

- ### REFERENCES
- 1) Plan of "Boundary Survey prepared for Dean Smith" by Cornerstone Professional Land Surveying, Inc., dated 1/31/2018 & revised through 8/8/2022.
- ### EASEMENTS OF RECORD
- 1) Utility easement as recorded in the Androscoggin County Registry of Deeds in Book 5919, Page 338.
  - 2) Fifty foot wide common right of way over Parcel 32A for access to lot 32L, as recorded in the Androscoggin County Registry of Deeds in Book 9381, Page 313.
- ### NOTES
- 1) Bearings are based upon those shown on the plan in Reference #1.
  - 2) Equipment used & to be used: Nikon DTM 520 Total Station Theodolite & Carlson BRX7 RTK GPS.
  - 3) For all information regarding the boundaries of the parcel being subdivided see Boundary Survey in Reference #1.
  - 4) Wetland & stream delineation and location was performed by Alex Finamore of Mainly Soils LLC, and soil septic test pits and locations were made by Stephen Marcotte, then provided to this surveyor in CAD format by the project engineer Charles Burnham.
  - 5) Each numbered lot will be limited to 20,000 square feet of developed area (lawn included).
  - 6) Areas within the side setbacks will remain vegetated. If these areas are cleared during the grading of the lots or road, the same number of trees that were removed will be replanted.
  - 7) Trail construction will be limited to the removal of trees smaller than 3-inches in diameter. Any stream crossing will span the width of the stream bed by a minimum of 3' on either side of the stream.
  - 8) No dug wells are permitted on any part of the property. All lots are to be served by individual wells.
  - 9) There are 100' setbacks from all streams on the property, which will be determined by field measurements prior to construction.
  - 10) Any stone walls moved during the construction of the road or residential lots will need to be relocated on-site.
  - 11) Deer Creek Crossing shall remain private & be owned and maintained (along with the Fire Pond & Open Space) by an association.
  - 12) Further subdivision of the Open Space and its use for other than non-commercial recreation, agriculture, or conservation purposes, except for easement for underground utilities, shall be prohibited. Structures and buildings accessory to non-commercial recreational or conservation uses may be erected on common land only with planning board review and approval.
  - 13) None of the dedicated Open Space shall be used for future building lots and shall remain vegetated.
  - 14) During street construction, the entire right of way shall not be cleared unless the clearing is for necessary utilities, drainage or other infrastructure beyond the right of way limits. Following street construction, the developer or contractor shall conduct a thorough clean-up of stumps and other debris that was created from the construction process, from the entire right of way. No on-site stump and/or debris burial sites are being proposed.
  - 15) The forested buffer will be marked in the center of each of its exterior boundaries and monumented with capped 5/8" rebar labeled "Cornerstone PLS 2069" at each of its corners. The buffer markings will comply with the current Maine Department of Environmental Protection standards set forth in their stormwater BMP manual.
  - 16) All driveways will have a 15" HDPE culvert centered in the drainage swale & require entrance permits from the Road Commissioner.
  - 17) Trail systems will be completed prior to any certificate of occupancy permits being issued.
  - 18) Setback lines, zone boundaries and information, density calculations, stormwater, erosion control, road design, proposed improvements and their locations, site distances, flood boundaries and lot, easement and open space design were provided to this surveyor in CAD format by project engineer Charles Burnham.
  - 19) All lots are to be for detached single family residential units.
  - 20) Electrical transformers and all common utilities will be installed within the right of way of the subdivision access road.

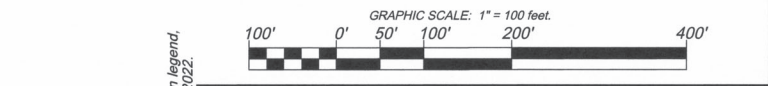
### NET DEVELOPMENT DENSITY CALCULATION:

|   |                |
|---|----------------|
| TOTAL PARCEL AREA   | 1,552,224 S.F. |
| AREAS UNSUITABLE IN NATURAL STATE:  |                |
| - WETLANDS/WATERCOURSES & FLOODPLAIN  | 115,161 S.F.   |
| - STEEP SLOPES OVER 20%   | 25,126 S.F.    |
| AREAS REMOVED FOR:  |                |
| - ACCESS ROAD/R.O.W. (15% OF TOTAL PARCEL AS REQUIRED)                                | 232,834 S.F.   |
| - EXISTING EASEMENTS (none outside of proposed access road r.o.w.)                    |                |
| REMAINING LAND  | 1,179,103 S.F. |
| MINIMUM DWELLING UNIT AREA IN RURAL, RESIDENTIAL, AND AGRICULTURAL ZONE = 90,000 S.F. |                |
| NET DEVELOPMENT DENSITY CALCULATION: 1,179,103/90,000 = 13.1 UNITS                    |                |
| PROPOSED LOTS = 13 UNITS  |                |

### ZONING SUMMARY

|  |                    |                      |
|--|--------------------|----------------------|
| CURRENT USE: UNDEVELOPED   |                    |                      |
| PROPOSED USE: 13 LOT-CLUSTERED SUBDIVISION   |                    |                      |
| ZONE: RURAL, RESIDENTIAL, AND AGRICULTURAL, RESOURCE PROTECTION AND AQUIFER PROTECTION OVERLAY |                    |                      |
| APPLICABLE SPACE AND BULK REGULATIONS  | MINIMUM            | PROVIDED             |
| LOT AREA   | 45,000 S.F.        | > 45,000 S.F.        |
| STREET FRONTAGE  | 150'               | ≥ 150'               |
| CUL-DE-SAC FRONTAGE  | N/A                | N/A                  |
| LOT WIDTH  | N/A                | N/A                  |
| PRINCIPAL STRUCTURE:   |                    |                      |
| FRONT SETBACK  | 50 FT.             | 50 FT.               |
| SIDE SETBACK   | 20 FT.             | 20 FT.               |
| REAR SETBACK   | 20 FT.             | 20 FT.               |
| OPEN SPACE   | 776,112 S.F. (50%) | 787,323 S.F. (50.7%) |
| OPEN SPACE NOT WETLANDS  | 389,025 S.F. (50%) | 598,351 S.F. (79%)   |

- ### LEGEND
- IRON PIPE OR PIN FOUND, AS NOTED
  - IRON PIN SET IN 2018 (capped 5/8" rebar labeled "Cornerstone PLS 2069")
  - ⊙ IRON PIN TO BE SET (capped 5/8" rebar labeled "Cornerstone PLS 2069")
  - EXISTING UTILITY POLE FOUND
  - EXISTING GUY ANCHOR FOUND (not all located/shown)
  - ⊕ CONIFEROUS TREE WITH WIRE FENCE FOUND
  - ⊖ DECIDUOUS TREE WITH WIRE FENCE FOUND
  - ⊙ DRILLED WELL CASE FOUND
  - ⊙ EXISTING LARGE DIAMETER STONE FOUND
  - APPROXIMATE LOCATION EXISTING OVERHEAD UTILITIES
  - APPROXIMATE LOCATION OF MAPPED STREAM
  - N/A NOW OR FORMERLY OF (TYPICAL FORM) ANDROSCOGGIN COUNTY REGISTRY OF DEEDS BOOK AND PAGE NUMBER
  - TP-11 POTENTIAL TEST PIT AND SYSTEM LOCATIONS
  - REMAINS OF STONE WALL FOUND
  - APPROXIMATE EDGE OF EXISTING PAVEMENT
  - APPROXIMATE EDGE OF MAPPED WETLAND (see Note #4)
  - ⊗ REMAINS OF BARBED AND/OR BOX WIRE FENCE FOUND (see Note #3)



### DEER CREEK CROSSING FINAL SUBDIVISION PLAN

Prepared for  
**JONATHAN M. SNELL, JR.**  
Owner of record of Parcel 32A = Dean Smith per deeds recorded in the Androscoggin County Registry of Deeds in Book 9388, Page 325 & Book 9835, Page 157. Residence Address = 98 Patriot Way, Durham, Maine 04222.

Owner of record of Parcel 32L = Jonathan M. Snell, Jr. & Mckenzie L. Rogers per deed recorded in the Androscoggin County Registry of Deeds in Book 11030, Page 220. Residence Address = 735 Hollowell Rd, Durham, Maine 04222.

Project Applicant: Jack Doughty, 231 Flying Point Road, Freeport, Maine 04032.  
Project address: Route 9, Durham, Maine 04222.  
Date: October 17, 2022 Job #202205, Field Book D-13

Prepared by  
**CORNERSTONE PROFESSIONAL LAND SURVEYING, INC.**  
28 CORNERSTONE DRIVE  
BOWDOIN, MAINE 04287  
Web = www.cornerstoneprofessionallandsurveying.com Tel = 1-207-866-8015

### LINE TABLE

| NUM | BEARING     | DISTANCE |
|-----|-------------|----------|
| L1  | N35°29'21"W | 62.36    |
| L2  | N38°44'57"W | 17.02    |
| L3  | N32°03'21"W | 22.50    |
| L4  | N40°33'58"W | 38.06    |
| L5  | N35°39'29"W | 23.07    |
| L6  | N41°25'12"W | 22.43    |
| L7  | N35°11'50"W | 37.88    |
| L8  | N38°20'15"W | 39.14    |
| L9  | N47°49'38"E | 18.95    |
| L10 | N38°37'57"W | 26.80    |
| L11 | N48°03'30"E | 78.76    |
| L12 | N46°22'50"E | 49.89    |
| L13 | N52°40'07"E | 48.32    |
| L14 | N51°54'11"E | 60.34    |
| L15 | N53°09'10"E | 50.02    |
| L16 | S35°47'16"E | 51.27    |
| L17 | S30°17'43"E | 103.80   |
| L18 | S36°13'35"E | 56.51    |
| L19 | S44°44'58"E | 153.84   |
| L20 | S36°19'26"E | 63.70    |
| L21 | S43°00'48"E | 29.25    |
| L22 | S28°29'28"E | 54.17    |
| L23 | S47°19'21"E | 49.02    |
| L24 | S49°53'28"E | 46.71    |
| L25 | N35°25'36"W | 75.07    |
| L26 | S35°25'36"E | 42.70    |
| L27 | S37°29'29"E | 32.32    |
| L28 | N37°29'29"W | 170.19   |
| L29 | S35°25'36"E | 142.08   |
| L30 | S52°38'55"E | 50.00    |
| L31 | S37°21'05"W | 50.00    |
| L32 | N52°38'55"W | 50.00    |
| L33 | N52°38'55"W | 50.00    |
| L34 | N52°38'55"W | 50.00    |
| L35 | N37°21'05"E | 50.00    |
| L36 | S52°38'55"E | 50.00    |
| L37 | N37°21'05"E | 160.41   |
| L38 | N37°21'05"E | 31.17    |
| L39 | N46°28'56"W | 50.82    |
| L40 | S48°28'56"E | 110.45   |
| L41 | N46°28'56"W | 57.54    |
| L42 | N21°27'07"E | 98.61    |
| L43 | S21°27'07"W | 98.61    |
| L44 | N34°24'12"W | 32.33    |
| L45 | N34°24'12"W | 101.01   |
| L46 | N34°24'12"W | 170.09   |
| L47 | N34°24'12"W | 170.02   |
| L48 | N34°24'12"W | 170.02   |
| L49 | N34°24'12"W | 50.00    |
| L50 | N34°24'12"W | 218.99   |
| L51 | N34°24'12"W | 180.00   |
| L52 | N37°06'44"W | 9.77     |
| L53 | N36°27'14"W | 42.27    |
| L54 | N36°27'14"W | 149.63   |

### CURVE TABLE

| NUM | DELTA     | ARC    | RADIUS  | BEARINGS    | DISTANCE |
|-----|-----------|--------|---------|-------------|----------|
| C1  | 32°44'00" | 126.54 | 226.00  | S53°40'55"W | 129.50   |
| C2  | 38°11'48" | 150.00 | 226.00  | S59°10'59"W | 147.24   |
| C3  | 25°14'12" | 89.10  | 225.00  | N69°08'02"W | 68.30    |
| C4  | 48°08'00" | 146.86 | 175.00  | S81°23'35"W | 142.59   |
| C5  | 48°08'00" | 146.86 | 175.00  | N70°31'26"W | 142.59   |
| C6  | 10°04'22" | 39.58  | 225.00  | N41°28'45"W | 39.58    |
| C7  | 0°58'54"  | 25.41  | 1682.80 | N33°10'18"W | 25.41    |
| C8  | 51°23'13" | 201.80 | 225.00  | N4°14'29"W  | 195.10   |
| C9  | 67°56'03" | 207.49 | 175.00  | N12°30'54"W | 195.55   |
| C10 | 85°51'19" | 121.86 | 125.00  | S6°28'32"E  | 117.09   |
| C11 | 85°51'19" | 170.60 | 175.00  | S6°28'32"E  | 163.92   |

STATE OF MAINE, ANDROSCOGGIN, SS  
REGISTRY OF DEEDS

Received \_\_\_\_\_  
at \_\_\_\_\_ h \_\_\_\_\_ m \_\_\_\_\_ M \_\_\_\_\_ and recorded in \_\_\_\_\_  
Plan Book \_\_\_\_\_ Page \_\_\_\_\_  
OR  
File Number \_\_\_\_\_  
Attest: \_\_\_\_\_  
Register

APPROVED BY THE TOWN OF DURHAM  
PLANNING BOARD

\_\_\_\_\_

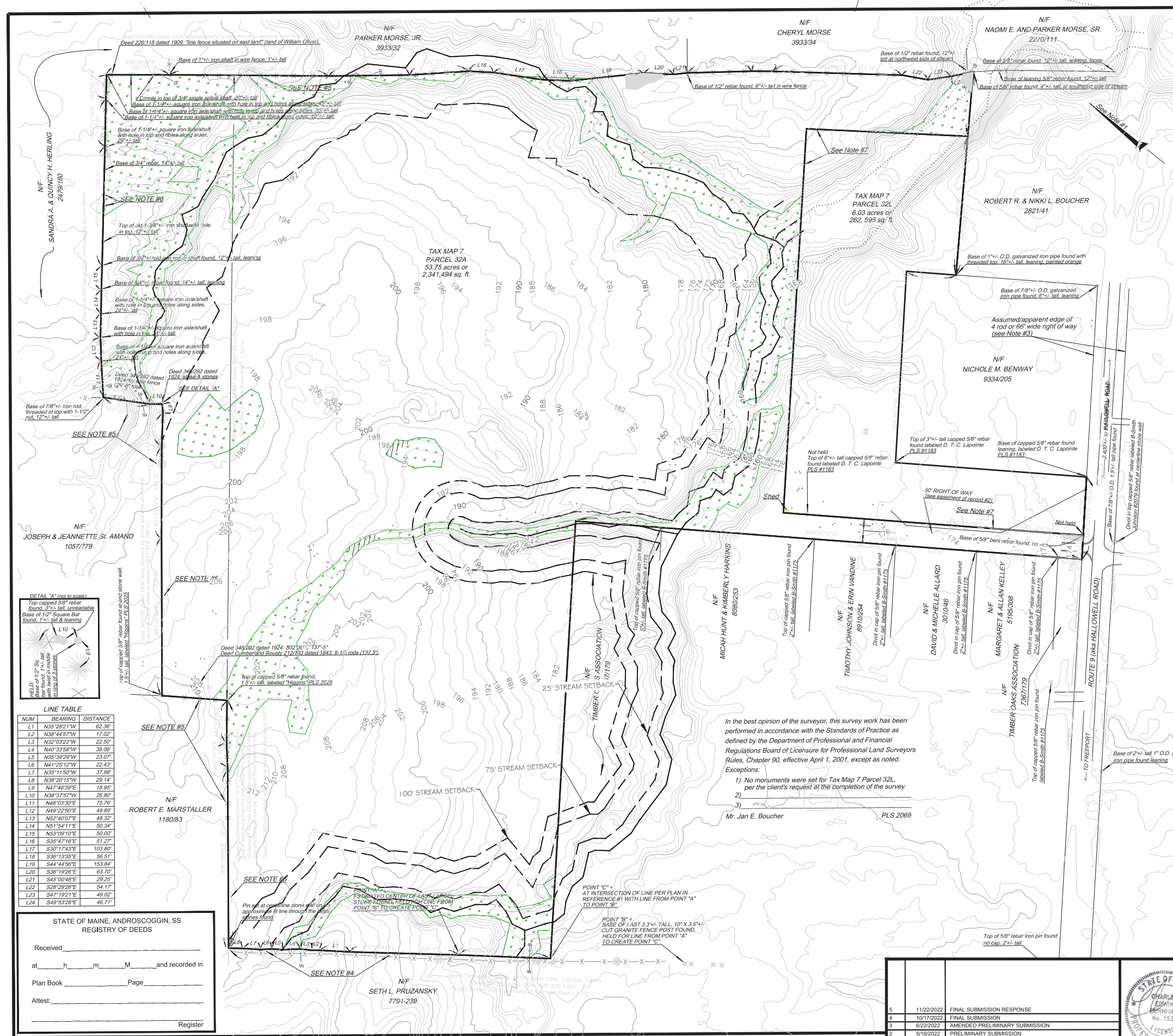
DATE: \_\_\_\_\_

Certification to: Jonathan M. Snell, Jr.  
In the best opinion of the surveyor, this survey work has been performed in accordance with the Standards of Practice as defined by the Department of Professional and Financial Regulations Board of Licensure for Professional Land Surveyors Rules, Chapter 90, effective April 1, 2001, except as noted.

1) See Note #3  
2)  
3)

Mr. Jan E. Boucher *[Signature]* PLS 2069

Revisions: Note 16, address Note 20 and address snow storage area note at turnaround, 11-29-2022.



REFERENCES

- 1) Final revised plan of Timber Oaks subdivision made for Dewitt Corp. by Brian Smith Surveying, Inc. dated 7/25/1988 and recorded in the Androscoggin County Registry of Deeds in Plan Book 34, Page 32.
2) Plan of property survey made for Russell A. Wing, Sr. et al., by Wright & Pierce, dated 12/9/1963 and recorded in the Androscoggin County Registry of Deeds in Plan Book 16, Page 36.
3) Noyes plan of Royalsborough, dated 5/22/1766, an image of which was found at the United States Library of Congress Division of Maps, with a recording stamp date of 11/8/1935, and with several catalogue numbers including "74-694805," "480192," and "G3734-D8G46-1766-N6-Vault."
4) Layouts of Route 9 as recorded in the Cumberland County Commissioners records in Volume 3, Page 329 dated 1805 (no width given) and in the Androscoggin County Commissioners Records in Volume 4, Page 575 dated 1909 (varying widths).
5) Plan of Foxboro Woods subdivision made for Coastal Construction Services and Bowie Home Construction by Brian Smith Surveying, Inc. dated 6/12/2002 and recorded in the Androscoggin County Registry of Deeds in Plan Book 42, Page 85.

EASEMENTS OF RECORD

- 1) Utility easement as recorded in the Androscoggin County Registry of Deeds in Book 5919, Page 338.
2) Fifty foot wide common right of way over Parcel 32A for access to lot 32L, as recorded in the Androscoggin County Registry of Deeds in Book 9381, Page 313.

NOTES

- 1) Bearings are based upon those shown on the plan in Reference #1.
2) Equipment used: Nikon DTM 520 Total Station Theodolite and internal data collector.
3) The right of way limits of Route 9 shown hereon are based upon those shown on the plan in Reference #1, and the monuments found along said way as shown hereon. This surveyor was unable to re-locate the way as it is specifically described in the layouts in Reference #4, due in part to a lack of original monumentation and the poor quality of the descriptions in said layouts. The surveyor believes that the remains of the existing old stone walls located along portions of the way are the best existing evidence of the long standing occupied right of way limits in those locations (reference is made to M.R.S.A. Title 23, Chapter 301, Subchapter 6, SS 2952). The plan in Reference #1 appears to use those walls to best fit a four rod wide right of way along the frontage of the locus parcel reasonably well, and those limits have been held as an assumed/apparent edge of right of way for the purposes of this survey.
4) The area lying between the remains of existing wire fence and the apparent southwesterly boundary line of the locus parcel (and of the Timber Oaks subdivision shown on the plan in Reference #1), along land now or formerly of Seth L. Pruzansky, shown hereon as being defined by large uncut stones and granite fence posts as they run, appears to be an area of questionable title. This surveyor believes that the uncut stones and granite fence posts represent the best evidence of the long standing possession/occupation line. However, the wire fence line running just southwesterly of the stones also appears to represent a potential line of long standing possession/occupation, as evidenced by its use as a boundary line on the plan in Reference #2. This surveyor recommends review by an attorney, and the establishment of this boundary (if possible) by quit-claim deed exchange between abutting property owners and any other relevant parties.
5) This surveyor believes that the remains of stone wall and/or wire fence lines as they run along lands now or formerly of Marsteller, St. Amand and Morse, represent physical evidence of long standing lines of possession/occupation, and the best evidence existing today of the location of these boundaries. Courses and distances shown hereon are for area and closure calculations, and to indicate major angle points in the wall and fence remains as located.
6) The area lying between the existing wire fence line remains, and the line defined by iron pipes, shafts and pins (of varying descriptions), along land now or formerly of Hering as shown hereon, appears to be an area of questionable title. The wire fence line (which is described in the locus deeds beginning in 1924 in Book 346, Page 292) appears to have been mostly removed, and the surveyor was only able to locate a few short segments of that fence (as shown hereon). It appears likely that the line of iron pipes, shafts and pins was established at some time after 1924, since the deed states that the description was taken from a survey made that day by William Plummer, C.E., and it seems likely that if the pins had existed at the time of this survey, Mr. Plummer would not have found them and noted them as being an evident line of occupation. The line of pipes, shafts and pins appear to be of significant age and to represent the current line of possession/occupation along this boundary. A deed in the Hering chain in Book 2479/160 dated 1989 calls for an "iron" to have been set at each of the corners of Hering that abut the locus parcel. Since some of the pins found on the common line are rebar, it is possible that the line of pins and corner pins were set at or near the time of this deed over 38 years ago. For these reasons, the surveyor recommends review by an attorney and the establishment of this boundary (if possible) by quit-claim deed exchange between abutting property owners, and any other relevant parties.
7) The deed creating Tax Map 7 Parcel 32L, from Dewitt Corp. to Dewitt Builders, Inc., contains a metes and bounds description that has a relatively large closure error. That parcel as shown hereon, is based in part upon a composite of the courses and distances stated in said deed, a call for a 50' right of way, and unrecorded documents found on file at the Durham Town Office, describing a similar but smaller 5.06 acre parcel surveyed by Daniel T. C. Lapointe. The lines as shown hereon for this parcel are therefore recommended for agreement.

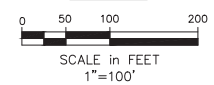
LEGEND

- IRON PIPE OR PIN FOUND, AS NOTED
○ IRON PIN SET (capped 5/8" rebar labeled "Cornerstone PLS 2069")
+ EXISTING UTILITY POLE FOUND
+ EXISTING GUY ANCHOR FOUND (not all located/shown)
\* CONIFEROUS TREE WITH WIRE FENCE FOUND
\* DECIDUOUS TREE WITH WIRE FENCE FOUND
■ BASE OF TALL, OLD CUT GRANITE FENCE POST FOUND
○ DRILLED WELL CASE FOUND
○ EXISTING LARGE DIAMETER STONE FOUND
\* \* \* \* \* REMAINS OF BARBED AND/OR BOX WIRE FENCE FOUND (see Notes #3, 4, 5, and 6)
--- REMAINS OF STONE WALL FOUND
--- APPROXIMATE EDGE OF EXISTING PAVEMENT
--- APPROXIMATE EDGE OF EXISTING GRAVEL DRIVE OR WOODS ROAD/TRAIL
--- APPROXIMATE EDGE OF TRENCH (not all located or shown)
--- APPROXIMATE LOCATION OVERHEAD UTILITIES (not all located/shown)
--- APPROXIMATE LOCATION OVERHEAD UTILITIES (not all located/shown)
N/F NOW OR FORMERLY OF
2008/229 (TYPICAL FORM) ANDROSCOGGIN COUNTY REGISTRY OF DEEDS BOOK AND PAGE NUMBER.

GENERAL NOTES:

- 1. WETLAND DELINEATION PERFORMED BY ALEX FILAMORE.
2. BOUNDARY SURVEY PROVIDED BY CORNERSTONE PROFESSIONAL SURVEYING.
3. TOPOGRAPHIC INFORMATION TAKEN FROM GIS.
4. AERIAL IMAGE GENERATED BY GRANGE ENGINEERING LLC.

SCALE

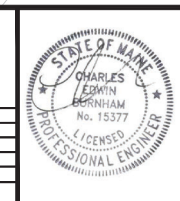


LINE TABLE with columns for NUM, BEARING, and DISTANCE. It lists 24 line segments (L1 to L24) with their respective bearings and distances.

In the best opinion of the surveyor, this survey work has been performed in accordance with the Standards of Practice as defined by the Department of Professional and Financial Regulations Board of Licensure for Professional Land Surveyors Rules, Chapter 90, effective April 1, 2001, except as noted.
Exceptions:
1) No monuments were set for Tax Map 7 Parcel 32L, per the client's request at the completion of the survey.
2)
3)
Mr. Jan E. Boucher PLS 2069

STATE OF MAINE, ANDROSCOGGIN, SS REGISTRY OF DEEDS. Received at h m M and recorded in Plan Book Page. Attest: Register.

Table with columns for REV, DATE, and DESCRIPTION. It tracks revisions from 11/22/2022 to 5/16/2022, including final submission, amended preliminary submission, and sketch plan submission.



DEER CREEK CROSSING DURHAM, MAINE EXISTING CONDITIONS PLAN Jack Doughty 231 Flying Point Road Freeport, Maine 04032

Grange Engineering LLC 241 Rowe Station Road New Gloucester, ME 04260 Tel: 207.712.6990. DRAWN: CB, DESIGNED: CB, CHECKED: CB, FILE NAME: SHEET: C-100. DATE: OCTOBER 19, 2022, SCALE: 1"=100', JOB NO. 1.



### NET DEVELOPMENT DENSITY CALCULATION:

|   |                |
|---|----------------|
| TOTAL PARCEL AREA   | 1,552,102 S.F. |
| AREAS UNSUITABLE IN NATURAL STATE:  |                |
| -- WETLANDS/WATERCOURSES & FLOODPLAIN   | 115,161 S.F.   |
| -- STEEP SLOPES OVER 20%  | 25,126 S.F.    |
| AREAS REMOVED FOR:  |                |
| -- ACCESS ROAD/ROW*   | 232,815 S.F.   |
| -- EASEMENTS*   | 1,179,000 S.F. |
| REMAINING LAND  | 1,179,000 S.F. |
| MINIMUM DWELLING UNIT AREA IN RURAL, RESIDENTIAL, AND AGRICULTURAL ZONE = 90,000 S.F. |                |
| NET DEVELOPMENT DENSITY CALCULATION: 1,179,000 / 90,000 = 13.1 UNITS                  |                |
| PROPOSED LOTS = 13 UNITS  |                |

### ZONING SUMMARY:

CURRENT USE: UNDEVELOPED  
PROPOSED USE: 13 LOT-CLUSTERED SUBDIVISION

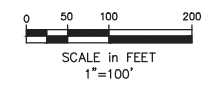
ZONE - RURAL, RESIDENTIAL AND AGRICULTURAL, RESOURCE PROTECTION AND AQUIFER PROTECTION OVERLAY

| APPLICABLE SPACE AND BULK REGULATIONS | MINIMUM            | PROVIDED           |
|---------------------------------------|--------------------|--------------------|
| LOT AREA                              | 45,000 S.F.        | > 45,000 S.F.      |
| STREET FRONTAGE                       | 150'               | > 150'             |
| CUL-DE-SAC FRONTAGE                   | N/A                | N/A                |
| LOT WIDTH                             | N/A                | N/A                |
| PRINCIPAL STRUCTURE:                  |                    |                    |
| FRONT SETBACK                         | 50 FT.             | 50 FT.             |
| SIDE SETBACK                          | 20 FT.             | 20 FT.             |
| REAR SETBACK                          | 20 FT.             | 20 FT.             |
| OPEN SPACE                            | 776,051 S.F. (50%) | 784,025 S.F. (51%) |
| OPEN SPACE NOT WETLANDS               | 388,025 S.F. (50%) | 598,351 S.F. (76%) |

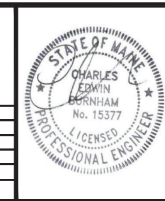
### GENERAL NOTES:

1. WETLAND DELINEATION WAS PERFORMED BY ALEX FINAMORE.
2. CONTOURS ARE FROM GIS.
3. EACH LOT WILL BE LIMITED TO 20,000 SQUARE FEET OF DEVELOPED AREA (LAWN INCLUDED).
4. TRAIL CONSTRUCTION WILL BE LIMITED TO THE REMOVAL OF TREES SMALLER THAN 3 INCHES IN DIAMETER. ANY STREAM CROSSING WILL SPAN THE WIDTH OF THE STREAM BED BY A MINIMUM OF 3' ON EITHER SIDE OF THE STREAM.
5. NO DUG WELLS ARE PERMITTED ON ANY PART OF THE PROPERTY.
6. THERE IS A 100' SETBACK FROM ALL STREAMS ON THE PROPERTY.
7. ALL RESIDENTIAL STRUCTURES SHALL HAVE SPRINKLERS IN ACCORDANCE WITH THE MOST RECENT STATE FIRE CODES.
8. ANY STONE WALLS MOVED DURING THE CONSTRUCTION OF THE ROAD OR RESIDENTIAL LOTS WILL NEED TO BE RELOCATED ON SITE.
9. OPEN SPACE SHALL REMAIN VEGETATED.
10. FURTHER SUBDIVISION OF THE OPEN SPACE AND ITS USE FOR THAN NONCOMMERCIAL RECREATION, AGRICULTURE, OR CONSERVATION PURPOSES, EXCEPT FOR EASEMENTS FOR UNDERGROUND UTILITIES, DRAINAGE OR OTHER INFRASTRUCTURE NECESSITIES BEYOND THE CLEAR ZONE, FOLLOWING STREET CONSTRUCTION, THE DEVELOPER OR CONTRACTOR SHALL CONDUCT A THOROUGH CLEANUP OF STUMPS AND OTHER DEBRIS FROM THE ENTIRE RIGHT OF WAY CREATED DURING THE STREET CONSTRUCTION PROCESS. IF ON-SITE DISPOSAL OF THE STUMPS AND DEBRIS IS PROPOSED, THE SITE SHALL BE INDICATED ON THE PLAN, AND BE SUITABLY COVERED WITH FILL AND TOPSOIL, LIMED, FERTILIZED, AND SEEDS.
11. ALL DEDICATED OPEN SPACE SHALL NOT BE USED FOR FUTURE BUILDING LOTS.
12. DURING STREET CONSTRUCTION, THE ENTIRE RIGHT OF WAY SHALL NOT BE CLEARED UNLESS CLEARING IS NECESSARY FOR UTILITIES, DRAINAGE OR OTHER INFRASTRUCTURE NECESSITIES BEYOND THE CLEAR ZONE, FOLLOWING STREET CONSTRUCTION, THE DEVELOPER OR CONTRACTOR SHALL CONDUCT A THOROUGH CLEANUP OF STUMPS AND OTHER DEBRIS FROM THE ENTIRE RIGHT OF WAY CREATED DURING THE STREET CONSTRUCTION PROCESS. IF ON-SITE DISPOSAL OF THE STUMPS AND DEBRIS IS PROPOSED, THE SITE SHALL BE INDICATED ON THE PLAN, AND BE SUITABLY COVERED WITH FILL AND TOPSOIL, LIMED, FERTILIZED, AND SEEDS.
13. FORESTED BUFFERS WILL BE MARKED IN THE CENTER OF EACH LIMIT AND PINNED AT THE CORNERS. THE BUFFER MARKINGS WILL COMPLY WITH THE CURRENT MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION STANDARDS SET FORTH IN THEIR STORMWATER BMP MANUAL.
14. ALL DRIVEWAYS WILL HAVE A 15" HDPE CULVERT CENTERED IN THE DRAINAGE SWALE.
15. TRAIL SYSTEM WILL BE COMPLETED PRIOR TO ANY CERTIFICATE OF OCCUPANCY PERMITS BEING ISSUED.

### SCALE



| REV | DATE       | DESCRIPTION                    | REVISIONS |
|-----|------------|--------------------------------|-----------|
| 5   | 11/22/2022 | FINAL SUBMISSION RESPONSE      |           |
| 4   | 10/17/2022 | FINAL SUBMISSION               |           |
| 3   | 6/22/2022  | AMENDED PRELIMINARY SUBMISSION |           |
| 2   | 9/16/2022  | PRELIMINARY SUBMISSION         |           |
| 1   | 5/4/2022   | SKETCH PLAN SUBMISSION         |           |

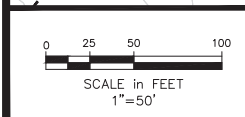
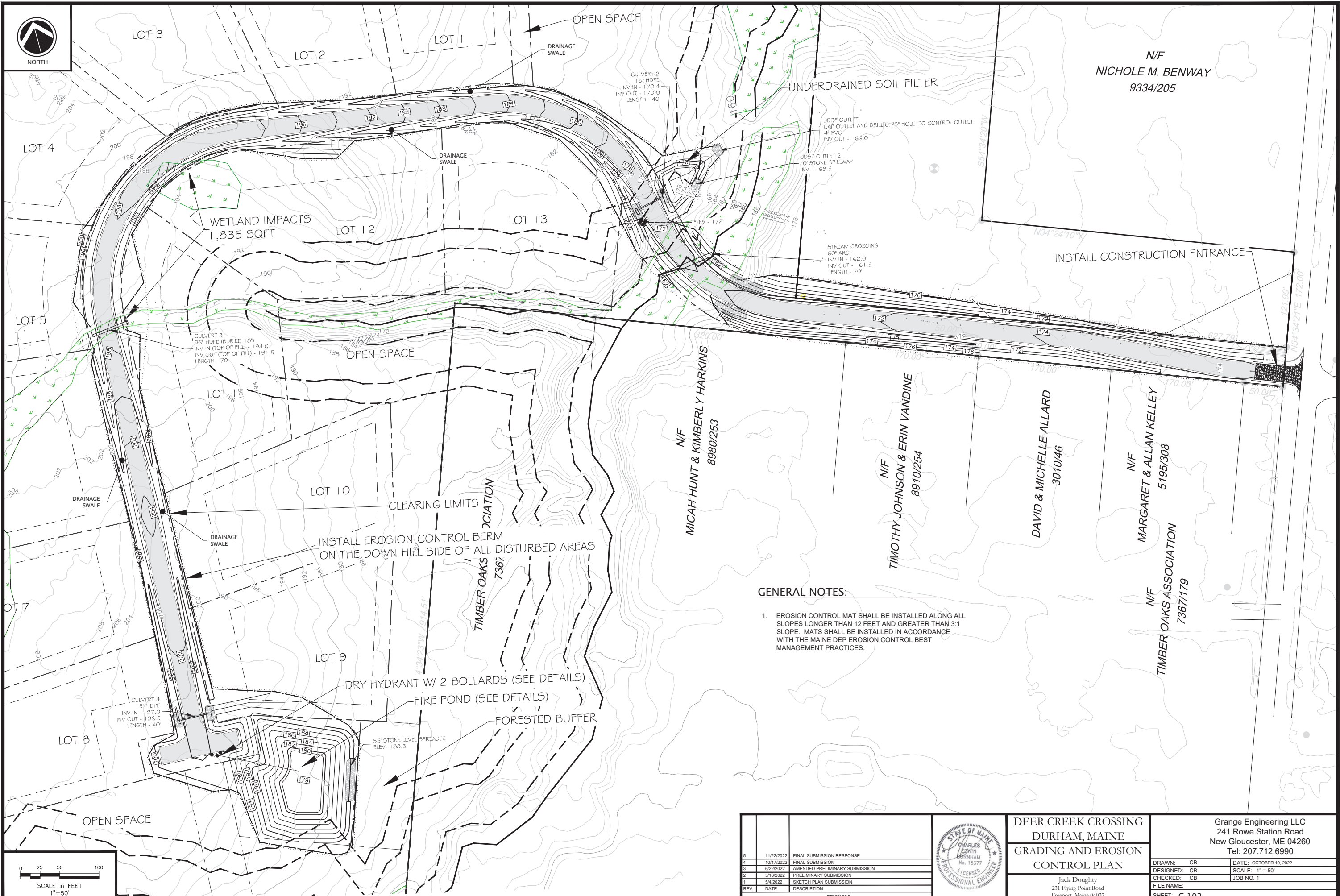


**DEER CREEK CROSSING**  
**MAP 7 LOT 32A**  
**OVERALL SITE**  
**LAYOUT PLAN**

Jack Doughty  
 231 Flying Point Road  
 Freeport, Maine 04032

Grange Engineering LLC  
 241 Rowe Station Road  
 New Gloucester, ME 04260  
 Tel: 207.712.6990

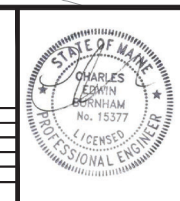
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 DESIGNED: CB      SCALE: 1" = 100'  
 CHECKED: CB      JOB NO. 1  
 FILE NAME:  
 SHEET: C-101



**GENERAL NOTES:**

1. EROSION CONTROL MAT SHALL BE INSTALLED ALONG ALL SLOPES LONGER THAN 12 FEET AND GREATER THAN 3:1 SLOPE. MATS SHALL BE INSTALLED IN ACCORDANCE WITH THE MAINE DEP EROSION CONTROL BEST MANAGEMENT PRACTICES.

| REV | DATE       | DESCRIPTION                    |
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| 1   | 5/4/2022   | SKETCH PLAN SUBMISSION         |
|     |            | REVISIONS                      |



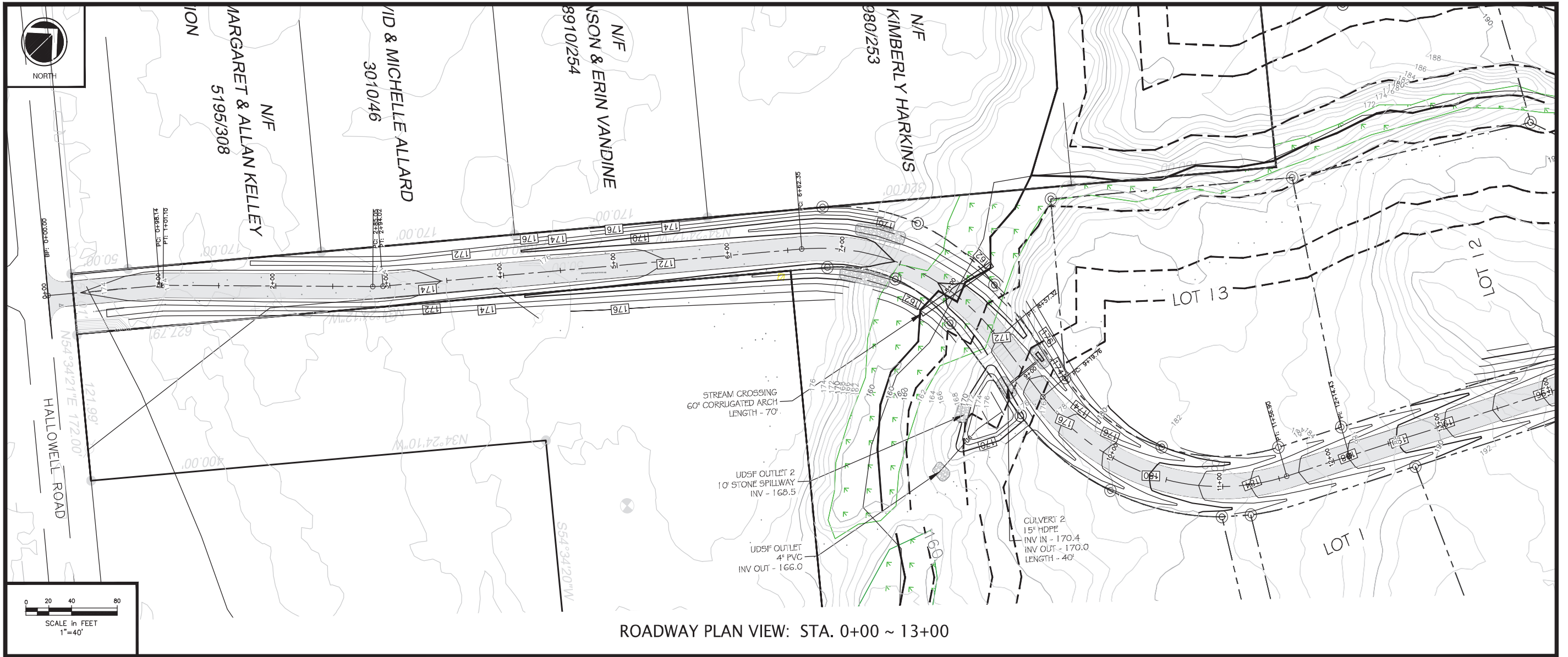
**DEER CREEK CROSSING  
DURHAM, MAINE  
GRADING AND EROSION  
CONTROL PLAN**

Jack Doughty  
231 Flying Point Road  
Freeport, Maine 04032

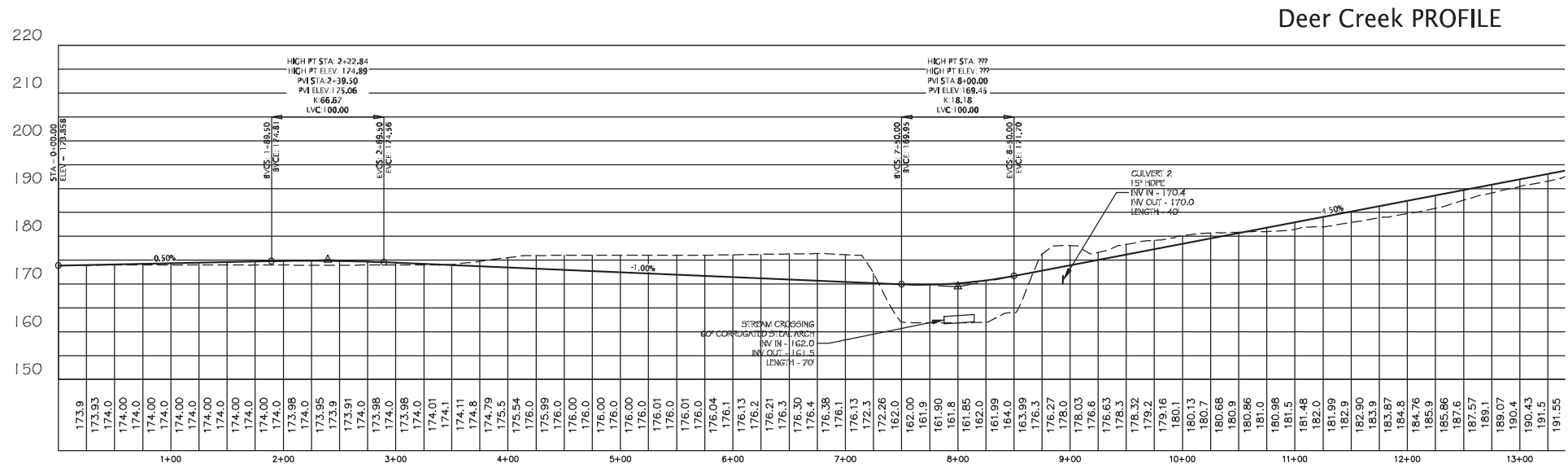
Grange Engineering LLC  
241 Rowe Station Road  
New Gloucester, ME 04260  
Tel: 207.712.6990

DRAWN: CB  
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CHECKED: CB  
FILE NAME:  
SHEET: C-102

DATE: OCTOBER 19, 2022  
SCALE: 1" = 50'  
JOB NO. 1

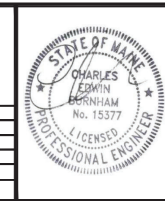


ROADWAY PLAN VIEW: STA. 0+00 ~ 13+00



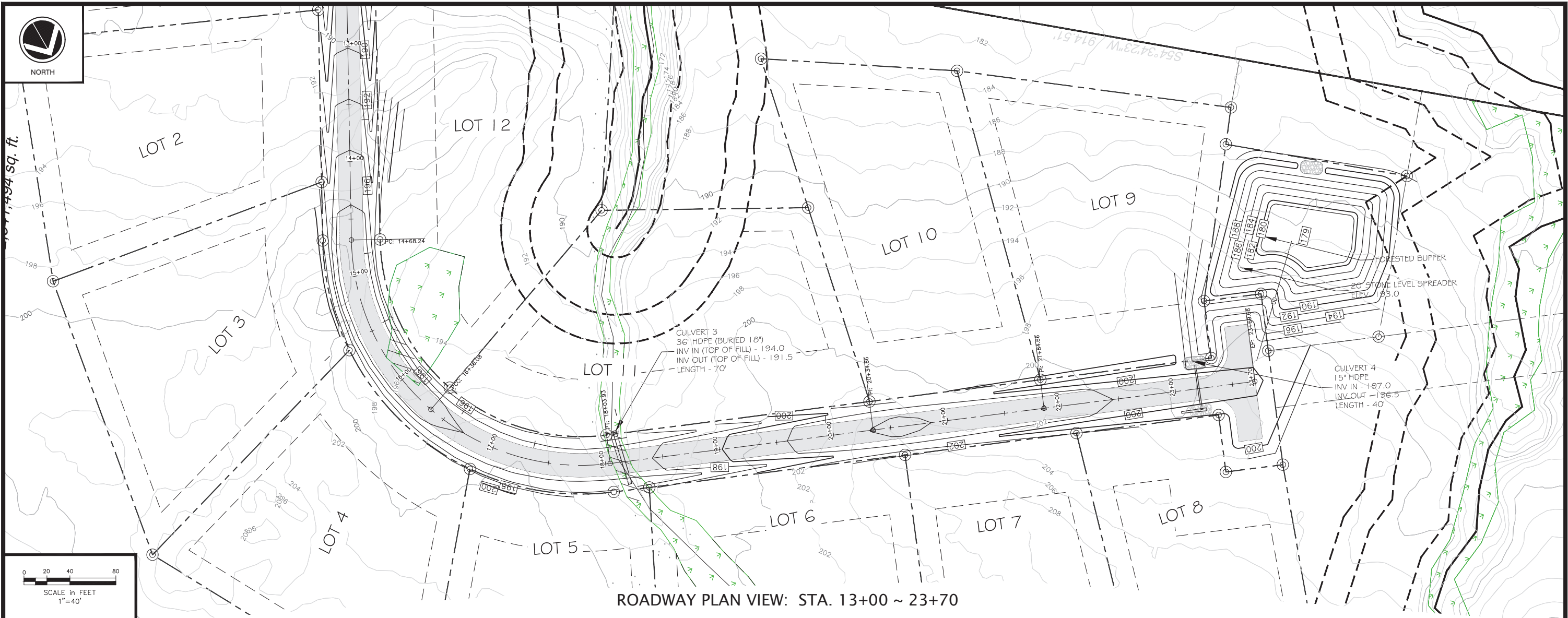
ROADWAY PROFILE VIEW: STA. 0+00 ~ 13+00

| REV | DATE       | DESCRIPTION                    | REVISIONS |
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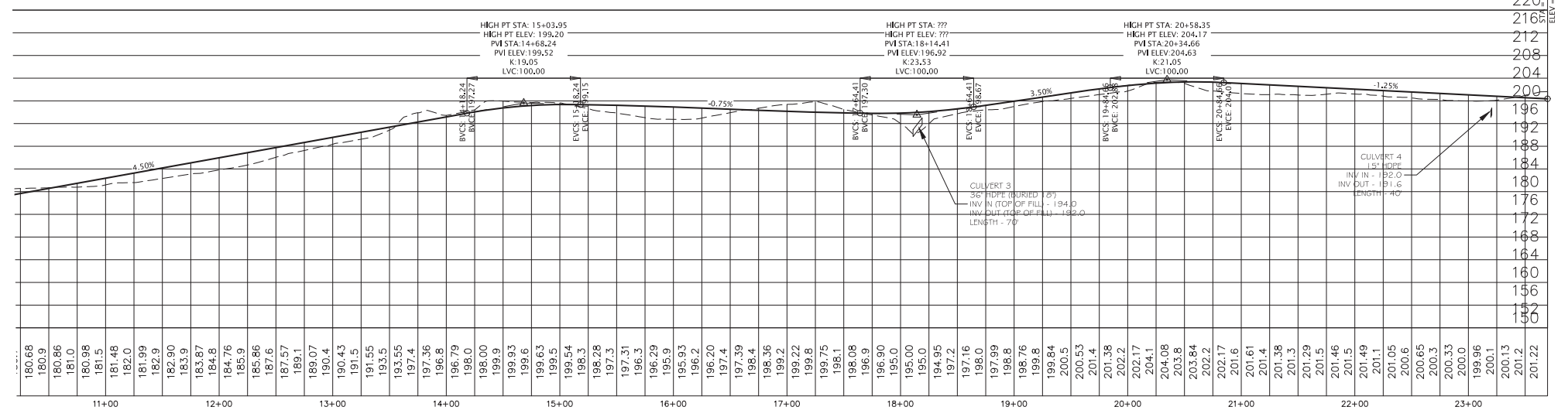


**DEER CREEK CROSSING**  
**DURHAM, MAINE**  
**PLAN AND**  
**PROFILE**  
 Jack Doughty  
 231 Flying Point Road  
 Freeport, Maine 04032

Grange Engineering LLC  
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 New Gloucester, ME 04260  
 Tel: 207.712.6990  
 DRAWN: CB DATE: OCTOBER 19, 2022  
 DESIGNED: CB SCALE:  
 CHECKED: CB JOB NO. 1  
 FILE NAME:  
 SHEET: C-200



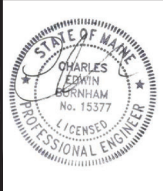
Deer Creek PROFILE



ROADWAY PROFILE VIEW: STA. 13+00 ~ 23+70

SCALE  
 VERTICAL - 1" = 5'  
 HORIZONTAL - 1" = 40'

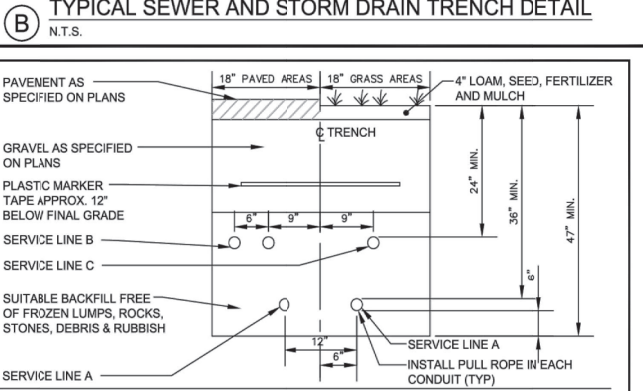
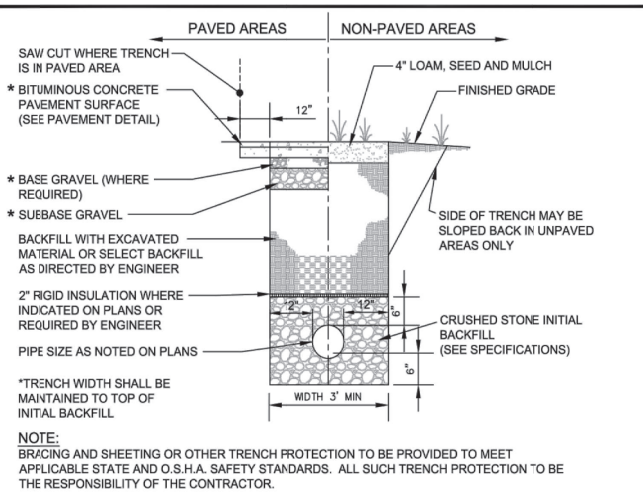
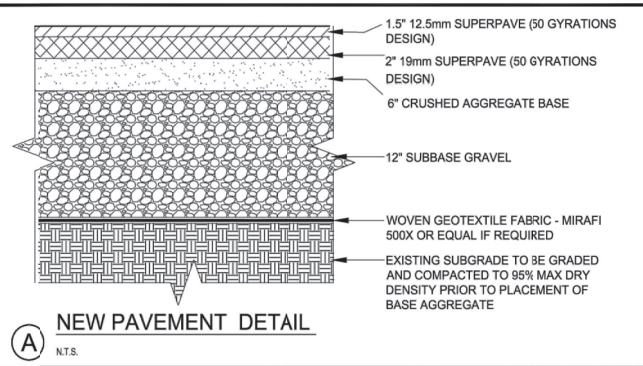
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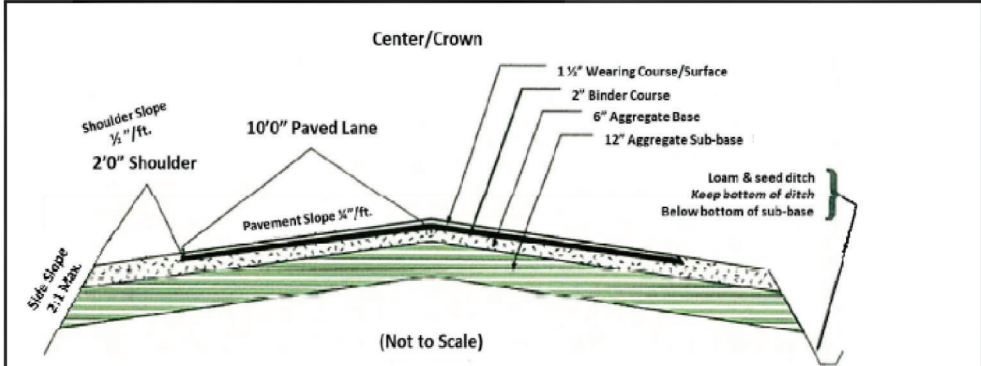
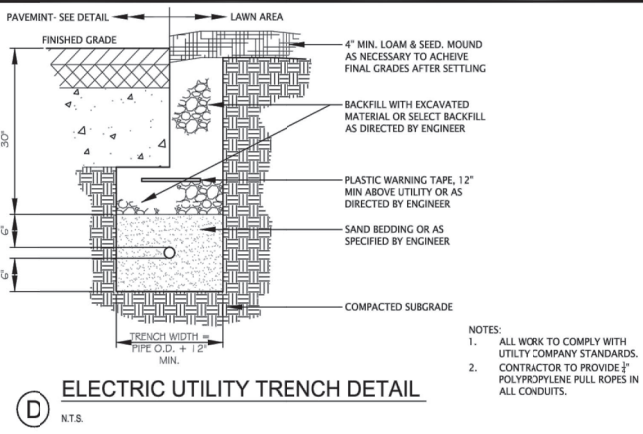
DEER CREEK CROSSING  
 DURHAM, MAINE  
 PLAN AND  
 PROFILE  
 Jack Doughty  
 231 Flying Point Road  
 Freeport, Maine 04032

Grange Engineering LLC  
 241 Rowe Station Road  
 New Gloucester, ME 04260  
 Tel: 207.712.6990  
 DRAWN: CB DATE: OCTOBER 19, 2022  
 DESIGNED: CB SCALE:  
 CHECKED: CB JOB NO. 1  
 FILE NAME:  
 SHEET: C-201

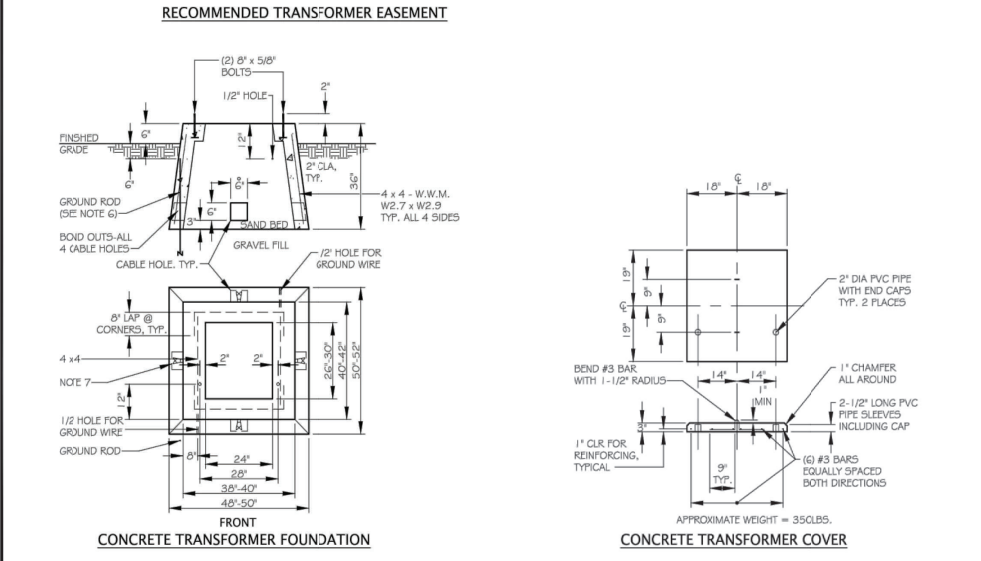
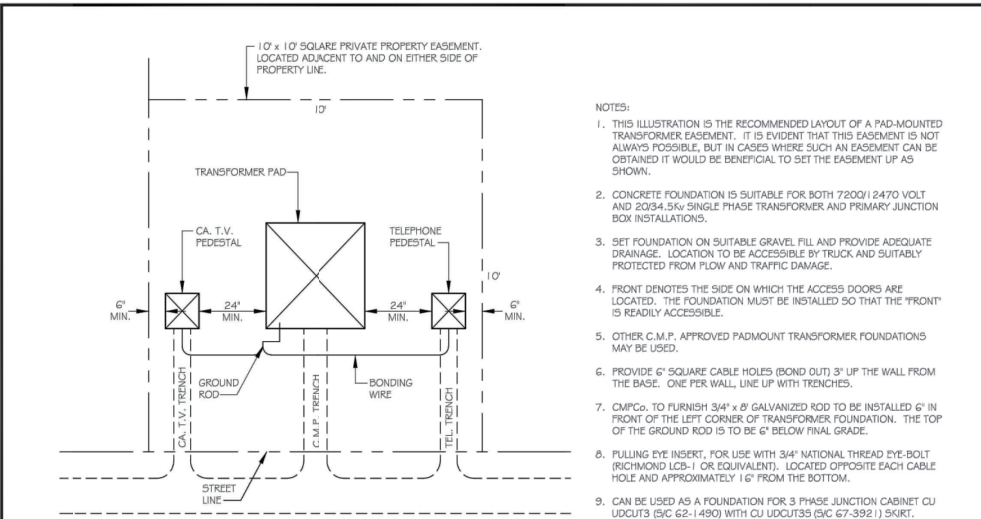




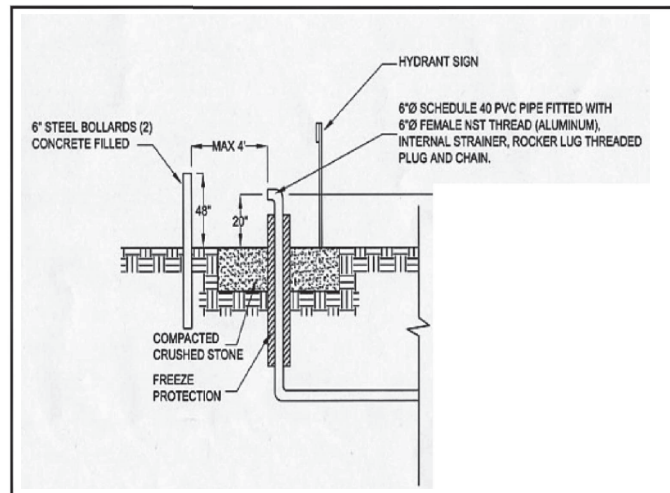
| SERVICE | CONDUIT SIZE | GRASS AREAS     | PAVED AREAS                       | CONDUIT TYPE  | UTILITY    | REMARKS |
|---------|--------------|-----------------|-----------------------------------|---------------|------------|---------|
| A       | 5"           | SCHEDULE 40 PVC | RIGID GALVANIZED STEEL, ASTM A120 | POWER         | SEE NOTE 1 |         |
| B       | 4"           | SCHEDULE 40 PVC | RIGID GALVANIZED STEEL, ASTM A120 | TELEPHONE     | SEE NOTE 1 |         |
| C       | 2"           | SCHEDULE 40 PVC | RIGID GALVANIZED STEEL, ASTM A120 | COMMUNICATION |            |         |



- THIS DETAIL REFLECTS MINIMUM REQUIREMENTS, INITU SOIL CONDITIONS MAY REQUIRE ADDITIONAL MATERIALS AS DIRECTED BY PUBLIC WORKS DIRECTOR OR ENGINEER.
- CLEARING AND GRUBBING SHALL BE 6"-12" DEEP DEPENDING ON SOIL CONDITIONS AND EXTEND A MINIMUM OF THE ENTIRE WIDTH OF THE RIGHT OF WAY.
- ALL CONSTRUCTION SHALL MEET THE REQUIREMENTS RELATIVE TO THE APPLICABLE MDOT STANDARD SPECIFICATION FOR MATERIALS, PLACEMENT AND TESTING.
- BASE COURSE ASPHALT SHALL EXTEND UNDER SUPPLEMENT CURB. SEE CURB DETAIL THIS SHEET.



**F CENTRAL MAINE POWER TRANSFORMER PAD**  
NOT TO SCALE



**DRY HYDRANT NOTES:**  
THE DRY HYDRANT WILL BE CONSTRUCTED IN ACCORDANCE WITH THE TOWN STANDARDS AND ALL CONNECTIONS AND MATERIALS WILL BE APPROVED BY THE FIRE CHIEF PRIOR TO INSTALLATION.

**G DRY HYDRANT DETAIL WITH BOLLARDS**  
N.T.S.

**AGGREGATE BASE**

| Sieve Designation | % By Weight Passing Square Mesh Sieves |
|-------------------|--|
| 2-inch            | 100%                                   |
| 1/2 inch          | 45-70%                                 |
| 1/4 inch          | 30-55%                                 |
| No. 40            | 0-30%                                  |
| No. 200           | 0-7%                                   |

\*Aggregate for the base shall contain no particles of rock exceeding four (4") inches in any dimension.

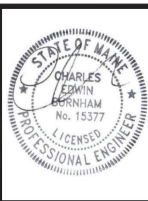
**AGGREGATE SUBBASE**

| Sieve Designation | % By Weight Passing Square Mesh Sieves |
|-------------------|--|
| 6-inch            | 100%                                   |
| 1/4 inch          | 25-70%                                 |
| No. 40            | 0-30%                                  |
| No. 200           | 0-7%                                   |

Gravel base shall be compacted over the full width and length of road bed including shoulders to a minimum of ninety-five (95%) percent of proctor density in accordance with American Society for Testing Materials Standard, ASTM D1556 and D1557.

**SUBMITTED FOR FINAL PLAN REVIEW**

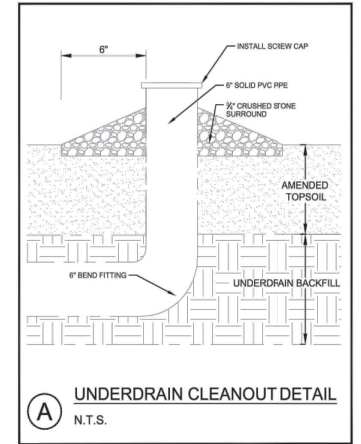
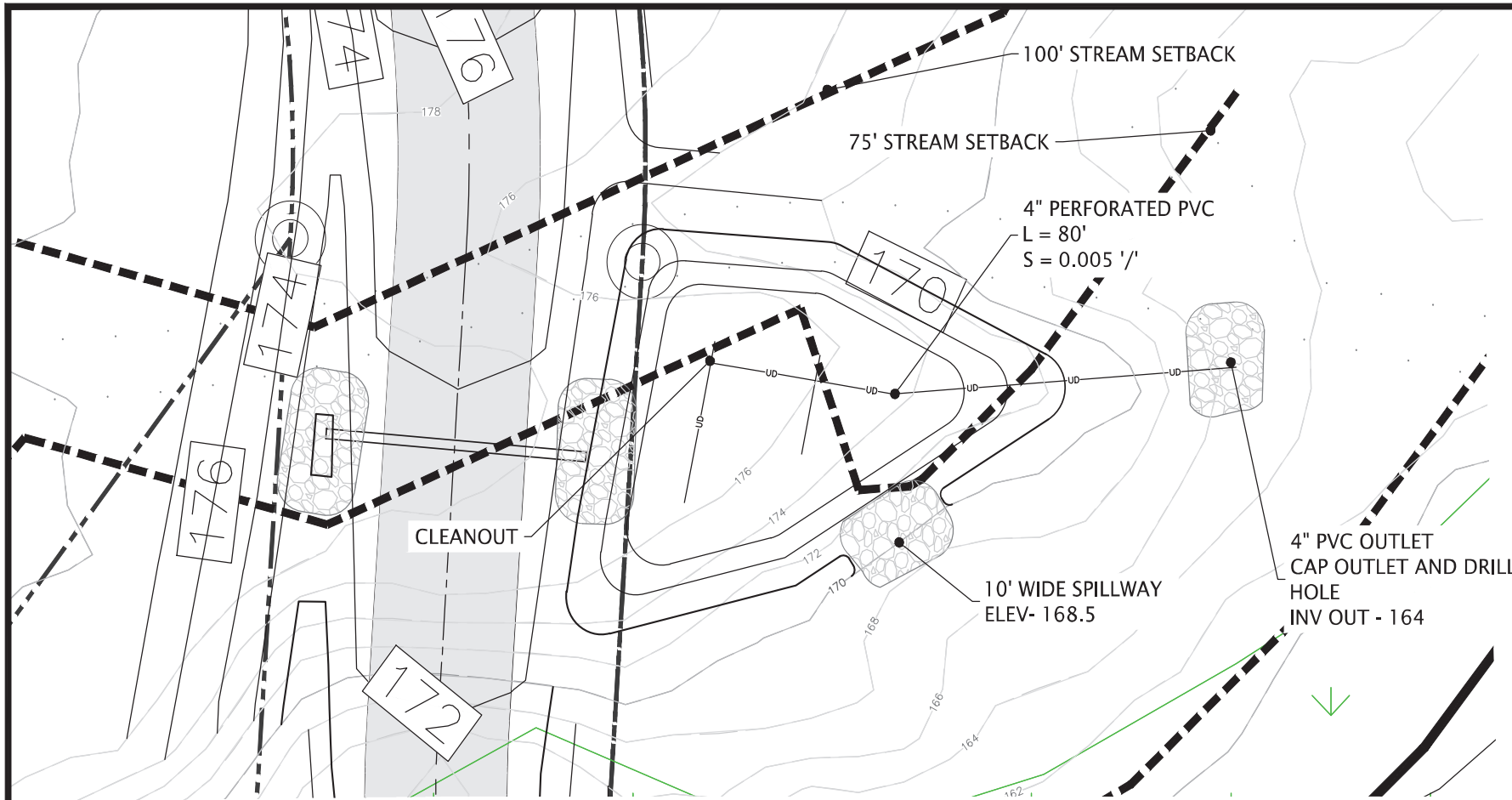
| REV | DATE       | DESCRIPTION                    |
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| 1   | 5/4/2022   | SKETCH PLAN SUBMISSION         |



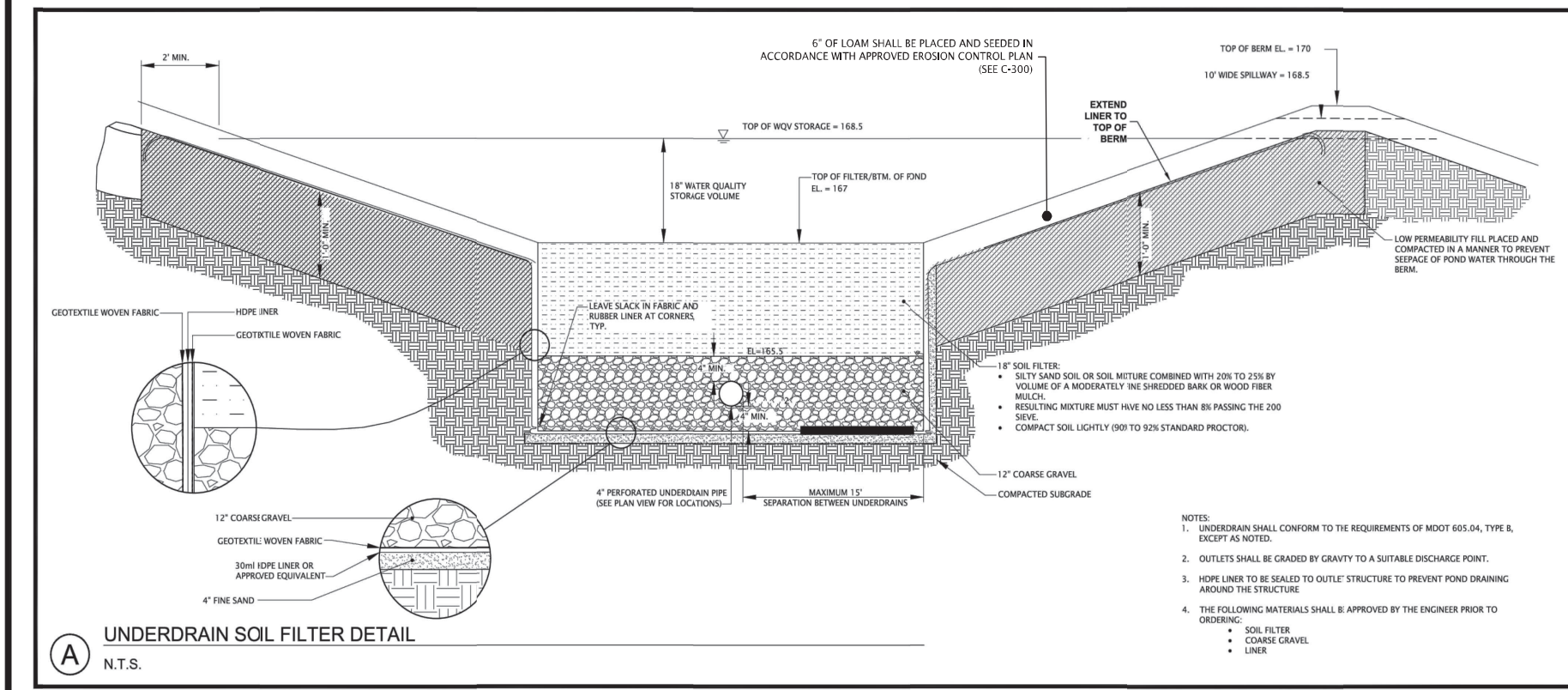
**DEER CREEK CROSSING**  
**DURHAM, MAINE**  
**CIVIL DETAILS**  
2  
Jack Doughty  
231 Flying Point Road  
Freeport, Maine 04032

Grange Engineering LLC  
241 Rowe Station Road  
New Gloucester, ME 04260  
Tel: 207.712.6990  
DRAWN: CB  
DESIGNED: CB  
CHECKED: CB  
FILE NAME:  
SHEET: C-302





- EMERGENCY SPILLWAY NOTES:**
- 12" OF 6" D50 WILL BE PLACED ALONG THE EXTENTS OF THE SPILLWAY.
  - A NON-WOVEN GEOTEXTILE FABRIC WILL BE INSTALLED 2' BEYOND THE RIPRAP AND KEYS IN UNDER 6" OF LOAM AND SEED.
  - RIPRAP WILL EXTEND 5 FEET DOWN GRADIENT BEYOND THE TOP OF THE SPILLWAY.



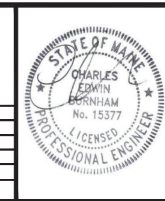
- UNDERDRAINED SOIL FILTER NOTES:**
- UNDERDRAINED FILTER BASINS CONSTRUCTION SEQUENCE: THE SOIL, FILTER MEDIA AND VEGETATION MUST NOT BE INSTALLED UNTIL THE AREA THAT DRAINS TO THE FILTER HAS BEEN PERMANENTLY STABILIZED WITH PAVEMENT OR OTHER STRUCTURE. 80% VEGETATION COVER OR OTHER PERMANENT STABILIZATION UNLESS THE RUNOFF FROM THE CONTRIBUTING DRAINAGE AREA IS DIVERTED AROUND THE FILTER UNTIL STABILIZATION IS COMPLETED. COMPACTION OF SOIL FILTER, FILTER SOIL MEDIA AND UNDERDRAIN BEDDING MATERIAL MUST BE COMPACTED TO BETWEEN 90% AND 92% STANDARD PROCTOR. THE BED SHOULD BE INSTALLED IN AT LEAST 2 LIFTS OF 9 INCHES TO PREVENT POCKETS OF LOOSE MEDIA. CONSTRUCTION OVERSIGHT: INSPECTION BY A PROFESSIONAL ENGINEER WILL OCCUR AT A MINIMUM:
    - AFTER THE PRELIMINARY CONSTRUCTION OF THE FILTER GRADES AND ONCE THE UNDERDRAIN PIPES ARE INSTALLED BUT NOT BACKFILLED.
    - AFTER THE DRAINAGE LAYER IS CONSTRUCTED AND PRIOR TO THE INSTALLATION OF THE FILTER MEDIA.
    - AFTER THE FILTER MEDIA HAS BEEN INSTALLED AND SEEDING. BIO-RETENTION CELLS MUST BE STABILIZED PER THE PROVIDED PLANTING SCHEME AND DENSITY FOR THE CANOPY COVERAGE OF 30 AND 50%.
    - AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS, AND
    - ALL THE MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN MUST BE CONFIRMED AS SUITABLE BY THE DESIGN ENGINEER. TESTING MUST BE DONE BY A CERTIFIED LABORATORY TO SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.
  - TESTING AND SUBMITTALS: THE CONTRACTOR SHALL IDENTIFY THE LOCATION OF THE SOURCE OF EACH COMPONENT OF THE FILTER MEDIA. ALL RESULTS OF FIELD AND LABORATORY TESTING SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR CONFIRMATION. THE CONTRACTOR SHALL:
    - SELECT SAMPLES FOR SAMPLING OF EACH TYPE OF MATERIAL TO BE BLENDED FOR THE MIXED FILTER MEDIA AND SAMPLES OF THE UNDERDRAIN BEDDING MATERIAL. SAMPLES MUST BE A COMPOSITE OF THREE DIFFERENT LOCATIONS (GRABS) FROM THE STOCKPILE OR PIT FACE. SAMPLE SIZE REQUIRED WILL BE DETERMINED BY THE TESTING LABORATORY.
    - PERFORM A SIEVE ANALYSIS CONFORMING TO STM C136 (STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COURSE AGGREGATES 1996) ON EACH TYPE OF THE SAMPLE MATERIAL. THE RESULTING SOIL FILTER MEDIA MIXTURE MUST HAVE 8% TO 12% BY WEIGHT PASSING THE #200 SIEVE, A CLAY CONTENT OF LESS THAN 2% (DETERMINED HYDROMETER GRAIN SIZE ANALYSIS) AND HAVE 10% DRY WEIGHT OF ORGANIC MATTER.
    - PERFORM A PERMEABILITY TEST ON THE SOIL FILTER MEDIA MIXTURE CONFORMING TO ASTM D2434 WITH THE MIXTURE COMPACTED TO 90-92% OF MAXIMUM DRY DENSITY BASED ON ASTM D698.
  - DEWATERING: A DEWATERING PLAN IS NEEDED TO ADDRESS EXCAVATION DE-WATERING FOLLOWING HEAVY RAINFALL EVENTS OR WHERE THE EXCAVATION MAY INTERCEPT THE GROUNDWATER TABLE DURING CONSTRUCTION. THE COLLECTED WATER NEEDS TREATMENT AND A DISCHARGE POINT THAT WILL NOT CAUSE DOWNGRADIENT EROSION AND OFFSITE SEDIMENTATION OR WITHIN A RESOURCE. PLEASE FOLLOW THE DETAILS OF SUCH A PLAN.
  - BASIC STANDARDS - EROSION CONTROL MEASURES: MINIMUM EROSION CONTROL MEASURES WILL NEED TO BE IMPLEMENTED AND THE APPLICANT WILL BE RESPONSIBLE TO MAINTAIN ALL COMPONENTS OF THE EROSION CONTROL PLAN UNTIL THE SITE IS FULLY STABILIZED. HOWEVER, BASED ON SITE AND WEATHER CONDITIONS DURING CONSTRUCTION, ADDITIONAL EROSION CONTROL MEASURES MAY NEED TO BE IMPLEMENTED. ALL AREAS OF INSTABILITY AND EROSION MUST BE REPAIRED IMMEDIATELY DURING CONSTRUCTION AND NEED TO BE MAINTAINED UNTIL THE SITE IS FULLY STABILIZED OR VEGETATION IS ESTABLISHED. A CONSTRUCTION LOG MUST BE MAINTAINED FOR THE EROSION AND SEDIMENTATION CONTROL INSPECTIONS AND MAINTENANCE. THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES AS PUBLISHED IN 1991 BY THE CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION HAS BEEN CHANGED TO THE "MAINE EROSION AND SEDIMENT CONTROL BMP'S" PUBLISHED BY THE MAINE DEP IN 2003. ALL REFERENCES SHOULD BE CHANGED TO THE NEW MANUAL. [HTTP://WWW.MAINE.GOV/DEP/BLWDDOCSTANDESCBMPINDEX.HTM](http://www.maine.gov/dep/blwddocstandescbmps/index.htm)

**CONSTRUCTION OVERSIGHT REQUIRED:**

THE APPLICANT WILL RETAIN THE SERVICES OF A PROFESSIONAL ENGINEER OR THIRD PARTY INSPECTOR TO INSPECT THE CONSTRUCTION AND STABILIZATION OF ALL STORMWATER MANAGEMENT STRUCTURES. IF NECESSARY, THE INSPECTING ENGINEER WILL INTERPRET THE POND'S CONSTRUCTION PLAN FOR THE CONTRACTOR. ONCE ALL STORMWATER MANAGEMENT STRUCTURES ARE CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL NOTIFY BOTH THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AS WELL AS THE TOWN OF ARUNDEN IN WRITING WITHIN 30 DAYS TO STATE THAT THE POND HAS BEEN COMPLETED. ACCOMPANYING THE ENGINEER'S NOTIFICATION MUST BE A LOG OF THE ENGINEER'S INSPECTIONS GIVING THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTION, AND THE ITEMS INSPECTED ON EACH VISIT, AND INCLUDE ANY TESTING DATA OR SIEVE ANALYSIS DATA OF EVERY MINERAL SOIL AND SOIL MEDIA SPECIFIED IN THE PLANS AND USED ON SITE.

SUBMITTED FOR  
FINAL PLAN  
REVIEW

| REV | DATE       | DESCRIPTION                    | REVISIONS |
|-----|------------|--------------------------------|-----------|
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**DEER CREEK CROSSING  
DURHAM, MAINE**

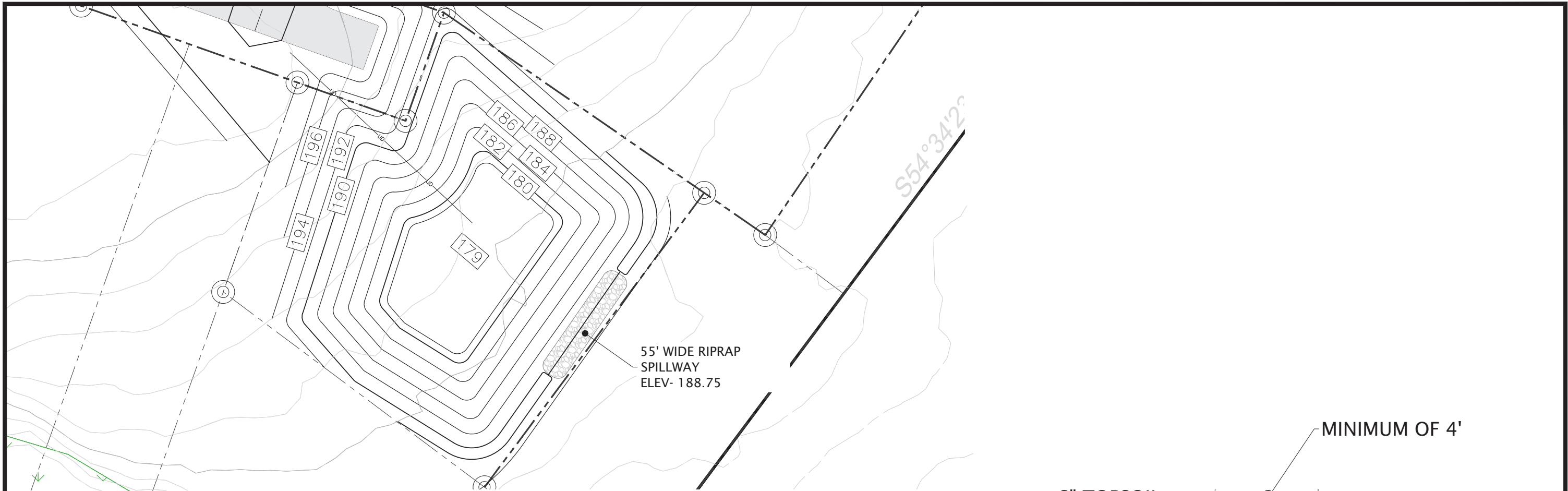
CIVIL DETAILS

3

Jack Doughy  
231 Flying Point Road  
Freeport, Maine 04032

Grange Engineering LLC  
241 Rowe Station Road  
New Gloucester, ME 04260  
Tel: 207.712.6990

DRAWN: CB      DATE: OCTOBER 19, 2022  
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FILE NAME:  
SHEET: C-303



55' WIDE RIPRAP  
SPILLWAY  
ELEV- 188.75

6" TOPSOIL

PERMANENT POOL  
ELEV- 188.75

6" TOPSOIL

MINIMUM OF 4'

TOP OF CLAY - 190

ELEV 184.75

FIRE STORAGE  
(184.75-181)  
189,950 GALLONS

SPILLWAY ELEV  
(TOP OF CLAY)-188.75

6" SCHEDULE 40 PVC  
WITH GLUED JOINS

STRAINER ELEV- 181  
MINIMUM 4' OF 6" DRY HYDRANT STRAINER

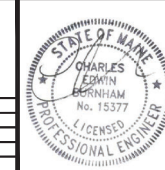
SUPPORT PIPE WITH  
6" RIPRAP

BOTTOM ELEV- 179

18" CLAY LINER

SUBMITTED FOR  
FINAL PLAN  
REVIEW

| REV | DATE       | DESCRIPTION                    |
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|     |            |                                |
|     |            |                                |
|     |            |                                |



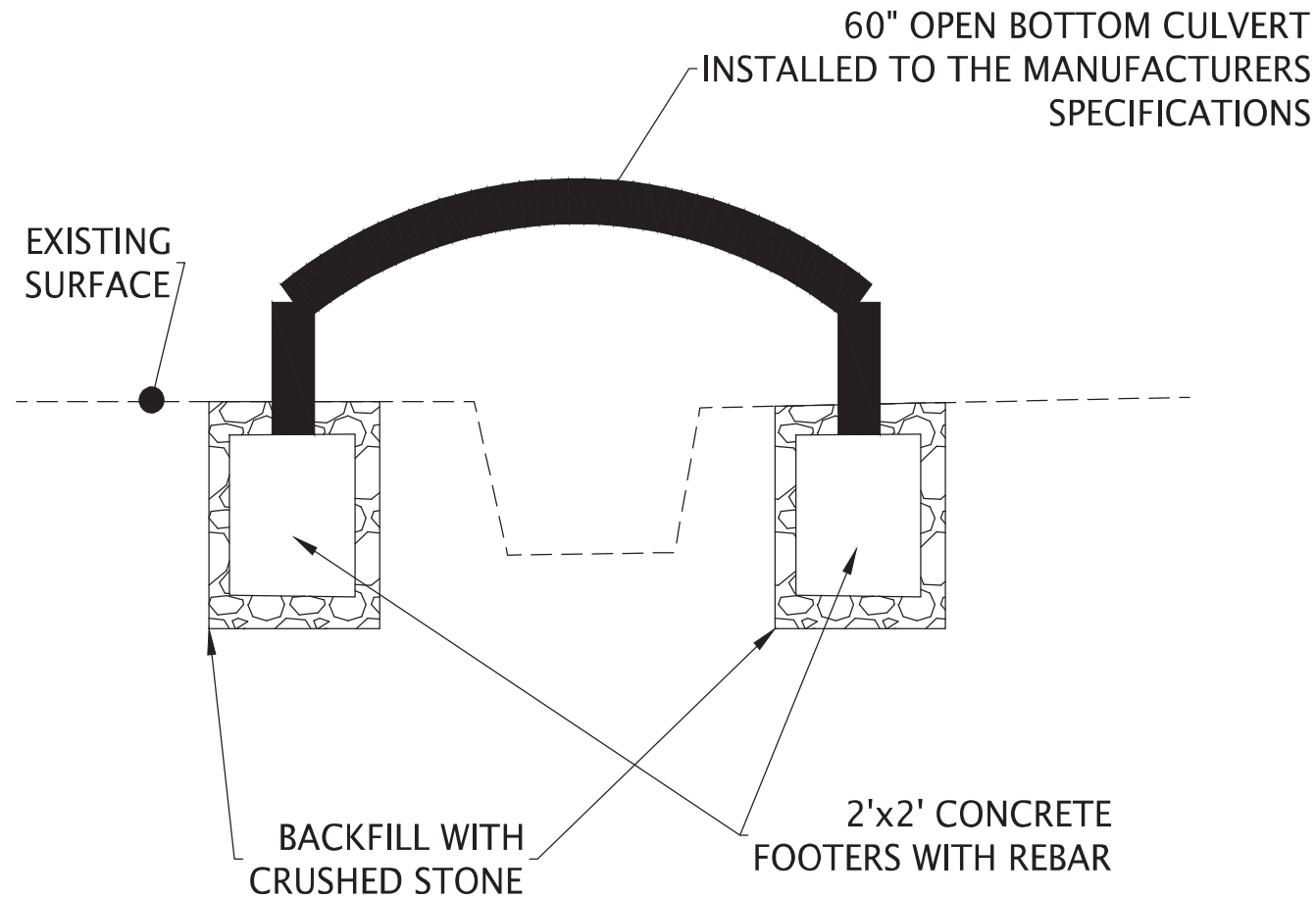
DEER CREEK CROSSING  
DURHAM, MAINE

**FIRE POND  
DETAILS**

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|              |                        |
|--------------|------------------------|
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| DESIGNED: CB | SCALE:                 |
| CHECKED: CB  | JOB NO. 1              |
| FILE NAME:   |                        |
| SHEET: C-304 |                        |



1. Span streams or size culverts or pipe arches such that they are wider than bankfull width (BFW). Spans are strongly preferred as they avoid or minimize disruption to the streambed, and avoid entire streambed reconstruction and maintenance inside the culvert or pipe arch (see 4, 5 & 7 below), which may be difficult in smaller structures. Footings and abutments for spans and scour protection should be landward of 1.2 times BFW. The width of culverts and arches at bankfull elevation should be  $\geq 1.2$  times BFW.

2. Embed pipe arch below the grade of the streambed. This is not required when ledge/bedrock prevents embedment, in which case spans are required. The following depths are recommended to prevent streambed washout, and ensure compliance and long-term success:

a.  $\geq 2$  feet for box culverts and pipe arches,

3. Match the culvert gradient (slope) with the stream channel profile.

4. Construct crossings with a natural bottom substrate within the structure matching the characteristics of the substrate in the natural stream channel and the banks (mobility, slope, stability, confinement, grain and rock size) at the time of construction and over time as the structure has had the opportunity to pass substantial high flow events.

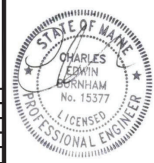
5. Construct crossings with appropriate bed forms and streambed characteristics so that water depths and velocities are comparable to those found in the natural channel at a variety of flows at the time of construction and over time. In order to provide appropriate water depths and

For the purposes of this GP, spans are bridges, three-sided box culverts, open-bottom culverts or arches that span the stream with footings landward of BFW. The use of bridge piers or similar supports does not prevent a structure from being considered as a span.

6. Banks on each side of the stream inside the crossing matching the horizontal profile of the existing stream and banks outside the crossing are recommended. This will allow terrestrial passage for wildlife and prevent flow from being focused to one side and scouring the bed, especially against the structure's sidewall which may undermine the footings in the case of spans. To prevent failure, all constructed banks should have a height to width ratio of no greater than 1:1.5 (vertical:horizontal) unless the stream is naturally incised. Tie these banks into the up and downstream banks and configure them to be stable during expected high flows

7. All

SUBMITTED FOR  
FINAL PLAN  
REVIEW

|     |            |   |  |  |                        |
|-----|------------|---|--|--|------------------------|
|     |            |  | DEER CREEK CROSSING<br>DURHAM, MAINE                           | Grange Engineering LLC<br>241 Rowe Station Road<br>New Gloucester, ME 04260<br>Tel: 207.712.6990 |                        |
|     |            |   | STREAM CROSSING<br>DETAILS                                     | DRAWN: CB  | DATE: OCTOBER 19, 2022 |
|     |            |   | Jack Doughty<br>231 Flying Point Road<br>Freeport, Maine 04032 |  | CHECKED: CB            |
|     |            |   |  |  | FILE NAME:             |
|     |            |   |  |  | SHEET: C-305           |
| 5   | 11/22/2022 | FINAL SUBMISSION RESPONSE   |  |  |                        |
| 4   | 10/17/2022 | FINAL SUBMISSION  |  |  |                        |
| 3   | 6/22/2022  | AMENDED PRELIMINARY SUBMISSION  |  |  |                        |
| 2   | 9/16/2022  | PRELIMINARY SUBMISSION  |  |  |                        |
| 1   | 5/4/2022   | SKETCH PLAN SUBMISSION  |  |  |                        |
| REV | DATE       | DESCRIPTION   |  |  |                        |

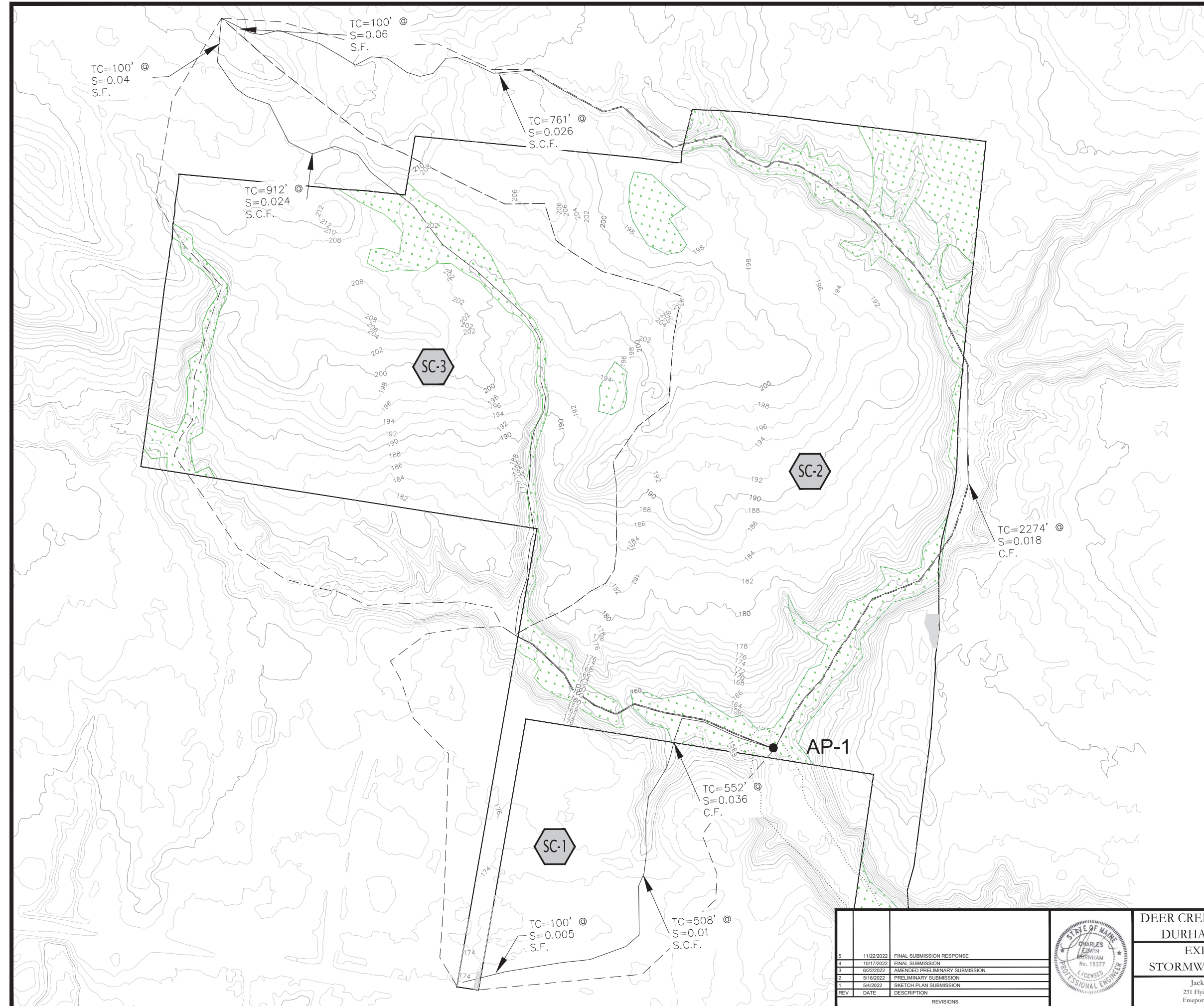
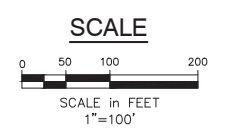


NORTH

**GENERAL NOTES:**

1. WETLAND DELINEATION PERFORMED BY ALEX FINAMORE.
2. TOPOGRAPHIC INFORMATION TAKEN FROM GIS.
3. SITE IS COMPLETELY WOODED.

**SUBMITTED FOR  
FINAL PLAN  
REVIEW**



| REV | DATE       | DESCRIPTION                    |
|-----|------------|--------------------------------|
| 5   | 11/22/2022 | FINAL SUBMISSION RESPONSE      |
| 4   | 10/17/2022 | FINAL SUBMISSION               |
| 3   | 6/22/2022  | AMENDED PRELIMINARY SUBMISSION |
| 2   | 5/16/2022  | PRELIMINARY SUBMISSION         |
| 1   | 5/4/2022   | SKETCH PLAN SUBMISSION         |
|     |            |                                |
|     |            |                                |
|     |            |                                |



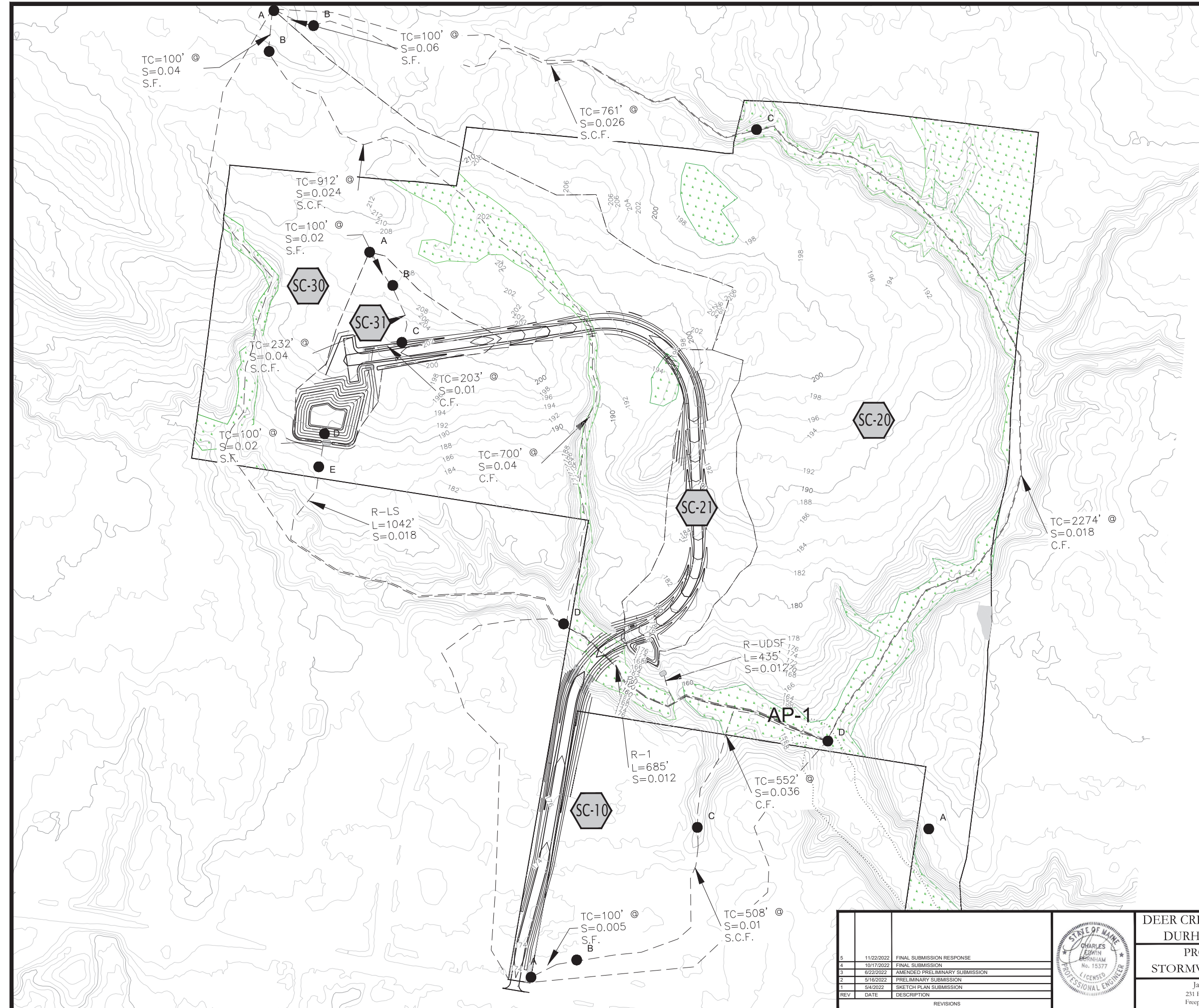
**DEER CREEK CROSSING  
DURHAM, MAINE**

**EXISTING  
STORMWATER PLAN**

Jack Doughty  
231 Flying Point Road  
Freeport, Maine 04032

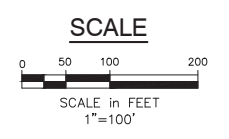
Grange Engineering LLC  
241 Rowe Station Road  
New Gloucester, ME 04260  
Tel: 207.712.6990

DRAWN: CB      DATE: OCTOBER 19, 2022  
DESIGNED: CB      SCALE:  
CHECKED: CB      JOB NO. 1  
FILE NAME:  
SHEET: **D-100**



**GENERAL NOTES:**

1. WETLAND DELINEATION PERFORMED BY ALEX FINAMORE.
2. TOPOGRAPHIC INFORMATION TAKEN FROM GIS.
3. SITE IS COMPLETELY WOODED.



| REV | DATE       | DESCRIPTION                    |
|-----|------------|--------------------------------|
| 5   | 11/22/2022 | FINAL SUBMISSION RESPONSE      |
| 4   | 10/17/2022 | FINAL SUBMISSION               |
| 3   | 6/22/2022  | AMENDED PRELIMINARY SUBMISSION |
| 2   | 5/16/2022  | PRELIMINARY SUBMISSION         |
| 1   | 5/4/2022   | SKETCH PLAN SUBMISSION         |
|     |            |                                |



**DEER CREEK CROSSING  
DURHAM, MAINE**

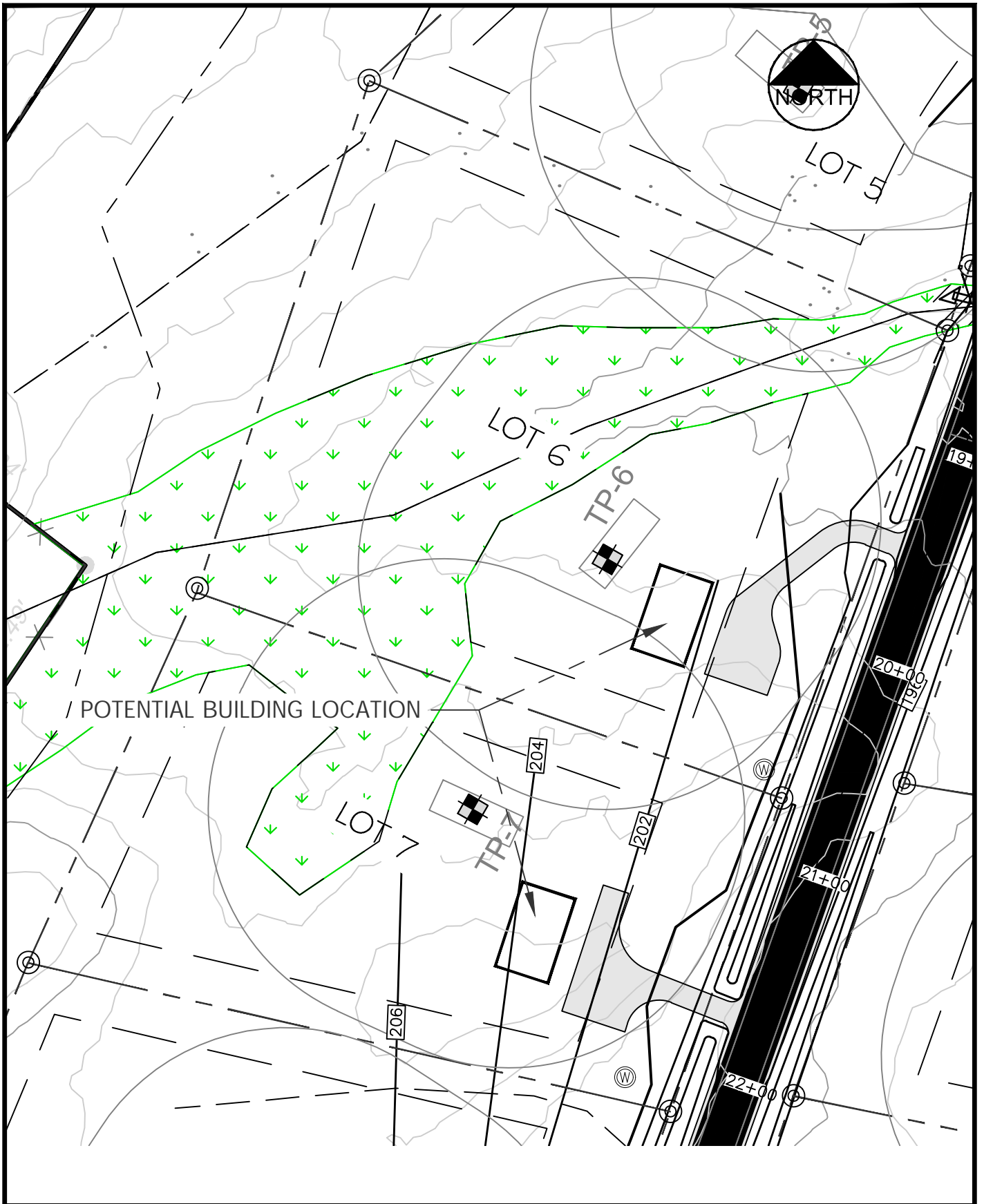
**PROPOSED  
STORMWATER PLAN**

Jack Doughty  
231 Flying Point Road  
Freeport, Maine 04032

Grange Engineering LLC  
241 Rowe Station Road  
New Gloucester, ME 04260  
Tel: 207.712.6990

DRAWN: CB  
DESIGNED: CB  
CHECKED: CB  
FILE NAME:  
SHEET: **D-100**

DATE: OCTOBER 19, 2022  
SCALE:  
JOB NO. 1



DEER CREEK CROSSING  
DURHAM, MAINE

## LOT 6 AND 7 LAYOUT

|                       |                  |
|-----------------------|------------------|
| DRAWN: CEB            | DATE: 10/13/2022 |
| DESIGNED: CEB         | SCALE: 1":60'    |
| CHECKED: CEB          | JOB NO. 3        |
| FILE NAME: LOT LAYOUT |                  |

FIGURE

1

## The SIMPLE Erosion and Sediment Control Plan

Use this simple ESC plan for small sites (houselots)

- S** = Stabilize disturbed soils before moving on!
- I** = Install sediment barriers before construction!
- M** = Mulch daily!
- P** = Protect natural buffers!
- L** = Limit the area of soil disturbance!
- E** = Evaluate and repair all erosion controls and sediment measures!

