



City of Caribou, Maine

*Municipal Building
25 High Street
Caribou, ME 04736
Telephone (207) 493-3324
Fax (207) 498-3954*

AGENDA Caribou Planning Board Regular Meeting Thursday, August 13, 2020 at 5:30 p.m. City Council Chambers

www.cariboumaine.org

- I. Call Meeting to Order
- II. Approval of minutes from the July 9, 2020 Planning Board meeting. Pgs. 2-4
- III. Presentation from Aunt Maggie's Farm Medical Marijuana, Medical Marijuana Caregivers. Pgs. 5
Use Permit pending for September 10, 2020 Planning Board Meeting.
- IV. Public Hearings
 - a. Aroostook Renewables, LLC., a proposed Solar Array to be placed on the Dow Siding Road. Pgs. 6-35
 - b. Daughters International Self Storage for a proposed self-storage facility on Washburn Street. Pgs. 36-53
- V. New Business
- VI. New Communications
 - a. Continued interest for proposed rezoning in the area Main Street, Map 031 Lot 123 and 31 Herschel Street Map 031 Lot 017. These lot is currently zoned as Commercial and historically has housed office space and retail space on the first floor and residential on the second floor. The trend that we have been tracking suggest that there is need for multi family housing in the areas adjacent to our traditional downtown area.
- VII. Old Business
 - a. Determination of the conditional approval of the Use Permit for Phillip Duplessie's automotive repair business at his 565 Van Buren Road property. Placement of fence barrier, completion of Initial Building Permit. Additional measures, fire rated wall between the residential portion of the structure and the commercial garage building. Pgs. 54-55
- VIII. Staff Report
 - a. Blight Initiative and demolition
 - b. Birdseye Clean-up
 - c. 412 Access Highway (pop-up junk yard)
 - d. 110 Washburn Street nuisance property.
 - e. 569 Van Buren Road (Illegal Septic System)
 - f. Small Communities Grant (Septic Systems)
- IX. Chapter 13
 - a. Definitions
- X. Comprehensive Plan Update
 - a. Transportation Plan (Access Management and Road Interconnectivity) Pgs. 56-72
- XI. Adjournment



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Caribou Planning Board Meeting Minutes Thursday, July 9, 2020 @ 5:30 pm City Council Chambers & Via Zoom

Members Present: Robert White, Dan Bagley, Amanda Jandreau, Frank McElwain and Christine Solman

Members Absent: Dave Corriveau and Drew Ayer

Others Present: Ken Murchison –CEO/Zoning Administrator; Dennis Marker –City Manager and Denise Lausier –Executive Assistant to the City Manager

- I. **Call Meeting to Order** –The meeting was called to order at 5:30 pm.
- II. **Approval of Minutes from the June 11, 2020 Planning Board meeting** – Dan Bagley moved to accept the minutes as written; seconded by Frank McElwain.
Roll call vote.
Christine - yes; Frank - yes; Amanda - yes; Dan - yes; Robert – yes.
Motion carried with all in favor.
- III. **Public Hearings** – None.
- IV. **New Business** – None.
- V. **New Communications** –
 - a. **Rick Solman would like to explore the rezoning of his lot at 713 Main Street, Map 031 Lot 123 so that he can develop his existing building for residential use on the first floor. This lot is currently zoned as C-1 and C-2 and historically has housed office space of the first floor and residential on the second floor. The trend that Mr. Solman has been tracking suggest that there is no need for the office space but much desire for high-end apartments.**
CEO Ken Murchison explained that Rick Solman would like to do some work on his building on Main Street adjacent to his office building. He was always able to fill the offices before in the C-1 zone. He wants to put in luxury apartments on the first floor. If it becomes a multi-family housing unit, it is a change of use, and residential applications are not permitted on the first floor in the C-1 District but the zoning could be changed to an R-2, which is the zone behind and beside the property. Mr. Solman is still trying to rent these units and will get back to Ken on this.
 - b. **Possible Solar Array Off form the Dow Siding Road by Flat Ground Road, LLC. application pending.**
CEO Ken Murchison explained that this application is nearing completion.

c. Change of Use/Site Design Review 31 Herschel Street Application pending.

CEO Ken Murchison explained that this would be a residential action in a commercial zone on Herschel Street. It is a multi-family housing unit which is suitable in this zone, but it is a change of use that will require a site design review. It's in the building where Halfway Home Pet Rescue was. Chairman Robert White asked that the application be complete before it comes to the Board.

VI. Old Business –

CEO Ken Murchison explained that with Phil Duplessie's property on the Van Buren Road, his neighbor Mr. Nadeau still has concerns and the Board of Appeals would be the next logical step for Mr. Nadeau to pursue. The Board of Appeals has not met in years.

VII. Staff Report – CEO Ken Murchison

412 Access Highway has a non permitted junkyard. A notice of violation went out with a police officer. Lots of concerns with the property. The people there now are renters and have had a hard time to locate the owner. There are a lot of vehicles they don't have clear title to. Have enlisted the Department of Environmental Protection for their help. There are cars on the side that are draining fluid.

110 Washburn Street – no certificate of occupancy and was tax acquired recently. The prior owner paid back taxes in full and wants the property back. Council will look at it on July 15th. There are outstanding notices of violations back to 2010. Occupancy is still not possible because of unresolved notices of violations.

Aided some owners in town that had houses that were substandard. 4 Liberty Street was burned out, demoed and it's now a developable lot. Two more buildings left to be demoed on Washburn Street and Fenderson Street. 12 Midland Street collapsed and owner has a demo permit; have commenced with demolition.

Blight Initiative –

Blight Toolbox – The Blight Committee worked hard this winter and spring and have put together a Blight Toolbox. City Manager Dennis Marker put a lot of work in pulling all the information together. Dan Bagley questioned if there will be another revision and also if it will be adopted as an ordinance, official document or as code. City Manager Dennis Marker stated that it is more of a reference tool, like a general plan. It can be updated and refined as we go, there are elements in the toolbox that can continue to evolve and change. Council may adopt as an official document of the City. CEO Ken Murchison stated that the City could do an education program for the community and reach out with local papers, social media etc.

Dan Bagley had concerns that this could be a double-edged sword, it serves the purpose for guidance for the citizens in terms to the blight approach, but also might scare some people thinking the city is going to come in with some heavy handed things. May want to tone down the heavy handed stuff. Could be counterproductive. Dan Bagley stated that perhaps further vetting is probably advisable with Planning Board or Council before it is finalized. May want to tone down the heavy handed stuff. Could be counterproductive. Chairman Robert White commented that it needs to start with public education.

City Manager Dennis Marker stated that through the blight survey and mapping, it was discovered there are certain neighborhoods that need to be worked on. CEO Ken Murchison stated that by and large, there are a lot of well kept homes.

VIII. Chapter 13, Zoning –

- a. Definitions** – City Manager Dennis Marker gave an overview of his proposed revisions to the definitions in Chapter 13, Zoning of Caribou Code. He added elements for clarification. If something is defined, it needs to be regulated. If something is regulated, it needs to be defined.

Chairman Robert White and Dan Bagley both commented on the good work that City Manager Dennis Marker has put into the Chapter 13 revisions. City Manager Marker told the Board to let him know if they have any recommendations and those changes can be made as well.

Dan Bagley asked if any Board members have proposed changes if they could email it and copy the whole Board so everyone is on the same page. Chairman Robert White agreed.

IX. Other Business –

Dan Bagley asked about the status of riverfront development. Manager Dennis Marker & CEO Ken Murchison met with Julie Evans and talked about possible funding. Will be pulling together a Stakeholder's Group.

- X. Adjournment** – Meeting was adjourned at 6:52 pm. The next Planning Board meeting will be August 13th at 5:30 pm.

Respectfully Submitted,

Christine Solman
Planning Board Secretary

CS/dl

Aunt Maggie's Farm Medical Marijuana and Bakery

P.O. Box 1803

Presque Isle ME 04769

August 3 2020

Dear Ken Murchison,

Thank you for your letter and for your time during our telephone conversation on 8/3/2020.

Our intention is, and has always been, to operate a medical caregiver site, following the established model of a doctor's office. There will be no public access to view or purchase any medical marijuana products. Only patients with a current, valid Maine medical marijuana patient card will be permitted to enter the caregiver site. Their credentials will be verified and documented in the front section of the caregiver site. They will then be allowed into the second section, one patient at a time, where the caregiver on duty will assist them in making their purchase.

We would like you to proceed with the approval of our use permit.

We realize that we could open up our caregiver site in a residential area without delay.

Again, thank you for your help with this matter.

Sincerely,

Michael Stiggle

Robert Ellis

Chandler Dixon



Site Design Application

Planning & Code Enforcement
City of Caribou
25 High St.
Caribou, Maine 04736

(207) 493 – 3324 option 3
pthompson@cariboumaine.org

Note to Applicant: Complete this application and return it with the required documents. In addition, the required fee must be returned along with this completed application. Make checks payable to: "City of Caribou", in the amount of \$90.00 plus \$10.00 per 2000 square feet of total gross floor area for commercial, industrial or other non residential applications.

Please print or type all information

Name of Property Owner / Developer: Aroostook Renewables, LLC

Development Name: Crown Solar

Location of Property (Street Locations): Dow Siding Road

City of Caribou Tax Map: 5 Lot: 12 Zone: R-3

Site Design Review Application – City of Caribou, Maine

Site Design approval will not be considered complete until the Planning Board has determined it has all of the necessary information to review the proposal and render a decision. You are advised to meet with the Code Enforcement Officer prior to completing the application as it may not be necessary to comply with all of the items shown on the form. The review of your application shall consist of at least (2) two presentations to the Planning Board and possibly additional presentations until all required information has been provided. A "Performance Bond" may be required prior to approval of this project.

Applicant Information

Please provide a brief description of this project.

The project involves the placement of solar panels within a 19.99-acre parcel. These panels will produce 4.95 MW AC of renewable energy.

Person and address to which all correspondence regarding this application should be sent to:

Aroostook Renewables, LLC Phone: 207.879.9229
P.O. Box 1644
Portland, ME 04104 E-mail: kelly@kellyerioux.com

If applicant is a corporation, check if licensed in Maine () Yes () No (Attach copy of Secretary of State Registration)

Name of Land Surveyor, Engineer, Architect or other Design Professionals. (attach list if needed)

Blackstone Land Surveying Phone: 207.498.3321
Sevee & Maher Engineers, Inc. Phone: 207.829.5016

What legal interest does the applicant have in property to be developed (ownership, owners representative, option, purchase & sales contract, etc?)

100% Ownership
(Attach supportive legal documentation)

General Information

Aroostook County Registry Deeds: Book # 5977.2020 Page # 340 (attach copy of deed)
15 (plan)

What interest does the applicant have in any abutting property? None.

Is any portion of the property within 250 feet of the normal high water line of a lake, pond, river, or wetland or within 75 feet of any stream? () Yes () No

Is any portion of the property within a Flood Hazard Zone? () Yes () No

Total area or acreage of parcel: 19.99 acres Total area or acreage to be developed: 19.99 acres

Has this land been part of subdivision in the past five years? () Yes () No

Identify existing use(s) of land (farmland, woodlot, residential, etc.) Woodlot.

Indicate any restrictive covenants to be placed in the deed -- (Please attach list) N/A

Does the applicant propose to dedicate any recreation area, or common lands? Yes No

Recreation area(s) Estimated Area & Description: N/A

Common land(s) Estimated Area & Description: N/A

Anticipated start date for construction: month / year 08 / 21 Completion: 10 / 21

Does any portion of the proposal cross or abut an adjoining municipal line? Yes No

Does this development require extension of public services? Yes No

Roads: _____ Storm Drainage: _____ Sidewalks: _____ Sewer Lines: _____ Other: _____

Estimated cost for infrastructure improvements: \$ N/A

Water Supply: Private Well: (N/A) Public Water Supply: (N/A)

Sewerage Disposal: Private SSWD: (N/A) Public Sewer: (N/A)

Estimated sewerage disposal gallons per day: (N/A) / day

Does the building require plan review by the State Fire Marshal Office? Yes No
(Attach Barrier free and Construction Permits from SFMO)

Have the plans been reviewed & approved by the Caribou Fire Chief? Yes No

Does the building have an automatic sprinkler system? Yes No

Does the building have an automatic fire detection system? Yes No

Will the development require a hydrant or dry hydrant fire pond? Yes No

Concept Plan Review Criterion

The Planning Board shall review applications first as a Concept Plan. Concept Plan Review is intended to insure the proposed plan is in conformance with the Caribou Comprehensive Plan and all City Ordinances. The completed application and concept plans shall be delivered to the Code Enforcement Office no less than 21 days prior to the first day of the next month. The

Chairman of the Planning Board shall determine the schedule and agenda of the next meeting when the application and plans will receive Concept Plan Review. At a minimum, Concept Plan applications shall include the following:

1. Name and address of the owner of record and applicant (if different).
2. Name of the proposed development and location.
3. Names and addresses of all property owners within 500 feet of the property.
4. A copy of the deed to the property, option to purchase the property, or other documentation to demonstrate right, title, or interest in the property on the part of the applicant.
5. Names and addresses of all consultants working on the project.
6. I complete set of plans, 24" X 36" & 10 complete sets of plans, 11" X 17"
 Plans to be included:
 Boundary Survey
 Storm Water Management
 Erosion and Sediment Control
 Finish Grading Plan
 Site Improvement Detail
 Building Elevations and Structural Plans

7. **Plans to show the following elements for review:**

- a. Graphic scale and north arrow.
- b. Location and dimensions of any existing or proposed easements and copies of existing covenants or deed restrictions.
- c. Name, registration number, and seal of the land surveyor, architect, engineer, and/or similar professional who prepared the Plan.
- d. All property boundaries, land area, and zoning designations of the site, regardless of whether all or part is being developed at this time.
- N/A e. Size, shape, and location of existing and proposed buildings on the site including dimensions of the buildings and setbacks from property lines.
- f. Access for Emergency Vehicles, location and layout design of vehicular parking, circulation areas, loading areas, and walkways including curb cuts, driveways, parking space and vehicle turn around areas.
- N/A g. Location and names of streets and rights-of-way within 200' and adjacent to the proposed development.
- h. Proposed finish grades and graphic arrows indicating the direction of storm water runoff.
- N/A i. Conceptual treatment of on and off site storm water management facilities.
- N/A j. Location and sizes of existing and proposed sewer and water services including connections.
- k. Conceptual treatment of landscaping buffers, screens, and plantings.

- ✓ i. Location of outdoor storage areas, fences, signage and accessory structures.
- ✓ m. Context map illustrating the area surrounding the site which will be affected by the proposal including all streets, sidewalks, intersections, storm water drainage ways, sanitary sewer lines and pump stations, nearby properties and buildings, zoning Districts, and geographic features such as, but not limited to, wetlands, natural features, historic sites, flood plains, significant scenic areas, and significant wildlife habitats as provided in the Comprehensive Plan.
- N/A n. All proposed signage and exterior lighting including the location, size and wording of all signs, type of exterior lights, radius of light, manufacturer's specifications sheet, and the ground level intensity in foot- candles of all exterior lights.

Final Site Design Plan Requirements

Following approval of the Concept Plan Review, the Planning Board may by majority vote schedule the Site Design Application for Final Plan Review. Final Plan Review must be at least 30 days following Concept Plan Approval. If additional information is required by the Planning Board following the Concept Plan Review, a complete set of revised plans shall be provided for final review and approval. If additional information or a change of information is required, the revised plans shall be delivered to the Code Enforcement Office at least 21 days prior to the next scheduled meeting.

Final Site Design Plan Review shall require three (3) 24" X 36" sets of plans for Board Signatures.

If the Planning Board determines that third party review will be necessary to make a sound decision, the applicant will be responsible for any fees incurred for the third party review.

During the Final Site Design Review the Chairman or designee shall determine that all of the elements of review 7-a., through 7-n. above have been addressed. The chair may then call for a motion.

If the Final Plan is approved by the Planning Board, no work may commence for a period of 30 days following the date of approval.

Final Site Design Plans shall provide an area designated for all seven Planning Board members signatures.

Applicant Signature:

To the best of my knowledge, all of the information submitted in this application is true and correct.

Signature of Applicant: Arcastrak Renewables LLC Date: July 23, 2020
Mr. Kelly

Final Site Design Review Criteria by Planning Board

Date: _____		Yes	No	N/A
A.	Conformance with Comprehensive Plan	_____	_____	_____
B.	Traffic	_____		
C.	Site Access	_____	_____	_____
D.	Parking & Vehicle Circulation	_____	_____	_____
		Yes	No	N/A
E.	Pedestrian Circulation	_____	_____	_____
F.	Site Conditions	_____	_____	_____
G.	Open Space	_____	_____	_____
H.	Sanitary Sewage	_____	_____	_____
I.	Water	_____		
J.	Emergency Vehicle Access	_____	_____	_____
K.	Waste Disposal	_____	_____	_____
L.	Buffering	_____		
M.	Natural Areas	_____	_____	_____
N.	Exterior Lighting	_____	_____	_____
O.	Stormwater Management	_____	_____	_____
P.	Erosion & Sediment Control	_____	_____	_____
Q.	Buildings	_____		
R.	Existing Landscaping	_____	_____	_____
S.	Infrastructure	_____	_____	_____
T.	Advertising Features	_____	_____	_____
U.	Design Relationship to Site	_____	_____	_____
	& Surrounding Properties	_____	_____	_____

- V. Scenic Vistas & Areas _____
- W. Utilities _____
- X. Mineral Exploration _____
- Y. General Requirements (Pg. 859) _____
- Z. Phosphorus Export _____

**City of Caribou, Maine
Planning Board**

Site Design Review for: _____

Address: _____

On _____ (date) the members of the Caribou Planning Board met to consider the application for Site Design Review on the property referenced above.

The application was: **Denied / Approved / Approved with conditions**

Approved by the Caribou Planning Board

Signed: _____ Chairman of the Planning Board

Date: ____/____/____

Conditions of Approval:

DLN: 1002040084457

AFTER RECORDING RETURN TO:

Nicholas J. Morrill, Esq.
Jensen Baird Gardner & Henry
P.O. Box 4510
Portland, Maine 04112-4510

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, that, **FLAT GROUND ROAD, LLC**, a Maine limited liability company, with a mailing address of P.O. Box 1644, Portland, Maine 04104, for and in consideration of one dollar and other valuable consideration paid, does hereby grant to **AROOSTOOK RENEWABLES LLC**, a Maine limited liability company, with a mailing address of P.O. Box 1644, Portland, Maine 04104, with **WARRANTY COVENANTS**, a certain lot or parcel of land located in the Town of Caribou, County of Aroostook and State of Maine, and being more particularly described as follows:

Certain lots or parcels of land situated on the easterly side of Presque Isle Road and the northerly side of Dow Siding Road being depicted as "**Parcel B**," "**Parcel C**," and "**Parcel D**" on a survey entitled, "Boundary Retracement Survey, Property of Flat Ground Road, LLC being A Part of Lots 44, 49, 54 and 60, Township H, Range 2 in Caribou, Aroostook County, Maine" prepared by Blackstone Land Surveying, P.A., dated, October 24 - December 28, 2018, and recorded in the Southern District of the Aroostook County Registry of Deeds in Plan Volume 43, page 47A.

Said parcels of land are further bounded and described as follows, to wit:

Parcel B:

Beginning at (19) an iron pipe set at the intersection of the easterly line of Presque Isle Road, as shown on a Maine State Highway Commission Right of Way Map S.H.C. File No. 2-202, sheet 5 of 30, and the southerly line of land of Ronald R.J. Ouellette and Bernadette T. Ouellette as recorded in Book 1339, page 8, said iron pipe being on a Maine State Grid North bearing of South 3°31' East and 43.4 feet from a highway monument found at station 178+50,150 feet right;

Thence North 88°09' East along the land of Ouellette 351.3 feet to (20) an iron pipe set on the westerly line of land now or formerly of Bangor and Aroostook Railroad Company as shown a plan entitled, "Right of Way and Track Plan, Bangor & Aroostook R.R. Co., Oakfield to Caribou, V2K/19;

Thence southerly along the westerly line of land now or formerly of Bangor and Aroostook Railroad Company following along a curve to the right for 374.7 feet to plan point (21), the bearing and distance between (20) and (21) being South 7°39' East for 374.6 feet;

Thence South 6°24' East along the westerly line of land now or formerly of Bangor and Aroostook Railroad Company 1220.3 feet to plan point (22);

Thence northerly along the easterly line of Presque Isle Road following a curve to the left for 415.6 feet to (19) the point of beginning, the bearing and distance between (18) and (19) being North 1°51' West for 415.5 feet.

Containing 73.68 acres.

Parcel C:

Commencing at (20) an iron pipe set at the intersection of the westerly line of land now or formerly of Bangor and Aroostook Railroad Company as shown a plan entitled, "Right of Way and Track Plan, Bangor & Aroostook R.R. Co., Oakfield to Caribou, V2K/19 and the southerly line of land of Ronald R.J. Ouellette and Bernadette T. Ouellette as recorded in Book 1339, page 8;

Thence North 88°09' East 99.6 feet to (30) an iron pipe set on the easterly line of land now or formerly of Bangor and Aroostook Railroad Company and being the point of beginning for Parcel C;

Thence North 88°09' East along the land of Ouellette 21 feet, more or less, to plan point (31) the westerly bank of the Aroostook River;

Thence southerly along the westerly bank of the Aroostook River 199 feet, more or less, to plan point (32) on the easterly line of land now or formerly of Bangor and Aroostook Railroad Company, the calculated bearing and distance between plan points (31) and (32) being South 1°53' East for 199.0 feet;

Thence northerly along the easterly line of land now or formerly of Bangor and Aroostook Railroad Company following a curve to the left for 200.1 feet to (30) the point of beginning of Parcel C, the bearing and distance between plan point (32) and (30) being North 7°55' West for 200.1 feet.

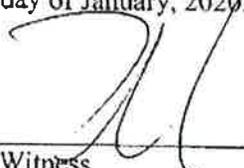
Containing 0.1 acre, more or less.

Parcel D:

Commencing at (23) an iron pipe set at the intersection of the westerly line of land now or formerly of Bangor and Aroostook Railroad Company as shown a plan entitled, "Right of Way and Track Plan, Bangor & Aroostook R.R. Co., Oakfield to Caribou, V2K/19 and the northerly line of land of C.M.J. Railroad, LLC as recorded in Book 4150, page 162, Parcel XIV;

Thence North 88°09' East 114.7 feet to (27) an iron pipe set on the easterly line of land now or formerly of Bangor and Aroostook Railroad Company and being the point of beginning for Parcel D;

IN WITNESS WHEREOF, Flat Ground Road, LLC has caused this instrument to be signed and sealed in its company name by Kelly E. Rioux, its Manager, thereunto duly authorized this 6th day of January, 2020.



Witness

Flat Ground Road, LLC

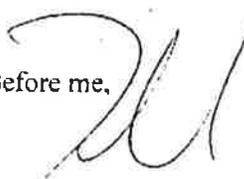
By: 

Kelly E. Rioux
Title: Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

January 6, 2020

Personally appeared the above-named Kelly E. Rioux, Manager of Flat Ground Road, LLC, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of Flat Ground Road, LLC.

Before me, 

~~Notary Public~~/Attorney-at-Law
Notary Name: *Nicholas J. Merrill*
Commission Expiration:

July 29, 2020

VIA EMAIL

Mr. James Beyer
Regional Licensing and Compliance Manager
Maine Department of Environmental Protection
Bureau of Land Resources

Email: DEP.PBRNotification@maine.gov

Subject: Caribou Solar Array
Dow Siding Road, Caribou, Maine
Stormwater Permit-by-Rule Permit Application

Dear Jim:

On behalf of Aroostook Renewables, LLC, Sevee & Maher Engineers, Inc. (SME) is pleased to submit the attached Stormwater Permit-by-Rule Application for a proposed Solar Array located off Dow Siding Road in Caribou, Maine. This project will occupy less than 20 acres of land and result in approximately 4,100 square feet of impervious surface. An additional copy has been forwarded to the City of Caribou.

The amount of \$68 for the Stormwater Permit-by-Rule processing fee was paid in the DEP Credit Card Payment Portal on July 27, 2020. Please do not hesitate to contact me if you have questions or need additional information.

Sincerely,

SEVEE & MAHER ENGINEERS, INC.



Daniel Diffin, P.E., LEED AP BD+C
Vice President/Project Manager

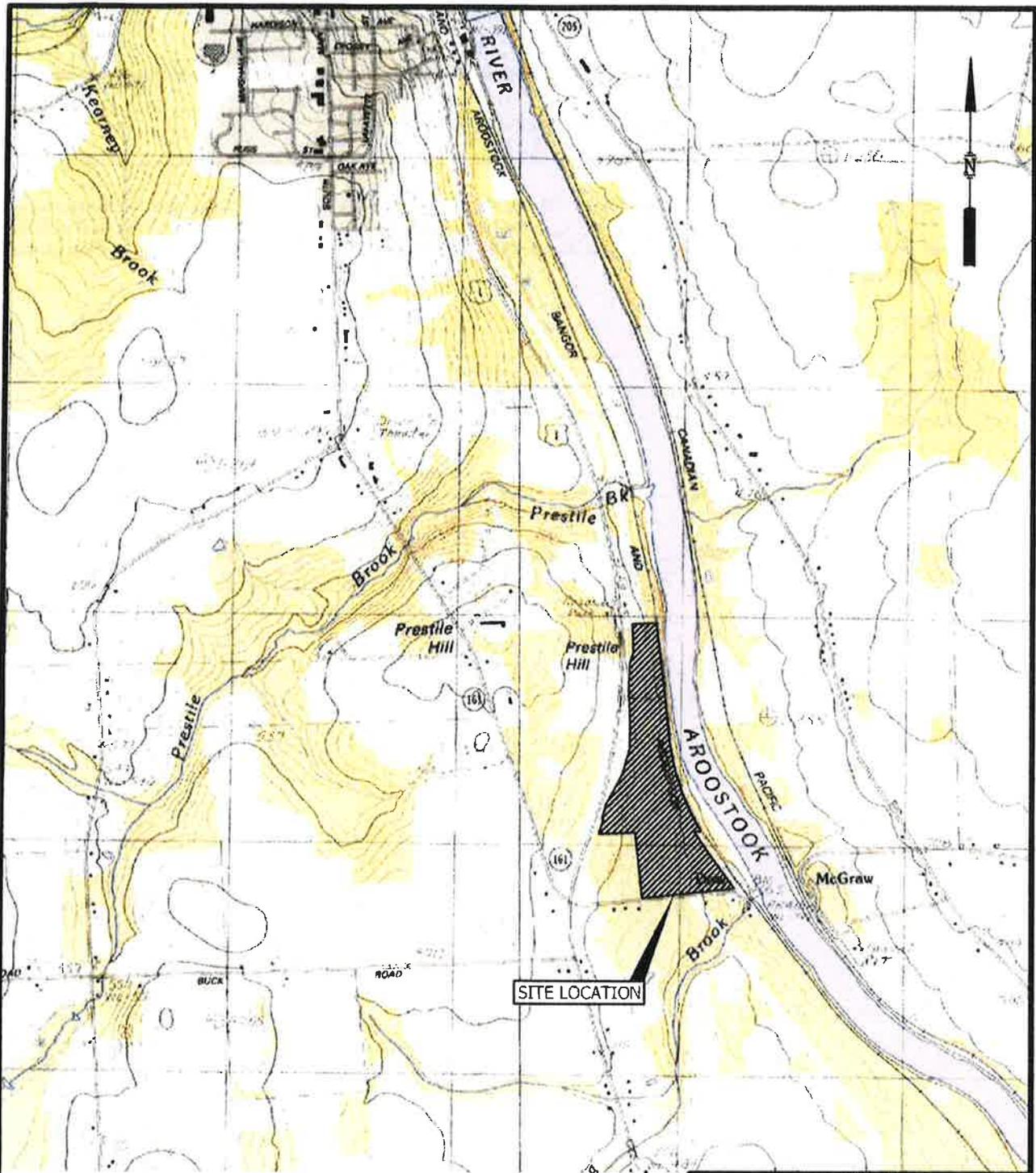
Attachments

cc: Peter Maher, P.E., Aroostook Renewables, LLC
Kelly Rioux, Aroostook Renewables, LLC

1. Name of Applicant: <i>Kelly Rioux, Aroostook Renewables, LLC</i>		5. Name of Agent: (if applicable) <i>Dan Diffin, P.E., LEED AP BD+C, Sevee & Maher Engineers, Inc. (SME)</i>	
2. Applicant's Mailing Address: <i>P.O. Box 1644 Portland, ME 04104</i>		6. Agent's Mailing Address: <i>4 Blanchard Road Cumberland, ME 04021</i>	
3. Applicant's Daytime Phone #: <i>(207) 838-3405</i>		7. Agent's Daytime Phone #: <i>(207) 829-5016</i>	
4. Applicant's email address: <i>kellyr@kellyrioux.com</i>		8. Agent's email address: <i>dpd@smemaine.com</i>	
9. Location of Project: (Road, Street, Rt.#) <i>Dow Siding Road</i>		10. Town: <i>Caribou</i>	
		11. County: <i>Aroostook</i>	
12. Is this PBR for renewal of an individual stormwater permit? If yes, skip to Block 27 and signature page. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
13. Type of Direct Watershed: (Check all that apply)		14. Amount of Developed Area:	
<input type="checkbox"/> Lake not most at risk <input type="checkbox"/> Lake most at risk <input type="checkbox"/> Lake most at risk, severely blooming <input checked="" type="checkbox"/> River, stream or brook <input type="checkbox"/> Urban impaired stream <input checked="" type="checkbox"/> Freshwater wetland <input type="checkbox"/> Coastal wetland <input type="checkbox"/> Wellhead of public water supply		<input checked="" type="checkbox"/> Total # of <u>18.4</u> acres OR <input type="checkbox"/> Total # of _____ square feet	
		15. Amount of Impervious Area:	
		<input type="checkbox"/> Total # of _____ acres OR <input checked="" type="checkbox"/> Total # of <u>4,100</u> square feet	
16. Creating a common plan of development or sale?		17. Is this activity part of a larger project?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
18. Name of waterbody (ies) drained to <i>Aroostook River</i>		19. Name of impaired Waterbody, if applicable <i>NA</i>	
20. Brief Project Description: <i>Aroostook Renewables, LLC plans to construct and maintain a solar array on less than 20 acres of a 76.5 acre parcel in the City of Caribou.</i>			
21. Size of Lot or Parcel and UTM locations, if known:		23. Map and Lot Numbers:	
<input type="checkbox"/> _____ square feet OR <input checked="" type="checkbox"/> <u>76.5</u> acres		Map #: <u>5</u> Lot #: <u>12</u>	
22. Deed Reference Numbers: <i>Book#: 5977 Page#: 340</i>		24. DEP Staff Previously contacted <i>NA</i>	
		25. Project started prior to application?	
		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
26. Resubmission of PBR Application?		27. Written Notice of Violation?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes → <input checked="" type="checkbox"/> No	
If yes, prior application #: <i>NA</i>		If yes, name of DEP enforcement staff involved: <i>NA</i>	
28. Detailed Directions to the Project Site: (Attach separate sheet if necessary)		29. Renewal of individual stormwater permit	
<i>From I-95N, take exit 302 toward Presque Isle/Houlton. In 0.2 mi, turn left on U.S.-1N toward Mars Hill and Presque Isle. In 2.4 mi, turn left onto U.S.-1 Benjamin Street. In 23.7mi, turn right onto Dow Siding Road.</i>		DEP Permit#: <i>NA</i> Project Manager: <i>NA</i>	
30. SUBMISSIONS ▼			
<input checked="" type="checkbox"/> This form (signed and dated) <input checked="" type="checkbox"/> Fee		<input checked="" type="checkbox"/> Photos of Area <input checked="" type="checkbox"/> ESC Plan <input checked="" type="checkbox"/> Location Map <input checked="" type="checkbox"/> Site Plan	
<input type="checkbox"/> Dept. of Inland Fisheries and Wildlife Approval (if in Essential Habitat)		For Renewal of an individual Stormwater permit only: <input type="checkbox"/> This form (signed and dated) <input type="checkbox"/> Copy of original stormwater permit <input type="checkbox"/> Fee	
Does the agent have an interest in this project? If yes, what is the interest?		<i>Yes, one of the Owners of SME has an ownership interest in Aroostook Renewables, LLC.</i>	
CERTIFICATIONS AND SIGNATURES LOCATED ON PAGE 2			

CERTIFICATIONS / SIGNATURES

Applicant's Statement: I am applying for a Stormwater PBR and have attached the required PBR submissions. I have read the requirements herein and I affirm that my project satisfies the applicable stormwater management standards. I authorize staff of State and Federal agencies having jurisdiction over this activity, to access the project site for the purpose of determining compliance with the rules.	
Signed: <u>Kelly S. Pious</u> Date: <u>7/28/20</u>	
Notice of Intent to Comply with Maine Construction General Permit	With this Stormwater PBR notification form and my signature below, I am filing notice of my intent to carry out work which meets the requirements of the Maine Construction General Permit. I have read and will comply with all of the MCGP standards. In addition, I will file a Notice of Termination (NOT) within 20 days of project completion.
	If this form is not being signed by the landowner or lessee of the property, attach documentation showing authorization to sign.
Signed: <u>Kelly S. Pious</u> Date: <u>7/28/20</u>	



BASE MAP ADAPTED FROM 7.5 MIN USGS TOPO QUADS
GOODWIN, ME - 1984

FIGURE 1
SITE LOCATION MAP
CARIBOU SOLAR ARRAY
AROOSTOOK RENEWABLES, LLC
DOW SIDING ROAD
CARIBOU, MAINE



DWG: SITELOC LMN: NONE CTB: SME-STD REV: 7/27/2020

PROJECT SITE PHOTOS
CARIBOU, MAINE



Photo 1



Photo 2

PROJECT SITE PHOTOS
CARIBOU, MAINE



Photo 3

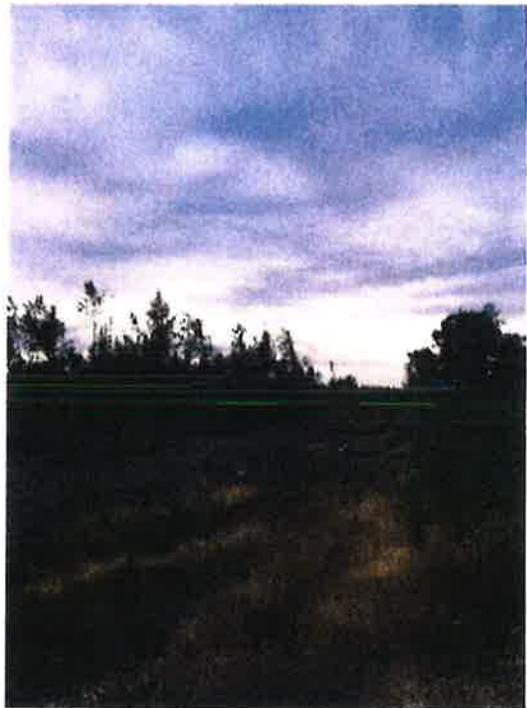


Photo 4



MAINE

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

Corporate Name Search

Information Summary

[Subscriber activity report](#)

This record contains information from the CEC database and is accurate as of: Tue Jun 30 2020 10:40:10. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
AROOSTOOK RENEWABLES LLC	20204093DC	LIMITED LIABILITY COMPANY (DOMESTIC)	GOOD STANDING

Filing Date	Expiration Date	Jurisdiction
01/02/2020	N/A	MAINE

Other Names (A=Assumed ; F=Former)

NONE

Clerk/Registered Agent

NICHOLAS J. MORRILL
P.O. BOX 4510
PORTLAND, ME 04112 4510

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(\$30.00)

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27

6/30/2020

Search Corporate Names

please contact the Bureau's Reporting and Information Section at 207-624-7752 or [e-mail](#) or visit our [Feedback](#) page.

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ALEXANDRA AND JOHN M. WEEKS
P.O. BOX 98
CARIBOU, ME 04736

GENE R. AND SHARON ELLIS
111 DOW SIDING ROAD
CARIBOU, ME 04736

BRANDON S. & JESSICA R. SMITH
260 BROWN ROAD
WOODLAND, ME 04736

AROOSTOOK RENEWABLES, LLC.
P.O. BOX 1644
PORTLAND, ME 04104

JOSIE MAE KENNARD THIBODEAU ET AL
C/O REYNOLD KENNARD
75 DOW SIDING ROAD
CARIBOU, ME 04736

KBS ENTERPRISES, INC.
19 MAIN STREET
CARIBOU, ME 04736

SIMON MEYER
19402 LONG HAVEN DRIVE
CYPRESS, TX 77433

NEAL J. GRIFFETH
P.O. BOX 937
CARIBOU, ME 04736

RONALD R. & BERNADETTE T.
OUELLETTE
P.O. BOX 67
CARIBOU, ME 04736

SIMON MEYER
19402 LONG HAVEN DRIVE
CYPRESS, TX 77433

SHARON S. ELLIS
111 DOW SIDING ROAD
CARIBOU, ME 04736

CMJ RAILROAD, LLC.
P.O. BOX 637
MEDWAY, ME 04460

COUNTY AG & TURF SUPPLY INC.
7 DOW SIDING ROAD
CARIBOU, ME 04736

NORTHERN MAINE BREWING
COMPANY, LLC.
P.O. BOX 275
CARIBOU, ME 04736

HUBERT WILLIAMS
2610 MOORINGS COURT
BALTIMORE, MD 21224

JOHN MORIN - LIFE ESTATE
39 DOW SIDING ROAD
CARIBOU, ME 04736

IRVING FARMS, INC.
P.O. BOX 667
CARIBOU, ME 04736 0667

PETER J. CAMPBELL 7 CAROLYN
CHANDLER-CAMPBELL
438 EAST PRESQUE ISLE ROAD
CARIBOU, ME 04736

MARION DROST
21 DOW SIDING ROAD
CARIBOU, ME 04736

KELLEY HUSTON AND NANCY
MORNEAU
8 MAIN STREET
CARIBOU, ME 04736

BRANDON S. & JESSICA R. SMITH
260 BROWN ROAD
WOODLAND, ME 04736

FLOYD E. HEWITT - LIFE ESTATE
33 DOW SIDING ROAD
CARIBOU, ME 04736

KELLEY HUSTON AND NANCY
MORNEAU
8 MAIN STREET
CARIBOU, ME 04736

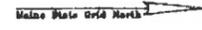
ANITA G. MICHAUD
25 DOW SIDING ROAD
CARIBOU, ME 04736

NANCY & SUZIE & CHRISTINE MORNEAU
8 MAIN STREET
CARIBOU, ME 04736

DWAYNE SR., DWAYNE JR. AND
ANGELA FISHER
286 SMITH MILL ROAD
FAYETTEVILLE TN 37334

BERNADETTE T. OUELLETTE
P.O. BOX 67
CARIBOU, ME 04736

Note: Maine State Grid North was calculated from GPS observations taken October 24 & 25, 2018 and tied to Maine Department of Transportation horizontal Control Station 3455 (1)-1. All bearings shown on this plan are calculated from Maine State Grid North (NAD83), unless otherwise noted.



- Legend:
- ⊙ 1" x 3/8" iron pipe set 2 to 2 1/2' in the ground with a yellow plastic identification cap #1219 affixed to the top, unless otherwise noted
 - ⊙ 1/2" x 3/8" smooth steel pipe set 2' in the ground with a yellow plastic identification cap #1219 affixed to the top, unless otherwise noted
 - 6" x 8" granite highway monument found
 - Steel rebar found #1027
 - Iron pipe found
 - ✕ Plan point (see monument set)
 - Sewer manhole found
 - Utility pole
 - Edge of existing pavement
 - Center line of existing railroad tracks
 - Power line easement limit
 - Granite post

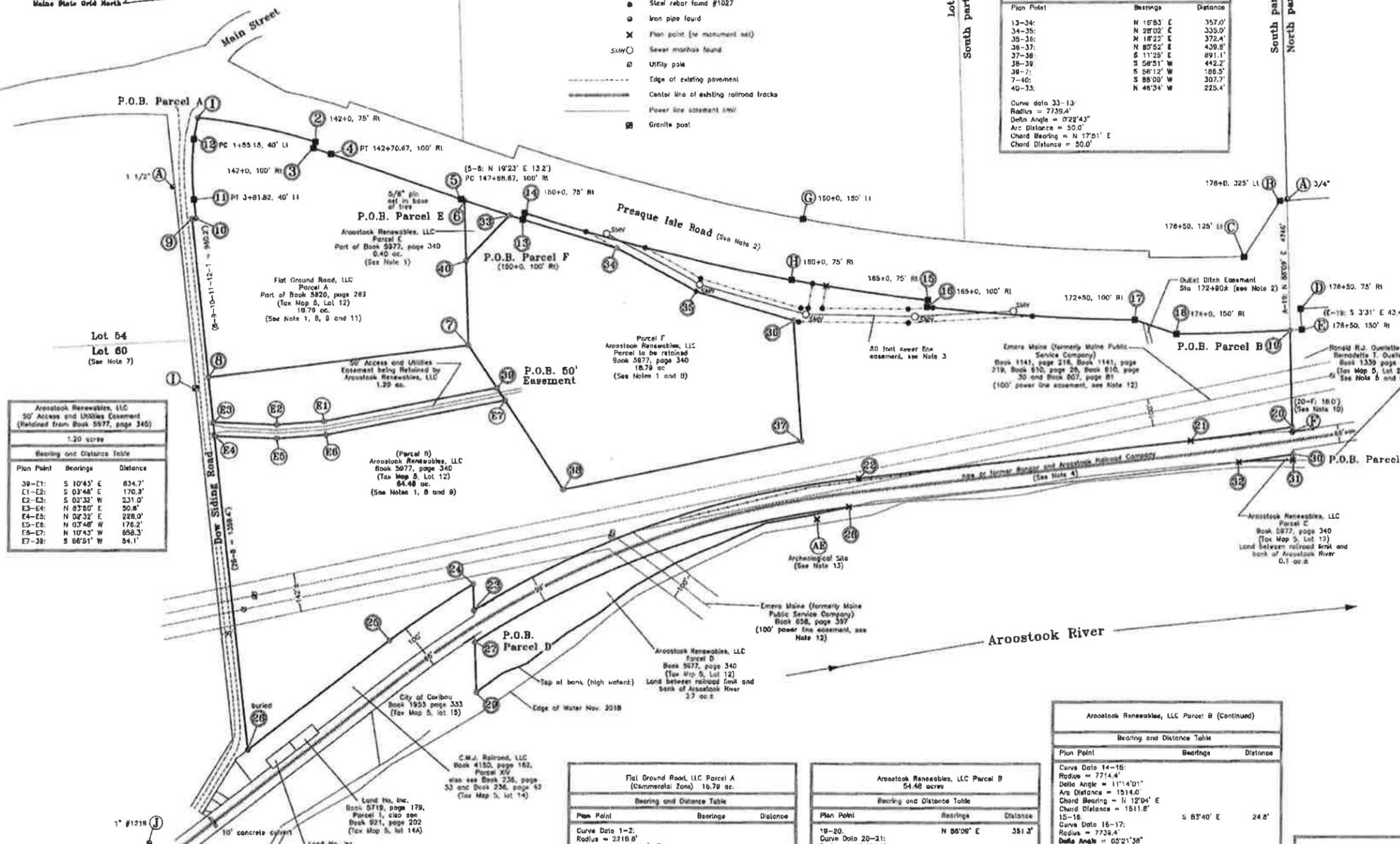
Aroostook Renewables, LLC Parcel F		
18.79 acres		
Plan Point	Bearings	Distance
13-34	N 16°53' E	357.0'
34-35	N 28°02' E	335.0'
35-36	N 18°22' E	372.4'
36-37	N 85°52' E	439.8'
37-38	S 11°25' E	891.1'
38-39	S 58°51' W	442.2'
39-7	S 58°12' W	180.5'
7-40	S 88°00' W	307.7'
40-33	N 48°34' W	225.4'
Curve data 33-13		
Radius = 7339.4'		
Delta Angle = 0°22'43"		
Arc Distance = 50.0'		
Chord Bearing = N 17°21' E		
Chord Distance = 50.0'		

Boundary Survey
 Property to be conveyed to
Flat Ground Road, LLC
 by
Aroostook Renewables, LLC
 being
 A Part of Lots 44, 49, 54 and 60, Township H, Range 2
 in
 Caribou, Aroostook County, Maine
 July 14, 2020



This survey conforms with the Maine Board of Licensure of Professional Land Surveyors Rules for Technical Standards as defined in Chapter 80 which became effective April 1, 2001.

- Notes:
- All deeds referenced on this plan of survey are recorded in the Southern District of the Aroostook County Registry of Deeds. See plan of survey entitled, "Boundary Retacement Survey Property of Flat Ground Road, LLC being A Part of Lots 44, 49, 54 and 60, Township H, Range 2 in Caribou, Aroostook County, Maine" as surveyed by Blackstone Land Surveying, P.A. October 24 - December 28, 2018. said plan is recorded in Plan Book 43, page 478. Parcels B, C and D, according to said plan, were conveyed to Aroostook Renewables, LLC, see Book 5977, page 240, and Flat Ground Road, LLC retained Parcel A. Aroostook Renewables, LLC is in the process of conveying most of the land described in Book 5977, page 240 back to Flat Ground Road, LLC and the new survey is shown hereon. Aroostook Renewables will be retaining Parcel F with a 50 foot access and utilities easement according to the new survey. The area of Parcel F and 50 foot access and utilities easement is 18.79 acres. The new parcel B and Parcels C, D and E will be conveyed to Flat Ground Road, LLC and combined with Parcel A to make a single lot.
 - See Maine State Highway Commission Right of Way Map S.H.C. File No. 2-202, sheets 3-5 of 30, and Condemnation Deed Book 1007, page 254 and drainage easement deed Book 1077, page 832.
 - See plan of survey entitled, "Sewer Line Easement for Caribou Utilities District" as surveyed for Aroostook Engineers, July 28, 1994, by Bridgman Engineering and Land Surveying and recorded in Plan Volume 37, page 250. The deed easement recorded in Book 1937, page 222 erroneously states that the plan is recorded in Vol. 37, page 358.
 - See Right of Way and Tract Map, Bangor & Aroostook R.R. Co. Oakfield to Caribou, VZK/18 and VZK/20 and deeds for Parcels 1-4, Book 164, page 300, Book 134, page 281, Book 135, page 184, Book 236, page 42, Book 234, page 43, and Book 236, page 53.
 - See plan of survey entitled, "Survey Part of Lots 30 and 44, CARIBOU - AROOSTOOK - MAINE, Maritime Properties, Inc." Book 1018, page 344, for Donny Brewer, Caribou, Maine, as surveyed by Lee A. Dandy, Jr., April 1977. This plan is not recorded but is maintained in the office of Blackstone Land Surveying, P.A. as Job #1352.
 - See plan of survey entitled, "Survey of College Lots Part of Lot 44, Caribou, ME. for Ahah Sampson, Nov. 1900" as recorded in Book 8, page 15.
 - The original 1839 listing plan by Cunningham shows Lot 65 on the east side of the Aroostook River and Lot 60 adjoining the east lines of Lot 54 and 59. A later version of the plan shows a dashed line extending across the river which has erroneously led some to believe that Lot 55 occupied the east line of Lot 54 when it is the north part of Lot 60 that defines the east line of Lot 54. Some deeds refer to this area as being part of Lot 60 and some refer to it as being part of Lot 55.
 - Prior to 1867 there was a 66 foot town way named Riverside Drive that extended through the property. It is described in Volume 5, page 157 of the Aroostook County Records. The MOOT right of way map referenced in Note 2 shows the location of part of the road as it was located in 1987.
 - There are two small parcels adjoining the Aroostook River cut off from Parcel B by the railroad right of way. I have labeled these as Parcel C and D and will include them in the description of Parcel B.
 - The plan of survey referenced in Note 6 shows a wooden post at the railroad right of way limit near plan point (7) and at the road limit near plan point (A). I found a 1/2" iron pipe at (A) and the wooden post at (7). The post was almost rotten off so I set a 1/2" smooth steel pipe in the hole where the post was found.
 - The property lines between plan points 5, 7 and 8 were marked with pink ribbon and blazed and pointed red where sufficient trees were available. This was also done between plan points 19 and 20 and 20-23-24-25 and 27 and 29. Parcel E has been cut over so the new lines between the plan points around Parcel E will only be ribboned.
 - The Emera Maine pole line easements were surveyed by Maine Public Service Company in several decades. I located the centerlines of two transmission lines. The first easements were conveyed in Book 810, page 28, Book 610, page 30 and Book 807, page 81. These easements did not have any recorded width and only called for a specific number of poles along the easterly side of Lots 56, 44, 49 and 60. Later deeds, Book 1141, page 216 and Book 1141, page 218 established a width of 100 feet for these easements. Another easement, Book 658, page 397, also has a width of 100 feet. The centerline of this 100 foot easement starts in the centerline of the Bangor and Aroostook right of way 49 feet easterly of culvert 22340. One section of this easement extends northeasterly across the river. The other section extends southeasterly on the same bearing to the westerly side of the Bangor and Aroostook right of way and then southerly to the southerly line of Lot 60. The two lines run parallel to each other starting at the angle point in Book 658, page 397 and extending southerly past the Dow Siding Road. The easements overlap where they run side by side. I calculated a line 50 feet easterly and westerly from the two transmission centerlines and the resulting combined width is 142.2 feet wide.
 - Archaeological Site Easement to perform Archaeological Site Mitigation according to Book 2423, page 215, see Plan point #1-1. The location has not been accurately located. The approximate location is identified as being 3.1 miles above Caribou Dam on the shore of the Aroostook River.



Aroostook Renewables, LLC Parcel A		
50' Access and Utilities Easement (Retained from Book 5977, page 340)		
1.20 acres		
Plan Point	Bearings	Distance
39-E1	S 10°45' E	834.7'
E1-E2	S 03°48' E	170.3'
E2-E3	S 02°32' W	231.0'
E3-E4	N 83°00' E	30.8'
E4-E5	N 02°33' E	228.0'
E5-E6	N 03°48' W	176.2'
E6-E7	N 10°43' W	858.3'
E7-39	S 68°51' W	54.1'

Flat Ground Road, LLC Parcel A (Commercial Zone) 18.79 ac.		
Plan Point	Bearings	Distance
Curve Data 1-2:		
Radius = 2218.8'		
Delta Angle = 11°22'41"		
Arc Distance = 438.3'		
Chord Bearing = N 12°00' E		
Chord Distance = 434.8'		
2-3:	S 7°22' E	24.8'
Curve Data 3-4:		
Radius = 2181.8'		
Delta Angle = 2°50'18"		
Arc Distance = 87.4'		
Chord Bearing = N 18°18' E		
Chord Distance = 87.3'		
4-5:	N 19°27' E	498.2'
Curve Data 5-6:		
Radius = 7239.4'		
Delta Angle = 0°08'01"		
Arc Distance = 13.2'		
Chord Bearing = N 19°23' E		
Chord Distance = 13.2'		
6-7:	N 88°09' E	525.3'
7-8:	S 08°14' E	944.7'
8-9:	S 83°50' W	578.8'
9-10:	N 08°12' W	14.0'
10-11:	S 83°48' W	68.8'
Curve Data 11-12:		
Radius = 1106.0'		
Delta Angle = 11°20'00"		
Arc Distance = 218.8'		
Chord Bearing = S 88°20' W		
Chord Distance = 218.4'		
12-1:	N 78°59' W	79.8'

Aroostook Renewables, LLC Parcel B 54.48 acres		
Plan Point	Bearings	Distance
Curve Data 14-15:		
Radius = 7714.4'		
Delta Angle = 11°14'01"		
Arc Distance = 1514.0'		
Chord Bearing = N 12°04' E		
Chord Distance = 1511.8'		
15-16:	S 83°40' E	24.8'
Curve Data 16-17:		
Radius = 7728.4'		
Delta Angle = 05°21'38"		
Arc Distance = 759.7'		
Chord Bearing = N 03°31' E		
Chord Distance = 759.4'		
17-18:	N 18°18' E	160.3'
Curve Data 18-19:		
Radius = 7728.4'		
Delta Angle = 03°01'14"		
Arc Distance = 415.8'		
Chord Bearing = N 07°51' W		
Chord Distance = 415.8'		
Curve Data 19-20:		
Radius = 3324.1'		
Delta Angle = 28°42'45"		
Arc Distance = 1498.4'		
Chord Bearing = S 18°50' E		
Chord Distance = 1483.8'		
Curve Data 20-21:		
Radius = 3457.1'		
Delta Angle = 08°02'18"		
Arc Distance = 364.3'		
Chord Bearing = S 33°56' E		
Chord Distance = 364.2'		
21-22:	S 37°28' E	644.0'
22-23:	S 03°50' W	1358.4'
23-24:	N 06°44' W	864.7'
24-25:	N 56°15' E	188.9'
25-26:	N 88°51' E	482.2'
26-27:	N 11°28' W	891.1'
27-28:	S 85°50' W	439.8'
28-29:	S 18°22' W	372.4'
29-30:	S 27°00' W	538.0'
30-31:	S 16°53' W	357.0'
31-32:	N 71°46' W	24.5'

Aroostook Renewables, LLC Parcel B (Continued)		
Plan Point	Bearings	Distance
Curve Data 14-15:		
Radius = 7714.4'		
Delta Angle = 11°14'01"		
Arc Distance = 1514.0'		
Chord Bearing = N 12°04' E		
Chord Distance = 1511.8'		
15-16:	S 83°40' E	24.8'
Curve Data 16-17:		
Radius = 7728.4'		
Delta Angle = 05°21'38"		
Arc Distance = 759.7'		
Chord Bearing = N 03°31' E		
Chord Distance = 759.4'		
17-18:	N 18°18' E	160.3'
Curve Data 18-19:		
Radius = 7728.4'		
Delta Angle = 03°01'14"		
Arc Distance = 415.8'		
Chord Bearing = N 07°51' W		
Chord Distance = 415.8'		

Aroostook Renewables, LLC Parcel C 0.12 acres		
Plan Point	Bearings	Distance
The Line 20-30:		
N 88°09' E 08.5'		
30-31:	N 88°09' E	21.5'
31-32:	r/r bank	109.3'
Curve Data 32-30:		
Radius = 16,453.5'		
Delta Angle = 0°41'49"		
Arc Distance = 300.1'		
Chord Bearing = N 07°55' W		
Chord Distance = 300.1'		

Aroostook Renewables, LLC Parcel D 2.7 acres		
Plan Point	Bearings	Distance
The Line 22-28:		
N 68°09' E 114.7'		
Curve Data 27-28 to intersection with river bank		
Radius = 3335.4'		
Delta Angle = 29°53'51"		
Arc Distance = 1462.4'		
Chord Bearing = N 19°48' W		
Chord Distance = 1450.0'		
28-29:	r/r bank	15.88'
29-27:	S 28°10' E	1518.8'
27-29:	S 88°09' W	182.2'

Aroostook Renewables Parcel E 0.4 acres		
Plan Point	Bearings	Distance
The Line Curve Data 8-6:		
Radius = 7739.4'		
Delta Angle = 0°08'01"		
Arc Distance = 13.2'		
Chord Bearing = N 19°23' E		
Chord Distance = 13.2'		
Curve Data 6-33:		
Radius = 7739.4'		
Delta Angle = 1°17'42"		
Arc Distance = 171.0'		
Chord Bearing = N 18°41' E		
Chord Distance = 171.0'		
33-40:	S 49°34' E	825.4'
40-6:	S 88°09' W	218.8'

RECORDING INFORMATION
 COUNTY: Aroostook
 RECEIVED: July 17, 2020
 TIME: 2:06p
 BOOK: 2020 PAGE: 15
 ATTEN: Melissa Richardson

David Blackstone
 If the surveyor's seal is not embossed on the surveyor's signature in red ink, this plan and its attachments are copies and should be assumed to have been altered, incomplete, or fraudulent.



BL Blackstone Land Surveying, P.A.
 7 Hatch Drive, Suite 260
 Caribou, Maine 04738

GENERAL SITE NOTES:

- DRAWING DATUM
HORIZONTAL DATUM: STATE PLAN 11483 MAINE, EAST
VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988
- PROPERTY BOUNDARIES AND EXISTING FEATURES FROM SURVEY TITLED "BOUNDARY RE-STATEMENT SURVEY PROPERTY OF FLAT GROUND ROAD, LLC BEING A PART OF LOTS 44, 45, 54 AND 60, TOWNSHIP 11, RANGE 2 IN CARIBOU, AROOSTOOK COUNTY, MAINE, OCTOBER 24 - DECEMBER 20, 2018", PREPARED BY BLACKSTONE LAND SURVEYING
- LIDAR DERIVED TOPOGRAPHY FROM MAINE GIS DATABASE, DATED 2006-2013. THE TOPOGRAPHY WAS GATHERED BETWEEN 2006 AND 2013. PLEASE USE SURFACE CONTOURS ARE CRITICAL TO THE PROPOSED SOLAR ARRAY INSTALLATION. ADDITIONAL SURVEY MAY BE REQUIRED PRIOR TO CONSTRUCTION.
- WETLANDS DEFINED BY NORTHERN MAINE SITE EVALUATION, DATED MAY, 2020.
- SOIL TYPES FROM A CUSTOM SOIL RESOURCE REPORT BY UNITED STATES DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE.
- AERIAL IMAGE FROM GOOGLE EARTH 9/28/2013.
- STANDARD PRACTICE DICTATES THAT PLANS COMPILED IN THIS MANNER SHOULD BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO ENGINEER. THE ACCURACY AND COMPLETENESS OF SUBSURFACE INFORMATION IS NOT GUARANTEED. VERIFY SITE CONDITIONS INCLUDING TEST PITS FOR LOCATIONS AND INVERTS OF UTILITIES AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO PROCEEDING WITH THAT PORTION OF THE WORK.
- EXCAVATE AND STOCKPILE ON-SITE TOPSOIL. TOPSOIL IS TO REMAIN THE PROPERTY OF THE OWNER DURING CONSTRUCTION, AND SHALL NOT BE REMOVED FROM THE SITE. AFTER FINAL LOAM AND SEED, EXCESS TOPSOIL SHALL BE REMOVED FROM SITE BY CONTRACTOR.

ZONING NOTES:

- OWNER/DEVELOPER: AROOSTOOK RENEWABLES, LLC
59 CUMBERLAND LANE
GORHAM, MAINE 04038
- PROJECT: CARIBOU SOLAR ARRAY
- ZONING DISTRICT: RURAL MIXED USES
- ZONING STANDARDS:
MINIMUM LOT SIZE: 1.5 ACRES
SETBACKS:
FRONT: 30 FEET
SIDE: 15 FEET
REAR: 15 FEET
- TAX MAP 5, LOT 12
- PROPOSED USE: COMMERCIAL/INDUSTRIAL (SOLAR ARRAY)
- THE PROPERTY IS OUTSIDE OF THE 100 YEAR FLOODPLAIN.

DIG SAFE NOTES:

- PRIOR TO EXCAVATION, VERIFY THE UNDERGROUND UTILITIES, PIPES, STRUCTURES AND FACILITIES. PROVIDE THE FOLLOWING MINIMUM MEASURES:
- PRE-MARK THE BOUNDARIES OF YOUR PLANNED EXCAVATION WITH WHITE PAINT, FLAGS OR STAKES, SO UTILITY CREWS KNOW WHERE TO MARK THEIR LINES.
 - CALL DIG SAFE. AT 811, AT LEAST THREE BUSINESS DAYS - BUT NO MORE THAN 30 CALENDAR DAYS - BEFORE STARTING WORK. DO NOT ASSUME SHIFTS WILL MAKE THE CALL.
 - IF BLASTING, NOTIFY DIG SAFE AT LEAST ONE BUSINESS DAY IN ADVANCE.
 - WAIT THREE BUSINESS DAYS FOR LINES TO BE LOCATED AND MARKED WITH COLOR-CODED PAINT, FLAGS OR STAKES. NOTE THE COLOR OF THE MARKS AND THE TYPE OF UTILITIES THEY INDICATE. TRANSFER THESE MARKS TO THE AS-BUILT DRAWINGS.
 - CONTACT THE LANDOWNER AND OTHER "NON-MEMBER" UTILITIES (WATER, SEWER, GAS, ETC.) FOR THEM TO MARK THE LOCATIONS OF THEIR UNDERGROUND FACILITIES. TRANSFER THESE MARKS TO THE AS-BUILT DRAWINGS.
 - RE-NOTIFY DIG SAFE AND THE NON-MEMBER UTILITIES IF THE DIGGING, DRILLING OR BLASTING DOES NOT OCCUR WITHIN 30 CALENDAR DAYS, OR IF THE MARKS ARE LOST DUE TO WEATHER CONDITIONS, SITE WORK ACTIVITY OR ANY OTHER REASON.
 - HAND DIG WITHIN 18 INCHES IN ANY DIRECTION OF ANY UNDERGROUND LINE UNTIL THE LINE IS EXPOSED. MECHANICAL METHODS MAY BE USED FOR INITIAL SITE PENETRATION, SUCH AS REMOVAL OF PAVEMENT OR ROCK.
 - DIG SAFE REQUIREMENTS ARE IN ADDITION TO TOWN, CITY AND/OR STATE DOT STREET OPENING PERMIT REQUIREMENTS.
 - FOR COMPLETE DIG SAFE REQUIREMENTS, CALL THE PUBLIC UTILITIES COMMISSION (PUC) AT 1-800-452-4699 OR VISIT WWW.STATE.ME.US/PUC.
 - IF YOU DAMAGE, DISLOCATE OR DISTURB ANY UNDERGROUND UTILITY LINE, IMMEDIATELY NOTIFY THE AFFECTED UTILITY. IF DAMAGE CREATES SAFETY CONCERNS, CALL THE FIRE DEPARTMENT AND TAKE IMMEDIATE STEPS TO SAFEGUARD HEALTH AND PROPERTY.
 - ANY TIME AN UNDERGROUND LINE IS DAMAGED OR DISTURBED OR IF LINES ARE IMPROPERLY MARKED, YOU MUST FILE AN INCIDENT REPORT WITH THE PUC FOR AN INCIDENT REPORT FORM VISIT WWW.STATE.ME.US/PUC OR CALL THE PUC AT 1-800-452-4699.

GRADING NOTES:

- ADD 6" LOAM, SEED AND MULCH TO DISTURBED AREAS UNLESS OTHERWISE NOTED. PROVIDE EROSION CONTROL MESH ON ALL SLOPES 6:1 OR STEEPER, AND ALONG DITCH CHANNELS.
- MAINTAIN TEMPORARY EROSION CONTROL MEASURES FOR THE FULL DURATION OF CONSTRUCTION. INSPECT WEEKLY AND AFTER EACH STORM AND REPAIR AS NEEDED. PLACE IN AREA OF LOW EROSION POTENTIAL, AND STABILIZE WITH SEED AND MULCH. REMOVE SEDIMENTS FROM THE SITE.
- NO MORE THAN 5 ACRES WILL BE DISTURBED AT ANY ONE TIME BEFORE TEMPORARY OR PERMANENT STABILIZATION. PLACE TEMPORARY SOIL STABILIZATION WITHIN 14 DAYS OF INITIAL DISTURBANCE. PLACE PERMANENT SOIL STABILIZATION WITHIN 7 DAYS OF FINAL GRADING.

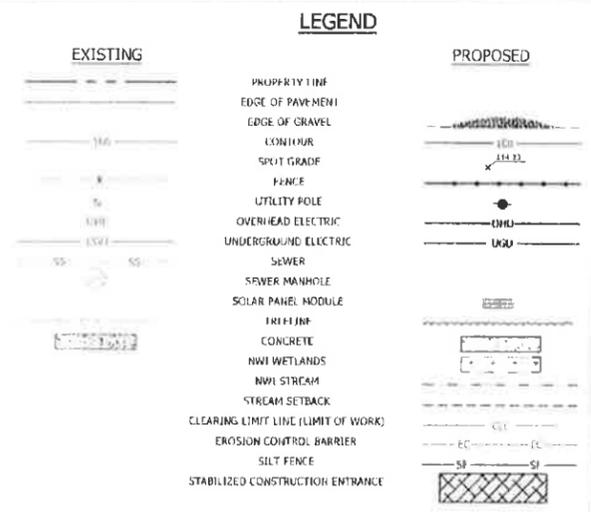
UTILITY NOTES:

- EXISTING UTILITIES IN DOW SIDING ROAD:
OVERHEAD ELECTRIC
OVERHEAD COMMUNICATIONS

EXISTING UTILITIES IN PRESQUE ISLE ROAD:
SANITARY SEWER
- EXISTING UNDERGROUND AND ABOVE GROUND UTILITIES ARE NOT SHOWN ON THIS PLAN. PRIOR TO WORK THE CONTRACTOR SHALL USE PRIVATE UTILITY LOCATION SERVICE TO LOCATE ALL UNDERGROUND AND ABOVE GROUND UTILITIES WITHIN THE LIMITS OF WORK. LOCATION AND FICATION OF ALL UTILITIES SHALL BE SURVEYED BY THE CONTRACTOR AND PROVIDED TO THE OWNER ON AS-BUILT DRAWINGS PRIOR TO PROJECT COMPLETION.
- THE ACCURACY AND COMPLETENESS OF SUBSURFACE INFORMATION IS NOT GUARANTEED. VERIFY SITE CONDITIONS INCLUDING TEST PITS OUTSIDE THE LANDFILL LIMIT FOR LOCATIONS AND INVERTS OF UTILITIES AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO PROCEEDING WITH THAT PORTION OF THE WORK.
- COORDINATE WORK ON UTILITY LINES WITH THE CITY OF CARIBOU.

TYPICAL ABBREVIATIONS:

ACMP	ASPHALT COATED CMP	D	DEGREE OF CURVE	HDP	HIGH DENSITY POLYETHYLENE	PH	PERFORATED
ACP	ASBESTOS CEMENT PIPE	DBL	DOUBLE	HORIZ	HORIZONTAL	PP	POWER POLE
AC	ACRE	DEG OR °	DEGREE	HP	HORSEPOWER	PSI	POUNDS PER SQUARE INCH
AGG	AGGREGATE	DEPT	DEPTH	HYD	HYDRAULIC	PVC	POLYVINYL CHLORIDE
ALUM	ALUMINUM	DI	DUCTILE IRON	ID	INSIDE DIAMETER	PVMT	PAVEMENT
APPD	APPROVED	DIA OR	DIAMETER	IR OR °	INCHES	QTY	QUANTITY
APPROX	APPROXIMATE	DIM	DIMENSION	INVERT	INVERT	REC	REINFORCED CONCRETE PIPE
ARMH	AIR RELEASE MANHOLE	DIST	DISTANCE	JW	JAW	ROW	RIGHT OF WAY
ASB	ASBESTOS	DN	DOWN	JW EL	JW ELEVATION	RAD	RADIUS
ASP	ASPHALT	DR	DRAIN	LB	POUND	REQD	REQUIRED
AUTO	AUTOMATIC	DWG	DRAWING	LD	LEAK DETECTION	RT	RIGHT
AUX	AUXILIARY	EA	EACH	LOC	LOCATION	RTE	ROUTE
AVE	AVENUE	EG	EXISTING GROUND OR GRADE	LT	LEACHATE TRANSPORT	S	SLOPE
AZ	AZIMUTH	ELEC	ELECTRIC	MB	MANHOLE	SCH	SCHEDULE
		EL	ELEVATION	MD	MATERIAL	SF	SQUARE FEET
		ELB	ELBOW	MDN	MONUMENT	SHT	SHIELD
		EOP	EDGE OF PAVEMENT	MAX	MAXIMUM	SMH	SANITARY MANHOLE
		EQUIP	EQUIPMENT	MFR	MANUFACTURE	STA	STATION
		EST	ESTIMATED	MIN	MINIMUM	SY	SQUARE YARD
		EXC	EXCAVATE	MISC	MISCELLANEOUS	TAN	TANGENT
		EXIST	EXISTING	MDN	MONUMENT	TDH	TOTAL DYNAMIC HEAD
				NITC	NOT IN THIS CONTRACT	TEMP	TEMPORARY
				NTS	NOT TO SCALE	TYP	TYPICAL
				N/P	NOW OR FORMERLY	UD	UNDERDRAIN
				NO OR #	NUMBER	V	VALVE
						VA TEE	VALVE ANCHORING TEE
						VERT	VERTICAL
						WG	WATER GATE
						W/	WITH
						W/O	WITHOUT
						YD	YARD



DPD	6/2020	REVIEWED PER MEDEP REVIEW	
DPD	7/2020	ISSUED TO CITY AND MEDEP FOR REVIEW	
REV.	BY	DATE	STATUS

CARIBOU SOLAR ARRAY
AROOSTOOK RENEWABLES, LLC
DOW SIDING ROAD
CARIBOU, MAINE

SME SEEVEE & MAHER ENGINEERS
 2000 WINDY HILL ROAD • CARIBOU, MAINE 04733 • TEL: 207-833-2222
 FAX: 207-833-2223 • WWW.SMEENGINEERS.COM

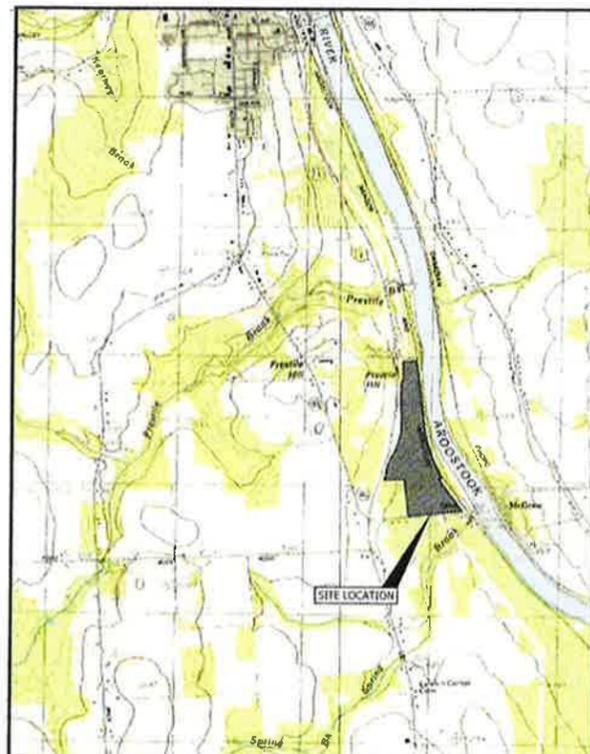
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DRAWN BY:	SJM
DATE:	6/2020
CHECKED BY:	ROP
DATE:	NONE
CTB:	SME-STD

JOB NO. 20055.02 DWG FILE GEN-NOTES-LGND **C-100**

CARIBOU SOLAR ARRAY AROOSTOOK RENEWABLES, LLC DOW SIDING ROAD CARIBOU, MAINE

TITLE	DWG NO
COVER SHEET	
GENERAL NOTES, LEGEND, AND ABBREVIATIONS	C-100
EXISTING CONDITIONS PLAN	C-101
SITE OVERVIEW PLAN	C-102
SITE LAYOUT AND UTILITIES PLAN	C-103
GRADING, DRAINAGE AND EROSION CONTROL PLAN	C-104
EROSION CONTROL NOTES AND DETAILS	C-300
SECTIONS AND DETAILS	C-301
BOUNDARY SURVEY BY BLACKSTONE LAND SURVEYING, P.A.	

LOCATION MAP



SME 
SEVEE & MAHER
ENGINEERS

ENVIRONMENTAL • CIVIL • GEOTECHNICAL • WATER • COMPLIANCE

4 Blanchard Road, PO Box 85A, Cumberland, Maine 04021
Phone 207.829.5016 • Fax 207.829.5692 • smemaine.com



GENERAL SITE NOTES:

- DRAWING DATUM:
HORIZONTAL DATUM: STATE PLAN H4083 MAINE, EAST
VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988
- PROPERTY BOUNDARIES AND EXISTING FEATURES FROM SURVEY TITLED "BOUNDARY RETRACEMENT SURVEY PROPERTY OF FLAT GROUND ROAD, LLC BEING A PART OF LOTS 44, 49, 54 AND 60, TOWNSHIP H, RANGE 2 IN CARIBOU, AROOSTOOK COUNTY, MAINE, OCTOBER 24 - DECEMBER 28, 2018", PREPARED BY BLACKSTONE LAND SURVEYING
- LIDAR DERIVED TOPOGRAPHY FROM MAINE GIS DATABASE, DATED 2006-2013. THE TOPOGRAPHY WAS GATHERED BETWEEN 2006 AND 2013. IF PRECISE SURFACE CONTOURS ARE CRITICAL TO THE PROPOSED SOLAR ARRAY INSTALLATION, ADDITIONAL SURVEY MAY BE REQUIRED PRIOR TO CONSTRUCTION
- WETLANDS DEFINED BY NORTHERN MAINE SITE EVALUATION, DATED MAY, 2020
- SOIL TYPES FROM A CUSTOM SOIL RESOURCE REPORT BY UNITED STATES DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE
- AERIAL IMAGE FROM GOOGLE EARTH 9/20/2013
- STANDARD PRACTICE DICTATES THAT PLANS COMPILED IN THIS MANNER SHOULD BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO ENGINEER. THE ACCURACY AND COMPLETENESS OF SUBSURFACE INFORMATION IS NOT GUARANTEED. VERIFY SITE CONDITIONS INCLUDING TEST PITS FOR LOCATIONS AND INVERTS OF UTILITIES AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO PROCEEDING WITH THAT PORTION OF THE WORK
- EXCAVATE AND STOCKPILE ON-SITE TOPSOIL. TOPSOIL IS TO REMAIN THE PROPERTY OF THE OWNER DURING CONSTRUCTION, AND SHALL NOT BE REMOVED FROM THE SITE. AFTER FINAL LOAM AND SEED, EXCESS TOPSOIL SHALL BE REMOVED FROM SITE BY CONTRACTOR

ZONING NOTES:

- OWNER/DEVELOPER: AROSTOOK RENEWABLES, LLC
58 CLUMBERLAND LAKE
GORHAM, MAINE 04038
- PROJECT: CARIBOU SOLAR ARRAY
- ZONING DISTRICT: RURAL MIXED USES
- ZONE STANDARDS:
MINIMUM LOT SIZE: 1.5 ACRES (REQUIRED) / >1.5 ACRES (PROVIDED)
SETBACKS:
FRONT: 30 FEET (REQUIRED) / 30 FEET (PROVIDED)
SIDE: 15 FEET (REQUIRED) / 15 FEET (PROVIDED)
REAR: 15 FEET (REQUIRED) / 15 FEET (PROVIDED)
- TAX MAP 5, LOT 12
- PROPOSED USE: COMMERCIAL/INDUSTRIAL (SOLAR ARRAY)
- THE PROPERTY IS OUTSIDE OF THE 100 YEAR FLOODPLAIN

DIG SAFE NOTES:

- PRIOR TO EXCAVATION, VERIFY THE UNDERGROUND UTILITIES, PIPES, STRUCTURES AND FACILITIES. PROVIDE THE FOLLOWING MINIMUM MEASURES:
- PRE-MARK THE BOUNDARIES OF YOUR PLANNED EXCAVATION WITH WHITE PAINT, FLAGS OR STAKES, SO UTILITY CREWS KNOW WHERE TO MARK THEIR LINES
 - CALL DIG SAFE, AT 811, AT LEAST THREE BUSINESS DAYS - BUT NO MORE THAN 30 CALENDAR DAYS - BEFORE STARTING WORK. DO NOT ASSUME SOMEONE ELSE WILL MAKE THE CALL
 - IF BLASTING, NOTIFY DIG SAFE AT LEAST ONE BUSINESS DAY IN ADVANCE
 - WAIT THREE BUSINESS DAYS FOR LINES TO BE LOCATED AND MARKED WITH COLOR-CODED PAINT, FLAGS OR STAKES. NOTE THE COLOR OF THE MARKS AND THE TYPE OF UTILITIES THEY INDICATE. TRANSFER THESE MARKS TO THE AS-BUILT DRAWINGS
 - CONTACT THE LANDOWNER AND OTHER "NON-MEMBER" UTILITIES (WATER, SEWER, GAS, ETC.) FOR THEM TO MARK THE LOCATIONS OF THEIR UNDERGROUND FACILITIES. TRANSFER THESE MARKS TO THE AS-BUILT DRAWINGS
 - RE-NOTIFY DIG SAFE AND THE NON-MEMBER UTILITIES IF THE DIGGING, DRILLING OR BLASTING DOES NOT OCCUR WITHIN 30 CALENDAR DAYS, OR IF THE MARKS ARE LOST DUE TO WEATHER CONDITIONS, SITE WORK ACTIVITY OR ANY OTHER REASON
 - HAND DIG WITHIN 18 INCHES IN ANY DIRECTION OF ANY UNDERGROUND LINE UNTIL THE LINE IS EXPOSED. MECHANICAL METHODS MAY BE USED FOR INITIAL SITE PENETRATION, SUCH AS REMOVAL OF PAVEMENT OR ROCK
 - DIG SAFE REQUIREMENTS ARE IN ADDITION TO TOWN, CITY AND/OR STATE DOT STREET OPENING PERMIT REQUIREMENTS
 - FOR COMPLETE DIG SAFE REQUIREMENTS, CALL THE PUBLIC UTILITIES COMMISSION (PUC) AT 1-800-452-4699 OR VISIT WWW.STATE.ME.USMPPUC
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- PLACE TEMPORARY SOIL STABILIZATION WITHIN 14 DAYS OF INITIAL DISTURBANCE. PLACE PERMANENT SOIL STABILIZATION WITHIN 7 DAYS OF FINAL GRADING

UTILITY NOTES:

- EXISTING UTILITIES IN DOW SIDING ROAD:
OVERHEAD ELECTRIC
OVERHEAD COMMUNICATIONS

EXISTING UTILITIES IN PRESQUE ISLE ROAD:
SANITARY SEWER
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- COORDINATE WORK ON UTILITY LINES WITH THE CITY OF CARIBOU

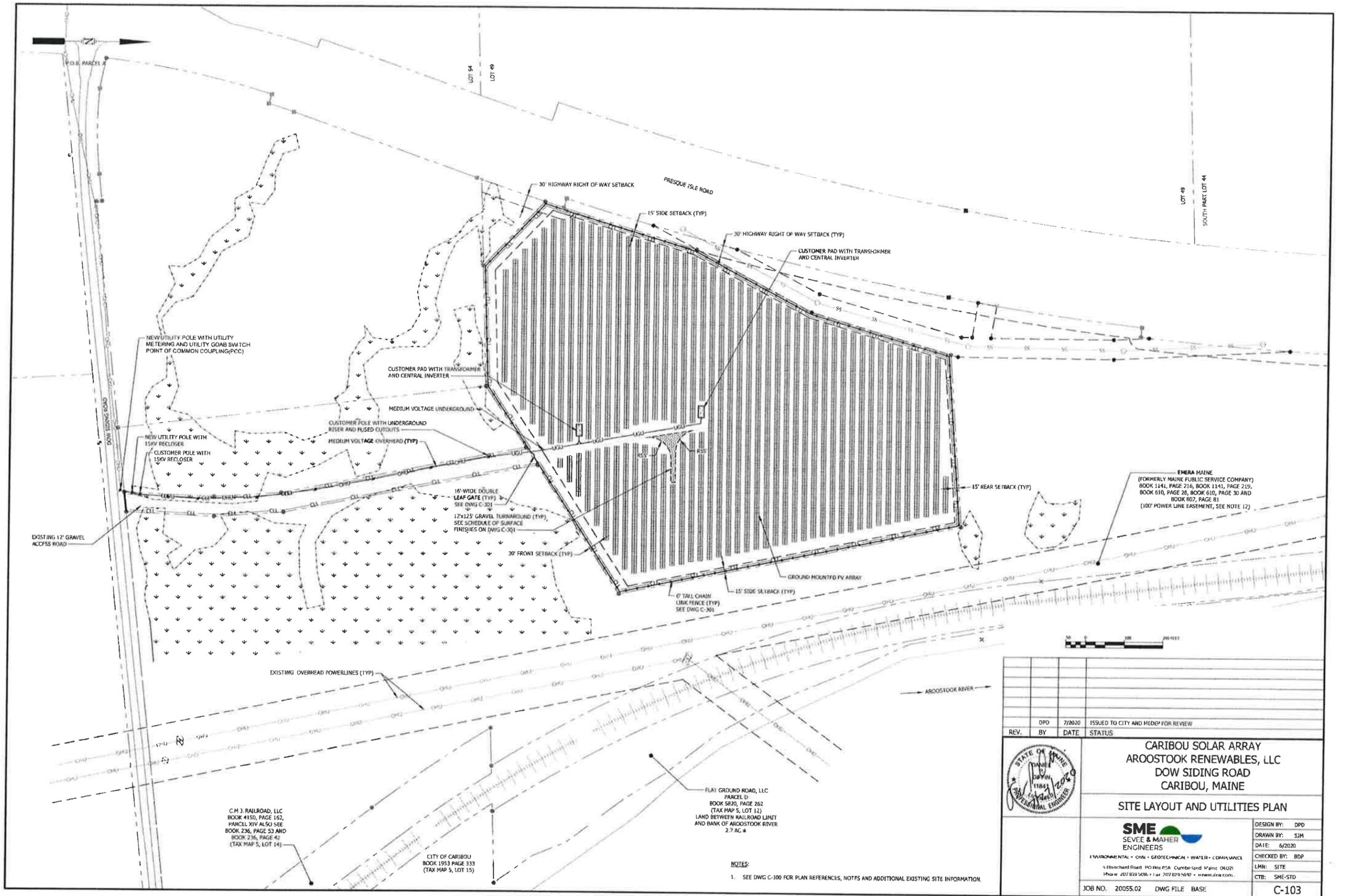
LEGEND



TYPICAL ABBREVIATIONS:

ACMP	ASPHALT COATED CMP	O	DEGREE OF CURVE	HDPE	HIGH DENSITY POLYETHYLENE	PERF	PERFORATED
ACP	ASBESTOS CEMENT PIPE	DBL	DOUBLE	HORIZ	HORIZONTAL	PP	POWER POLE
AC	ACRE	DFG OR *	DEGREE	LIP	LIPO	PSI	POUNDS PER SQUARE INCH
AGG	AGGREGATE	DEPT	DEPARTMENT	HYD	HORIZONTAL	PVC	POLYVINYL CHLORIDE
ALUM	ALUMINUM	DI	DUCTILE IRON	PVMT	PAVEMENT		
APFD	APPROVED	DIA OR	DIAMETER	ID	INSIDE DIAMETER	QTY	QUANTITY
APPRX	APPROXIMATE	DIM	DIMENSION	IN OR "	INCHES	RCP	REINFORCED CONCRETE PIPE
ARMH	AIR RELEASE MANHOLE	DIST	DISTANCE	INV	INVERT	ROW	RIGHT OF WAY
ASB	ASBESTOS	DN	DOWN	INV EL	INVERT ELEVATION	RAD	RADIUS
ASP	ASPHALT	DR	DRAIN			REQD	REQUIRED
AUTO	AUTOMATIC	DWG	DRAWING	LB	POUND	RT	RIGHT
AUX	AUXILIARY	EA	EACH	LC	LEACHATE COLLECTION	RTS	ROUTE
AVE	AVENUE	EG	EXISTING GROUND OR GRADE	LD	LEAK DETECTION		
AZ	AZIMUTH	ELEC	ELECTRIC	LF	LINEAR FEET		
		EL	ELEVATION	LOC	LOCATION		
BCMP	BITUMINOUS COATED CMP	ELT	ELBOW	LT	LEACHATE TRANSPORT	S	SLOPE
BM	BENCH MARK	ELB	ELBOW	SCH	SCHEDULE	SCH	SCHEDULE
BIT	BITUMINOUS	EOP	EDGE OF PAVEMENT	SF	SQUARE FEET	SHT	SHEET
BILDG	BUILDING	EQUIP	EQUIPMENT	SHT	SHEET	SMH	SANITARY MANHOLE
BOT	BOTTOM	EST	ESTIMATED	ST	STATION	STA	STREET
BRG	BEARING	EXC	EXCAVATE	SY	SQUARE YARD	SY	SQUARE YARD
BV	BALL VALVE	EXIST	EXISTING	SY	SQUARE YARD	TAN	TANGENT
CB	CATCH BASIN	FI	FIELD INLET	MISC	MISCELLANEOUS	TDH	TOTAL DYNAMIC HEAD
CEN	CENTER	FG	FINISH GRADE	MON	MONUMENT	TEMP	TEMPORARY
CEN LIN	CEMENT LINED	FBRGL	FIBERGLASS	NTC	NOT IN THIS CONTRACT	TYP	TYPICAL
CMP	CORRUGATED METAL PIPE	FDN	FOUNDATION	NTS	NOT TO SCALE	UD	UNDERDRAIN
CO	CLEAN OUT	FLEX	FLEXIBLE	NF	NOW OR FORMERLY	V	VOLTS
CF	CUBIC FEET	FLG	FLANGE	NO OR #	NO OR FORMERLY NUMBER	VA TEE	VALVE ANCHORING TEE
CFS	CUBIC FEET PER SECOND	FLR	FLOOR	OC	ON CENTER	VERT	VERTICAL
CI	CAST IRON	FPS	FEET PER SECOND	OD	OUTSIDE DIAMETER		
CL	CLASS	FT OR "	FEET				
CONC	CONCRETE	FTG	FOOTING				
CONSTR	CONSTRUCTION	GA	GAUGE	PC	POINT OF CURVE	WG	WATER GATE
CONTR	CONTRACTOR	GAL	GALLON	PD	POINT OF INTERSECTION	W/	WITH
CS	CURB STOP	GALV	GALVANIZED	PI	POINT OF INTERSECTION	W/O	WITHOUT
CTR	CENTER	GPD	GALLONS PER DAY	PV	POINT INDICATOR VALVE		
CU	COPPER	GPM	GALLONS PER MINUTE	PT	POINT OF TANGENT	YD	YARD
CY	CUBIC YARD						

DPD	7/2020	ISSUED TO CITY AND MEDEP FOR REVIEW
REV.	BY	DATE
CARIBOU SOLAR ARRAY AROOSTOOK RENEWABLES, LLC DOW SIDING ROAD CARIBOU, MAINE		
GENERAL NOTES, LEGEND, AND ABBREVIATIONS		
	DESIGN BY:	DPD
	DRAWN BY:	SM
	DATE:	6/2020
	CHECKED BY:	BDP
1100 Main Road, P.O. Box 674, Cumberland, Maine 04021 Phone: 207-829-5906 • Fax: 207-829-5892 • sme@sevey.com		LHM: NONE CTB: SME-STD
JOB NO. 20055-02	DWG FILE GEN-NOTES-LEGND	C-100



REV.	BY	DATE	STATUS
	DPD	7/2020	ISSUED TO CITY AND MEDEP FOR REVIEW

CARIBOU SOLAR ARRAY
AROOSTOOK RENEWABLES, LLC
DOW SIDING ROAD
CARIBOU, MAINE

SITE LAYOUT AND UTILITIES PLAN

SME
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ENGINEERS

ENVIRONMENTAL • CIVIL • GEOTECHNICAL • WATER • COMPLIANCE

4 Blanchard Road PO Box 65A Cumberland Maine 04021
 Phone 207 829 5006 Fax 207 829 5692 www.sme.com

DESIGN BY: DPD
 DRAWN BY: SJM
 DATE: 6/2020
 CHECKED BY: BDP
 LHM: SITE
 CTB: SME-STD

JOB NO. 20055.02 DWG FILE BASE C-103

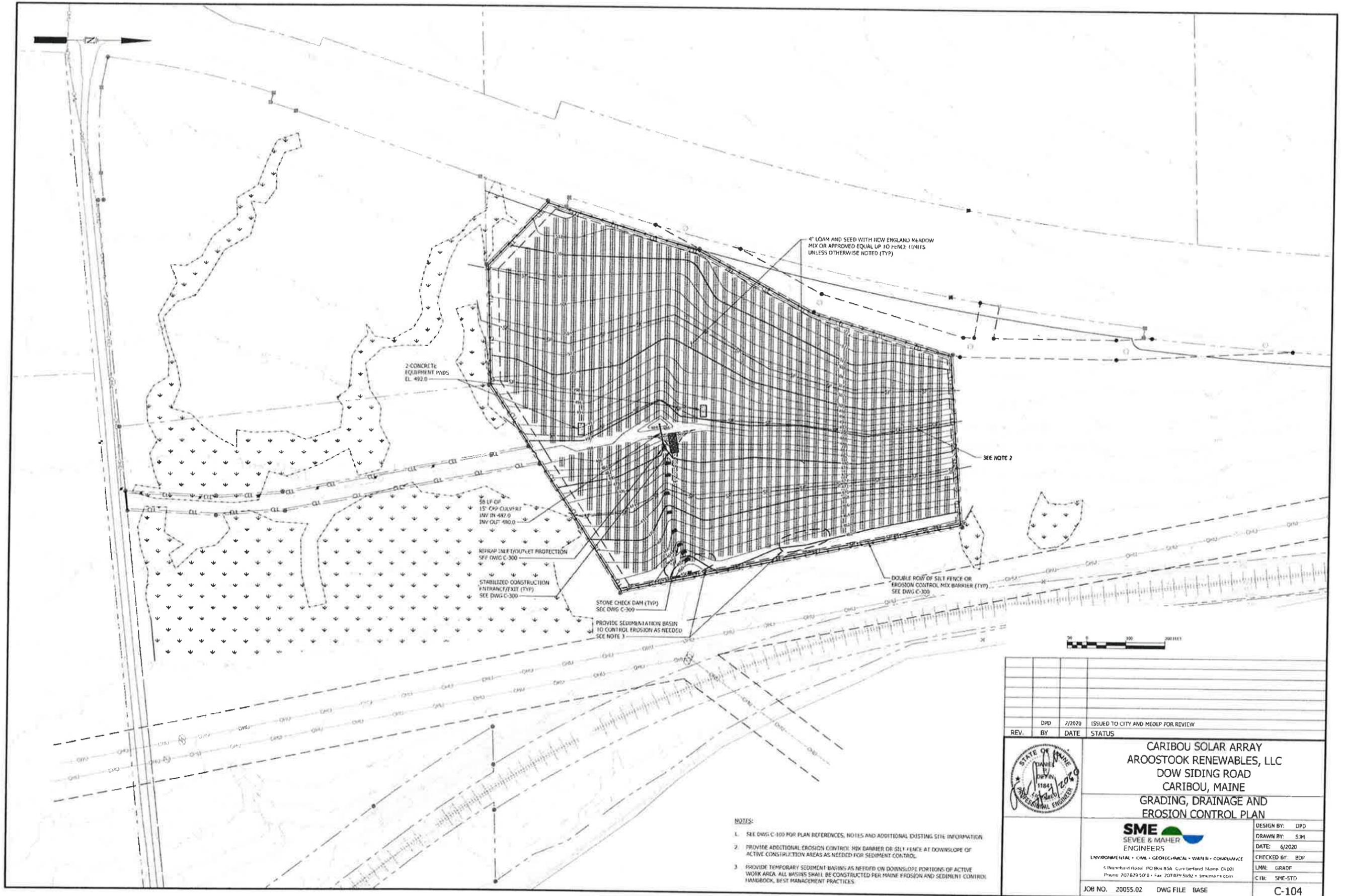
C.M.J. RAILROAD, LLC
 BOOK 4150, PAGE 162,
 PARCEL XIV ALSO SEE
 BOOK 236, PAGE 53 AND
 BOOK 236, PAGE 42
 (TAX MAP 5, LOT 14)

CITY OF CARIBOU
 BOOK 1953 PAGE 333
 (TAX MAP 5, LOT 15)

FLAT GROUND ROAD, LLC
 PARCEL D
 BOOK 5820, PAGE 262
 (TAX MAP 5, LOT 12)
 LAND BETWEEN RAILROAD LIMIT
 AND BANK OF AROOSTOOK RIVER
 2.7 AC ±

NOTES:
 1. SEE DWG C-100 FOR PLAN REFERENCES, NOTES AND ADDITIONAL EXISTING SITE INFORMATION.

EMERA MAINE
 (FORMERLY MAINE PUBLIC SERVICE COMPANY)
 BOOK 1141, PAGE 216, BOOK 1141, PAGE 219,
 BOOK 610, PAGE 26, BOOK 610, PAGE 30 AND
 BOOK 607, PAGE 81
 (100' POWER LINE EASEMENT, SEE NOTE 12)



- NOTES:**
- SEE DWG C-100 FOR PLAN REFERENCES, NOTES AND ADDITIONAL EXISTING SITE INFORMATION.
 - PROVIDE ADDITIONAL EROSION CONTROL MIX BARRIER OR SILT FENCE AT DOWNSLOPE OF ACTIVE CONSTRUCTION AREAS AS NEEDED FOR SEDIMENT CONTROL.
 - PROVIDE TEMPORARY SEDIMENT BASINS AS NEEDED ON DOWNSLOPE PORTIONS OF ACTIVE WORK AREA. ALL BASINS SHALL BE CONSTRUCTED PER MAINE EROSION AND SEDIMENT CONTROL HANDBOOK, BEST MANAGEMENT PRACTICES.

REV.	BY	DATE	STATUS
	DPD	2/2020	ISSUED TO CITY AND MEDEP FOR REVIEW

	CARIBOU SOLAR ARRAY AROOSTOOK RENEWABLES, LLC DOW SIDING ROAD CARIBOU, MAINE GRADING, DRAINAGE AND EROSION CONTROL PLAN	
<small>ENVIRONMENTAL • CIVIL • GEOTECHNICAL • WATER • COMPLIANCE</small> <small>11 Marchant Road • P.O. Box 85A • Cumberland, Maine 04201</small> <small>Phone: 207.829.5076 • Fax: 207.829.5892 • sme@semae.com</small>	<small>DESIGN BY: DPD</small> <small>DRAWN BY: SJM</small> <small>DATE: 6/2020</small> <small>CHECKED BY: BDF</small> <small>LMN: GRADF</small> <small>CTB: SME-STD</small>	<small>JOB NO. 20055.02</small> <small>DWG FILE BASE</small> C-104

EROSION CONTROL NOTES:

A. GENERAL

- All soil erosion and sediment control will be done in accordance with (1) the Maine Erosion and Sediment Control Handbook: Best Management Practices, Maine Department of Environmental Protection (MEDEP), October 2016.
- The Site Contractor (to be determined) will be responsible for the repair/replacement/maintenance of all erosion control measures until all disturbed areas are stabilized.
- Disturbed areas will be permanently stabilized within 7 days of final grading. Disturbed areas not to be worked upon within 14 days of disturbance will be temporarily stabilized within 7 days of the disturbance.
- In all areas, removal of trees, bushes and other vegetation, as well as disturbance of topsoil will be kept to a minimum while allowing proper site operations.

- Any suitable topsoil will be strip-piled and stockpiled for reuse as directed by the Owner. Topsoil will be stockpiled in a manner such that natural drainage is not obstructed and no off-site sediment damage will result. In any event, stockpiles will not be located within 100 feet of wetlands and will be at least 20 feet upgradient of the stockpile's perimeter silt fence. The sediments of the topsoil stockpile will not exceed 2:1. Silt fence will be installed around the perimeter of all topsoil stockpiles. Topsoil stockpiles will be surrounded with siltation fencing and will be temporarily seeded with Aroostook rye, annual or perennial ryegrass within 7 days of formation, or temporary mulched.

B. TEMPORARY MEASURES

1. STABILIZED CONSTRUCTION ENTRANCE/EXIT

- A crushed stone stabilization construction entrance/exit will be placed at any point of vehicular access to the site, in accordance with the detail shown on this sheet.

2. SILT FENCE

- Silt fence will be installed prior to all construction activity, where soil disturbance may result in erosion. Silt fence will be erected at locations shown on the plans and/or downgradient of all construction activity.
- Silt fences will be removed when they have served their useful purpose, but not before the upgradient areas have been permanently stabilized.
- Silt fences will be inspected immediately after each rainfall and at least daily during prolonged rainfall. They will be inspected if there are any signs of erosion or sedimentation below them. Any required repairs will be made immediately. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind them, they will be replaced with a temporary crushed stone check dam.
- Sediment deposits will be removed after each storm event if significant build up has occurred or if deposits exceed half the height of the barrier.

3. STONE CHECK DAMS

- Stone check dams will be installed in grass-lined swales and ditches during construction.

4. EROSION CONTROL MIX SEDIMENT BARRIER

- Where approved, erosion control mix sediment barriers may be used as a substitute for silt fence. See the details in this drawing set for specifications.
- Rock Filter Berms: To provide more filtering capacity or to act as a velocity check dam, a berm's center can be composed of clean crushed rock ranging in size from the french drain stone to riprap.

5. TEMPORARY SEEDING

- Stabilize disturbed areas that will not be brought to final grade and reduce problems associated with mud and dust production from exposed soil surface during construction with temporary vegetation.

6. TEMPORARY MULCHING

Use temporary mulch in the following locations and/or circumstances:

- In sensitive areas (within 100 feet of streams, wetlands and in lake watersheds) temporary mulch will be applied within 7 days of exposing soil or prior to any storm event.
- Apply temporary mulch within 14 days of disturbance or prior to any storm event in all other areas.
- Areas which have been temporarily or permanently seeded will be mulched immediately following seeding.
- Areas which cannot be seeded within the growing season will be mulched for over-winter protection and the area will be seeded at the beginning of the growing season.
- Mulch can be used in conjunction with tree, shrub, vine, and ground cover plantings.
- Mulch mulching will be used on slopes greater than 5 percent in late fall (past October 15), and over-winter (October 15 - April 15).

The following materials may be used for temporary mulch:

- Hay or Straw material shall be air-dried, free of seeds and coarse material. Apply 2 bales/1,000 sq ft or 2 tons/acre to cover 90% of ground surface.
- Erosion Control Mats: It can be used as a stand-alone reinforcement:
 - on slopes 2 horizontal to 1 vertical or less;
 - on frozen ground or forested areas; and
 - at the edge of gravel parking areas and areas under construction.
- Erosion control mix alone is not suitable:
 - on slopes with groundwater seepage;
 - at low points with concentrated flows and in gulches;
 - at the bottom of steep perimeter slopes exceeding 100 feet in length;
 - below culvert outlet aprons, and around catch basins and closed storm systems.
- Chemical Mulches and Soil Binders: Wide ranges of synthetic spray on materials are marketed to protect the soil surface. These are emulsions that are mixed with water and applied to the soil. They may be used alone, but most often are used to hold wood fiber, hydro-mulches or straw to the soil surfaces.
- Erosion Control Blankets and Mats: Mats are manufactured combinations of mulch and netting designed to retain soil moisture and modify soil temperature. During the growing season (April 15 to October 15) use mats indicated on drawings or North American Green (NAG) S75 (or mulch and netting) on:
 - the base of grassed waterways;
 - steep slopes (15 percent or greater); and
 - any disturbed soil within 100 feet of lakes, streams, or wetlands.

- During the late fall and winter (October 15 to April 15) use heavy grade mats indicated on drawings for NAG S250 on all areas noted above plus use lighter grade mats NAG S75 (or mulch and netting) on:
- slopes of grassed waterways; and moderate slopes (between 8 and 15 percent)

C. TEMPORARY DUST CONTROL

To prevent the blowing and movement of dust from exposed soil surfaces, and reduce the moisture level in the road surface materials:

D. CONSTRUCTION DE-WATERING

- Water from construction de-watering operations shall be cleaned of sediment before reaching wetlands, water bodies, streams or site boundaries. Use temporary sediment basins, erosion control soil filter berms backed by stacked hay bales, ACF Bag 55 sediment filter bag by ACF Environmental, or other approved Best Management Practices (BMP's).
- In settled areas near streams or ponds, discharge the water from the de-watering operation into a temporary sediment basin created by a surrounding berm. In the event of unexpected erosion control mix immediately backed by stacked hay bales, (see this site details). Locate the temporary sediment basin at least 100 feet from the nearest water body, such that the filtered water will flow through undisturbed vegetated soil areas prior to reaching the water body or property line.

E. PERMANENT MEASURES

- Riprapped Aprons: All storm drain pipe outlets and the inlet and outlet of culverts will have riprap aprons to protect against scour and deterioration.
- Topsoil, Seed, and Mulch: All areas disturbed during construction, but not subject to other restoration (paving, mowing, etc.) will be loamed, limed, fertilized, seeded, and mulched.

Seeded Preparation: Use stockpiled materials spread to the topsoil shown on the plans, if available. Approved topsoil substitutes may be used. Grade the site as needed.

- Seeding will be completed by August 15 of each year. Late season seeding may be done between August 15 and October 15. Areas not seeded or which do not obtain satisfactory growth by October 15, will be seeded with Aroostook Rye or mulched. After November 1, or the first killing frost, disturbed areas will be seeded at double the specified application rates, mulched, and anchored.

PERMANENT SEEDING SPECIFICATIONS

Material	Roadside (lb/acre)	Landfill (lb/acre)
Kentucky Bluegrass	20	110
White Clover	5	10
Crested Red Fescue	5	10
Perennial Ryegrass	5	10

- Mulch in accordance with specifications for temporary mulching.
- If permanent vegetative stabilization cannot be established due to the season of the year, all exposed and disturbed areas not to undergo further disturbance are to have dormant seeding applied and be temporarily mulched to protect the site.

- Ditches and Channels: All ditches on site will be lined with North American Green S75 erosion control mat (or an approved equal) upon installation of loam and seed.

F. WINTER CONSTRUCTION AND STABILIZATION

- Winter excavation and earthwork will be completed to minimize exposed areas while satisfactorily completing the project. Until exposed areas to those areas in which work is to occur during the following 15 days and that can be mulched in one day prior to any snow event. All areas will be considered denuded until the subsurface gravel is installed in roadway areas or the areas of future loam and seed have been loamed, seeded, and mulched.

Install any added measures necessary to control erosion/sedimentation. The particular measures used will be dependent upon site conditions, the size of the area to be protected, and weather conditions.

To minimize areas without erosion control protection, continuation of earthwork operations on additional areas will not begin until the exposed soil surface on the area being worked has been stabilized.

- Natural Resource Protection: During winter construction, a double row of sediment barriers (i.e., silt fence backed with hay bales or erosion control mix) will be placed between any natural resource and the disturbed area. Projects crossing the natural resource will be protected a minimum distance of 100 feet on either side from the resource.

- Sediment Barriers: During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

4. Mulching

- All areas will be considered to be denuded until seeded and mulched. Hay and straw mulch will be applied at a rate of twice the normal accepted rate.
- Mulch will not be spread on top of snow.
- After each day of final grading, the area will be properly stabilized with anchored hay or straw or erosion control matting.
- Between the dates of November 1 and April 15, all mulch will be anchored by either mulch netting, emulsion chemical, tracking or wood cellulose fiber.

- Soil Stockpiling: Stockpiles of soil or subsoil will be mulched for over-winter protection with hay or straw at twice the normal rate or with a 4-inch layer of erosion control mix. This will be done within 24 hours of stocking and re-established prior to any rainfall or snowfall. Any soil stockpiles shall not be placed (even covered with mulch) within 100 feet from any natural resources.

- Seeding: Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas will receive 4 inches of loam and seed at an application rate of three times the rate for permanent seeding. All areas seeded during the winter will be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 25 percent catch) will be re-vegetated by re-seeding loam, seed, and mulch.

If dormant seeding is not used for the site, all disturbed areas will be re-vegetated in the spring.

- Maintenance: Maintenance measures will be applied as needed during the entire construction season. After each rainfall, snow storm, or period of thawing and runoff, the site contractor will perform a visual inspection of all installed erosion control measures and perform repairs as needed to ensure their continuous function.

Following the temporary and/or final seeding and mulching, the Contractor will, in the spring, inspect and repair any damages and/or bare spots. An established vegetative cover means a minimum of 85 to 90 percent of areas vegetated with vigorous growth.

G. OVER-WINTER CONSTRUCTION EROSION CONTROL MEASURES

- Stabilization of Disturbed Soil: By October 15, all disturbed soils on areas having a slope less than 15 percent will be seeded and mulched. If the Contractor fails to stabilize these soils by this date, then the Contractor shall stabilize the soil for late fall and winter, by using either temporary seeding or mulching.

- Stabilization of Disturbed Slopes: All slopes to be vegetated will be completed by October 15. The Owner will coordinate any areas having a grade greater than 15 percent (6.5H:1V) to be a slope. Slopes to be vegetated by October 15 will receive one of the following methods to stabilize the slope for late fall and winter:
 - Stabilize the soil with temporary vegetation and erosion control mix
 - Stabilize the slope with erosion control mix
 - Stabilize the slope with stone riprap

- Stabilization of Ditches and Channels: All stone lined ditches and channels to be used to convey runoff through the winter will be completed and stabilized by November 15. Grass lined ditches and channels will be complete by September 15. Grass lined ditches not stabilized by September 15 shall be lined with either sod or riprap.

H. MAINTENANCE PLAN

- Routine Maintenance: Inspection will be performed as outlined in the project's Erosion Control Plan. Inspection will be by a qualified person during wet weather to ensure that the facility performs as intended. Inspection priorities will include checking erosion controls for accumulation of sediment.

I. Housekeeping

- Spill prevention: Controls must be used to prevent pollutants from being discharged from materials on site, including storage practices to minimize exposure of the materials to snowmelt, and appropriate spill prevention, containment, and response planning and implementation.

- Groundwater protection: During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other site-specific factors accumulates runoff that infiltrates into the soil. Urins, barns, septic, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials.
- Fugitive sediment and dust: Actions must be taken to ensure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control.

- Debris and other materials: Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.

- Trench or foundation de-watering: Trench de-watering is the removal of water from trenches, foundations, coffer dams, ponds, and other areas within the construction area that retain water after excavation. In most cases the collected water is heavily silted and finders correct and safe construction practices. The collected water must be removed from the ponding area, either through gravity or pumping, and must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved by the department.

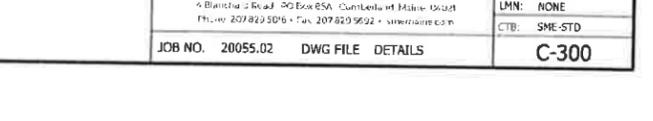
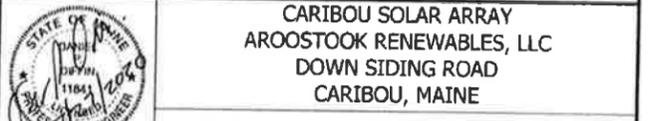
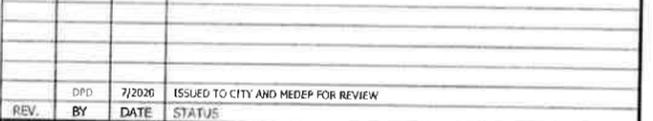
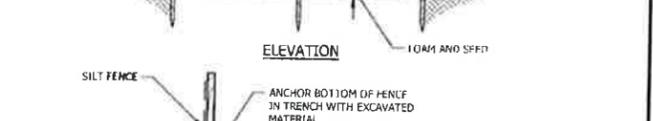
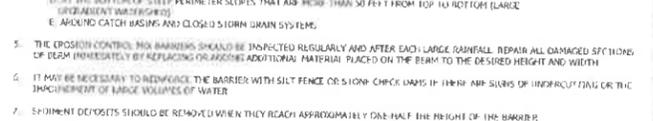
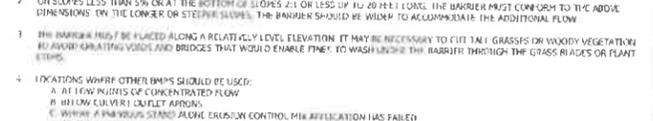
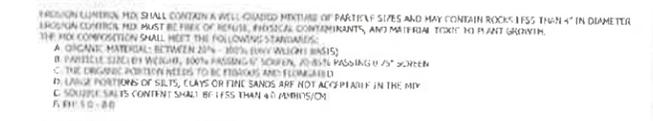
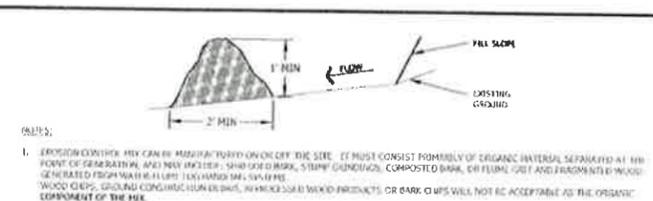
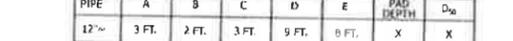
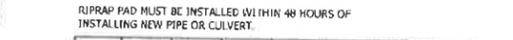
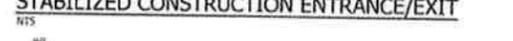
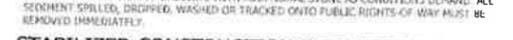
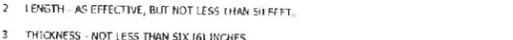
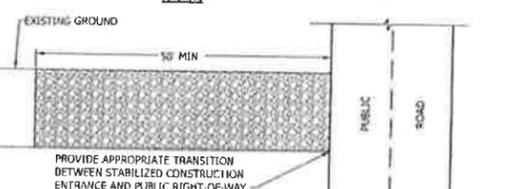
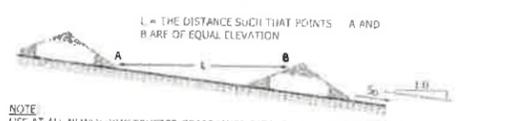
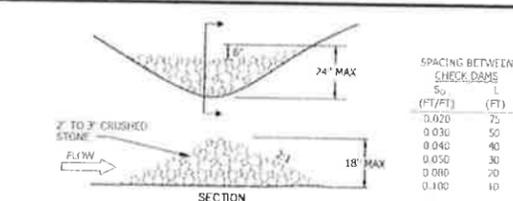
- Non-stormwater discharges: Identify and prevent contamination by non-stormwater discharges.

- Additional requirements: Additional requirements may be applied on a site specific basis.

I. CONSTRUCTION SEQUENCE

In general, the expected sequence of construction for each phase is provided below. Construction is proposed to start in 2020 and be complete in 2021.

- Mobilization
- Provide temporary erosion control measures
- Install site access roads and rough utilities.
- Install panel foundations and equipment pads.
- Install racking, panels, transformers, switch gear, and fence.
- Provide site stabilization and remove temporary erosion control measures.

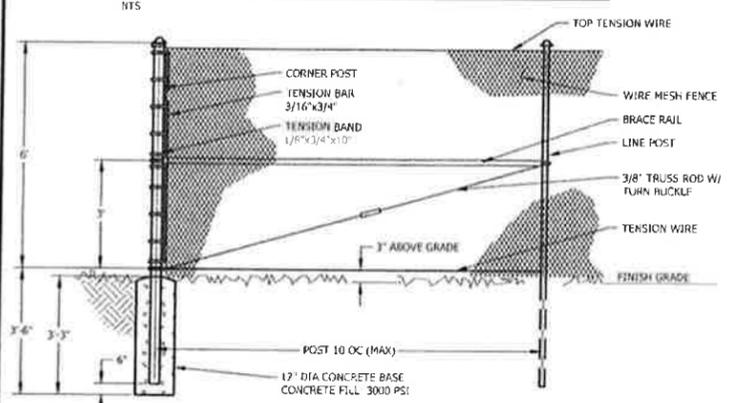


REV.	BY	DATE	STATUS
	DPD	7/2020	ISSUED TO CITY AND MEDEP FOR REVIEW
CARIBOU SOLAR ARRAY AROOSTOOK RENEWABLES, LLC DOWN SIDING ROAD CARIBOU, MAINE			
EROSION CONTROL NOTES AND DETAILS			
		DESIGN BY: DPD	
SME SEVÉE & MAHER ENGINEERS		DRAWN BY: SJM	
<small>ENVIRONMENTAL • CIVIL • GEOTECHNICAL • WATER • COMPLIANCE</small>		CHECKED BY: BDP	
<small>4 Blanche St. Box 65A, Caribou, ME 04736 Phone: 207-829-5016 • Fax: 207-829-9692 • smee.com</small>		LMN: NONE	
JOB NO. 20055.02 DWG FILE DETAILS		CTB: SME-STD	
C-300			

CONSTRUCTION	USE
	BITUMINOUS PAVEMENT REPAIR
	GRAVEL TYPICAL SERVICE ROAD
	GRASS ALL DISTURBED AREAS
	CONCRETE EQUIPMENT PADS

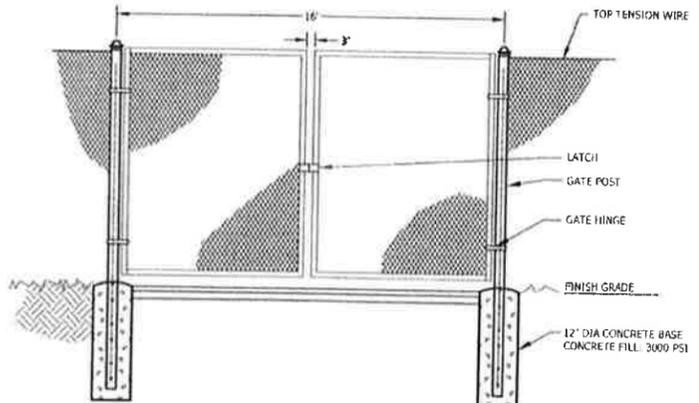
SCHEDULE OF SURFACE FINISHES
NTS

FOOTER BLOCK SUPPORT FOR SOLAR PANEL RACK
NTS



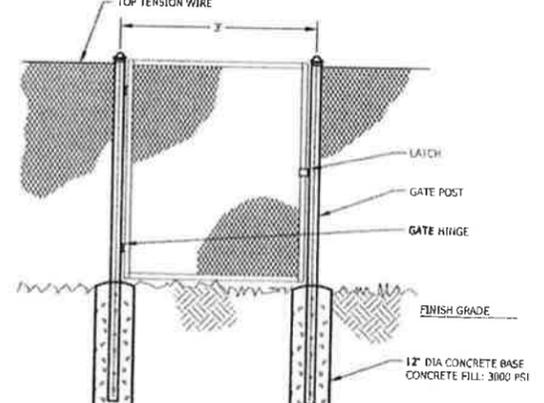
- NOTES:**
1. FENCE FABRIC, POSTS, AND HARDWARE TO BE GALVANIZED.
 2. ANY WASTE MATERIAL EXCAVATED DURING FENCE INSTALLATION SHALL BE REMOVED FROM SITE AND DISPOSED OF BY THE CONTRACTOR.
 3. FENCING CONTRACTOR SHALL PROVIDE FENCING MATERIAL SPECIFICATIONS UPON REQUEST BY REVIEWING AUTHORITY.
 4. DIMENSIONS TYPICAL FOR ALL CHAINLINK FENCING UNLESS OTHERWISE NOTED.

CHAINLINK FENCE CORNER AND STRAIGHT SECTIONS
NTS



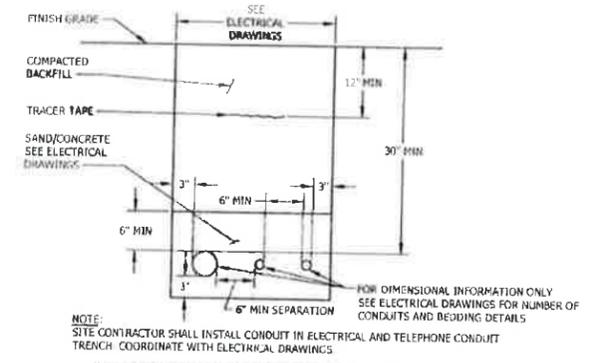
- NOTES:**
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 3. FENCING CONTRACTOR SHALL PROVIDE FENCING MATERIAL SPECIFICATIONS UPON REQUEST BY REVIEWING AUTHORITY.
 4. SEE CHAINLINK FENCE CORNER AND STRAIGHT SECTIONS DETAIL THIS DWG FOR ADDITIONAL DIMENSIONS.

CHAINLINK FENCE DOUBLE LEAF GATE
NTS



- NOTES:**
1. FENCE FABRIC, POSTS, AND HARDWARE TO BE GALVANIZED.
 2. ANY WASTE MATERIAL EXCAVATED DURING FENCE INSTALLATION SHALL BE REMOVED FROM SITE AND DISPOSED OF BY THE CONTRACTOR.
 3. FENCING CONTRACTOR SHALL PROVIDE FENCING MATERIAL SPECIFICATIONS UPON REQUEST BY REVIEWING AUTHORITY.
 4. SEE CHAINLINK FENCE CORNER AND STRAIGHT SECTIONS DETAIL THIS DWG FOR ADDITIONAL DIMENSIONS.

CHAINLINK FENCE GATE
NTS



NOTE: SITE CONTRACTOR SHALL INSTALL CONDUIT IN ELECTRICAL AND TELEPHONE CONDUIT TRENCH COORDINATE WITH ELECTRICAL DRAWINGS

UNDERGROUND UTILITY TRENCH
NTS

DPD	7/2020	ISSUED TO CITY AND MEDEF FOR REVIEW
REV.	BY	DATE
CARIBOU SOLAR ARRAY AROOSTOOK RENEWABLES, LLC DOWN SIDING ROAD CARIBOU, MAINE		
SECTIONS AND DETAILS		
		DESIGN BY: DPD DRAWN BY: SJM DATE: 6/2020 CHECKED BY: BDP LMN NONE CTB: SME-STD
ENVIRONMENTAL • CIVIL • GEOTECHNICAL • WATER • COMPLIANCE 511 Birchard Road, PO Box 872, Caribou, Maine 04701 Phone: 207-829-5016 • Fax: 207-829-5097 • sme@sevee.com		JOB NO. 20055.02 DWG FILE DETAILS C-301

Note: Maine State Grid North was calculated from GPS observations taken October 24 & 25, 2018 and tied to Maine Department of Transportation Horizontal Control Station J455 (1). All bearings shown on this plan are calculated from Maine State Grid North (NAD83), unless otherwise noted.

Maine State Grid North

Legend:

- 1" x 3/8" iron pipe 4x4 1/2" in the ground with a yellow plastic identification cap #1219 affixed to the top, unless otherwise noted.
- 3/4" x 30" smooth steel pin set 2" in the ground with a yellow plastic identification cap #1219 affixed to the top, unless otherwise noted.
- 6" x 6" granite highway monument found
- Steel rebar found #1027
- Iron pipe found
- Plan point (no monument set)
- Swirl symbol = Sewer manhole found
- Circle with dot = Utility pole
- Dashed line = Edge of existing pavement
- Double line = Center line of existing railroad tracks
- Thin solid line = Power line easement limit
- Thick solid line = Granite post

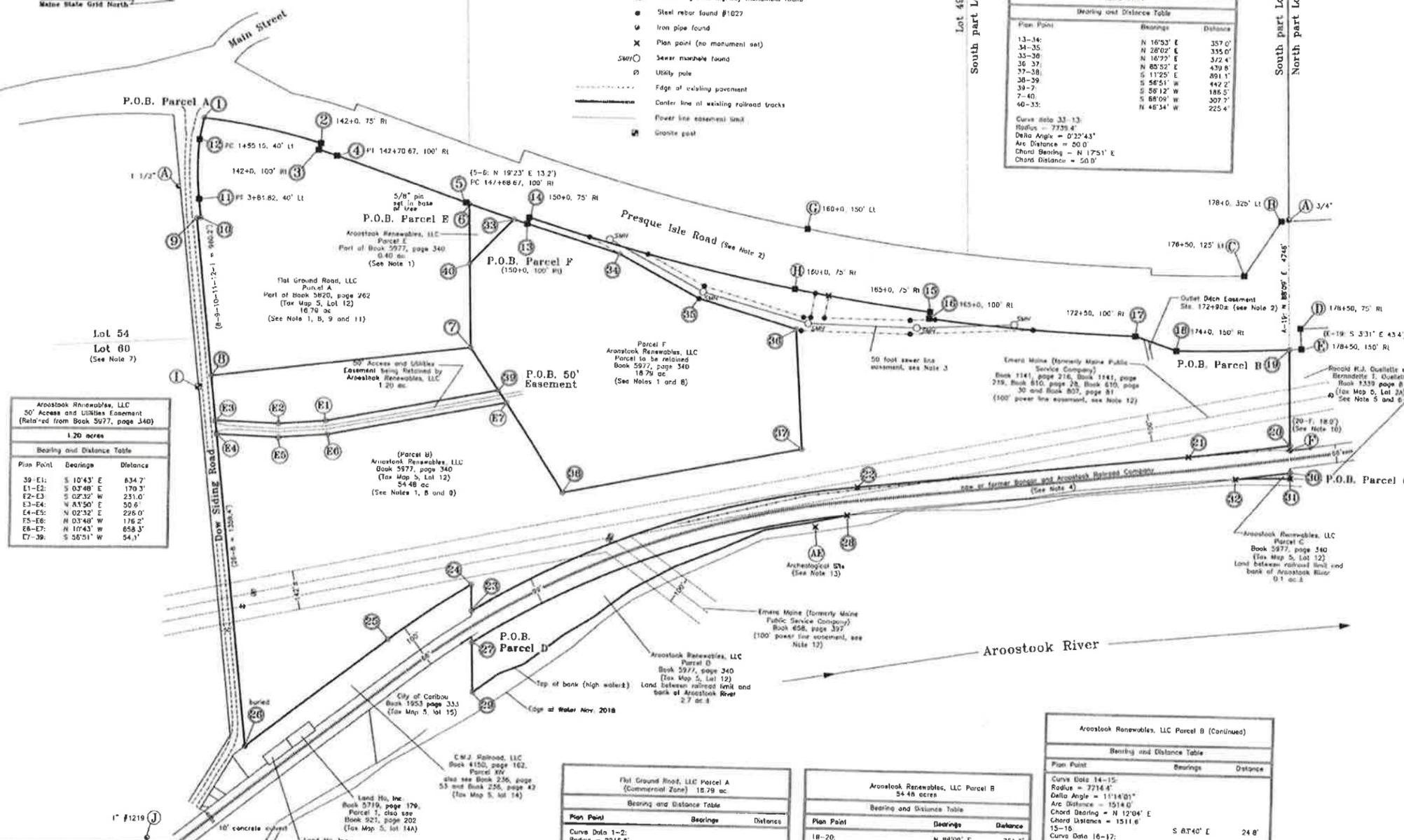
Aroostook Renewables, LLC Parcel F 18.79 acres		
Plan Point	Bearings	Distance
13-14	N 16°53' E	357.0'
14-15	N 28°02' E	335.0'
15-16	N 42°21' E	372.4'
16-17	N 85°52' E	439.8'
17-18	S 11°25' E	891.1'
18-19	S 58°51' W	442.2'
19-20	S 88°12' W	185.5'
20-21	S 88°09' W	307.7'
21-22	N 46°34' W	225.4'

Boundary Survey
Property to be conveyed to
Flat Ground Road, LLC
by
Aroostook Renewables, LLC
being
A Part of Lots 44, 49, 54 and 60, Township H, Range 2
in
Caribou, Aroostook County, Maine
July 14, 2020



This survey conforms with the Maine Board of Licensure of Professional Land Surveyors Rules for Technical Standards as defined in Chapter 90 which became effective April 1, 2001.

- Notes:
- All deeds referenced on this plan of survey are recorded in the Southern District of the Aroostook County Registry of Deeds. See plan of survey entitled, "Boundary Reassessment Survey Property of Flat Ground Road, LLC being A Part of Lots 44, 49, 54 and 60, Township H, Range 2 in Caribou, Aroostook County, Maine" as surveyed by Blackstone Land Surveying, P.A. October 24 - December 28, 2016, and conveyed to Aroostook Renewables, LLC, see Book 5977, page 340, and Flat Ground Road, LLC reformed Parcel A, Aroostook Renewables, LLC in the process of conveying most of the land described in Book 5977, page 340 back to Flat Ground Road, LLC and the new survey is shown herein. Aroostook Renewables will be retaining Parcel F with a 50 foot access and utility easement according to the new parcel D and Parcel C and E will be conveyed to Flat Ground Road, LLC and combined with Parcel A to make a single lot.
 - See Maine State Highway Commission Right of Way Map 511-C, File No. 2-207, sheets 3-5 of 30, and Condemnation Deed Book 1007, page 254 and drainage easement deed Book 1007, page 632.
 - See plan of survey entitled, "Sewer Line Easement for Caribou Utilities District" as surveyed for Aroostook Engineers, July 28, 1968, by Brigham Engineering and Land Surveying and recorded in Plan Volume 37, page 350, the needed easement recorded in Book 1937, page 222 erroneously states that the plan is recorded in Vol. 37, page 350.
 - See Right of Way and Track Map, Bangor & Aroostook RR Co. Deeded to Caribou V&N/19 and V&N/20 and deeds for Parcels 1-4, Book 184, page 300, Book 134, page 781, Book 135, page 154, Book 236, page 42, Book 236, page 45, and Book 236, page 53.
 - See plan of survey entitled, "Survey Part of Lots 39 and 44, CARIBOU - AROOSTOOK - MAINE, Northern Properties, Inc., Book 1019, page 344, For Danny Brewer, Caribou, Maine" as surveyed by Lee A. Dooty, Jr., April 1977. This plan is not recorded but is maintained in the office of Blackstone Land Surveying, P.A. as job #1362.
 - See plan of survey entitled, "Survey of Cottage Lots Part of Lot 44, Caribou, ME for Ahoh Sampson, Nov. 1905" as recorded in Book 6, page 15.
 - The original 1839 listing plan by Cunningham shows Lot 55 on the east side of the Aroostook River extending across the river which has erroneously led some to believe that Lot 55 adjoins the east line of Lot 54 when it is the north part of Lot 60 that adjoins the east line of Lot 54. Some deeds refer to this area as being part of Lot 60 and some refer to it as being part of Lot 55.
 - Prior to 1967 there was a 66 foot town way named Riverside Drive that extended through this property. It is described in Volume 5, page 157 of the Aroostook County Records. The road has been abandoned and is difficult if not impossible to determine its past location. The MOU right of way maps referenced in Note 2 show the location of part of the road as it was located in 1967.
 - There are two small parcels adjoining the Aroostook River cut off from Parcel B by the railroad right of way. I have labeled these as Parcel C and D and will include them in the description of Parcel B.
 - The plan of survey referenced in Note 5 showed a wooden post of the railroad right of way limit near plan point (Q) and at the road limit near plan point (A). I found a 3/4" iron pipe at (A) and the wooden post at (Q). The post was almost rotten off so I set a 3/4" inch smooth steel bar in the hole where the post was found.
 - The property lines between plan points 5, 7 and 8 were marked with pink ribbon and blazed and pointed red where sufficient trees were available. This was also done between plan points 19 and 20 and 26-25-24-23 and 27 and 29. Parcel E has been cut over so the new lines between the plan points around Parcel E will only be ribboned.
 - The Bangor Maine pole line easements were conveyed to Maine Public Service Company in several deeds. I located the centerlines of two transmission lines. The first easements were conveyed in Book 610, page 26, Book 610, page 30 and Book 607, page 81. These easements did not have any 48 and 60' utility circles, Book 1141, page 219 and Book 1141, page 219 established a width of 100 feet for these easements. Another easement, Book 658, page 391, also has a width of 100 feet. The 45 feet easement of the 100 foot easement starts in the centerline of the Bangor and Aroostook right of way right-of-way. The other section extends southeasterly on the same bearing to the westerly side of the Bangor and Aroostook right of way and then southerly to the southerly line of Lot 60. The two lines run parallel to each other starting at the angle point in Book 658, page 397 and extending southerly past easterly and westerly from the two transmission centerlines and the resulting combined width is 142.1 feet wide.
 - Archaeological Site Easement to perform Archaeological Site Mitigation according to Book 2423, page 216, see Plan point AE-1. The location has not been accurately located. The approximate location is identified as being 2.1 miles above Caribou Dam on the shore of the Aroostook River.



Aroostook Renewables, LLC Parcel A 50' Access and Utilities Easement (Reformed from Book 5977, page 340) 1.20 acres		
Plan Point	Bearings	Distance
39-E1	S 10°43' E	834.7'
E1-E2	S 03°48' E	179.3'
E2-E3	S 02°42' W	231.0'
E3-E4	N 43°50' E	50.6'
E4-E5	N 02°32' E	226.0'
E5-E6	N 03°48' W	176.2'
E6-E7	N 17°43' W	653.3'
E7-39	S 56°51' W	54.3'

RECORDING INFORMATION	
COUNTY:	Aroostook
RECEIVED:	
TIME:	
BOOK:	PAGE:
ATTEST:	



If the surveyor's seal is not embossed and the surveyor's signature in red ink, this plan and its imitations are copies and should be assumed to have been altered, incomplete, or fraudulent.

Flat Ground Road, LLC Parcel A (Commercial Zone) 15.79 ac.		
Plan Point	Bearings	Distance
Curve Data 1-2:		
Radius = 2216.8'		
Delta Angle = 11°27'41"		
Arc Distance = 435.3'		
Chord Bearing = N 12°00' E		
Chord Distance = 434.6'		
2-3:	S 72°26' E	24.6'
Curve Data 3-4:		
Radius = 2191.8'		
Delta Angle = 2°50'15"		
Arc Distance = 67.1'		
Chord Bearing = N 18°18' E		
Chord Distance = 67.3'		
4-5:	N 19°27' E	488.2'
Curve Data 5-6:		
Radius = 7338.4'		
Delta Angle = 0°06'01"		
Arc Distance = 13.2'		
Chord Bearing = N 19°27.3' E		
Chord Distance = 13.2'		
6-7:	N 88°09' E	326.3'
7-8:	S 09°44' E	944.7'
8-9:	S 83°50' W	578.8'
9-10:	N 02°12' W	14.0'
10-11:	S 03°48' W	68.8'
Curve Data 11-12:		
Radius = 1105.9'		
Delta Angle = 11°20'00"		
Arc Distance = 216.8'		
Chord Bearing = S 89°21' W		
Chord Distance = 218.4'		
12-1:	N 76°58' W	79.8'

Aroostook Renewables, LLC Parcel B 54.46 acres		
Plan Point	Bearings	Distance
18-20:		
Curve Data 20-21:		
Radius = 16,395.8'		
Delta Angle = 1°18'33"		
Arc Distance = 374.7'		
Chord Bearing = S 07°39' E		
Chord Distance = 374.6'		
21-22:	S 06°24' E	1220.3'
Curve Data 22-23:		
Radius = 3354.4'		
Delta Angle = 25°42'45"		
Arc Distance = 1408.4'		
Chord Bearing = S 18°50' E		
Chord Distance = 1463.6'		
23-24:	S 89°09' W	95.9'
Curve Data 24-25:		
Radius = 3457.1'		
Delta Angle = 06°02'18"		
Arc Distance = 368.3'		
Chord Bearing = S 33°56' E		
Chord Distance = 364.2'		
25-26:	S 37°29' E	644.0'
26-8:	S 83°50' W	1358.4'
8-7:	N 08°44' W	944.7'
7-39:	N 28°12' E	462.2'
39-38:	N 56°51' W	891.1'
38-37:	N 11°25' W	891.1'
37-36:	S 89°52' W	439.9'
36-35:	S 18°12' W	372.4'
35-34:	S 28°02' E	357.0'
34-13:	S 16°33' W	34.1'
13-14:	N 71°46' W	24.5'

Aroostook Renewables, LLC Parcel C (Continued)		
Plan Point	Bearings	Distance
Curve Data 14-15:		
Radius = 7738.4'		
Delta Angle = 11°14'01"		
Arc Distance = 1514.0'		
Chord Bearing = N 12°04' E		
Chord Distance = 1511.6'		
15-16:	S 83°40' E	24.8'
Curve Data 16-17:		
Radius = 7739.4'		
Delta Angle = 05°21'38"		
Arc Distance = 758.7'		
Chord Bearing = N 03°37' E		
Chord Distance = 759.4'		
17-18:	N 16°16' E	160.3'
Curve Data 18-19:		
Radius = 7789.4'		
Delta Angle = 03°01'14"		
Arc Distance = 415.6'		
Chord Bearing = N 01°51' W		
Chord Distance = 415.5'		

Aroostook Renewables, LLC Parcel D 0.14 acres		
Plan Point	Bearings	Distance
The Line 23-27:	N 88°09' E	114.7'
Curve Data 27-28:		
Radius = 1462.3'		
Delta Angle = 25°33'51"		
Arc Distance = 1462.4'		
Chord Bearing = N 19°46' W		
Chord Distance = 1450.0'		
28-29:	river bank	1530'±
29-27:	S 26°19' E	1515.9'
27-28:	S 88°09' W	182'±

Aroostook Renewables, LLC Parcel E 0.14 acres		
Plan Point	Bearings	Distance
The Line 20-30:	N 85°09' E	99.6'
30-31:	N 88°09' E	21.1'
31-32:	N 28°12' E	199.2'
32-30:	S 01°53' F	199.0'
Curve Data 32-30:		
Radius = 16,453.5'		
Delta Angle = 0°41'49"		
Arc Distance = 200.1'		
Chord Bearing = N 07°53' W		
Chord Distance = 200.1'		

Aroostook Renewables, LLC Parcel F (Continued)		
Plan Point	Bearings	Distance
Curve Data 14-15:		
Radius = 7738.4'		
Delta Angle = 11°14'01"		
Arc Distance = 1514.0'		
Chord Bearing = N 12°04' E		
Chord Distance = 1511.6'		
15-16:	S 83°40' E	24.8'
Curve Data 16-17:		
Radius = 7739.4'		
Delta Angle = 05°21'38"		
Arc Distance = 758.7'		
Chord Bearing = N 03°37' E		
Chord Distance = 759.4'		
17-18:	N 16°16' E	160.3'
Curve Data 18-19:		
Radius = 7789.4'		
Delta Angle = 03°01'14"		
Arc Distance = 415.6'		
Chord Bearing = N 01°51' W		
Chord Distance = 415.5'		

Aroostook Renewables Parcel L 0.4 acres		
Plan Point	Bearings	Distance
The Line Curve Data 5-6:		
Radius = 7739.4'		
Delta Angle = 0°06'01"		
Arc Distance = 13.2'		
Chord Bearing = N 18°23' E		
Chord Distance = 13.2'		
Curve Data 6-33:		
Radius = 7739.4'		
Delta Angle = 1°17'42"		
Arc Distance = 171.0'		
Chord Bearing = N 18°41' E		
Chord Distance = 171.0'		
33-40:	S 46°34' E	225.4'
40-8:	S 89°09' W	218.6'

Blackstone Land Surveying, P.A.
7 Hatch Drive, Suite 260
Caribou, Maine 04736



City of Caribou Site Design Review Application

Planning & Code Enforcement
25 High St.
Caribou, Maine 04736
(207) 493 - 3324 X 214
kmurchison@cariboumaine.org

Note to Applicant: Complete this application and return it with the required documents. In addition, the required fee must be returned along with this completed application. Make checks payable to: "City of Caribou", in the amount of \$90.00 plus \$10.00 per 2000 square feet of total gross floor area for commercial, industrial or other non residential applications.

Please print or type all information

Name of Property Owner / Developer: Bruce Tingley

Development Name: Daughters International

Location of Property (Street Locations): Washburn Street

City of Caribou Tax Map: 007 Lot: 058 Zone: R-3

Site Design Review Application - City of Caribou, Maine

Site Design approval will not be considered complete until the Planning Board has determined it has all of the necessary information to review the proposal and render a decision. You are advised to meet with the Code Enforcement Officer prior to completing the application as it may not be necessary to comply with all of the items shown on the form. The review of your application shall consist of at least (2) two presentations to the Planning Board and possibly additional presentations until all required information has been provided. A "Performance Bond" may be required prior to approval of this project.

Applicant Information

Please provide a brief description of this project.

One self storage facility 20'x 60' with 12 units (10'x10'+-)

Person and address to which all correspondence regarding this application should be sent to:

Bruce Tingley

Phone: 207 227 7355

1038 Carson Rd

Woodland me 04736

E-mail: Earl Tingley @ Icloud.com

If applicant is a corporation, check if licensed in Maine () Yes () No
(Attach copy of Secretary of State Registration)

Name of Land Surveyor, Engineer, Architect or other Design Professionals. (attach list if needed)

Black Stone Land Surveying

Phone: 1 207 749 3321

Phone: _____

What legal interest does the applicant have in property to be developed (ownership, owners representative, option, purchase & sales contract, etc?)

Ownership

(Attach supportive legal documentation)

General Information

Aroostook County Registry Deeds: Book # 4848 Page # 223 (attach copy of deed)

What interest does the applicant have in any abutting property? None at the moment

Is any portion of the property within 250 feet of the normal high water line of a lake, pond, river, or wetland or within 75 feet of any stream? () Yes () No

Is any portion of the property within a Flood Hazard Zone? () Yes () No

Total area or acreage of parcel: 29.74 Total area or acreage to be developed: 2 at this time

Has this land been part of subdivision in the past five years? () Yes () No

Identify existing use(s) of land (farmland, woodlot, residential, etc.) farm land

Some Woodland + Swamp

Indicate any restrictive covenants to be placed in the deed -- (Please attach list)

Does the applicant propose to dedicate any recreation area, or common lands? () Yes () No

Recreation area(s) Estimated Area & Description: _____

Common land(s) Estimated Area & Description: _____

Anticipated start date for construction: month / year 09 / 2020 Completion: 07 / 2022

Does any portion of the proposal cross or abut an adjoining municipal line? () Yes (X) No

Does this development require extension of public services? () Yes (X) No

Roads: _____ Storm Drainage: _____ Sidewalks: _____ Sewer Lines: _____ Other: _____

Estimated cost for infrastructure improvements: \$ _____

Water Supply: Private Well: (X) Public Water Supply: ()

Sewerage Disposal: Private SSWD: () Public Sewer: ()

Estimated sewerage disposal gallons per day: () / day

Does the building require plan review by the State Fire Marshal Office? () Yes (X) No
(Attach Barrier free and Construction Permits from SFMO)

Have the plans been reviewed & approved by the Caribou Fire Chief? () Yes (X) No

Does the building have an automatic sprinkler system? () Yes (X) No

Does the building have an automatic fire detection system? () Yes (X) No

Will the development require a hydrant or dry hydrant fire pond? () Yes (X) No

Concept Plan Review Criterion

The Planning Board shall review applications first as a Concept Plan. Concept Plan Review is intended to insure the proposed plan is in conformance with the Caribou Comprehensive Plan and all City Ordinances. The completed application and concept plans shall be delivered to the Code Enforcement Office no less than 21 days prior to the first day of the next month. The Chairman of the Planning Board shall determine the schedule and agenda of the next meeting when the application and plans will receive Concept Plan Review. At a minimum, Concept Plan applications shall include the following:

1. _____ Name and address of the owner of record and applicant (if different).
2. _____ Name of the proposed development and location.
3. _____ Names and addresses of all property owners within 500 feet of the property.

4. _____ A copy of the deed to the property, option to purchase the property, or other documentation to demonstrate right, title, or interest in the property on the part of the applicant.

5. _____ Names and addresses of all consultants working on the project.

6. _____ 1 complete set of plans, ⁴24" X 36" & 10 complete sets of plans, ⁹11" X 17"

Plans to be included:

- Boundary Survey
- Storm Water Management
- Erosion and Sediment Control
- Finish Grading Plan
- Site Improvement Detail
- Building Elevations and Structural Plans

7. **Plans to show the following elements for review:**

- _____ a. Graphic scale and north arrow.
- _____ b. Location and dimensions of any existing or proposed easements and copies of existing covenants or deed restrictions.
- _____ c. Name, registration number, and seal of the land surveyor, architect, engineer, and/or similar professional who prepared the Plan.
- _____ d. All property boundaries, land area, and zoning designations of the site, regardless of whether all or part is being developed at this time.
- _____ e. Size, shape, and location of existing and proposed buildings on the site including dimensions of the buildings and setbacks from property lines.
- _____ f. Access for Emergency Vehicles, location and layout design of vehicular parking, circulation areas, loading areas, and walkways including curb cuts, driveways, parking space and vehicle turn around areas.
- _____ g. Location and names of streets and rights-of-way within 200' and adjacent to the proposed development.
- _____ h. Proposed finish grades and graphic arrows indicating the direction of storm water runoff.
- _____ i. Conceptual treatment of on and off site storm water management facilities.
- _____ j. Location and sizes of existing and proposed sewer and water services including connections.
- _____ k. Conceptual treatment of landscaping buffers, screens, and plantings.
- _____ l. Location of outdoor storage areas, fences, signage and accessory structures.
- _____ m. Context map illustrating the area surrounding the site which will be affected by the proposal including all streets, sidewalks, intersections, storm water drainage ways, sanitary sewer lines and pump stations, nearby properties and buildings, zoning Districts, and geographic features such as, but not limited to, wetlands, natural features, historic sites, flood plains, significant scenic areas, and significant wildlife habitats as provided in the Comprehensive Plan.

- n. All proposed signage and exterior lighting including the location, size and wording of all signs, type of exterior lights, radius of light, manufacturer's specifications sheet, and the ground level intensity in foot- candles of all exterior lights.

Final Site Design Plan Requirements

Following approval of the Concept Plan Review, the Planning Board may by majority vote schedule the Site Design Application for Final Plan Review. Final Plan Review must be at least 30 days following Concept Plan Approval. If additional information is required by the Planning Board following the Concept Plan Review, a complete set of revised plans shall be provided for final review and approval. If additional information or a change of information is required, the revised plans shall be delivered to the Code Enforcement Office at least 21 days prior to the next scheduled meeting.

Final Site Design Plan Review shall require three (3) 24" X 36" sets of plans for Board Signatures.

If the Planning Board determines that third party review will be necessary to make a sound decision, the applicant will be responsible for any fees incurred for the third party review.

During the Final Site Design Review the Chairman or designee shall determine that all of the elements of review 7-a., through 7-n. above have been addressed. The chair may then call for a motion.

If the Final Plan is approved by the Planning Board, no work may commence for a period of 30 days following the date of approval.

Final Site Design Plans shall provide an area designated for all seven Planning Board members signatures.

Applicant Signature:

To the best of my knowledge, all of the information submitted in this application is true and correct.

Signature of Applicant: _____ Date: _____

Final Site Design Review Criteria by Planning Board

Date: _____	<u>Yes</u>	<u>No</u>	<u>N/A</u>
A. Conformance with Comprehensive Plan	_____	_____	_____
B. Traffic	_____	_____	_____
C. Site Access	_____	_____	_____

	<u>Yes</u>	<u>No</u>	<u>N/A</u>
D. Parking & Vehicle Circulation	_____	_____	_____
E. Pedestrian Circulation	_____	_____	_____
F. Site Conditions	_____	_____	_____
G. Open Space	_____	_____	_____
H. Sanitary Sewage	_____	_____	_____
I. Water	_____	_____	_____
J. Emergency Vehicle Access	_____	_____	_____
K. Waste Disposal	_____	_____	_____
L. Buffering	_____	_____	_____
M. Natural Areas	_____	_____	_____
N. Exterior Lighting	_____	_____	_____
O. Stormwater Management	_____	_____	_____
P. Erosion & Sediment Control	_____	_____	_____
Q. Buildings	_____	_____	_____
R. Existing Landscaping	_____	_____	_____
S. Infrastructure	_____	_____	_____
T. Advertising Features	_____	_____	_____
U. Design Relationship to Site & Surrounding Properties	_____	_____	_____
V. Scenic Vistas & Areas	_____	_____	_____
W. Utilities	_____	_____	_____
X. Mineral Exploration	_____	_____	_____
Y. General Requirements (Pg. 859)	_____	_____	_____

Z. Phosphorus Export

**City of Caribou, Maine
Planning Board**

Site Design Review for: _____

Address: _____

On _____ (date) the members of the Caribou Planning Board met to consider the application for Site Design Review on the property referenced above.

The application was: **Denied** / **Approved** / **Approved with conditions**

Approved by the Caribou Planning Board

Signed: _____ Chairman of the Planning Board

Date: ____ / ____ / ____

Conditions of Approval:



Maine Department of Transportation

Janet T. Mills
Governor

Driveway/Entrance Permit

Bruce A. Van Note
Commissioner

Permit Number: 28118 - Entrance ID: 1

OWNER
 Name: **BRUCE TINGLEY**
 Address: **1038 CARSON ROAD**
WOODLAND, ME 04736
 Telephone: **(203)227-7355**

Date Printed: August 03, 2020

LOCATION

Route: **0164X, Route 164**
 Municipality: **Caribou**
 County: **Aroostook**
 Tax Map: **7 Lot Number: 58**
 Culvert Size: **inches**
 Culvert Type: **N/R**
 Culvert Length: **feet**
 Date of Permit: **June 08, 2020**
 Approved Entrance Width: **22 feet**

In accordance with rules promulgated under 23 M.R.S.A., Chapter 13, Subchapter I, Section 704, the Maine Department of Transportation (MaineDOT) approves a permit and grants permission to perform the necessary grading to construct, in accordance with sketch or attached plan, a **Driveway to Single Family Dwelling** at a point **1640 feet West** from **Rte. 164/York St.**, subject to the Chapter 299 Highway Driveway and Entrance Rules, standard conditions and special conditions (if any) listed below.

Conditions of Approval:

This Permittee acknowledges and agrees to comply with the Standard Conditions and Approval attached hereto and to any Specific Conditions of Approval shown here.

(G = GPS Location; W = Waiver; S = Special Condition)

G - THE ENTRANCE SHALL BE LOCATED AT GPS COORDINATES: 46.844360N, -68.057140W.

S - The profile of the driveway must comply with details on the enclosed sheet.

S - No culvert is needed at this time. If the applicant traps water due to the construction of this driveway, they will be required to purchase a culvert and have it installed at the request of the Maine Department of Transportation.

Approved by:  Date: 8/3/2020

STANDARD CONDITIONS AND APPROVAL

1. Provide, erect and maintain all necessary barricades, lights, warning signs and other devices as directed by MaineDOT to properly safeguard traffic while the construction is in progress.
2. At no time cause the highway to be closed to traffic
3. Where the driveway is located within a curb, curb and gutter, and/or sidewalk section, completely remove the existing curb, curb and gutter, and/or sidewalk as may be required to create the driveway and restore drainage. All driveways abutting sidewalk sections shall meet the requirements set forth in the Americans with Disabilities Act of 1990, 42 U.S.C. Sec. 12131 et seq.
4. Obtain, have delivered to the site, and install any culverts and/or drainage structures which may be necessary for drainage, the size, type and length as called for in the permit pursuant to 23 M.R.S.A. Sec. 705. All culverts and/or drainage structures shall be new.
5. Start construction of the proposed driveway within twenty-four (24) months of the date of permit issuance and substantially complete construction of the proposed driveway within twelve months of commencement of construction.
6. Comply with all applicable federal, state and municipal regulations and ordinances.
7. Do not alter, without the express written consent of the MaineDOT, any culverts or drainage swales within the MaineDOT right of way.
8. File a copy of the approved driveway permit with the affected municipality or LURC, as appropriate within 5 business days of receiving the MaineDOT approval.
9. Construct and maintain the driveway side slopes to be no steeper than the adjacent roadway side slopes, but in no case to be steeper than 3 horizontal to 1 vertical, unless the side slope is behind existing roadway guardrail, in which case it shall be no steeper than 2 horizontal to 1 vertical.
10. Notify the MaineDOT of a proposed change of use served by the driveway when increase in traffic flow is expected to occur. This does not exempt the need for obtaining a Traffic Movement Permit (TMP) if trip generation meets or exceeds 100 passenger car equivalents (PCE) during the peak hour of the day.
11. Construct or implement and maintain erosion and sedimentation measures sufficient to protect MaineDOT facilities.
12. Driveways shall be designed such that all maneuvering and parking of any vehicles will take place outside the highway right-of-way and where vehicles will exit the premises without backing onto the highway traveled way or shoulders. All driveways will have a turnaround area to accommodate vehicles using the premises.
13. Closing any portion of a highway or roadway including lanes, shoulders, sidewalks, bike lanes, or ATV access routes is not permitted without MaineDOT approval.

FURTHER CONDITION OF THE PERMIT

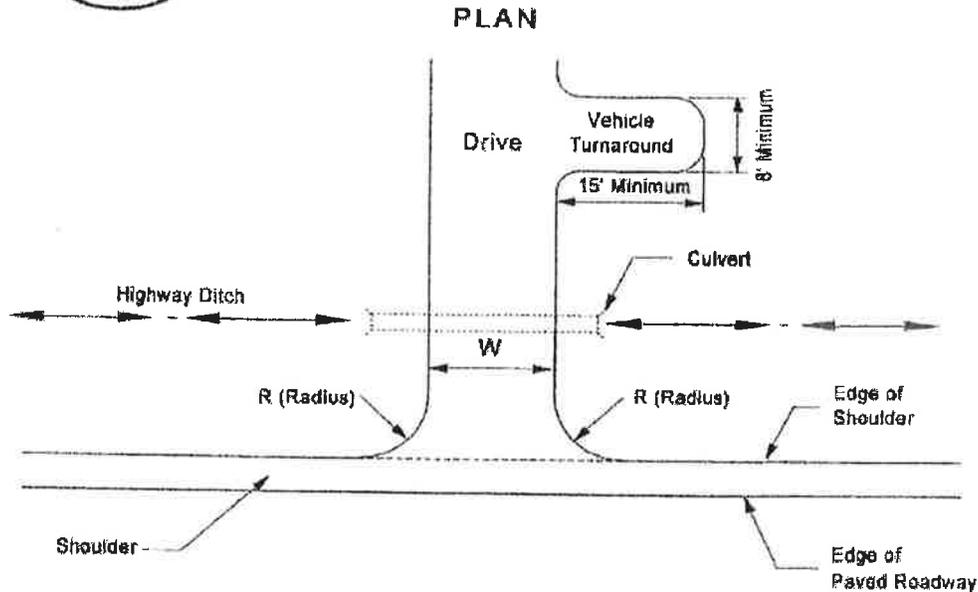
The owner shall assume, the defense of, and pay all damages, fines, and penalties for which he/she shall become liable, and shall indemnify and safe harmless said Department, its representatives, agents and employees from liability, actions against all suits, claims, damages for wrongful death, personal injuries or property damage suffered by any person or association which results from the willful or negligent action or inaction of the owner/applicant (agent) and in proceedings of every kind arising out of the construction and maintenance of said entrance(s), including snow removal.

Nothing herein shall, nor is intended to, waive any defense, immunity or limitation of liability which may be available to the MaineDOT, their officers, agents or employees under the Maine Tort Claims Act or any other privileges and/or immunities provided by law. It is a further condition that the owner will agree to keep the right of way inviolate for public highway purposes and no signs (other than traffic signs and signals), posters, billboards, roadside stands, culvert end walls or private installations shall be permitted within Right of Way limits.

Permit Number: 28118 Driveway Width (W) = 22 feet Radius (R) = 10 feet
Culvert –not required



State of Maine
Department of Transportation
Entrance / Driveway Details

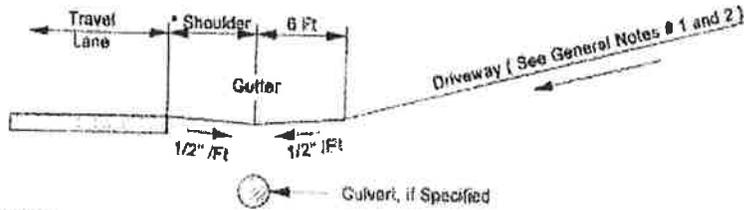


General Notes:

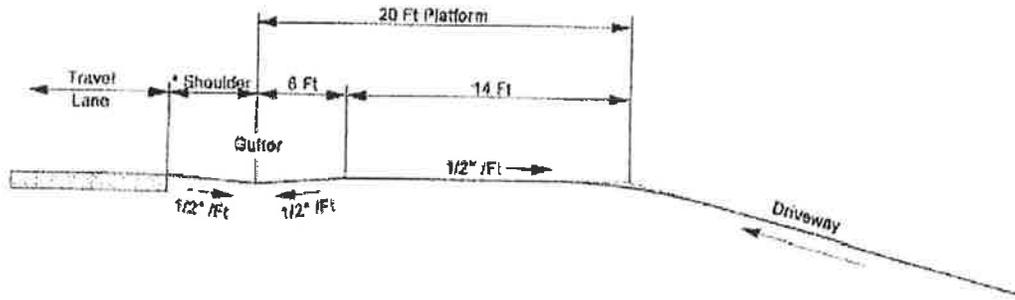
1. All residential or commercial drives with a 10% grade or more sloping down towards the highway shall be paved, at a minimum, to the right of way line and have ditches to control runoff.
2. Drives sloping to the highway shall be crowned (1/2" per foot minimum).
3. To the maximum extent practical, the entrance must be constructed perpendicular to the highway at the point of access.
4. Except where curbing exists or is proposed, the minimum radius on the edges of the entrance must be 10 feet or as otherwise required as shown.
5. Entrances/driveways will be built with an adequate turnaround area on the site to allow all vehicles to maneuver and park without backing into the highway. This turnaround shall be at least 8 feet wide by 15 feet long.
6. Entrances/driveways and other associated site work which directs water (runoff) towards the highway must be constructed, crowned, stabilized, and maintained with appropriate temporary/permanent erosion control materials in accordance with MaineDOT Best Management Practices.
7. The profile of the access must comply with the details shown on page 2.

MDOT Entrance / Driveway Details, Continued

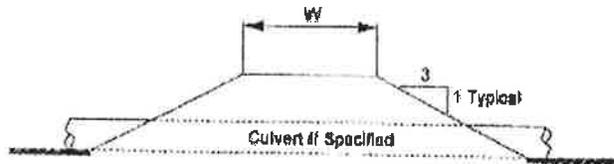
PROFILE Details



NOTE:
Grade of Existing Shoulder Should Be Maintained To Create A Gutter With a Minimum Of Three Inches Below The Edge Of Traveled Way.
* Distance Of The Gutter From The Edge Of Traveled Way Should Be The Same As Existing Shoulder Or A Minimum Of 4 Feet



Driveway Cross Section





00

18RETTD

MAINE REAL ESTATE
TRANSFER TAX DECLARATION
Form RETTD
Do not use red ink.

1. County **Aroostook**

2. Municipality **Caribou**

BOOK/PAGE - REGISTRY USE ONLY

3. GRANTEE/PURCHASER

3a. Last name, first name, MI; or business name

TINGLEY

BRUCE

E.

3b. Federal ID

3c. Last name, first name, MI; or business name

3d. Federal ID

3e. Mailing address after purchasing this property

WASHBURN STREET

3f. Municipality

CARIBOU

3g. State 3h. ZIP Code

ME 04736

4. GRANTOR/SELLER

4a. Last name, first name, MI; or business name

THOMPSON

CHRISTOPHER

L.

4b. Federal ID

4c. Last name, first name, MI; or Business name

4d. Federal ID

4e. Mailing address

2085 RUSHING STREET

4f. Municipality

RICHMOND HILL

4g. State 4h. ZIP Code

GA 31324

5. PROPERTY

5a. Map

7

Block

Lot

58

Sub-lot

Check any that apply

No maps exist

Multiple parcels

Portion of parcel

Not applicable

5b. Type of property - enter the code number that best describes the property being sold (see instructions).

101

5c. Physical location

Washburn Street

5d. Acreage (see instructions)

6. TRANSFER TAX

6a. Purchase price (If the transfer is a gift, enter "0") 6a.

\$ 21,500.00 .00

6b. Fair market value (Enter a value only if you entered "0" or a nominal value on line 6a) 6b.

.00

6c. Exemption claim - Check the box if either grantor or grantee is claiming exemption from transfer tax and enter explanation below.

7. DATE OF TRANSFER (MM-DD-YYYY)

10 11 2019

8. CLASSIFIED. WARNING TO BUYER - If the property is classified as farmland, open space, tree growth, or working waterfront, a substantial financial penalty may be triggered by development, subdivision, partition, or change in use.

CLASSIFIED

9. SPECIAL CIRCUMSTANCES. Were there any special circumstances with the transfer that suggest the price paid was either more or less than its fair market value? If yes, check the box and enter explanation below.

10. INCOME TAX WITHHELD. The buyer is not required to withhold Maine income tax because:

Seller has qualified as a Maine resident

A waiver has been received from the State Tax Assessor

Consideration for the property is less than \$50,000

The transfer is a foreclosure sale

11. OATH. Aware of penalties as set forth in 36 M.R.S. § 4641-K, I declare that I have reviewed this return with the Grantor(s) and Grantee(s) and to the best of my knowledge and belief the information contained herein is true, correct and complete. Declaration of preparer is based on information provided by Grantor(s) and Grantee(s) and of which preparer has any knowledge.

PREPARER. Name of preparer: Currier, Trask & Jordan

Phone number: (207)532-9411

Mailing address: 27 Court Street, Houlton, ME 04730

Email address: lisa@curriertrask.com

Fax number: (207)532-9518

Rev. 3/19

REAL ESTATE PROPERTY TAX DISCLAIMER

In order to complete the settlement statement for the closing of this transaction, it was necessary to obtain certain information concerning real estate property taxes and/or other property related charges and assessments from municipal and/or other government authorities. Although every effort was made to obtain accurate information, the Closing Agent (whether it is Currier, Trask & Jordan or another office) will not be responsible for the absolute accuracy of this information. This pertains to both purchase transactions and refinance transactions involving property tax escrows. In purchase transactions only, this disclaimer also pertains to the method of proration of taxes or other related items that may appear on the HUD-1 Settlement Statement or Closing Disclosure. In this situation the rights and liabilities of the seller(s) and buyer(s) with respect to such taxes, charges and assessments is wholly determined by the agreement between them.

The 2019 real estate taxes for the City of Caribou are in the amount of \$898.53 and will be paid at closing. The fiscal year for the City of Caribou is 01/01 – 12/31. The Seller will pay for the Seller’s prorated share from 01/01/19 – 10/11/19 in the amount of \$699.13 and the Buyer will pay for the Buyer’s prorated share from 10/12/19 – 12/31/19 in the amount of \$199.40. The Buyer is responsible for all future real estate taxes. *All prorrations are final as of date of closing.*

IMPORTANT NOTICE ABOUT PROPERTY TAXES FOR BUYERS AND SELLERS

1. Under Maine Law, payment of property taxes is the responsibility of the person who owns the property on April 1st.
2. The buyer and seller may agree to divide the taxes between them, but if any part of the taxes is not paid, a lien will be filed in the name of the person who owned the property on April 1st.

PLEASE BE AWARE

If you are the Seller: Even if you no longer own the property, a lien may have a negative effect on your credit rating.

If you are the Buyer: If a lien is filed in the Seller’s name, the municipality may foreclose on your property unless the taxes are paid.

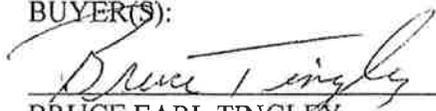
3. Municipalities have different fiscal years and tax due dates.
4. Make sure you understand the buyer’s and seller’s obligations with regards to property taxes and what may happen if taxes are not paid as agreed.
5. If you feel a lien has been filed incorrectly in your name;
 - A. Obtain a copy of the lien from the Registry of Deeds; and
 - B. Discuss the matter with your municipality.

If your credit report is incorrect, contact the Bureau of Consumer Credit Protection at 1-800-DEBT-LAW to determine what remedies are available to you to correct your credit report.

These potential tax lien problems can be avoided by providing that funds are set aside in escrow at the time of closing to ensure that property taxes will be paid.

We acknowledge receipt of this Real Estate Property Tax Disclaimer and further acknowledge that we understand its terms.

BUYER(S):



BRUCE EARL TINGLEY

SELLER(S):

CHRISTOPHER LEE THOMPSON

AGREEMENT RELATIVE TO UNITED STATES OF AMERICA PATRIOT ACT

Seller: Christopher Lee Thompson
Buyer: Bruce Earl Tingley
Property Address: Washburn Street, Caribou, Maine
Date: October 10, 2019

The above captioned Buyer/Borrower and/or Seller represent that he/she/they are aware that the United States Office of Terrorism and Financial Intelligence (TFI) has implemented U.S. government strategies to combat financing of domestic and international terrorism, national money laundering and other financial crimes and participated in the U.S. Treasury Department's development and implementation of U.S. government policies and regulations in support of the Bank Secrecy Act and USA PATRIOT Act (The "Patriot Act".) TFI compiles lists of sanctioned countries as well as specially designated nationals who pose either real or theoretical threats of terrorism to the United States. Under the Patriot Act, the TFI can prohibit certain people or entities from transacting certain money transfers based on such real or theoretical risk.

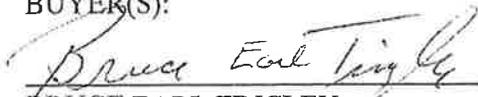
Buyer/Borrower and/or Seller hereby acknowledge that he/she/they are aware that under the Patriot Act, and based on threats of terrorism, real or theoretical, Currier, Trask & Jordan may be required to compare the names of any part to this transaction against the federally maintained list of Specially Designated Nationals. Buyer/Borrower and/or Seller also acknowledge that TFI or its agents may intercept and impound funds transferred through the Federal Reserve of the U.S. Treasury if it determines that any party related to the transfer (whether transferor, transferee or third party) or may be connected to a party on the lists defined under such act, including but not limited to its list of specially designated nationals.

Buyer/Borrower and/or Seller acknowledge that Currier, Trask & Jordan has no control over such impounding of funds transferred thru the U.S. Treasury of Federal Reserve. Buyer/Borrower and/or Seller agree to hold Currier, Trask & Jordan harmless for the impounding or redirecting by the TFI or any other government agencies of any funds transferred in connection with the closing of the above referenced property, and agree that Currier, Trask & Jordan will not be responsible for any loss, cost or damage arising or resulting from any such impounding or redirecting of funds.

Executed as a sealed instrument the date and year first written above.

Dated: October 10, 2019

BUYER(S):


BRUCE EARL TINGLEY

SELLER(S):

CHRISTOPHER LEE THOMPSON



FORM REW-4
MAINE REVENUE SERVICES
 Income/Estate Tax Division - REW
 P.O. Box 1064
 Augusta, ME 04332-1064
 Tel. 207-626-8473
 Fax 207-624-5062

NOTIFICATION TO BUYER(S) OF WITHHOLDING TAX REQUIREMENT

36 M.R.S. § 5250-A provides that every buyer of real property in Maine must withhold tax in an amount equal to 2.5% of the consideration. Any buyer who fails to withhold the tax is personally liable for the tax. The withholding required by § 5250-A must be transmitted to the State Tax Assessor with the appropriate REW-1 form within 30 days of the transfer of the real property.

A buyer is not required to withhold tax if:

- (a) The seller furnishes the buyer with a certificate stating that, under penalty of perjury, as of the date of the transfer, the seller is a resident of the State of Maine;
- (b) The seller or the buyer has received from the State Tax Assessor, a certificate stating that no tax is due on the gain from the transfer or that the seller has provided adequate security to cover the liability;
- (c) The consideration from the transfer of the property is less than \$50,000;
- (d) Written notification of the withholding requirements of 36 M.R.S. § 5250-A has not been provided to the buyer;
- (e) The seller is the State or an agency or a political subdivision of the state, the federal government or an agency of the federal government, an organization exempt from income taxes pursuant to the Internal Revenue Code, § 501(a), an insurance company exempt from the tax imposed by 36 M.R.S. § 5250-A or a business entity referred to in 24-A M.R.S., § 1157 (5) (B)(1) that is exempt from the tax imposed by this part; or
- (f) The property is being transferred pursuant to a foreclosure sale when the consideration paid does not exceed the debt secured by the property held by a mortgagee or lien holder, or a mortgagor conveys the property to a mortgagee in lieu of foreclosure and with no additional consideration.

The undersigned buyer(s) acknowledge(s) receipt of this notification of the withholding tax requirements of 36 M.R.S. § 5250-A.

BUYER(S):

Bruce Earl Tingley

 Bruce Earl Tingley

By: _____

Title: _____

**City of Caribou
Tax Information Sheet
As of: 10/04/2019**

Account: 4816 **Name:** THOMPSON, CHRISTOPHER LEE

Location: 0 WASHBURN STREET

Map and Lot: 007-058

Sale Date: 04/12/2010

Deed Reference: B4848P223 04/12/2010

Sale Price: \$36,900

Land: 36,600
Building: 0
Exempt: 0
Total: 36,600

Total Acres: 29.74
Tree Growth: Soft : 0 Mixed : 0 Hard : 0
Farmland:
Open Space:
ZonIng: 11 - Residential
SFLA: 0

	Amount	Mill Rate
Last Billed : 2019-1	898.53	24.550
Previous Billed : 2018-1	867.42	23.700

Outstanding Taxes					
Year	Per Diem	Principal	Interest	Costs	Total
2019-1	0.2230	892.19	0.89	0.00	893.08
	0.2230	892.19	0.89	0.00	893.08
2019-1 Period Due					
08/05/2019		892.19	0.89	0.00	<u>893.08</u>
					893.08

Information Given By: _____
Title: _____ 10/04/2019

All calculations are as of: 10/04/2019

DARYL AND PAULA LAVINGE
127 OLD WASHBURN ROAD
CARIBOU, ME 04736

CARL SODERBERG
460 YORK STREET
CARIBOU, ME 04736

EDWARD AND THERESA DUBE
495 WASHBURN STREET
CARIBOU, ME 04736

JUDITH KAY BLACKSTONE
C/O THOMAS L. BLACKSTONE
13 GLEN AVENUE
WATERVILLE, ME 04901

ABUNDANT LIFE MISSION
C/O LORETTA DOODY
195 THIBODEAU ROAD
WOODLAND, ME 04736

LORETTA M. TINGLEY
4 GREAT HILL COURT
EXETER, NH 03833

RAMON A. TORO
5221 WINTERS CHAPEL ROAD
ATLANTA, GA 30360

RICHARD W. JEWETT
118894 RIVER ROAD WEST
JOHNSON, VT 05656

LLOYD AND KATHLEEN SCHMITZ
32601 MINNESOTA STREET
LEWES, DE 19958

LAWRENCE R. JOHNSON
706 STRAWBERRT HILL ROAD
CENTERVILLE, MA 02632

BRUCE EARL TINGLEY
1038 CARSON ROAD
WOODLAND, ME 04736

YORK STREET COMPLEX, INC.
460 YORK STREET
CARIBOU, ME 04736



City of Caribou Use Permit Application

Planning & Code Enforcement
25 High St.
Caribou, Maine 04736
(207) 493 - 3324 X 214
kmurchison@cariboumaine.org

Public Hearing Notification fee \$90.00

Date Received: 03/22/2019

If Planning Board approval is required for your requested use, please be aware that the Board meets on the second Thursday of each month. Your application must be received in the Code Enforcement Office at least 15 business days in advance of the meeting in order to meet notification requirements. Please provide a dimensional site plan of your property showing the location of all buildings, parking and access from the public way.

Owner of Property: Philip Duplessie Phone: (207) 762-2527

Mailing Address: 565 VAN BUREN Rd
CARIBOU ME 04736

Location of Property: 565 VANBUREN Rd CARIBOU ME 04736

Tax Map: 14 Lot Number: 46-A Zone: R-3

Requested Use: Auto Repair Business

Signature of Applicant: Philip Duplessie Date: 3-22-19

**City of Caribou, Maine
Planning Board**

Use Permit for: Automotive Repair Business

Address: 565 Van Buren Road

On: 05/09/2019 (date) the members of the Caribou Planning Board met to consider the application for Site Design Review on the property referenced above.

The application was: Denied / Approved / Approved with conditions
Approved by the Caribou Planning Board

Signed: [Signature] Chairman of the Planning Board

[Signature]

[Signature]

Date: 05 / 09 / 2019

Conditions of Approval:

Complete prior building permit (siding)
Fence on South and North Boundaries

Transportation

Transportation

Goal: To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

<i>Policies</i>	<i>Strategies</i>	<i>Responsibility</i>	<i>Implementation</i>
To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.	Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	Planning Board	Ongoing
To safely and efficiently preserve or improve the transportation system.	Initiate or actively participate in regional and state transportation efforts.	Planning Board/Code Enforcement Officer	2015
To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: a. Policy Objectives of the Sensible Transportation Policy Act (23 MRSA 73) b. State access management regulations pursuant to 23 MRSA 704 c. State traffic permitting regulations for large developments pursuant to 23 MRSA 704-A	Planning Board/City Council	Ongoing
To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).	Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	Planning Board/City Council	Ongoing
To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	Ensure that High Street is reconstructed with a two lane street with expanded sidewalks to match the aesthetics of surrounding areas and to promote High Street as a central and pedestrian friendly corridor in the center of town, connecting the Bennett Drive business district to the Downtown area.	City Manager/City Council	2017? (dependent on state construction schedule)
	Conduct a road usage analysis to determine rural roads that can be discontinued as well as cost benefit analysis for continued maintenance of seldom used rural roads	City Council	2016
	Form an Airport Study Committee to determine future of airport in Caribou and opportunities for enhanced use or regionalization/consolidation	City Council	2015-2018

Ongoing **Commented [JK1]: Up to Caribou I did not touch**

Develop and implement a Complete Streets policy	Planning Board	2015-16
Explore inclusion of bike lanes in downtown area	Public Works/Recreation Department	2016

In the land use planning process, community transportation issues can be complex and challenging. Transportation weighs heavily in planning for local fiscal capacity and future land uses. It's important to stay focused on safety, efficiency of movement, energy efficiency and conservation, cost effectiveness and the local need and interest in different modes of travel. Caribou has a lot of experience with these types of issues and has made progress in several important areas. Advancements include subdivision regulations and a road construction ordinance, and improvements to parking, sidewalks and trails. Several transportation related problems and issues have been identified and are explained here. The locally acceptable approaches for avoiding problems and meeting the future transportation demands of Caribou are identified in the policies/strategies section.

Most residents probably take for granted that Caribou is a significant regional transportation hub. Caribou also has several major transportation corridors including US Route 1, Route 161, and Route 89 and to a lesser extent Route 228 and Route 164. These highway segments are vital corridors for commerce and tourism. The slow, steady development along these routes is a threat to safety and transportation efficiency. While expensive, a bypass north of Caribou beginning on Route 161 and ending at US Route 1 was constructed as part of the Aroostook County Transportation Study. This bypass was constructed to better access and serves the three major arterial routes through the city. By many accounts, this bypass has reduced the amount of heavy truck traffic in Caribou's downtown.

Local roads, collectors, and arterials also serve the needs of residents to access services and employment. The City is responsible for maintaining 96.5 miles of road of which 9.7 miles is closed to winter maintenance. There is little difference in the miles of road maintained today versus 20 years ago. City roads can be abandoned and the ownership transferred to abutting owners. Several subdivisions have been approved over the past 5 years and have added 1.53 miles to municipally maintained roads. Subdivision roads are built at the developer's expense and must be constructed to the road standards identified in the local road ordinance. If roads are to be accepted by the City for ownership and maintenance, they must also meet a threshold criteria based on Average Daily Traffic (ADT) count before local voters are asked to approve acceptance. Henceforth the cost to maintain them becomes a taxpayer expense.

Commented [JK2]: Ken Check with Dave O
Is this number correct?

Other, equally important, transportation related topics include alternative modes of transportation and parking. Caribou has many alternative transportation assets and over the years, has made a lot of progress in increasing and improving in these areas. Beyond the need to provide safe, convenient access for bicyclists and pedestrians to businesses and schools, there is significant overlap of tourism and recreation when we discuss modes of transportation. Pedestrian, snowmobile and ATV access to businesses and services have significant economic value. Caribou offers a system that is safe, well maintained, cost effective and diverse.

Airports

Maine is broken down for aviation planning purposes into eleven (11) regions. Region 11, which covers all of Aroostook County, has four system airports. These include: Northern Maine Regional, Northern Aroostook Regional, Caribou Municipal, and Houlton International.

Caribou Municipal Airport

The City of Caribou owns the Caribou Municipal Airport. The airport currently has two asphalt paved runways: one is 4,000 feet long and 100 feet wide; and the other is 3,000 feet long and 75 feet wide. Both runways have pilot-controlled lighting.

Caribou Municipal is a general aviation airport supporting flying activities conducted by private and business interests. The airport is designated as an Airport of Entry (AOE) by the US Customs Service due to its proximity to the Canadian border. Permission to land from the US Customs Service is not necessary, but one hour advance notice is required. It is designed to serve small aircraft (12,500 lbs. or less).

There are two instrument approaches available in poor weather conditions, which provide lateral guidance only. The first is a straight in Global Positioning Satellite approach to Runway 19. It has ceiling and visibility minimums of 600 feet and one mile. The second is a circling approach using the Presque Isle Very High Frequency Omni-Directional Range (VOR) or GPS. Ceiling and visibility minimums for this approach are 700 feet and one mile.

The FBO terminal is located in the eastern portion of the airport property. A new 7,300 square foot hangar was constructed in 2000. Aircraft charter, maintenance, rental and flight training is available. Aircraft fuel (100 LL avgas) and oil is available. The terminal is open during daylight hours and after dark by appointment only.

The following projects for Caribou Municipal Airport are listed in MaineDOT's Work Plan for the Calendar Years 2019-2021.

Planned Capital and Maintenance Work 2019-2021

Work Plan Year	Asset(s)	Description	Estimated Funding
2019	Caribou Municipal	Safety and infrastructure improvements that may include an environmental assessment.	\$77,250
2020/21	Caribou Municipal	Safety and infrastructure improvements that may include land acquisition.	\$154,500

Source: MaineDOT, 2019

Radar Facilities

The Federal Aviation Authority (FAA) operates a long-range radar facility (ARSR 4) on the Albair Road in Caribou. The radar has an operational radius of 250 miles and services air traffic from airports located in Presque Isle, Caribou, Houlton, and Frenchville.

Northern Maine Regional Airport.

The Northern Maine Regional Airport, located in Presque Isle, is one of only three certificated airports in the State and has two large paved runways measuring 7,440' x 150' and 5,994' x 150'. The airport has been designated an economic development airport and provides Aroostook County with daily regional jet service to Newark, as well as scheduled flights, operated by a number of overnight freight companies. Principle facilities include an air terminal building, a general aviation terminal and hangar facility, a crash rescue and maintenance building, and an office and hangar complex. The airport offers a full line of aviation services including air charter, aircraft maintenance, flight instruction, fuel services, aircraft deicing, and on-call customs and agricultural clearance services. The facility offers a full instrument landing system (ILS) and a variety of additional current technology navigational aids.

PUBLIC TRANSPORTATION

There is no true public transit system in the region. ARTS (Aroostook Regional Transportation System) serves all communities in Aroostook County at least one time per week but it heavily reliant on MaineCare and Medicare clients for its ridership. As a result, local schedules typically accommodate those clients for their non-emergency trips to medical or other appointments and less so for the general public to access employment centers. Additionally there are no organized car and van pooling projects on-going. In the past GoMaine was serving the Loring Commerce Centre and was heavily utilized by employees of Sitel and DFAS. While the program still exists and is operated through the Maine Turnpike Authority, use of this program in the region has dwindled. There are federal employee benefits that help offset the cost of car and vanpooling.

Aroostook Regional Transportation System-The Aroostook Regional Transportation System is a private, non-profit agency that provides transit service to the general public, individuals with disabilities, low income and elderly people in Region 1, includes all of Aroostook County, Danforth in Washington County, and Patten/Stacyville in Penobscot County. ARTS has 40 years' experience providing public, social service and non-emergency medical transportation through a variety of transportation modes including agency vehicles, volunteers, private car drivers, and prior to the initiation of a brokered system delivered payments for MaineCare Friends & Family services.

ARTS services are available to all members of the general public from the outlying towns to the commercial centers, and pick-up services are available in-town to the elderly and handicapped only. Fares are charged to members of the general public and half- priced fare is charged to the elderly and handicapped. No fare is charged to MaineCare members going to MaineCare covered services. Services are provided to individuals with special needs who attend daily waiver programs. These daily trips are also available to the general public, but no deviation from the special routes take place due to time limitations.

The MaineCare Broker and provider system needs to be improved to ensure that MaineCare clients are able to attend non-emergency medical appointments. The broker needs a far better understanding of Aroostook County and to be able to dispatch bus service or rides in a timely manner.

A newly proposed personalized transportation option is being explored by CARY Memorial Hospital is being explored using a Community Development Block Grant for Public Service. A Hybrid dispatch system is being proposed to provide rides utilizing existing programs like ARTS, community ride shares and volunteer drivers to form the Caribou Area Personalized Transportation System (CAPTS). CAPTS hopes to begin dispatching rides in 2021.

Cyr Bus Lines-Cyr Bus Lines provides daily regional bus service from northern Maine to Bangor and points south with connections to the major national bus lines. The northern most pick-up point for the bus line is in Caribou.

Taxi Service-There are several taxi services in Aroostook County. Aroostook Cab, City Cab, and Town Taxi all serve the Caribou area.

CARIBOU ROADWAYS

Public roads in Maine are classified into three categories based on the needs served by those roads. They are arterial, collector, and local. In total, Caribou has 150.12 miles of roadway. They are generally in good shape for present levels of traffic. With routine maintenance, the scraping back of the shoulder build-up, and the cleaning of the ditches, the life of the roadway surface can be prolonged and will save money. Should development pressure occur, a more thorough review of the transportation system, road construction standards, and maintenance will be necessary.

Caribou has 28.63 miles of arterial roads, 31.9 miles of collector roads, and 89.59 miles of local road. Collector roads, sometimes called "feeder roads", are major roads that collect or "feed" traffic to the arterial roads and are maintained by the State. They serve places of lower population densities and are somewhat removed from main travel routes.

There are 89.59 miles of local roads. Local roads or town roads include all public roads not within the arterial or collector category. These roads are maintained by Caribou for local service use and provide service to adjacent land areas and usually carry low volumes of traffic.

The following is a list of roads in Caribou and their surface type and length (in feet):

Road	Surface	Length	Road	Surface	Length
Alexander Ave	Asphalt	267	Charles St	Asphalt	1480
Alpha St	Asphalt	1086	Church St	Asphalt	552
Angle St	Asphalt	576	Clover St	Asphalt	948
Armco Ave	Asphalt	1084	Collins St	Asphalt	2574
Barrett St	Asphalt	200	Columbus Ave	Asphalt	258
Bell Lane	Asphalt	100	Coolidge Ave	Asphalt	1384

Belmont St.	Asphalt	273
Bernadette St	Asphalt	583
Beta St	Asphalt	1084
Birdseye Ave	Asphalt	887
Bradley St	Asphalt	1092
Bridge St	Asphalt	369
Broadway	Asphalt	2036
Burns Ave	Asphalt	562
Caribou St	Asphalt	898
Caroline Ave	Asphalt	519
Center St	Asphalt	244
Elmwood Ave	Asphalt	1766
Evergreen Parkway	Asphalt	400
Farrell St	Asphalt	540
Fenderson St	Asphalt	735
Fontaine Dr	Asphalt	1700
Forest Ave	Asphalt	228
Fort St	Asphalt	1352
Franklin St	Asphalt	814
Road	Surface	Length
Garden Circle A	Asphalt	1273
Garden Circle B	Asphalt	1305
George Watson Mem Dr	Asphalt	10722
Glenn St	Asphalt	3736
Glennedale Rd	Asphalt	1136

Corbin St	Asphalt	295
Corriveau St	Asphalt	881
Country Rd	Asphalt	1745
Court St	Asphalt	550
Crosby Ave	Asphalt	1500
Dahlgren St	Asphalt	1367
Donie St	Asphalt	331
Dorcas Ave	Asphalt	495
Dorilda Circle	Asphalt	338
Elizabeth Ave	Asphalt	1028
Elm St	Asphalt	583
Hoover Ave	Asphalt	739
Huston St	Asphalt	375
Jacobs Ave	Asphalt	447
Jefferson Ave	Asphalt	361
Katahdin Ave	Asphalt	1573
Kittinger Ave	Asphalt	737
Lafayette St	Asphalt	1642
Laurette St	Asphalt	800
Road	Surface	Length
Lee St	Asphalt	957
Liberty St	Asphalt	1000
Limestone St	Asphalt	1600
Lincoln St	Asphalt	1000
Lower Washington St	Asphalt	487

Goldfrank Dr	Asphalt	828
Grange St	Asphalt	262
Grimes Mill Rd	Asphalt	14996
Grove St	Asphalt	502
Haines St	Asphalt	433
Hancock St	Asphalt	481
Hardison Ave	Asphalt	1483
Harvey St	Asphalt	522
Heritage Rd	Asphalt	225
Highland Ave	Asphalt	298
Hillcrest Ave	Asphalt	1041
Home Farm Rd	Asphalt	1152
Nylander St	Asphalt	276
Oak Ave	Asphalt	100
Ogren Rd	Asphalt	7543
Old Van Buren Rd	Asphalt	1421
Otter St	Asphalt	950
Ouellette Rd	Asphalt	936
Page Ave	Asphalt	1384
Paris Snow Dr	Asphalt	1823
Park St	Asphalt	1713
Road	Surface	Length
Patten St	Asphalt	832
Peterson Ave	Asphalt	810
Pilgrim Rd	Asphalt	939

Lyndon St	Asphalt	1378
Lynn Dr	Asphalt	2925
Macarthur Ave	Asphalt	619
Maple St	Asphalt	235
Maysville Rd	Asphalt	4256
Mckinley St	Asphalt	463
Meadowbrook Dr	Asphalt	1414
Midland St	Asphalt	1036
Morgan Dr	Asphalt	697
Myrtle St	Asphalt	527
Newton Ave	Asphalt	704
Northern Ave	Asphalt	263
Scenic Dr	Asphalt	394
Short St	Asphalt	251
Sincock St	Asphalt	3184
Skyway Dr	Asphalt	670
Smith St	Asphalt	597
Solman St	Asphalt	2674
South Park St	Asphalt	444
Sperry Dr	Asphalt	534
Spring St	Asphalt	1855
Road	Surface	Length
Spruce Ridge Rd	Asphalt	2250
St. Anne St	Asphalt	587
Stevens St	Asphalt	293

Pioneer Ave	Asphalt	1805
Pleasant St	Asphalt	686
Pond St.	Asphalt	330
Pool Ave	Asphalt	330
Prospect St A	Asphalt	600
Prospect St B	Asphalt	747
Raymond Dr	Asphalt	425
Record St	Asphalt	466
Reservoir St	Asphalt	797
Roberts St	Asphalt	1081
Roosevelt Ave	Asphalt	100
Rose St	Asphalt	1942
Russ St	Asphalt	1737
View St	Asphalt	375
Violette St	Asphalt	1000
Washington Ave	Asphalt	1293
Water St	Asphalt	2587
Wellington Ave A	Asphalt	400
Wellington Ave B	Asphalt	450
All Asphalt	Feet	168747

Summer St	Asphalt	426
Summit Ave	Asphalt	827
Sunrise Ave	Asphalt	250
Superior Dr	Asphalt	1813
Sweden St	Asphalt	687
Teague St	Asphalt	1037
Thomas Ave	Asphalt	966
Townview Rd	Asphalt	808
Truman St	Asphalt	146
Utility St	Asphalt	750
Vaughan St	Asphalt	1159
Veronica St	Asphalt	565
Vesta Dr	Asphalt	1693
Westwind Dr	Asphalt	1286
Wilbur Ave	Asphalt	757
Willow Dr	Asphalt	344
Windy Hill Dr	Asphalt	535
Wright St	Asphalt	240
York St	Asphalt	2513
Miles		31.96

Source: City of Caribou, 2014

Roads With Chipseal Surface

Road	Surface	Length	Road	Surface	Length
Albair Rd	Latex	33874	Main Siding Rd	Latex	4969

Aldrich Dr	Latex	1950	Mecon Dr	Latex	535
Bailey Rd	MS-2	6204	Mitchell Rd	MS-2	1450
Baird Rd	MS-2	8055	Old Washburn Rd	MS-2	12464
Belanger Rd	MS-2	15962	Plante Rd	MS-2	12100
Belyea Rd	MS-2	2520	Powers Rd	Latex	16262
Bog Rd	MS-2	6700	Preston St	Latex	294
Bowles Rd	Latex	9075	Railroad St	Latex	1442
Brissette Rd	MS-2	4876	Raymond Joseph Ln	MS-2	1847
Brooks St	MS-2	1378	Richards Rd	MS-2	1842
Buck Rd	MS-2	7032	River Rd	Latex	18942
Campground Hill Rd	MS-2	6152	Sawyer Rd	Latex	507
Caribou Lake Rd	Latex	8500	Shirley Dr	Latex	322
Coffin Rd	MS-2	200	Solar Dr	MS-2	2400
Cross Rd	Latex	2727	Sullivan Dr	MS-2	1102
Dow Siding Rd	MS-2	2850	Thompson Rd	MS-2	6894
Doyle Rd	MS-2	7935	Vance Rd	MS-2	5525
E Green Ridge Rd	MS-2	3800	West Gate Rd	Latex	7039
Green Ridge Rd	Latex	14148	Outer York St	Latex	9234
Hardison Rd	MS-2	10714	Lombard Rd	MS-2	7120
Madawaska Rd	MS-2	18388			
All Chipseal	Feet	285,330	Miles		54.04

Source: City of Caribou, 2014

Roads with Gravel Surfaces

Road	Surface	Length	Road	Surface	Length
Cedar Hill Lane	Gravel	1020	McGraw Siding	Gravel	2978

Church St	Gravel	164	Old Grimes Mill Rd	Gravel	1950
Kelley Rd	Gravel	3997	Tracy Lane	Gravel	868
All Gravel Roads	Feet	10977	Miles		2.07

Source: City of Caribou, 2014

State Roads

Road	Surface	Length	Road	Surface	Length
Bennett Dr	Asphalt	4220	N Main St	Asphalt	6628
Fort Fairfield Rd	Asphalt	1833	Prospect St	Asphalt	225
Hatch Dr	Asphalt	1175	Route 89	Asphalt	1950
Herschel St	Asphalt	1175	S Main Street	Asphalt	8000
High St	Asphalt	2200	Sweden St.	Asphalt	7668
Limestone St	Asphalt	4500	Washburn St	Asphalt	2978
Woodland Center Rd	Asphalt	1950			
All Gravel Roads	Feet	44502	Miles		8.43

Source: City of Caribou, 2014

High Crash Locations

According to the Maine Department of Transportation, there were eight (8) high crash locations in Caribou between 2016, and 2018. High crash locations (HCLs) were identified by MaineDOT as being locations with eight (8) or more crashes and exceed the Critical Rate Factor (CRF) of 1.00 or greater within a three-year period. A highway location with a CRF greater than 1.00 has a frequency of crashes that is greater than the statewide average for similar locations. A CRF is a statistical measure to determine the "expected crash rate" as compared to similar locations in Maine.

The table below lists Caribou's HCLs. It should be noted that in several locations and supported by accident reports and observations several locations are mainly animal related. There is a large deer wintering area located south of Caribou's downtown and deer are commonly seen in or along the roads. During discussions with the Regional Wildlife Biologist, Inland Fisheries and Wildlife has, since 2013, the authority to stop landowners from feeding deer when it presents a public safety threat or a threat to deer. IF&W has worked with landowners and have had 100 percent compliance. For the most part, drivers are aware of these locations and need to pay better attention.

A second factor that is hard to quantify is the impact of distracted drivers. During the writing of

this section, it was very common to see distracted drivers, texting drivers, cell phone glued to their ear drivers, impatient drivers, speeding, and pedestrians crossing whenever or wherever. While it is difficult to make meaningful recommendations to MaineDOT regarding this type of activity, the old National Safety Council's 'Drive Defensively' slogan is truer today than ever.

Caribou High Crash Locations, 2016-2018

Location	Total Crashes	Critical Rate Factor	Percent Injury	County Rank	State Rank
Intersections					
Herschel Street, High Street, and Main Street	13	3.65	15.4	1	65
Road Segments					
Old Washburn Road	8	1.06	0.0	39	201
York Street from Old Washburn Road east 0.08 miles	8	2.03	0.0	10	107
East Presque Isle Road (Route 205) from Route 161 intersection south 0.32 miles	10	1.02	40.0	42	205
Sweden Street from intersection of Record Street to intersection of Stevens Street	9	21.19	0.0	1	2
US Route 1 from Dow Siding Road north 0.43 miles to node 9389	35	1.17	11.4	32	190
Bennett Drive from Laurette Street to Skyway Drive	17	1.89	11.8	13	121
Main Street from Kittenger Drive south to node 65670 (Caribou Inn and Convention Centre)	12	1.23	16.7	30	184

Source: MaineDOT, 2019

In 2016 and again in 2018, NMDC completed a High Crash Location report for MaineDOT that reviewed most of the HCLs in Caribou. Common suggestions included but were not limited to:

Ldp

- Consider working with business to reduce the number of accesses and share entrances.
- Consider a center turning lane.
- Consider traffic calming measures.
- Consider changing the “Right Turn Only” sign southbound so that it is more prominent.
- Consider painting crosswalks more frequently.
- Continue to paint travel and turning lanes frequently.
- Consider reducing the number of parking spaces on Sweden Street and at the Post Office and have patron utilize the existing parking lot.

Copies of the reports are available on NMDC’s website.

A relatively new safety issue for Caribou and several surrounding communities is the increased population of Amish and their mode of transportation. The Amish use of horse and buggies or walking along state and local roads has created some traffic conflicts in the town. Although use of lights and reflectors is increasing among the Amish community not all means of transportation contain sufficient safety warnings. The City may wish to work with the Amish population to develop a system of improving the visibility of Amish vehicles for passing motorists through the increased use of reflectors, safety (slow moving traffic) triangles, lanterns and other safety solutions.

Traffic Lights

There are five (5) sets of traffic signals located in Caribou. There are two (2) signals, maintained by MaineDOT, one located at the intersection of Access Highway and Van Buren Road and the other at the intersection of Fort Street, Presque Isle Road, and Van Buren Road. Beacons are located at the intersection of Fort Street and Main Street (City maintained), intersection of Access Highway, Limestone Street, and Powers Road (State maintained), and the intersection of Access Highway, Belyea Road, and Madawaska Road (State maintained.).

LOCAL ROAD UPDATE

The Caribou Highway Department has created a road evaluation scoring system for the roads under its jurisdiction for summer and winter maintenance. The goal of the City is maintaining all roadway surfaces at a 70 percent rating or better. Roads are inventoried at a least every other year by Highway Department staff. The Highway Director has developed, and approved by the City Council, a “capital improvement” plan in which he estimates that 9.5 miles of road needs to be chip sealed, 2.5 miles of roadway paved, and 1 mile of MaineDOT jurisdiction road in the urban compact area needs to be paved annually to maintain the overall 70 percent rating. Regardless of the cost, staff presents a list of roads that meet the criteria to the Council. Until recently, the Council has approved this list in its entirety. However as municipal budgets constraints grow, the Council is now alternating between chip sealing and paving. The danger of this decision is that road ratings could decrease in the future.

PARKING

The City maintains five (5) parking lots, all of which are located near the downtown area, two (2)

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of which are currently leased to Citel. The parking lots are generally in good repair and meet existing guidelines for marking and lighting. The Highway Department is responsible for the maintenance of these parking lots and maintains each on an as needed basis. However, as budget constrains grow, there is the danger that parking lot conditions could deteriorate. With the pending closure of Citel, it is doubtful that additional new parking would be required in Caribou's downtown.

Parking in downtown Caribou is adequate for current and projected growth. However, past land uses in the downtown, which were primarily service oriented, showed that parking could become an issue if a true ~~mixed use~~ mixed-use downtown evolves in the future. In the recent past, employee parking left little room for retail parking customers. City officials need to be watchful that as mixed uses occur in the downtown that parking for all uses is available. This may mean that the service industries require employees to park in underutilized areas away from Sweden Street.

SIDEWALKS AND PATHS

Unfortunately, Caribou does not have a detailed, online inventory of sidewalk issues. Areas were identified where sidewalks were in disrepair, interrupted, damaged or in other ways unsafe for persons walking, running or bicycling. The sidewalk inventory identifies several kinds of challenges that particularly affect persons using ~~wheel chairs~~ wheelchairs, but many that are impediments to all travelers including:

- Crosswalks that are inaccessible or poorly marked
- Cuts in paving - sudden drop-offs or step-ups
- Damaged paving
- Debris including sand, gravel, sand, snow and water
- Drainage grates
- Gaps where sidewalks end forcing people into the roadway
- Obstructions including utilities, vegetation, fences, walls, signage and parked cars
- Slope of sidewalk side to the other or in the direction of travel
- Substandard width

In many cases these kinds of problems overlap. For example, a poorly designed drainage grate accumulates debris, causes undermining of existing sidewalks and resulting sudden changes in the surface.

Caribou's Public Works Department works annually to maintain sidewalks. Pedestrians are served by network of sidewalks located in the more densely developed parts of town and 7.6 miles of trails. Recent sidewalk maintenance costs were approximately \$15,000. Continued maintenance is necessary and reconstruction should occur on up to 25 percent of the network. To encourage bicycle use the town and schools provide bike racks at several locations. The trail network available for bike use includes the 7.6 miles available for pedestrian use.

CAPITAL WORK PLAN

The Maine Department of Transportation's (MaineDOT) new Work Plan for Calendar Years 2019-2020-2021 supports the department's mission, "To responsibly provide our customers with the safest, most reliable transportation system possible, given available resources." The Work Plan contains projections of transportation resources (federal, state, other) and MaineDOT's strategy to apply them to the planning, engineering, construction, operation and maintenance of transportation infrastructure of all modes throughout Maine. The Work Plan emphasizes focusing scarce transportation resources on existing critical infrastructure needs, primarily roads and bridges, to the greatest extent possible.

Caribou regularly provides input to MaineDOT as to projects listed in the Plan. Every two years, municipalities are asked to submit prioritized lists of projects for potential inclusion in the Plan. The following projects are listed in the 2019-2021 Work Plan for Caribou. The costs listed are the total cost of these projects, some of which may extend into neighboring towns.

Planned Capital and Maintenance Work 2019-2021

Work Plan Year	Asset(s)	Description	Estimated Funding
2019	Route 89	Drainage Improvements beginning 0.04 miles east of Main Street and extending east 0.29 miles to Bennett Drive.	\$735,000
2019	Route 89	Highway Rehabilitation Municipal Partnership Initiative Program. Beginning 0.01 of a mile north of Main Street and extending east 0.40 of a mile.	\$174,228
2019	Route 1	Bridge Replacement Route 1 Otter Brook Bridge (#5902) over Otter Brook. Located 0.37 of a mile north of Watson Memorial Drive	\$1,081,000
2019	Grimes Road	Engineering for slope stabilization. Beginning 0.81 of a mile northwest of the Fort Fairfield town line and extending north 0.09 of a mile	\$75,000
2020/21	Route 1	Slope Stabilization/Protection. Large culvert (#46960) located 1.09 miles south of Route 161.	\$50,000
2019	Route 164	Engineering. Large culvert (#931080) located 1.07 miles north of Route 1.	\$110,000
2020/21	Presque Isle Road	Highway Rehabilitation. Located at the intersection of West Presque Isle Road and Buck Road.	\$90,000
2019	Route 164	Drainage Maintenance. Replacing culvert (#185199) located 0.25 of a mile east of the Lombard Road.	\$15,000
2019	Route 205	Ditching at various locations. Beginning at the Presque Isle-Caribou town line and extending north 2.96 miles to the Hardison Road.	\$18,000
2019	Route 223	Ditching in various locations. Beginning at Route 89 and extending east 6.44 miles to Route 1A.	\$100,000
2019	Route 164	Replacing catch basins. Located 0.02 of a mile east of the Meadow Brook Road.	\$27,000

2019	Route 1	Ultra-Thin Bonded Wearing Course beginning 0.83 of a mile north of Route 89 and extending north 9.31 miles.	\$1,865,699
2020	Grimes Road	Light Capital Paving beginning at Route 1A and extending northwest 10.25 miles to Route 89.	\$424,555

Source: Maine Department of Transportation 2019

Environmental Concerns

Habitat fragmentation can result from roads and other transportation facilities and is likely occurring in Caribou. Poorly maintained culverts and water crossing structures can physically block fish passage and/or result in increased flow velocities that cause excessive channel scouring, bank slumping and flows that limit fish and aquatic invertebrate passage in streams and which can lead to local extinctions of fish species. Current practice calls for a doubling in the size of culverts when they are replaced to allow for fish passage and allowance for flooding clearance.

Maine Department of Inland Fisheries and Wildlife (IF&W) recommends, when repairing and replacing culverts, to do so with structures with a span of 1.2 times the bank's full width to comply with the Army Corps of Engineers category 1 permit requirement. In addition, IF&W recommends using bridges, three-sided box culverts and open bottom arch culverts instead of pipe style culverts because they utilize the brook's natural stream bottom and provide fish spawning and nursery habitat. The City will implement these recommendations where feasible.

Beginning in 2007, the StreamSmart program at Maine Audubon and IF&W surveyed culverts on local and State roads and identified those which were blocking fish passage. Stream smart crossings are designed to provide enough capacity to pass sediment, debris, fish and high flows from extreme storm events without failure or damage to the structure.

There are forty-eight (48) culverts that have been surveyed in Caribou considered to be blocking fish habitat. These culverts are located throughout the City. As part of their workplan, MaineDOT will be replacing one of the culverts, located on the Lombard Road. Upon completion, the culvert will better mimic natural conditions and being constructed at 1.2 times bank width; this will improve its capacity to allow large flow volumes in extreme precipitation events and allow fish passage.

As part of any road improvement plan, City officials should be utilizing the data to upgrade and increase the size of culverts to improve stream flow and fish passage as part of their normal culvert replacement program. City officials should prioritize stream crossings that have been identified as barriers to fish and wildlife passage. City officials should also apply for grant funding to help offset the cost of replace these crossings.

REGIONAL ISSUES

The coordination of regional transportation issues is directed by the Northern Maine Development Commission (NMDC). NMDC sponsors informational meetings, outreach and other valuable

support that brings communities together to discuss regional transportation issues and to build understanding. Caribou participates in this process and should continue to do so.

Federally Designated Bicycle Route: NMDC, in conjunction with the Maine Department of Transportation, is working towards establishing a permanent federally designated bicycle route in northern Penobscot and Aroostook Counties. The bike route designation would complement and connect to the existing US Route Bike Route 1 located in southern and Downeast Maine. The proposed route would be located on existing state and local roads and/or existing bike and pedestrian trails in the region. It should be noted that there is no cost to the community for designation nor are there any additional maintenance requirements for the route. US Bike Route 501 will connect to the existing US Bicycle Route 1 in Bangor and terminate at the Dickey Bridge in Allagash. The proposed route is approximately 344 miles.

Once designated, the US Bike Route 501 will be part of the United States Bicycle Route System (USBRS), which is the national cycling route network of the United States. It will be part of the interstate long-distance cycling routes and will utilize multiple types of bicycling infrastructure, including existing off-road trails, bicycle lanes, and low-traffic roads. Roads potentially designated in Caribou include Route 164 between Washburn and Caribou, Roosevelt and Sweden Streets, and Route 228.

Proposed Development and Road Interconnectivity

In order to promote second tier development in our urban area and to discourage sprawling development along our major corridors the City is looking to improve access to our main thoroughfares to and from our neighborhoods and developable areas.

With only one final lot to develop the buildout for Caribou Light Industrial Park is nearly at capacity. Lands adjacent to this development have been identifies as prime development areas for Commercial, Industrial and Residential applications. Connection from the Industrial park through to Rt One via an Aldrich Drive Extension would give access to second tier development and will alleviate access issues on Access Highway developments now relying on property easements and rights of way for property access. This street extension would open developable land with access to transportation and public utilities and eliminate travel bottlenecks in already developed areas.

We've already established that developable lots within our Urban area have been built out, but the City is now opening new opportunities with the redevelopment of the former Birdseye processing plant property. Clean up is entering the Second Phase and will clear the way for new development on this site adjacent to Route 1, three phase power, existing deep wells and public utilities. New streets will provide for the functional transportation onto and through this site from Fort Street to Lafayette Street and from Armco Avenue to Route 1.

In order to support residential development and road interconnection in the Urban Compact Area the completion of Rose Street through to Bennett Drive would provide better access to our commercial districts and the further development of roads serving Paris Snow Street to York Street with connection to Northern Avenue will encourage growth of the new housing stocks so badly needed in the City.

TRANSPORTATION ANALYSIS

Unrestricted access to a collector roadway, in particular US Routes 1 and 161, ultimately results in traffic congestion and safety problems. Most growth in Caribou occurs with single lot development along the collector/local roads and Route 1. The cumulative effect of numerous driveways onto US Route 1 and 161 and the collectors causes "side friction" that impedes traffic flow and has proven to be a safety issue. Good access management--the careful planning of land uses, driveways, and intersections, can reduce accidents and prolong the useful life of the roadway. Regulations which control or manage access to a highway or main road are designed to avoid or resolve conflicts arising from the use of those properties abutting the roadway, and the function of the roadway to swiftly and safely move vehicular traffic. How this will be accomplished will depend upon existing land use patterns, policies developed under this growth management program, land use plans, and the priority given to the arterial and collector function over other functions, such as providing access to local businesses, and serving the needs of the Town where the roadway also serves as the main street. Controlling accesses and land uses adjacent to roadways can be addressed through the development of the Town's land use ordinances.

Except as noted in the above text, the roads in Caribou are for the most part in good condition. However, should the Highway Department budget decline, there is the potential for the roads to deteriorate at a faster pace, therefore costing more to improve in the future, if only minimal care was applied at this time. The City has in place a road evaluation system that prioritizes the maintenance and reconstruction of local roads. The Highway Department updates this plan as projects are completed.

City officials also need to be aware that it is cheaper to encourage development along existing maintained roads within the City or to infill within the growth area. Caribou may want to review and consider whether to discontinue any of the back roads. Discontinuance means the City is no longer responsible for the road's upkeep. The City may retain easements allowing access over the discontinued way to interior lands and water bodies and for public utilities. Alternatively, all public rights may be discontinued, although the City would be liable for damages if a parcel became landlocked as a result of such an action. Caribou may discontinue a road for winter maintenance; this would allow for regular use of the road in the summer and fall while relieving the City of plowing responsibility, even if houses were built on the road.

The City should also take into consideration how roads can affect wildlife and identify conflicts between the transportation system and wildlife as that information becomes available. Roads can be a hazard and barrier for terrestrial wildlife species traveling across the land and to aquatic species moving up and down streams. Wildlife need to be able to freely move across the landscape and through the waterways to find food, find a mate, access different habitats, and to adapt to range shifts as a result of a changing climate. City road maintenance and construction projects, such as culverts, may inadvertently impede fish (and wildlife) passage. Stream Smart road crossing practices should be considered when replacing or installing future stream crossings.