

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



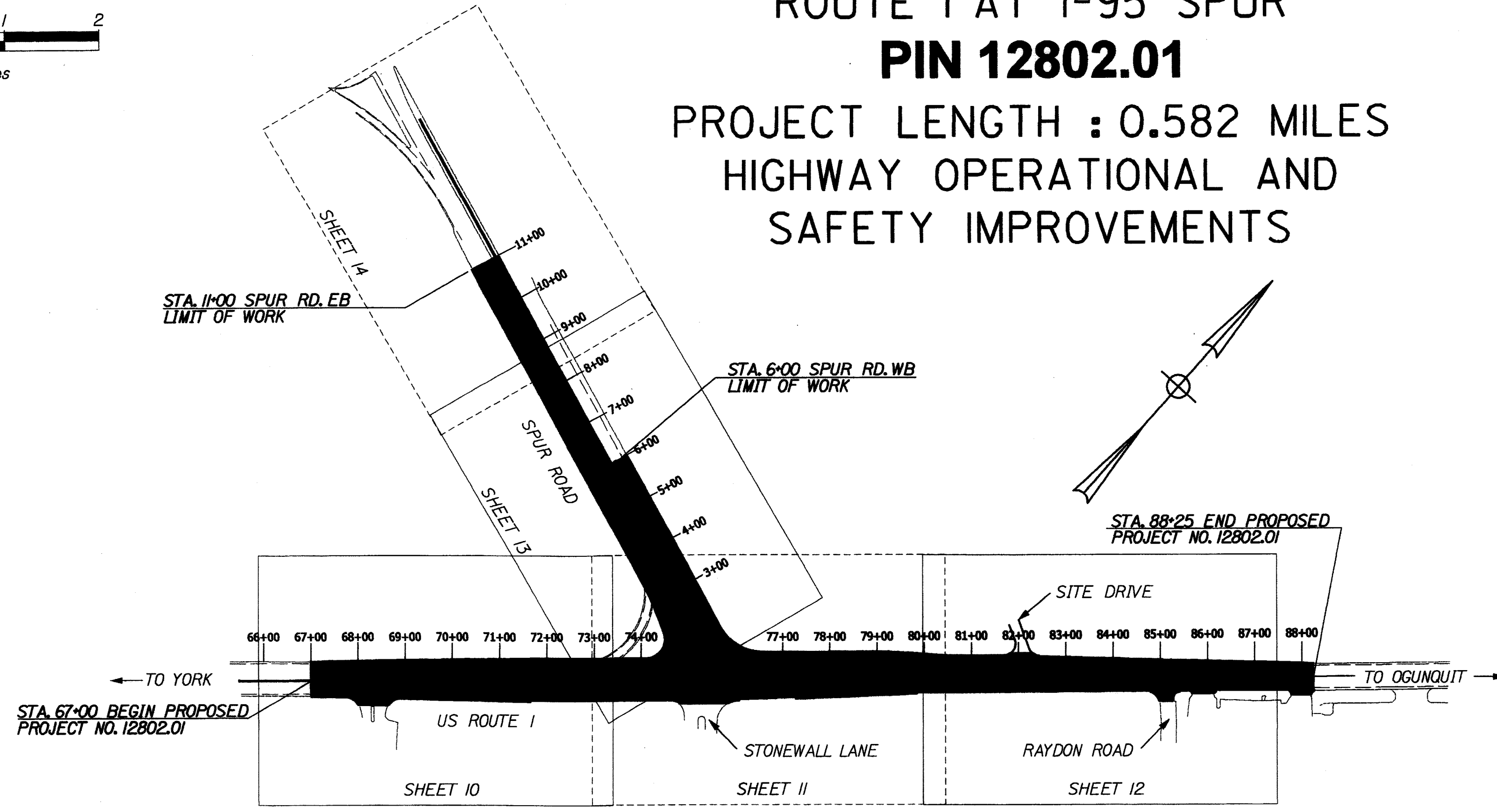
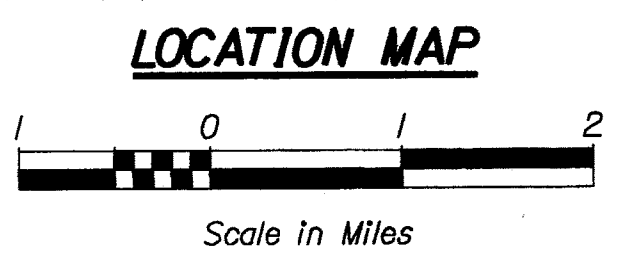
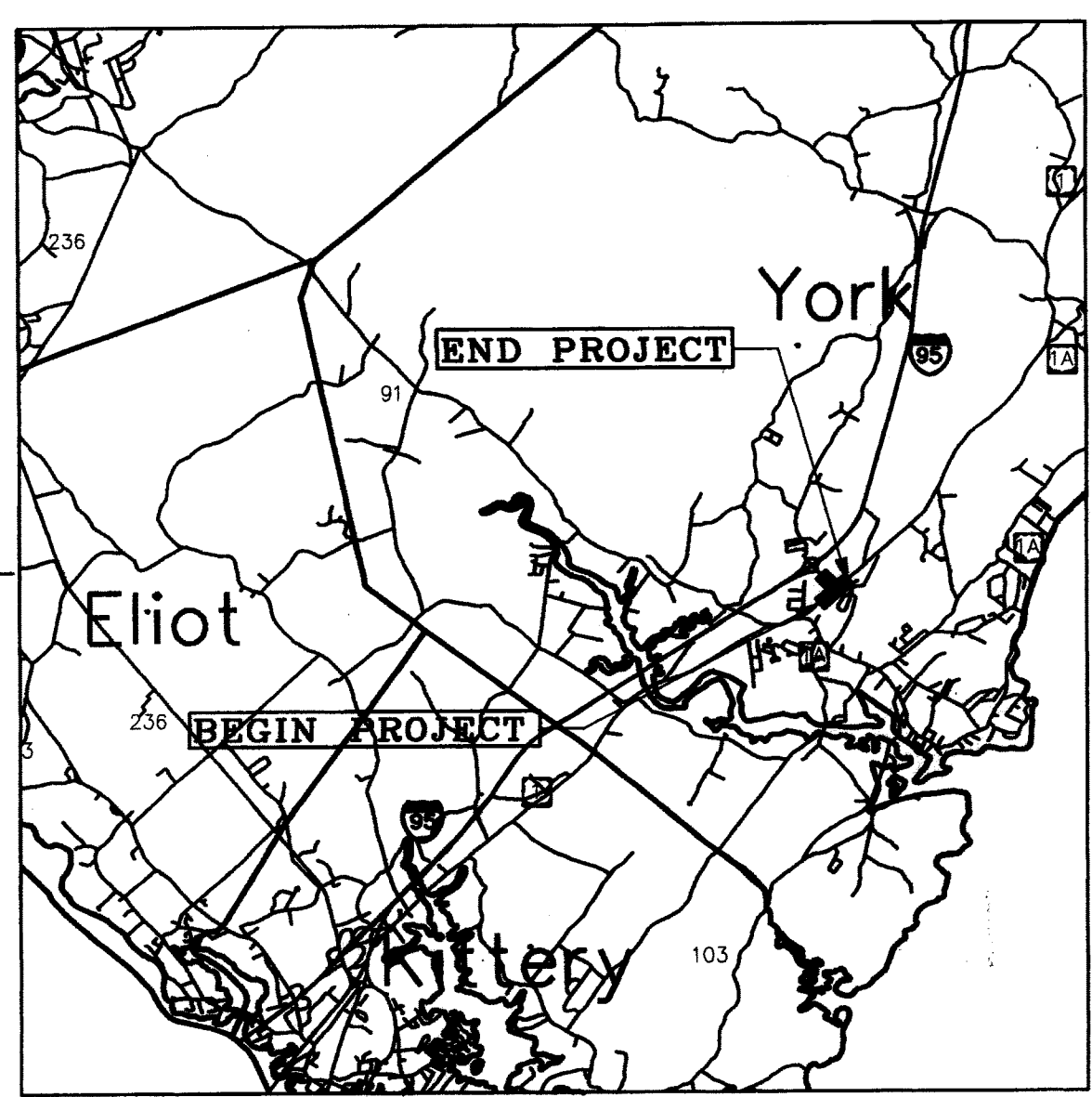
YORK

YORK COUNTY

ROUTE 1 AT I-95 SPUR

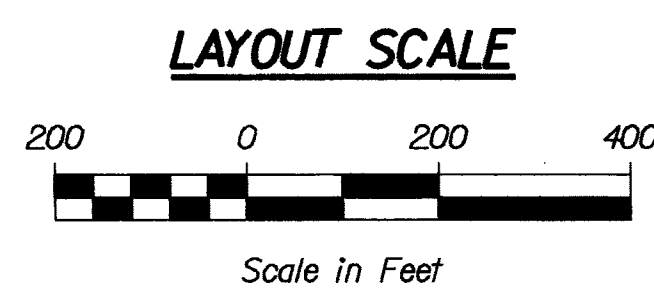
PIN 12802.01

PROJECT LENGTH : 0.582 MILES  
HIGHWAY OPERATIONAL AND  
SAFETY IMPROVEMENTS



**PLAN LEGEND**

|                            |                     |                             |
|----------------------------|---------------------|-----------------------------|
| Town, County, State        | Centerline-Existing | Centerline-Proposed         |
| Property Lines             | R/W Lines-Existing  | R/W Lines-Proposed          |
| Culvert-Existing           | Culvert-Proposed    |                             |
| Curbing                    | Existing            | Proposed                    |
| Type 1                     | Type 2              | Type 3                      |
| Type 4                     | Type 5              |                             |
| Outline of Bodies of Water | Ledge               | Buildings                   |
| Trees                      | Conifer             | Deciduous                   |
| Tree Line                  | Clearing Limit Line | CLL                         |
| Centerline-Existing        | Centerline-Proposed |                             |
| Travelway-Existing         | Travelway-Proposed  |                             |
| Railroad                   |                     |                             |
| Catch Basins               | Existing            | Proposed                    |
| Manholes                   | Existing            | Proposed                    |
| Proposed Underdrain        | Proposed Ditch      | Existing Ditch              |
| Utility Poles              | Existing            | Proposed                    |
| Fire Hydrants              | Existing            | Proposed                    |
| Existing Water Line        | Existing San. Sewer | Existing San. Sewer Manhole |
| Guardrail-Existing         | Guardrail-Proposed  | Guardrail-Cable, Other      |



INDEX OF SHEETS

| Description                              | Sheet No. |
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TRAFFIC DATA

|                                | US1 N OF<br>Spur Rd | US1 S OF<br>Spur Rd | Spur Rd           | Stonewall<br>Kitchen |
|--------------------------------|---------------------|---------------------|-------------------|----------------------|
| Current (2011) AADT            | 18740               | 16760               | 19540             | 2870                 |
| Future (2031) AADT             | 22480               | 20110               | 23450             | 3440                 |
| DHV - % of AADT                | 14%                 | 14%                 | 11%               | 13%                  |
| Design Hour Volume             | 3150                | 2815                | 2580              | 445                  |
| % Heavy Trucks (AADT)          | 4%                  | 4%                  | 4%                | 6%                   |
| % Heavy Trucks (DHV)           | 2%                  | 3%                  | 3%                | 4%                   |
| Directional Distribution (DHV) | 58%                 | 60%                 | 51%               | 62%                  |
| 18 kip Equivalent P 2.0        | 350                 | 312                 | 365               | 79                   |
| 18 kip Equivalent P 2.5        | 333                 | 298                 | 348               | 75                   |
| Design Speed (mph)             | 40                  | 40                  | 40                | N/A                  |
| Functional Class:              | Minor<br>Arterial   | Minor<br>Arterial   | Minor<br>Arterial | Private              |

PIN 12802.01

YORK  
ROUTE 1 AT I-95 SPUR

TITLE SHEET

SHEET NUMBER  
**1**  
OF 39

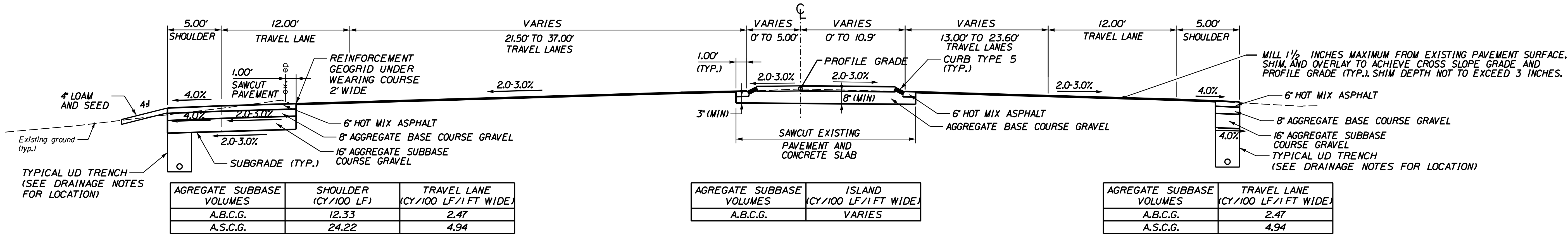
PROGRAM AREA: MOBILITY IMPROVEMENTS  
SCOPE OF WORK: INTERSECTION IMPROVEMENT WITH  
SIGNAL, INCLUDING WIDENING,  
DRAINAGE, GRADING, PAVING AND  
BOX CULVERT REPLACEMENT

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

APPROVED: *[Signature]* DATE: 5/8/11

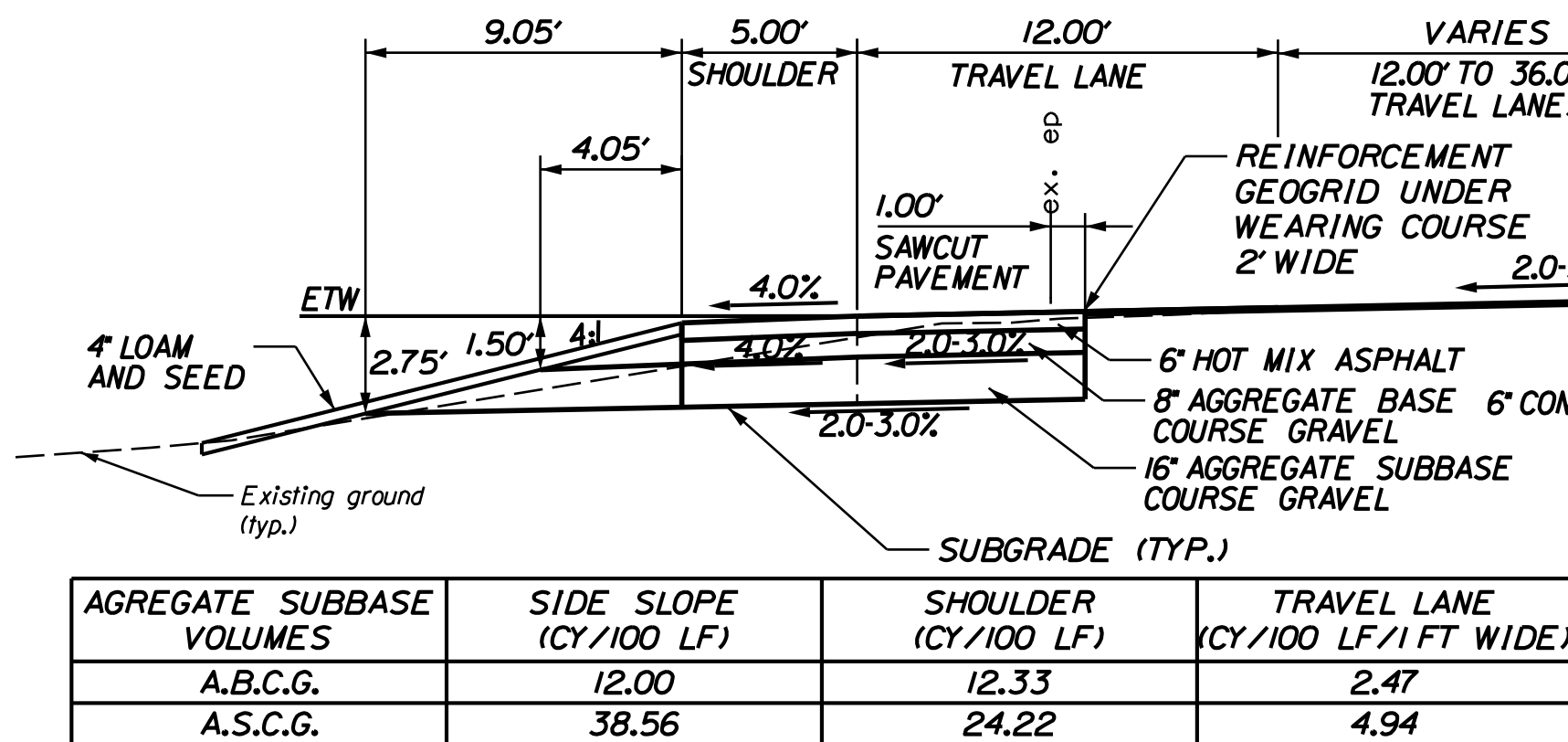
COMMISSIONER: *[Signature]* CHIEF ENGINEER: *[Signature]*

STATE OF MAINE  
JOHN RYAN  
P.E. No. 6655  
4/22/2011



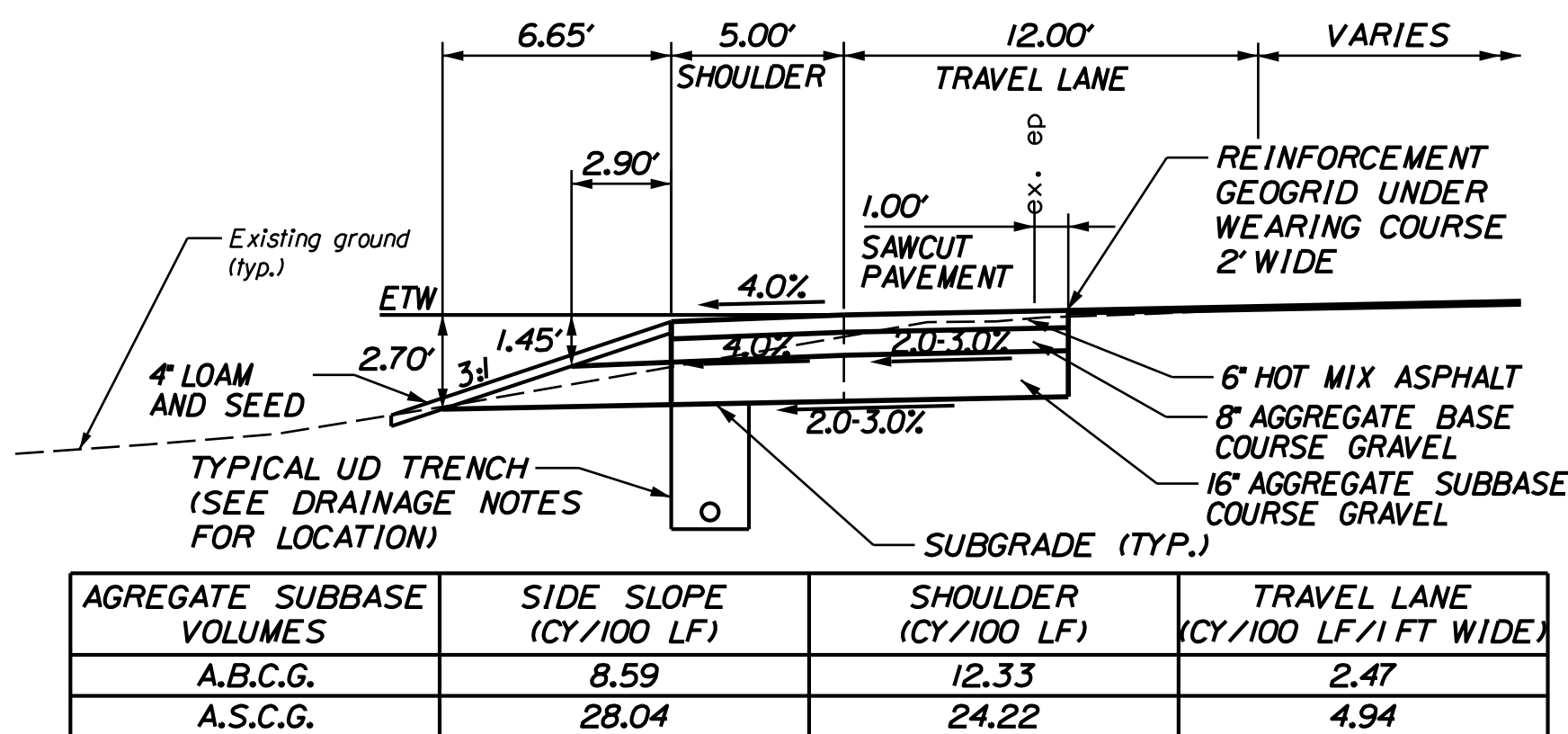
TYPICAL SECTION - BOX WIDENING END TREATMENT

STATIONS 67+00 TO 69+50, LT  
STATIONS 71+65 TO 80+00, LT  
STATIONS 85+50 TO 86+50, LT



TYPICAL SECTION - DAYLIGHT WIDENING END TREATMENT

STATIONS 86+50 TO 88+00, LT

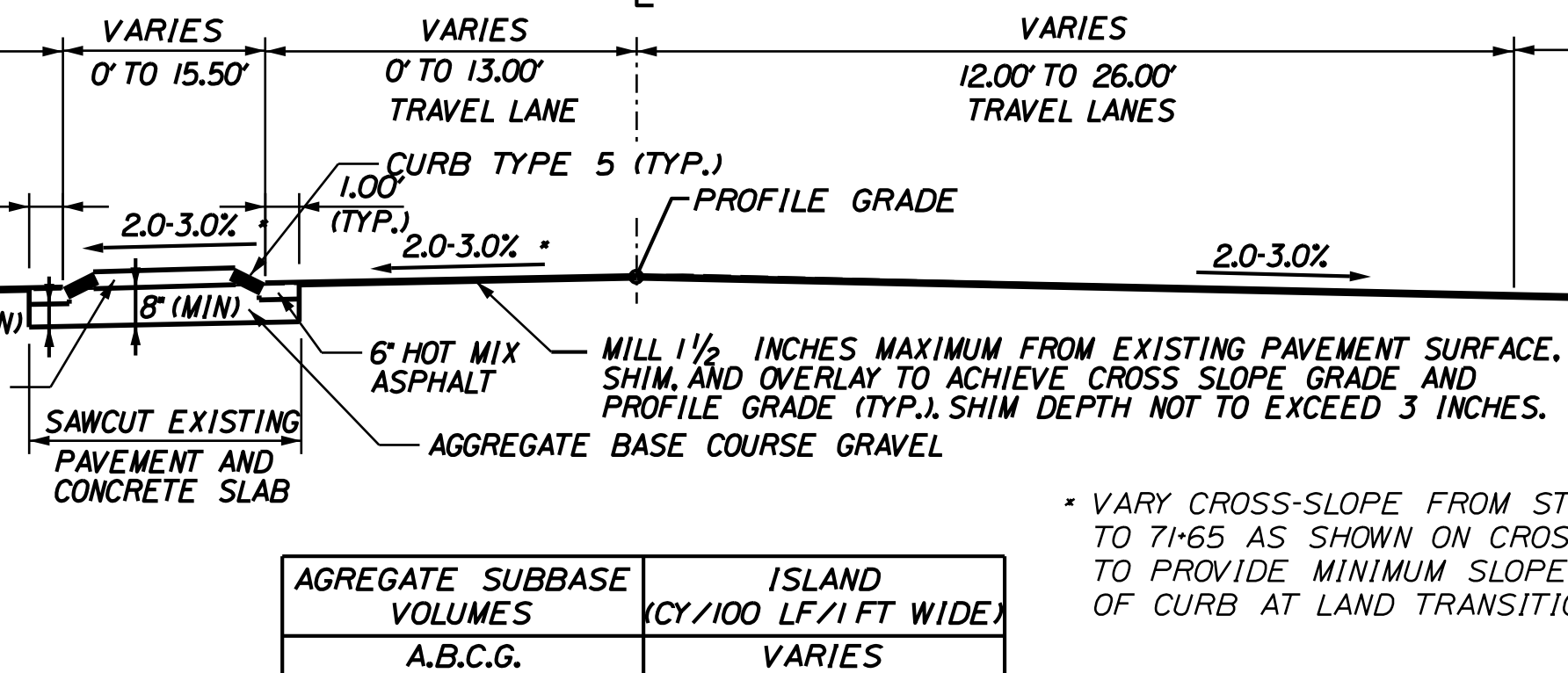


TYPICAL SECTION - DAYLIGHT WIDENING END TREATMENT

STATIONS 69+50 TO 71+65, LT  
STATIONS 80+00 TO 85+50, LT

TYPICAL SECTION - OVERLAY WITH CENTRAL ISLAND

STATIONS 67+00 TO 70+54  
STATIONS 76+00 TO 79+35

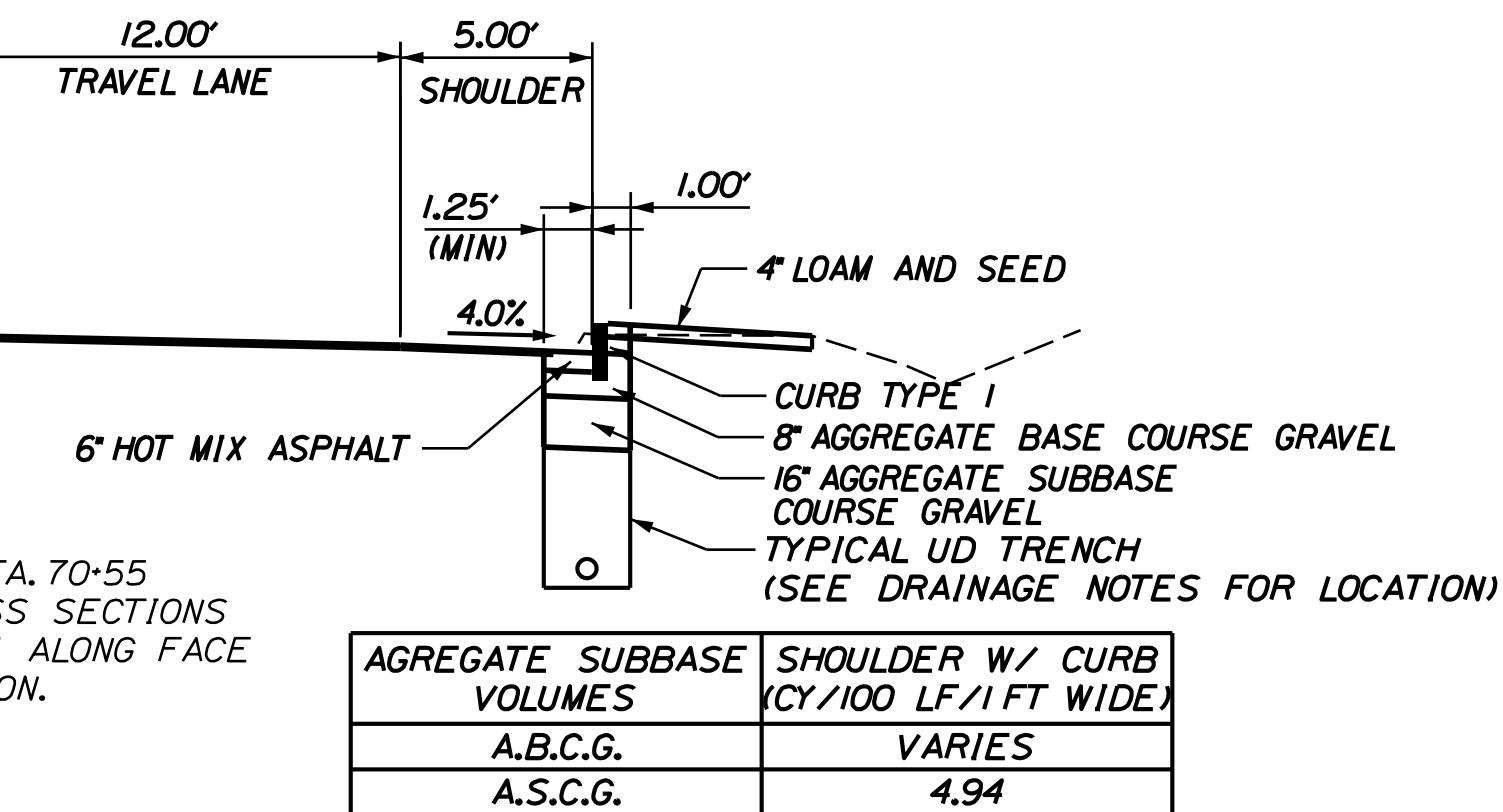


TYPICAL SECTION - OVERLAY WITH LEFT ISLAND

STATIONS 70+54 TO 74+75  
STATIONS 79+35 TO 88+25

TYPICAL SECTION - BOX SHOULDER WIDENING END TREATMENT

STATIONS 67+00 TO 71+61, RT  
STATIONS 79+00 TO 87+50, RT



TYPICAL SECTION - CURBED END TREATMENT

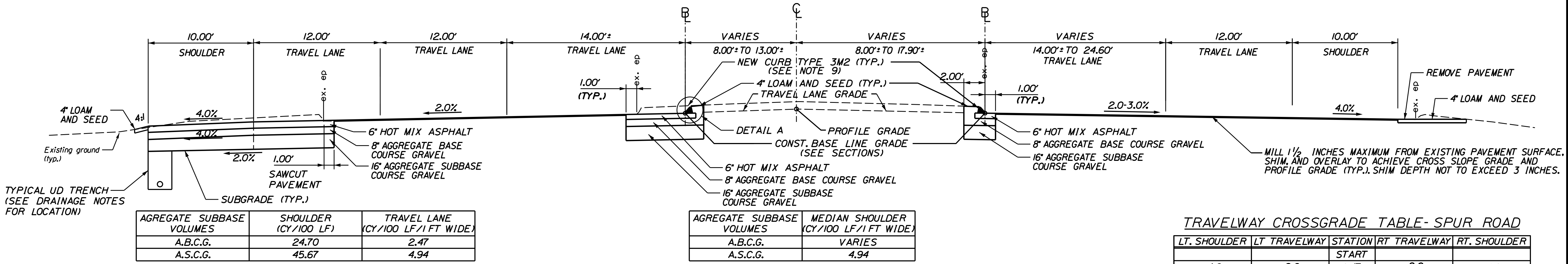
STATIONS 71+61 TO 74+75, RT

NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE CONSTRUCTION CENTERLINE PROFILE AND THE REQUIRED MILLING AND OR SHIM REQUIRED TO PROVIDE THE CENTERLINE PROFILE AND CROSS SLOPES, BASED ON THE PROPOSED CENTERLINE GRADES AND GUTTER GRADES. ALL WORK SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE RESIDENT IN THE FIELD.
2. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
3. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
4. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
5. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2\"/>
6. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVEL LANE CROSS SLOPES \"ROLLOVER\" SHALL NOT EXCEED 8%.
7. THE STATIONING SHOWN UNDER EACH TYPICAL SECTION IS APPROXIMATE.
8. REINFORCING GRID UNDER WEARING COURSE SHALL ONLY BE USED ON US ROUTE 1.
9. BOX CUT AND CURB WIDENING WILL TERMINATE AT 5+00, LT ON SPUR ROAD. SEE PLANS FOR FURTHER INFORMATION.

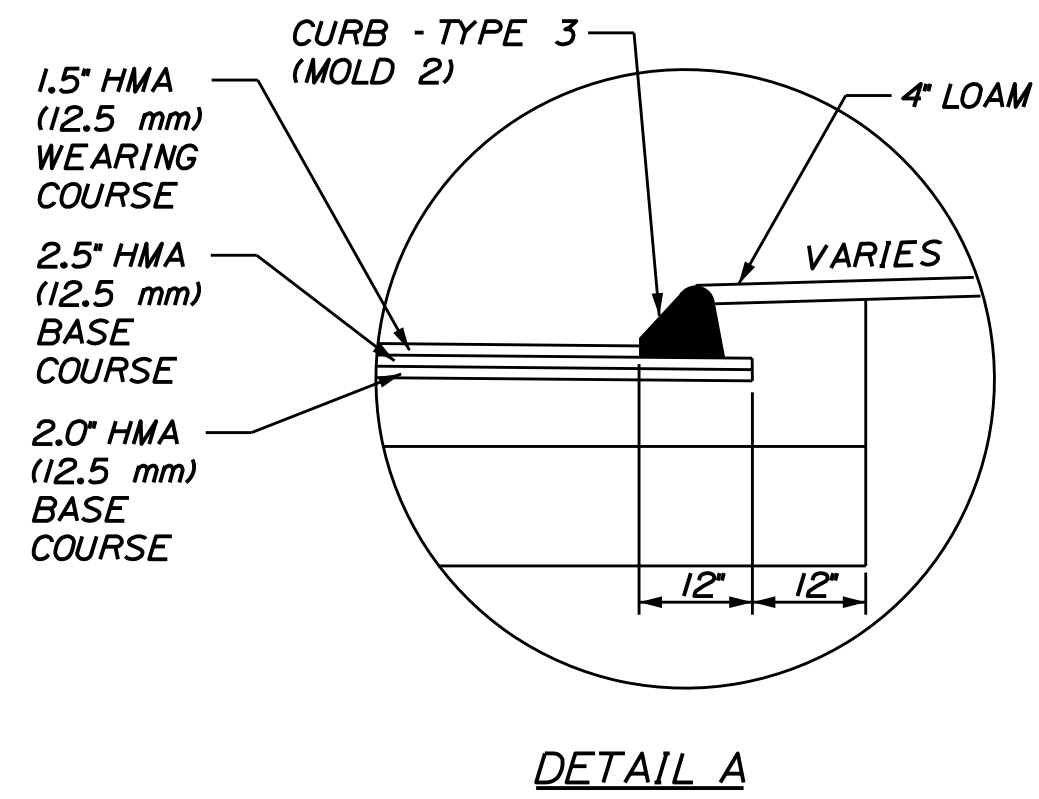
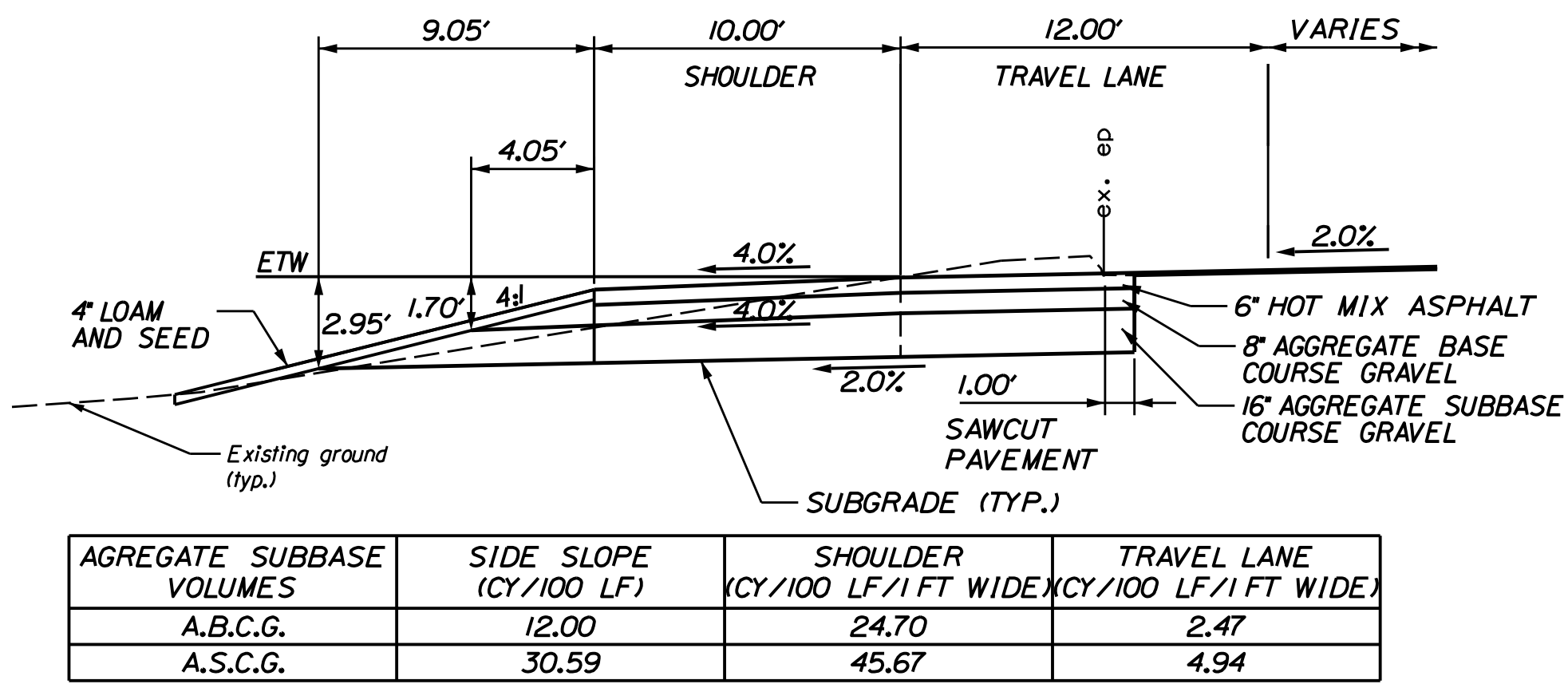
TRAVELWAY CROSSGRADE TABLE- US ROUTE 1

| LT. SHOULDER | LT TRAVELWAY | STATION | RT TRAVELWAY | RT. SHOULDER |
|--------------|--------------|---------|--------------|--------------|
| MATCH        | MATCH        | START   | MATCH        | MATCH        |
| -4.0         | -2.5         | 67+00   | -3.0         | -4.0         |
|              | TO           |         |              |              |
| -4.0         | -2.5         | 70+50   | -3.0         | -4.0         |
|              | TO           |         |              |              |
| -4.0         | -2.5         | 71+00   | -2.5         |              |
|              | TO           |         |              |              |
| -4.0         | -2.5         | 74+00   | -2.5         | -4.0         |
| -4.0         | -2.0         | 74+50   | -2.0         | -4.0         |
|              | TO           |         |              |              |
| -4.0         | -2.0         | 76+00   | -2.0         | -4.0         |
| -4.0         | -2.5         | 76+50   | -2.5         | -4.0         |
| -4.0         | -3.0         | 77+00   | -3.0         | -4.0         |
|              | TO           |         |              |              |
| -4.0         | -3.0         | 81+50   | -3.0         | -4.0         |
| -4.0         | -3.0         | 82+00   | -2.5         | -4.0         |
|              | TO           |         |              |              |
| -4.0         | -3.0         | 87+00   | -2.5         | -4.0         |
| -4.0         | -2.0         | 87+50   | -2.0         | -4.0         |
| -4.0         | -2.0         | 88+00   | -2.0         | -4.0         |
| MATCH        | MATCH        | 88+25   | MATCH        | MATCH        |



TRAVELWAY CROSSGRADE TABLE- SPUR ROAD

| LT. SHOULDER | LT TRAVELWAY | STATION | RT TRAVELWAY | RT. SHOULDER |
|--------------|--------------|---------|--------------|--------------|
| -4.0         | -2.0         | 1+47    | -2.0         | -4.0         |
| -4.0         | -2.0         | TO      | -2.0         | -4.0         |
| -4.0         | -2.0         | 5+50    | -2.0         | -4.0         |
| -4.0         | -2.0         | 6+00    | MATCH        | MATCH        |
| -4.0         | -2.0         | TO      |              |              |
| MATCH        | MATCH        | 10+50   |              |              |
|              |              | 11+00   |              |              |



PLEASE SEE CONTRACT DOCUMENTS  
FOR ESTIMATE QUANTITY INFORMATION

| EARTH WORK COMPUTATION WORKSHEET<br>(FORM HD-EC)    |                                                                                                 |       |                             |         |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------|-------|-----------------------------|---------|
| COMMON EXCAVATION FOR ESTIMATE                      |                                                                                                 |       |                             |         |
| COMMON EXCAVATION (FROM CROSS SECTIONS)             |                                                                                                 |       |                             |         |
| ROUTE 1                                             |                                                                                                 |       | 2,700                       |         |
| I-95 Spur Road                                      |                                                                                                 |       | 1,300                       |         |
| EARTH FROM DRIVES, OLD ROADS, ETC.                  |                                                                                                 |       | 87                          |         |
| GRUBBING IN FILL                                    |                                                                                                 |       | 650                         |         |
| PAVEMENT SALVAGE IN FILL                            |                                                                                                 |       | 68                          |         |
| TOTAL COMMON EXCAVATION:                            |                                                                                                 |       |                             | 4,805   |
| FILL FOR BORROW CALCULATIONS                        |                                                                                                 |       |                             |         |
| COMMON FILL (FROM CROSS SECTIONS)                   |                                                                                                 |       |                             |         |
| ROUTE 1                                             |                                                                                                 |       | 945                         |         |
| I-95 Spur Road                                      |                                                                                                 |       | 98                          |         |
| GRUBBING IN FILLS                                   |                                                                                                 |       | 632                         |         |
| PAVEMENT SALVAGE IN FILL                            |                                                                                                 |       | 68                          |         |
| TOTAL FILL:                                         |                                                                                                 |       |                             | 1,743   |
| ROCK EXCAVATION FOR ESTIMATE                        |                                                                                                 |       |                             |         |
| UNDETERMINED LOCATION (EST 3% OF EARTH CUT)         |                                                                                                 |       | 120                         |         |
| TOTAL ROCK EXCAVATION:                              |                                                                                                 |       |                             | 120     |
| AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS |                                                                                                 |       |                             |         |
| [1]                                                 | TOTAL COMMON EXCAVATION                                                                         |       |                             | 4,805   |
|                                                     | DEDUCTIONS:                                                                                     |       |                             |         |
|                                                     | GRUBBING IN CUTS                                                                                |       | 878                         |         |
|                                                     | GRUBBING IN FILLS                                                                               |       | 632                         |         |
|                                                     | PAVEMENT SALVAGE (CUT/FILL.)                                                                    |       | 357                         |         |
| [2]                                                 | TOTAL DEDUCTIONS                                                                                |       |                             | 1,867   |
|                                                     | TOTAL AVAILABLE COMMON EXCAVATION, [1] MINUS [2]                                                |       |                             | 2,938   |
|                                                     | TOTAL AVAILABLE STRUCTURAL EXCAVATION<br>(USUALLY UNDERDRAIN ONLY)                              |       |                             | 420     |
|                                                     | TOTAL AVAILABLE NON-ROCK EXCAVATION                                                             |       |                             | 3,358   |
| COMPUTATION OF WASTE STORAGE & WASTE MATERIAL       |                                                                                                 |       |                             |         |
| GRUBBING IN CUTS                                    |                                                                                                 |       | 878                         |         |
| GRUBBING IN FILLS                                   |                                                                                                 |       | 632                         |         |
| TOTAL WASTE MATERIAL TO BE WASTED                   |                                                                                                 |       |                             | 1,510   |
| COMPUTATION OF COMMON BORROW FOR ESTIMATE           |                                                                                                 |       |                             |         |
| [3]                                                 | TOTAL FILL                                                                                      |       |                             | 1,743   |
|                                                     | TOTAL AVAIL. NON-ROCK EXCAV.                                                                    | 3,358 | x0.85=                      | 2855.00 |
|                                                     | [4] TOTAL AVAILABLE EXCAVATION                                                                  |       |                             | = 2,855 |
|                                                     | SURPLUS AVAILABLE EXCAVATION =<br>TOTAL AVAILABLE EXCAVATION MINUS TOTAL FILL                   |       |                             | 1,112   |
|                                                     | TOTAL SURPLUS MATERIAL = SURPLUS AVAILABLE EXCAVATION PLUS<br>TOTAL WASTE MATERIAL TO BE WASTED |       |                             | 2,622   |
|                                                     |                                                                                                 |       | SURPLUS MATERIAL = 2,622 CY |         |

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

12802.01

PIN  
12802.01  
HIGHWAY PLANS

|                  |               |     |        |           |             |      |
|------------------|---------------|-----|--------|-----------|-------------|------|
| PROJ. MANAGER    | ERNEST MARTIN | BY  | DATE   | SIGNATURE | P.E. NUMBER | DATE |
| DESIGN-DETAILED  | RAM           | DAD | 4/2011 |           |             |      |
| CHECKED-REVIEWED | LIB           | JLF |        |           |             |      |
| DESIGN-DETAILED  |               |     |        |           |             |      |
| REVISIONS 1      |               |     |        |           |             |      |
| REVISIONS 2      |               |     |        |           |             |      |
| REVISIONS 3      |               |     |        |           |             |      |
| REVISIONS 4      |               |     |        |           |             |      |
| FIELD CHANGES    |               |     |        |           |             |      |

YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR

ESTIMATED QUANTITIES AND  
EARTHWORK SUMMARY

SHEET NUMBER  

4

OF 39



GENERAL NOTES

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:  
CENTRAL MAINE POWER FAIRPOINT  
TIME WARNER CABLE YORK WATER DISTRICT

2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.

3. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT IN OVERLAY AREAS SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.203 PAVEMENT BUTT JOINT.

4. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES.

5. CLEARING LIMITS SHALL BE 10' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT. IN WETLAND AREAS, CLEARING LIMITS SHALL BE THE CONSTRUCTION SLOPE LINES.

6. THE CLEARING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.

7. STUMPS HAVE BEEN ESTIMATED TO BE REMOVED UNDER ITEM 201.24 REMOVE STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, ITEM 631.20 STUMP CHIPPER RENTAL, MAY BE USED TO REMOVE STUMPS.

8. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT. ESTIMATED GRUBBING DEPTHS ARE 6 INCHES IN FIELD AREAS AND 12 INCHES IN WOODED AREAS.

9. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.

10. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN SUITABLE WASTE AREAS.

11. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.

12. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL PAID FOR AS GRANULAR BORROW.

13. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1' ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.

14. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED AS SHOWN ON CROSS SECTIONS.

15. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.

16. ANY CUTTING OF EXISTING CULVERTS AND CONNECTIONS NECESSARY FOR CULVERT EXTENSIONS SHALL BE INCIDENTAL TO THE 603 ITEMS.

17. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).

18. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED. EXISTING CATCH BASINS TO REMAIN SHALL BE ADJUSTED TO GRADE. NEW CASCADE GRATES SHALL BE INSTALLED. ALL COSTS IN ITEM 604.161 ALTER CATCH BASIN.

19. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

20. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

21. 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 ITEM 604. REMOVAL OF EXISTING CULVERTS TO BE REPLACED SHALL BE CONSIDERED INCIDENTAL TO RELATED CONTRACT ITEMS (502.603).

22. 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 ITEM 603 OR 605.

23. AS DIRECTED BY THE RESIDENT, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

24. ALL CONNECTIONS FOR UNDERDRAIN (U.D.) TO ROADWAY CULVERTS WILL BE INCIDENTAL TO U.D. PIPE ITEMS.

25. A 3 FT. X 3 FT. SQUARE RIPRAP PAD SHALL BE CONSTRUCTED AT U.D. OUTLETS.

26. 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.

27. A DELINEATOR POST (ITEM 606.356) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.

28. IN AREAS WHERE NEW BITUMINOUS CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS CURB SHALL BE INCIDENTAL TO THE NEW CURB.

29. LOAM HAS BEEN ESTIMATED FOR ALL DISTURBED AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4" UNLESS OTHERWISE NOTED OR DIRECTED.

30. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL SLOPES. SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL GUARDRAIL FILL SLOPES. ON LONG NON-GUARDRAIL BACKSLOPES, SEEDING METHOD NO. 3 MAY BE USED INSTEAD OF METHOD NO. 2 IF NOTED OR DIRECTED BY THE RESIDENT.

31. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF ITEM 627.76

32. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION 105.6.2. 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 LAYOUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINE DOT. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.

33. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.

34. A COPY OF THE SOILS REPORT FOR THIS PROJECT IS AVAILABLE BY CONTACTING THE PROJECT MANAGER, ERNEST MARTIN AT 207-624-3381. ALL COMPUTATION METHODS AND QUANTITIES USED FOR THE ENGINEER'S ESTIMATE FOR PLAN QUANTITY ITEMS ONLY ARE AVAILABLE BY CONTACTING REGION 1 PROJECT MANAGER ERNEST MARTIN AT 207-624-3381.

35. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.

36. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. 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 DRAINAGE ITEMS.

37. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

38. STATIONS REFERENCED ARE APPROXIMATE.

39. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.

40. THIS PROJECT INCLUDES A NEW DRIVEWAY FOR A FUTURE DEVELOPMENT DRIVEWAY AT STA. 82+00 LT. TEMPORARY TRAFFIC BARRIER IS NOTED AT THIS LOCATION TO BE INSTALLED UNTIL DRIVEWAY AND SITE DEVELOPMENT ARE UNDERWAY. BARRIER SHALL BE HIGH DENSITY POLYETHELENE TRAFFIC SEPERATOR CURB, INSTALLED PER THE REQUIREMENTS OF SPECIAL PROVISION SECTION 609, AND AT THE DIRECTION OF THE RESIDENT.

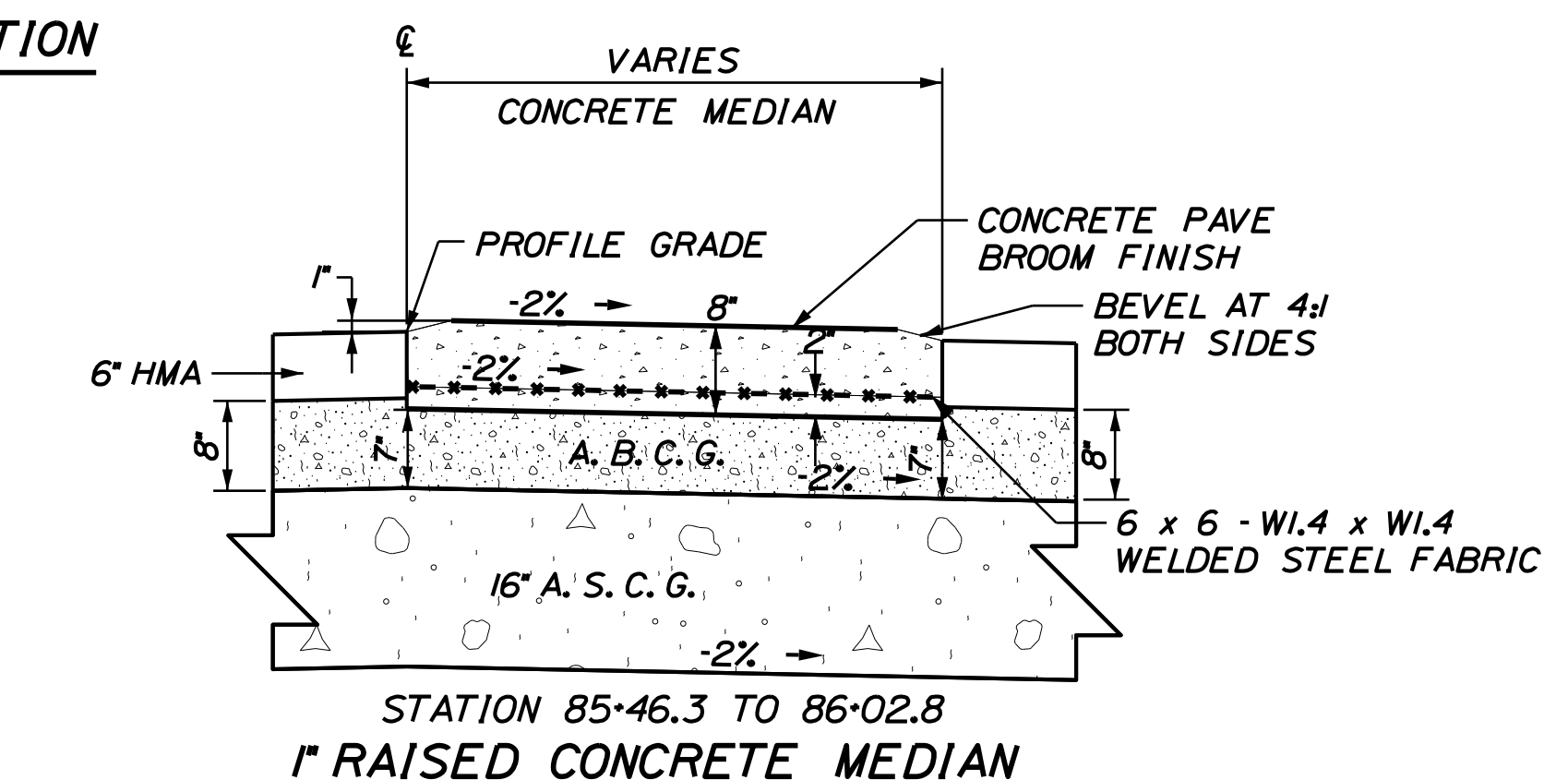
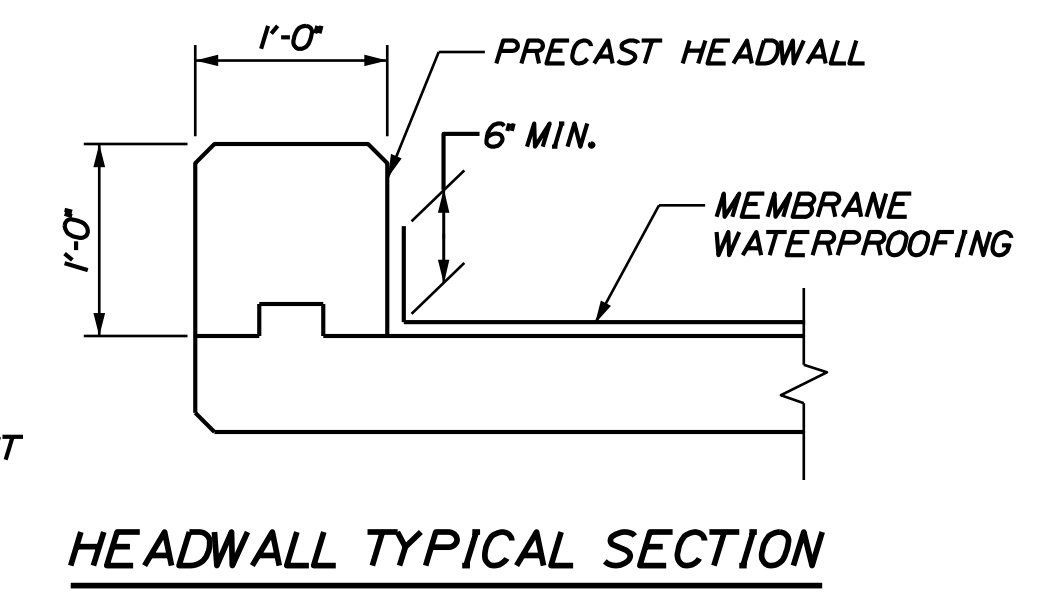
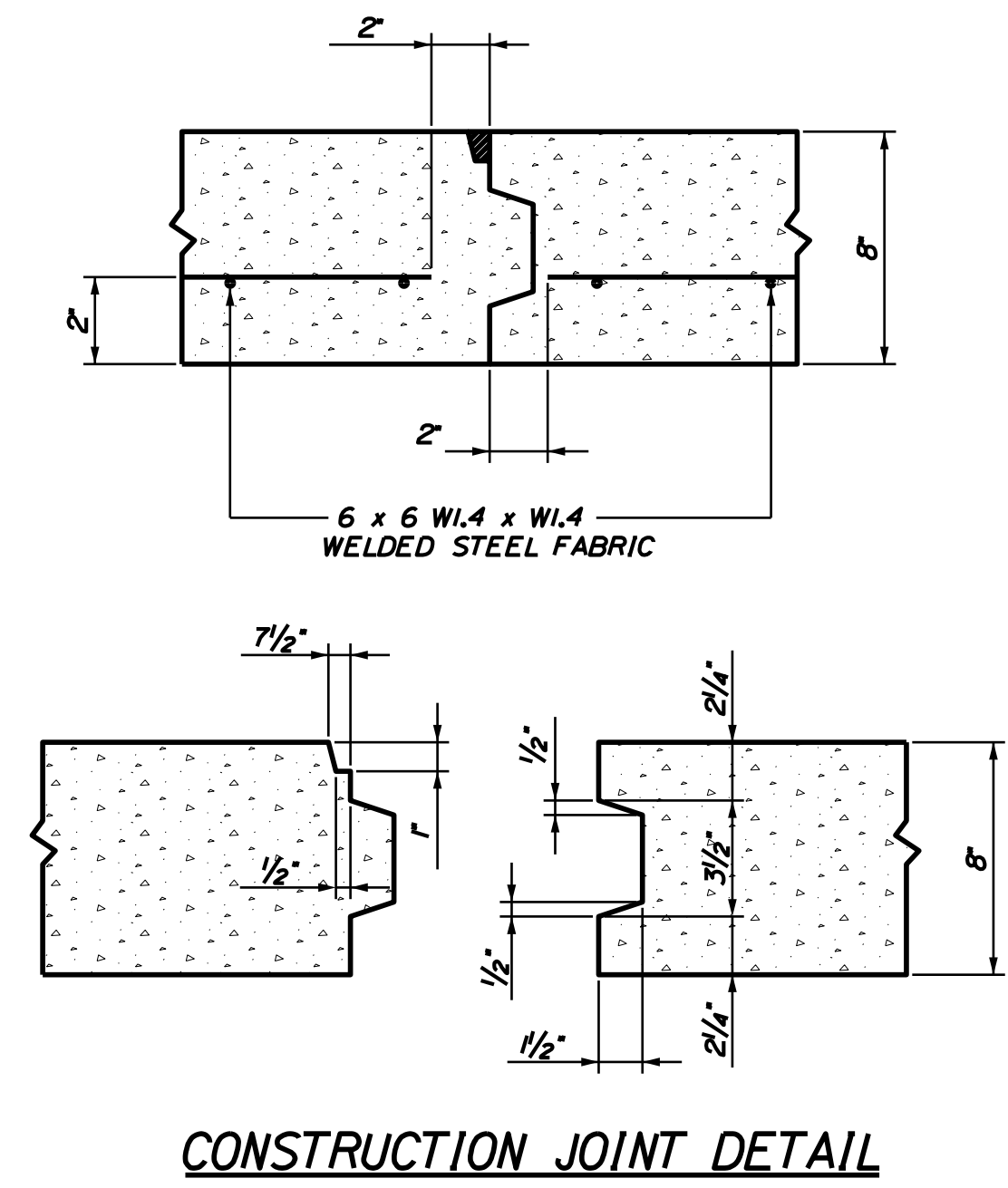
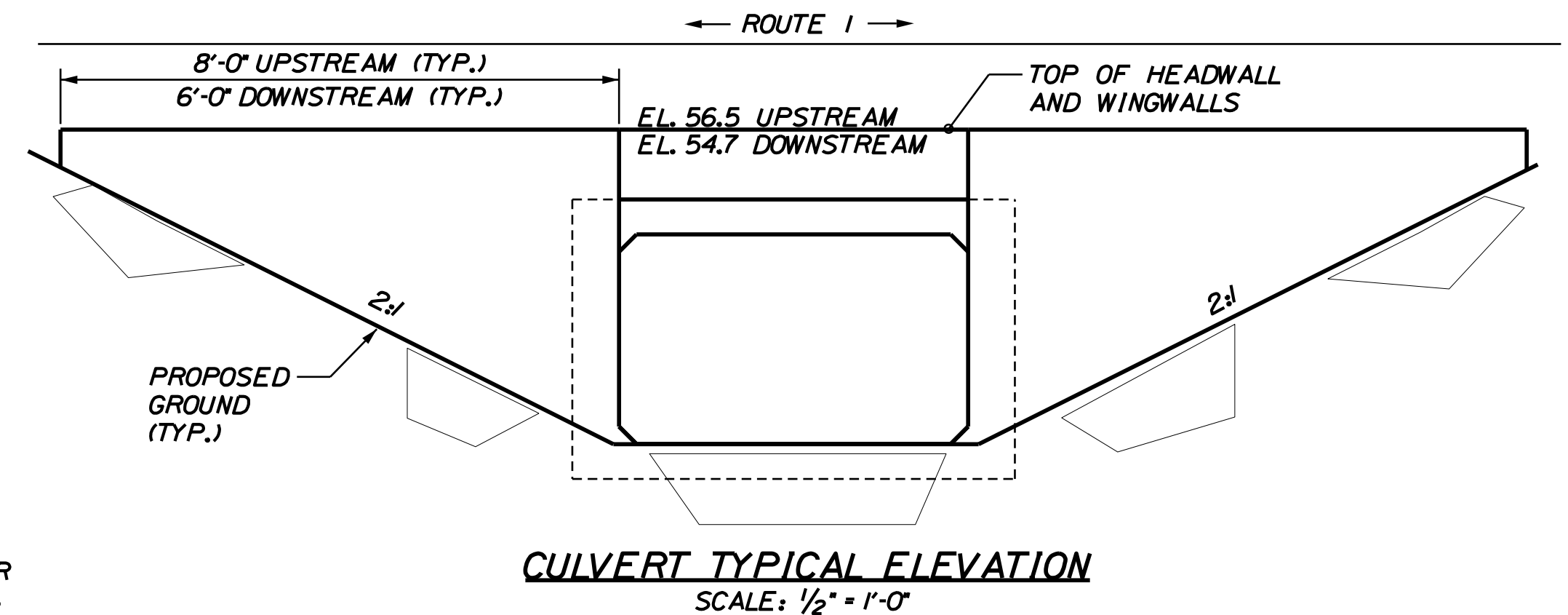
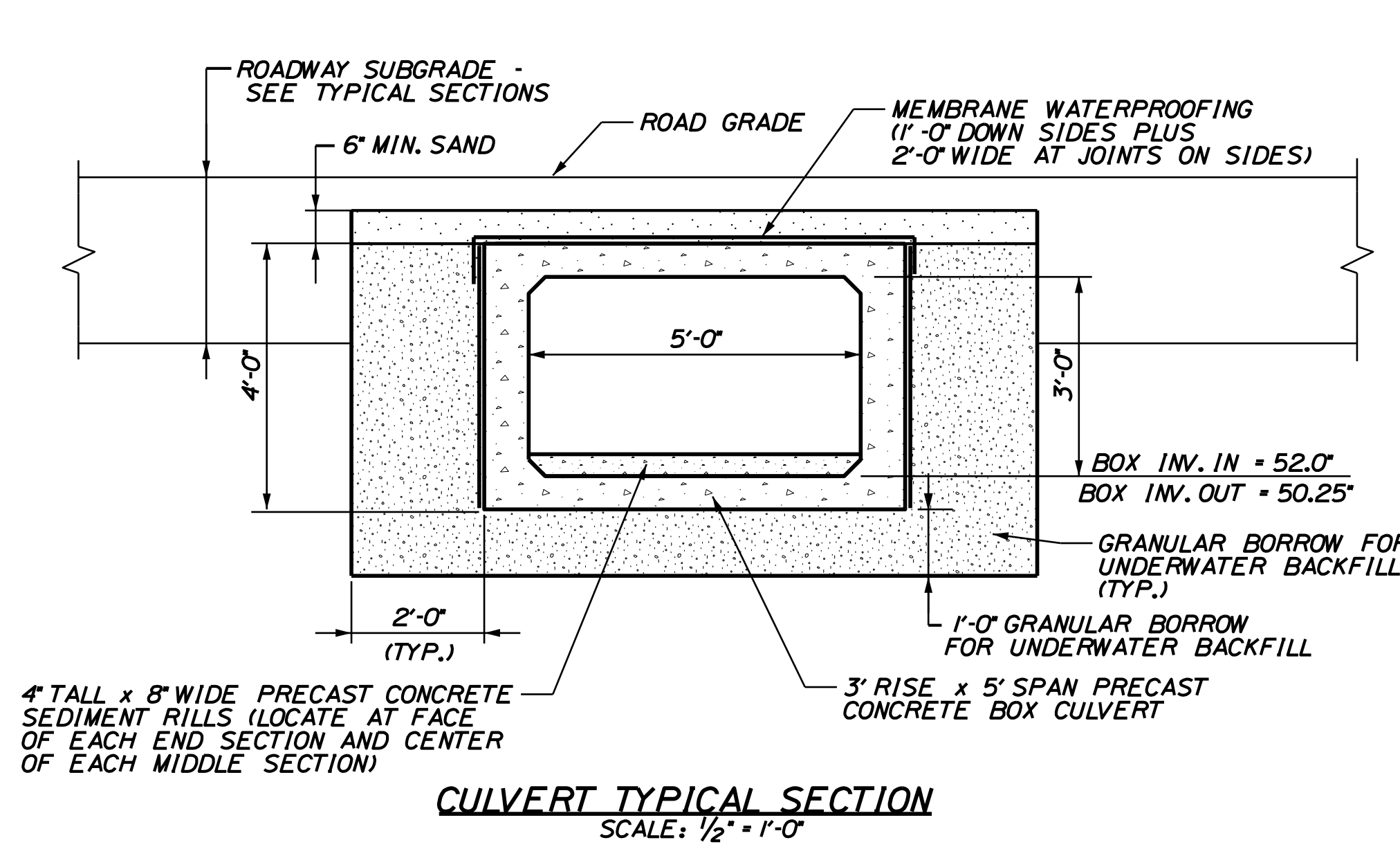
41. ALL EXISTING SIGNS IMPACTED BY THE WIDENING SHALL BE RELOCATED AT THE DIRECTION OF THE RESIDENT. THIS WORK SHALL BE SUBSIDIARY.

42. ALL COSTS ASSOCIATED WITH DEWATERING AND WATER CONTROL FOR THE BOX CULVERT CONSTRUCTION AT STATION 70+06 SHALL BE INCIDENTAL TO ITEM 534.71.

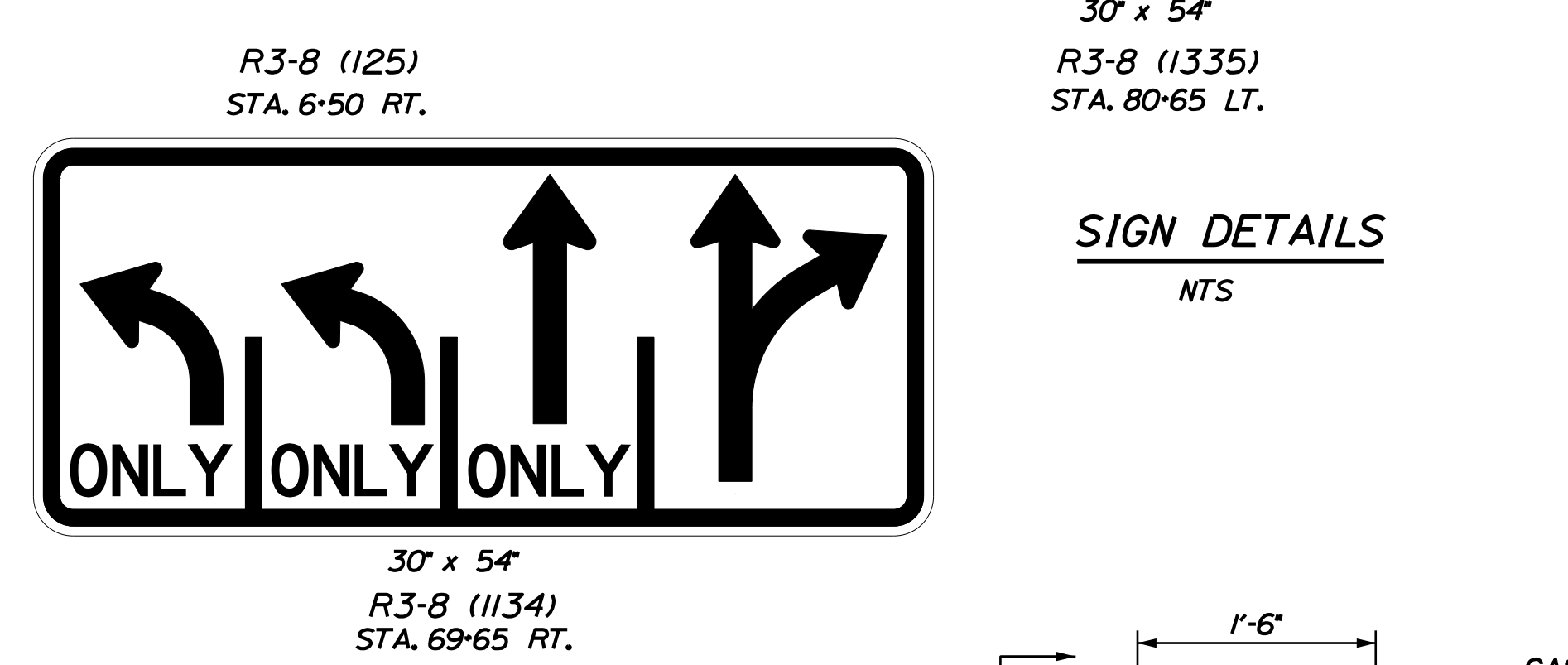
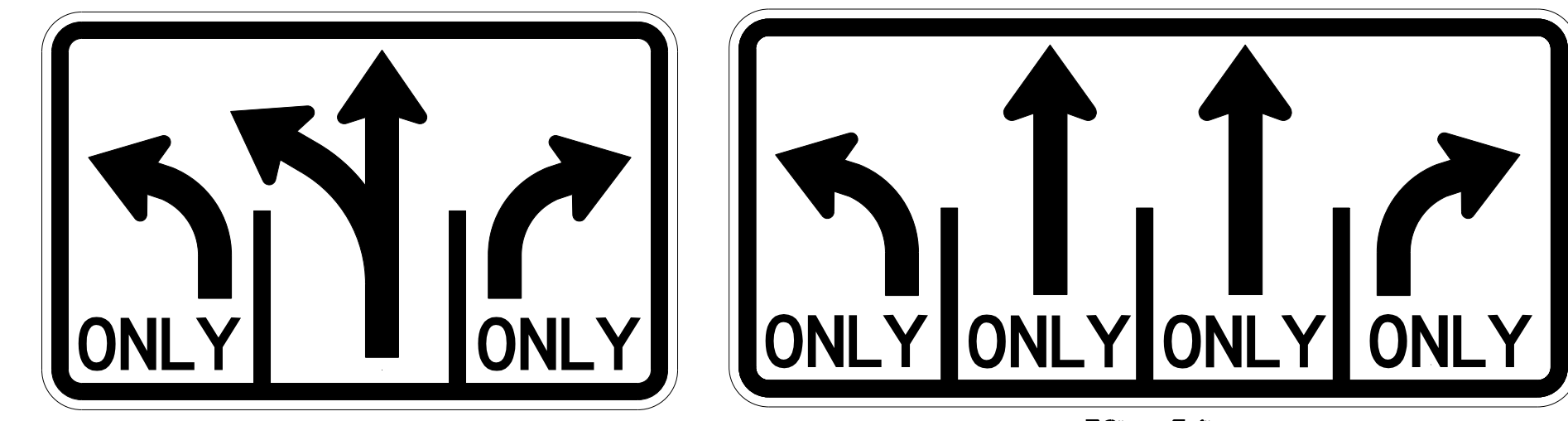
43. ALL EMBANKMENT MATERIALS PLACED WITHIN 3 FEET OF THE BOX CULVERT AND WINGWALLS SHALL BE GRANULAR BORROW MEETING THE REQUIREMENTS OF SUBSECTION 703.19, MATERIAL FOR UNDERWATER BACKFILL.

44. LUMINAIRES SHALL BE TRACE-LITE TL606-IND-200-UMV-USA OR APPROVED EQUAL.

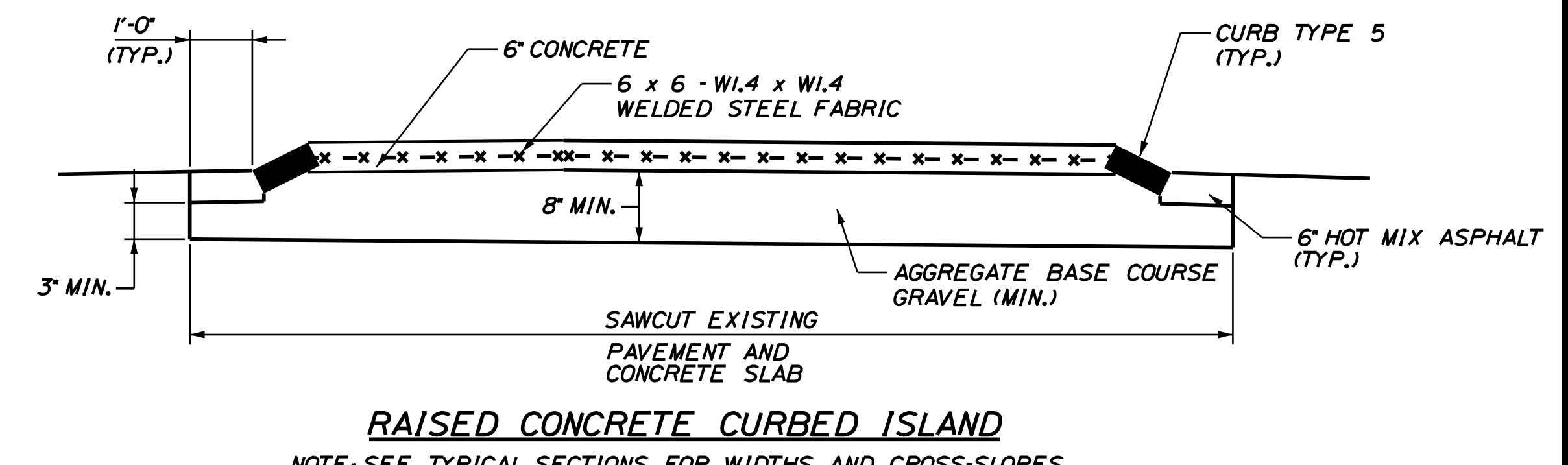
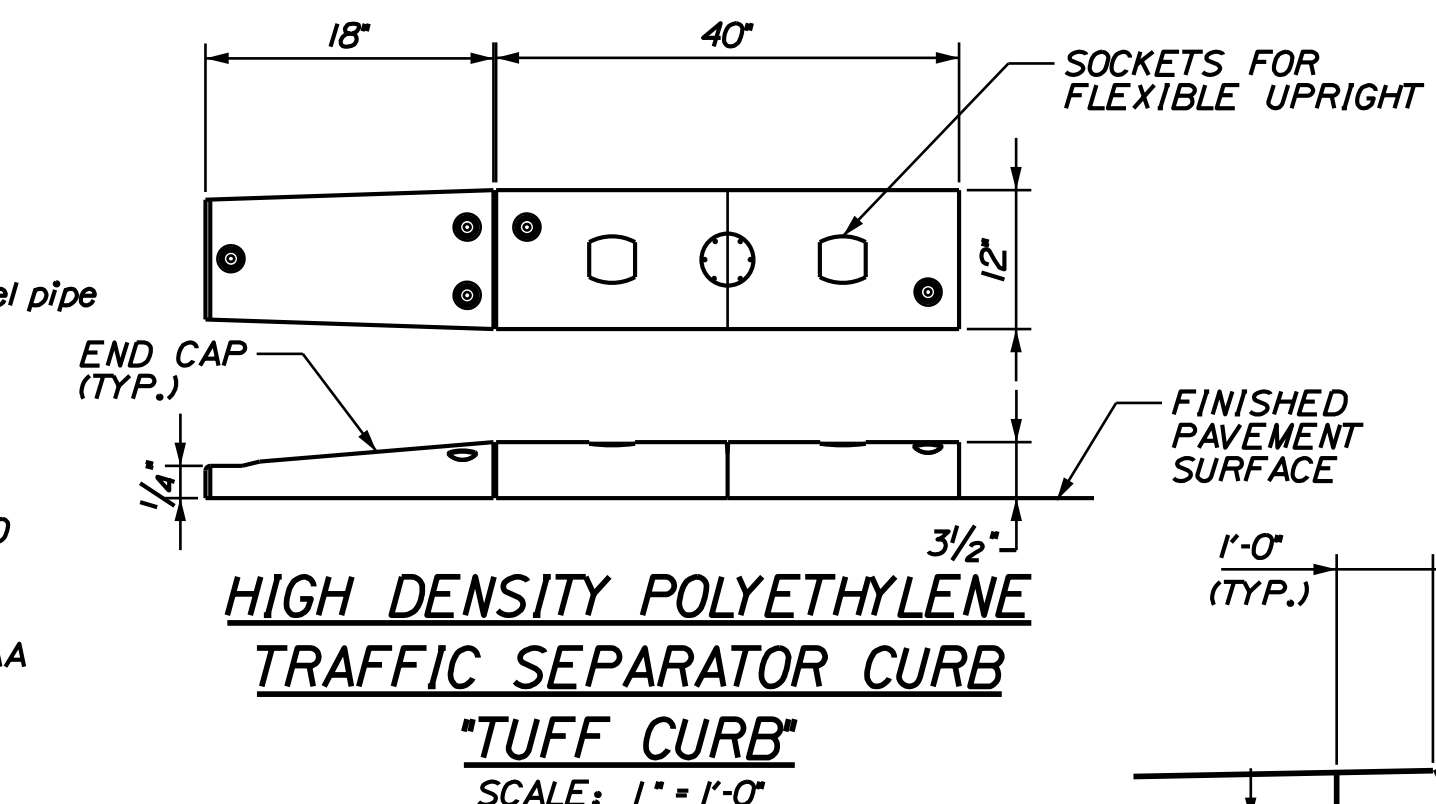
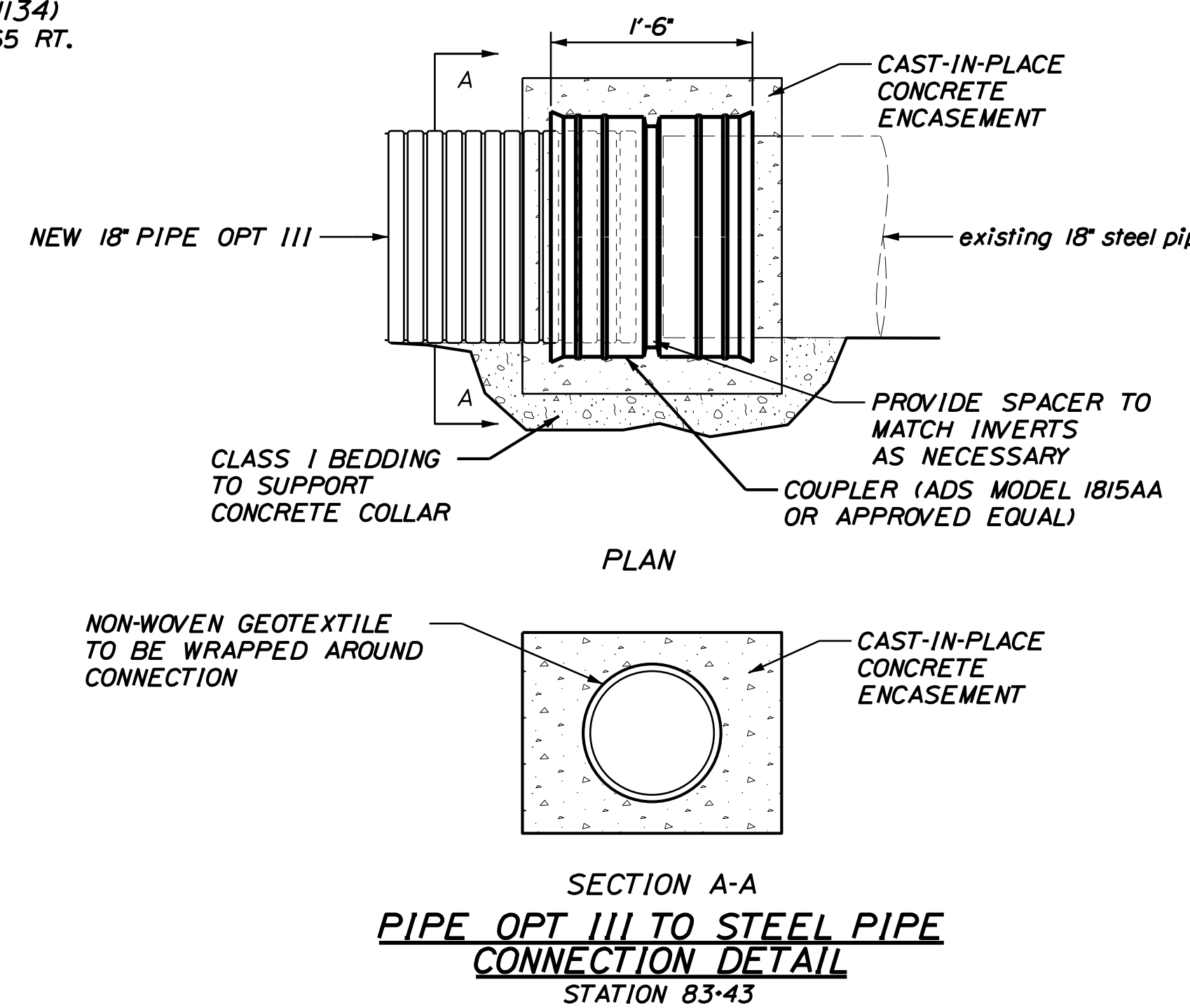
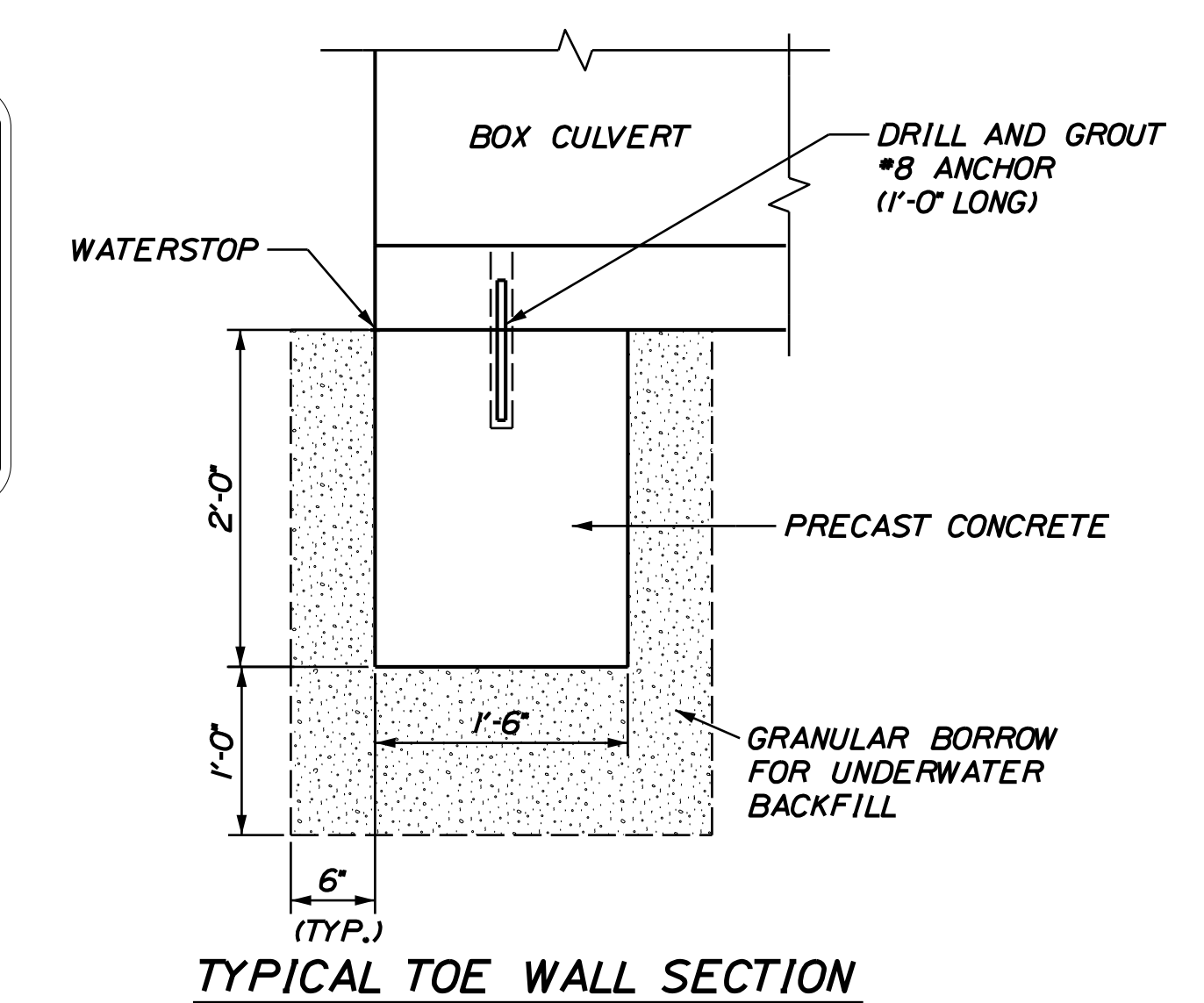
|                                                                              |  |  |  |                                |     |        |                                                                                                            |
|------------------------------------------------------------------------------|--|--|--|--------------------------------|-----|--------|------------------------------------------------------------------------------------------------------------|
| YORK<br>INTERSECTION IMPROVEMENTS -<br>ROUTE 1 AT I-95 SPUR<br>GENERAL NOTES |  |  |  | PROJ. MANAGER<br>ERNEST MARTIN | BY  | DATE   | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br><br>12802.01<br><br>PIN<br>12802.01<br><br>HIGHWAY PLANS |
|                                                                              |  |  |  | DESIGN-DETAILED<br>RMM         | DAO | 4/2011 |                                                                                                            |
|                                                                              |  |  |  | CHECKED-REVIEWED<br>JOB        | JLF | 4/2011 |                                                                                                            |
|                                                                              |  |  |  | DESIGN2-DETAILED2              |     |        |                                                                                                            |
|                                                                              |  |  |  | DESIGN3-DETAILED3              |     |        |                                                                                                            |
|                                                                              |  |  |  | REVISIONS 1                    |     |        |                                                                                                            |
|                                                                              |  |  |  | REVISIONS 2                    |     |        |                                                                                                            |
|                                                                              |  |  |  | REVISIONS 3                    |     |        |                                                                                                            |
|                                                                              |  |  |  | REVISIONS 4                    |     |        |                                                                                                            |
|                                                                              |  |  |  | FIELD CHANGES                  |     |        |                                                                                                            |
| SHEET NUMBER                                                                 |  |  |  |                                |     |        |                                                                                                            |
| 6                                                                            |  |  |  |                                |     |        |                                                                                                            |
| OF 39                                                                        |  |  |  |                                |     |        |                                                                                                            |



- CONCRETE NOTES**
1. APPLY TACK COAT (ITEM NO. 409.15) TO ALL VERTICAL JOINTS PRIOR TO PLACEMENT OF ADJACENT HOT MIX ASPHALT
  2. CONSTRUCT CONCRETE MEDIAN WITH CLASS A CONCRETE CONFORMING TO SPECIFIED GRADE AS DIRECTED BY THE RESIDENT. CONTAINING HIGH-RANGE WATER REDUCING ADMIXTURE (SUBSECTION 701.0401) AND SILICA FUME ADDITIVE.
  3. SILICA FUME ADDITIVE HAS BEEN ESTIMATED AT THE RATE OF 23.7 KG PER CUBIC METER OF CONCRETE. ACTUAL RATE SHALL BE ESTABLISHED IN THE MIX DESIGN.
  4. FILL ALL EXPANSION JOINTS AND SEAL WITH AN APPROVED JOINT SEALANT.
  5. ALL WORK DESCRIBED, INCLUDING REINFORCEMENT, WILL BE INCIDENTAL TO ITEM 502.341, STRUCTURAL CONCRETE - ROADWAY MEDIAN, UNLESS OTHERWISE NOTED.



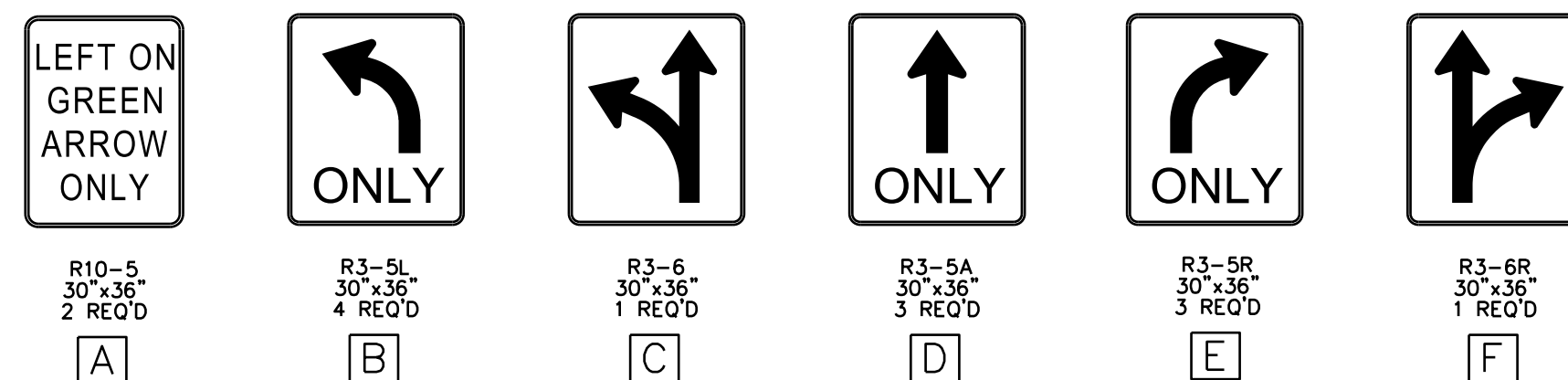
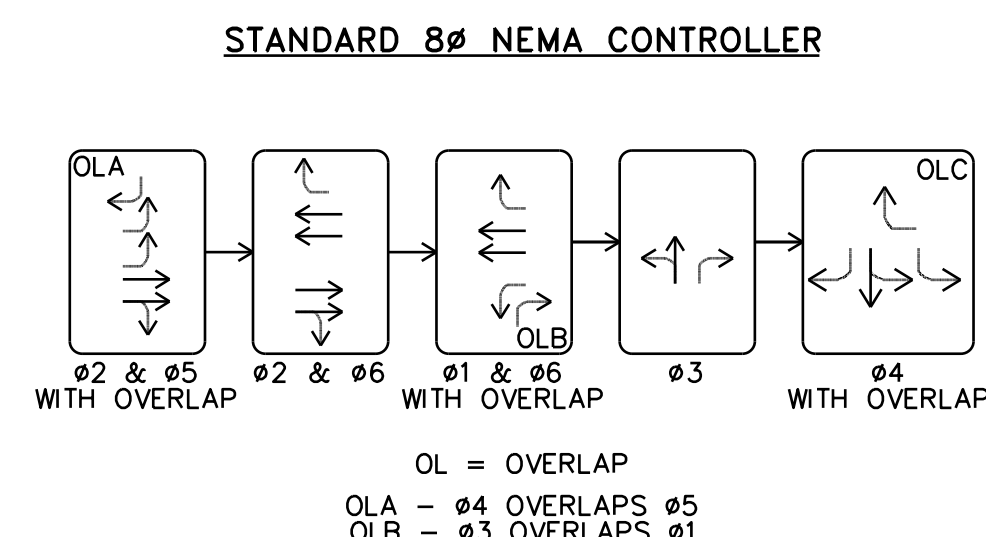
**SIGN DETAILS**  
NTS



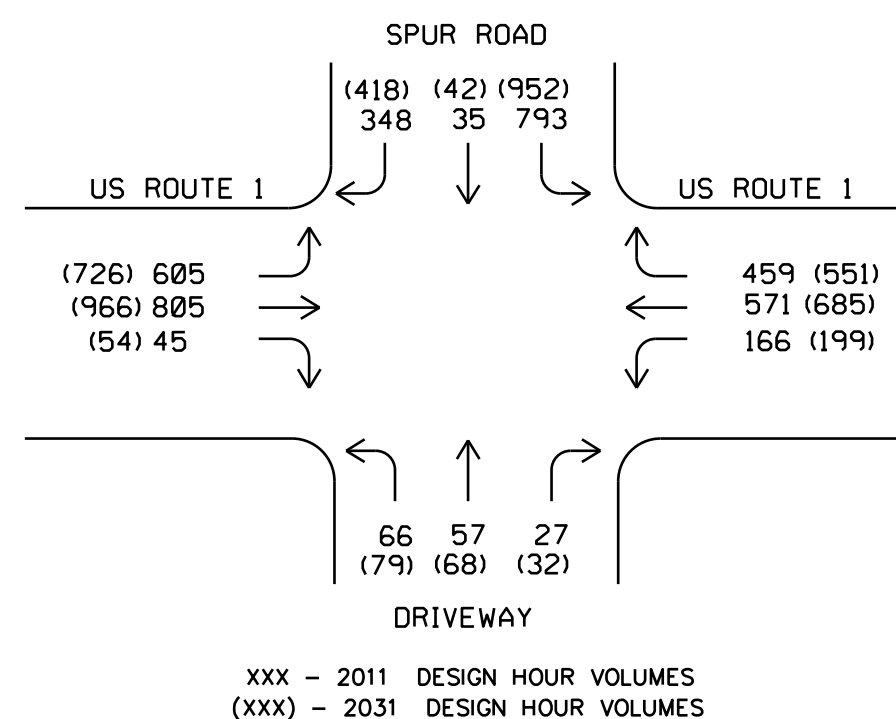
**RAISED CONCRETE CURBED ISLAND**  
NOTE: SEE TYPICAL SECTIONS FOR WIDTHS AND CROSS-SLOPES

|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |
|-------------------------------------------------------------|--|--|--|--|--|--|--|--|--|------------------------------|--|--|--|--|--|--|--|--|--|------------------|--|--|--|--|--|--|--|--|--|------------------|--|--|--|--|--|--|--|--|--|---------------|--|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|--|
| STATE OF MAINE                                              |  |  |  |  |  |  |  |  |  | DEPARTMENT OF TRANSPORTATION |  |  |  |  |  |  |  |  |  | 12802.01         |  |  |  |  |  |  |  |  |  | PIN<br>12802.01  |  |  |  |  |  |  |  |  |  | HIGHWAY PLANS |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |
| YORK<br>INTERSECTION IMPROVEMENTS -<br>ROUTE 1 AT I-95 SPUR |  |  |  |  |  |  |  |  |  | SPECIAL DETAILS              |  |  |  |  |  |  |  |  |  | SIGNATURE        |  |  |  |  |  |  |  |  |  | P.E. NUMBER      |  |  |  |  |  |  |  |  |  | DATE          |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |
|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  | PROJ. MANAGER    |  |  |  |  |  |  |  |  |  | ERNEST MARTIN    |  |  |  |  |  |  |  |  |  | BY            |  |  |  |  |  |  |  |  |  | DATE    |  |  |  |  |  |  |  |  |  |
|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  | DESIGN-DETAILED  |  |  |  |  |  |  |  |  |  | RM               |  |  |  |  |  |  |  |  |  | DAD           |  |  |  |  |  |  |  |  |  | 4/20/11 |  |  |  |  |  |  |  |  |  |
|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  | CHECKED-REVIEWED |  |  |  |  |  |  |  |  |  | JLB              |  |  |  |  |  |  |  |  |  | JLB           |  |  |  |  |  |  |  |  |  | 4/20/11 |  |  |  |  |  |  |  |  |  |
|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  | DESIGNS-DETAILED |  |  |  |  |  |  |  |  |  | DESIGNS-DETAILED |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |
| SHEET NUMBER                                                |  |  |  |  |  |  |  |  |  | 2                            |  |  |  |  |  |  |  |  |  | REVISIONS 1      |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |
|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  | REVISIONS 2      |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |
|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  | REVISIONS 3      |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |
|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  | REVISIONS 4      |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |
|                                                             |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  | FIELD CHANGES    |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |





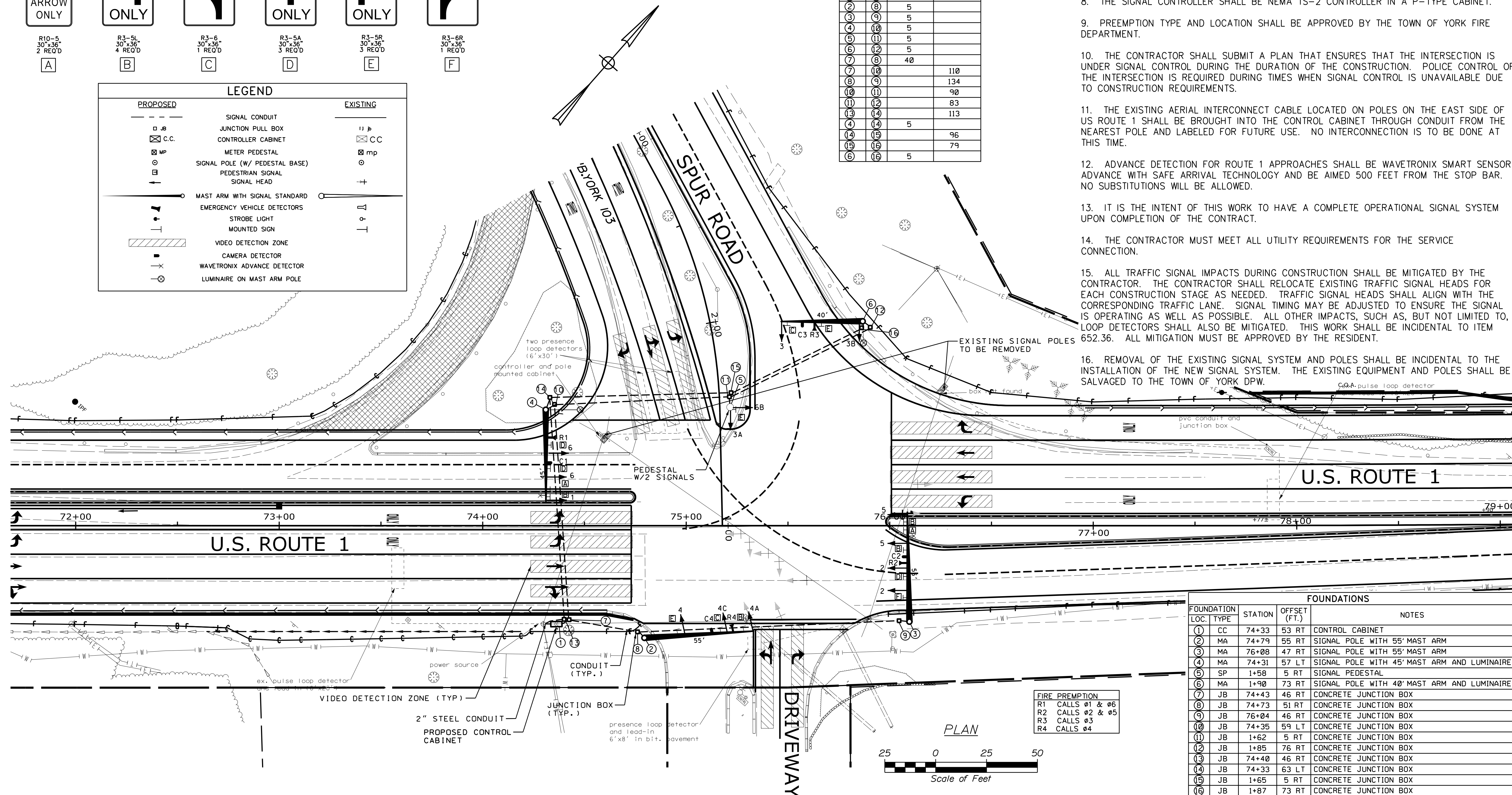
| PROPOSED                                                                          |  | LEGEND                         | EXISTING |      |
|-----------------------------------------------------------------------------------|--|--------------------------------|----------|------|
| - - - - -                                                                         |  | SIGNAL CONDUIT                 | _____    |      |
| □ JB                                                                              |  | JUNCTION PULL BOX              |          | □ JB |
| ⊗ C.C.                                                                            |  | CONTROLLER CABINET             |          | ⊗ CC |
| ⊗ MP                                                                              |  | METER PEDESTAL                 |          | ⊗ mp |
| ○                                                                                 |  | SIGNAL POLE (W/ PEDESTAL BASE) |          | ○    |
| ⊞                                                                                 |  | PEDESTRIAN SIGNAL              |          | ⊞    |
| →                                                                                 |  | SIGNAL HEAD                    |          | →+   |
| —————○                                                                            |  | MAST ARM WITH SIGNAL STANDARD  | —————○   |      |
| ⏏                                                                                 |  | EMERGENCY VEHICLE DETECTORS    | ⏏        |      |
| •                                                                                 |  | STROBE LIGHT                   | •        |      |
| └                                                                                 |  | MOUNTED SIGN                   | └        |      |
|  |  | VIDEO DETECTION ZONE           |          |      |
| ■                                                                                 |  | CAMERA DETECTOR                |          |      |
| →×                                                                                |  | WAVETRONIX ADVANCE DETECTOR    |          |      |
| —⊗                                                                                |  | LUMINAIRE ON MAST ARM POLE     |          |      |



## SIGNAL PHASING DATA

| SIGNAL PHASING<br>(ALL ENTRIES BELOW ARE IN SECONDS) |          |      |    |    |           |      |    |    |
|------------------------------------------------------|----------|------|----|----|-----------|------|----|----|
| PHASE                                                | ø1 (LAG) | ø2   | ø3 | ø4 | ø5 (LEAD) | ø6   | ø7 | ø8 |
| INITIAL                                              | 5        | 10   | 5  | 10 | 5         | 10   | -  | -  |
| VEH. EXT.                                            | 3        | 3    | 3  | 3  | 3         | 3    | -  | -  |
| MAX. 1                                               | 15       | 50   | 15 | 50 | 30        | 35   | -  | -  |
| MAX. 2                                               | -        | -    | -  | -  | -         | -    | -  | -  |
| YELLOW                                               | 4        | 4    | 4  | 4  | 4         | 4    | -  | -  |
| RED                                                  | 5        | 4    | 5  | 6  | 5         | 4    | -  | -  |
| RECALL                                               | -        | SOFT | -  | -  | -         | SOFT | -  | -  |
| DETECTOR                                             | NL       | NL   | NL | NL | NL        | NL   | -  | -  |
| FLASH                                                | R        | Y    | R  | R  | R         | Y    | -  | -  |

| CONDUIT LENGTHS (3" MIN.) |      | (IN FEET) |           |
|---------------------------|------|-----------|-----------|
| FROM                      | TO   | SCHED. 40 | SCHED. 80 |
| (1)                       | (7)  | 5         |           |
| (2)                       | (8)  | 5         |           |
| (3)                       | (9)  | 5         |           |
| (4)                       | (10) | 5         |           |
| (5)                       | (11) | 5         |           |
| (6)                       | (12) | 5         |           |
| (7)                       | (8)  | 40        |           |
| (7)                       | (10) |           | 110       |
| (8)                       | (9)  |           | 134       |
| (10)                      | (11) |           | 90        |
| (11)                      | (12) |           | 83        |
| (13)                      | (14) |           | 113       |
| (4)                       | (14) | 5         |           |
| (14)                      | (15) |           | 96        |
| (15)                      | (16) |           | 79        |
| (6)                       | (16) | 5         |           |



| FOUNDATIONS             |         |                 |                                             |
|-------------------------|---------|-----------------|---------------------------------------------|
| FOUNDATION<br>LOC. TYPE | STATION | OFFSET<br>(FT.) | NOTES                                       |
| (1) CC                  | 74+33   | 53 RT           | CONTROL CABINET                             |
| (2) MA                  | 74+79   | 55 RT           | SIGNAL POLE WITH 55' MAST ARM               |
| (3) MA                  | 76+08   | 47 RT           | SIGNAL POLE WITH 55' MAST ARM               |
| (4) MA                  | 74+31   | 57 LT           | SIGNAL POLE WITH 45' MAST ARM AND LUMINAIRE |
| (5) SP                  | 1+58    | 5 RT            | SIGNAL PEDESTAL                             |
| (6) MA                  | 1+90    | 73 RT           | SIGNAL POLE WITH 40' MAST ARM AND LUMINAIRE |
| (7) JB                  | 74+43   | 46 RT           | CONCRETE JUNCTION BOX                       |
| (8) JB                  | 74+73   | 51 RT           | CONCRETE JUNCTION BOX                       |
| (9) JB                  | 76+04   | 46 RT           | CONCRETE JUNCTION BOX                       |
| (10) JB                 | 74+35   | 59 LT           | CONCRETE JUNCTION BOX                       |
| (11) JB                 | 1+62    | 5 RT            | CONCRETE JUNCTION BOX                       |
| (12) JB                 | 1+85    | 76 RT           | CONCRETE JUNCTION BOX                       |
| (13) JB                 | 74+40   | 46 RT           | CONCRETE JUNCTION BOX                       |
| (14) JB                 | 74+33   | 63 LT           | CONCRETE JUNCTION BOX                       |
| (15) JB                 | 1+65    | 5 RT            | CONCRETE JUNCTION BOX                       |
| (16) JB                 | 1+87    | 73 RT           | CONCRETE JUNCTION BOX                       |

NOTES

1. DIG SAFE TO BE CONTACTED BEFORE COMMENCING ANY CONSTRUCTION,  
COORDINATION WITH UTILITY COMPANIES REQUIRED.

2. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED PER MUTCD 2009 EDITION STANDARDS AND THE MAINE DOT STANDARD SPECIFICATIONS, 2002.

3. LOCATION OF ALL STRUCTURES TO BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

4. CONTRACTOR SHALL PROVIDE UNIFORMED OFFICERS FOR TRAFFIC CONTROL AND APPROPRIATE MUTCD CONSTRUCTION WARNING SIGNS.

5. LOCATION OF EMERGENCY VEHICLE PREEMPTION RECEIVERS AND STROBE ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR, ENGINEER, AND TOWN OF YORK FIRE DEPARTMENT.

6. PREEMPTION OF THE SIGNAL SHALL BE SERVICED ON A FIRST COME—FIRST SERVE BASIS.

7. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE TIMES SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION DEMAND.

8. THE SIGNAL CONTROLLER SHALL BE NEMA TS-2 CONTROLLER IN A P-TYPE CABINET.

9. PREEMPTION TYPE AND LOCATION SHALL BE APPROVED BY THE TOWN OF YORK FIRE DEPARTMENT.

10. THE CONTRACTOR SHALL SUBMIT A PLAN THAT ENSURES THAT THE INTERSECTION IS UNDER SIGNAL CONTROL DURING THE DURATION OF THE CONSTRUCTION. POLICE CONTROL OF THE INTERSECTION IS REQUIRED DURING TIMES WHEN SIGNAL CONTROL IS UNAVAILABLE DUE TO CONSTRUCTION REQUIREMENTS.

11. THE EXISTING AERIAL INTERCONNECT CABLE LOCATED ON POLES ON THE EAST SIDE OF US ROUTE 1 SHALL BE BROUGHT INTO THE CONTROL CABINET THROUGH CONDUIT FROM THE NEAREST POLE AND LABELED FOR FUTURE USE. NO INTERCONNECTION IS TO BE DONE AT THIS TIME.

12. ADVANCE DETECTION FOR ROUTE 1 APPROACHES SHALL BE WAVETRONIX SMART SENSOR ADVANCE WITH SAFE ARRIVAL TECHNOLOGY AND BE AIMED 500 FEET FROM THE STOP BAR. NO SUBSTITUTIONS WILL BE ALLOWED.

13. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL SIGNAL SYSTEM UPON COMPLETION OF THE CONTRACT.

14. THE CONTRACTOR MUST MEET ALL UTILITY REQUIREMENTS FOR THE SERVICE CONNECTION.

15. ALL TRAFFIC SIGNAL IMPACTS DURING CONSTRUCTION SHALL BE MITIGATED BY THE CONTRACTOR. THE CONTRACTOR SHALL RELOCATE EXISTING TRAFFIC SIGNAL HEADS FOR EACH CONSTRUCTION STAGE AS NEEDED. TRAFFIC SIGNAL HEADS SHALL ALIGN WITH THE CORRESPONDING TRAFFIC LANE. SIGNAL TIMING MAY BE ADJUSTED TO ENSURE THE SIGNAL IS OPERATING AS WELL AS POSSIBLE. ALL OTHER IMPACTS, SUCH AS, BUT NOT LIMITED TO, LOOP DETECTORS SHALL ALSO BE MITIGATED. THIS WORK SHALL BE INCIDENTAL TO ITEM 652.36. ALL MITIGATION MUST BE APPROVED BY THE RESIDENT.

16. REMOVAL OF THE EXISTING SIGNAL SYSTEM AND POLES SHALL BE INCIDENTAL TO THE INSTALLATION OF THE NEW SIGNAL SYSTEM. THE EXISTING EQUIPMENT AND POLES SHALL BE SALVAGED TO THE TOWN OF YORK DPW.

DRIVES & ENTRANCES

STATION TYPE  
68+25 PAVED

ITEM 201.11 CLEARING

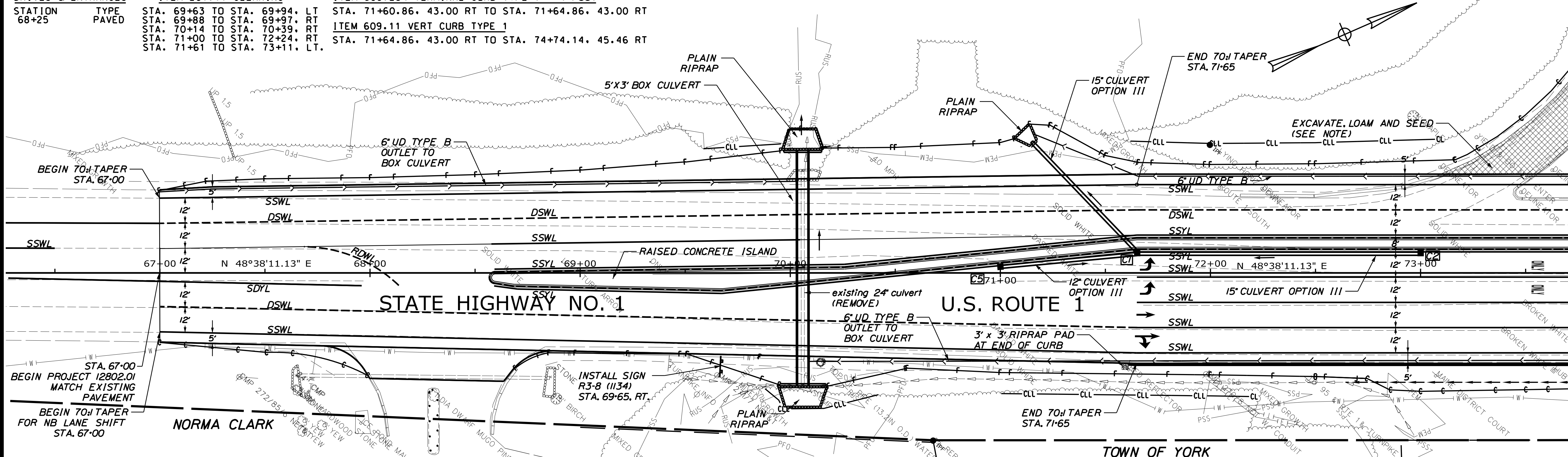
STA. 69+63 TO STA. 69+94. LT  
STA. 69+88 TO STA. 69+97. RT  
STA. 70+14 TO STA. 70+39. RT  
STA. 71+00 TO STA. 72+24. RT  
STA. 71+61 TO STA. 73+11. LT.

ITEM 609.234 TERMINAL CURB TYPE 1 - 4 FOOT

STA. 71+60.86. 43.00 RT TO STA. 71+64.86. 43.00 RT

ITEM 609.11 VERT CURB TYPE 1

STA. 71+64.86. 43.00 RT TO STA. 74+74.14. 45.46 RT



PAVEMENT MARKING LEGEND

SDYL - SOLID DOUBLE YELLOW LINE  
SSYL - SOLID SINGLE YELLOW LINE  
SSWL - SOLID SINGLE WHITE LINE  
DSWL - DASHED SINGLE WHITE LINE  
RDWL - RECESSED DASHED SINGLE WHITE LINE  
SBL - STOP BAR LINE

ITEM 613.319 EROSION CONTROL BLANKET

STA. 72+78 TO STA. 74+19. RT

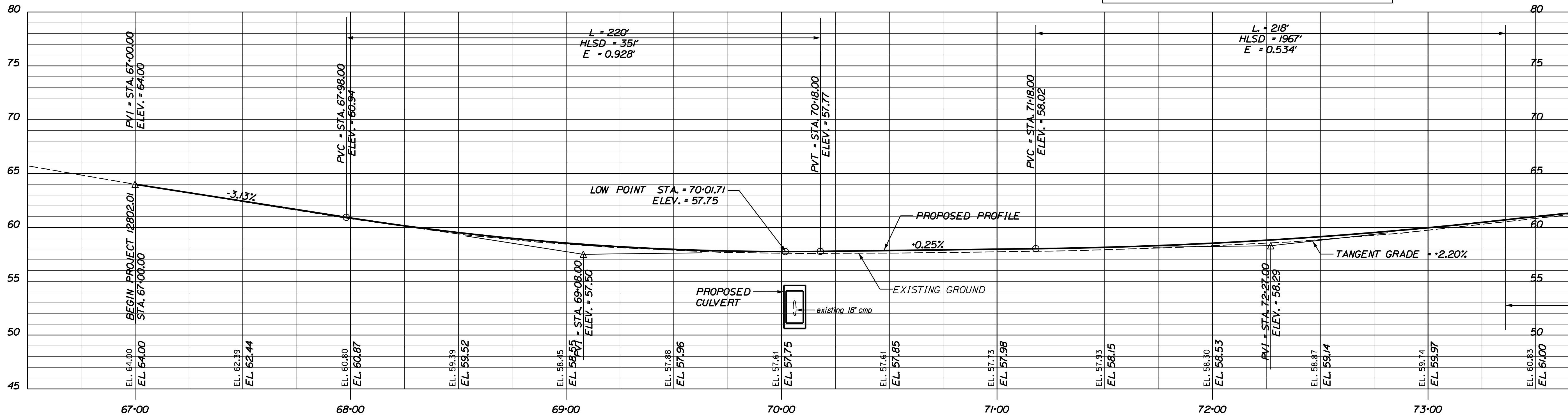
ITEM 610.08 PLAIN RIPRAP

STA. 70+06. RT  
STA. 70+06. LT  
STA. 71+15. LT  
STA. 71+60. RT

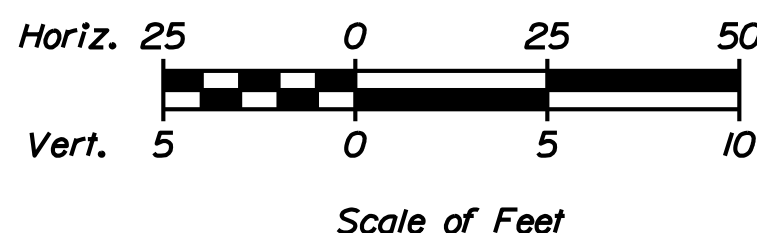
PLAN



NOTE TO CONTRACTOR:  
REMOVE PAVEMENT, GRADE TO DRAIN, LOAM & SEED  
ALL HATCHED AREAS AS DIRECTED BY THE  
ENGINEER. PAVEMENT REMOVAL SHALL BE PAID AS  
COMMON EXCAVATION AND LOAM & SEED SHALL BE  
PAID UNDER THE APPROPRIATE CONTRACT ITEMS.  
ALL NECESSARY GRADING SHALL BE CONSIDERED  
INCIDENTAL TO ITEM 203.20 AND NO SEPARATE  
PAYMENT SHALL BE MADE.

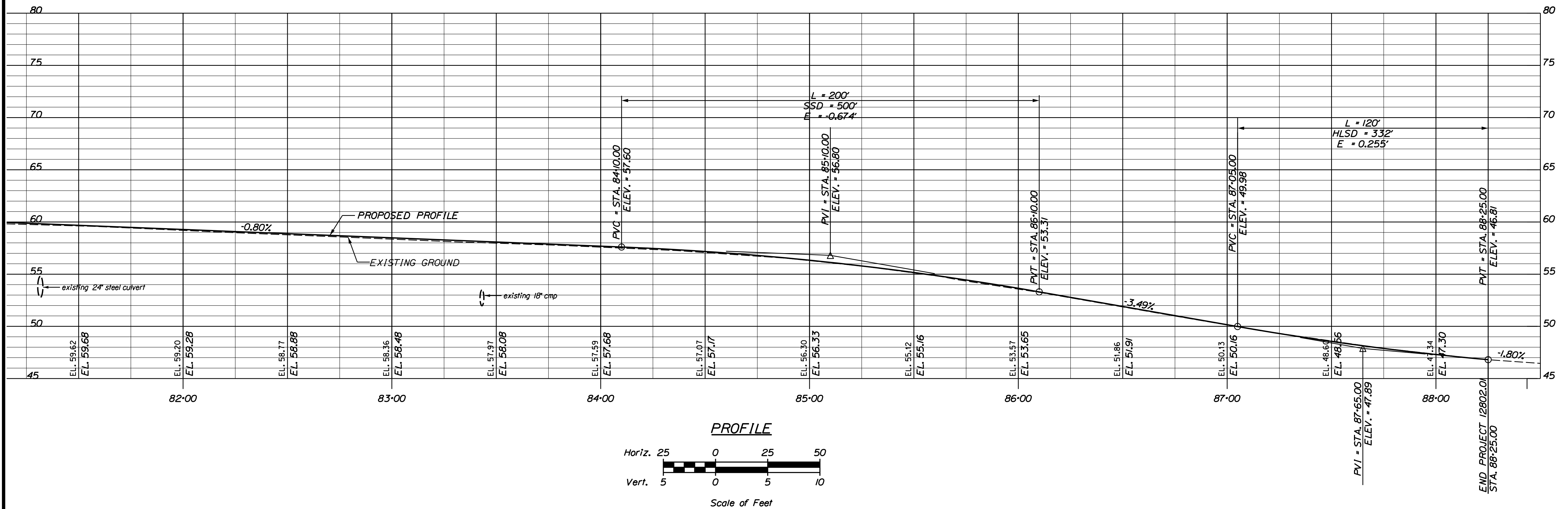
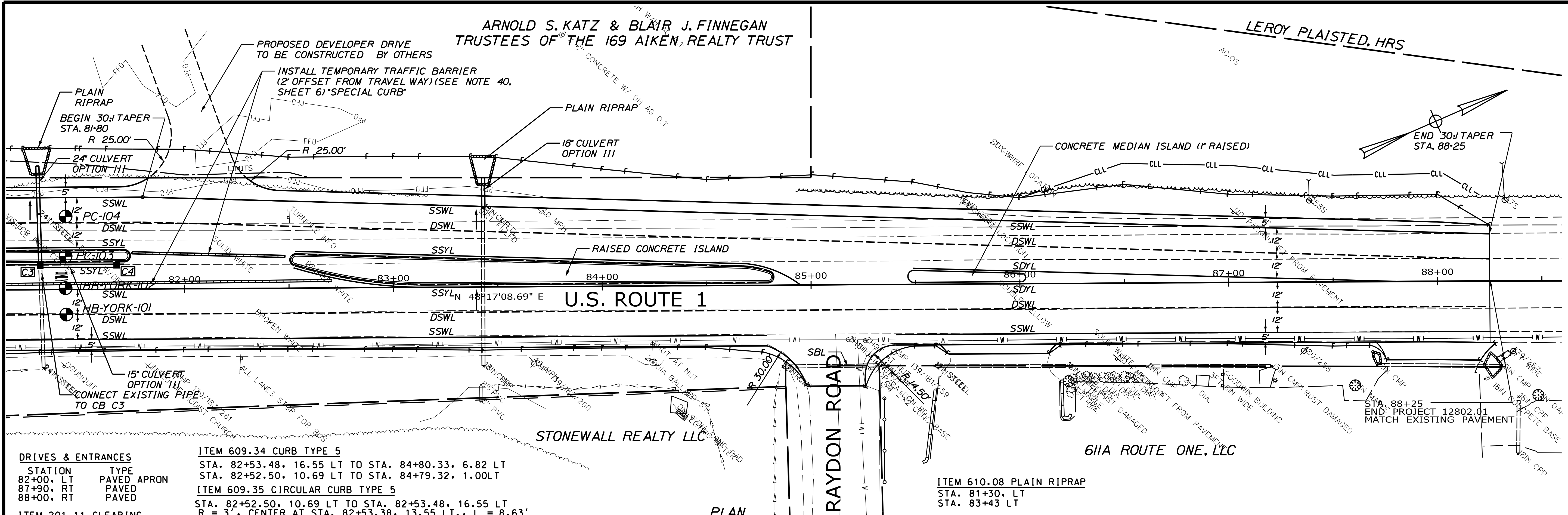


PROFILE

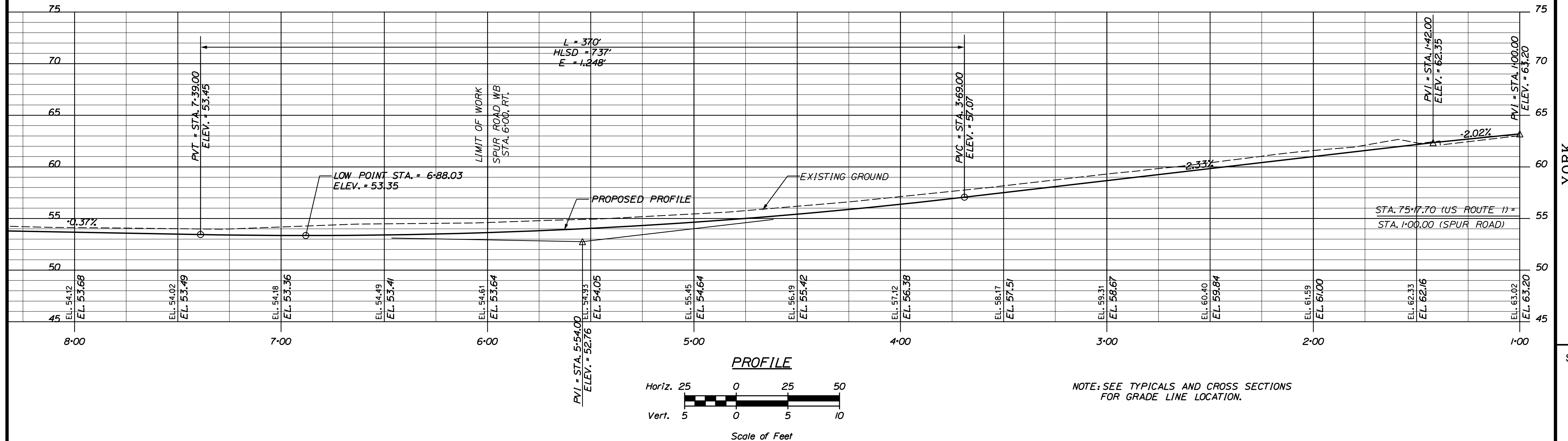


|                 |  |                              |  |                      |  |                  |  |               |  |
|-----------------|--|------------------------------|--|----------------------|--|------------------|--|---------------|--|
| STATE OF MAINE  |  | DEPARTMENT OF TRANSPORTATION |  | 12802.01             |  | PIN 12802.01     |  | HIGHWAY PLANS |  |
| PROJECT MANAGER |  | DESIGNER                     |  | CHECKED              |  | REVIEWED         |  | DATE          |  |
| ERNEST MARTIN   |  | JRM                          |  | JRM                  |  | JRM              |  | 4/2011        |  |
| BY              |  | DATE                         |  | SIGNATURE            |  | P.E. NUMBER      |  | DATE          |  |
| JRM             |  | 4/2011                       |  | JRM                  |  | JRM              |  | 4/2011        |  |
| DESIGNED        |  | CHECKED                      |  | REVIEWED             |  | APPROVED         |  | DATE          |  |
| JRM             |  | JRM                          |  | JRM                  |  | JRM              |  | 4/2011        |  |
| REVISIONS 1     |  | REVISIONS 2                  |  | REVISIONS 3          |  | REVISIONS 4      |  | FIELD CHANGES |  |
| 1               |  | 2                            |  | 3                    |  | 4                |  | 5             |  |
| YORK            |  | INTERSECTION IMPROVEMENTS -  |  | ROUTE 1 AT I-95 SPUR |  | PLAN AND PROFILE |  | SHEET NUMBER  |  |
| 10              |  | 10                           |  | 10                   |  | 10               |  | 10            |  |
| OF 39           |  | OF 39                        |  | OF 39                |  | OF 39            |  | OF 39         |  |





|                  |  |                                                  |  |                  |  |              |  |               |  |
|------------------|--|--------------------------------------------------|--|------------------|--|--------------|--|---------------|--|
| STATE OF MAINE   |  | DEPARTMENT OF TRANSPORTATION                     |  | 12802.01         |  | PIN 12802.01 |  | HIGHWAY PLANS |  |
| YORK             |  | INTERSECTION IMPROVEMENTS - ROUTE 1 AT I-95 SPUR |  | PLAN AND PROFILE |  | SHEET NUMBER |  | 12            |  |
| PROJ. MANAGER    |  | ERNEST MARTIN                                    |  | BY               |  | DATE         |  | SIGNATURE     |  |
| DESIGN-DETAILED  |  | RAM                                              |  | DAD              |  | 3/2011       |  | P.E. NUMBER   |  |
| CHECKED-REVIEWED |  | JUB                                              |  | JLF              |  | 3/2011       |  | DATE          |  |
| DESIGNS-DETAILED |  |                                                  |  |                  |  |              |  |               |  |
| REVISIONS 1      |  |                                                  |  |                  |  |              |  |               |  |
| REVISIONS 2      |  |                                                  |  |                  |  |              |  |               |  |
| REVISIONS 3      |  |                                                  |  |                  |  |              |  |               |  |
| REVISIONS 4      |  |                                                  |  |                  |  |              |  |               |  |
| FIELD CHANGES    |  |                                                  |  |                  |  |              |  |               |  |



|                   |     |     |             |
|-------------------|-----|-----|-------------|
| DESIGN-DETAILED   | RAM | DAD | 3/2001      |
| CHECKED-REVIEWED  | JOB | JLF | 3/2001      |
| DESIGNED-DETAILED |     |     |             |
| REVISIONS 1       |     |     |             |
| REVISIONS 2       |     |     |             |
| REVISIONS 3       |     |     |             |
| REVISIONS 4       |     |     |             |
| FIELD CHANGES     |     |     |             |
|                   |     |     | SIGNATURE   |
|                   |     |     | P.E. NUMBER |
|                   |     |     | DATE        |

**WORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR**

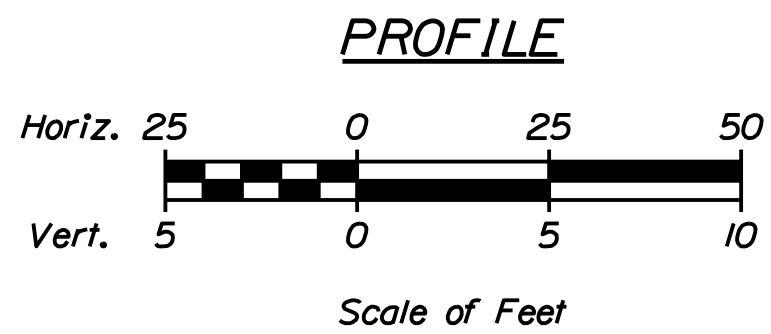
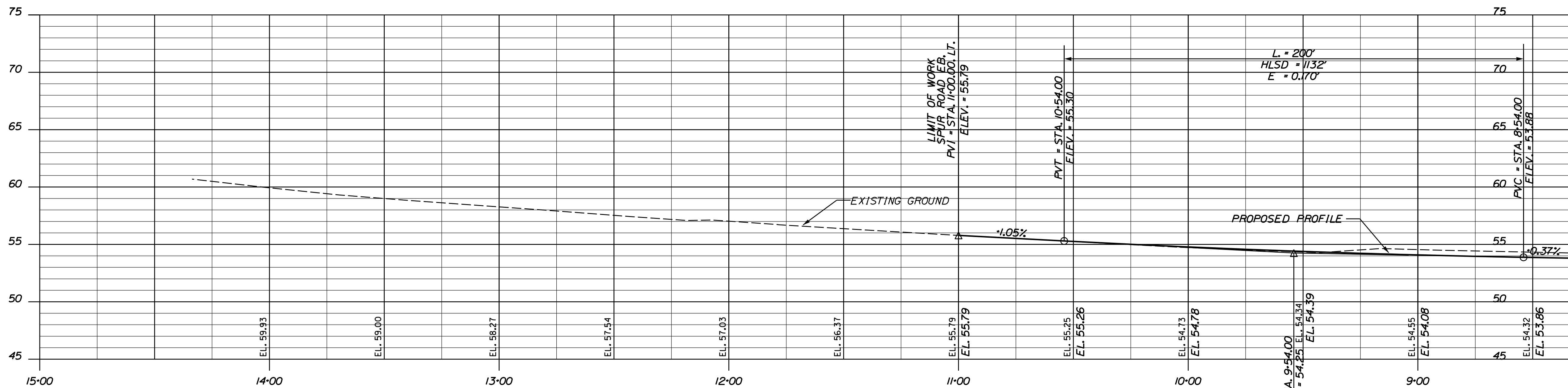
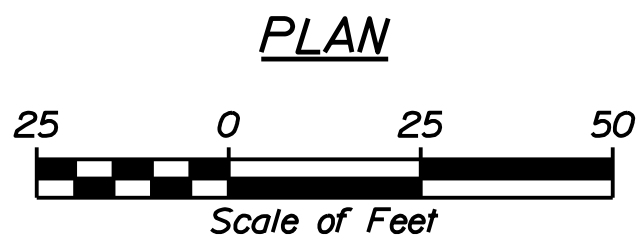
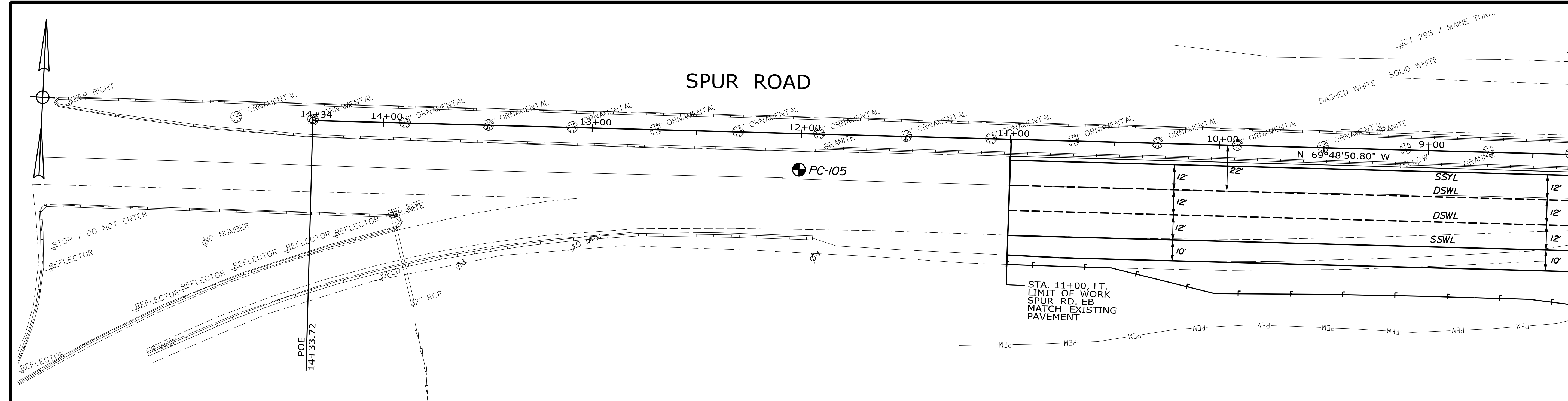
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**PLAN AND PROFILE**

SHEET NUMBER

13

OF 39



NOTE: SEE TYPICALS AND CROSS SECTIONS  
FOR GRADE LINE LOCATION.

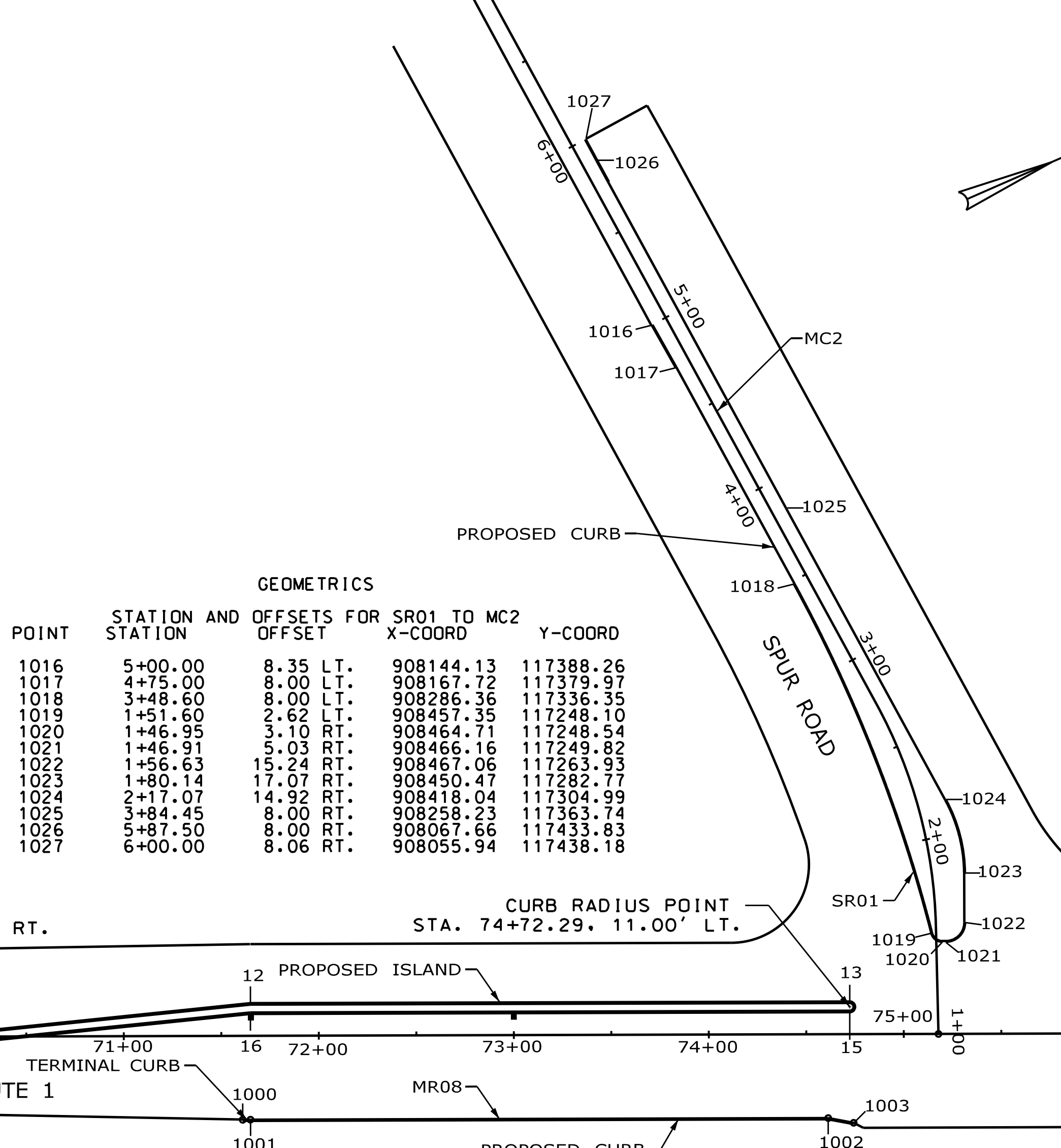
|                   |  |                                                     |  |                  |  |              |  |               |  |
|-------------------|--|-----------------------------------------------------|--|------------------|--|--------------|--|---------------|--|
| STATE OF MAINE    |  | DEPARTMENT OF TRANSPORTATION                        |  | 12802.01         |  | PIN 12802.01 |  | HIGHWAY PLANS |  |
| YORK              |  | INTERSECTION IMPROVEMENTS -<br>ROUTE 1 AT I-95 SPUR |  | PLAN AND PROFILE |  | SHEET NUMBER |  |               |  |
| 14                |  | OF 39                                               |  |                  |  |              |  |               |  |
| PROJ. MANAGER     |  | ERNEST MARTIN                                       |  | BY               |  | DATE         |  | SIGNATURE     |  |
| DESIGN-DETAILED   |  | RAM                                                 |  | DAD              |  | 3/2011       |  | P.E. NUMBER   |  |
| CHECKED-REVIEWED  |  | JLB                                                 |  | JLF              |  | 3/2011       |  | DATE          |  |
| DESIGNS DETAILING |  |                                                     |  |                  |  |              |  |               |  |
| DESIGNS DETAILING |  |                                                     |  |                  |  |              |  |               |  |
| REVISIONS 1       |  |                                                     |  |                  |  |              |  |               |  |
| REVISIONS 2       |  |                                                     |  |                  |  |              |  |               |  |
| REVISIONS 3       |  |                                                     |  |                  |  |              |  |               |  |
| REVISIONS 4       |  |                                                     |  |                  |  |              |  |               |  |
| FIELD CHANGES     |  |                                                     |  |                  |  |              |  |               |  |

| DAB FOR ALIGNMENT SR01    |       |                 |           |           |
|---------------------------|-------|-----------------|-----------|-----------|
|                           |       | STATION         | NORTHING  | EASTING   |
| Element: Linear           |       |                 |           |           |
| POB (                     | 1016) | 0.00            | 117388.26 | 908144.13 |
| PI (                      | 1017) | 25.00           | 117379.97 | 908167.72 |
| Tangent Direction:        |       | S 70°37'56" E   |           |           |
| Tangent Length:           |       | 25.0025         |           |           |
| Element: Linear           |       |                 |           |           |
| PI (                      | 1017) | 25.00           | 117379.97 | 908167.72 |
| PC (                      | 1018) | 151.40          | 117336.35 | 908286.36 |
| Tangent Direction:        |       | S 69°48'51" E   |           |           |
| Tangent Length:           |       | 126.4000        |           |           |
| Element: Circular         |       |                 |           |           |
| PC (                      | 1018) | 151.40          | 117336.35 | 908286.36 |
| PI (                      | )     | 248.36          | 117302.89 | 908377.36 |
| CC (                      | 1003) |                 | 116607.08 | 908018.24 |
| PRC (                     | 1019) | 344.33          | 117248.10 | 908457.35 |
| Radius:                   |       | 777.0000        |           |           |
| Delta:                    |       | 14°13'34" Right |           |           |
| Degree of Curvature(Arc): |       | 7°22'26"        |           |           |
| Length:                   |       | 192.9228        |           |           |
| Tangent:                  |       | 96.9600         |           |           |
| Chord:                    |       | 192.4276        |           |           |
| Middle Ordinate:          |       | 5.9800          |           |           |
| External:                 |       | 6.0263          |           |           |
| Tangent Direction:        |       | S 69°48'51" E   |           |           |
| Radial Direction:         |       | S 20°11'09" W   |           |           |
| Chord Direction:          |       | S 62°42'04" E   |           |           |
| Radial Direction:         |       | S 34°24'43" W   |           |           |
| Tangent Direction:        |       | S 55°35'17" E   |           |           |
| Element: Circular         |       |                 |           |           |
| PRC (                     | 1019) | 344.33          | 117248.10 | 908457.35 |
| PI (                      | )     | 348.99          | 117245.46 | 908461.21 |
| CC (                      | 1005) |                 | 117253.05 | 908460.74 |
| PT (                      | 1020) | 352.26          | 117248.54 | 908464.71 |
| Radius:                   |       | 6.0000          |           |           |
| Delta:                    |       | 75°46'32" Left  |           |           |
| Degree of Curvature(Arc): |       | 954°55'47"      |           |           |
| Length:                   |       | 7.9352          |           |           |
| Tangent:                  |       | 4.6688          |           |           |
| Chord:                    |       | 7.3694          |           |           |
| Middle Ordinate:          |       | 1.2647          |           |           |
| External:                 |       | 1.6025          |           |           |
| Tangent Direction:        |       | S 55°35'17" E   |           |           |
| Radial Direction:         |       | S 34°24'43" W   |           |           |
| Chord Direction:          |       | N 86°31'27" E   |           |           |
| Radial Direction:         |       | S 41°21'49" E   |           |           |
| Tangent Direction:        |       | N 48°38'11" E   |           |           |
| Element: Linear           |       |                 |           |           |
| PT (                      | 1020) | 352.26          | 117248.54 | 908464.71 |
| PC (                      | 1021) | 354.19          | 117249.82 | 908466.16 |
| Tangent Direction:        |       | N 48°38'11" E   |           |           |
| Tangent Length:           |       | 1.9316          |           |           |
| Element: Circular         |       |                 |           |           |
| PC (                      | 1021) | 354.19          | 117249.82 | 908466.16 |
| PI (                      | )     | 364.19          | 117256.43 | 908473.66 |
| CC (                      | 1008) |                 | 117257.33 | 908459.55 |
| PT (                      | 1022) | 369.90          | 117263.93 | 908467.06 |
| Radius:                   |       | 10.0000         |           |           |
| Delta:                    |       | 90°00'01" Left  |           |           |
| Degree of Curvature(Arc): |       | 572°57'28"      |           |           |
| Length:                   |       | 15.7080         |           |           |
| Tangent:                  |       | 10.0001         |           |           |
| Chord:                    |       | 14.1422         |           |           |
| Middle Ordinate:          |       | 2.9290          |           |           |
| External:                 |       | 4.1422          |           |           |
| Tangent Direction:        |       | N 48°38'11" E   |           |           |
| Radial Direction:         |       | S 41°21'49" E   |           |           |
| Chord Direction:          |       | N 3°38'11" E    |           |           |
| Radial Direction:         |       | N 48°38'10" E   |           |           |
| Tangent Direction:        |       | N 41°21'50" W   |           |           |
| Element: Linear           |       |                 |           |           |
| PT (                      | 1022) | 369.90          | 117263.93 | 908467.06 |
| PC (                      | 1023) | 394.99          | 117282.77 | 908450.47 |
| Tangent Direction:        |       | N 41°21'50" W   |           |           |
| Tangent Length:           |       | 25.0928         |           |           |
| Element: Circular         |       |                 |           |           |
| PC (                      | 1023) | 394.99          | 117282.77 | 908450.47 |
| PI (                      | )     | 415.27          | 117297.99 | 908437.07 |
| CC (                      | 1011) |                 | 117229.90 | 908390.43 |
| PT (                      | 1024) | 434.72          | 117304.99 | 908418.04 |
| Radius:                   |       | 80.0000         |           |           |
| Delta:                    |       | 28°27'01" Left  |           |           |
| Degree of Curvature(Arc): |       | 71°37'11"       |           |           |
| Length:                   |       | 39.7240         |           |           |
| Tangent:                  |       | 20.2804         |           |           |
| Chord:                    |       | 39.3171         |           |           |
| Middle Ordinate:          |       | 2.4530          |           |           |
| External:                 |       | 2.5306          |           |           |
| Tangent Direction:        |       | N 41°21'50" W   |           |           |
| Radial Direction:         |       | N 48°38'10" E   |           |           |
| Chord Direction:          |       | N 55°35'20" W   |           |           |
| Radial Direction:         |       | N 20°11'09" E   |           |           |
| Tangent Direction:        |       | N 69°48'51" W   |           |           |
| Element: Linear           |       |                 |           |           |
| PT (                      | 1024) | 434.72          | 117304.99 | 908418.04 |
| PI (                      | 1025) | 604.98          | 117363.74 | 908258.23 |
| Tangent Direction:        |       | N 69°48'51" W   |           |           |
| Tangent Length:           |       | 170.2671        |           |           |
| Element: Linear           |       |                 |           |           |
| PI (                      | 1025) | 604.98          | 117363.74 | 908258.23 |
| PI (                      | 1026) | 808.03          | 117433.83 | 908067.66 |
| Tangent Direction:        |       | N 69°48'20" W   |           |           |
| Tangent Length:           |       | 203.0481        |           |           |
| Element: Linear           |       |                 |           |           |
| PI (                      | 1026) | 808.03          | 117433.83 | 908067.66 |
| POE (                     | 1027) | 820.53          | 117438.18 | 908055.94 |
| Tangent Direction:        |       | N 69°40'31" W   |           |           |
| Tangent Length:           |       | 12.5007         |           |           |

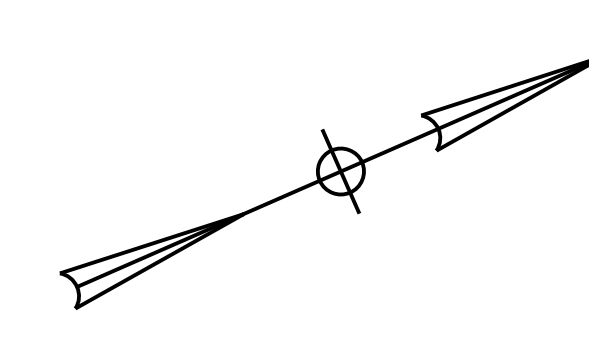
| DAB FOR ALIGNMENT MR08 |         |        |               |           |
|------------------------|---------|--------|---------------|-----------|
|                        | STATION |        | NORTHING      | EASTING   |
| Element: Linear        |         |        |               |           |
| POB (                  | 1000)   | 0.00   | 116943.76     | 908254.74 |
| PI (                   | 1001)   | 4.00   | 116946.40     | 908257.74 |
| Tangent Direction:     |         |        | N 48°34'47" E |           |
| Tangent Length:        |         |        | 4.00          |           |
| Element: Linear        |         |        |               |           |
| PI (                   | 1001)   | 4.00   | 116946.40     | 908257.74 |
| POE (                  | 1002)   | 300.26 | 117142.18     | 908480.10 |
| Tangent Direction:     |         |        | N 48°38'14" E |           |
| Tangent Length:        |         |        | 296.2644      |           |
| Element: Linear        |         |        |               |           |
| PI (                   | 1002)   | 300.26 | 117142.18     | 908480.10 |
| POE (                  | 1003)   | 313.51 | 117148.94     | 908491.50 |
| Tangent Direction:     |         |        | N 59°21'41" E |           |
| Tangent Length:        |         |        | 13.2494       |           |

| GEOMETRICS |                     |                    |                     |           |
|------------|---------------------|--------------------|---------------------|-----------|
| POINT      | STATION AND STATION | OFFSETS FOR OFFSET | MR04 TO MC1 X-COORD | Y-COORD   |
| 10         | 68+59.56            | 0.79 LT.           | 907999.67           | 116777.51 |
| 11         | 70+25.72            | 3.08 LT.           | 908122.87           | 116889.04 |
| 12         | 71+64.95            | 17.00 LT.          | 908218.16           | 116991.49 |
| 13         | 74+72.29            | 17.00 LT.          | 908448.83           | 117194.59 |
| 15         | 74+72.29            | 11.00 LT.          | 908452.80           | 117190.09 |
| 16         | 71+65.00            | 11.00 LT.          | 908222.16           | 116987.02 |
| 17         | 69+67.47            | 8.75 RT.           | 908086.96           | 116841.67 |
| 18         | 68+68.14            | 6.61 RT.           | 908011.00           | 116777.63 |
| 19         | 68+59.12            | 5.18 RT.           | 908003.29           | 116772.75 |

| GEOMETRICS |                     |                    |                     |           |
|------------|---------------------|--------------------|---------------------|-----------|
| POINT      | STATION AND STATION | OFFSETS FOR OFFSET | MR08 TO MC1 X-COORD | Y-COORD   |
| 1000       | 71+60.86            | 43.00 RT.          | 908254.74           | 116943.76 |
| 1001       | 71+64.86            | 43.00 RT.          | 908257.74           | 116946.40 |
| 1002       | 74+61.13            | 43.00 RT.          | 908480.10           | 117142.18 |
| 1003       | 74+74.14            | 45.46 RT.          | 908491.50           | 117148.94 |



| DAB FOR CURB ALIGNMENT MR04 |        |                  |           |           |
|-----------------------------|--------|------------------|-----------|-----------|
|                             |        | STATION          | NORTHING  | EASTING   |
| Element: Linear             |        |                  |           |           |
| PI                          | ( 16 ) | 930.16           | 116987.02 | 908222.16 |
| PI                          | ( 17 ) | 1128.67          | 116841.67 | 908086.96 |
| Tangent Direction:          |        | S 42°55'39"      | W         |           |
| Tangent Length:             |        | 198.5122         |           |           |
| Element: Linear             |        |                  |           |           |
| PI                          | ( 17 ) | 1128.67          | 116841.67 | 908086.96 |
| PI                          | ( 18 ) | 1228.03          | 116777.63 | 908011.00 |
| Tangent Direction:          |        | S 49°52'07"      | W         |           |
| Tangent Length:             |        | 99.3549          |           |           |
| Element: Linear             |        |                  |           |           |
| PI                          | ( 18 ) | 1228.03          | 116777.63 | 908011.00 |
| PC                          | ( 19 ) | 1237.15          | 116772.75 | 908003.29 |
| Tangent Direction:          |        | S 57°41'05"      | W         |           |
| Tangent Length:             |        | 9.1272           |           |           |
| Element: Circular           |        |                  |           |           |
| PC                          | ( 19 ) | 1237.15          | 116772.75 | 908003.29 |
| PI                          | ( )    | 1272.01          | 116754.11 | 907973.83 |
| CC                          | ( 20 ) |                  | 116775.28 | 908001.68 |
| PT                          | ( 10 ) | 1246.06          | 116777.51 | 907999.67 |
| Radius:                     |        | 3.0000           |           |           |
| Delta:                      |        | 170°09'43" Right |           |           |
| Degree of Curvature(Arc):   |        | 1909°51'47"      |           |           |
| Length:                     |        | 8.9096           |           |           |
| Tangent:                    |        | 34.8577          |           |           |
| Chord:                      |        | 5.9779           |           |           |
| Middle Ordinate:            |        | 2.7428           |           |           |
| External:                   |        | 31.9865          |           |           |
| Tangent Direction:          |        | S 57°41'05"      | W         |           |
| Radial Direction:           |        | N 32°18'55"      | W         |           |
| Chord Direction:            |        | N 37°14'04"      | W         |           |
| Radial Direction:           |        | S 42°09'12"      | E         |           |
| Tangent Direction:          |        | N 47°50'48"      | E         |           |



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

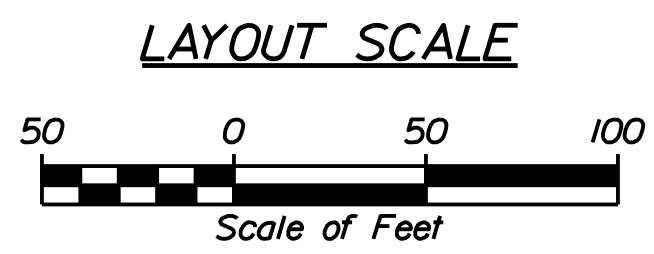
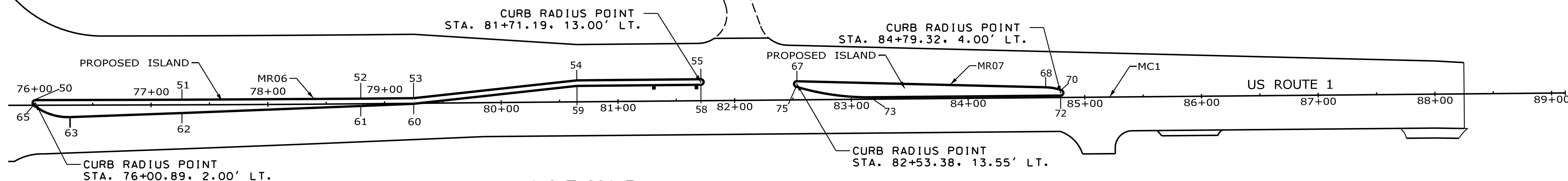
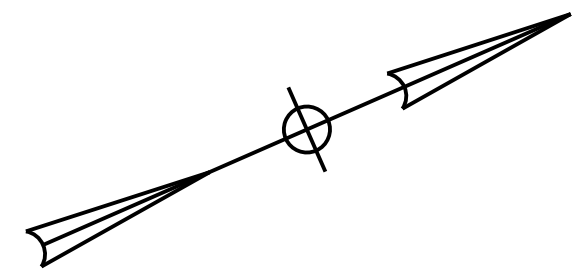
12802.01

PIN  
12802.01

HIGHWAY PLANS

|      |        |           |  |             |  |      |  |
|------|--------|-----------|--|-------------|--|------|--|
| DATE | 3/2001 | SIGNATURE |  | P.E. NUMBER |  | DATE |  |
| BY   | DAD    | JLF       |  |             |  |      |  |
|      |        |           |  |             |  |      |  |

| DAB FOR ALIGNMENT MR06           |          |           | DAB FOR ALIGNMENT MR06           |          |           | DAB FOR ALIGNMENT MR06           |          |           |
|----------------------------------|----------|-----------|----------------------------------|----------|-----------|----------------------------------|----------|-----------|
| STATION                          | NORTHING | EASTING   | STATION                          | NORTHING | EASTING   | STATION                          | NORTHING | EASTING   |
| Element: Linear                  |          |           | Element: Linear                  |          |           | Element: Circular                |          |           |
| POB ( 50)                        | 0.00     | 117270.57 | PT ( 58)                         | 580.40   | 117655.08 | PC ( 63)                         | 1121.91  | 117278.32 |
| PI ( 51)                         | 125.56   | 117353.54 | PI ( 59)                         | 686.59   | 117584.42 | PI ( )                           | 1139.63  | 117266.17 |
| Tangent Direction: N 48°38'11" E |          |           | Tangent Direction: S 48°17'09" W |          |           | CC ( 64)                         |          |           |
| Tangent Length: 125.5589         |          |           | Tangent Length: 106.1961         |          |           | PCC ( 65)                        |          |           |
| Element: Linear                  |          |           | Element: Linear                  |          |           | Radius: 48.0000                  |          |           |
| PI ( 51)                         | 125.56   | 117353.54 | PI ( 59)                         | 686.59   | 117584.42 | Delta: 40°31'34" Right           |          |           |
| PI ( 52)                         | 278.76   | 117455.13 | PI ( 60)                         | 827.29   | 117480.81 | Degree of Curvature: 119°21'58"  |          |           |
| Tangent Direction: N 48°27'40" E |          |           | Tangent Direction: S 42°34'31" W |          |           | Length: 33.9511                  |          |           |
| Tangent Length: 153.1988         |          |           | Tangent Length: 140.6943         |          |           | Tangent: 17.7206                 |          |           |
| Element: Linear                  |          |           | Element: Linear                  |          |           | Chord: 33.2478                   |          |           |
| PI ( 52)                         | 278.76   | 117455.13 | PI ( 60)                         | 827.29   | 117480.81 | Middle Ordinate: 2.9706          |          |           |
| PI ( 53)                         | 323.98   | 117485.22 | PI ( 61)                         | 872.67   | 117449.50 | External: 3.1666                 |          |           |
| Tangent Direction: N 48°17'09" E |          |           | Tangent Direction: S 46°22'13" W |          |           | Tangent Direction: S 46°43'39" W |          |           |
| Tangent Length: 45.2231          |          |           | Tangent Length: 45.3821          |          |           | Radial Direction: N 43°16'21" W  |          |           |
| Element: Linear                  |          |           | Element: Linear                  |          |           | Chord Direction: S 66°59'26" W   |          |           |
| PI ( 53)                         | 323.98   | 117485.22 | PI ( 61)                         | 872.67   | 117449.50 | Radial Direction: N 2°44'47" W   |          |           |
| Tangent Direction: N 48°17'09" E |          |           | Tangent Direction: S 46°22'13" W |          |           | Tangent Direction: S 87°15'13" W |          |           |
| Tangent Length: 45.2231          |          |           | Tangent Length: 45.3821          |          |           | Element: Circular                |          |           |
| Element: Linear                  |          |           | Element: Linear                  |          |           | Radius: 3.0000                   |          |           |
| PI ( 54)                         | 464.68   | 117588.83 | PI ( 62)                         | 1026.01  | 117344.05 | Delta: 141°22'58" Right          |          |           |
| PC ( 55)                         | 570.97   | 117659.56 | PC ( 63)                         | 1121.91  | 117278.32 | Degree of Curvature: 1909°51'34" |          |           |
| Tangent Direction: N 42°34'31" E |          |           | Tangent Direction: S 46°33'16" W |          |           | Length: 7.4028                   |          |           |
| Tangent Length: 140.6955         |          |           | Tangent Length: 153.3444         |          |           | Tangent: 8.5625                  |          |           |
| Element: Linear                  |          |           | Element: Linear                  |          |           | Chord: 5.6625                    |          |           |
| PI ( 54)                         | 464.68   | 117588.83 | PI ( 62)                         | 1026.01  | 117344.05 | Middle Ordinate: 2.0080          |          |           |
| PC ( 55)                         | 570.97   | 117659.56 | PC ( 63)                         | 1121.91  | 117278.32 | External: 6.0729                 |          |           |
| Tangent Direction: N 48°17'09" E |          |           | Tangent Direction: S 46°43'39" W |          |           | Tangent Direction: S 87°15'13" W |          |           |
| Tangent Length: 106.2958         |          |           | Tangent Length: 95.8964          |          |           | Radial Direction: N 2°44'47" W   |          |           |
| Element: Circular                |          |           | Element: Circular                |          |           | Chord Direction: N 22°03'18" W   |          |           |
| PC ( 55)                         | 570.97   | 117659.56 | PC ( 63)                         | 1121.91  | 117278.32 | Radial Direction: S 41°21'49" E  |          |           |
| CC ( 56)                         |          | 117657.32 |                                  |          | 117270.57 | Tangent Direction: N 48°38'11" E |          |           |
| PT ( 58)                         |          | 117655.08 |                                  |          | 117270.57 |                                  |          |           |
| Radius: 3.0000                   |          |           | Radius: 3.0000                   |          |           |                                  |          |           |
| Delta: 180°00'00" Right          |          |           | Delta: 1909°51'34"               |          |           |                                  |          |           |
| Degree of Curvature: 1909°51'34" |          |           | Degree of Curvature: 1909°51'34" |          |           |                                  |          |           |
| Length: 9.4248                   |          |           | Length: 9.4248                   |          |           |                                  |          |           |
| Tangent: -1.0000                 |          |           | Tangent: -1.0000                 |          |           |                                  |          |           |
| Chord: -6.0000                   |          |           | Chord: -6.0000                   |          |           |                                  |          |           |
| Middle Ordinate: -1.0000         |          |           | Middle Ordinate: -1.0000         |          |           |                                  |          |           |
| External: -1.0000                |          |           | External: -1.0000                |          |           |                                  |          |           |
| Tangent Direction: N 48°17'09" E |          |           | Tangent Direction: S 48°17'09" W |          |           |                                  |          |           |
| Radial Direction: S 41°42'51" E  |          |           | Radial Direction: N 41°42'51" W  |          |           |                                  |          |           |
| Chord Direction: S 41°42'51" E   |          |           | Chord Direction: N 41°42'51" W   |          |           |                                  |          |           |
| Radial Direction: N 41°42'51" W  |          |           | Radial Direction: S 41°42'51" E  |          |           |                                  |          |           |
| Tangent Direction: S 48°17'09" W |          |           | Tangent Direction: S 48°17'09" W |          |           |                                  |          |           |



| GEOMETRICS                          |          |           |           |           |
|-------------------------------------|----------|-----------|-----------|-----------|
| STATION AND OFFSETS FOR MR06 TO MC1 |          |           |           |           |
| POINT                               | STATION  | OFFSET    | X-COORD   | Y-COORD   |
| 50                                  | 76+00.89 | 5.00 LT.  | 908553.28 | 117270.57 |
| 51                                  | 77+26.45 | 5.00 LT.  | 908647.51 | 117353.54 |
| 52                                  | 78+79.68 | 5.00 LT.  | 908762.18 | 117455.13 |
| 53                                  | 79+24.90 | 5.00 LT.  | 908795.94 | 117485.22 |
| 54                                  | 80+64.90 | 19.00 LT. | 908891.13 | 117588.83 |
| 55                                  | 81+71.19 | 19.00 LT. | 908970.48 | 117659.56 |
| 58                                  | 81+71.19 | 13.00 LT. | 908974.47 | 117655.08 |
| 59                                  | 80+65.00 | 13.00 LT. | 908895.20 | 117584.42 |
| 60                                  | 79+25.00 | 1.00 RT.  | 908800.01 | 117480.81 |
| 61                                  | 78+79.64 | 2.52 RT.  | 908767.16 | 117449.50 |
| 62                                  | 77+26.41 | 7.62 RT.  | 908655.83 | 117344.05 |
| 63                                  | 76+30.57 | 10.81 RT. | 908586.01 | 117278.32 |
| 65                                  | 75+99.01 | 0.34 RT.  | 908555.40 | 117265.32 |

| GEOMETRICS                          |          |           |           |           |
|-------------------------------------|----------|-----------|-----------|-----------|
| STATION AND OFFSETS FOR MR07 TO MC1 |          |           |           |           |
| POINT                               | STATION  | OFFSET    | X-COORD   | Y-COORD   |
| 67                                  | 82+53.48 | 16.55 LT. | 909033.53 | 117712.49 |
| 68                                  | 84+66.61 | 9.45 LT.  | 909197.35 | 117849.01 |
| 70                                  | 84+80.33 | 6.82 LT.  | 909209.34 | 117856.18 |
| 72                                  | 84+79.32 | 1.00 LT.  | 909212.46 | 117851.16 |
| 73                                  | 83+17.07 | 1.00 LT.  | 909091.35 | 117743.19 |
| 75                                  | 82+52.50 | 10.69 LT. | 909036.70 | 117707.46 |

| DAB FOR ALIGNMENT MR07           |          |           |
|----------------------------------|----------|-----------|
| STATION                          | NORTHING | EASTING   |
| Element: Linear                  |          |           |
| POB ( 67)                        | 0.00     | 117712.49 |
| PC ( 68)                         | 213.24   | 117849.01 |
| Tangent Direction: N 50°11'39" E |          |           |
| Tangent Length: 213.2449         |          |           |
| Element: Circular                |          |           |
| PC ( 68)                         | 213.24   | 117849.01 |
| PI ( )                           | 220.32   | 117853.53 |
| CC ( 69)                         |          | 117814.44 |
| PCC ( 70)                        | 227.27   | 117856.18 |
| Radius: 45.0000                  |          |           |
| Delta: 17°51'44" Right           |          |           |
| Degree of Curvature: 127°19'26"  |          |           |
| Length: 14.0290                  |          |           |
| Tangent: 7.0719                  |          |           |
| Chord: 13.9723                   |          |           |
| Middle Ordinate: 0.5456          |          |           |
| External: 0.5523                 |          |           |
| Tangent Direction: N 50°11'39" E |          |           |
| Radial Direction: S 39°48'21" E  |          |           |
| Chord Direction: N 59°07'31" E   |          |           |
| Radial Direction: S 21°56'37" E  |          |           |
| Tangent Direction: N 68°03'23" E |          |           |

|                                  |        |           |
|----------------------------------|--------|-----------|
| Element: Circular                |        |           |
| PCC ( 70)                        | 227.27 | 117856.18 |
| PI ( )                           | 244.49 | 117862.61 |
| CC ( 71)                         |        | 117853.39 |
| PT ( 72)                         | 235.66 | 117851.16 |
| Radius: 3.0000                   |        |           |
| Delta: 160°13'42" Right          |        |           |
| Degree of Curvature: 1909°51'34" |        |           |
| Length: 8.3895                   |        |           |
| Tangent: 17.2144                 |        |           |
| Chord: 5.9109                    |        |           |
| Middle Ordinate: 2.4849          |        |           |
| External: 14.4738                |        |           |
| Tangent Direction: N 68°03'23" E |        |           |
| Radial Direction: S 21°56'37" E  |        |           |
| Chord Direction: N 41°42'55" W   |        |           |
| Radial Direction: S 48°17'05" W  |        |           |
| Tangent Direction: S 48°17'05" W |        |           |

| DAB FOR ALIGNMENT MR07           |          |           |
|----------------------------------|----------|-----------|
| STATION                          | NORTHING | EASTING   |
| Element: Linear                  |          |           |
| PT ( 72)                         | 235.66   | 117851.16 |
| PC ( 73)                         | 397.91   | 117743.19 |
| Tangent Direction: S 48°17'05" W |          |           |
| Tangent Length: 162.2431         |          |           |
| Element: Circular                |          |           |
| PC ( 73)                         | 397.91   | 117743.19 |
| PI ( )                           | 430.92   | 117721.23 |
| CC ( 74)                         |          | 117907.42 |
| PCC ( 75)                        | 463.44   | 117707.46 |
| Radius: 220.0000                 |          |           |
| Delta: 17°04'05" Right           |          |           |
| Degree of Curvature: 26°02'37"   |          |           |
| Length: 65.5370                  |          |           |
| Tangent: 33.0130                 |          |           |
| Chord: 65.2950                   |          |           |
| Middle Ordinate: 2.4359          |          |           |
| External: 2.4632                 |          |           |
| Tangent Direction: S 48°17'05" W |          |           |
| Radial Direction: N 41°42'55" W  |          |           |
| Chord Direction: S 56°49'08" W   |          |           |
| Radial Direction: N 24°38'49" W  |          |           |
| Tangent Direction: S 65°21'11" W |          |           |

|                                  |        |           |
|----------------------------------|--------|-----------|
| Element: Circular                |        |           |
| PCC ( 75)                        | 463.44 | 117707.46 |
| PI ( )                           | 485.99 | 117698.06 |
| CC ( 76)                         |        | 117710.19 |
| PT ( 67)                         | 472.07 | 117712.49 |
| Radius: 3.0000                   |        |           |
| Delta: 164°50'28" Right          |        |           |
| Degree of Curvature: 1909°51'34" |        |           |
| Length: 8.6311                   |        |           |
| Tangent: 22.5457                 |        |           |
| Chord: 5.9476                    |        |           |
| Middle Ordinate: 2.6043          |        |           |
| External: 19.7444                |        |           |
| Tangent Direction: S 65°21'11" W |        |           |
| Radial Direction: N 24°38'49" W  |        |           |
| Chord Direction: N 32°13'35" W   |        |           |
| Radial Direction: S 39°48'21" E  |        |           |
| Tangent Direction: N 50°11'39" E |        |           |

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

12802.01

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HIGHWAY PLANS

DATE  
3/2011

BY  
DAD

PROJ. MANAGER  
ERNEST MARTIN

CHECKED-REVIEWED  
JRM

DESIGNED-DETAILED  
JLF

DESIGNED-DETAILED  
JLF

REVISIONS  
1

REVISIONS  
2

REVISIONS  
3

REVISIONS  
4

FIELD CHANGES

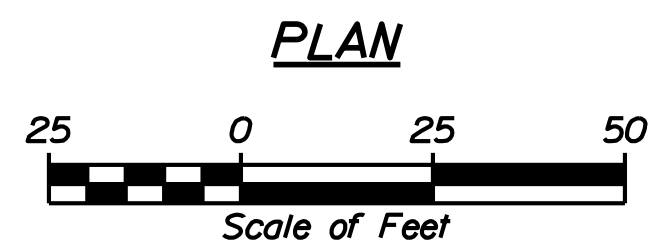
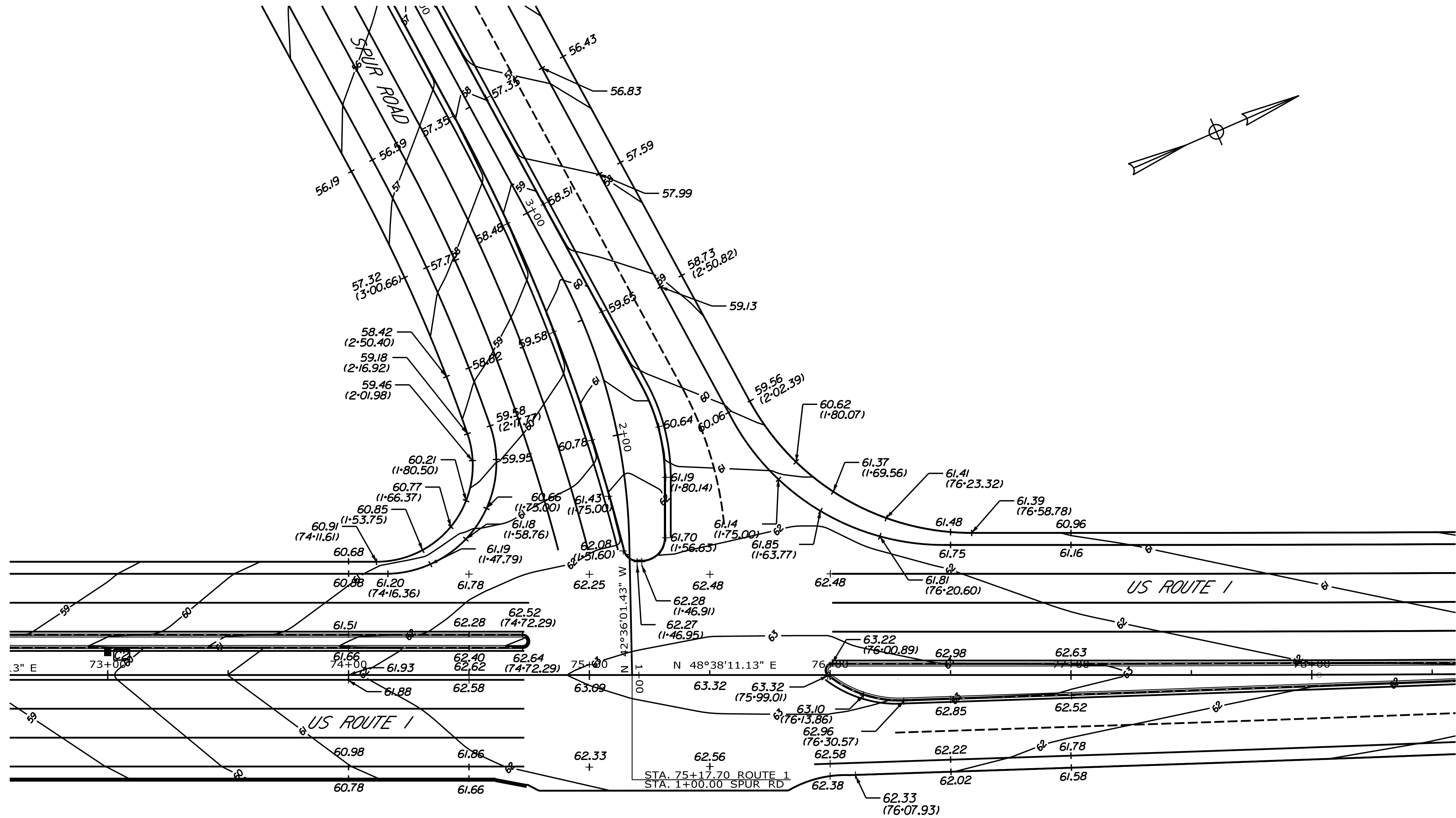
YORK  
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ROUTE 1 AT I-95 SPUR

GEOMETRICS & CURB LAYOUT

SHEET NUMBER

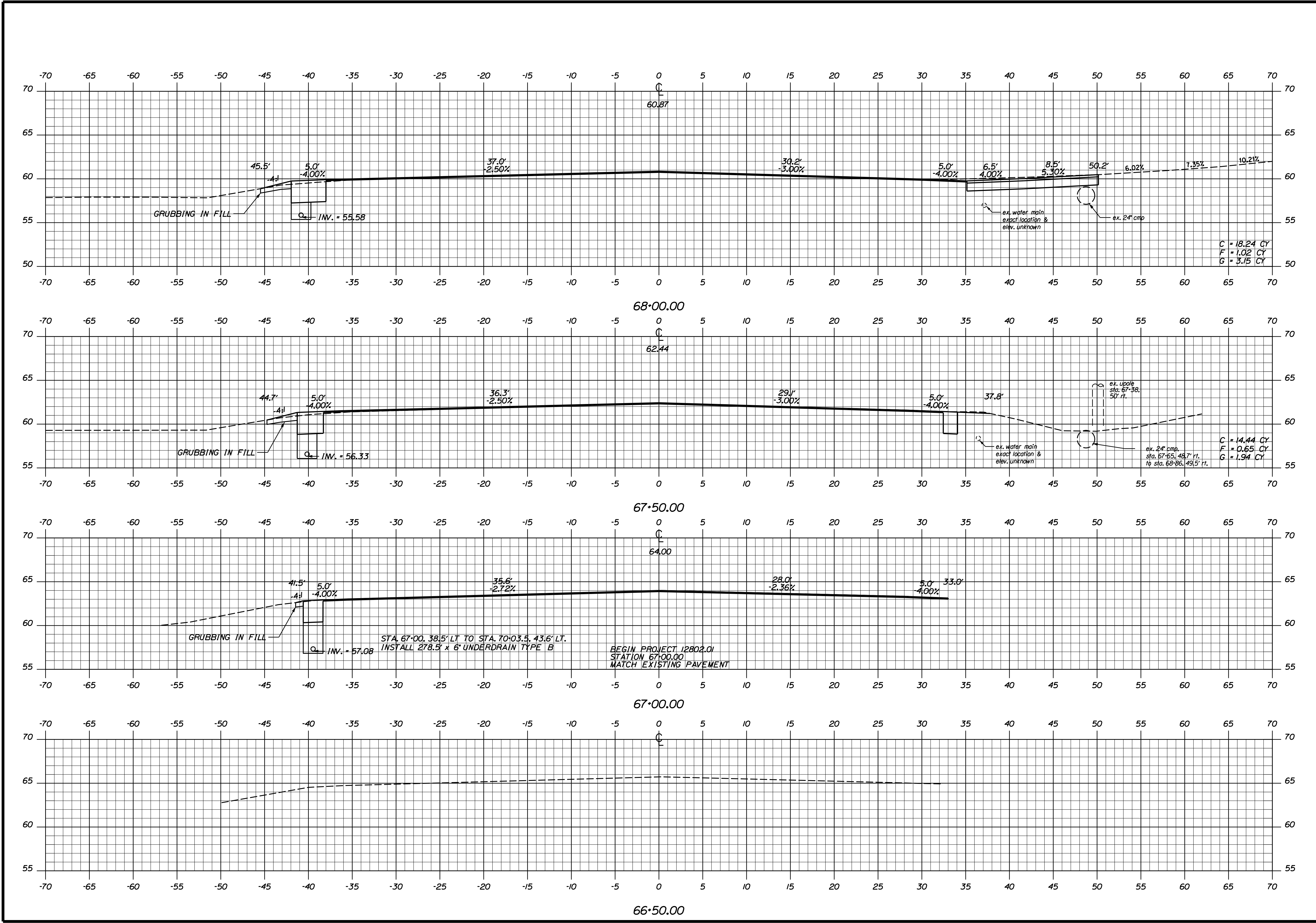
16

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| PROJ. MANAGER     | BY  | DATE   | SIGNATURE |
|-------------------|-----|--------|-----------|
| ERNEST MARTIN     | DAD | 4/2011 |           |
| CHECKED-REVIEWED  | JLF | 4/2011 |           |
| DESIGNED-DETAILED |     |        |           |
| DESIGNED-DETAILED |     |        |           |
| REVISIONS 1       |     |        |           |
| REVISIONS 2       |     |        |           |
| REVISIONS 3       |     |        |           |
| REVISIONS 4       |     |        |           |
| FIELD CHANGES     |     |        |           |

YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR  
GRADING PLAN



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

12802.01

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HIGHWAY PLANS

YORK

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ROUTE 1 AT I-95 SPUR

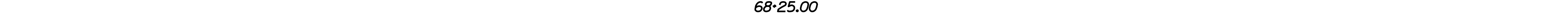
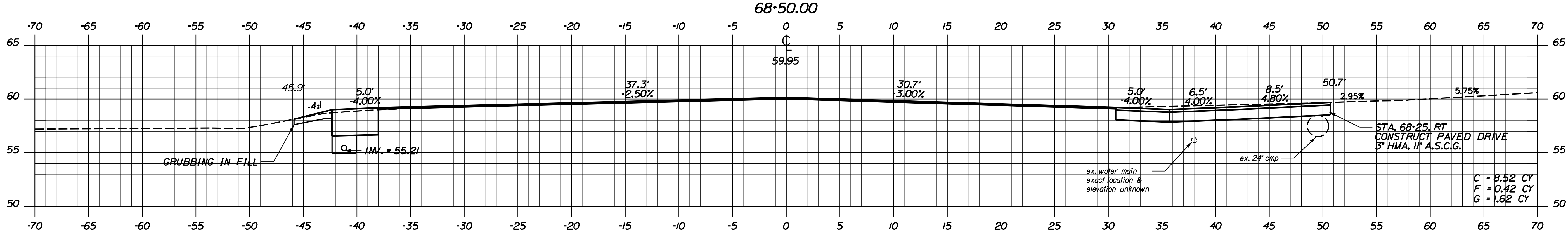
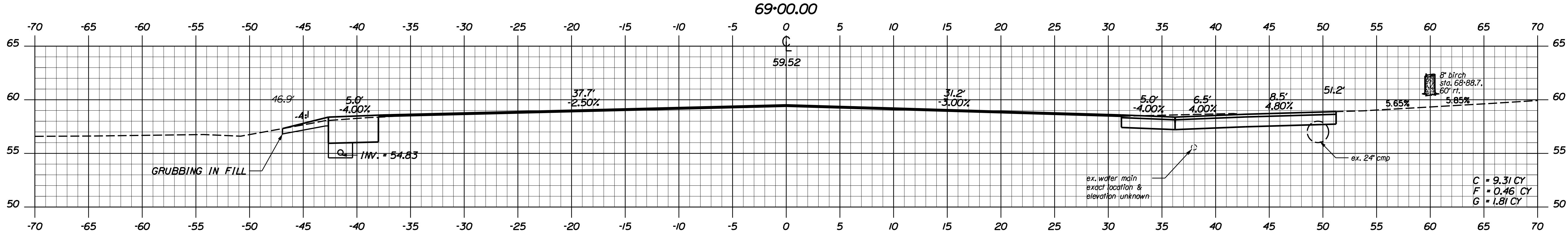
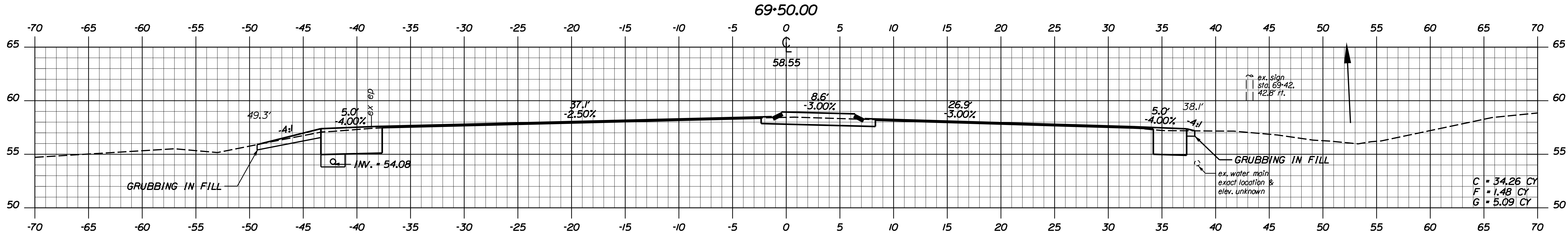
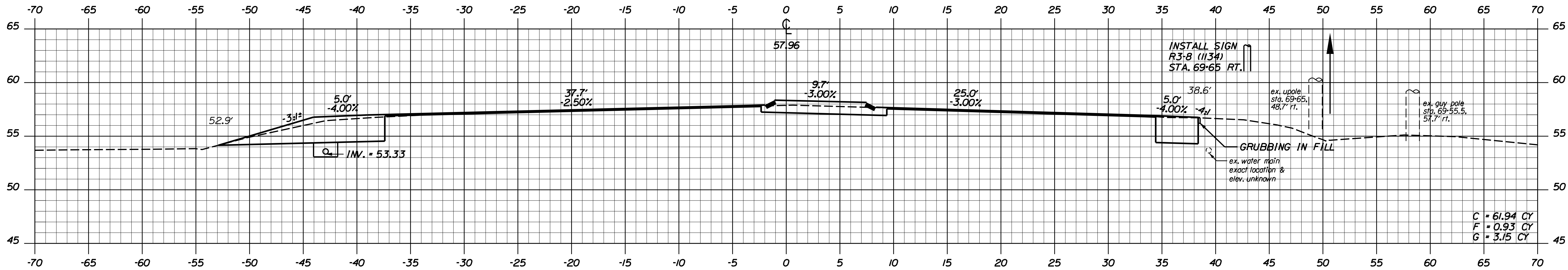
CROSS SECTIONS

SHEET NUMBER

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OF 39

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| ERNEST MARTIN     | 3/2011 | DAD | 3/2011 |           |             |      |
| CHECKED-REVIEWED  | RAM    | JLF |        |           |             |      |
| DESIGNED-DETAILED |        |     |        |           |             |      |
| REVISIONS 1       |        |     |        |           |             |      |
| REVISIONS 2       |        |     |        |           |             |      |
| REVISIONS 3       |        |     |        |           |             |      |
| REVISIONS 4       |        |     |        |           |             |      |
| FIELD CHANGES     |        |     |        |           |             |      |



STATE OF MAINE  
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HIGHWAY PLANS

PROJ. MANAGER ERNEST MARTIN

CHECKED-REVIEWED JLB

DESIGNED-DETAILED JLB

DESIGNED-DETAILED JLB

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE  
4/2011

BY  
JLB

SIGNATURE

P.E. NUMBER

DATE

YORK

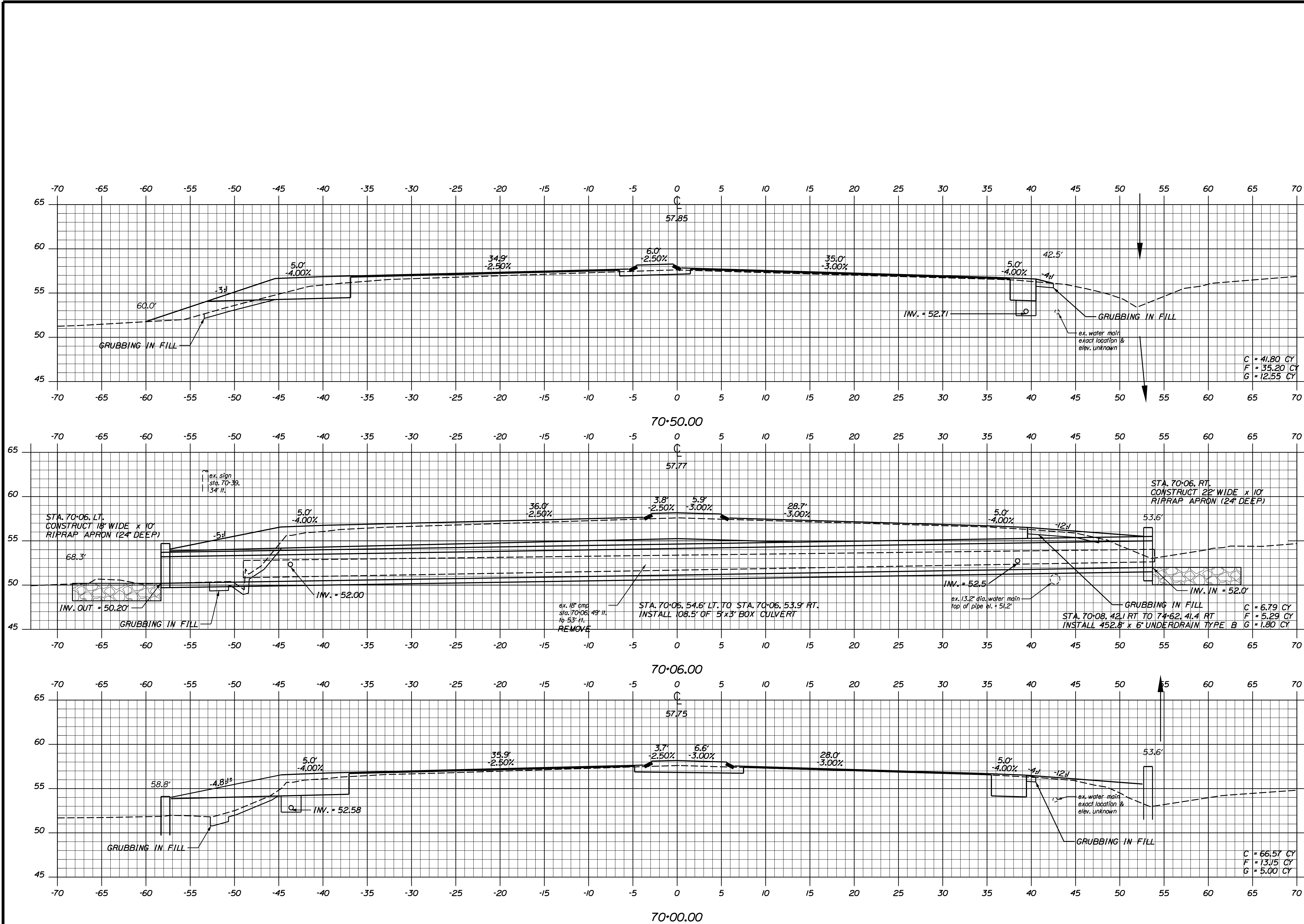
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR

CROSS SECTIONS

SHEET NUMBER

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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

12802.01

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HIGHWAY PLANS

YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR

CROSS SECTIONS

PROJ. MANAGER ERNEST MARTIN

BY

DATE

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DESIGNED-REVIEWED JLB

DESIGNED-REVIEWED JLB

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

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DATE

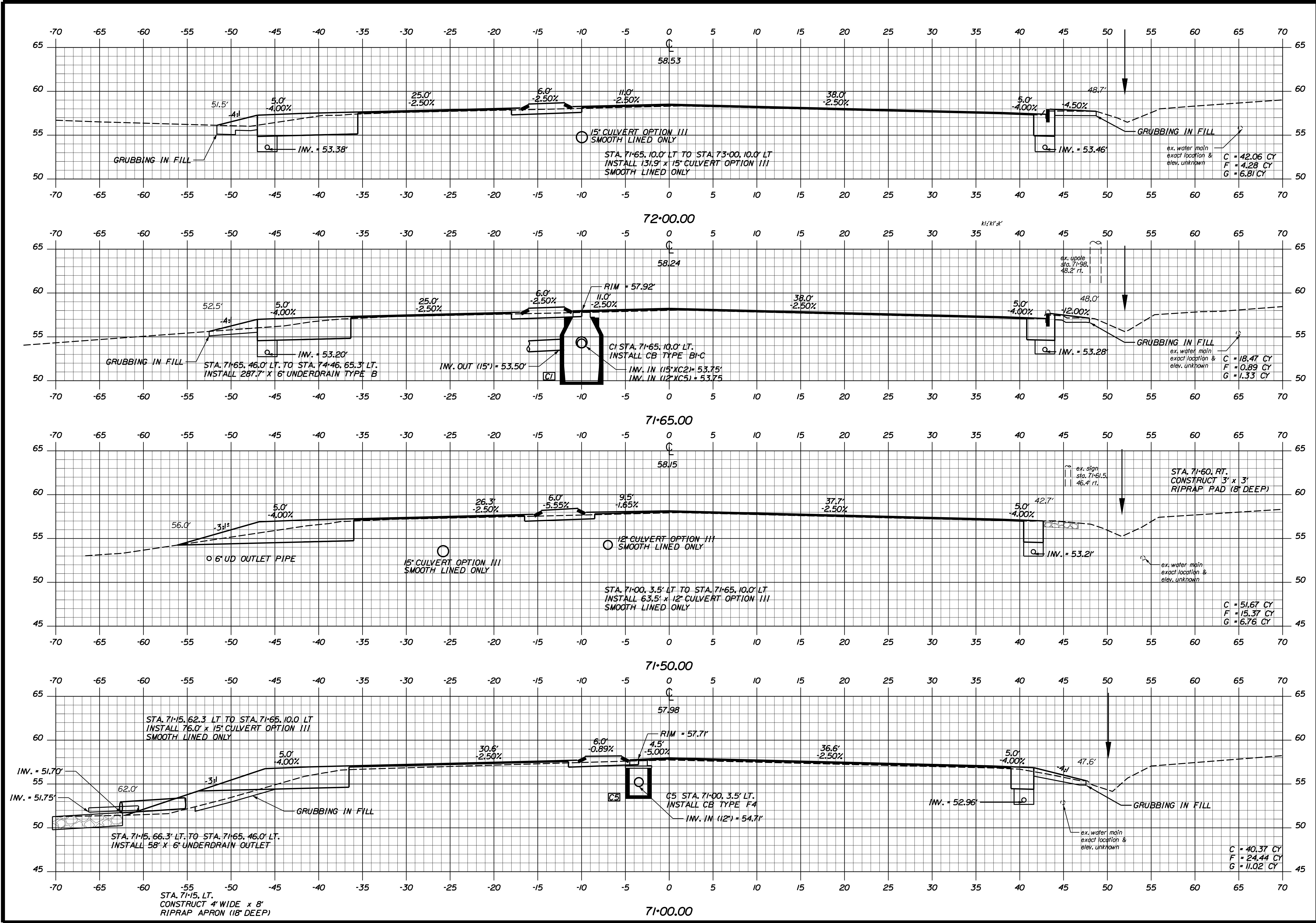
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SIGNATURE

P.E. NUMBER

DATE



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HIGHWAY PLANS

YORK

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ROUTE 1 AT I-95 SPUR

CROSS SECTIONS

PROJ. MANAGER ERNEST MARTIN

DATE 4/2011

BY DAD JLF

CHECKED-REVIEWED JLB

DESIGN-DETAILED JLB

DESIGN-DETAILED JLB

REVISIONS 1

REVISIONS 2

REVISIONS 3

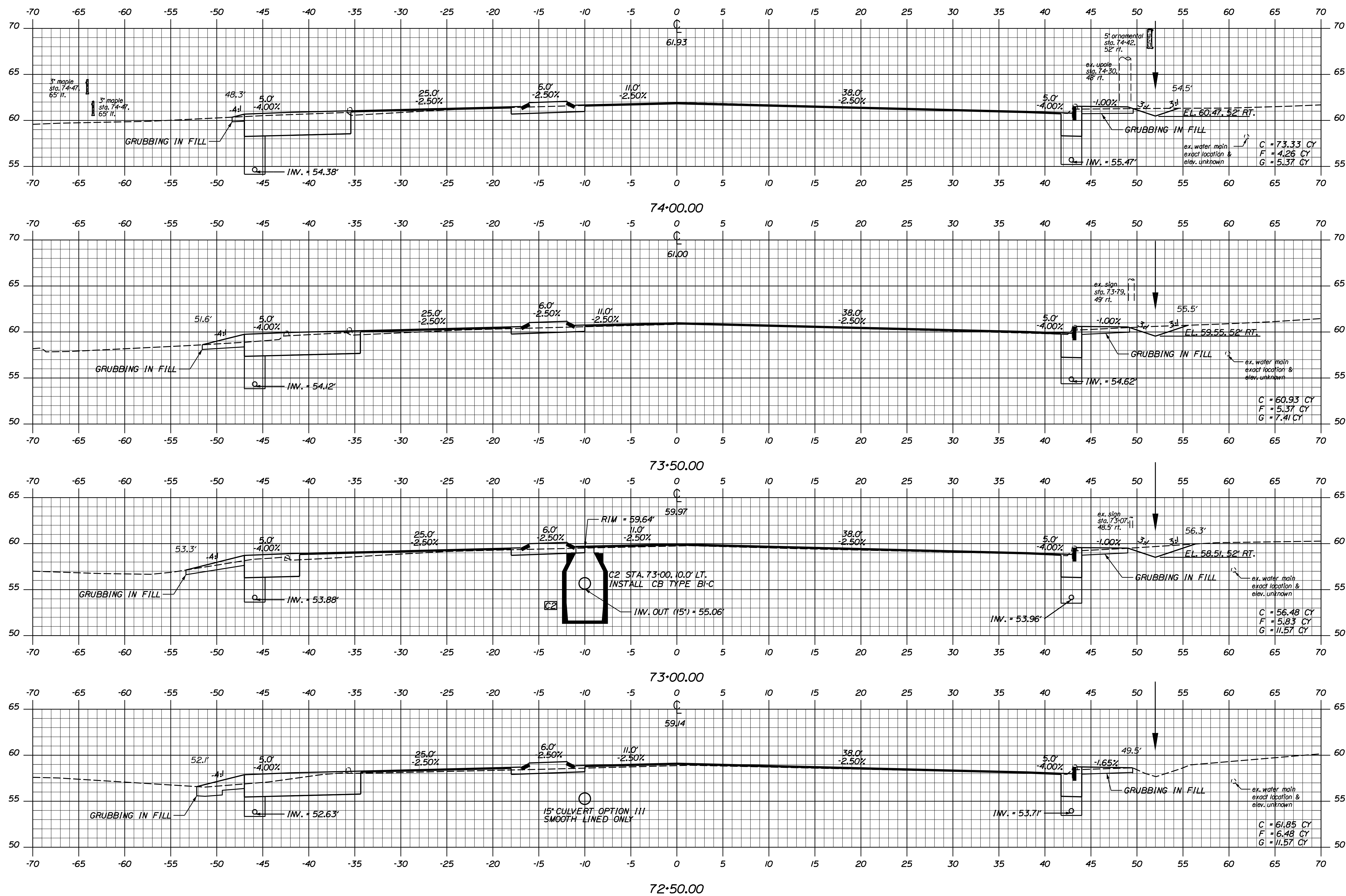
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FIELD CHANGES

SHEET NUMBER

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STATE OF MAINE  
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12802.01

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12802.01

HIGHWAY PLANS

YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR

CROSS SECTIONS

PROJ. MANAGER ERNEST MARTIN

BY

DATE

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

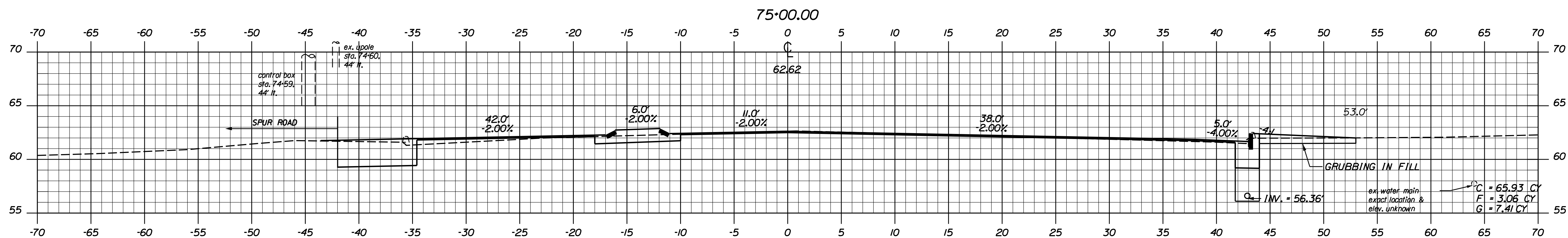
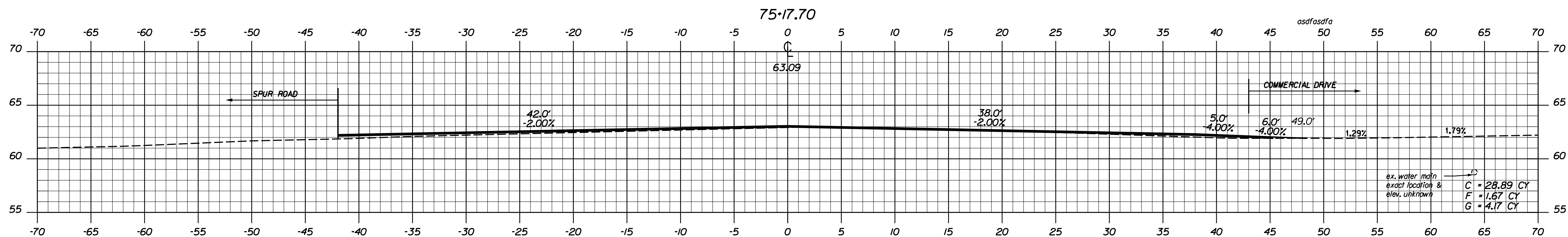
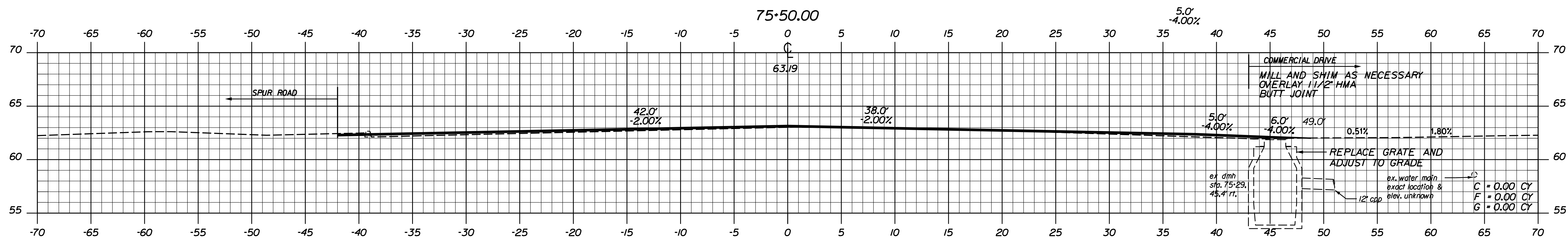
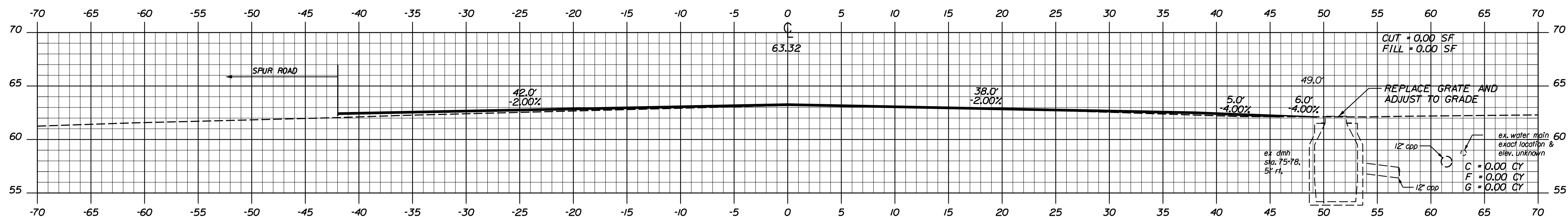
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DATE

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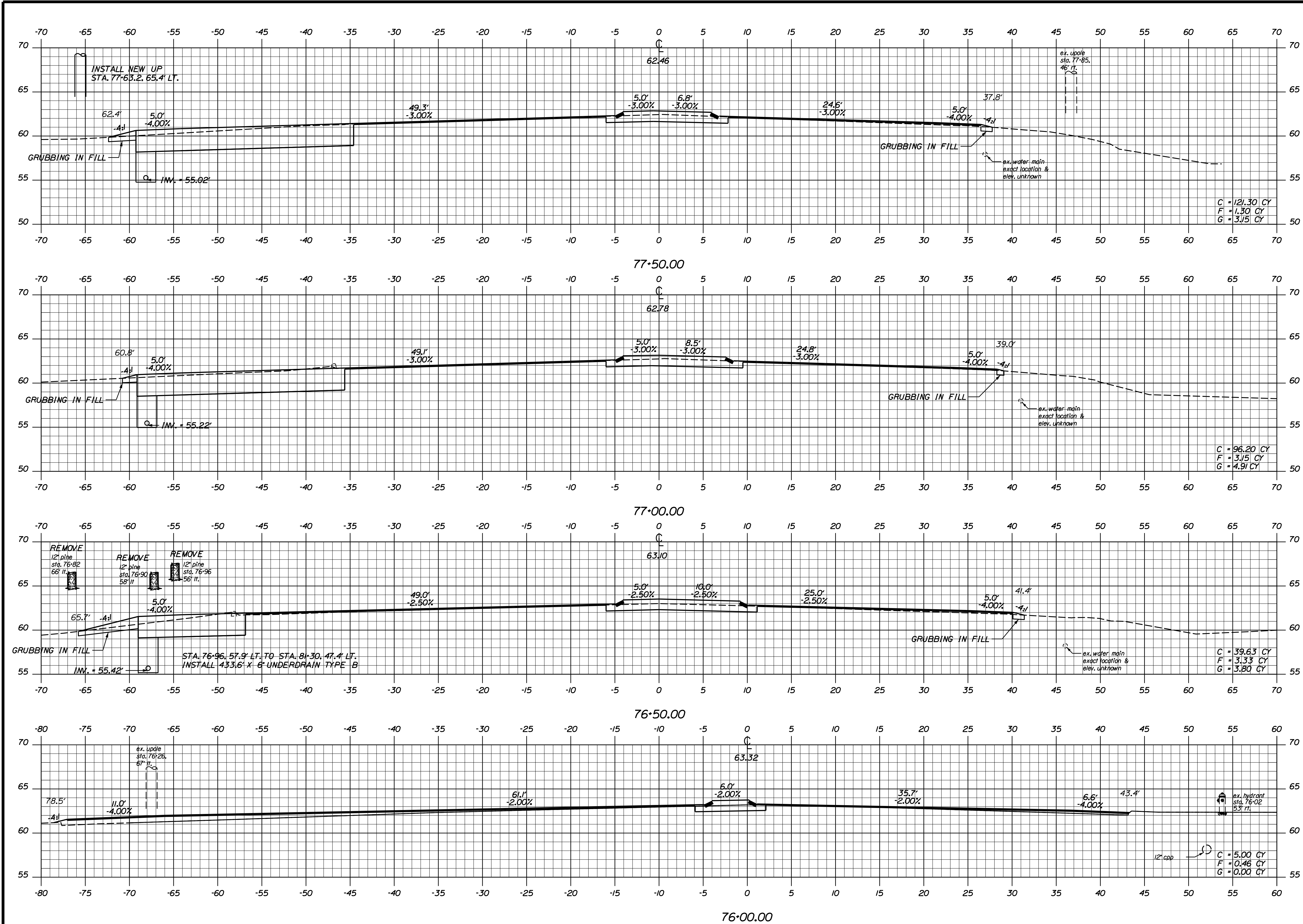
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| CHECKED-REVIEWED | JJB           | JLF | 3/20/11 |
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| DESIGN3-DETAILED |               |     |         |
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| REVISIONS 3      |               |     |         |
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| DATE             |               |     |         |

**YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR  
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HIGHWAY PLANS

YORK  
INTERSECTION IMPROVEMENTS -  
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CROSS SECTIONS

PROJ. MANAGER ERNEST MARTIN

CHECKED-REVIEWED JRM

DESIGNED-DETAILED JLF

DESIGNED-DETAILED JLF

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE  
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JLF

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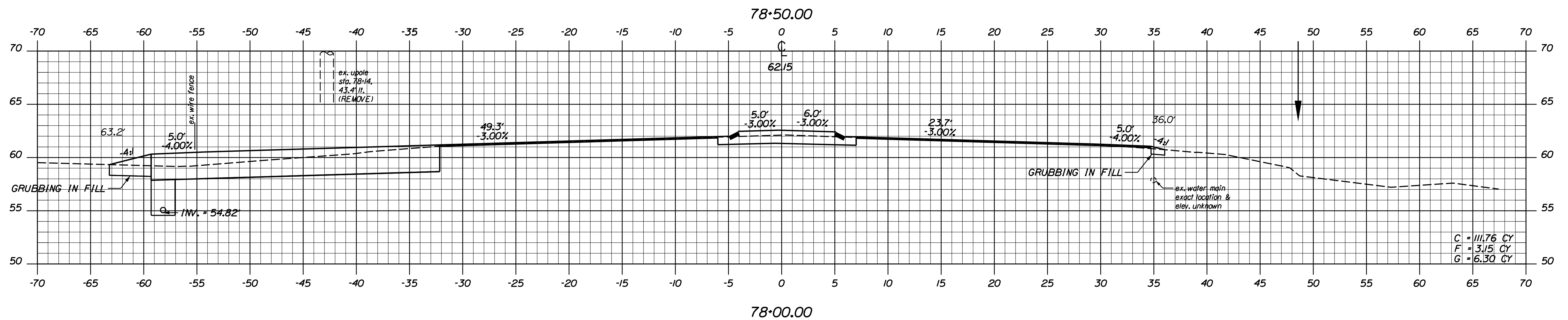
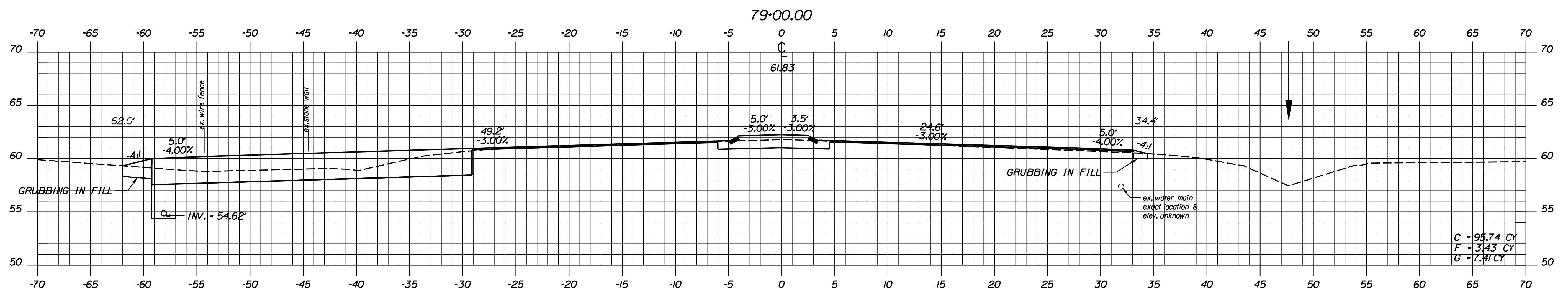
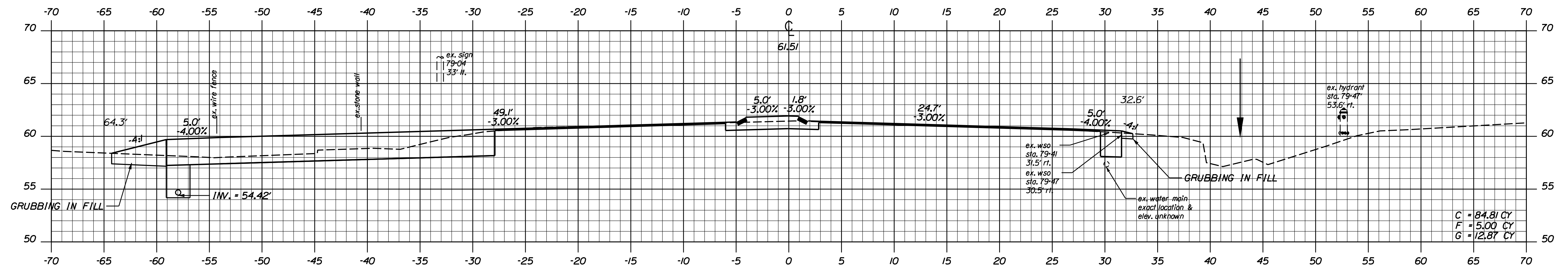
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DEPARTMENT OF TRANSPORTATION

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**FIN**  
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**HIGHWAY PLANS**

## HIGHWAY PLANS

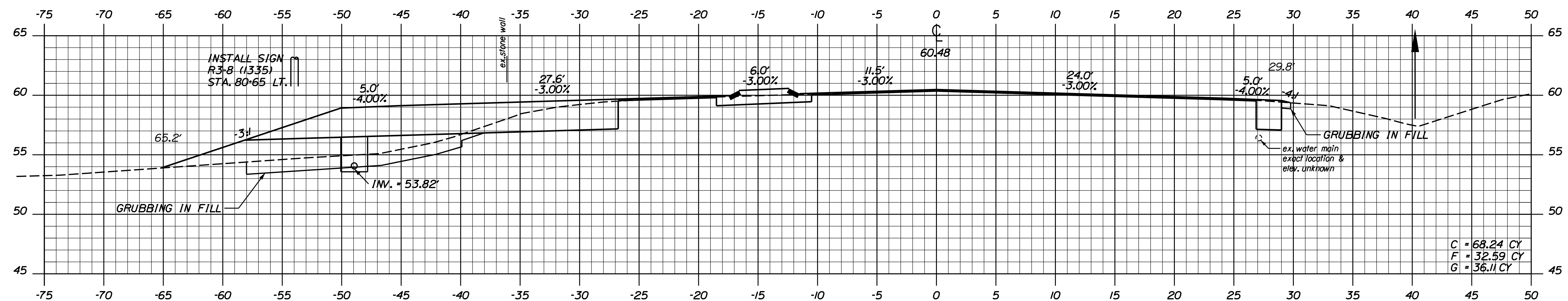
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| DESIGN-DETAIL    | 03  |     |             |
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| REVISIONS 2      |     |     |             |
| REVISIONS 3      |     |     |             |
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|                  |     |     | DATE        |
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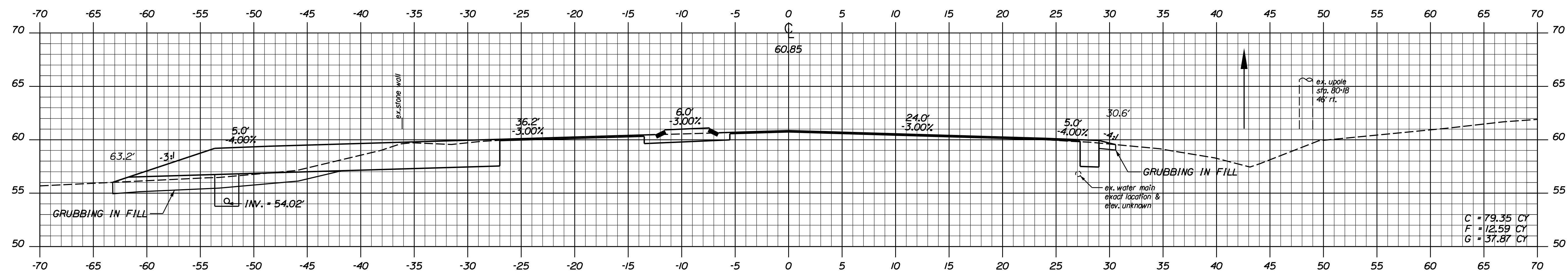
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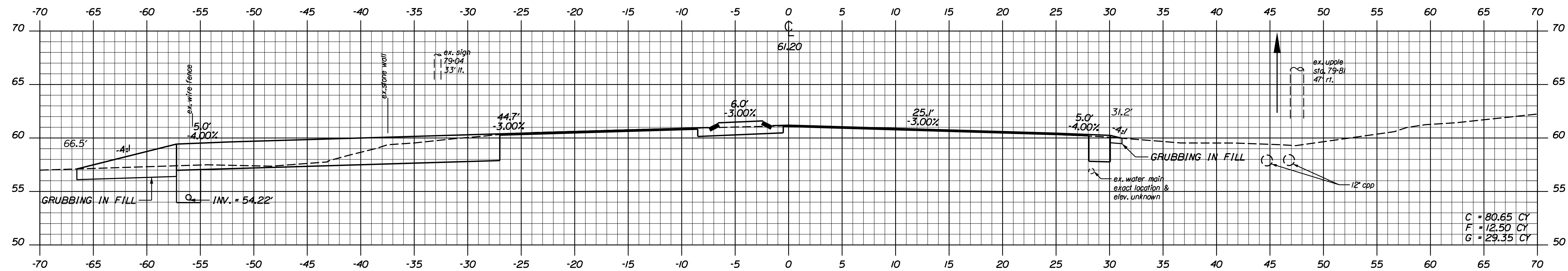
F 39



80+50.00



80+00.00



79.50.00

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| CHECKED-REVIEWED  | JOB | JLF | 3/2001 |             |
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| DESIGN-DETAILED03 |     |     |        |             |
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| REVISIONS 2       |     |     |        | DATE        |
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**CROSS SECTIONS**

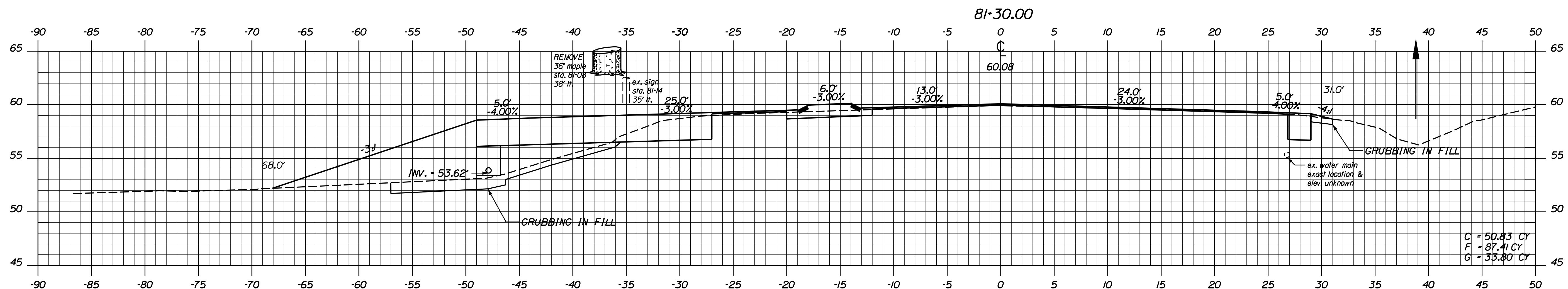
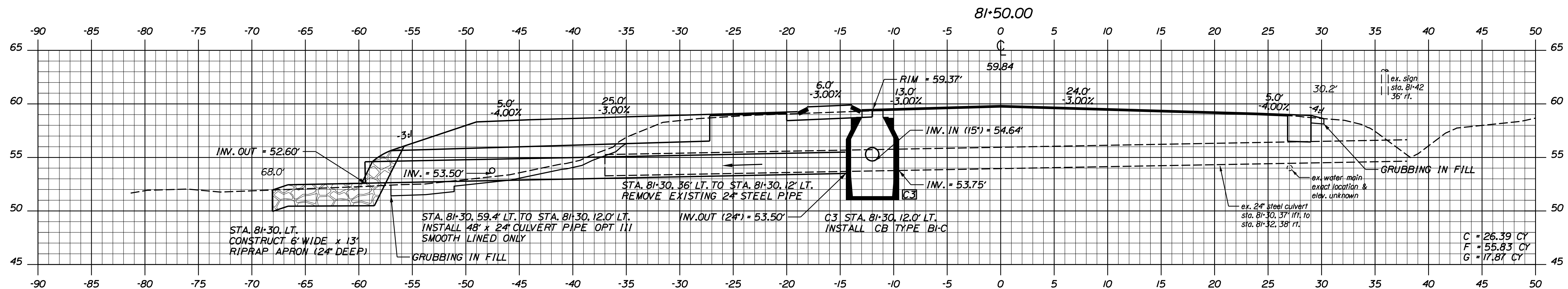
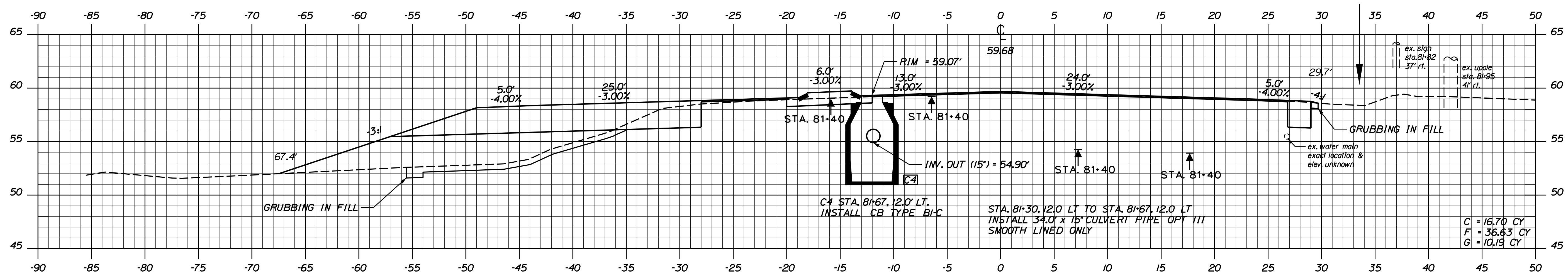
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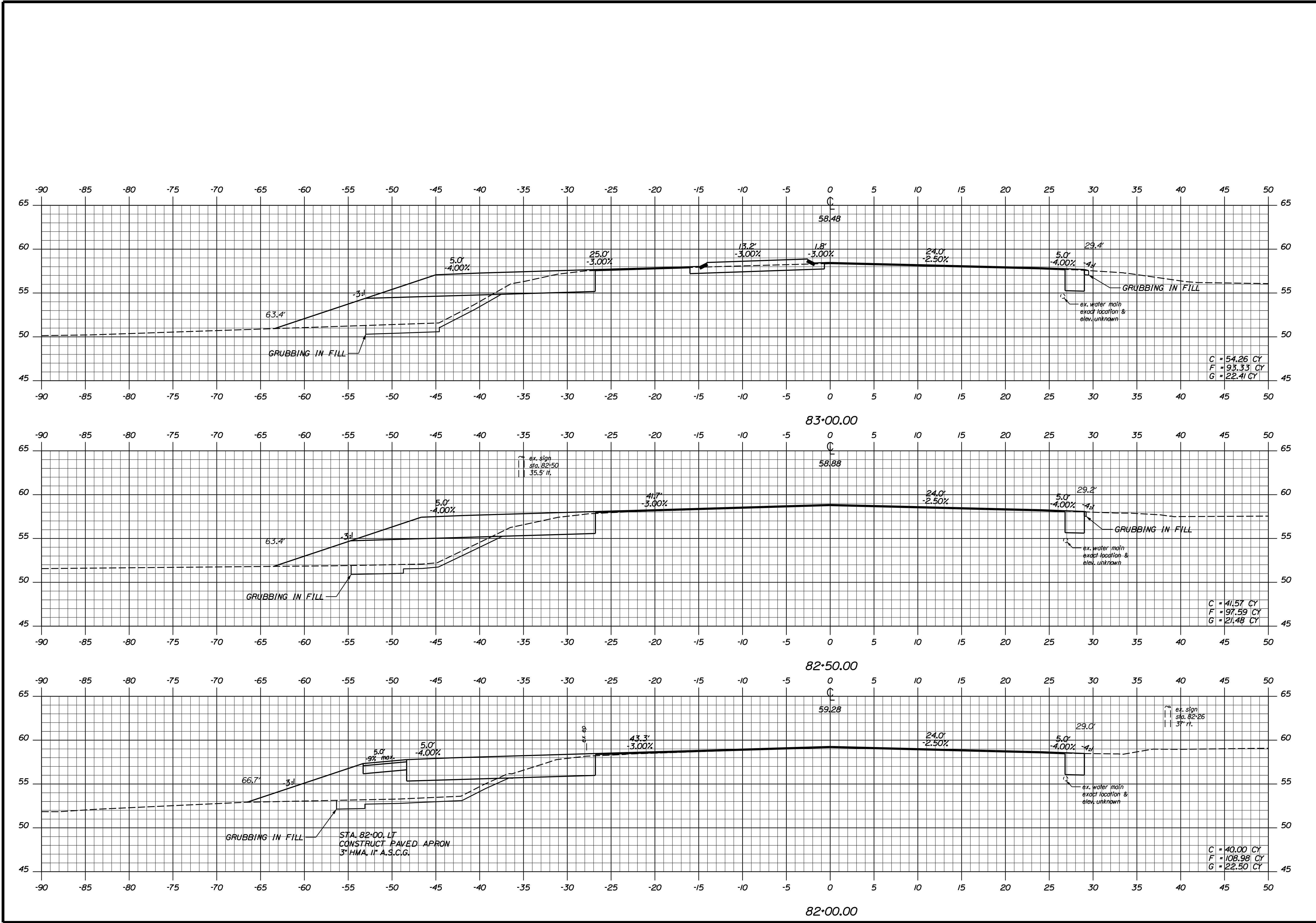
**INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR**

SHEET NUMBER

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F 39





STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

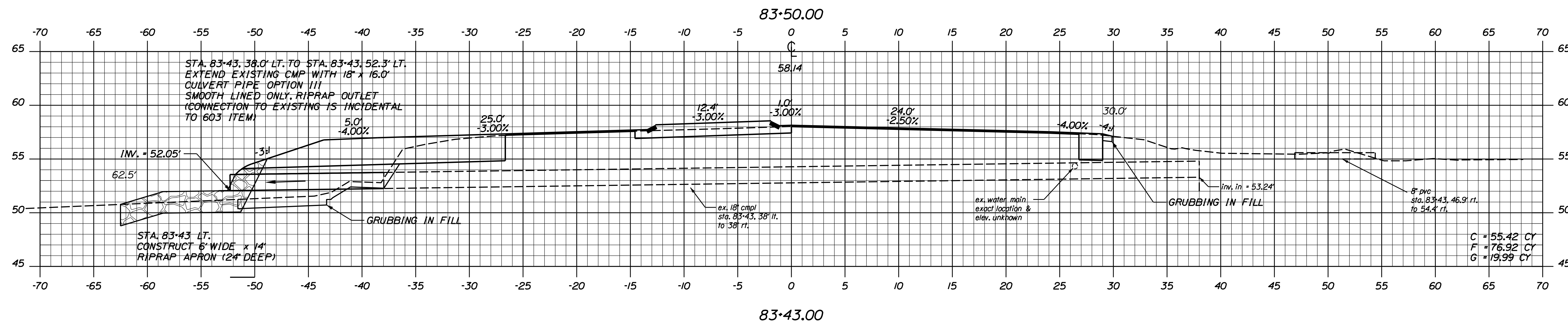
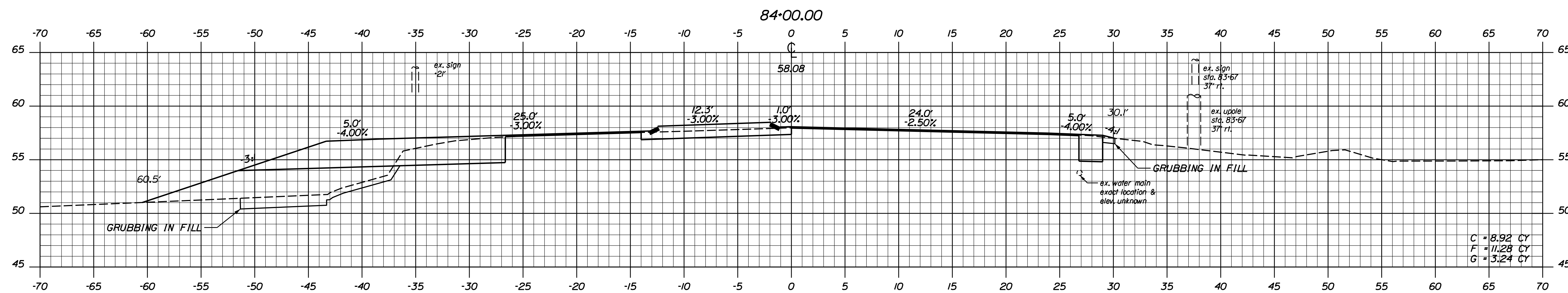
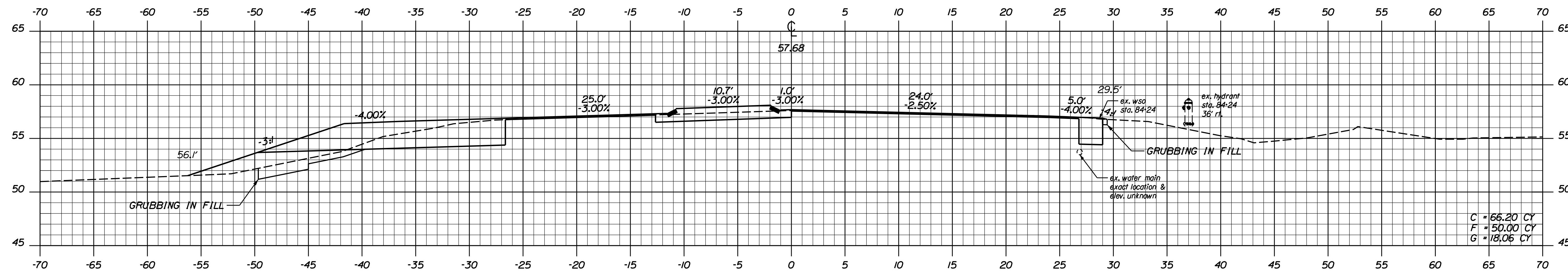
YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR

CROSS SECTIONS

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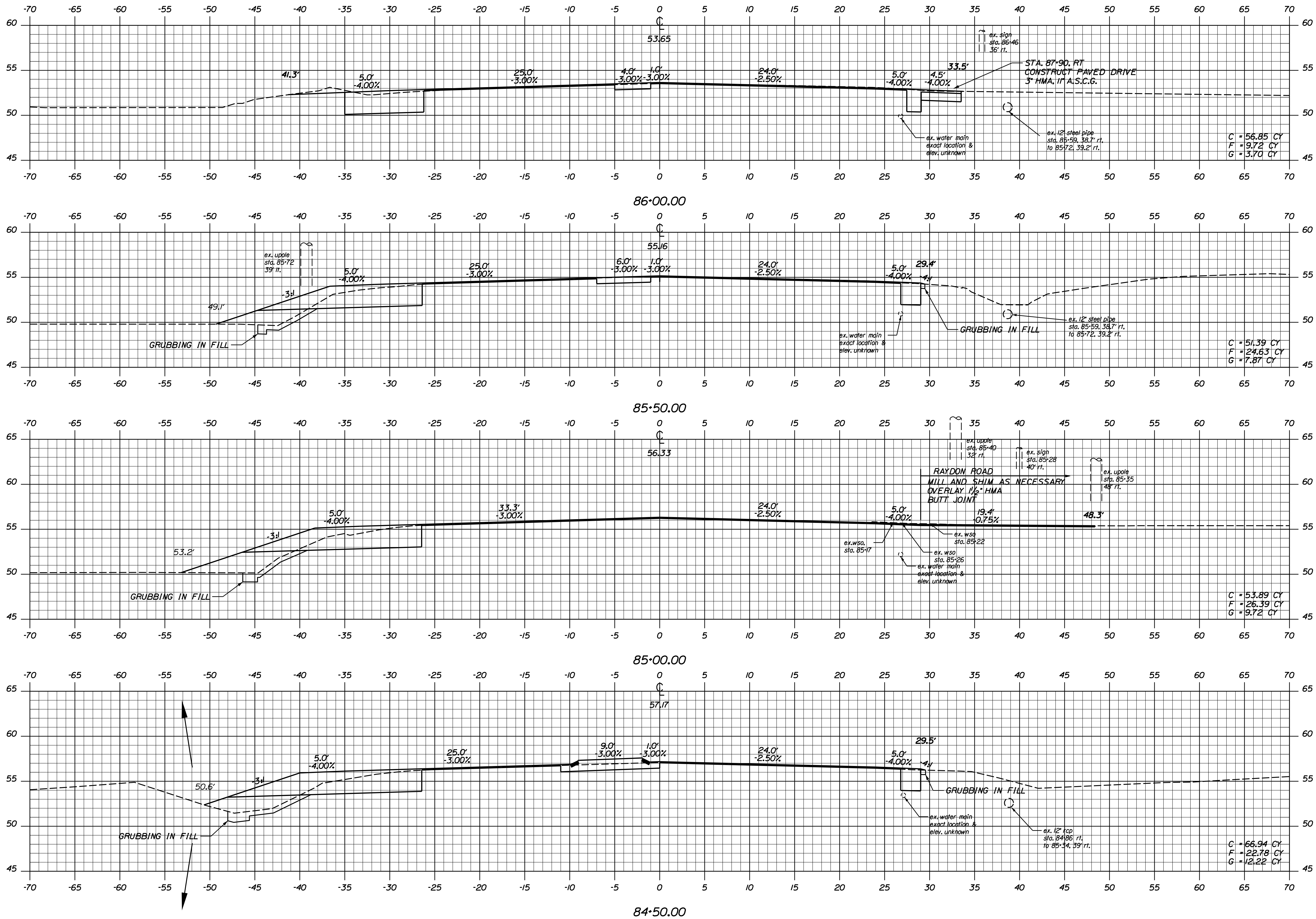
| PROJ. MANAGER     | DATE   | BY  | DATE   | SIGNATURE | P.E. NUMBER | DATE |
|-------------------|--------|-----|--------|-----------|-------------|------|
| ERNEST MARTIN     | 3/2011 | DAD | 3/2011 |           |             |      |
| DESIGNED-DETAILED |        | RAM |        |           |             |      |
| CHECKED-REVIEWED  |        | JLB |        |           |             |      |
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| REVISIONS 1       |        |     |        |           |             |      |
| REVISIONS 2       |        |     |        |           |             |      |
| REVISIONS 3       |        |     |        |           |             |      |
| REVISIONS 4       |        |     |        |           |             |      |
| FIELD CHANGES     |        |     |        |           |             |      |



| PROJ. MANAGER     | ERNEST MARTIN | BY  | DATE        |
|-------------------|---------------|-----|-------------|
| DESIGN-DETAILED   | RMM           | DAO | 3/20/11     |
| CHECKED-REVIEWED  | JJB           | JLF | 3/20/11     |
| DESIGN-DETAILED02 |               |     |             |
| DESIGN-DETAILED03 |               |     |             |
| REVISIONS 1       |               |     | P.E. NUMBER |
| REVISIONS 2       |               |     |             |
| REVISIONS 3       |               |     |             |
| REVISIONS 4       |               |     | DATE        |
| FIELD CHANGES     |               |     |             |

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| YORK<br>INTERSECTION IMPROVEMENTS -<br>ROUTE 1 AT I-95 SPUR |
| CROSS SECTIONS                                              |

SHEET NUMBER  
29  
OF 39



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

12802.01

PIN  
12802.01

HIGHWAY PLANS

YORK

INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR

CROSS SECTIONS

PROJ. MANAGER ERNEST MARTIN

BY

DATE

DESIGN-DETAILED

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DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SIGNATURE

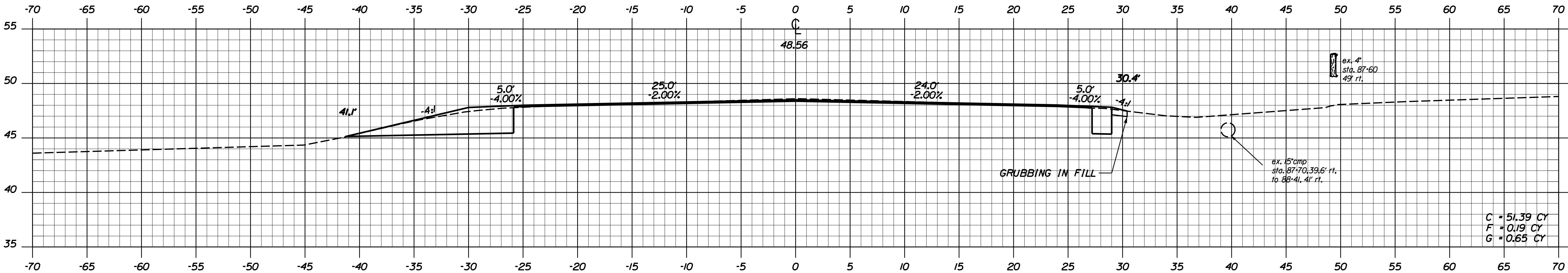
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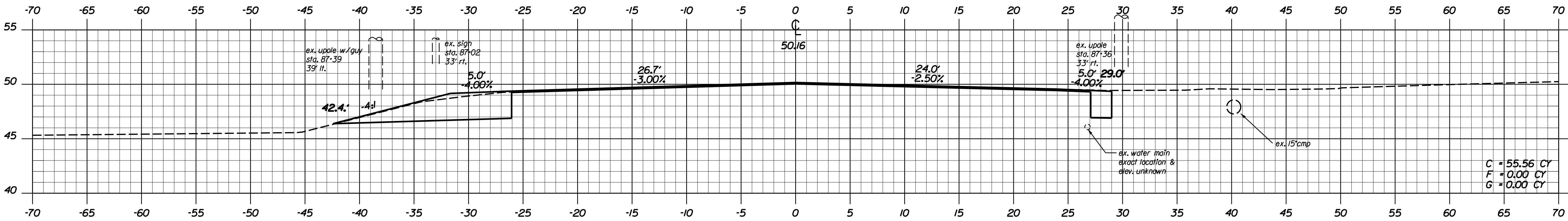
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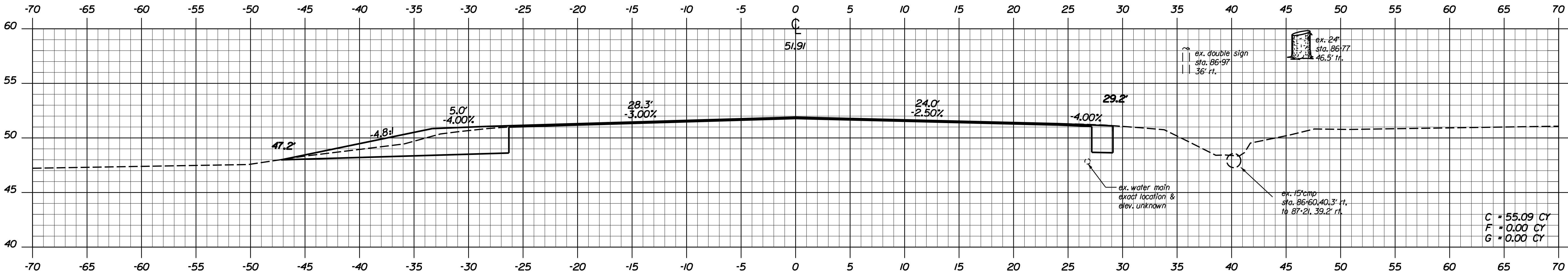
OF 39



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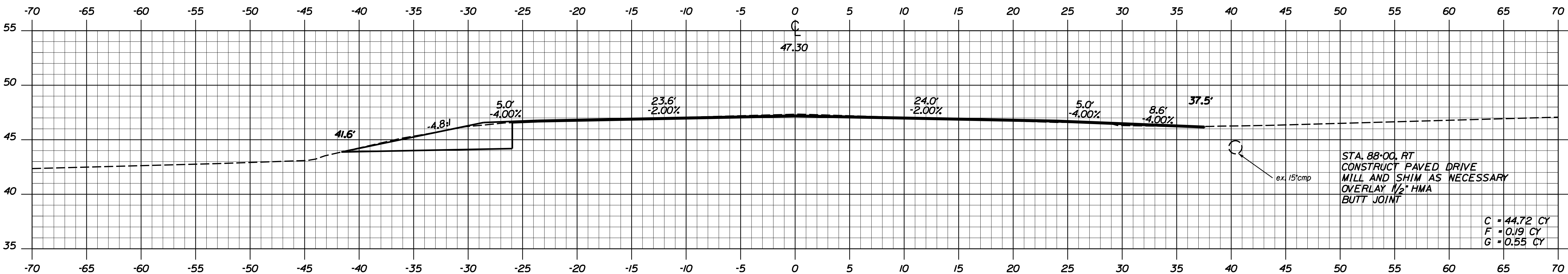
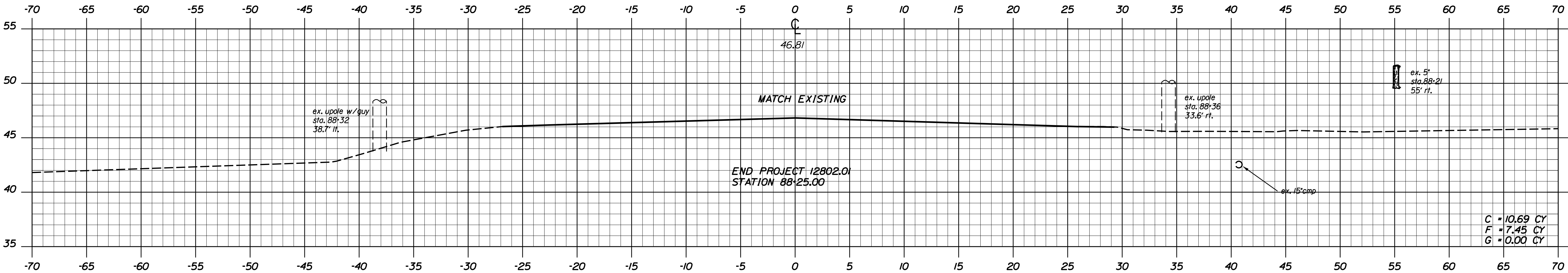
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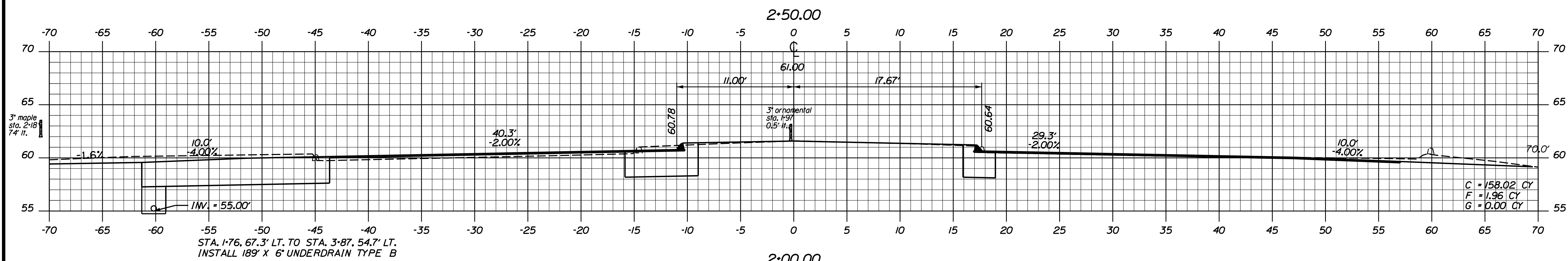
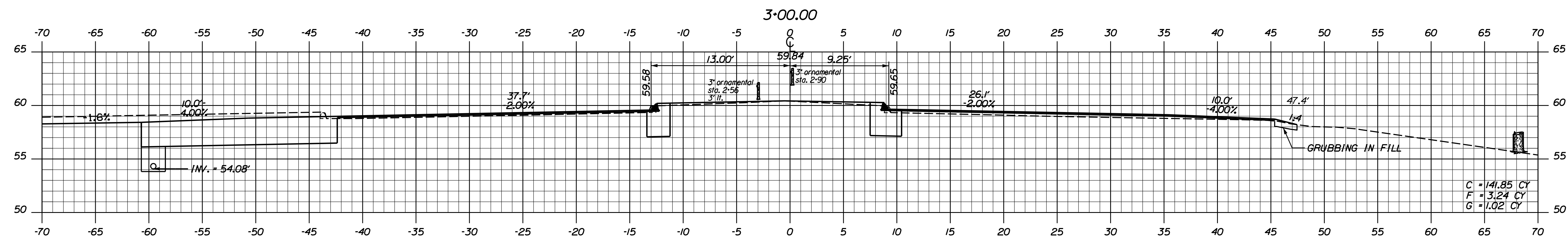
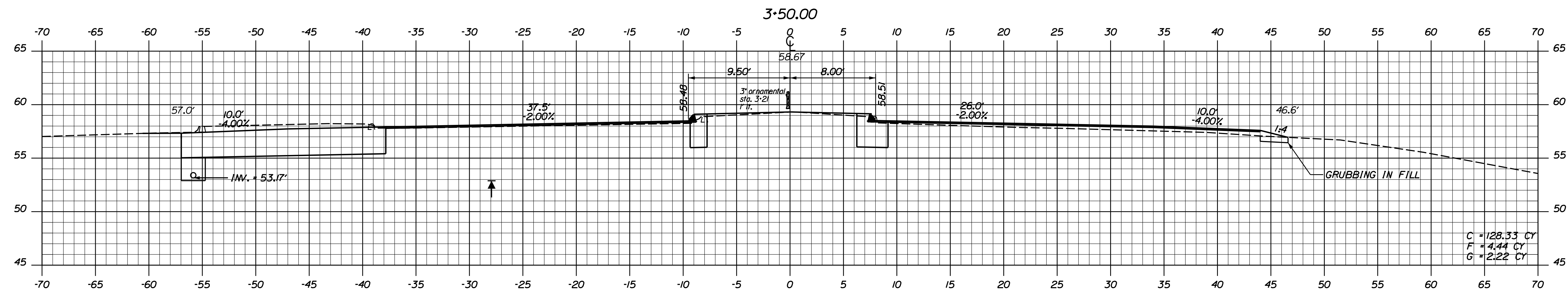
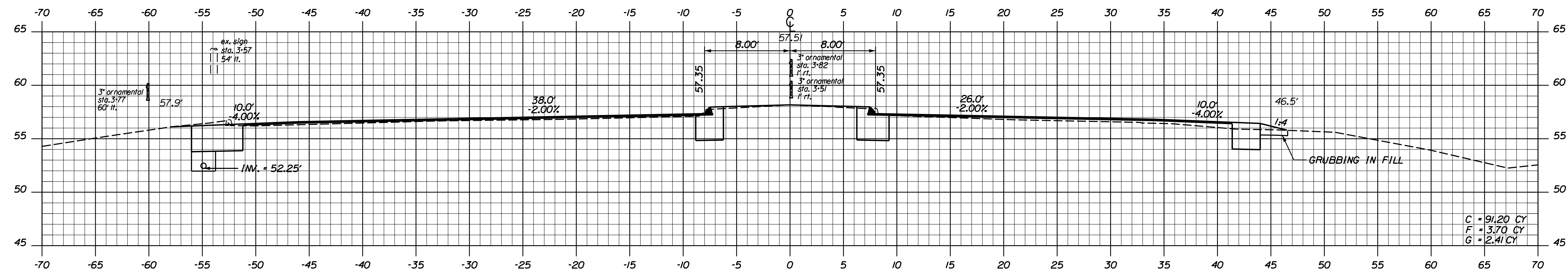
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| ERNEST MARTIN    | DAD | 4/20/11 |           |             |      |
| CHECKED-REVIEWED | JLF | 4/20/11 |           |             |      |
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| REVISIONS 3      |     |         |           |             |      |
| REVISIONS 4      |     |         |           |             |      |
| FIELD CHANGES    |     |         |           |             |      |

YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR  
CROSS SECTIONS



| PROJ. MANAGER     | BY  | DATE    | SIGNATURE |
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| ERNEST MARTIN     | DAD | 4/20/11 |           |
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| FIELD CHANGES     |     |         |           |

YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR  
CROSS SECTIONS



STA. 1+76, 67.3' LT. TO STA. 3+87, 54.7' LT.  
INSTALL 189' X 6" UNDERDRAIN TYPE B

2+00.00

Sta. 2+00.00 to Sta. 3+50.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

1.070871

**PIN**  
**12802.01**  
**HIGHWAY PLANS**

HIGHWAY PLANS

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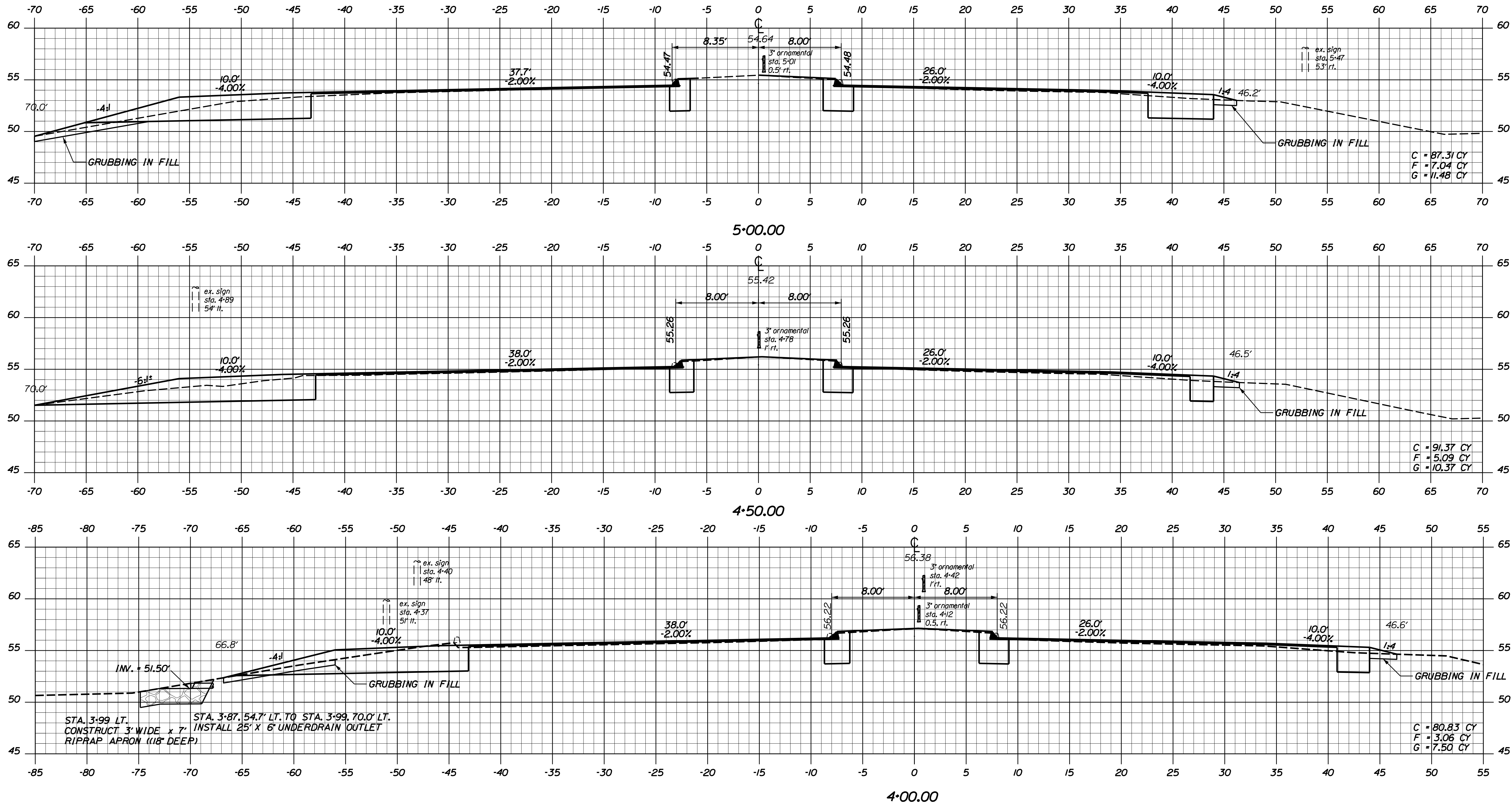
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

YORK

INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR

CROSS SECTIONS

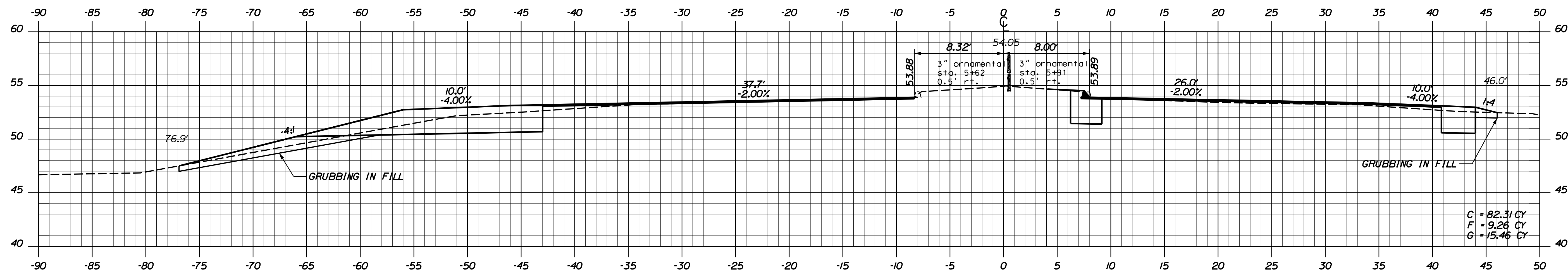
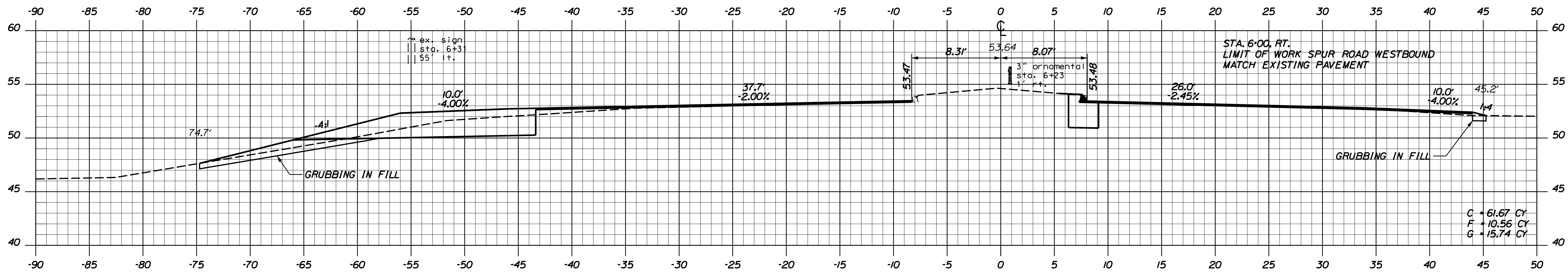
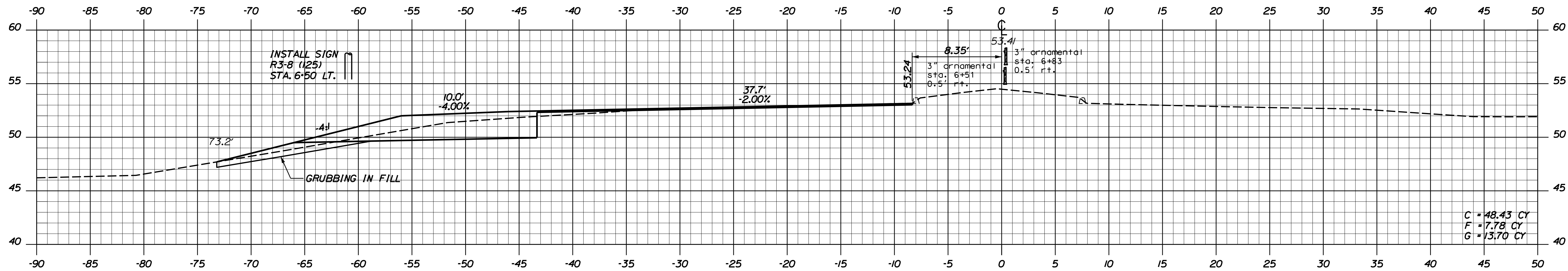
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OF 39

| PROJ. MANAGER    | BY  | DATE    | SIGNATURE | P.E. NUMBER | DATE |
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| ERNEST MARTIN    | DAD | 4/20/01 |           |             |      |
| CHECKED-REVIEWED | JLF | 4/20/01 |           |             |      |
| DESIGN-DETAILED  |     |         |           |             |      |
| DESIGN-DETAILED  |     |         |           |             |      |
| REVISIONS 1      |     |         |           |             |      |
| REVISIONS 2      |     |         |           |             |      |
| REVISIONS 3      |     |         |           |             |      |
| REVISIONS 4      |     |         |           |             |      |
| FIELD CHANGES    |     |         |           |             |      |

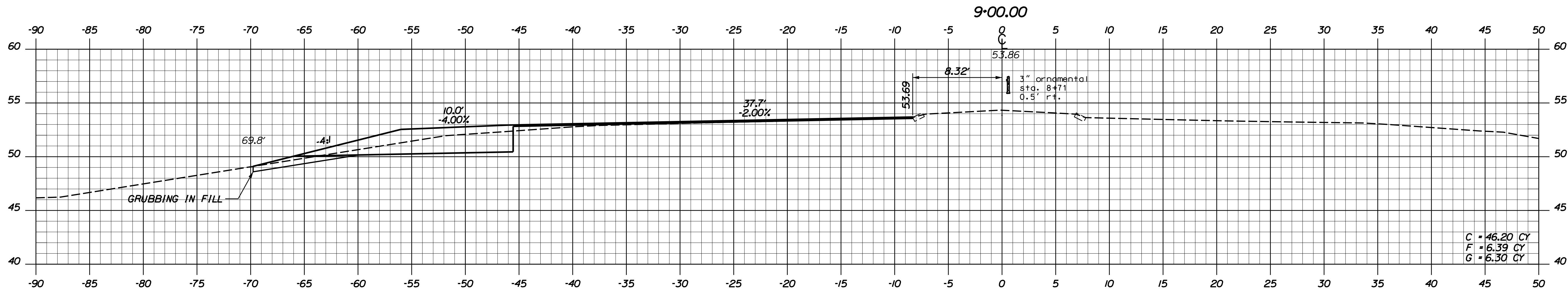
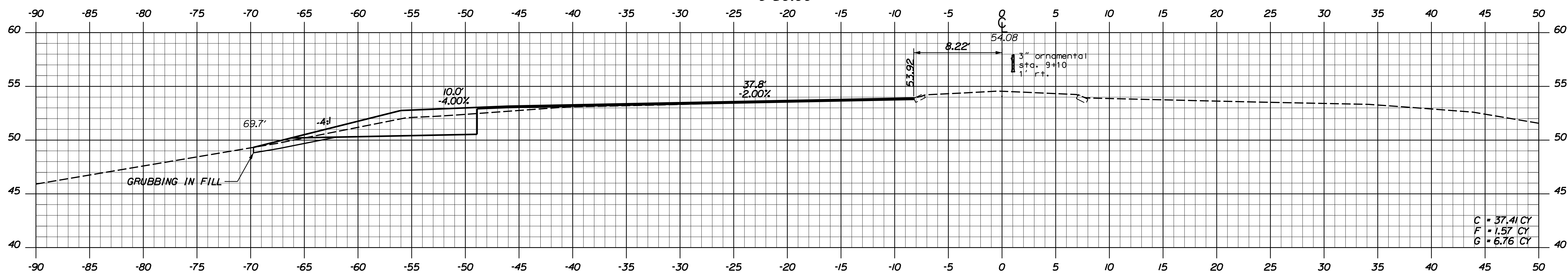
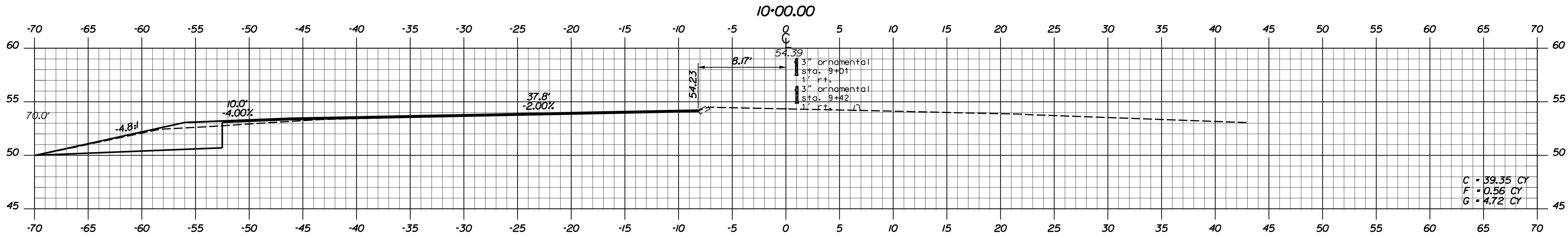
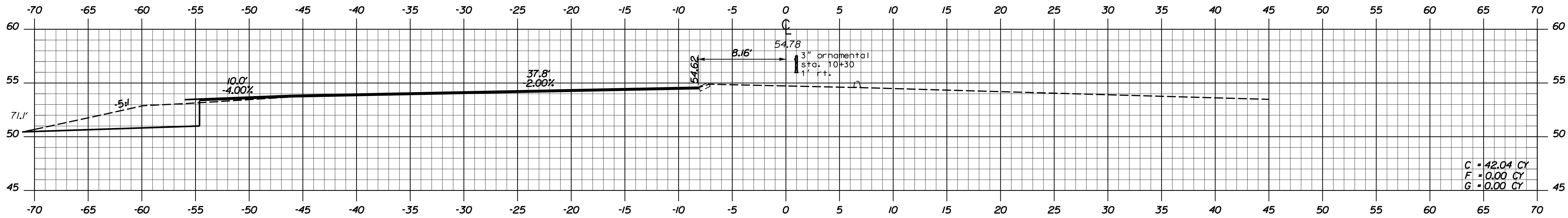
Sta. 4+00.00 to Sta. 5+00.00



| PROJ. MANAGER    | DATE    | BY  | DATE    | SIGNATURE | P.E. NUMBER | DATE |
|------------------|---------|-----|---------|-----------|-------------|------|
| ERNEST MARTIN    | 4/20/01 | DAD | 4/20/01 |           |             |      |
| CHECKED-REVIEWED | RAM     | JLF |         |           |             |      |
| DESIGNS-DETAILED |         |     |         |           |             |      |
| DESIGNS-DETAILED |         |     |         |           |             |      |
| REVISIONS 1      |         |     |         |           |             |      |
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| REVISIONS 3      |         |     |         |           |             |      |
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| FIELD CHANGES    |         |     |         |           |             |      |

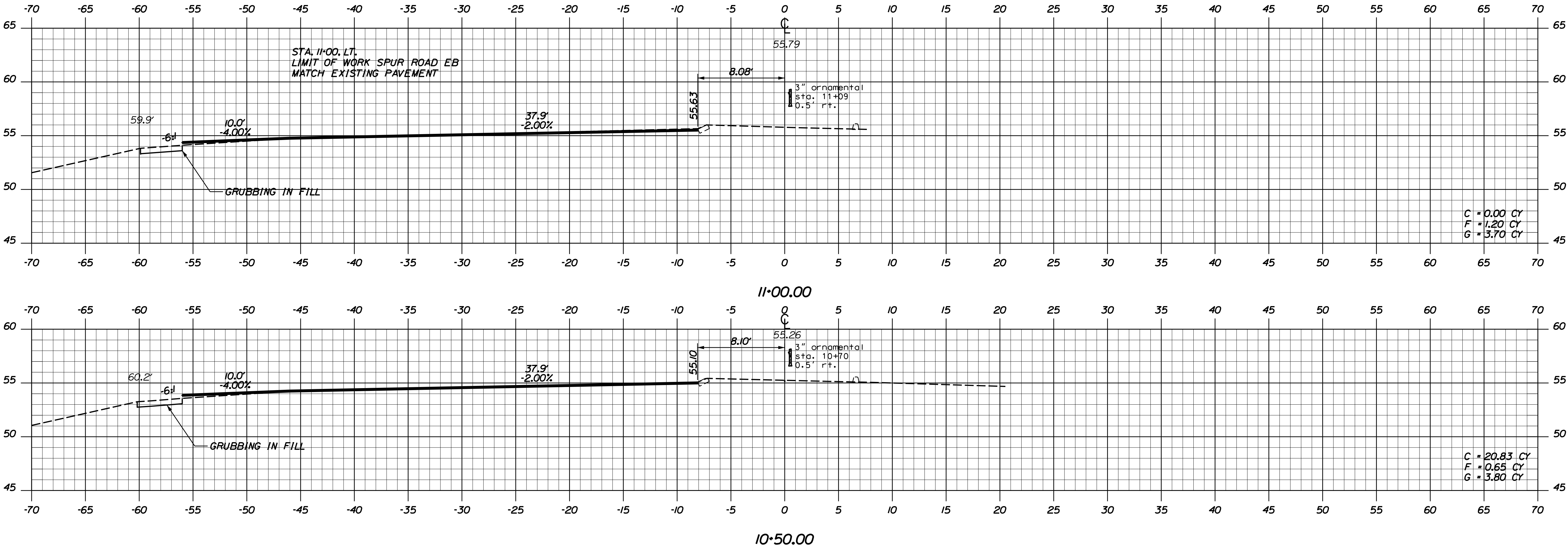
YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR  
CROSS SECTIONS





| PROJ. MANAGER     | DATE    | BY  | DATE    | SIGNATURE | P.E. NUMBER | DATE |
|-------------------|---------|-----|---------|-----------|-------------|------|
| ERNEST MARTIN     | 4/20/01 | DAD | 4/20/01 |           |             |      |
| CHECKED-REVIEWED  | RAM     | JLF |         |           |             |      |
| DESIGNED-DETAILED | JLB     |     |         |           |             |      |
| DESIGNED-DETAILED |         |     |         |           |             |      |
| REVISIONS 1       |         |     |         |           |             |      |
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| FIELD CHANGES     |         |     |         |           |             |      |

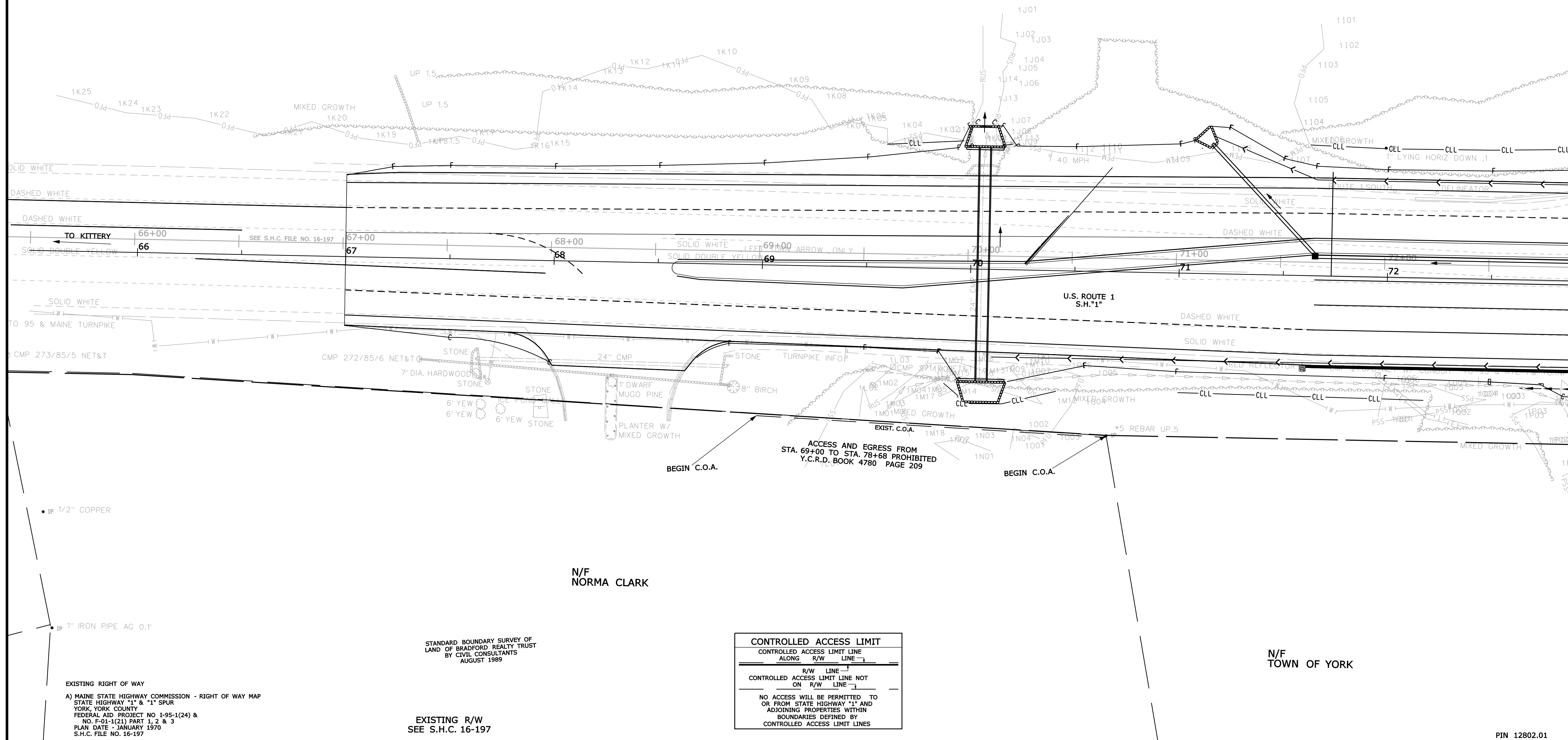
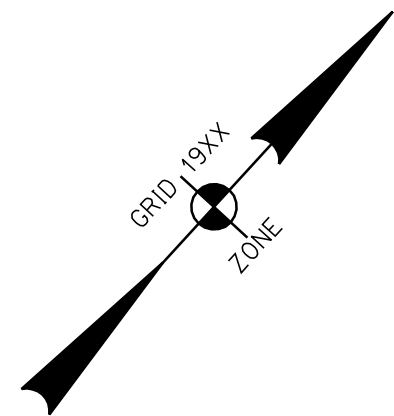
YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR  
CROSS SECTIONS



| PROJ. MANAGER    | BY  | DATE   | SIGNATURE |
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| ERNEST MARTIN    | DAD | 4/2011 |           |
| DESIGN-DETAILED  | JLF | 4/2011 |           |
| CHECKED-REVIEWED |     |        |           |
| DESIGN-DETAILED  |     |        |           |
| REVISIONS 1      |     |        |           |
| REVISIONS 2      |     |        |           |
| REVISIONS 3      |     |        |           |
| REVISIONS 4      |     |        |           |
| FIELD CHANGES    |     |        |           |

YORK  
INTERSECTION IMPROVEMENTS -  
ROUTE 1 AT I-95 SPUR  
CROSS SECTIONS

EXIST. C.O.A.



| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016<br>YORK<br>RIGHT OF WAY MAP |        | ITEM   | TECH | CHECKED                                                                                                                   | SYMBOLS                                                                                       |                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------|--------|--------|------|---------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| BASE MAP                                                                                                                      |        |        |      | ● PPE (IRON PIPE OR PN)<br>□ S. (STAKE)<br>□ ROW MONUMENT<br>Δ BM (TRVERSE POINT)                                         | ○ WELL (WELL)<br>○ GRADING LIMIT LINE<br>○ CONSTRUCTION LIMIT LINE<br>○ PROPERTY LINE<br>○ PL | LIMITS OF WROUGHT PORTION (L.W.P.)<br>EXISTING RIGHT OF WAY<br>NEW RIGHT OF WAY<br>NEW ROW WITHIN EXIST. ROW<br>CONTROL OF ACCESS |
| EXIST. R/W                                                                                                                    | J.C.C. | C.W.K. |      | — G— WATER LINE — W—<br>— G— GAS LINE — G—<br>— E— ELECTRIC LINE — E—<br>— T— TELEPHONE LINE — T—<br>— S— SEWER LINE — S— |                                                                                               |                                                                                                                                   |
| PROP. LINES                                                                                                                   | T.L.B. |        |      |                                                                                                                           |                                                                                               |                                                                                                                                   |
| AREAS                                                                                                                         | T.L.B. | T.J.K. |      |                                                                                                                           |                                                                                               |                                                                                                                                   |

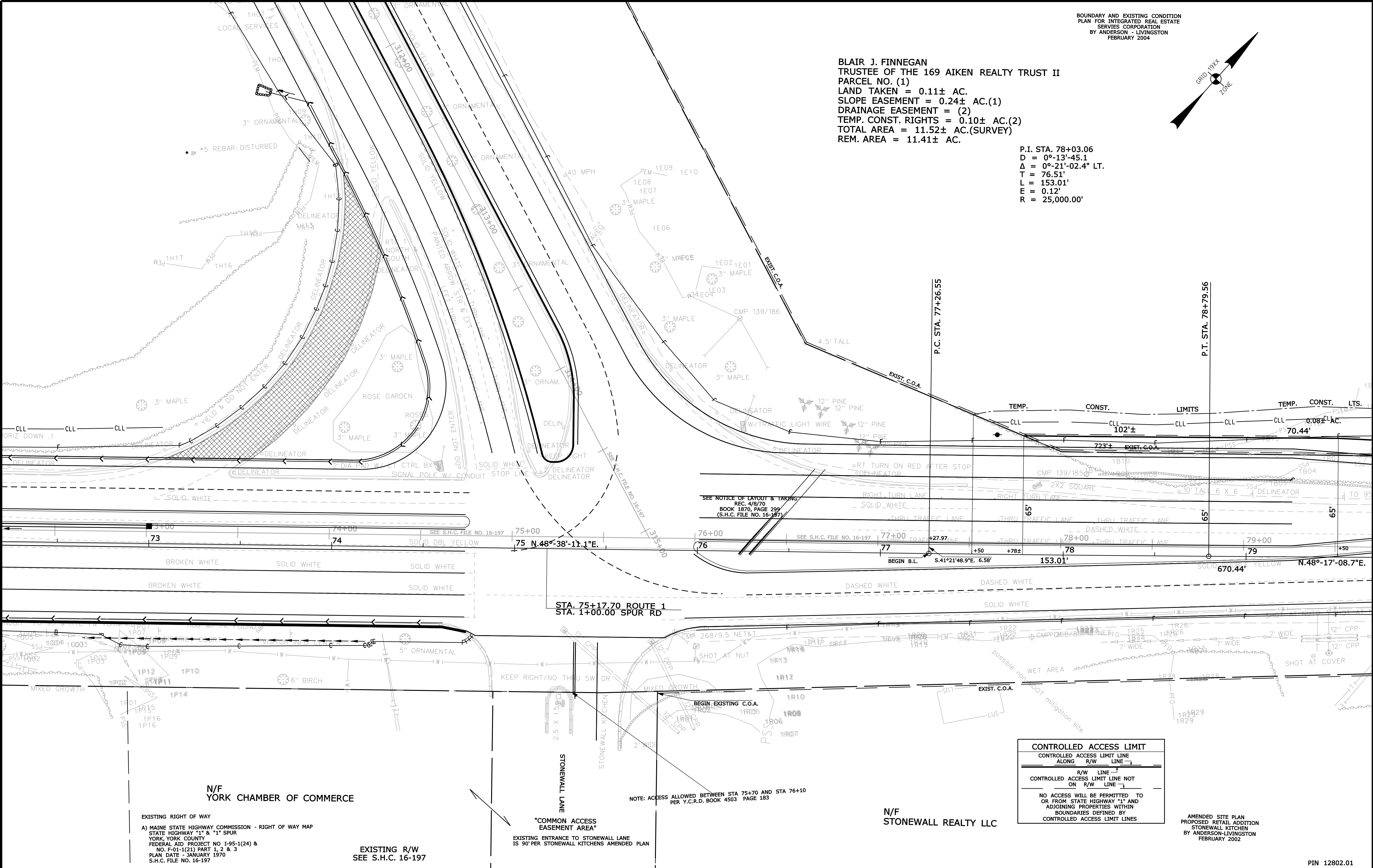
| REVISIONS |      |             |    | PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD |       |    |      |      |      |            | <div>DAVID A. COLE</div> <div>COMMISSIONER</div> <div>KENNETH L. SWEENEY</div> <div>CHIEF ENGINEER</div> <div>DATE</div> <div></div> |       |      |
|-----------|------|-------------|----|--------------------------------------------|-------|----|------|------|------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------|
| NO.       | DATE | DESCRIPTION | BY | NO.                                        | FILED | IN | PLAN | BOOK | PAGE | INSTRUMENT |                                                                                                                                                                                                                           |       | DATE |
|           |      |             |    |                                            |       |    |      |      |      | COND.      | 4/8/11                                                                                                                                                                                                                    | 16077 | 194  |
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Date:5/13/2011

Username: terrikelley

Division: ROW

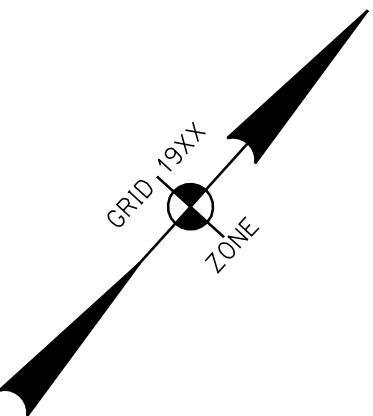
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BOUNDARY AND EXISTING CONDITION  
PLAN FOR INTEGRATED REAL ESTATE  
SERVICES CORPORATION  
BY ANDERSON - LIVINGSTON  
FEBRUARY 2004

BLAIR J. FINNEGAN  
TRUSTEE OF THE 169 AIKEN REALTY TRUST II  
PARCEL NO. (1)  
LAND TAKEN = 0.11± AC.  
SLOPE EASEMENT = 0.24± AC.(1)  
DRAINAGE EASEMENT = (2)  
TEMP. CONST. RIGHTS = 0.10± AC.(2)  
TOTAL AREA = 11.52± AC.(SURVEY)  
REM. AREA = 11.41± AC.

P.I. STA. 78+03.06  
D = 0°-13'-45.1"  
Δ = 0°-21'-02.4" LT.  
T = 76.51'  
L = 153.01'  
E = 0.12'  
R = 25,000.00'



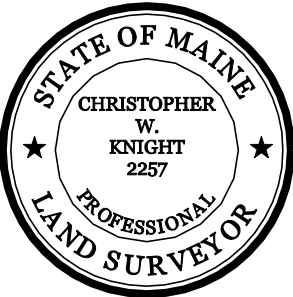
| SYMBOLS                     |                             |
|-----------------------------|-----------------------------|
| ● IPF (IRON PIPE or PIN)    | ○ WELL (WELL)               |
| □ S.T. (SEPTIC TANK)        | ○ GRADING LIMIT LINE        |
| △ BM (BENCHMARK)            | ○ CONSTRUCTION LIMIT LINE   |
| △ PL (PROPOSED POINT)       | ○ PROPERTY LINE             |
| — W- WATER LINE             | — PL- PL                    |
| — G- GAS LINE               | — PL- PL                    |
| — E- ELECTRIC LINE          | — PL- PL                    |
| — T- TELEPHONE LINE         | — PL- PL                    |
| — S- SEWER LINE             | — PL- PL                    |
| — NEW RIGHT OF WAY          | — NEW RIGHT OF WAY          |
| — NEW ROW WITHIN EXIST. ROW | — NEW ROW WITHIN EXIST. ROW |
| — CONTROL OF ACCESS         | — CONTROL OF ACCESS         |

| ITEM        | TECH   | CHECKED |
|-------------|--------|---------|
| BASE MAP    |        |         |
| EXIST. R/W  | J.C.C. | C.W.K.  |
| PROP. LINES | T.L.B. |         |
| AREAS       | T.L.B. | T.J.K.  |

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016  
YORK  
RIGHT OF WAY MAP

| REVISIONS |      |             | PLAN FILED IN PLAN BOOK |     | PAGE    |            | COUNTY RECORD |        | DATE  |     | BOOK |  | PAGE |  |
|-----------|------|-------------|-------------------------|-----|---------|------------|---------------|--------|-------|-----|------|--|------|--|
| NO.       | DATE | DESCRIPTION | BY                      | NO. | GRANTOR | INSTRUMENT | COND.         | 4/8/11 | 16077 | 194 |      |  |      |  |
|           |      |             |                         |     |         |            |               |        |       |     |      |  |      |  |
|           |      |             |                         |     |         |            |               |        |       |     |      |  |      |  |
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|           |      |             |                         |     |         |            |               |        |       |     |      |  |      |  |

DAVID A. COLE  
COMMISSIONER  
KENNETH L. SWEENEY  
CHIEF ENGINEER  
DATE



| STATE HIGHWAY "1"          |                  |                        | SHEET NUMBER |  |
|----------------------------|------------------|------------------------|--------------|--|
| U.S.ROUTE 1                |                  |                        | 2            |  |
| YORK YORK COUNTY           |                  |                        | OF _         |  |
| STATE PROJECT NO. 12802.01 |                  |                        |              |  |
| DECEMBER 2010              | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-471 |              |  |
| SCALE 1" = 25'             | SHEET 2 OF 4     |                        |              |  |

Date:5/13/2011

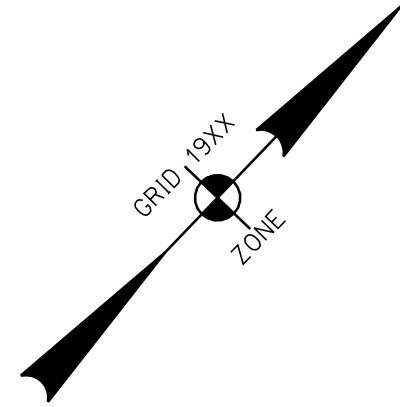
Username: terrikelley

Division: ROW

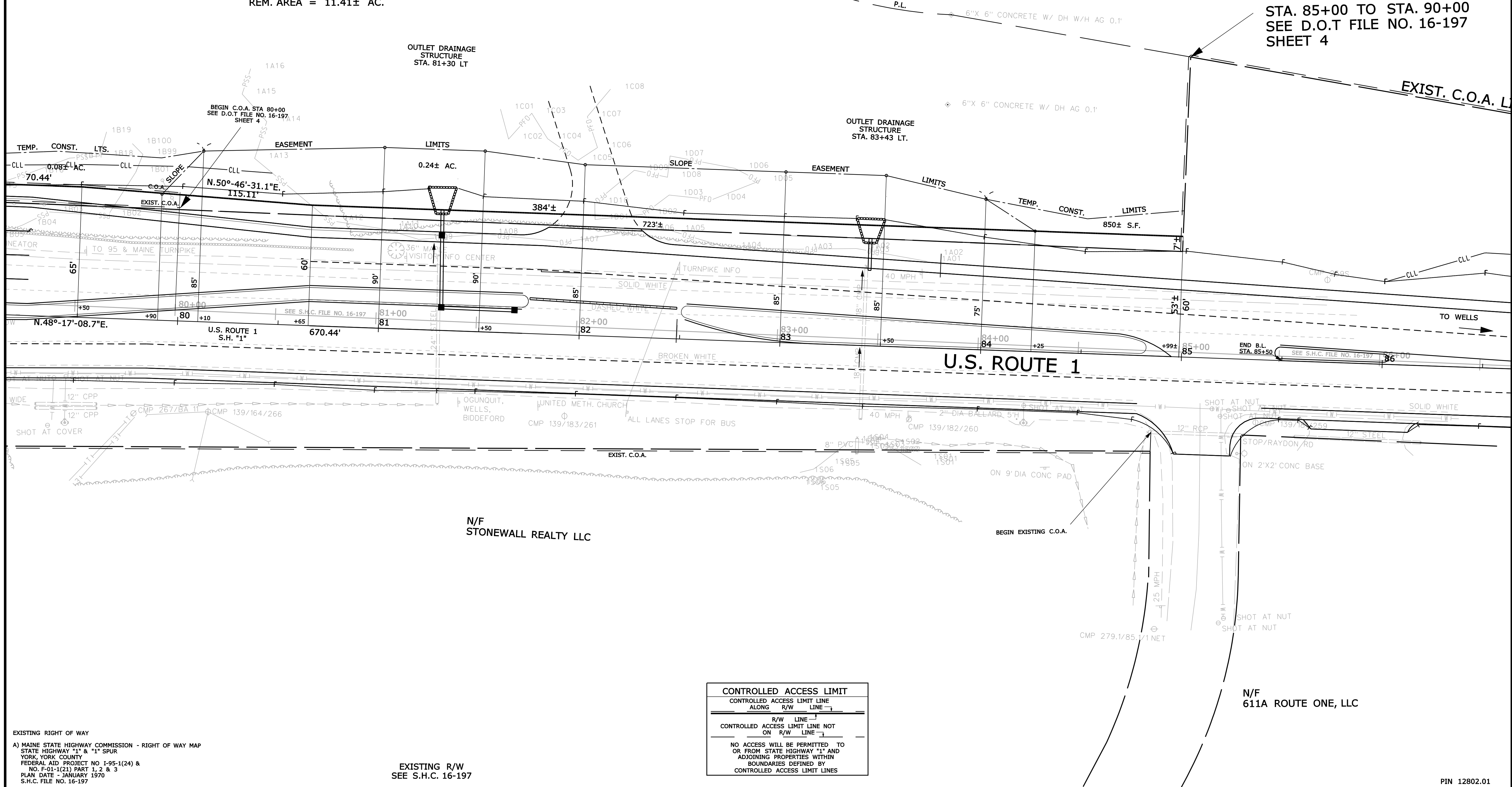
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BOUNDARY AND EXISTING CONDITIONS  
PLAN FOR INTEGRATED REAL ESTATE  
SERVICES CORPORATION  
BY ANDERSON - LIVINGSTON  
FEBRUARY 2004

BLAIR J. FINNEGAN  
TRUSTEE OF THE 169 AIKEN REALTY TRUST II  
PARCEL NO. (1)  
LAND TAKEN = 0.11± AC.  
SLOPE EASEMENT = 0.24± AC.(1)  
DRAINAGE EASEMENTS = (2)  
TEMP. CONST. RIGHTS = 0.10± AC.(2)  
TOTAL AREA = 11.52± AC.(SURVEY)  
REM. AREA = 11.41± AC.



STA. 85+00 TO STA. 90+00  
SEE D.O.T FILE NO. 16-197  
SHEET 4



EXISTING RIGHT OF WAY  
A) MAINE STATE HIGHWAY COMMISSION - RIGHT OF WAY MAP  
STATE HIGHWAY "1" & "1" SPUR  
YORK, YORK COUNTY  
FEDERAL AID PROJECT NO. 1-95-1(24) &  
NO. F-01-1(21) PART 1, 2 & 3  
PLAN DATE - JANUARY 1970  
S.H.C. FILE NO. 16-197

EXISTING R/W  
SEE S.H.C. 16-197

CONTROLLED ACCESS LIMIT  
CONTROLLED ACCESS LIMIT LINE  
ALONG R/W LINE  
R/W LINE  
CONTROLLED ACCESS LIMIT LINE NOT  
ON R/W LINE  
NO ACCESS WILL BE PERMITTED TO  
OR FROM STATE HIGHWAY "1" AND  
ADJOINING PROPERTIES WITHIN  
BOUNDARIES DEFINED BY  
CONTROLLED ACCESS LIMIT LINES

| REVISIONS |      |             | PLAN FILED IN PLAN BOOK |     | PAGE    |            | COUNTY RECORD |       |      |  |
|-----------|------|-------------|-------------------------|-----|---------|------------|---------------|-------|------|--|
| NO.       | DATE | DESCRIPTION | BY                      | NO. | GRANTOR | INSTRUMENT | DATE          | BOOK  | PAGE |  |
|           |      |             |                         |     |         | COND.      | 4/8/11        | 16077 | 194  |  |
|           |      |             |                         |     |         |            |               |       |      |  |
|           |      |             |                         |     |         |            |               |       |      |  |
|           |      |             |                         |     |         |            |               |       |      |  |
|           |      |             |                         |     |         |            |               |       |      |  |
|           |      |             |                         |     |         |            |               |       |      |  |
|           |      |             |                         |     |         |            |               |       |      |  |

DAVID A. COLE  
COMMISSIONER  
KENNETH L. SWEENEY  
CHIEF ENGINEER



DATE

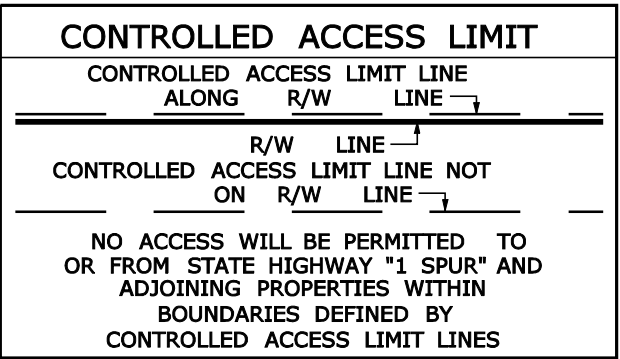
|                            |                  |                        |
|----------------------------|------------------|------------------------|
| STATE HIGHWAY "1"          |                  |                        |
| U.S.ROUTE 1                |                  |                        |
| YORK                       | YORK COUNTY      |                        |
| STATE PROJECT NO. 12802.01 |                  |                        |
| DECEMBER 2010              | RIGHT-OF-WAY MAP | D.O.T. FILE NO. 16-471 |
| SCALE 1" = 25'             | SHEET 3 OF 4     |                        |

| SYMBOLS              |                                          |
|----------------------|------------------------------------------|
| ● (IRON PIPE or PIN) | ○ (WELL)                                 |
| □ (SEPTIC TANK)      | --- (GRADING LIMIT LINE)                 |
| □ (SEPTIC TANK)      | --- (CONSTRUCTION LIMIT LINE)            |
| □ (SEPTIC TANK)      | --- (PROPERTY LINE)                      |
| □ (SEPTIC TANK)      | --- (LIMITS OF TROUGHT PORTION (LOW P.)) |
| □ (SEPTIC TANK)      | --- (EXISTING RIGHT OF WAY)              |
| □ (SEPTIC TANK)      | --- (NEW RIGHT OF WAY)                   |
| □ (SEPTIC TANK)      | --- (NEW ROW WITHIN EXIST. ROW)          |
| □ (SEPTIC TANK)      | --- (CONTROL OF ACCESS)                  |

| ITEM        | TECH   | CHECKED |
|-------------|--------|---------|
| BASE MAP    |        |         |
| EXIST. R/W  | J.C.C. | C.W.K.  |
| PROP. LINES | T.L.B. |         |
| AREAS       | T.L.B. | T.J.K.  |

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016  
YORK  
RIGHT OF WAY MAP

| SHEET NUMBER |  |
|--------------|--|
| 3            |  |
| OF 1         |  |



| REVISIONS |      |             |    | PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD |         |            |        |       |      | <div>DAVID A. COLE<br/>COMMISSIONER<br/>KENNETH L. SWEENEY<br/>CHIEF ENGINEER<br/><br/>DATE</div> <div></div> | STATE HIGHWAY "1"              |  |  |
|-----------|------|-------------|----|--------------------------------------------|---------|------------|--------|-------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--|--|
| NO.       | DATE | DESCRIPTION | BY | NO.                                        | GRANTOR | INSTRUMENT | DATE   | BOOK  | PAGE |                                                                                                                                                                                                    | U.S.ROUTE 1                    |  |  |
|           |      |             |    |                                            |         | COND.      | 4/8/11 | 16077 | 194  |                                                                                                                                                                                                    | YORK YORK COUNTY               |  |  |
|           |      |             |    |                                            |         |            |        |       |      |                                                                                                                                                                                                    | STATE PROJECT NO. 12802.01     |  |  |
|           |      |             |    |                                            |         |            |        |       |      |                                                                                                                                                                                                    | DECEMBER 2010 RIGHT-OF-WAY MAP |  |  |
|           |      |             |    |                                            |         |            |        |       |      |                                                                                                                                                                                                    | SCALE 1" = 25' SHEET 4 OF 4    |  |  |
|           |      |             |    |                                            |         |            |        |       |      |                                                                                                                                                                                                    | D.O.T. FILE NO. 16-471         |  |  |

| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                           |         | SHEET NUMBER<br><br>4<br>OF<br>1 |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------------------------------|--|---------|--|-------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--|
| YORK<br>RIGHT OF WAY MAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                           |         |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
| ITEM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TECH                                                                                                                                                                                                                                                      | CHECKED |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
| BASE MAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                           |         |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
| EXIST. R/W                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | J.C.C.                                                                                                                                                                                                                                                    | C.W.K.  |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
| PROP. LINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | T.L.B.                                                                                                                                                                                                                                                    |         |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
| AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | T.L.B.                                                                                                                                                                                                                                                    | T.J.K.  |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
| <table><tr><th colspan="2">SYMBOLS</th></tr><tr><td>● RFI (IRON PIPE 4" DIA)<br/>□ S.T. (SEPTIC TANK)<br/>□ (ROW MONUMENT)<br/>Δ BM (TRANSVERSE POINT)</td><td>○ WELL (WELL)<br/>--- GRADING LIMIT LINE<br/>--- CONSTRUCTION LIMIT LINE<br/>--- PROPERTY LINE PL<br/>--- LIMITS OF TROUGHT PORTION (L.O.W.P.)<br/>--- EXISTING RIGHT OF WAY<br/>--- NEW RIGHT OF WAY<br/>--- NEW ROW WITHIN EXIST. ROW<br/>--- CONTROL OF ACCESS</td></tr><tr><td>--- WATER LINE<br/>--- GAS LINE<br/>--- ELECTRIC LINE<br/>--- TELEPHONE LINE<br/>--- SEWER LINE</td><td></td></tr></table> |                                                                                                                                                                                                                                                           |         |                                  |  | SYMBOLS |  | ● RFI (IRON PIPE 4" DIA)<br>□ S.T. (SEPTIC TANK)<br>□ (ROW MONUMENT)<br>Δ BM (TRANSVERSE POINT) | ○ WELL (WELL)<br>--- GRADING LIMIT LINE<br>--- CONSTRUCTION LIMIT LINE<br>--- PROPERTY LINE PL<br>--- LIMITS OF TROUGHT PORTION (L.O.W.P.)<br>--- EXISTING RIGHT OF WAY<br>--- NEW RIGHT OF WAY<br>--- NEW ROW WITHIN EXIST. ROW<br>--- CONTROL OF ACCESS | --- WATER LINE<br>--- GAS LINE<br>--- ELECTRIC LINE<br>--- TELEPHONE LINE<br>--- SEWER LINE |  |
| SYMBOLS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                           |         |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
| ● RFI (IRON PIPE 4" DIA)<br>□ S.T. (SEPTIC TANK)<br>□ (ROW MONUMENT)<br>Δ BM (TRANSVERSE POINT)                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ○ WELL (WELL)<br>--- GRADING LIMIT LINE<br>--- CONSTRUCTION LIMIT LINE<br>--- PROPERTY LINE PL<br>--- LIMITS OF TROUGHT PORTION (L.O.W.P.)<br>--- EXISTING RIGHT OF WAY<br>--- NEW RIGHT OF WAY<br>--- NEW ROW WITHIN EXIST. ROW<br>--- CONTROL OF ACCESS |         |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |
| --- WATER LINE<br>--- GAS LINE<br>--- ELECTRIC LINE<br>--- TELEPHONE LINE<br>--- SEWER LINE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                           |         |                                  |  |         |  |                                                                                                 |                                                                                                                                                                                                                                                           |                                                                                             |  |