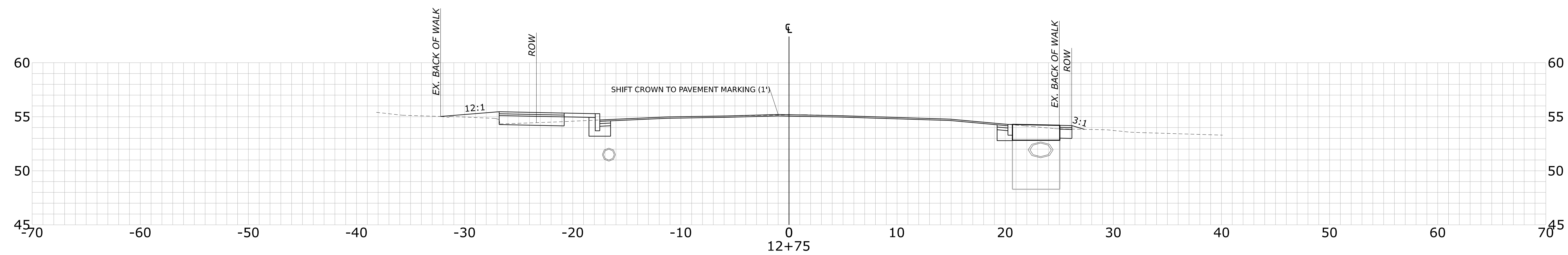
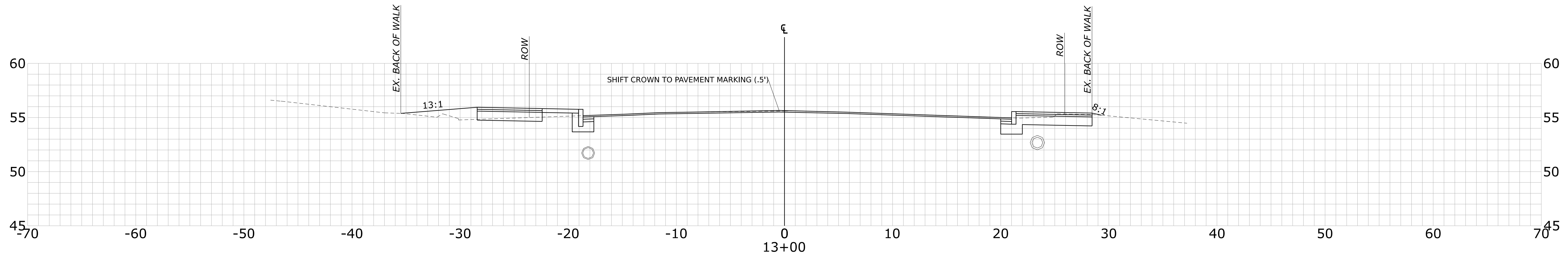
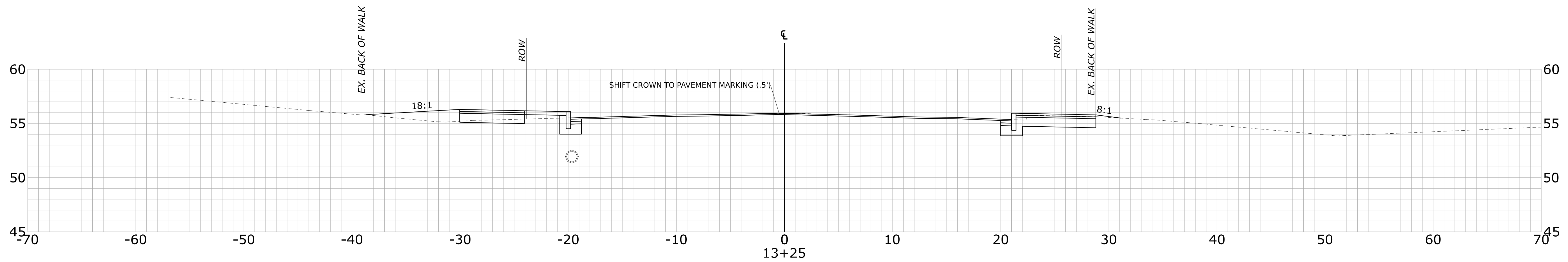
YORK STREET
YORK STREET

YORK STREET CROSS SECTIONS

SHEET NUMBER

38

OF 63



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04

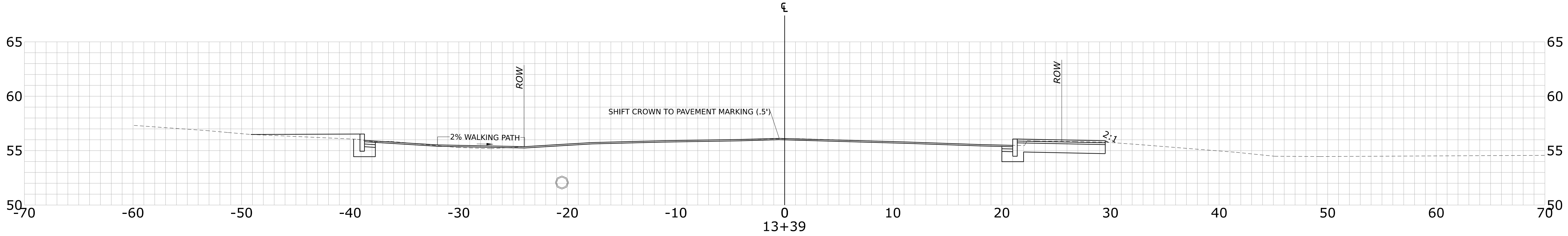
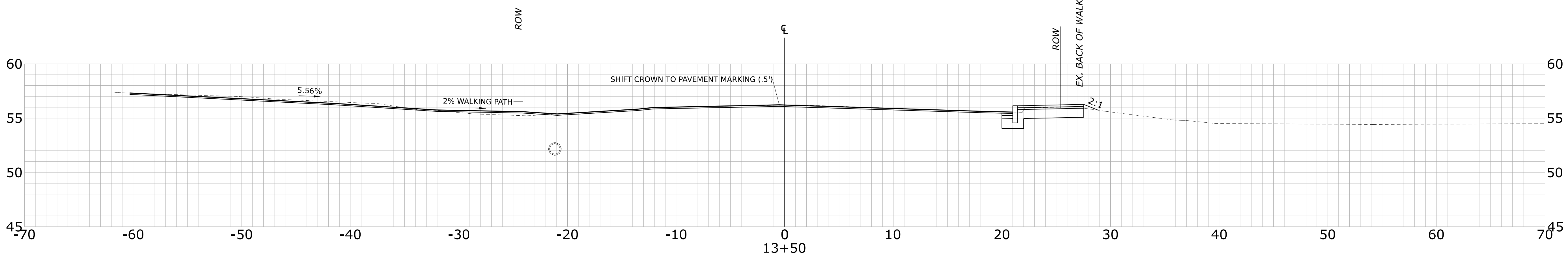
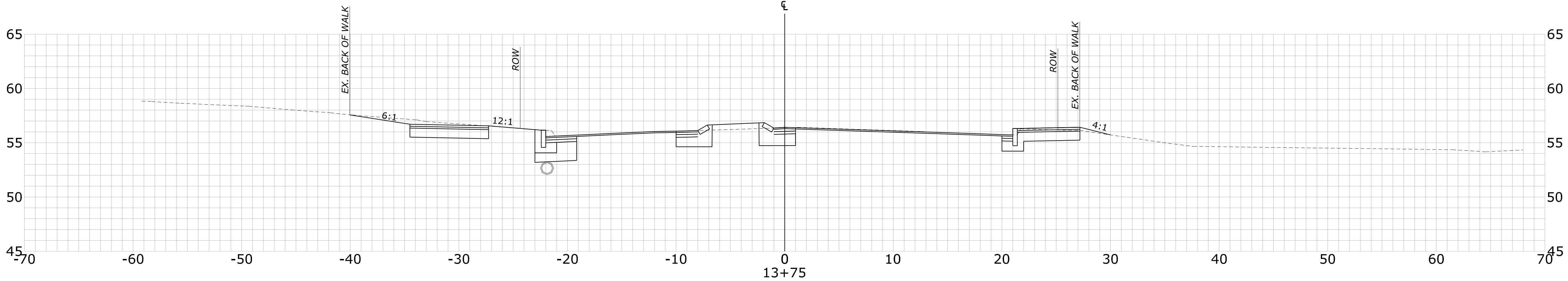
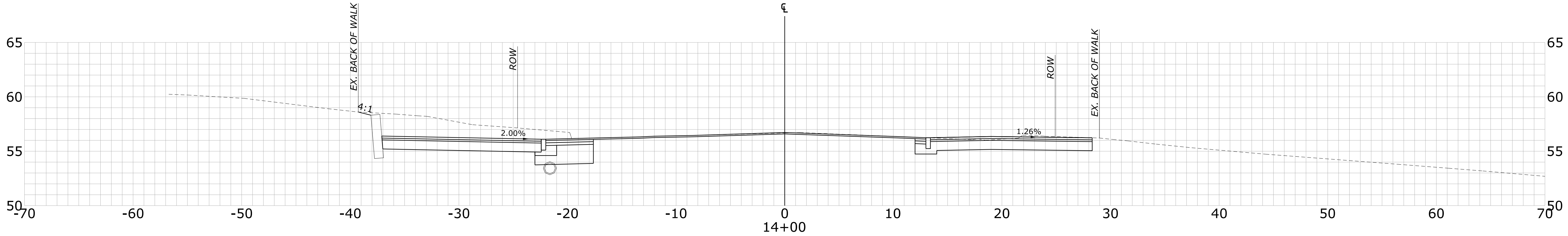
WIN
21651.00
HIGHWAY PLANS

HIGHWAY PLANS

	PROJ. MANAGER	M/FZ	BY	DATE
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CHECKED-REVIEWED	--	--	--	--
DESIGNS DETAILED	--	--	--	--
DESIGNS OF TAILORS	--	--	--	--
DESIGNS OF TAILORS	--	--	--	--
REVISED 1	--	--	--	--
REVISED 2	--	--	--	--
REVISED 3	--	--	--	--
REVISED 4	--	--	--	--
FIELD CHANGES	--	--	--	--

YORK
YORK STREET
YORK STREET CROSS SECTIONS

SHEET NUMBER
39
OF 63



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

4606-04

WIN
21651.00

HIGHWAY PLANS

PROJ. MANAGER	IN/Z	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	..	..	..	..	..	..
CHECKED-REVIEWED	..	..	..	..	..	..
DESIGN2-DETAILED2	..	..	..	..	..	..
DESIGN3-DETAILED3	..	..	..	..	..	..
REVISIONS 1	..	..	..	..	..	..
REVISIONS 2	..	..	..	..	..	..
REVISIONS 3	..	..	..	..	..	..
REVISIONS 4	..	..	..	..	..	..
FIELD CHANGES						

YORK STREET
YORK STREET

YORK STREET CROSS SECTIONS

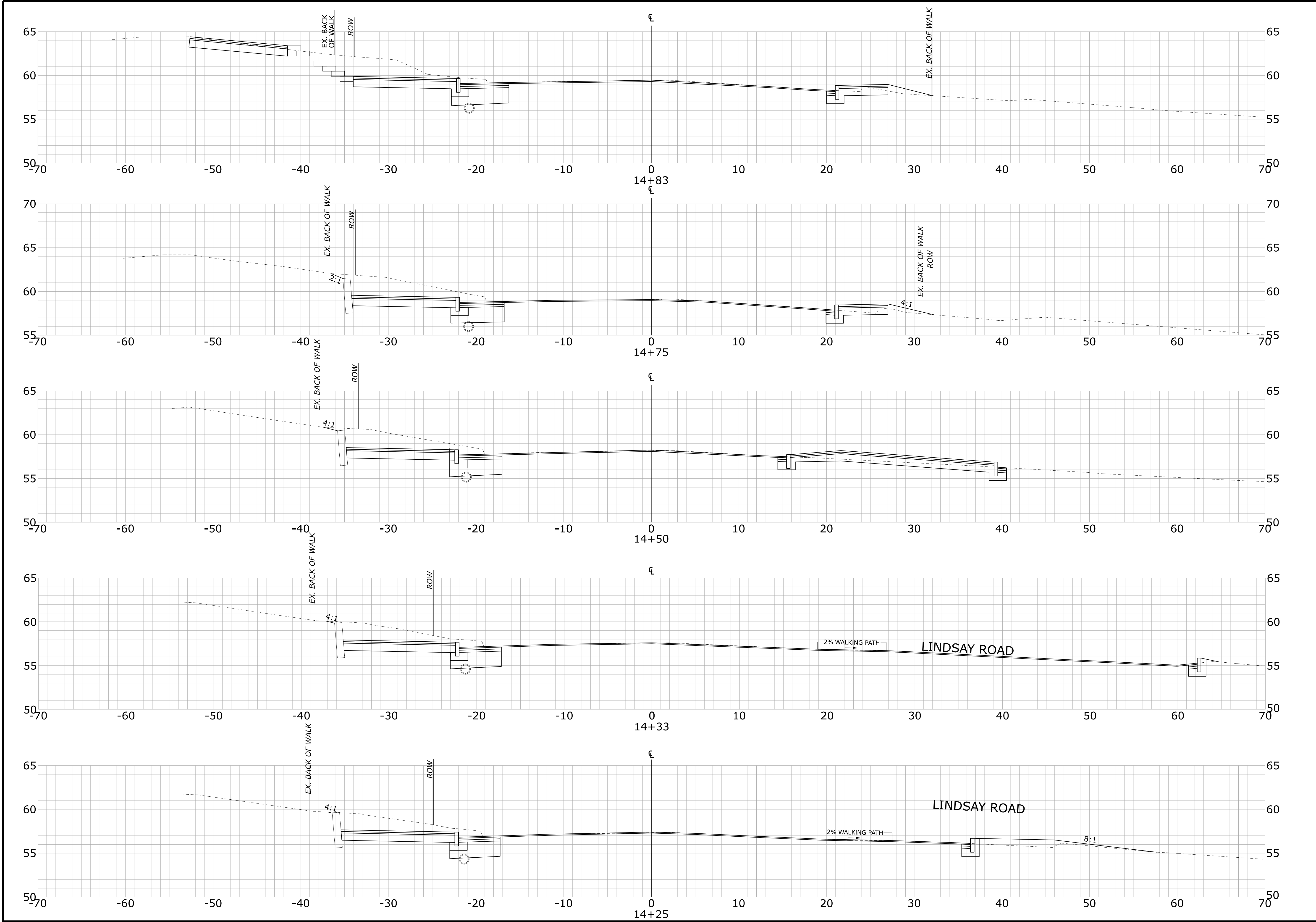
SHEET NUMBER

40

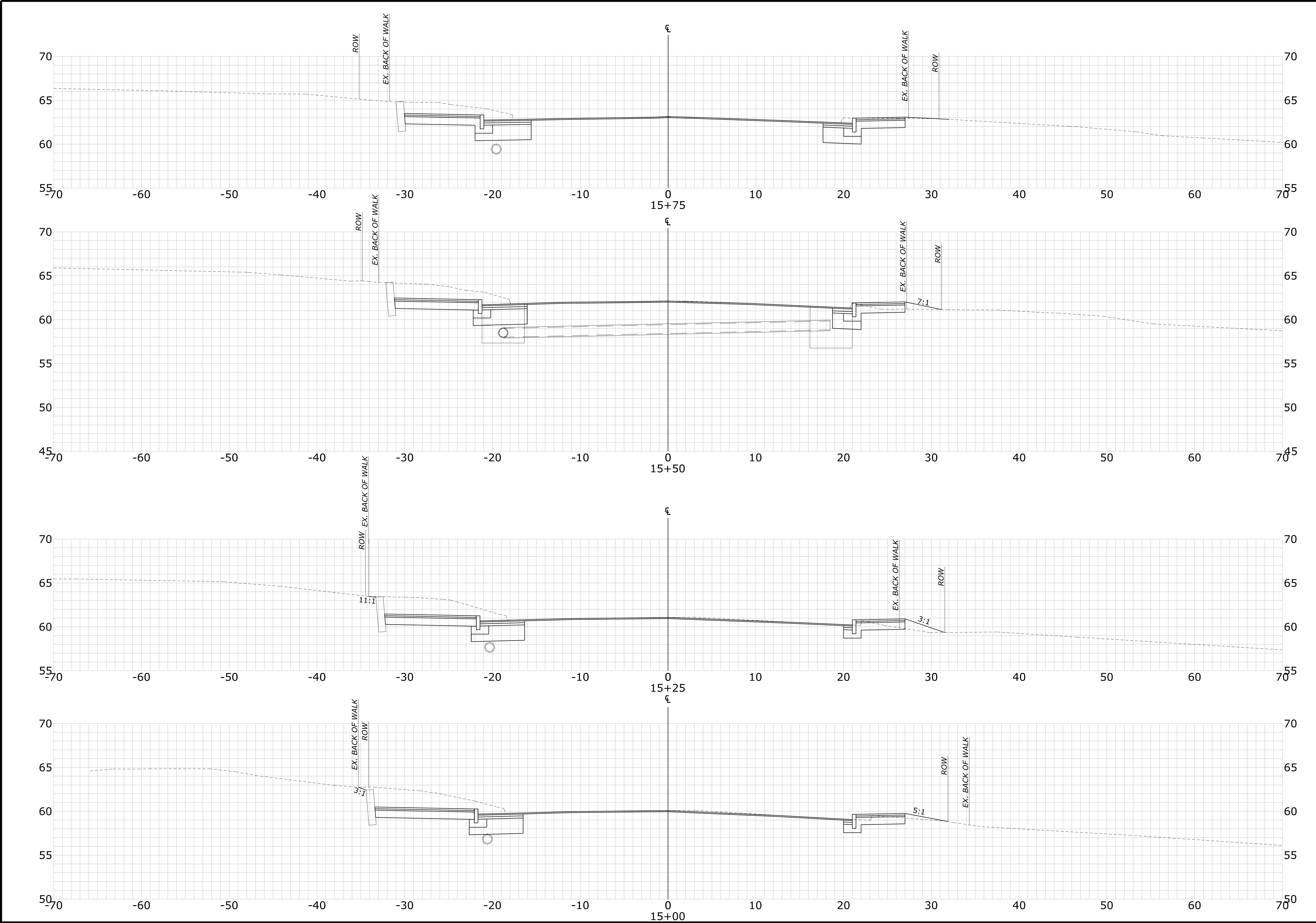
OF 63

DATE: 11/24/2025

USERNAME: AMAYO



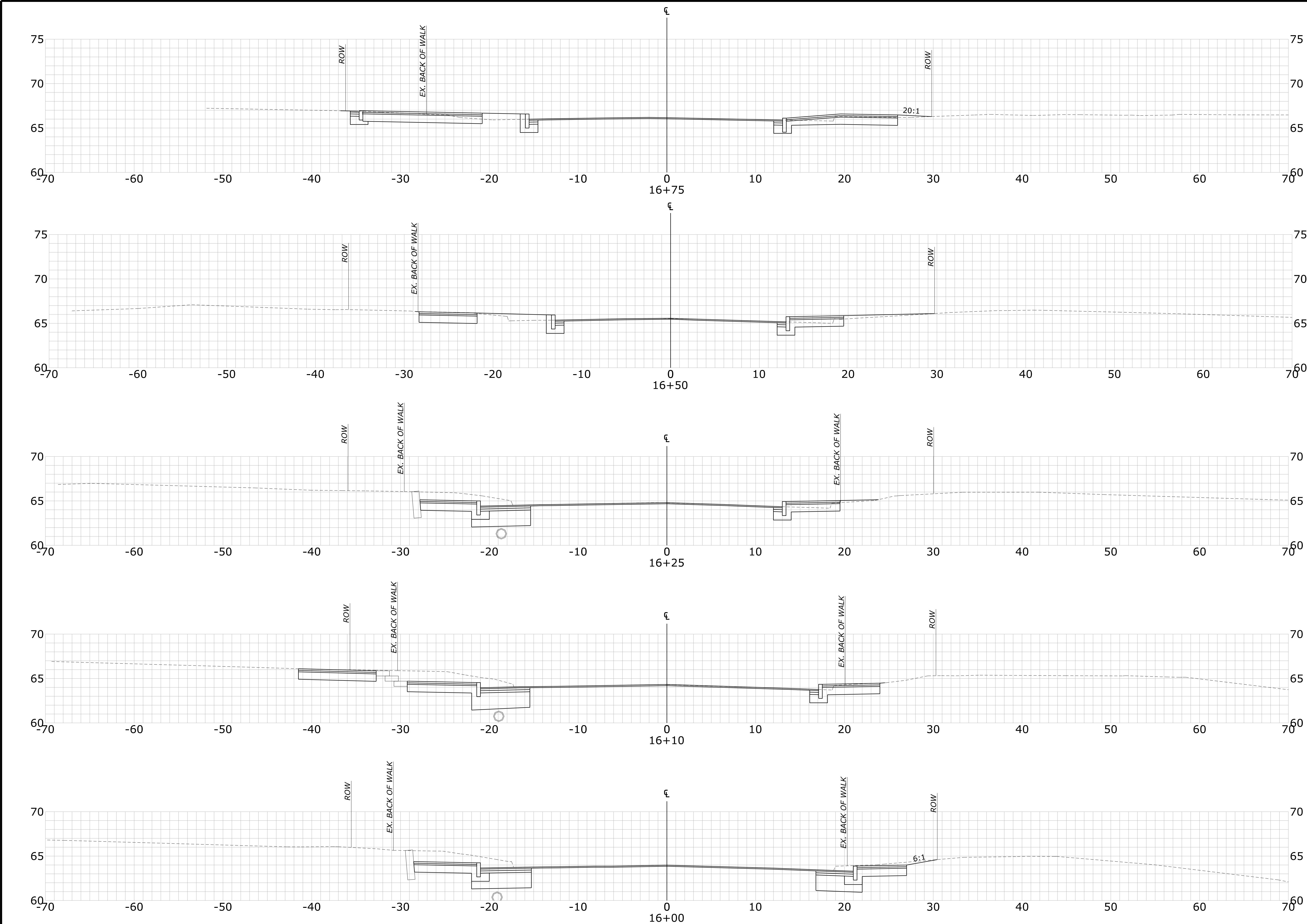
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		4606-04		WIN 21651.00		HIGHWAY PLANS	
YORK STREET		YORK STREET		YORK STREET CROSS SECTIONS		SHEET NUMBER 41 OF 63	
PROJ. MANAGER	DESIGN-DETAILED	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	
CHECKED-REVIEWED	DESIGN-DETAILED						
DESIGN-DETAILED	DESIGN-DETAILED						
REVISIONS 1	REVISIONS 2						
REVISIONS 3	REVISIONS 4						
FIELD CHANGES							



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	4606-04		WIN	21651.00	HIGHWAY PLANS
	YORK STREET CROSS SECTIONS				
	SHEET NUMBER 42 OF 63				

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	..	..	..
CHECKED-REVIEWED	..	..	..
DESIGN2-DETAILED	..	..	..
DESIGN3-DETAILED	..	..	..
REVISIONS 1	..	..	..
REVISIONS 2	..	..	..
REVISIONS 3	..	..	..
REVISIONS 4	..	..	..
FIELD CHANGES	..	..	..

SIGNATURE	P.E. NUMBER	DATE
..	..	..
..	..	..
..	..	..



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PROJ. MANAGER	W/Z	BY	DATE
DESIGN-DETAILED	..	..	..
CHECKED-REVIEWED	..	..	..
DESIGN-DETAILED	..	..	..
DESIGN-DETAILED	..	..	..
REVISIONS 1	..	..	..
REVISIONS 2	..	..	..
REVISIONS 3	..	..	..
REVISIONS 4	..	..	..
FIELD CHANGES	..	..	..

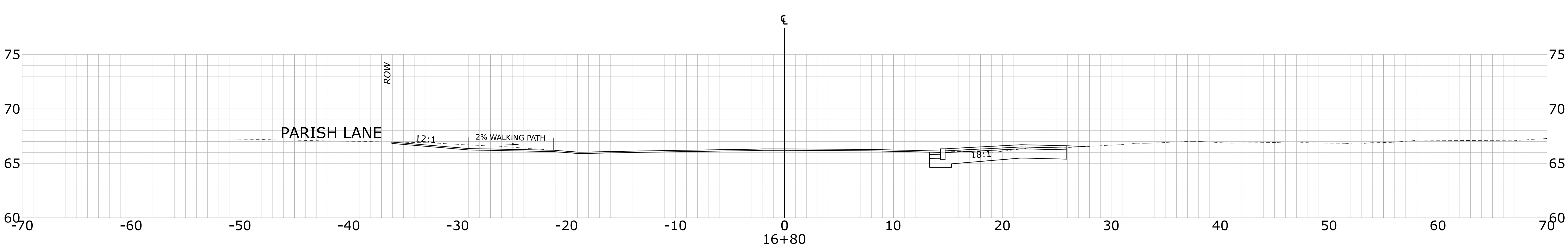
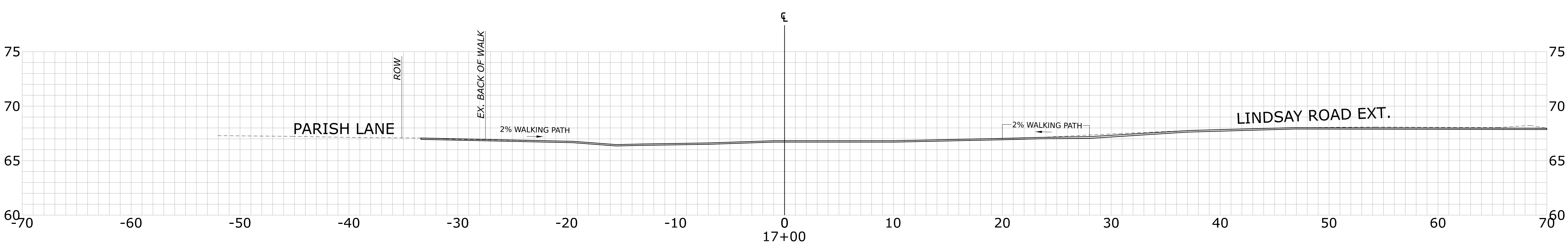
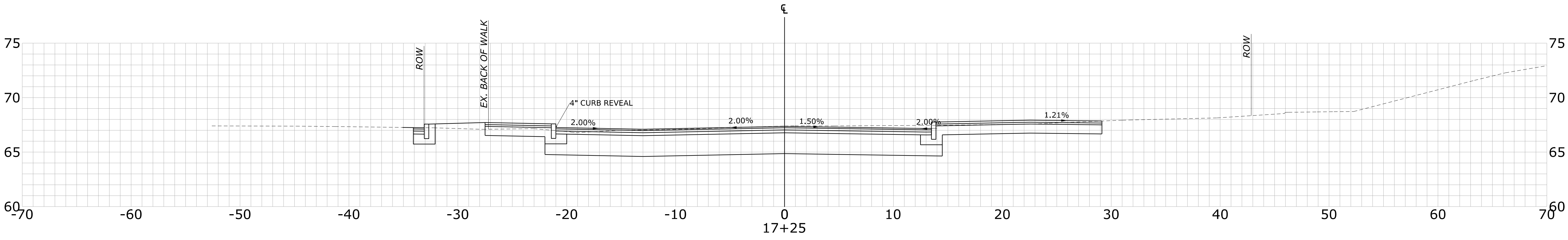
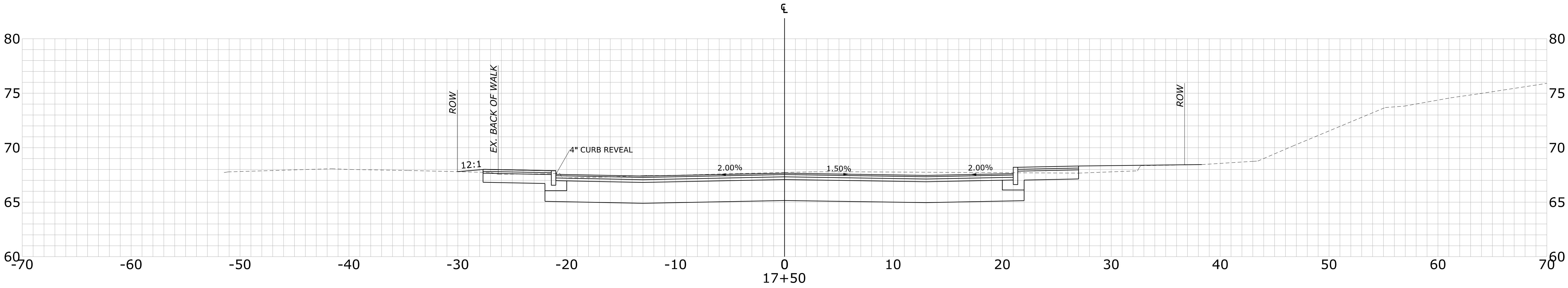
YORK STREET
YORK STREET

YORK STREET CROSS SECTIONS

SHEET NUMBER

43

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PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	..	..	..	..	..	..
CHECKED-REVIEWED	..	..	..	..	..	..
DESIGN2-DETAILED	..	..	..	..	..	..
DESIGN3-DETAILED	..	..	..	..	..	..
REVISIONS 1	..	..	..	..	..	..
REVISIONS 2	..	..	..	..	..	..
REVISIONS 3	..	..	..	..	..	..
REVISIONS 4	..	..	..	..	..	..
FIELD CHANGES	..	..	..	..	..	..

YORK
YORK STREET

YORK STREET CROSS SECTIONS

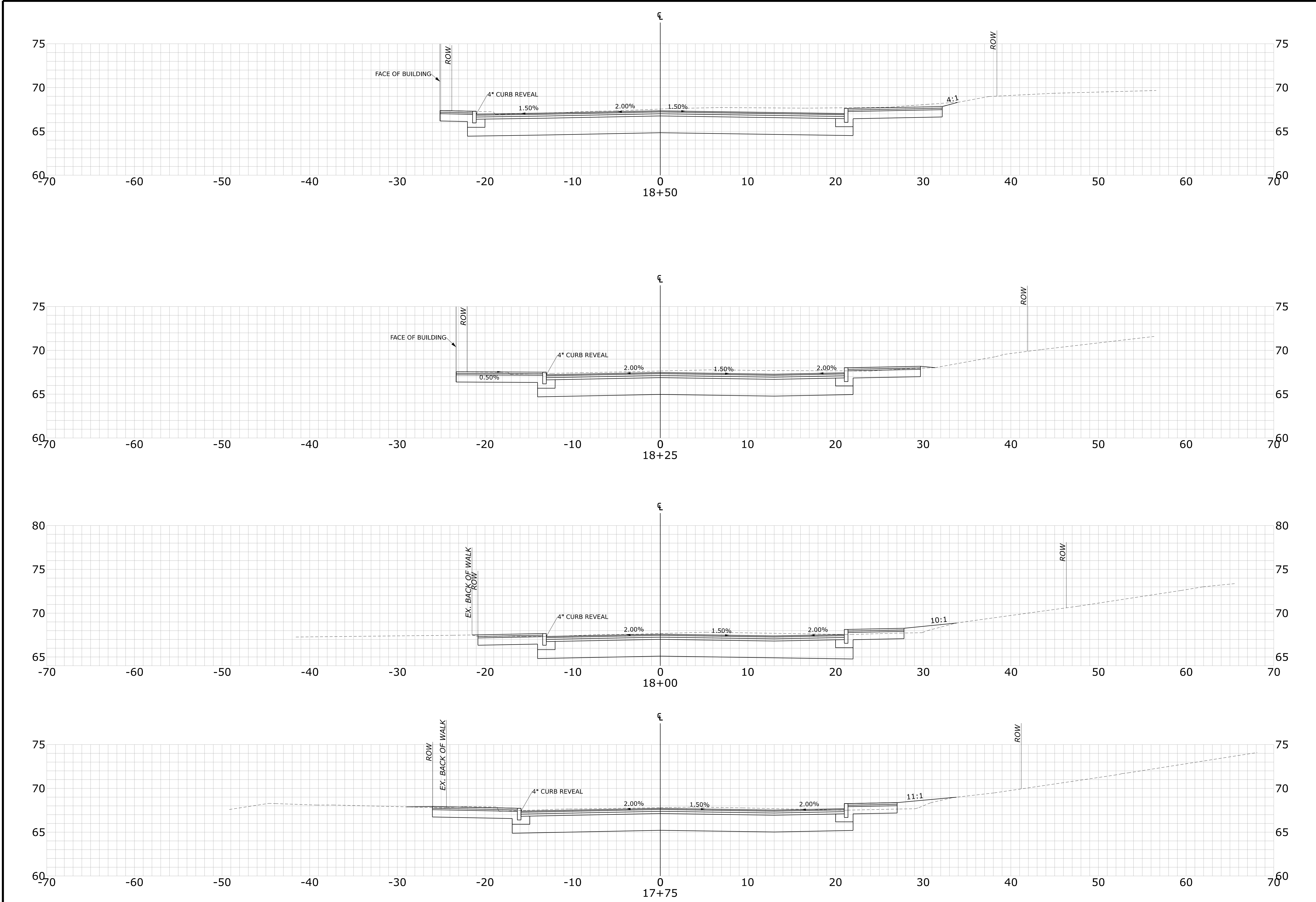
SHEET NUMBER

44

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DATE: 11/3/2025

USERNAME: AMAYO



STATE OF MAINE
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WIN
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HIGHWAY PLANS

PROJ. MANAGER	INZ	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	..	..	..	..	..	..
CHECKED-REVIEWED	..	..	..	..	..	..
DESIGN2-DETAILED2	..	..	..	..	..	..
DESIGN3-DETAILED3	..	..	..	..	..	..
REVISIONS 1	..	..	..	..	..	..
REVISIONS 2	..	..	..	..	..	..
REVISIONS 3	..	..	..	..	..	..
REVISIONS 4	..	..	..	..	..	..
FIELD CHANGES	..	..	..	..	..	..

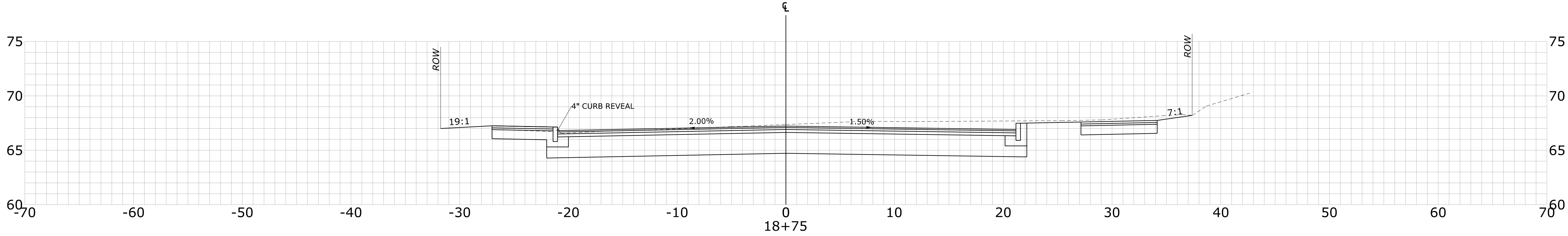
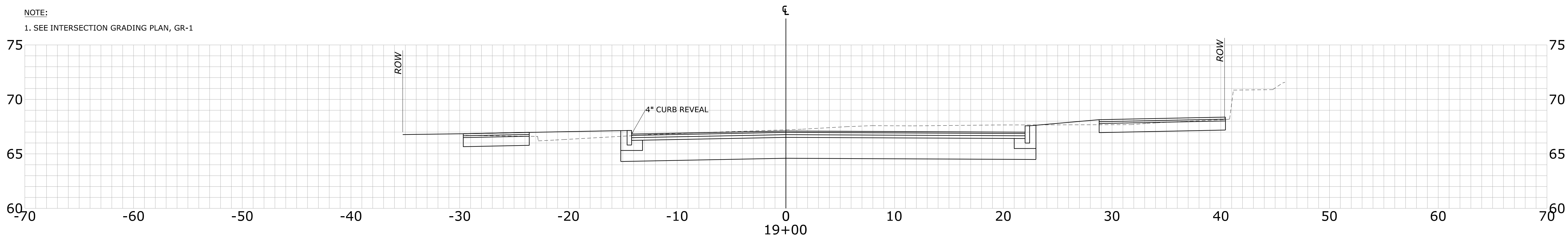
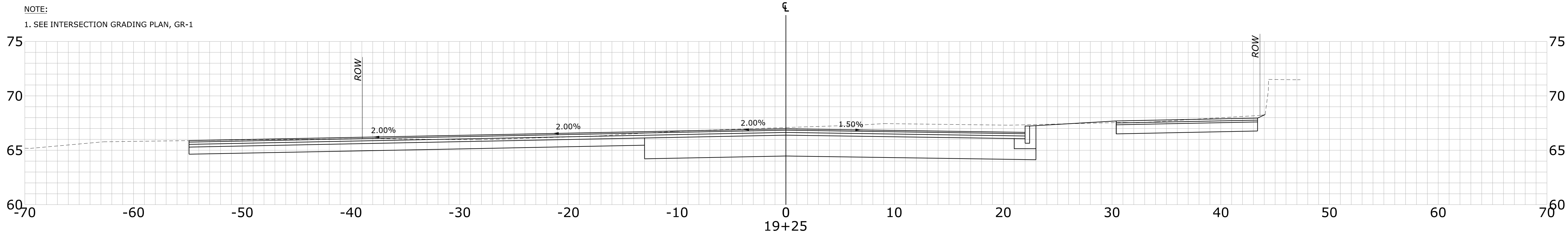
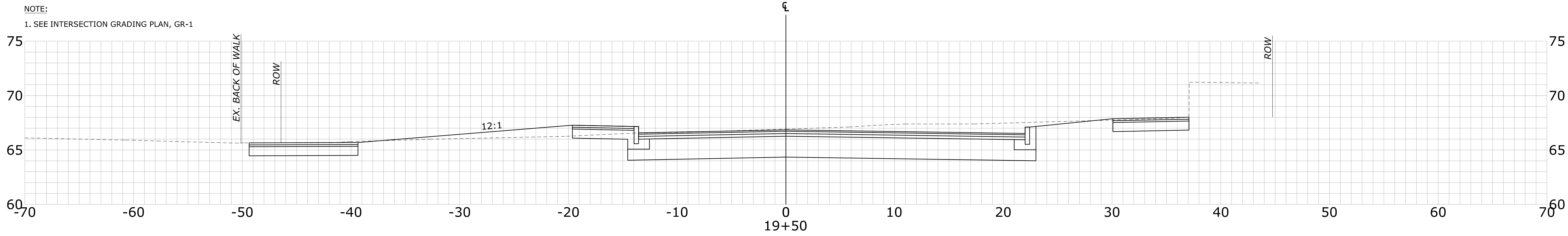
YORK STREET
YORK STREET

YORK STREET CROSS SECTIONS

SHEET NUMBER

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PROJ. MANAGER	IN/Z	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	--	--	--			
CHECKED-REVIEWED	--	--	--			
DESIGN-DETAILED	--	--	--			
DESIGN-DETAILED	--	--	--			
REVISIONS 1	--	--	--			
REVISIONS 2	--	--	--			
REVISIONS 3	--	--	--			
REVISIONS 4	--	--	--			
FIELD CHANGES	--	--	--			

YORK STREET
YORK STREET

YORK STREET CROSS SECTIONS

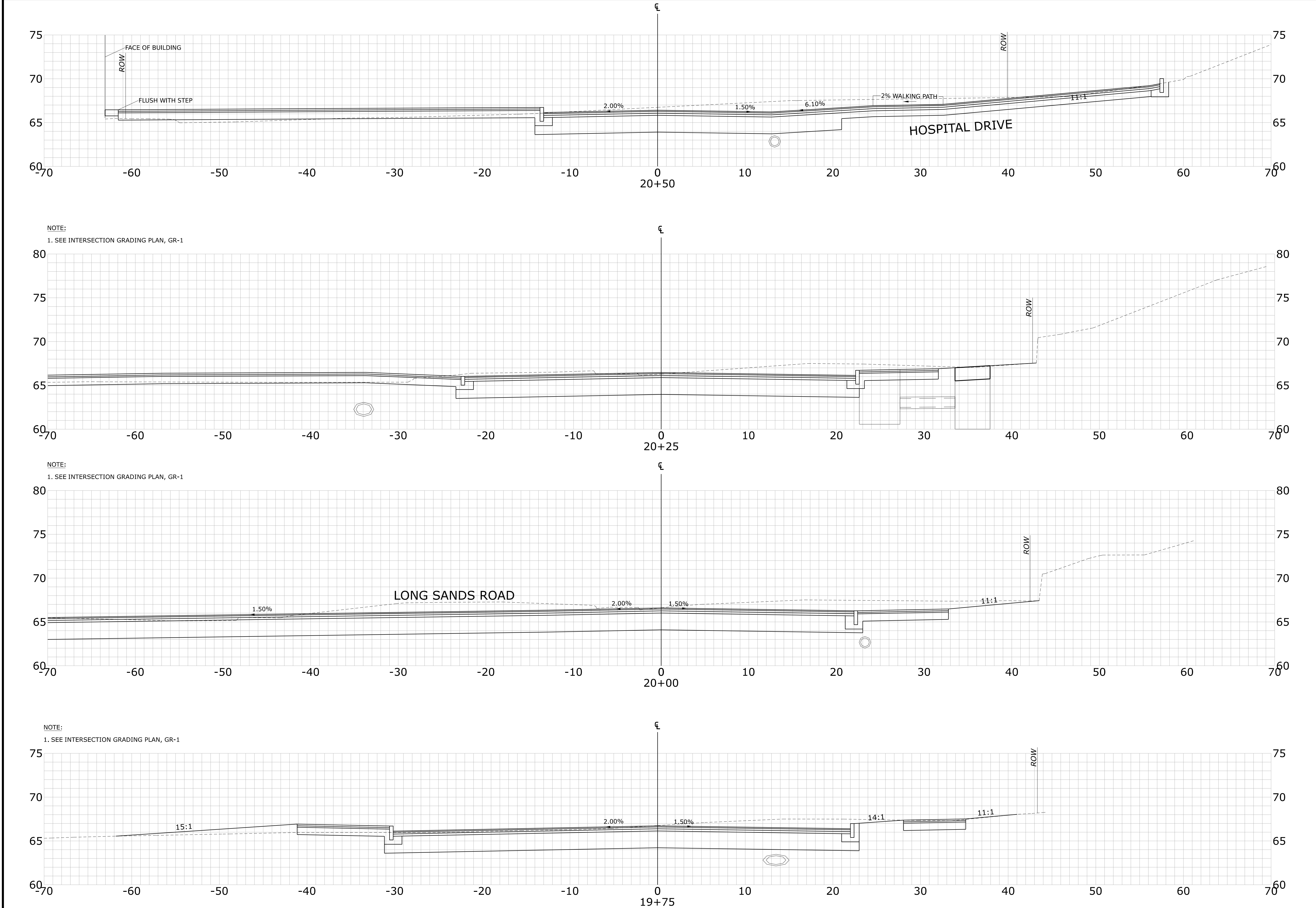
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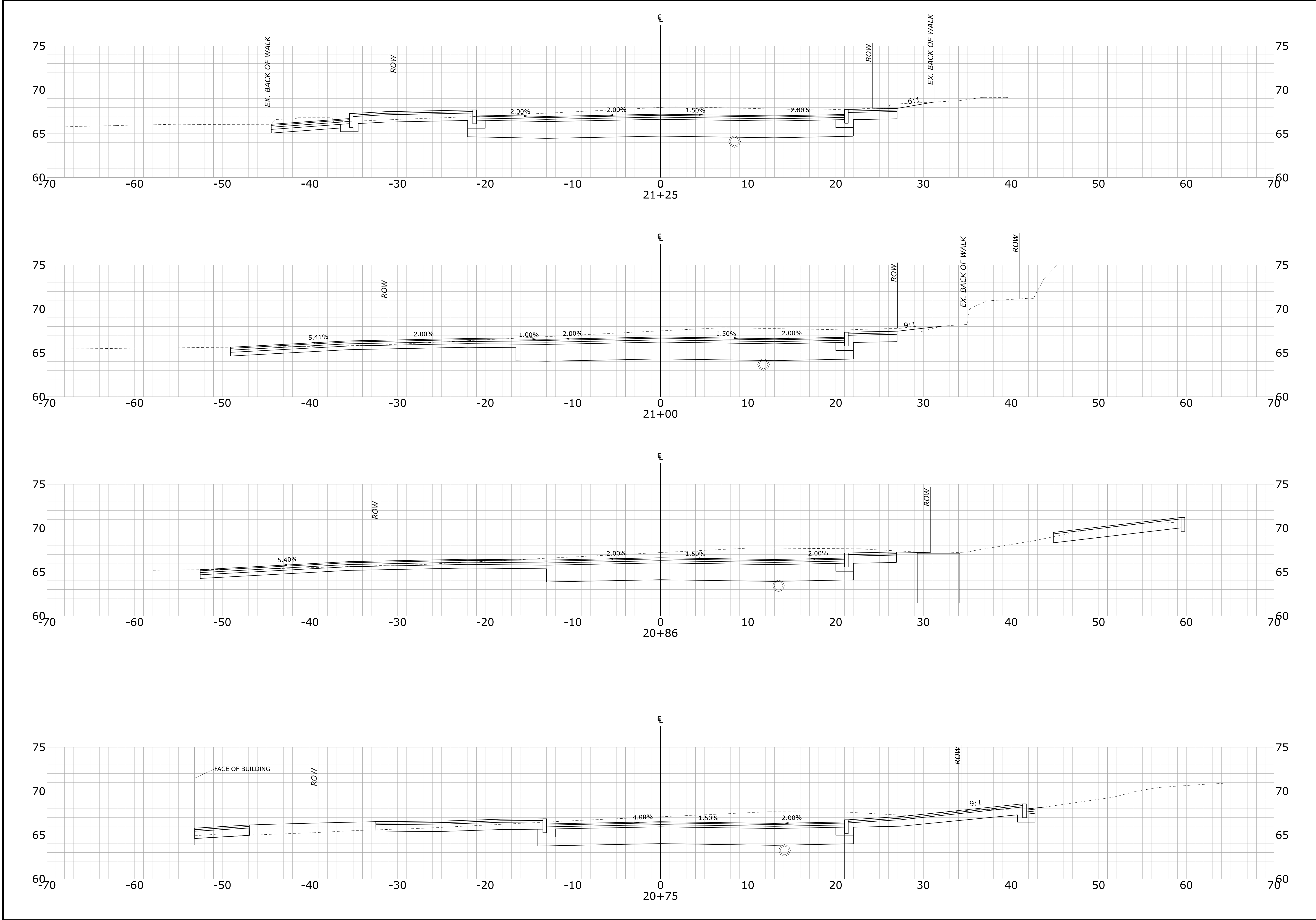
OF 63

DATE: 11/3/2025

USERNAME: AMAYO



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		4606-04		WIN 21651.00		HIGHWAY PLANS	
YORK STREET		YORK STREET		YORK STREET CROSS SECTIONS		SHEET NUMBER 47 OF 63	
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE		
DESIGN-DETAILED	..	..	..	..	..		
CHECKED-REVIEWED	..	..	..	..	..		
DESIGN2-DETAILED2	..	..	..	..	..		
DESIGN3-DETAILED3	..	..	..	..	..		
REVISIONS 1	..	..	..	..	..		
REVISIONS 2	..	..	..	..	..		
REVISIONS 3	..	..	..	..	..		
REVISIONS 4	..	..	..	..	..		
FIELD CHANGES							



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4606-04

WIN
21651.00

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	..	..
CHECKED-REVIEWED	..	..
DESIGN-DETAILED	..	..
DESIGN-DETAILED	..	..
REVISIONS 1	..	..
REVISIONS 2	..	..
REVISIONS 3	..	..
REVISIONS 4	..	..
FIELD CHANGES	..	..

SIGNATURE

P.E. NUMBER

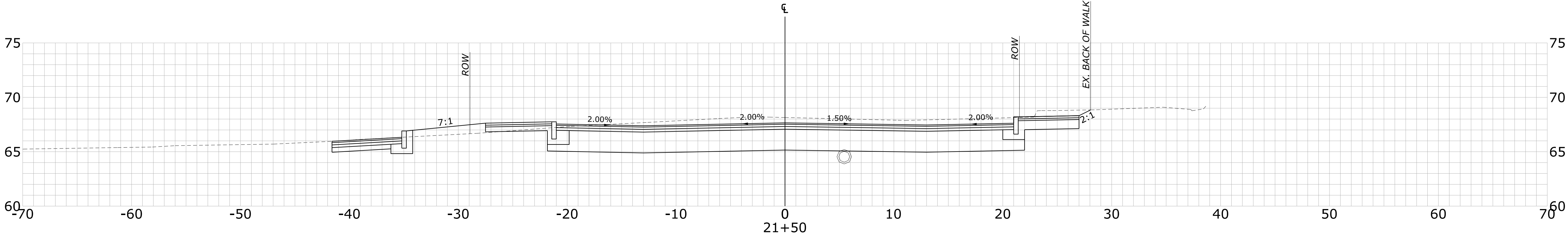
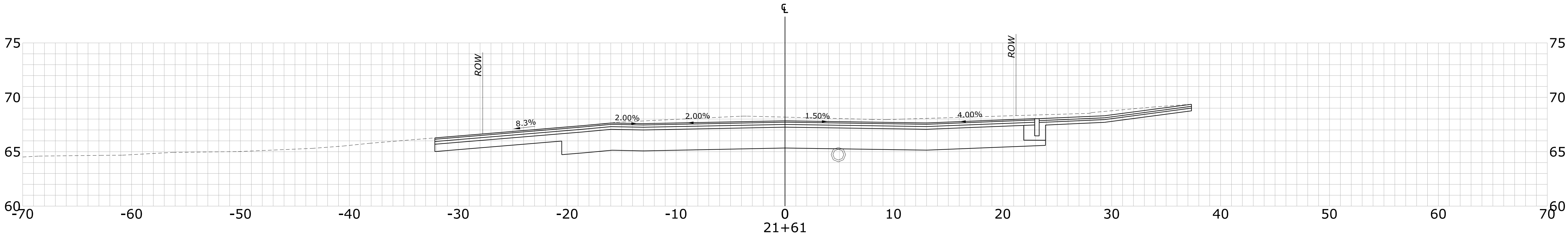
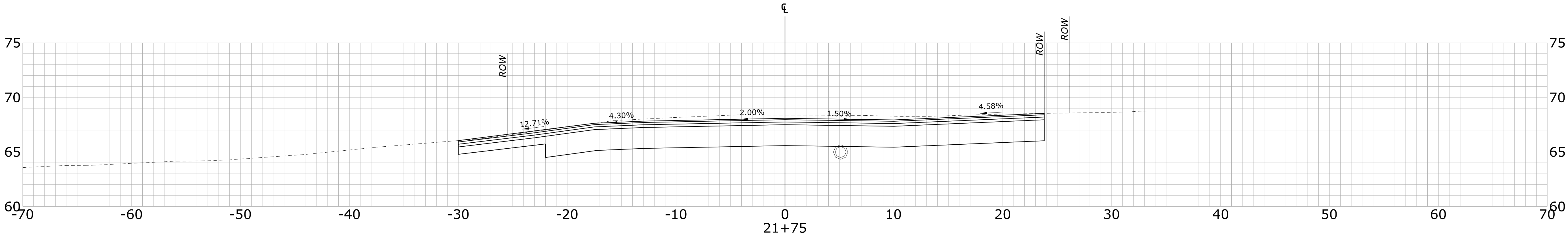
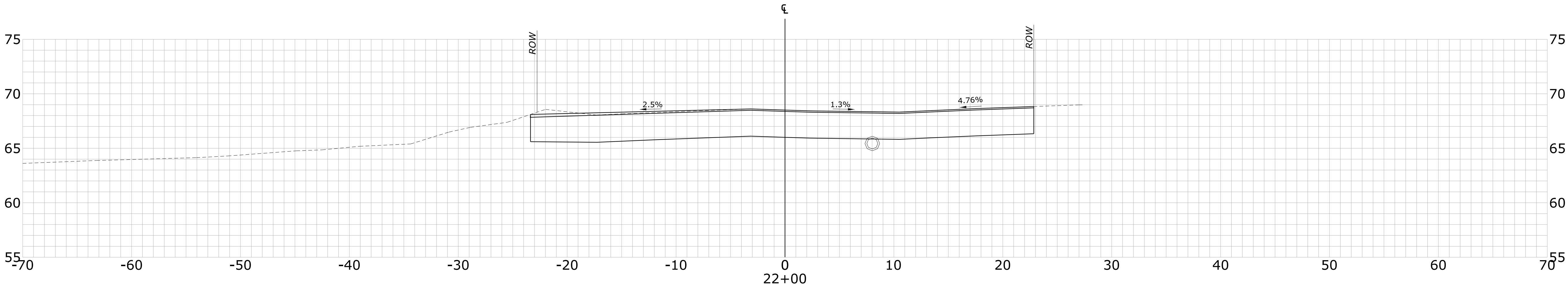
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YORK STREET CROSS SECTIONS

SHEET NUMBER

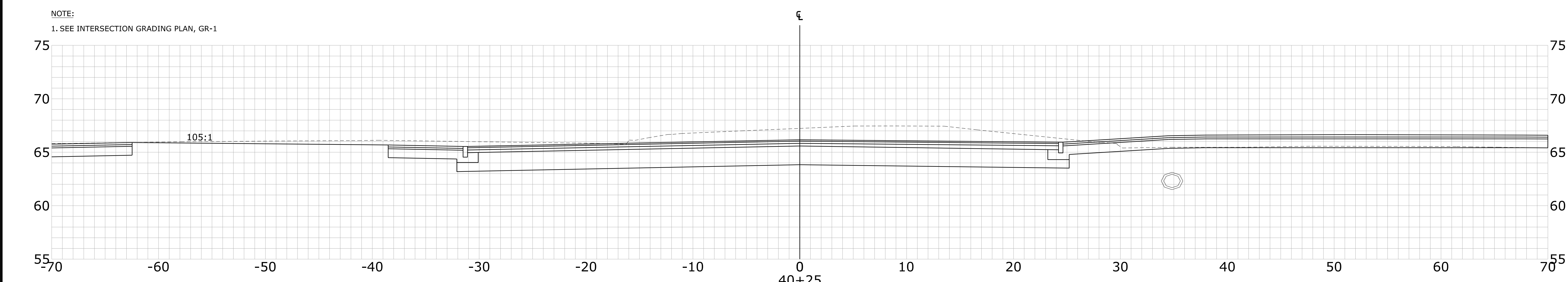
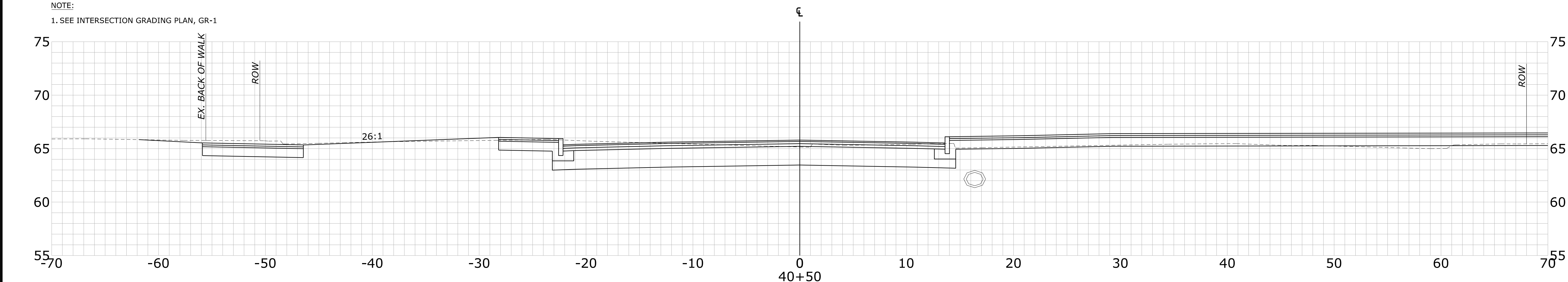
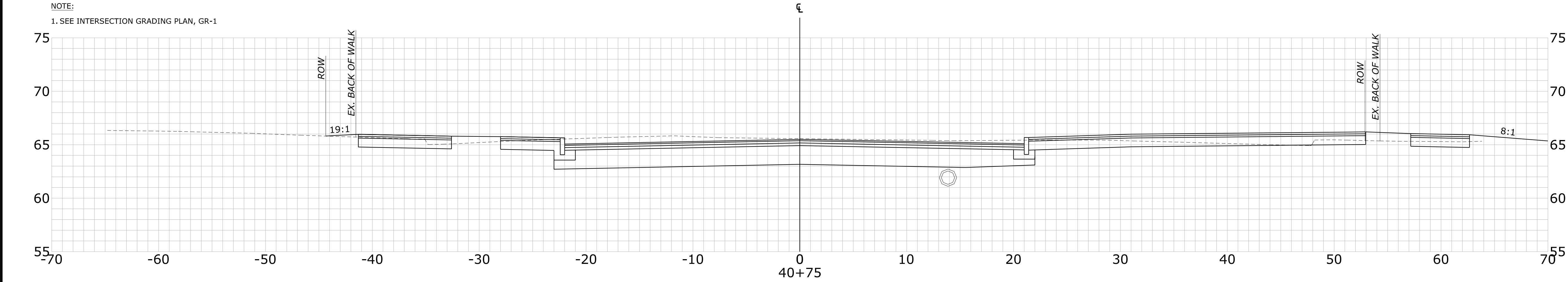
48

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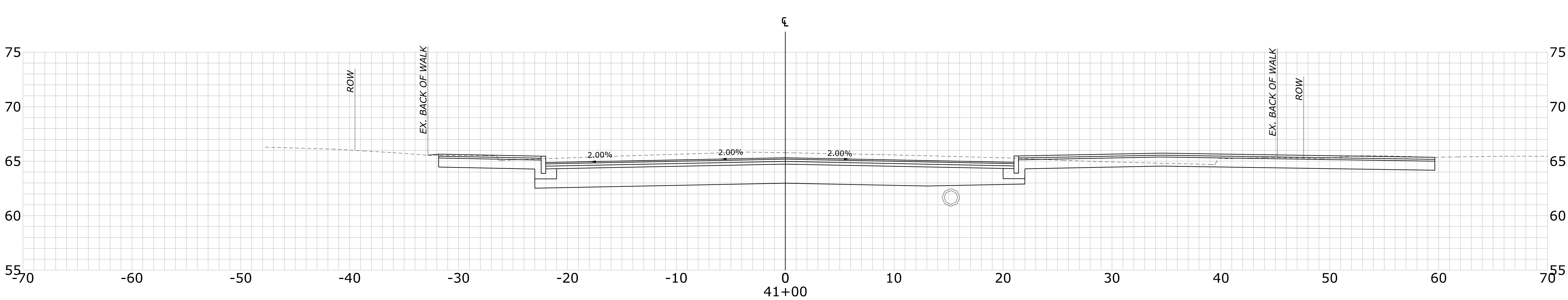
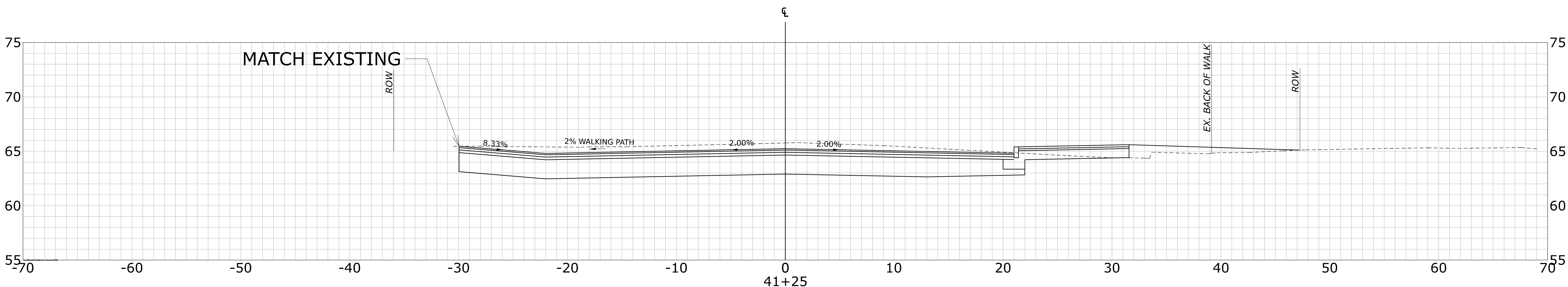
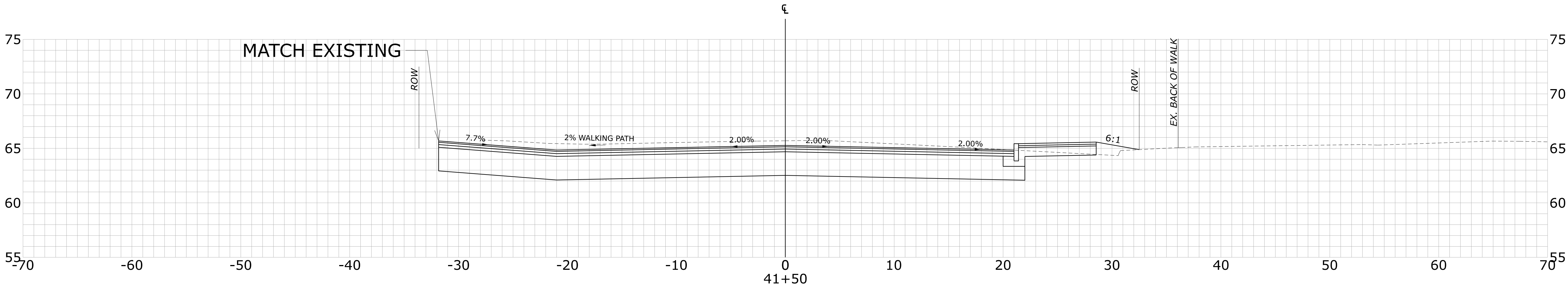


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DESIGN-DETAILED	..	..	..
CHECKED-REVIEWED	..	..	..
DESIGN2-DETAILED2	..	..	..
DESIGN3-DETAILED3	..	..	..
REVISIONS 1	..	..	..
REVISIONS 2	..	..	..
REVISIONS 3	..	..	..
REVISIONS 4	..	..	..
FIELD CHANGES	..	..	..

YORK STREET
YORK STREET
YORK STREET CROSS SECTIONS

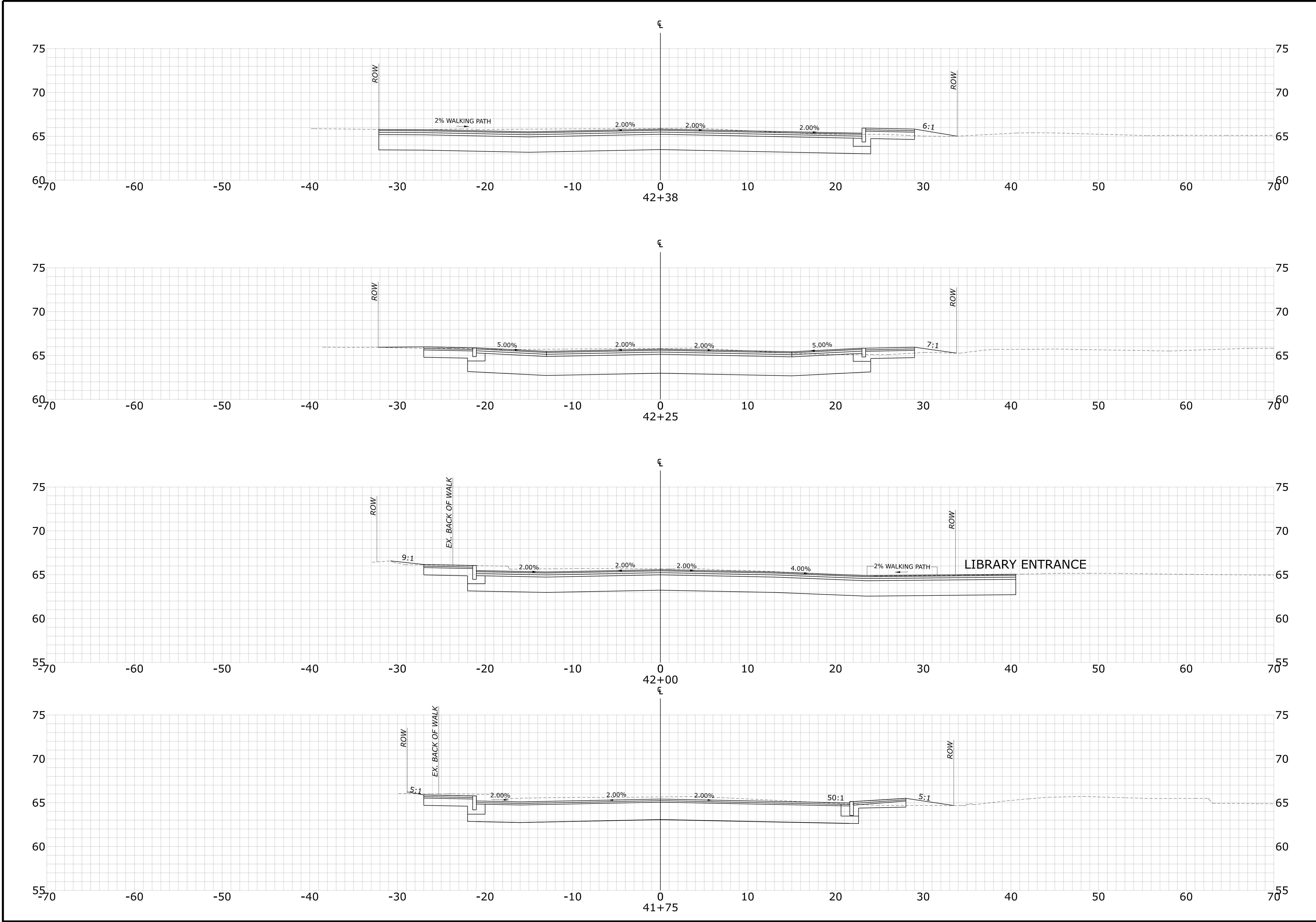


STATE OF MAINE DEPARTMENT OF TRANSPORTATION	4606-04		WIN 21651.00		HIGHWAY PLANS	
	SIGNATURE		P.E. NUMBER		DATE	
YORK YORK STREET LONG SANDS ROAD CROSS SECTIONS		PROJ. MANAGER	INZ	BY	DATE	
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		DESIGN-DETAILED				
		DESIGN-DETAILED				
		REVISIONS 1				
SHEET NUMBER 50 OF 63		REVISIONS 2				
		REVISIONS 3				
		REVISIONS 4				
		FIELD CHANGES				



PROJ. MANAGER	INZ	BY	DATE
DESIGN-DETAILED	..	..	..
CHECKED-REVIEWED	..	..	..
DESIGN2-DETAILED2	..	..	..
DESIGN3-DETAILED3	..	..	..
REVISIONS 1	..	..	..
REVISIONS 2	..	..	..
REVISIONS 3	..	..	..
REVISIONS 4	..	..	..
FIELD CHANGES	..	..	..

YORK
YORK STREET
LONG SANDS ROAD
CROSS SECTIONS



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HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	--	--
CHECKED-REVIEWED	--	--
DESIGN2-DETAILED2	--	--
DESIGN3-DETAILED3	--	--
REVISIONS 1	--	--
REVISIONS 2	--	--
REVISIONS 3	--	--
REVISIONS 4	--	--
FIELD CHANGES	--	--

SIGNATURE

P.E. NUMBER

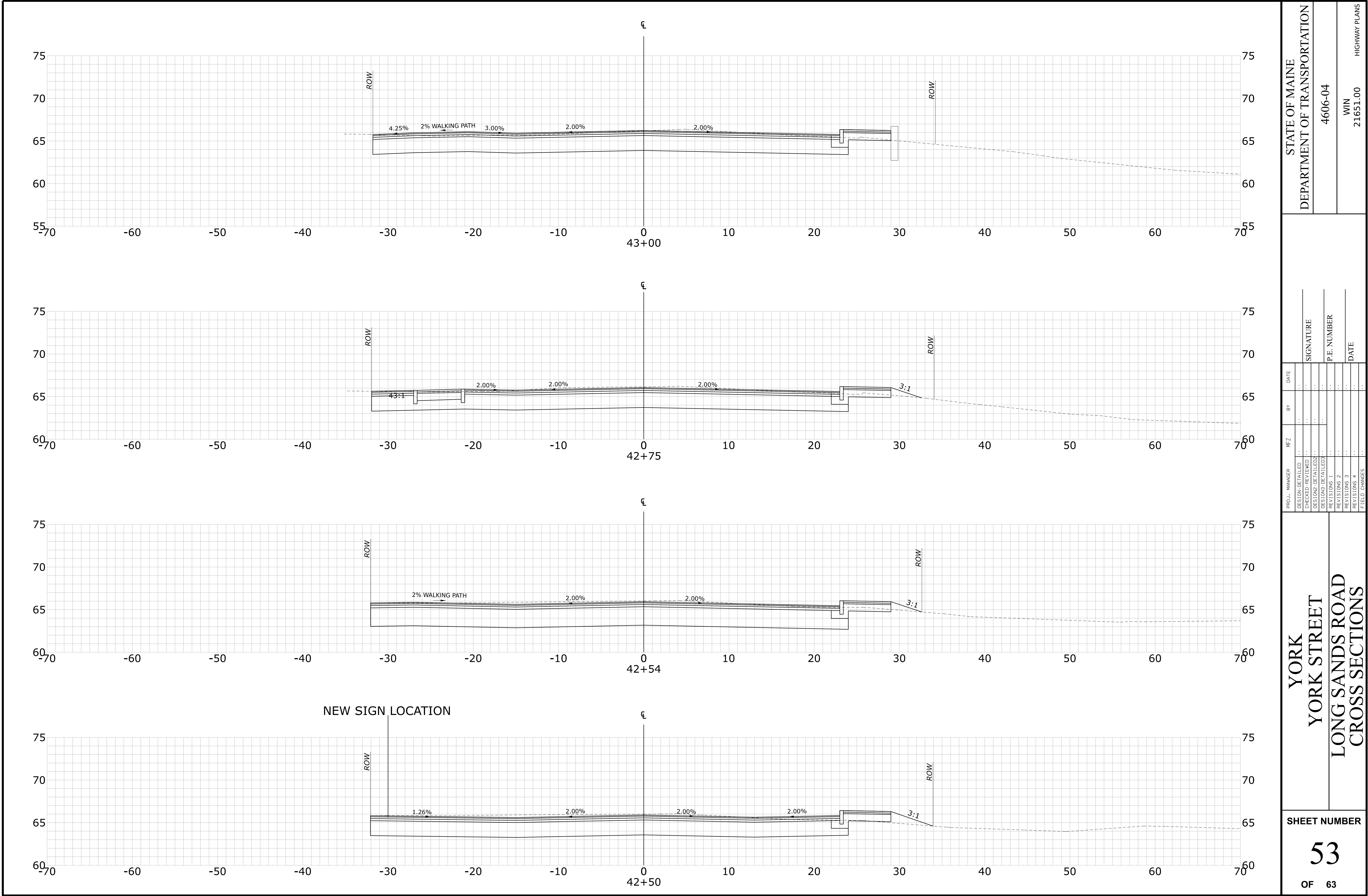
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YORK
YORK STREET
LONG SANDS ROAD
CROSS SECTIONS

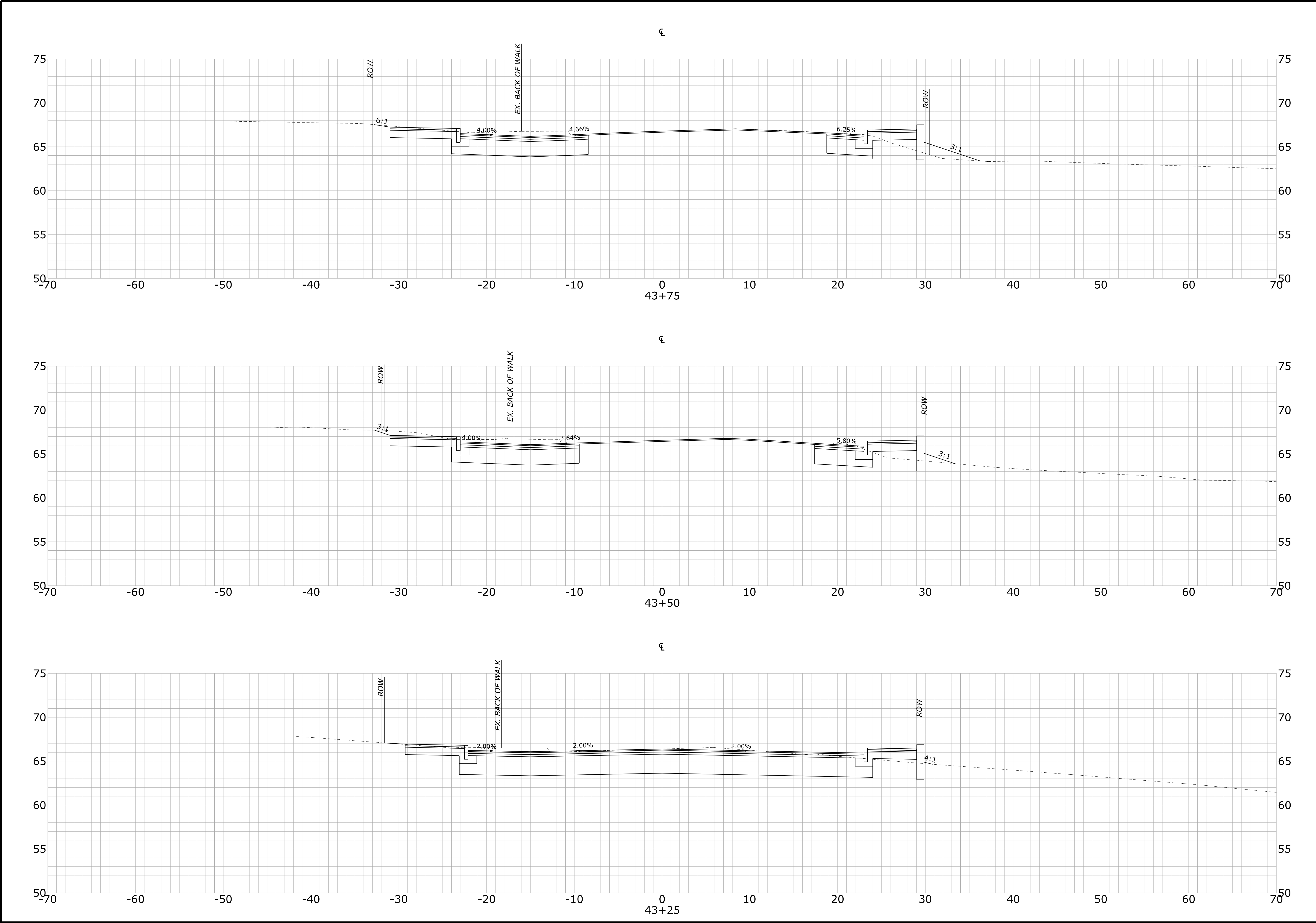
SHEET NUMBER
52
OF 63

DATE: 11/3/2025

USERNAME: AMAYO



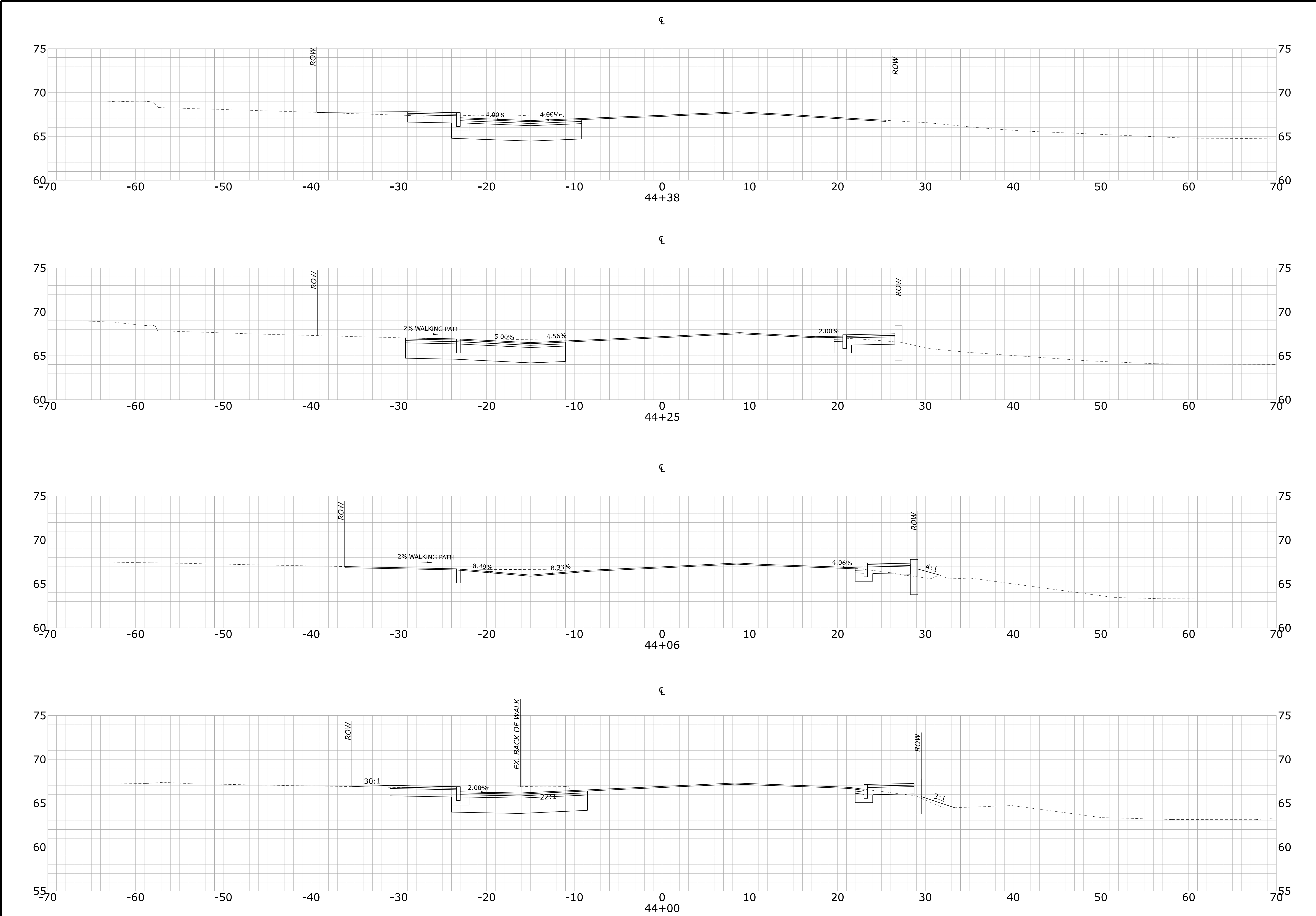
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DESIGN-DETAILED		..		..		..		..		..	
CHECKED-REVIEWED		..		..		..		..		..	
DESIGN2-DETAILED2		..		..		..		..		..	
DESIGN3-DETAILED3		..		..		..		..		..	
REVISIONS 1		..		..		..		..		..	
REVISIONS 2		..		..		..		..		..	
REVISIONS 3		..		..		..		..		..	
REVISIONS 4		..		..		..		..		..	
FIELD CHANGES		..		..		..		..		..	
YORK STREET		YORK STREET		LONG SANDS ROAD		CROSS SECTIONS		SHEET NUMBER		53	
OF		63									



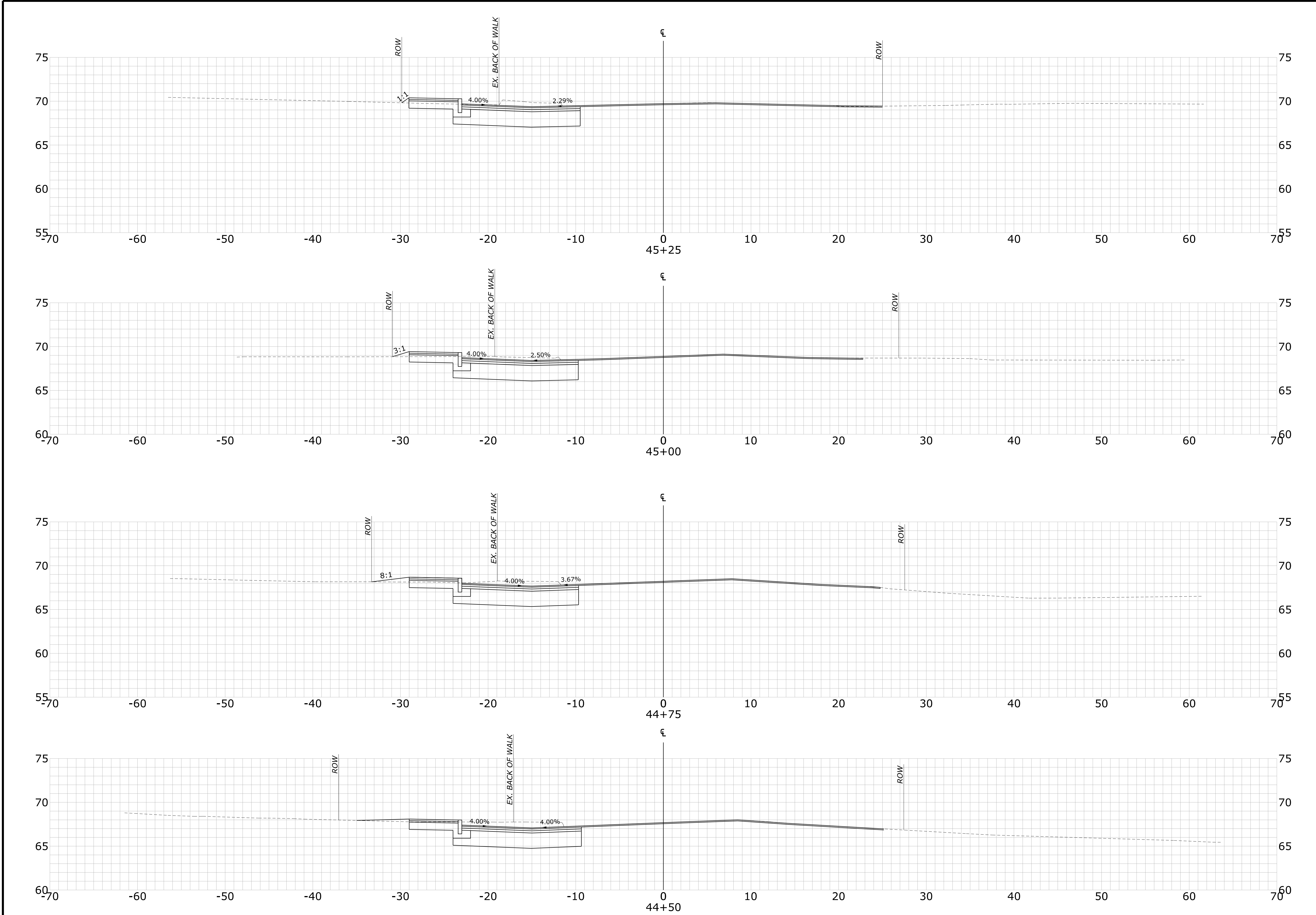
STATE OF MAINE DEPARTMENT OF TRANSPORTATION				
	4606-04			
	WIN	21651.00	HIGHWAY PLANS	

PROJ. MANAGER	BY	DATE
CHECKED-REVIEWED	BY	DATE
DESIGN2-DETAILED	BY	DATE
DESIGN3-DETAILED	BY	DATE
REVISIONS 1	BY	DATE
REVISIONS 2	BY	DATE
REVISIONS 3	BY	DATE
REVISIONS 4	BY	DATE
FIELD CHANGES		

YORK YORK STREET LONG SANDS ROAD CROSS SECTIONS	SHEET NUMBER
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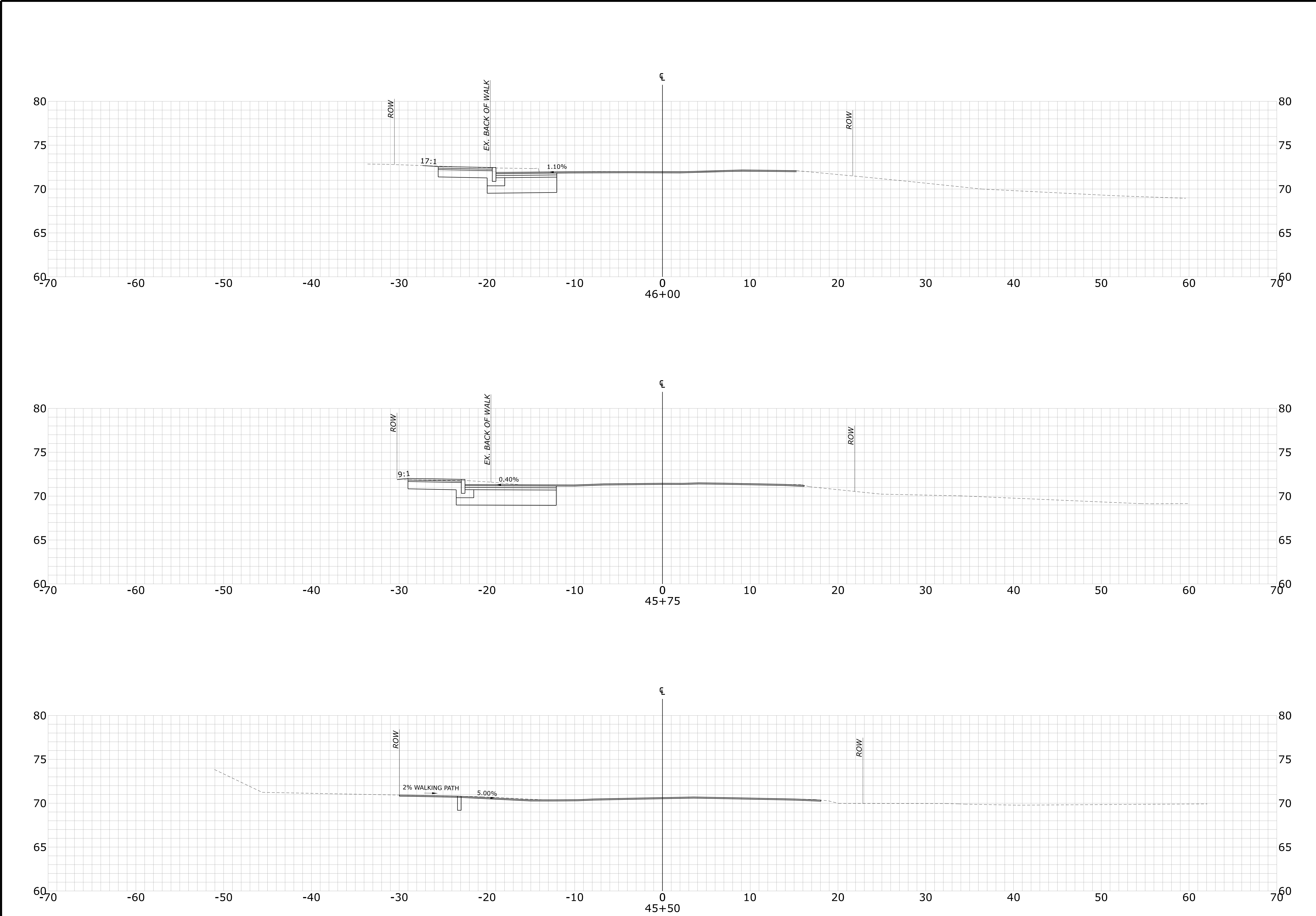
STATE OF MAINE DEPARTMENT OF TRANSPORTATION									
4606-04						WIN 21651.00		HIGHWAY PLANS	
YORK YORK STREET LONG SANDS ROAD CROSS SECTIONS		PROJ. MANAGER		IN/Z	BY	DATE			
		DESIGN-DETAILED		--	--	--			
		CHECKED-REVIEWED		--	--	--	SIGNATURE		
		DESIGN2-DETAILED2		--	--	--			
		DESIGN3-DETAILED3		--	--	--			
		REVISONS 1		--	--	--	P.E. NUMBER		
		REVISONS 2		--	--	--			
		REVISONS 3		--	--	--			
		REVISONS 4		--	--	--	DATE		
		FIELD CHANGES		--	--	--			
SHEET NUMBER		55							
OF 63									



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	4606-04		WIN	HIGHWAY PLANS
	SIGNATURE		P.E. NUMBER	DATE
	BY		DATE	
PROJ. MANAGER		INZ	FIELD CHANGES	
DESIGN-DETAILED		..	..	
CHECKED-REVIEWED		..	..	
DESIGN2-DETAILED2		..	..	
DESIGN3-DETAILED3		..	..	
REVISIONS 1		..	..	
REVISIONS 2		..	..	
REVISIONS 3		..	..	
REVISIONS 4		..	..	

YORK
YORK STREET
LONG SANDS ROAD
CROSS SECTIONS

SHEET NUMBER
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OF 63



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HIGHWAY PLANS

PROJ. MANAGER

CHECKED-REVIEWED

DESIGN2-RETAILED2

DESIGN3-RETAILED3

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

BY

DATE

SIGNATURE

P.E. NUMBER

DATE

YORK

YORK STREET

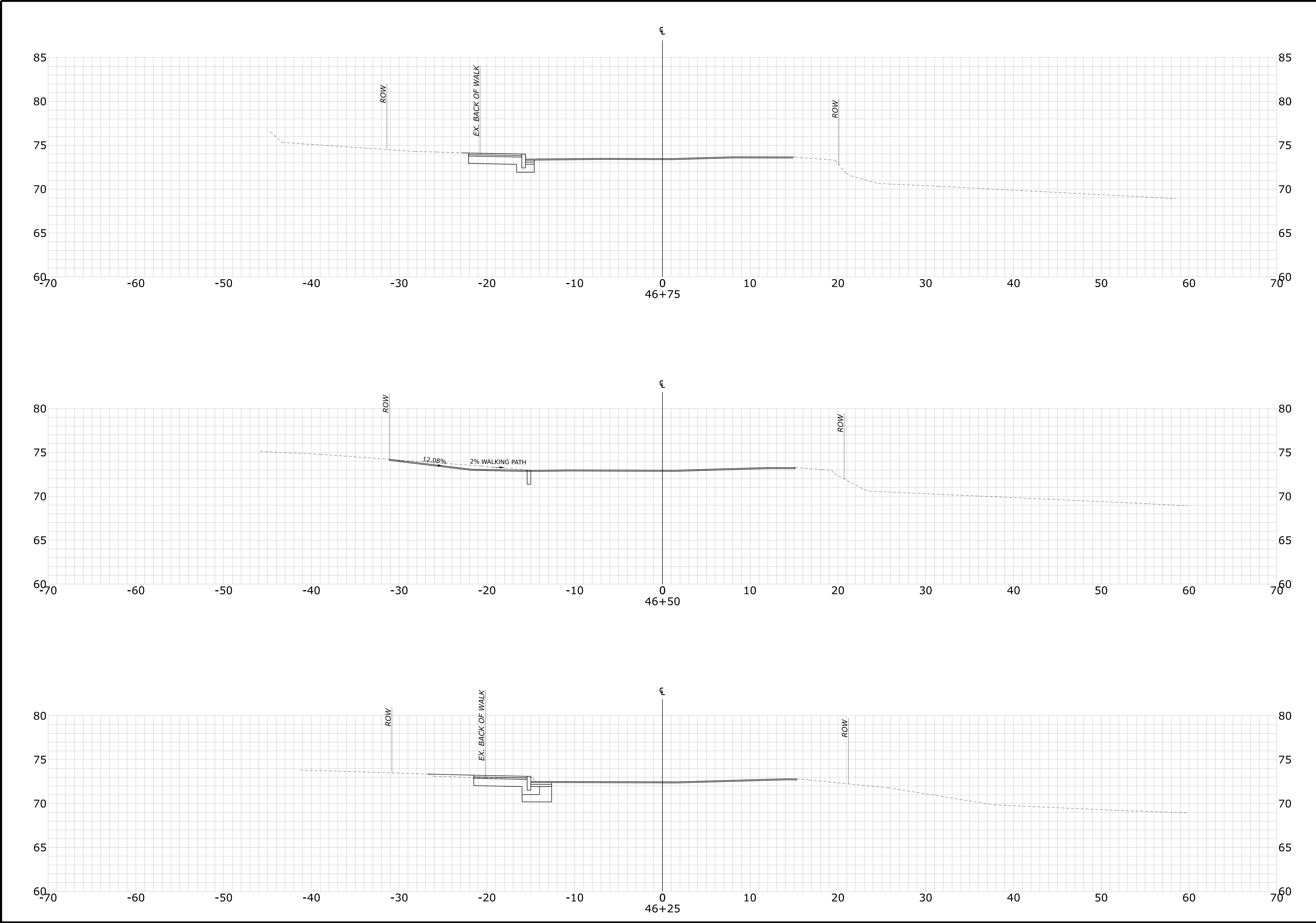
LONG SANDS ROAD

CROSS SECTIONS

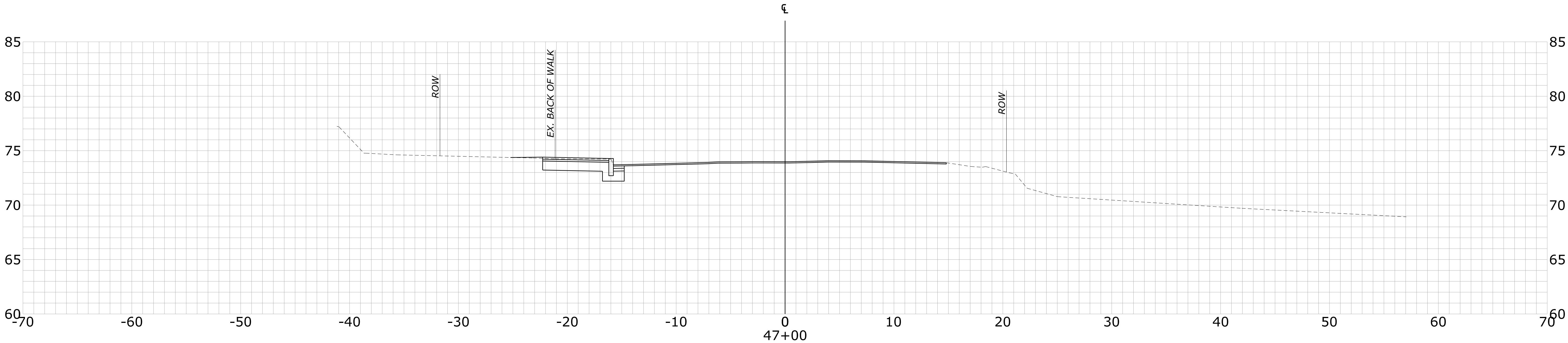
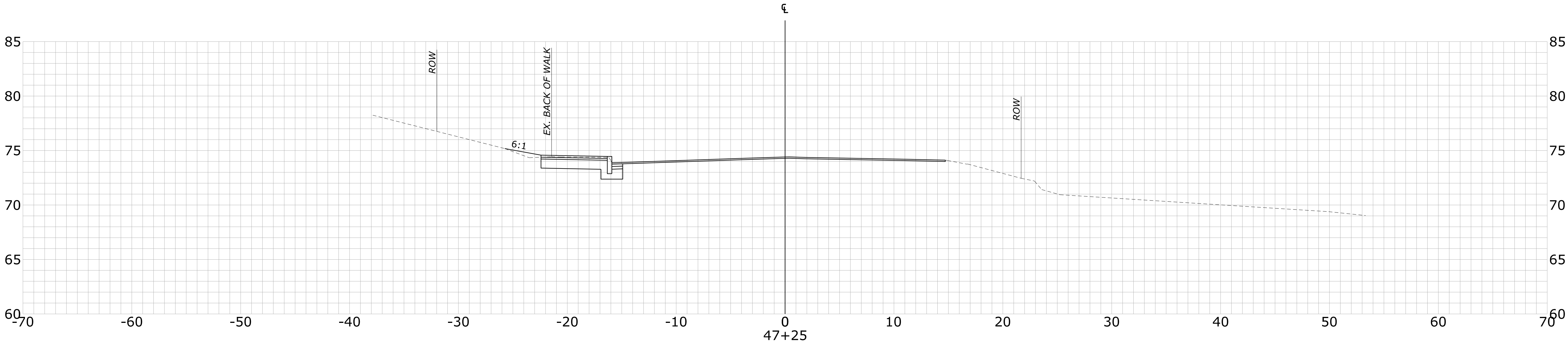
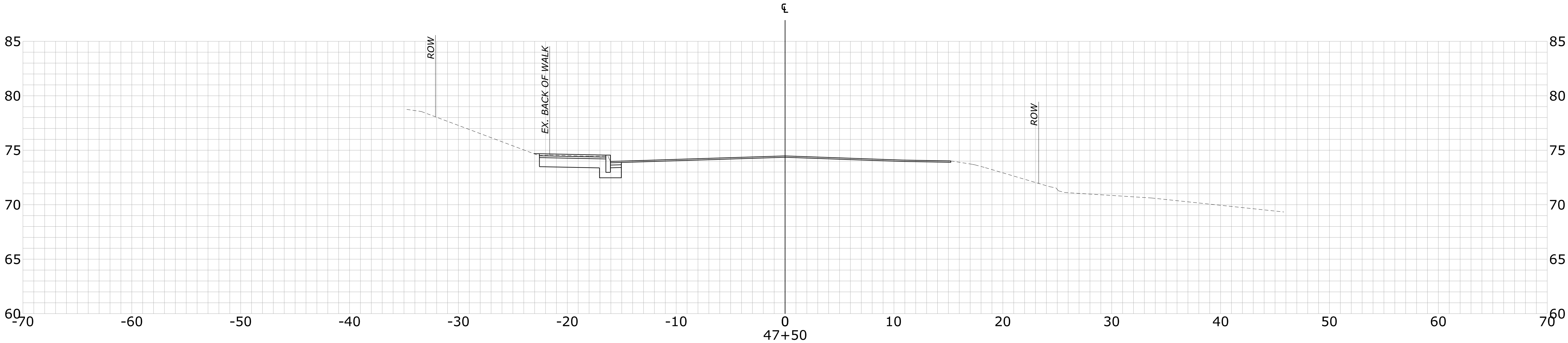
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57

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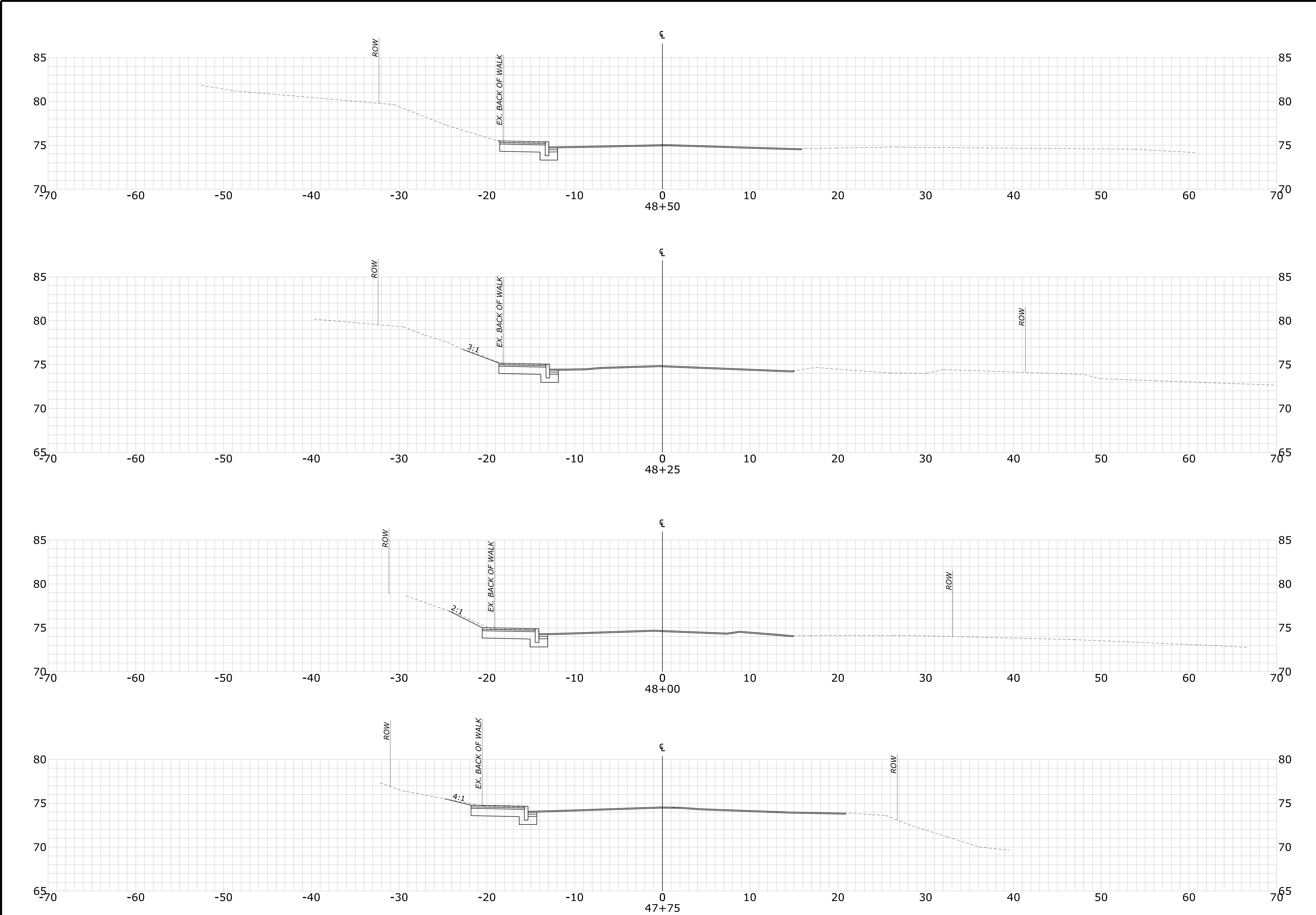


STATE OF MAINE DEPARTMENT OF TRANSPORTATION	4606-04				WIN 21651.00		HIGHWAY PLANS	
	SIGNATURE				P.E. NUMBER			
	DATE				DATE			
YORK YORK STREET LONG SANDS ROAD CROSS SECTIONS		PROJ. MANAGER	BY	DATE				
		DESIGN-DETAILED	INZ					
		CHECKED-REVIEWED						
		DESIGN2-DETAILED2						
		DESIGN3-DETAILED3						
SHEET NUMBER 58 OF 63		REVISIONS 1						
		REVISIONS 2						
		REVISIONS 3						
		REVISIONS 4						
		FIELD CHANGES						



PROJ. MANAGER	WFL	BY	DATE
DESIGN-DETAILED	..	..	..
CHECKED-REVIEWED	..	..	..
DESIGN-DETAILED	..	..	..
DESIGN-DETAILED	..	..	..
REVISIONS 1	..	..	..
REVISIONS 2	..	..	..
REVISIONS 3	..	..	..
REVISIONS 4	..	..	..
FIELD CHANGES	..	..	..

YORK
YORK STREET
LONG SANDS ROAD
CROSS SECTIONS



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	4606-04		WIN	21651.00	HIGHWAY PLANS
	SIGNATURE		P.E. NUMBER		DATE
	BY		DATE		
PROJ. MANAGER		INZ	BY	DATE	
DESIGN-DETAILED		..	..	..	..
CHECKED-REVIEWED		..	..	..	..
DESIGN-DETAILED		..	..	..	..
DESIGN-DETAILED		..	..	..	..
REVISIONS 1		..	..	..	..
REVISIONS 2		..	..	..	..
REVISIONS 3		..	..	..	..
REVISIONS 4		..	..	..	..
FIELD CHANGES		..	..	..	..

YORK
YORK STREET
LONG SANDS ROAD
CROSS SECTIONS

SHEET NUMBER

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This figure is a detailed engineering plan for the right-of-way of State Aid Highway No. 14, U.S. Route 1A, in York, Maine. The plan shows the highway alignment, including existing and proposed limits, and various easements and property boundaries. Key features include:

- PLAN LEGEND:** Defines symbols for existing and proposed features such as buildings, trees, lines, and easements.
- CONTROL INFORMATION:** Provides horizontal and vertical datum information and a combined scale factor.
- CURVE DATA #1 and #2:** Details for the highway curves, including PI, D, Δ, R, L, T, and E values.
- PROPERTY AND EASEMENT INFORMATION:** Describes parcels owned by Peter K. Rowe, First Parish Church, York, Maine, and Town of York, along with various easements and reciprocal agreements.
- EXISTING RIGHT OF WAY:** A note regarding the existing right of way for Lindsay Rd. (Southbound Only) and York St. / Long Sands Rd.
- REVISIONS:** A table detailing changes to the plan, including date, description, and the responsible party.
- PLAN FILED IN PLAN BOOK:** A table for recording the plan's filing details, including grantor, instrument, date, and page.
- BRUCE A. VAN NOTE:** A section for the engineer's notes and signature.
- STATE OF MAINE DEPARTMENT OF TRANSPORTATION:** Information about the project, including the project number (STP-2165(100)) and the sheet number (1 of 3).

[illegible]