CITY OF AUBURN, MAINE
ANDROSCOGGIN COUNTY
SOUTH MAIN STREET
RECONSTRUCTION: PHASE II

MAINEDOT WIN: 014787.20
FEDERAL PROJECT NO: STP-1478(720)X

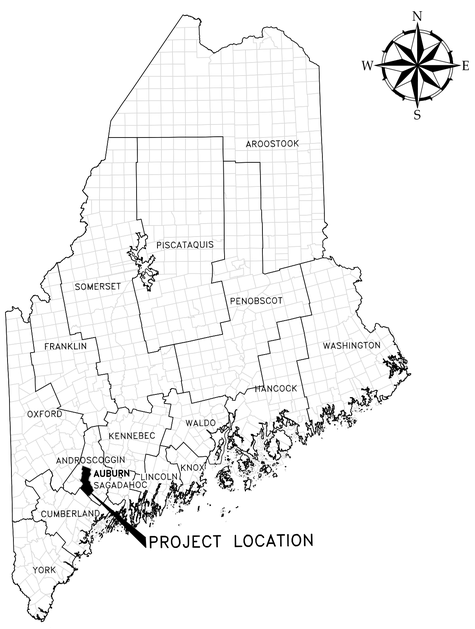
OCTOBER 2014

FULL DEPTH RECONSTRUCTION OF SOUTH MAIN STREET (PHASE II): 0.32 MILES

TRAFFIC DATA
DHV: 576
POSTED SPEED: 25 MPH TO 35 MPH
2008 AADT: 5410
2025 AADT: 5730

DANIEL GOYETTE, P.E. – CITY ENGINEER, AUBURN, ME

HOWARD KROLL – ASSISTANT CITY MANAGER, AUBURN, ME



PROJECT LOCATION MAP

50 0 50 100
scale mile

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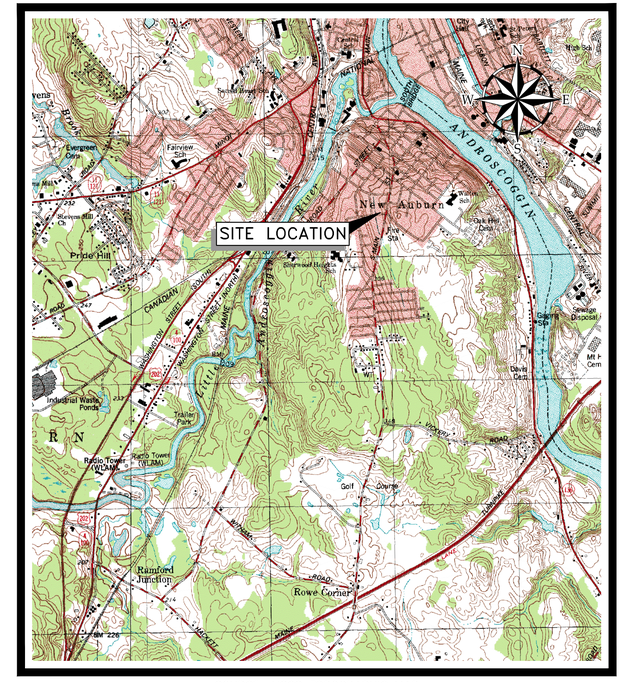
STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
PROFESSIONAL ENGINEER

11/21/2014



SOURCE: USGS TOPOGRAPHIC MAP

SITE LOCATION MAP

1/2 0 1/2 1
scale mile

2000 0 2000 4000
scale feet

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GENERAL NOTES

1. SITE AND TOPOGRAPHIC DATA PROVIDED BY SGC ENGINEERING, LLC OF WESTBROOK, MAINE AS A RESULT OF A SURVEY CONDUCTED FOR THE CITY OF AUBURN IN MAY/ JUNE 2011. SURVEY CONTROL REFERENCED HORIZONTALLY WITH THE MAINE STATE PLAN COORDINATE SYSTEM, NAD '83, WEST ZONE AND VERTICALLY WITH NAVD '88. ADDITIONAL SURVEY INFORMATION COMPILED USING EXISTING CITY OF AUBURN PLANS.
2. SUBSURFACE AND GEOTECHNICAL DATA PROVIDED BY SUMMIT GEOENGINEERING SERVICES. BORING AND LEDGE PROBE INFORMATION COLLECTED 5/18/2011 THROUGH 5/20/2011 AND REFERENCED IN REPORT TITLED, "GEOTECHNICAL REPORT ROADWAY RECONSTRUCTION SOUTH MAIN STREET AUBURN, ME" DATED: 6/7/2011.
3. ENVIRONMENTAL SOIL ANALYSIS CONDUCTED BY WOODARD & CURRAN INC. IN JANUARY 2012 FOR SPECIFIC LOCATIONS ALONG PROJECT CORRIDOR. REFER TO SUMMARY OF LIMITED SUBSURFACE INVESTIGATION FOR SOIL SAMPLE RESULTS. NO EXCAVATION/ SOIL MANAGEMENT REQUIREMENTS ARE INCLUDED IN THIS CONTRACT.
4. THE UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR PRIOR TO CONSTRUCTION ACTIVITY. NOT ALL EXISTING UTILITIES ARE SHOWN ON PLANS.
5. TRENCH WORK, PIPE BEDDING, INSTALLATION OF FIXTURES AND ALL OTHER UTILITY INSTALLATIONS SHALL CONFORM TO THE CITY OF AUBURN DESIGN GUIDELINES AND DETAILS OR THOSE PROVIDED BY UTILITY COMPANIES, AS APPLICABLE.
6. CONTRACTOR SHALL CLEAN AND/OR FLUSH ALL CULVERTS, MANHOLES, CATCH BASINS, AND ASSOCIATED PIPING AFTER THE WORK HAS BEEN COMPLETED AND SHALL BE INCIDENTAL TO THE CONTRACT.
7. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITY WITH MAINE DOT, UTILITY COMPANIES, EMERGENCY SERVICES, AND THE CITY. NOTIFY UTILITY COMPANIES WITHIN 48 HOURS OF WORK ACTIVITY ADJACENT TO THOSE UTILITIES.
8. CONTRACTOR SHALL NOTIFY ALL UTILITIES PRIOR TO COMMENCING WORK, ALLOWING SUFFICIENT TIME TO LOCATE AND MARK THE LOCATION OF BURIED UTILITIES. CONTRACTOR SHALL CONTACT "DIG SAFE", TELEPHONE 888–344–7233 PRIOR TO EXCAVATION.
9. CONTRACTOR SHALL RESTORE ALL AREA DISTURBED BY CONSTRUCTION ACTITIVIES TO ORIGINAL FINISH (GRAVEL, PAVEMENT, GRASS, ETC.) UNLESS OTHERWISE NOTED ON PLANS. RESTORATION OF LAWNS DAMAGED BY CONTRACTOR OPERATIONS SHALL BE INCIDENTAL TO THE PROJECT.
10. PROPERLY PROTECT AND DO NOT DISTURB PROPERTY IRONS AND MONUMENTS. IF DISTURBED, THE PROPERTY MONUMENT SHALL BE RESET AT THE CONTRACTOR'S EXPENSE, BY A REGISTERED LAND SURVEYOR APPROVED BY THE RESIDENT ENGINEER.
11. EXISTING FACILITIES (I.E. GUARDRAILS, TREES, MAILBOXES, POLES, LIGHT POSTS, CATCH BASINS, ETC.) THAT ARE NOT SCHEDULED TO BE REMOVED SHALL BE PROTECTED DURING CONSTRUCTION AND SHALL BE INCIDENTAL TO THE CONTRACT. THE CITY RETAINS RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES. CONTRACTOR TO DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF THE CITY OR RESIDENT ENGINEER AT CONTRACTOR'S EXPENSE.
12. DO NOT PARK OR STORE EQUIPMENT ON ADJACENT CITY OR PRIVATELY OWNED LOTS, UNLESS PERMISSION HAS BEEN GRANTED IN WRITING BY CITY OR LAND OWNER.
13. COORDINATE DISRUPTION OF PRIVATE UTILITY SERVICES WITH LANDOWNERS AT LEAST TWO DAYS (48 HOURS) PRIOR TO DISRUPTION. ALL UTILITY COORDINATION IS THE RESPONSIBILITY OF CONTRACTOR.
14. RESTRICT ACCESS TO CONSTRUCTION AREA THROUGH THE USE OF APPROPRIATE SIGNAGE, GATES, BARRIERS, FENCES, ETC. SITE SHALL BE LEFT WITH APPROPRIATE SAFETY MEASURES IN PLACE DURING NON–WORKING HOURS. NO TRENCH SHALL BE LEFT OPEN DURING NON–WORKING HOURS. SITE SAFETY IS THE SOLE RESPONSIBILITY OF CONTRACTOR, DURING BOTH WORKING AND NON–WORKING HOURS.
15. CONTRACTOR SHALL MAINTAIN VEHICULAR AND PEDESTRIAN FLOW THROUGH ALL CITY STREETS AT ALL TIMES DURING CONSTRUCTION.
16. PROVIDE 4 INCHES OF LOAM AND SEED IN ALL LAWN AREAS DISTURBED BY CONTRACTOR'S OPERATIONS.
17. CONTRACTOR SHALL PREPARE A COMPLETE SET OF "RECORD" DRAWINGS THAT REFLECT THE CONSTRUCTED CONDITIONS, INCLUDING PLANIMETRICS, TOPOGRAPHY AND UTILITY INFORMATION.
18. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS. PERMIT APPLICATIONS SHALL BE SUBMITTED WITH ADEQUATE TIME SO AS NOT TO DELAY CONSTRUCTION.
19. FOR TEST PIT LOCATIONS SHOWN ON PLANS, FIELD VERIFY EXISTING UTILITY SIZES AND ELEVATIONS PRIOR TO ORDERING STRUCTURES. NOTIFY RESIDENT ENGINEER OF ANY CONFLICTS. CONTRACTOR SHALL PROVIDE TEST PITS INDICATED. SEE SUPPLEMENTAL SPECIFICATION SECTION 803.
20. SOUTH MAIN STREET RECONSTRUCTION PROJECT WILL BE CONSTRUCTED IN THREE SEPARATE PHASES:

    PHASE I SHALL INCLUDE ALL WORK DEPICTED ON THE DRAWINGS FROM STATION 38+00 TO STATION 78+50 (COOK STREET TO VICKERY ROAD). ALL WORK SHOWN IN PHASE I HAS PREVIOUSLY BEEN COMPLETED AND SHALL NOT BE INCLUDED AS PART OF THIS CONTRACT.

    PHASE II SHALL INCLUDE ALL WORK DEPICTED ON THE DRAWINGS FROM STATION 21+11 TO STATION 38+00 (LORING AVENUE TO COOK STREET).

    PHASE III SHALL INCLUDE ALL WORK DEPICTED ON THE DRAWINGS FROM STATION 0+00 TO STATION 21+11 (BROAD STREET TO LORING AVENUE). ALL WORK SHOWN IN PHASE III SHALL NOT BE INCLUDED AS PART OF THIS CONTRACT.
21. CONTRACTOR SHALL ADJUST ALL EXISTING VALVE BOXES AND CURB STOPS TO GRADE. ADJUSTMENTS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE INCIDENTAL TO CONTRACT COST. NOT ALL EXISTING UTILITIES ARE SHOWN ON PLANS.
22. INSULATE ALL PIPES WITH LESS THAN 6 FEET OF COVER HORIZONTALLY OVER PIPE. INSULATION SHALL BE CLOSED–CELL RIGID FOAMED POLYSTYRENE, 2" THICK, UNLESS NOTED OTHERWISE AND SHALL BE INCIDENTAL TO THE CONTRACT.
23. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SUPPORT AND/ OR RELOCATION OF UTILITY POLES, AS NECESSARY WITH UTILITIES. TEMPORARY BRACING OF UTILITY POLES, WHERE REQUIRED SHALL BE INCIDENTAL TO THE PROJECT.
24. ALL WORK SHALL BE DONE IN ACCORDANCE WITH MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICED FOR EROSION AND SEDIMENTATION CONTROL, FEBRUARY 2008.

SYMBOLS

DESCRIPTION	EXISTING	PROPOSED
SANITARY SEWER MANHOLE		SMH
SANITARY SEWER SERVICE CLEANOUT	CO	CO
STORM DRAIN MANHOLE		DMH
CATCH BASIN		
AREA DRAIN		
TELECOMM MANHOLE		
TELECOMM SERVICE BOX	T	
ELECTRIC MANHOLE		
TRANSFORMER		
UTILITY POLE W/GUY		
UTILITY POLE		
LIGHTPOST		
GAS METER BOX	G	
GAS VENT		
GAS GATE		
WATER GATE		
WATER SHUT–OFF		
CURB STOP		
HYDRANT		
WATER WELL	W	
WATER METER BOX	W	
MAILBOX		
SIGN		
CONIFEROUS TREE		
DECIDUOUS TREE		
SEEPAGE CONTROL DIKE		
BORING		
ENVIRONMENTAL PROBE	SMS–1	
TEST PIT		TP
ADA ACCESSIBLE CURB RAMP W/ DETECTABLE WARNING SURFACE		
INLET/ OUTLET RIPRAP PROTECTION		

HATCHES

- ROADWAY RECONSTRUCTION
- SIDEWALK RECONSTRUCTION
- DRIVEWAY RECONSTRUCTION
- CHANNEL LINING
- CONCRETE WALK
- CONTAMINATED SOIL AREA (SPECIAL PROVISION 203)
- RIPRAP

LINE TYPES

DESCRIPTION	EXISTING
CONTOUR (1' INTERVAL)	122
CONTOUR (INDEX)	120
SANITARY SEWER	S
FORCE MAIN	FM
STORM DRAIN	SD
UNDERDRAIN	UD
WATER MAIN	W
UNDERGROUND ELECTRIC	E
UNDERGROUND TELEPHONE	T
UNDERGROUND TELEVISION	TV
GAS LINE	G
CULVERT	
PROPERTY LINE	
RIGHT OF WAY	
EASEMENT	
EDGE OF VEGETATION	
FENCE	
RETAINING WALL	
STONEWALL	
CURB	
EDGE OF PAVEMENT	
EDGE OF GRAVEL	
GUARDRAIL	

DESCRIPTION	PROPOSED
CONTOUR (1' INTERVAL)	122
CONTOUR (INDEX)	120
SANITARY SEWER	S
FORCE MAIN	FM
STORM DRAIN	SD
UNDERDRAIN	UD
WATER MAIN	W
UNDERGROUND ELECTRIC	E
UNDERGROUND DUCT BANK	E/CABLE/COMM
UNDERGROUND TELEPHONE	T
UNDERGROUND TELEVISION	TV
GAS LINE	G
CULVERT	C
TEMPORARY EASEMENT	
EDGE OF VEGETATION	
FENCE	
CENTERLINE	
RETAINING WALL	
STONEWALL	
GRANITE CURB	
EDGE OF PAVEMENT	
EDGE OF GRAVEL	
CEDAR RAIL FENCE	
SAWCUT	
PAVEMENT MARKING	
PIPE TO BE DEMOLISHED	

ABBREVIATIONS

&	AND
ADJ	ADJUST
A.G.	ABOVE GROUND
B	BORING
BIT.	BITUMINOUS
BM	BENCHMARK
CB	CATCH BASIN
CMP	CENTRAL MAINE POWER COMPANY
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
COND.	CONDUIT
CTRL	CONTROL
CULV.	CULVERT
DI	DUCTILE IRON
DIA.	DIAMETER
DMH	DRAIN MANHOLE
E	EAST
EL.	ELEVATION
ELEV.	ELEVATION
ELEC.	ELECTRICAL
EMBED.	EMBEDDMENT
EXIST.	EXISTING
FF	FINISH FLOOR
FIN.	FINISH
FL.	FLOOR
FT	FOOT/FEET
GALV.	GALVANIZED
GRAN.	GRANITE
HDPE	HIGH DENSITY POLYETHYLENE
HOR.	HORIZONTAL
HWY	HIGHWAY
HYD	HYDRANT
IN	INCH
INV.	INVERT
L.F.	LINEAR FEET
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
MIN.	MINIMUM
MON	MONUMENT
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
NR	NO REFUSAL
N.T.S.	NOT TO SCALE
O.D.	OUTSIDE DIAMETER
OH	OVERHEAD
±	PLUS OR MINUS
PLS	PROFESSIONAL LAND SURVEYOR
PSI	PER SQUARE INCH
PSIG	PER SQUARE INCH GAUGE PRESSURE
PVC	POLYVINYL CHLORIDE
R.O.W.	RIGHT–OF–WAY
RCP	REINFORCED CONCRETE PIPE
REINF.	REINFORCED
REQ'D	REQUIRED
RET	RETAINING
RLS	REGISTERED LAND SURVEYOR
RTE	ROUTE
S	SLOPE
SMH	SEWER MANHOLE
SCH	SCHEDULE
SDR	STANDARD DIMENSION RATIO
STA.	STATION
SWL	SOLID WHITE LINE
SYL	SOLID YELLOW LINE
TBM	TEMPORARY BENCH MARK
TYP.	TYPICAL
TEMP.	TEMPORARY
T.O.W.	TOP OF WALL
UC	UNDERGROUND CABLE
UD	UNDERDRAIN
UNO	UNLESS OTHERWISE NOTED
W	WEST
W/	WITH
WV	WATER VALVE

DRAWING INDEX

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17	C201	PLAN & PROFILE STA. 5+50 – 10+00 (N.I.C.)
18	C202	PLAN & PROFILE STA. 10+00 – 15+50 (N.I.C.)
19	C203	PLAN & PROFILE STA. 15+50 – 21+00 (N.I.C.)
20	C204	PLAN & PROFILE STA. 21+00 – 26+50
21	C205	PLAN & PROFILE STA. 26+50 – 32+00
22	C206	PLAN & PROFILE STA. 32+00 – 37+50
23	C207	PLAN & PROFILE STA. 37+50 – 43+00
24	C208	PLAN & PROFILE STA. 43+00 – 48+50 (N.I.C.)
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26	C210	PLAN & PROFILE STA. 54+00 – 59+50 (N.I.C.)
27	C211	PLAN & PROFILE STA. 59+50 – 65+00 (N.I.C.)
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31	C300	CROSS SECTIONS – 1 (N.I.C.)
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34	C303	CROSS SECTIONS – 4 (N.I.C.)
35	C304	CROSS SECTIONS – 5
36	C305	CROSS SECTIONS – 6
37	C306	CROSS SECTIONS – 7
38	C307	CROSS SECTIONS – 8 (N.I.C.)
39	C308	CROSS SECTIONS – 9 (N.I.C.)
40	C309	CROSS SECTIONS – 10 (N.I.C.)
41	C310	CROSS SECTIONS – 11 (N.I.C.)
42	C311	CROSS SECTIONS – 12 (N.I.C.)
43	C312	CROSS SECTIONS – 13 (N.I.C.)
44	C313	CROSS SECTIONS – 14 (N.I.C.)
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46	C400	CIVIL DETAILS – 1
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48	C402	CIVIL DETAILS – 3
49	C403	CIVIL DETAILS – 4
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51	C405	PREFAB CONCRETE BLOCK GRAVITY WALL PROFILE

22x34 SHEET 1:1

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STATE OF MAINE · MEGAN D.L. MCDEVITT 13019 · LICENSED · PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM | CHECKED BY: DLC
DRAWN BY: BCM | 203970.25-G001.DWG

GENERAL NOTES, LEGEND & SHEET INDEX

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 1 OF 51

G001

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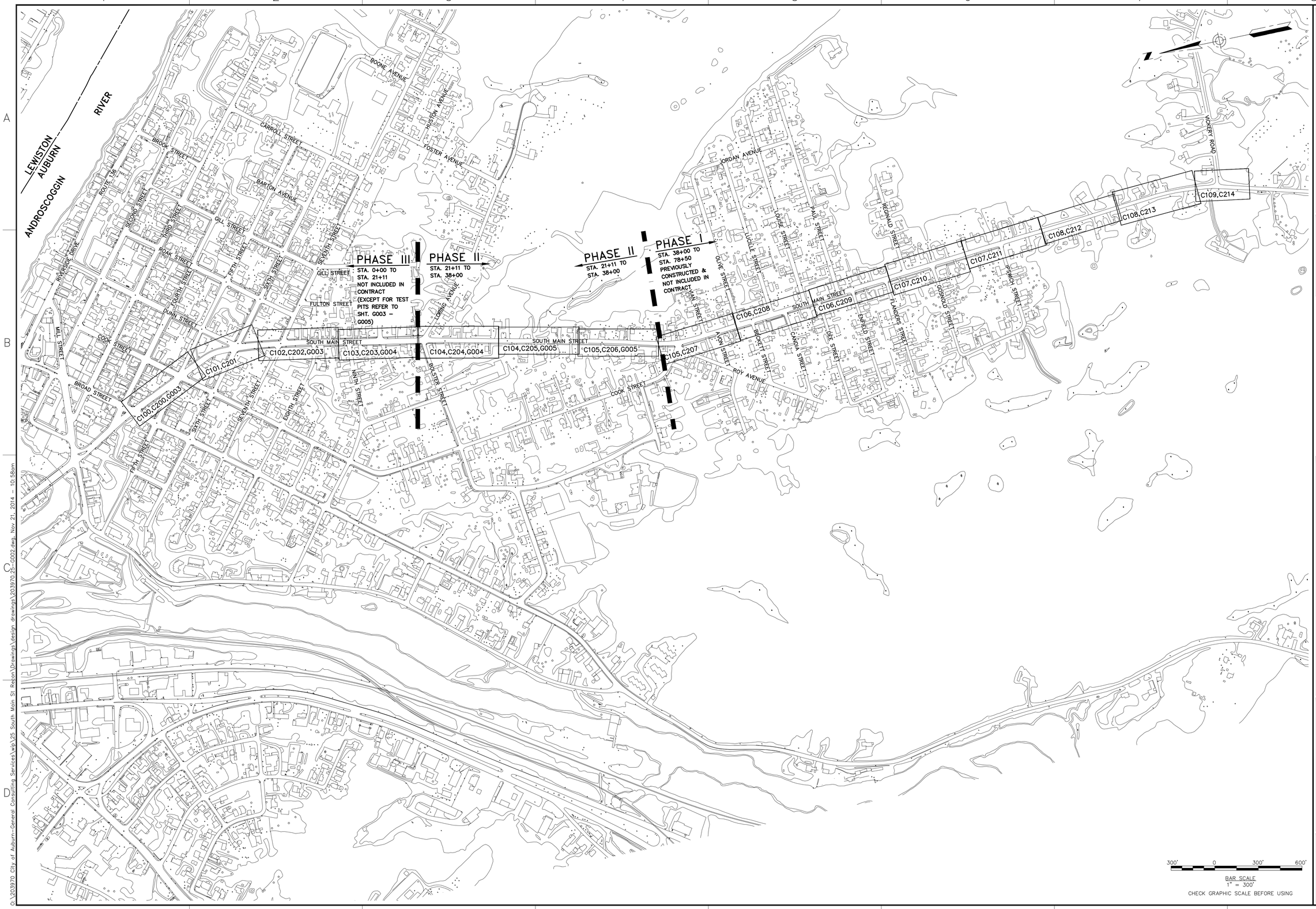

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MEGAN D.L. MCDEVITT
13019
PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

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DRAWN BY: BCM
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203970.25-G002.DWG

OVERALL PROJECT & SHEET INDEX

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET
RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 2 OF 51

G002

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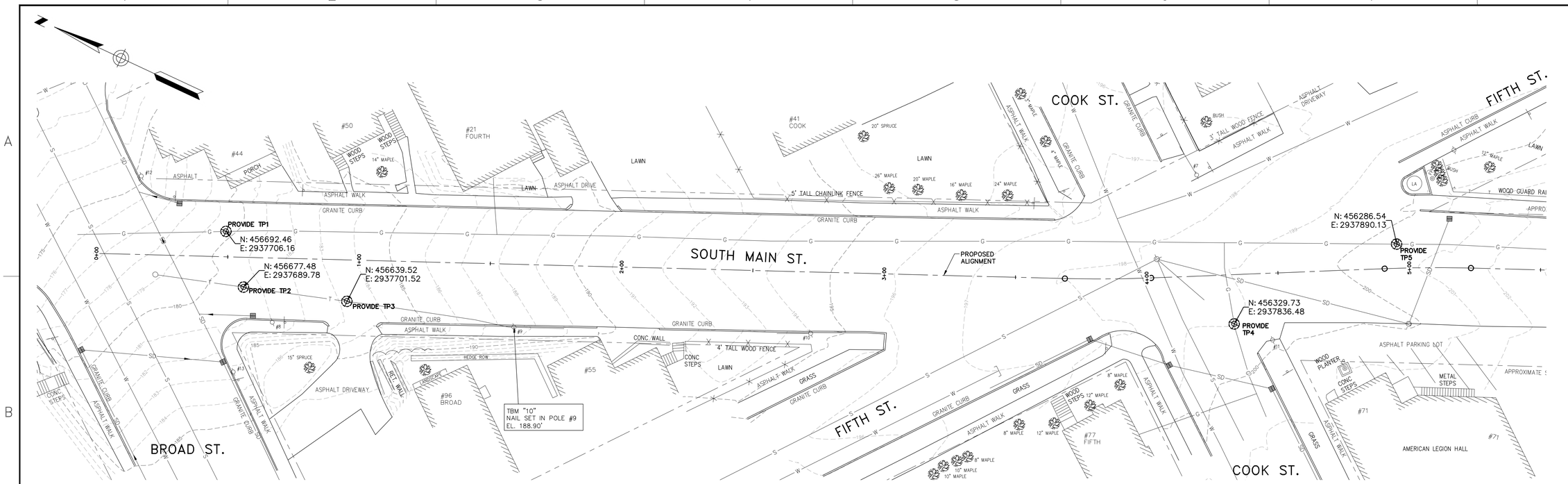
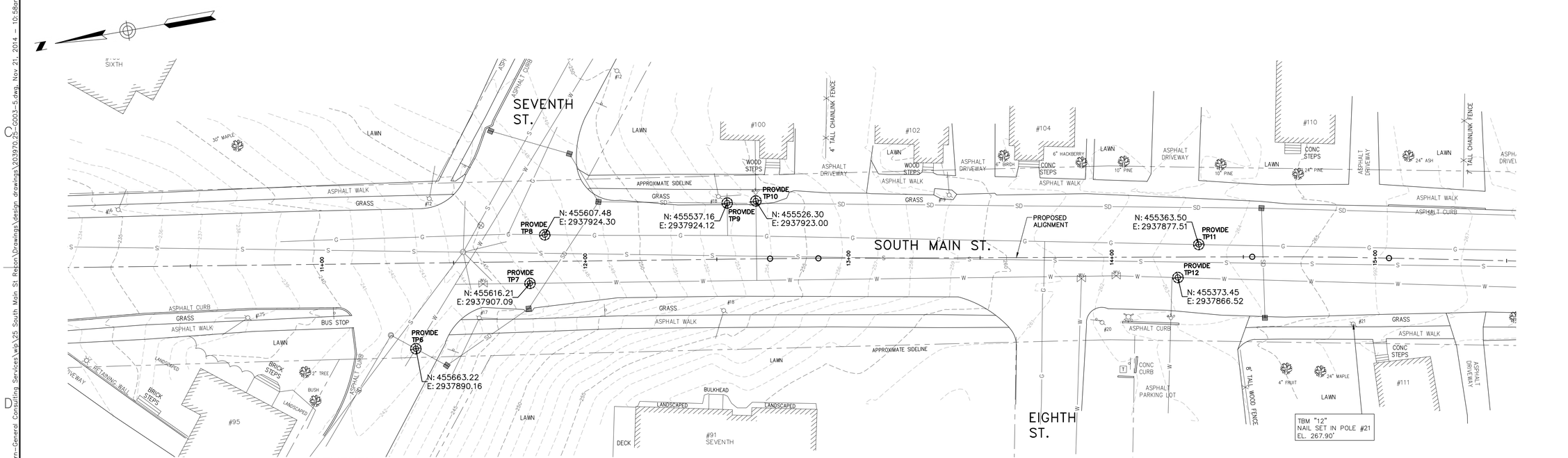


PLAN STA. 0+00 TO STA. 5+50

SCALE: 1" = 20'

EXISTING CONDITION PLANS PROVIDED TO LOCATE TEST PITS WITHIN LIMITS OF PHASE III WORK. PHASE III PROPOSED CONTOURS AND IMPROVEMENTS NOT SHOWN FOR CLARITY.

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING



PLAN STA. 10+00 TO STA. 15+50

SCALE: 1" = 20'

EXISTING CONDITION PLANS PROVIDED TO LOCATE TEST PITS WITHIN LIMITS OF PHASE III WORK. PHASE III PROPOSED CONTOURS AND IMPROVEMENTS NOT SHOWN FOR CLARITY.

20' 0 20' 40'
BAR SCALE
1" = 20'
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NOVEMBER 21, 2014

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TEST PIT LOCATIONS – 1

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET
RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: 1"=20'
SHEET: 3 OF 51

G003

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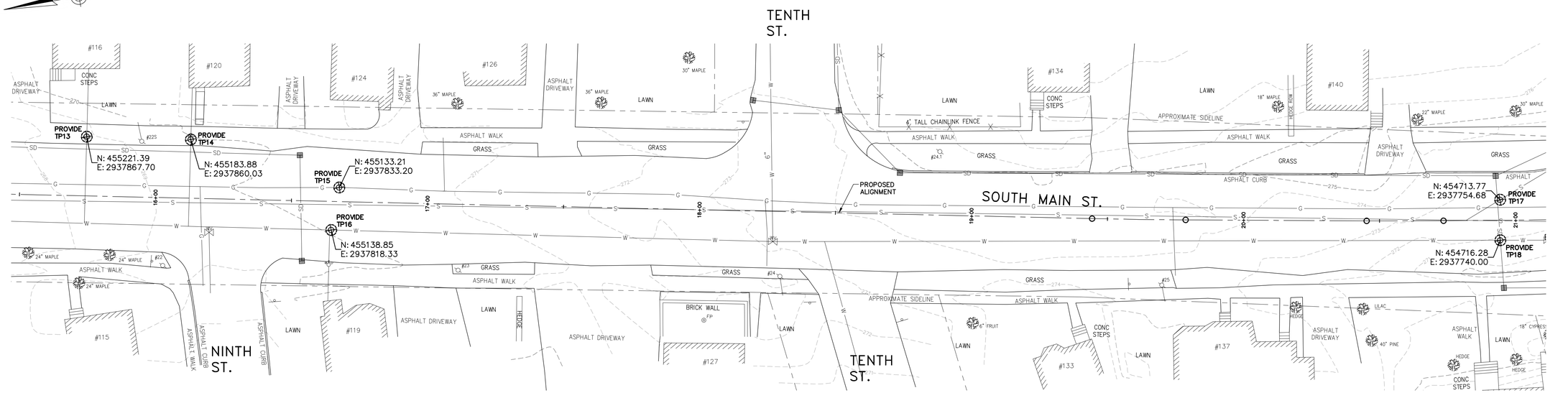
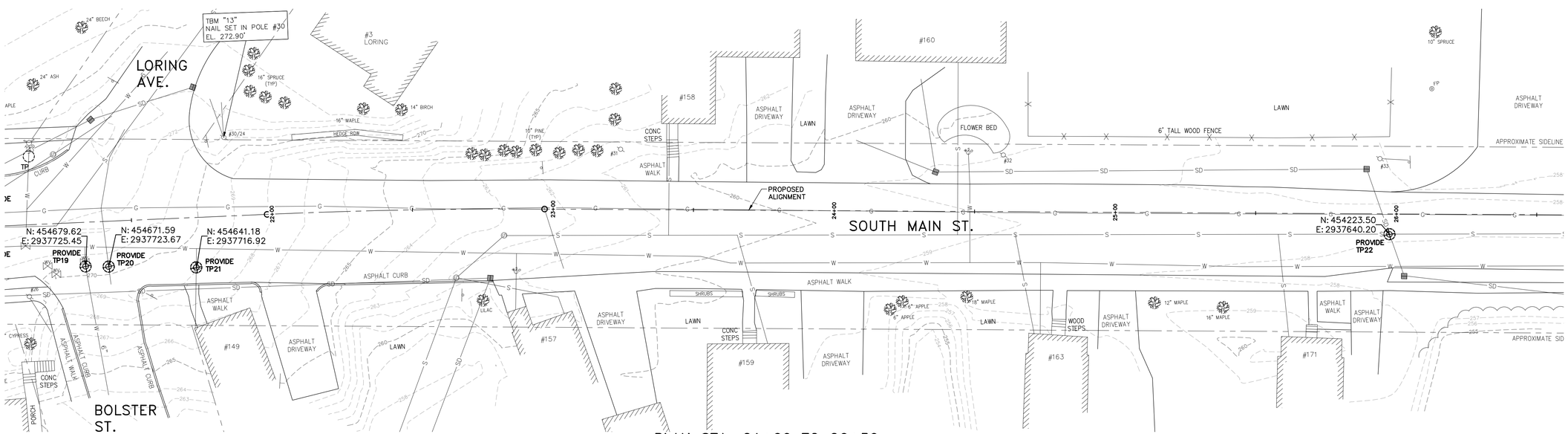


PLAN STA. 15+50 TO STA. 21+00

SCALE: 1" = 20'

EXISTING CONDITION PLANS PROVIDED TO LOCATE TEST PITS WITHIN LIMITS OF PHASE III WORK. PHASE III PROPOSED CONTOURS AND IMPROVEMENTS NOT SHOWN FOR CLARITY.

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING



PLAN STA. 21+00 TO 26+50

SCALE: 1" = 20'

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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STATE OF MAINE
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PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

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TEST PIT LOCATIONS – 2

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: 1"=20'
SHEET: 4 OF 51

G004

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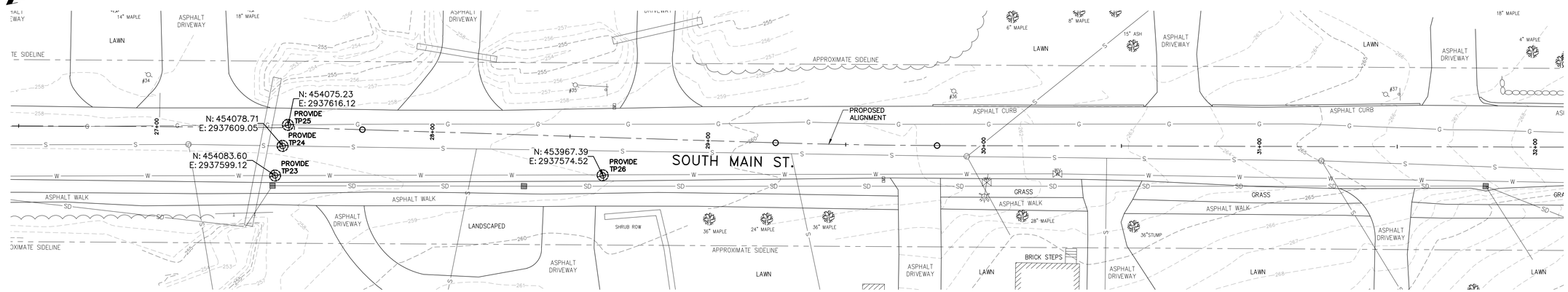
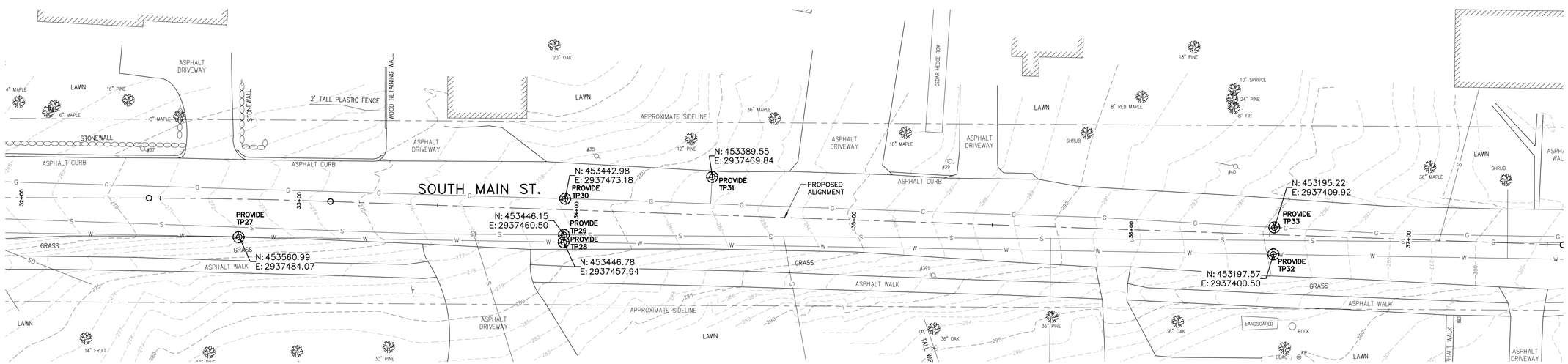


PLAN STA. 26+50 TO STA. 32+00

SCALE: 1" = 20'

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING



PLAN STA. 32+00 TO STA. 37+50

SCALE: 1" = 20'

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-0003-5.DWG

TEST PIT LOCATIONS – 3

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

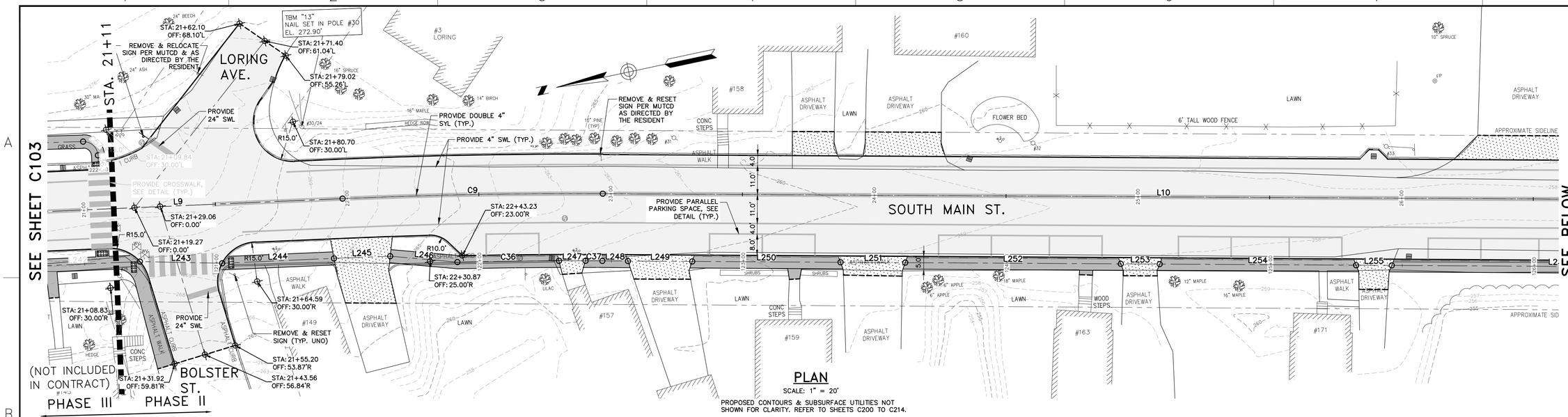
SOUTH MAIN STREET
RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 5 OF 51

G005

O:\203970 City of Auburn-General Consulting Services\wip\25 South Main St Recon\Drawings\design drawings\203970.25-0003-5.dwg, Nov 21, 2014 - 10:58am

22x34 SHEET
1:1



PLAN

SCALE: 1" = 20'

PROPOSED CONTOURS & SUBSURFACE UTILITIES NOT SHOWN FOR CLARITY. REFER TO SHEETS C200 TO C214.

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

ROADWAY CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L9	124.75	S9° 29' 52.10"W	N:454735.63 E:2937750.70	N:454612.59 E:2937730.11	20+73.53	21+98.28
L10	425.50	S12° 19' 33.48"W	N:454515.66 E:2937711.42	N:454099.96 E:2937620.59	22+97.01	27+22.51

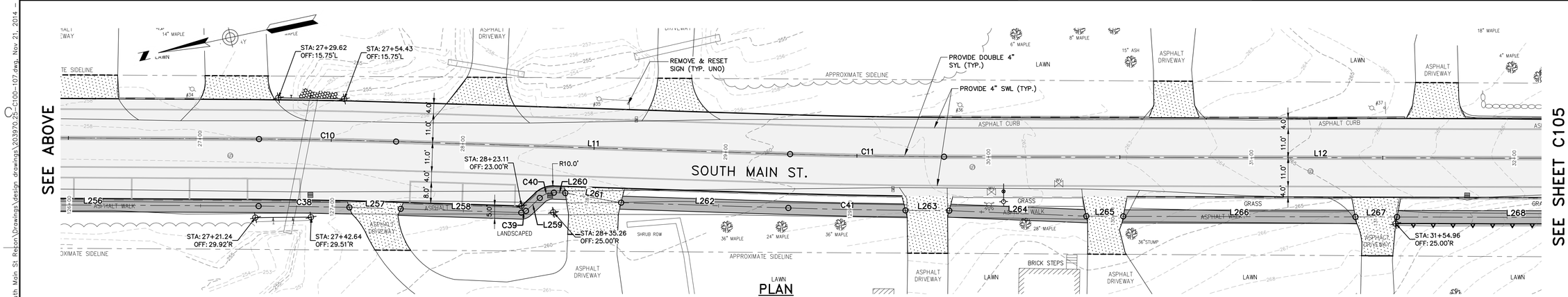
ROADWAY CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C9	98.72	2000.00	49.37	2°49'41"	21+98.28	22+97.01

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L243	31.23	S13° 10' 12.40"W	N:454692.75 E:2937722.74	N:454662.34 E:2937715.62	120+70.99	121+02.21
L244	42.45	S9° 29' 52.10"W	N:454662.34 E:2937715.62	N:454620.47 E:2937708.62	121+02.21	121+44.67
L245	21.34	S9° 45' 57.27"W	N:454620.47 E:2937708.62	N:454599.44 E:2937705.00	121+44.67	121+66.01
L246	25.57	S17° 02' 26.83"W	N:454599.44 E:2937705.00	N:454574.99 E:2937697.50	121+66.01	121+91.58
L247	10.07	S11° 59' 41.01"W	N:454537.19 E:2937689.96	N:454527.34 E:2937687.86	122+30.13	122+40.20

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L248	9.71	S12° 19' 33.48"W	N:454521.10 E:2937686.51	N:454511.61 E:2937684.44	122+46.58	122+56.29
L249	24.38	S12° 19' 33.48"W	N:454511.61 E:2937684.44	N:454487.79 E:2937679.23	122+56.29	122+80.67
L250	56.24	S12° 19' 33.48"W	N:454487.79 E:2937679.23	N:454432.85 E:2937667.23	122+80.67	123+36.92
L251	24.56	S12° 19' 33.48"W	N:454432.85 E:2937667.23	N:454408.85 E:2937661.98	123+36.92	123+61.48
L252	81.76	S12° 19' 33.48"W	N:454408.85 E:2937661.98	N:454328.98 E:2937644.53	123+61.48	124+43.23

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L253	14.77	S12° 19' 33.48"W	N:454328.98 E:2937644.53	N:454314.55 E:2937641.38	124+43.23	124+58.00
L254	74.50	S12° 19' 33.48"W	N:454314.55 E:2937641.38	N:454241.77 E:2937625.47	124+58.00	125+32.50
L255	13.54	S12° 19' 33.48"W	N:454241.77 E:2937625.47	N:454228.54 E:2937622.58	125+32.50	125+46.04

SIDEWALK CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C36	38.54	1974.50	19.27	1°07'07"	121+91.58	122+30.13
C37	6.38	1974.50	3.19	0°11'06"	122+40.20	122+46.58



PLAN

SCALE: 1" = 20'

PROPOSED CONTOURS & SUBSURFACE UTILITIES NOT SHOWN FOR CLARITY. REFER TO SHEETS C200 TO C214.

ROADWAY CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L11	149.94	S13° 49' 11.12"W	N:454049.17 E:2937608.80	N:453903.58 E:2937572.98	27+74.65	29+24.59
L12	262.81	S12° 08' 31.57"W	N:453846.51 E:2937559.83	N:453589.59 E:2937504.55	29+83.15	32+45.96

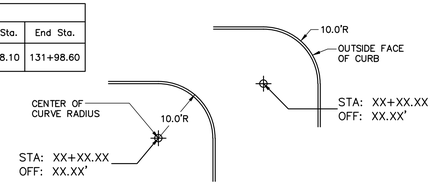
SIDEWALK CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C10	52.14	2000.00	26.07	1°29'38"	27+22.51	27+74.65
C11	58.56	2000.00	29.28	1°40'40"	29+24.59	29+83.15

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L256	126.04	S12° 19' 33.48"W	N:454228.54 E:2937622.58	N:454105.41 E:2937595.68	125+46.04	126+72.08
L257	19.51	S13° 36' 22.44"W	N:454071.74 E:2937588.01	N:454052.77 E:2937583.42	127+06.61	127+26.13
L258	45.89	S13° 49' 11.12"W	N:454052.77 E:2937583.42	N:454008.21 E:2937572.46	127+26.13	127+72.02
L259	7.17	S31° 10' 48.88"E	N:454006.32 E:2937572.75	N:454000.18 E:2937576.46	127+73.98	127+81.15
L260	4.32	S13° 49' 11.12"W	N:453994.51 E:2937577.33	N:453990.31 E:2937576.30	127+87.04	127+91.37
L261	21.56	S21° 49' 00.46"W	N:453990.31 E:2937576.30	N:453970.29 E:2937568.28	127+91.37	128+12.93

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L262	63.66	S13° 49' 11.12"W	N:453970.29 E:2937568.28	N:453908.47 E:2937553.07	128+12.93	128+76.59
L263	16.64	S12° 19' 26.87"W	N:453865.10 E:2937542.91	N:453848.85 E:2937539.36	129+21.14	129+37.78
L264	52.18	S14° 18' 57.42"W	N:453848.85 E:2937539.36	N:453798.29 E:2937526.46	129+37.78	129+89.96
L265	14.04	S12° 13' 35.53"W	N:453798.29 E:2937526.46	N:453784.57 E:2937523.48	129+89.96	130+04.00
L266	88.31	S12° 08' 31.57"W	N:453784.57 E:2937523.48	N:453698.23 E:2937504.91	130+04.00	130+92.31
L267	15.79	S12° 08' 31.57"W	N:453698.23 E:2937504.91	N:453682.79 E:2937501.59	130+92.31	131+08.10

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L268	90.50	S12° 08' 31.57"W	N:453682.79 E:2937501.59	N:453594.32 E:2937482.55	131+08.10	131+98.60

SIDEWALK CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C38	34.53	1974.50	17.27	1°00'07"	126+72.08	127+06.61
C39	1.96	2.50	1.04	45°00'00"	127+72.02	127+73.98
C40	5.89	7.50	3.11	45°00'00"	127+81.15	127+87.04
C41	44.55	2020.50	22.27	1°15'47"	128+76.59	129+21.14



CURB RADIUS LAYOUT DETAIL

N.T.S.

BAR SCALE
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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C100-107.DWG

ROAD & SIDEWALK LAYOUT & PAVEMENT MARKINGS – 5

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 10 OF 51

C104

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22x34 SHEET
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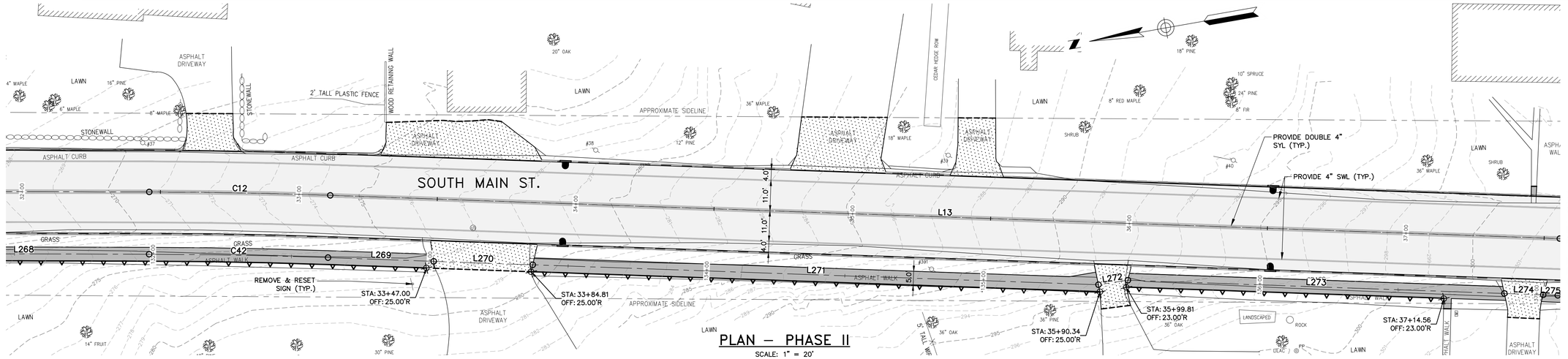


PLAN – PHASE II

SCALE: 1" = 20'

PROPOSED CONTOURS & SUBSURFACE UTILITIES NOT SHOWN FOR CLARITY. REFER TO SHEETS C200 TO C214.

ROADWAY CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L13	444.30	S14° 00' 54.52"W	N:453525.90 E:2937489.76	N:453094.83 E:2937382.15	33+11.34	37+55.64

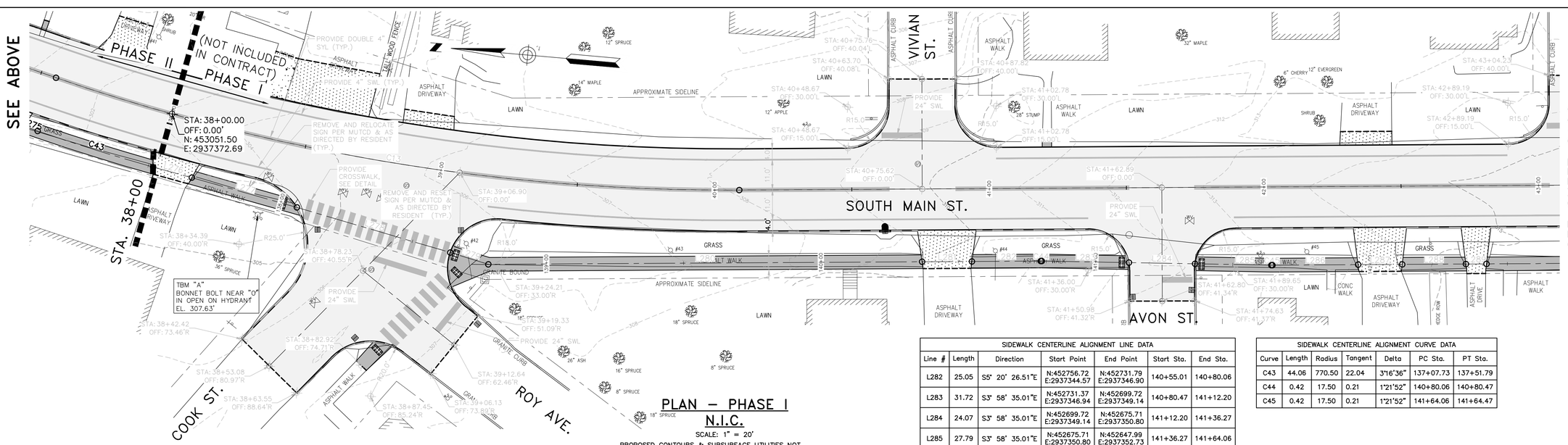
ROADWAY CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C12	65.38	2000.00	32.69	1°52'23"	32+45.96	33+11.34

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L269	38.20	S14° 00' 54.52"W	N:453531.35 E:2937467.93	N:453494.29 E:2937458.67	132+63.24	133+01.44
L270	35.77	S14° 00' 54.52"W	N:453494.29 E:2937458.67	N:453459.59 E:2937450.01	133+01.44	133+37.21
L271	204.42	S14° 00' 54.52"W	N:453459.59 E:2937450.01	N:453261.25 E:2937400.51	133+37.21	135+41.63
L272	10.77	S3° 18' 37.06"W	N:453261.25 E:2937400.51	N:453250.50 E:2937399.88	135+41.63	135+52.40
L273	136.03	S14° 00' 54.52"W	N:453250.50 E:2937399.88	N:453118.52 E:2937366.94	135+52.40	136+88.43

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L274	14.04	S14° 00' 54.52"W	N:453118.52 E:2937366.94	N:453104.90 E:2937363.54	136+88.43	137+02.47
L275	5.26	S14° 00' 54.52"W	N:453104.90 E:2937363.54	N:453099.79 E:2937362.26	137+02.47	137+07.73

SIDEWALK CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C42	64.65	1977.50	32.33	1°52'23"	131+98.60	132+63.24

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING



PLAN – PHASE I

N.I.C.

SCALE: 1" = 20'

PROPOSED CONTOURS & SUBSURFACE UTILITIES NOT SHOWN FOR CLARITY. REFER TO SHEETS C200 TO C214.

ROADWAY CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C13	253.37	750.00	127.90	19°21'21"	37+55.64	40+09.01

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L276	14.60	S10° 14' 40.89"W	N:453056.76 E:2937352.82	N:453042.39 E:2937350.22	137+51.79	137+66.40
L277	39.78	S10° 49' 26.77"W	N:453042.39 E:2937350.22	N:453003.31 E:2937342.75	137+66.40	138+06.18
L278	58.24	S11° 24' 31.72"W	N:453003.31 E:2937342.75	N:452946.23 E:2937331.23	138+06.18	138+64.42

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L279	14.49	S12° 10' 45.53"W	N:452946.23 E:2937331.23	N:452932.07 E:2937328.18	138+64.42	138+78.90
L280	157.96	S5° 20' 26.51"E	N:452932.07 E:2937328.18	N:452774.80 E:2937342.88	138+78.90	140+36.86
L281	18.15	S5° 20' 26.51"E	N:452774.80 E:2937342.88	N:452756.72 E:2937344.57	140+36.86	140+55.01

SIDEWALK CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L282	25.05	S5° 20' 26.51"E	N:452756.72 E:2937344.57	N:452731.79 E:2937346.90	140+55.01	140+80.06
L283	31.72	S3° 58' 35.01"E	N:452731.37 E:2937346.94	N:452699.72 E:2937349.14	140+80.47	141+12.20
L284	24.07	S3° 58' 35.01"E	N:452699.72 E:2937349.14	N:452675.71 E:2937350.80	141+12.20	141+36.27
L285	27.79	S3° 58' 35.01"E	N:452675.71 E:2937350.80	N:452647.99 E:2937352.73	141+36.27	141+64.06
L286	31.19	S5° 20' 26.51"E	N:452647.57 E:2937352.77	N:452616.52 E:2937355.67	141+64.47	141+95.66
L287	16.06	S5° 20' 26.51"E	N:452616.52 E:2937355.67	N:452600.53 E:2937357.16	141+95.66	142+11.72
L288	23.19	S5° 20' 26.51"E	N:452600.53 E:2937357.16	N:452577.45 E:2937359.32	142+11.72	142+34.91
L289	7.50	S5° 20' 26.51"E	N:452577.45 E:2937359.32	N:452569.98 E:2937360.02	142+34.91	142+42.41

SIDEWALK CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C43	44.06	770.50	22.04	3°16'36"	137+07.73	137+51.79
C44	0.42	17.50	0.21	1°21'52"	140+80.06	140+80.47
C45	0.42	17.50	0.21	1°21'52"	141+64.06	141+64.47

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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STATE OF MAINE
MEGAN D.L. MCDEVITT
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PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

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ROAD & SIDEWALK LAYOUT & PAVEMENT MARKINGS – 6

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 11 OF 51

C105

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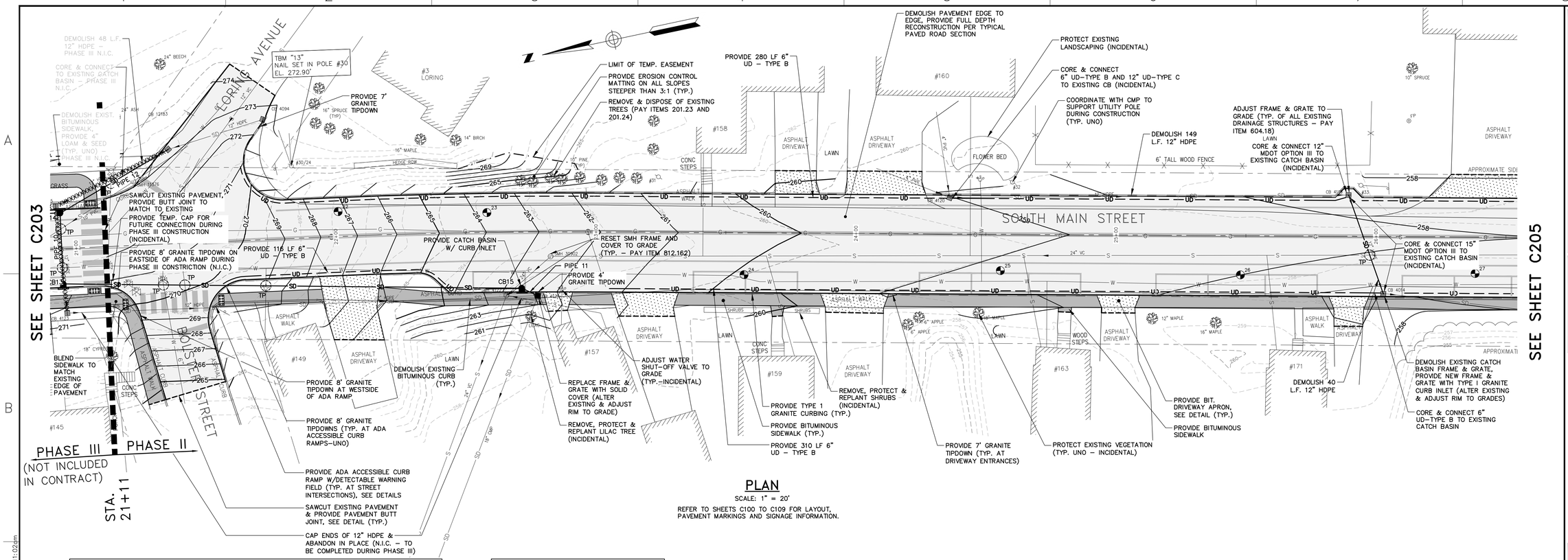


PLAN

SCALE: 1" = 20'

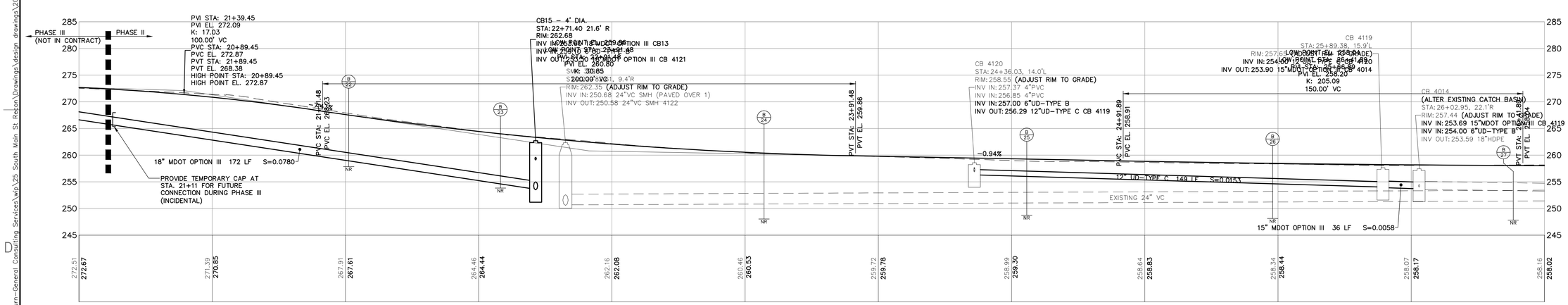
REFER TO SHEETS C100 TO C109 FOR LAYOUT, PAVEMENT MARKINGS AND SIGNAGE INFORMATION.

STRUCTURE TABLE					
NAME	DIA.	RIM*	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB 12183+	4'	272.64	268.89 12"HDPE CB 4094	268.80 15"MDOT OPTION III CB14	21+37/36.3' L
CB 4121	4'	261.13	252.88 18"MDOT OPTION III CB15 255.38 12"HDPE CB 4123	246.5 18" CMP (EXISTING)	22+78/24.7' R
SMH 4122	4'	261.88	256.88 6"PVC (EXISTING) 245.30 24"VC SMH 30902 (EXISTING)	256.88 24"VC (EXISTING)	22+65/24.3' R

*FIELD VERIFY & ADJUST RIM ELEVATIONS AS NECESSARY
+ CORE & CONNECT PIPE 12 TO EXISTING CATCH BASIN (TO BE COMPLETED DURING PHASE III)

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 11	18" MDOT OPTION III	3'	0.2231
PIPE 12**	15" MDOT OPTION III	44'	0.0235

**PHASE III - NOT IN CONTRACT



NOTE: TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY, SEE PLAN AND STRUCTURE TABLE FOR LENGTH, SLOPE AND INVERTS.

PROFILE STA. 21+00 TO STA. 26+50

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

22x34 SHEET
1:1

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MEGAN D.L. MCDEVITT
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LICENSED PROFESSIONAL ENGINEER
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PLAN & PROFILE STA. 21+00 - 26+50

CITY OF AUBURN
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SOUTH MAIN STREET RECONSTRUCTION PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
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C204

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22x34 SHEET
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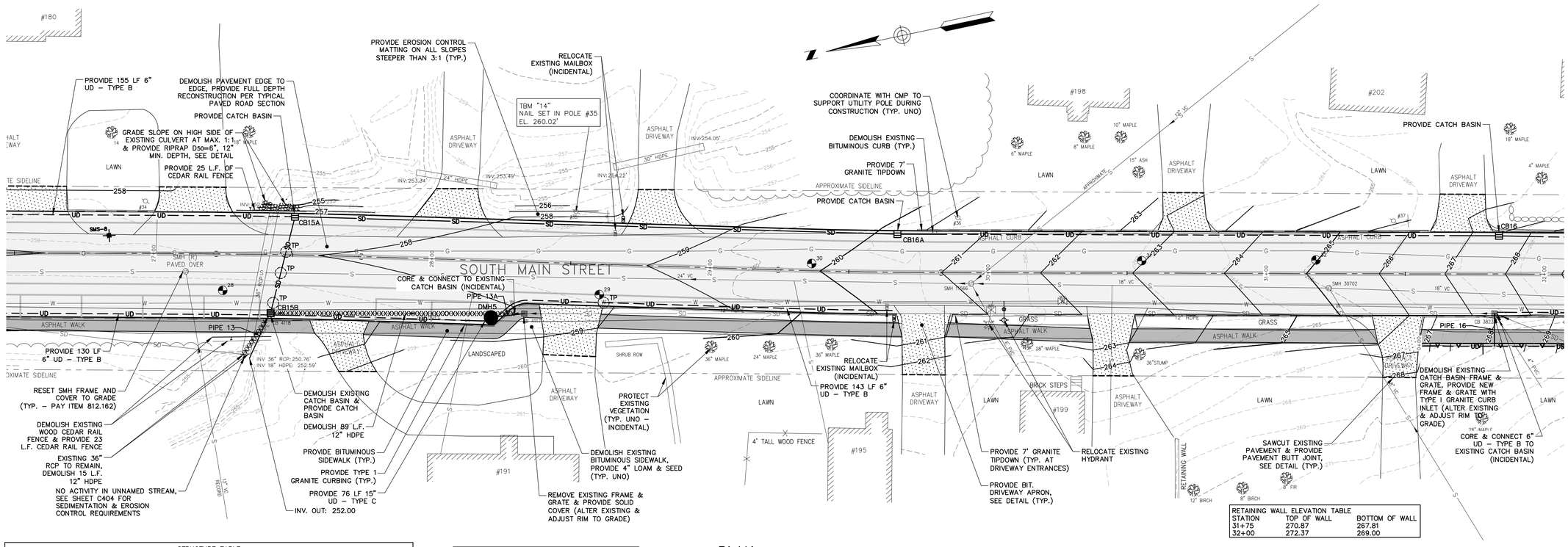


RETAINING WALL ELEVATION TABLE		
STATION	TOP OF WALL	BOTTOM OF WALL
31+75	270.87	267.81
32+00	272.37	269.00

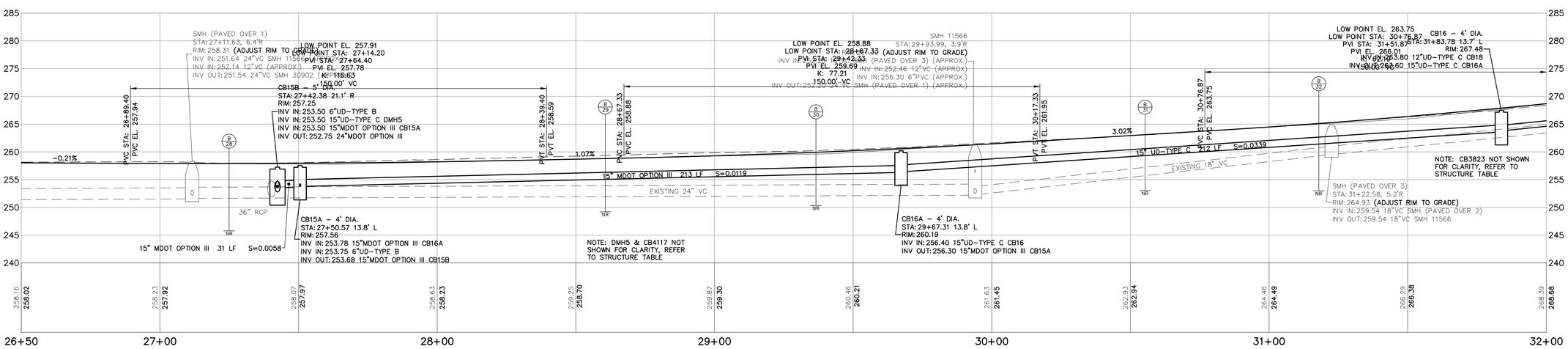
STRUCTURE TABLE					
NAME	DIA.	RIM*	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB 3823+	4'	267.35	263.46 4"PVC 263.63 4"PVC 266.00 6"UD–TYPE B 263.90 6"UD–TYPE B	263.70 12"HDPE CB 4117	31+82/14.2' R
CB 4117+	4'	258.50	255.07 12"HDPE CB 3823	254.43 15"MDOT OPTION III DMH5	28+34/18.6' R
DMH5	4'	257.80	254.31 15"MDOT OPTION III CB 4117 254.41 6"UD–TYPE B	254.21 15"UD–TYPE C CB15B	28+22/20.4' R

*FIELD VERIFY & ADJUST RIM ELEVATIONS AS NECESSARY
+ ALTER EXISTING
NOTE – STRUCTURE TABLE FOR ALL NEW OR ALTERED STRUCTURES NOT SHOWN IN PROFILE FOR CLARITY.

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 13	24" MDOT OPTION III	15'	0.0487
PIPE 13A	15" MDOT OPTION III	8'	0.0150
PIPE 16	6" UD–TYPE B	10'	0.0120

PLAN

SCALE: 1" = 20'
REFER TO SHEETS C100 TO C109 FOR LAYOUT, PAVEMENT MARKINGS AND SIGNAGE INFORMATION



NOTE: TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY, SEE PLAN AND STRUCTURE TABLE FOR LENGTH, SLOPE AND INVERTS.

PROFILE STA. 26+50 TO STA. 32+00

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C205-209.DWG

PLAN & PROFILE
STA. 26+50 – 32+00

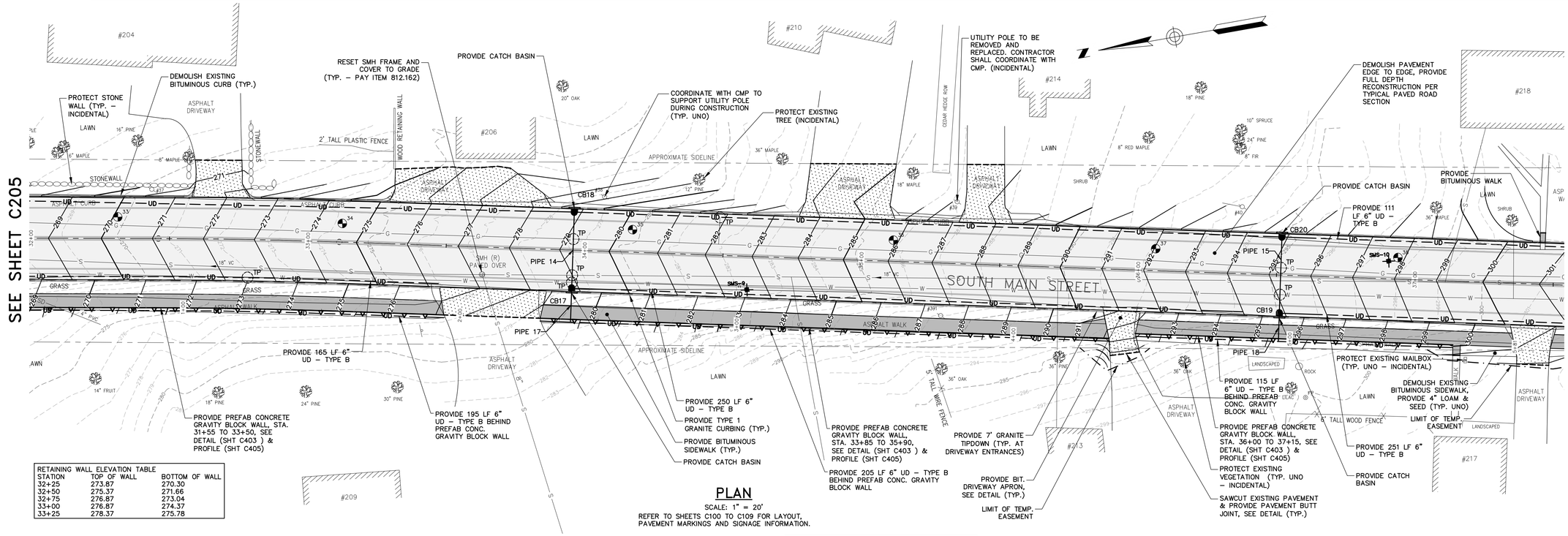
CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET
RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 21 OF 51

C205

C:\203970 City of Auburn-General Consulting Services\wip\25 South Main St Reson\Drawings\design drawings\203970.25-C205-209.dwg, Nov 21, 2014 - 11:04dm



PLAN

SCALE: 1" = 20'

REFER TO SHEETS C100 TO C109 FOR LAYOUT, PAVEMENT MARKINGS AND SIGNAGE INFORMATION.

RETAINING WALL ELEVATION TABLE		
STATION	TOP OF WALL	BOTTOM OF WALL
32+25	273.87	270.30
32+50	275.37	271.66
32+75	276.87	273.04
33+00	276.87	274.37
33+25	278.37	275.78

RETAINING WALL ELEVATION TABLE		
STATION	TOP OF WALL	BOTTOM OF WALL
34+00	281.92	279.83
34+25	283.42	281.30
34+50	284.92	282.70
34+75	286.42	284.25
35+00	287.92	285.72
35+25	289.42	287.35
35+50	290.92	288.89
35+75	293.92	290.60

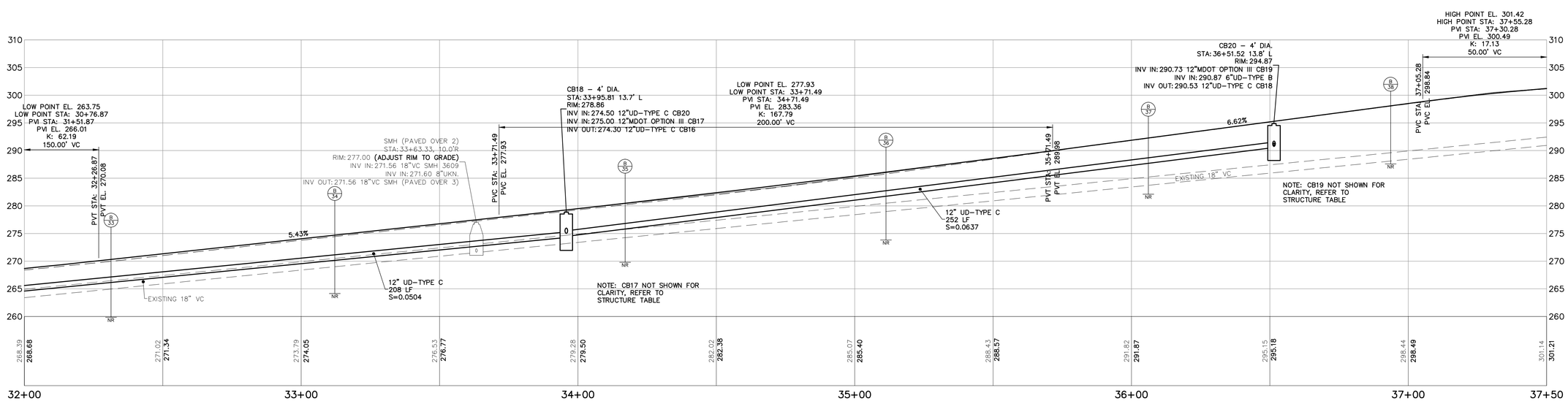
RETAINING WALL ELEVATION TABLE		
STATION	TOP OF WALL	BOTTOM OF WALL
36+00	293.80	291.57
36+25	296.80	293.87
36+50	298.30	295.46
36+75	299.80	297.18
37+00	301.30	298.77

STRUCTURE TABLE					
NAME	DIA.	RIM*	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB17	4'	278.86	275.00 6"UD–TYPE B 278.00 6"UD–TYPE B	275.30 12"MDOT OPTION III CB18	33+96/13.6' R
CB19	4'	294.87	291.30 6"UD–TYPE B 291.30 6"UD–TYPE B	291.00 12"MDOT OPTION III CB20	36+52/13.6' R

*FIELD VERIFY & ADJUST RIM ELEVATIONS AS NECESSARY

NOTE – STRUCTURE TABLE FOR ALL NEW OR ALTERED STRUCTURES NOT SHOWN IN PROFILE FOR CLARITY.

PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 14	12" MDOT OPTION III	23'	0.0128
PIPE 15	12" MDOT OPTION III	23'	0.0117
PIPE 17	6" UD–TYPE B	10'	0.0119
PIPE 18	6" UD–TYPE B	8'	0.0124



NOTE: TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY, SEE PLAN AND STRUCTURE TABLE FOR LENGTH, SLOPE AND INVERTS.

PROFILE STA. 32+00 TO STA. 37+50

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25–C205–209.DWG

PLAN & PROFILE
STA. 32+00 – 37+50

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

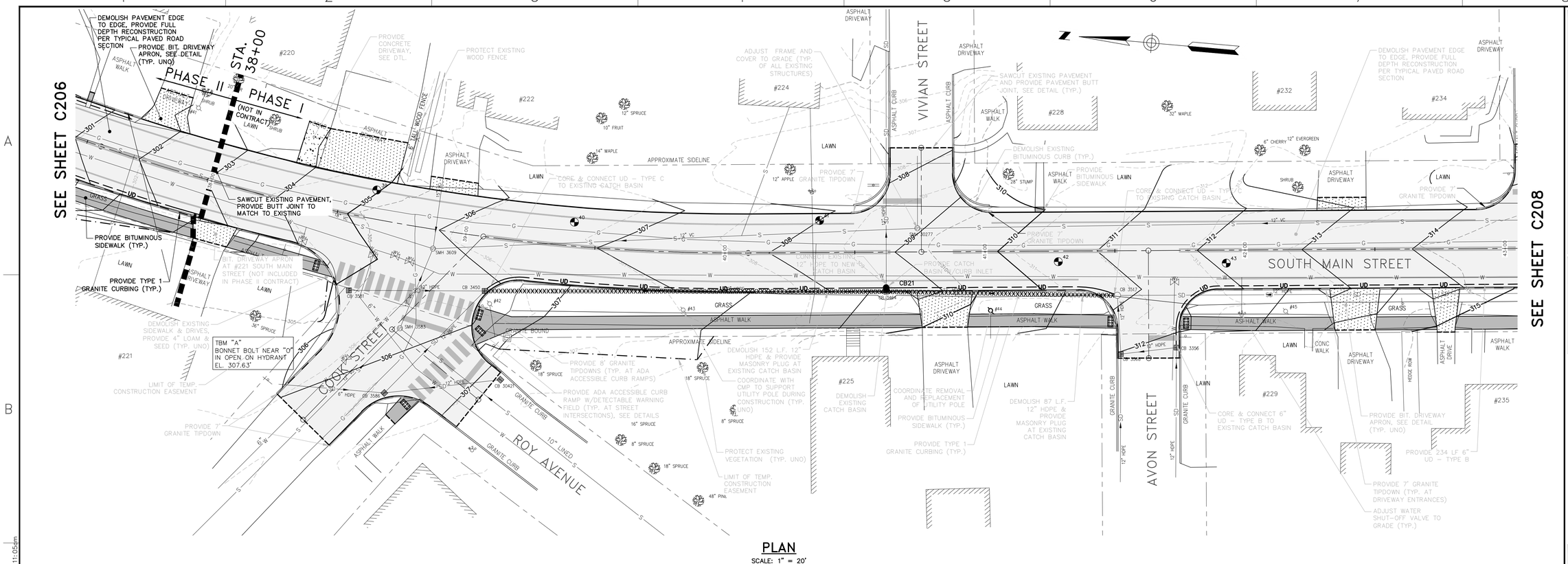
SOUTH MAIN STREET RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 22 OF 51

C206

Q:\203970 City of Auburn–General Consulting Services\wip\25 South Main St Recon\Drawings\design drawings\203970.25–C205–209.dwg, Nov 21, 2014 – 11:04am

22x34 SHEET
1:1

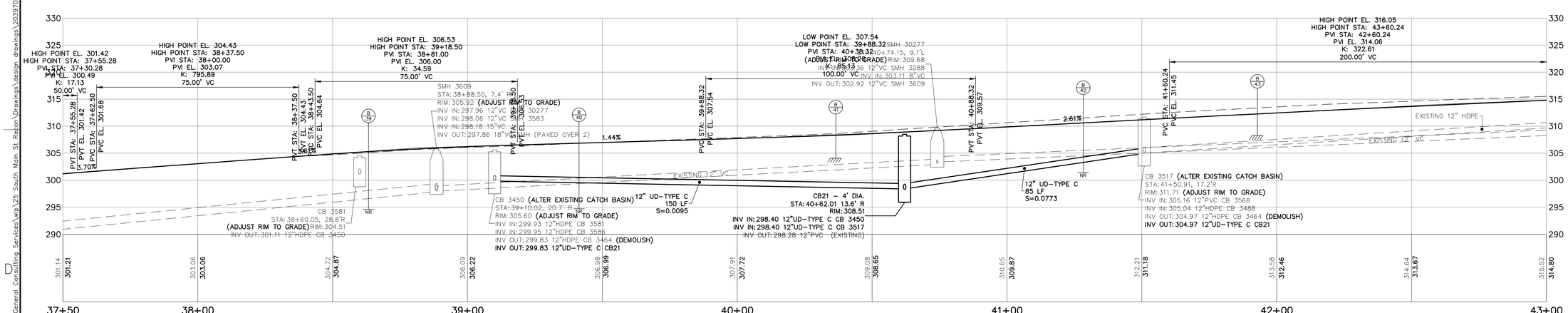


PLAN

SCALE: 1" = 20'
REFER TO SHEETS C100 TO C109 FOR LAYOUT, PAVEMENT MARKINGS AND SIGNAGE INFORMATION.

STRUCTURE TABLE					
NAME	DIA.	RIM*	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB 3356	4'	312.54	308.79 12"HDPE 309.00 6"HDPE UD–TYPE B	307.85 12"PVC CB 3568	41+73/37.3' R

*FIELD VERIFY & ADJUST RIM ELEVATIONS AS NECESSARY
NOTE – STRUCTURE TABLE FOR ALL NEW OR ALTERED STRUCTURES NOT SHOWN IN PROFILE FOR CLARITY.



NOTE: TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY, SEE PLAN AND STRUCTURE TABLE FOR LENGTH, SLOPE AND INVERTS.

PROFILE STA. 37+50 TO STA. 43+00

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

20' 0 20' 40'
BAR SCALE
1" = 20'
CHECK GRAPHIC SCALE BEFORE USING

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25–C205–209.DWG

PLAN & PROFILE
STA. 37+50 – 43+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 23 OF 51

C207

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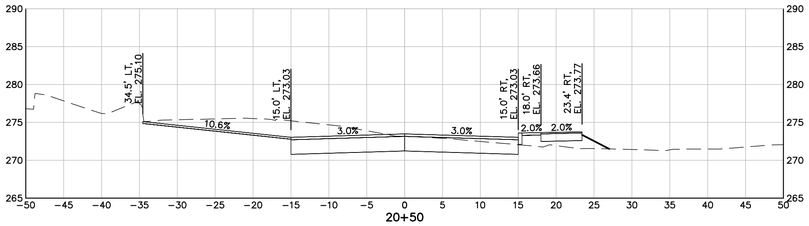
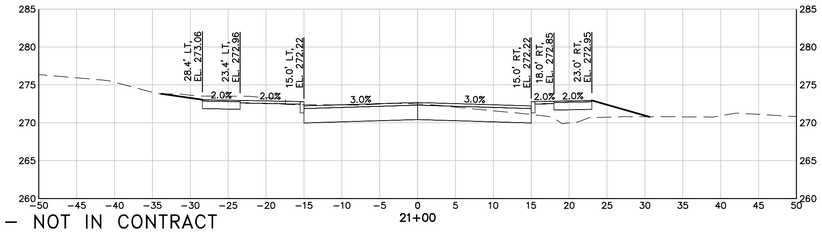
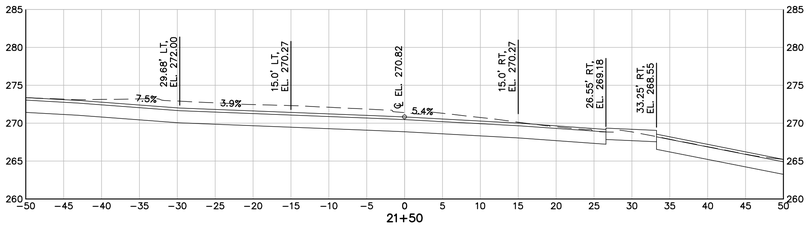
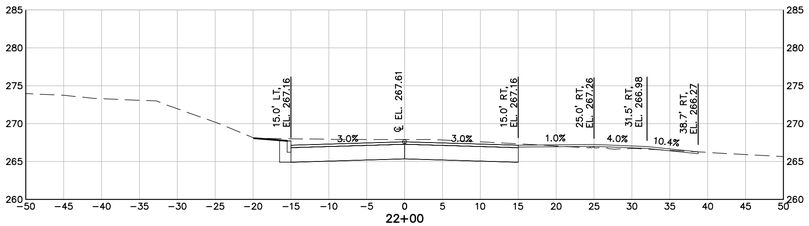
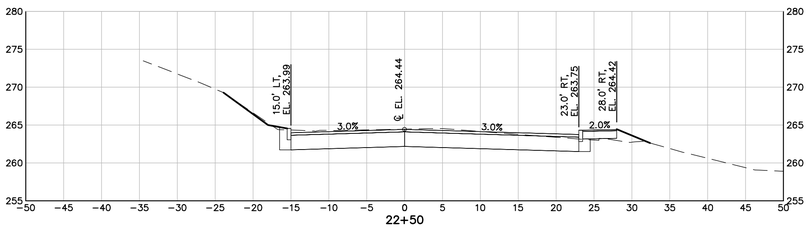


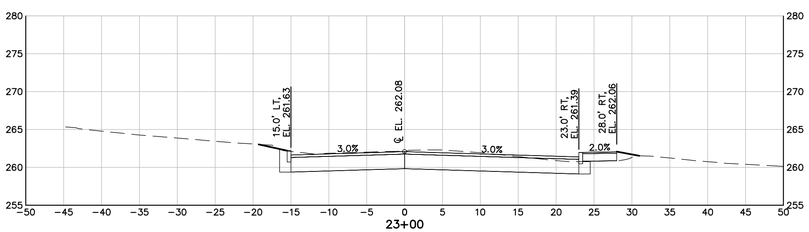


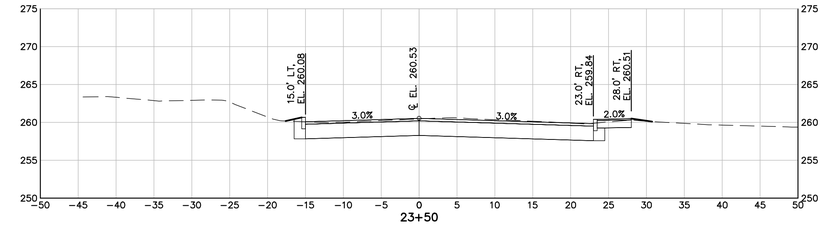
PHASE III – NOT IN CONTRACT

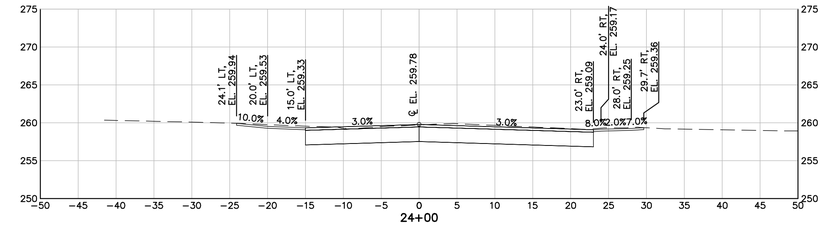


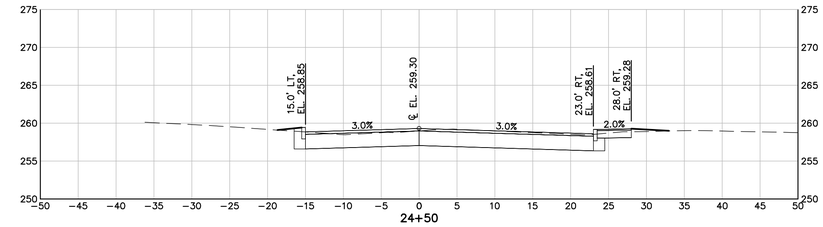


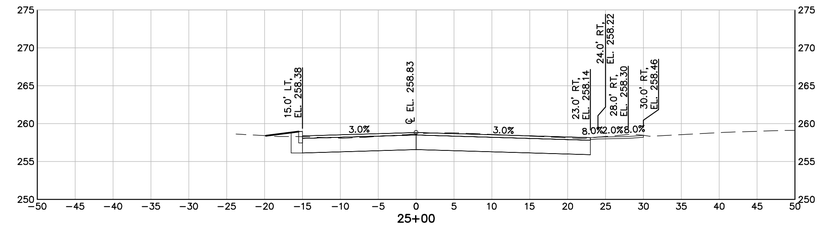


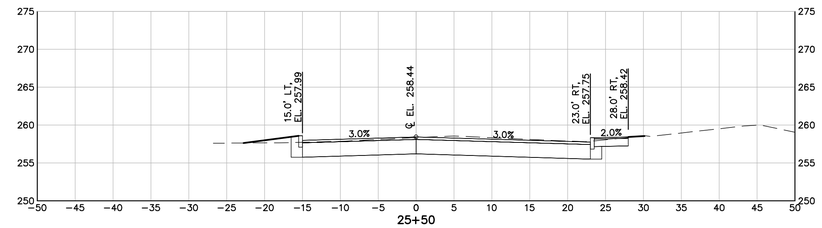


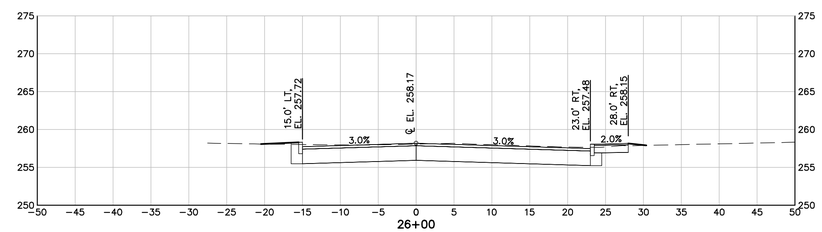












NOTE: PROPOSED AND EXISTING SUBSURFACE UTILITIES NOT SHOWN FOR CLARITY – SEE TYPICAL PAVED ROAD SECTION DETAILS FOR MORE INFORMATION

10' 0 10' 20'
BAR SCALE
1" = 10'
CHECK GRAPHIC SCALE BEFORE USING

22x34 SHEET
1:1

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
LICENSED PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C300A.DWG

PHASE II CROSS SECTIONS – 5

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: 1"=10'
SHEET: 35 OF 51

C304

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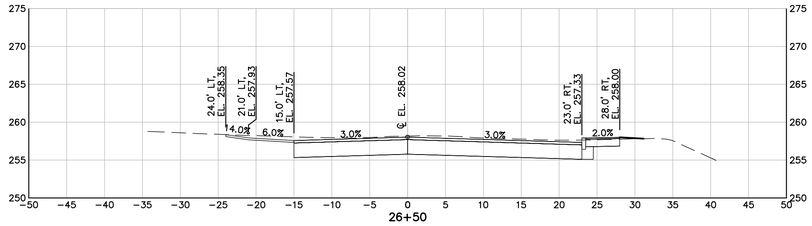

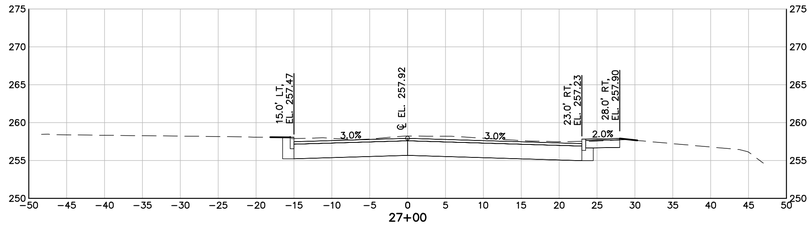

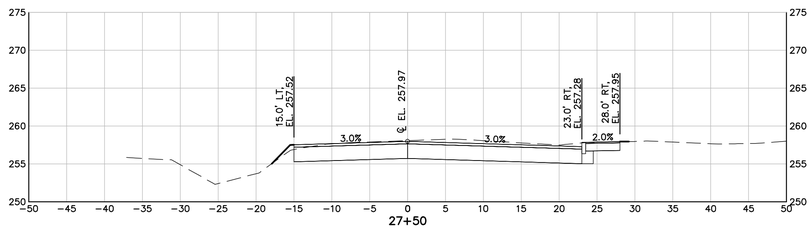

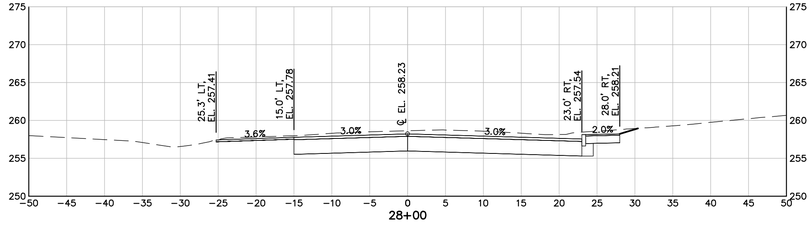

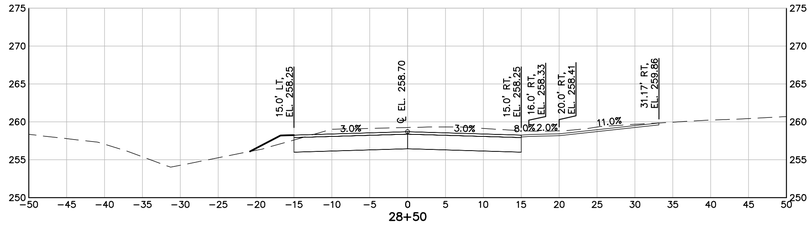

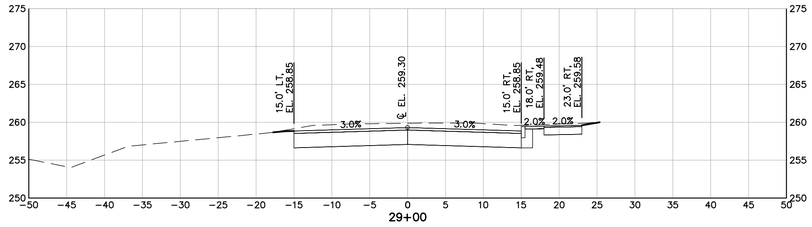

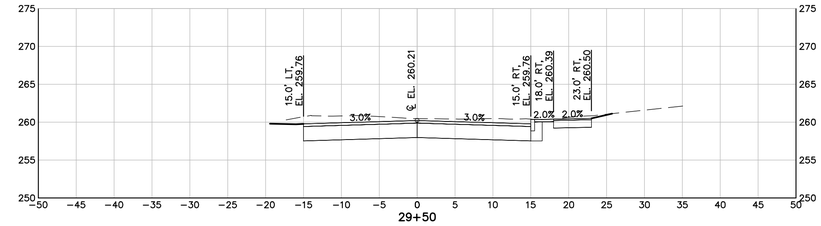

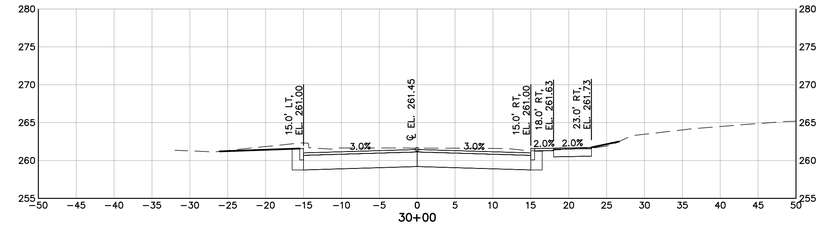

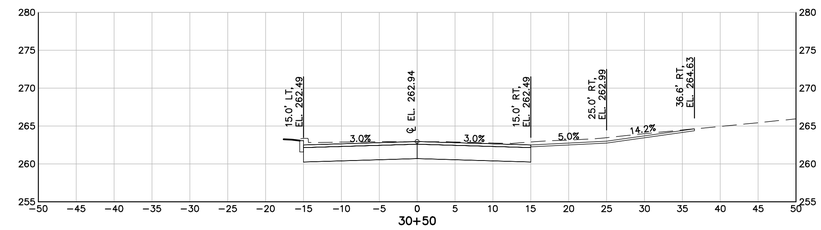

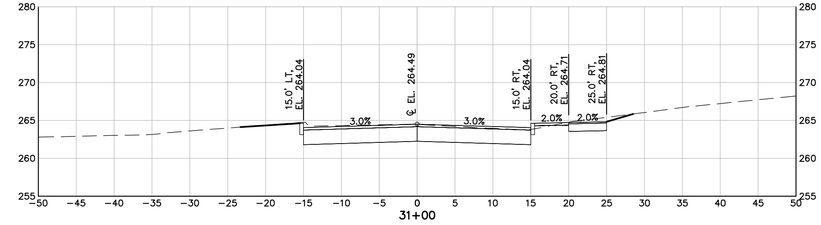

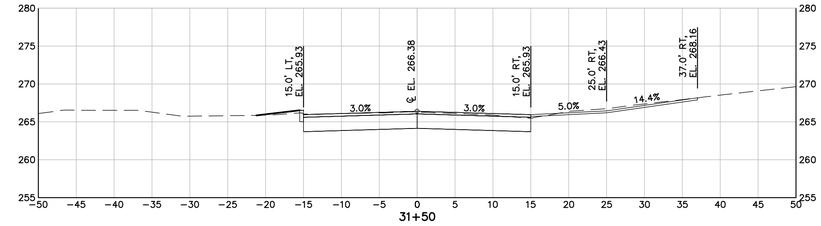

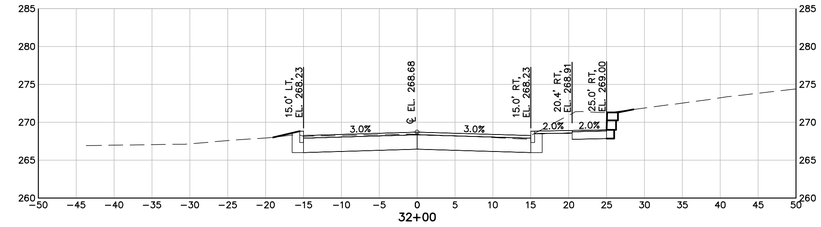

NOTE: PROPOSED AND EXISTING SUBSURFACE UTILITIES NOT SHOWN FOR CLARITY. – SEE TYPICAL PAVED ROAD SECTION DETAILS FOR MORE INFORMATION

10' 0 10' 20'
BAR SCALE
1" = 10'
CHECK GRAPHIC SCALE BEFORE USING

22x34 SHEET
1:1

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
LICENSED PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C300A.DWG

PHASE II
CROSS SECTIONS – 6

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: 1"=10'
SHEET: 36 OF 51

C305

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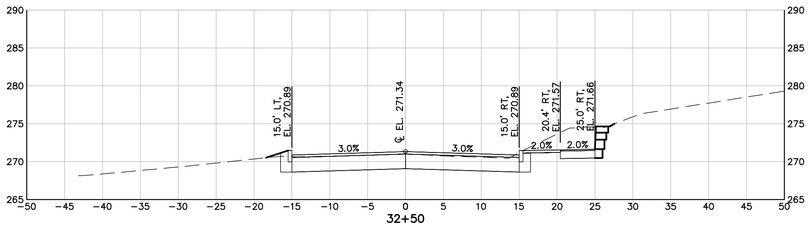

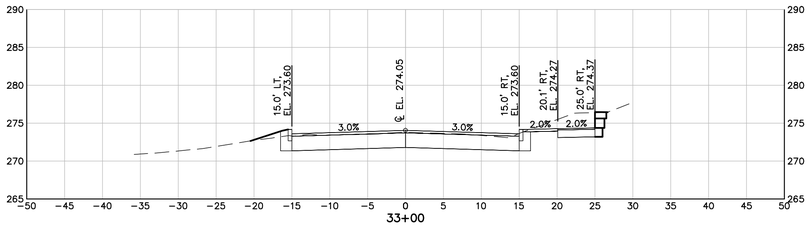

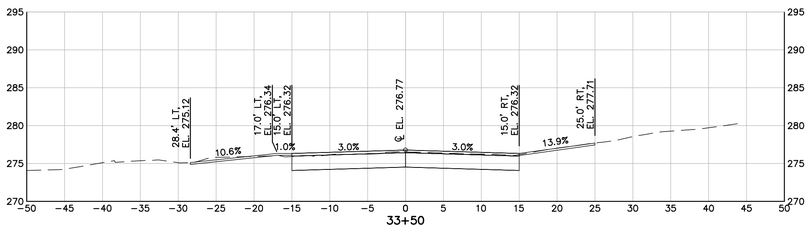

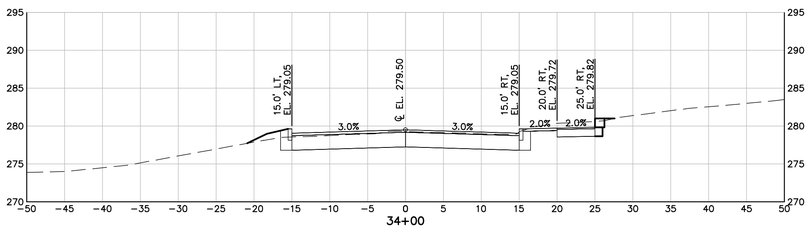

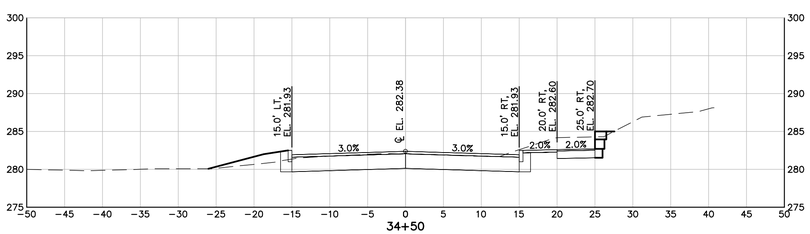

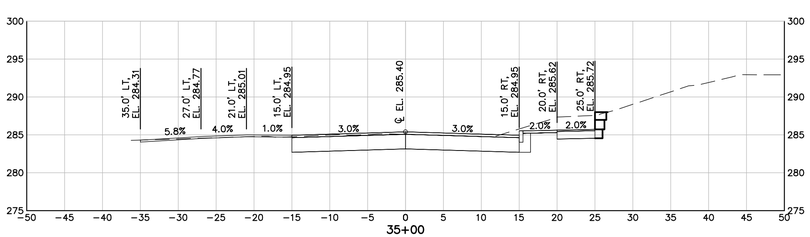

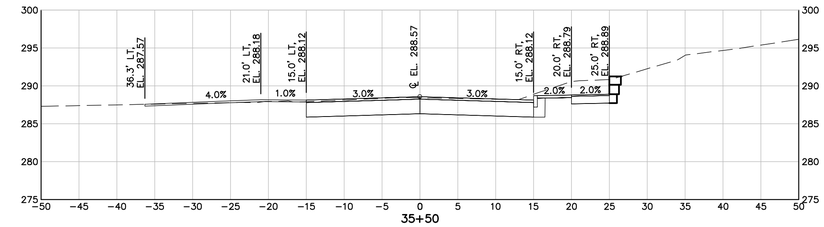

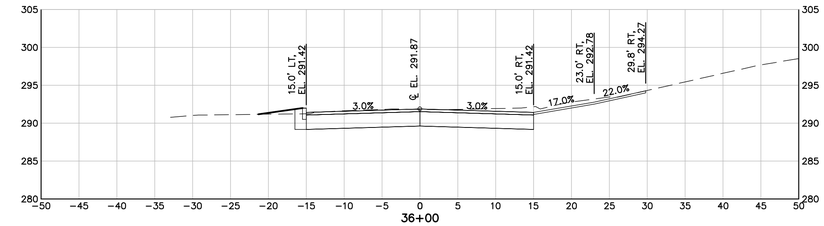

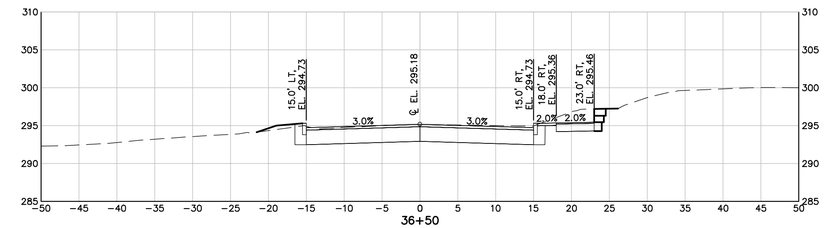

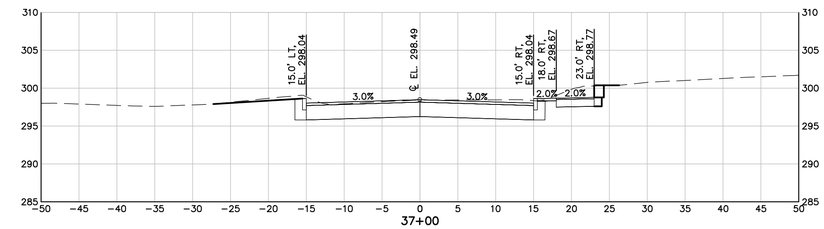

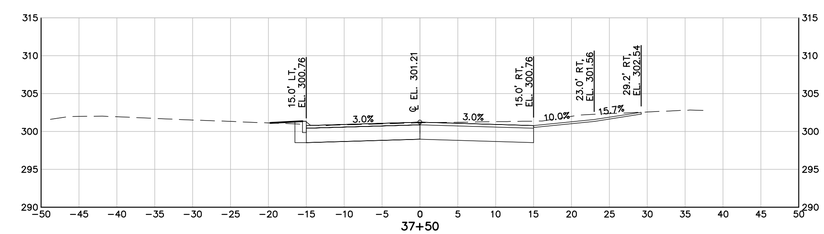

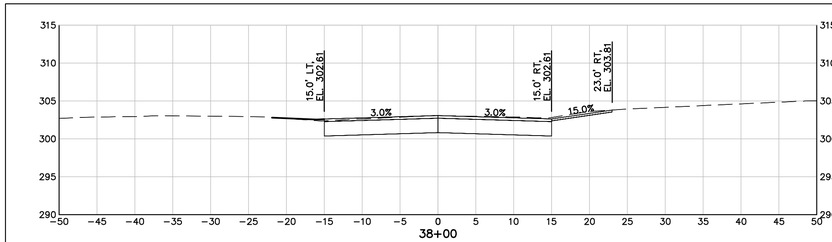

NOTE: PROPOSED AND EXISTING SUBSURFACE UTILITIES NOT SHOWN FOR CLARITY. – SEE TYPICAL PAVED ROAD SECTION DETAILS FOR MORE INFORMATION

NOT IN CONTRACT – PREVIOUSLY CONSTRUCTED

10' 0 10' 20'
BAR SCALE
1" = 10'
CHECK GRAPHIC SCALE BEFORE USING

22x34 SHEET
1:1

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COMMITMENT & INTEGRITY DRIVE RESULTS

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
LICENSED PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C300A.DWG

PHASE II
CROSS SECTIONS – 7

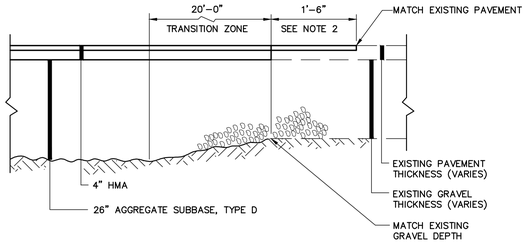
CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET
RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: 1"=10'
SHEET: 37 OF 51

C306

G:\203970 City of Auburn-General Consulting Services\wip\25 South Main St Recon\Drawings\design drawings\203970.25-C300A.dwg, Nov 21, 2014 - 11:06am



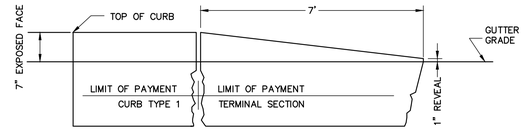
NOTE:

1. AGGREGATE TYPES PER MDOT SECTION 304.02.
2. GRIND EXISTING PAVEMENT, DEPTH EQUAL TO NEW SURFACE COURSE.

PAVEMENT BUTT JOINT DETAIL

N.T.S.

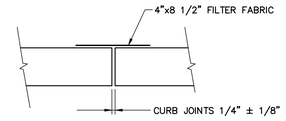
CURB TYPE 1 ON CURVES			
TYPE	RADIUS OF CURVE	LENGTH	STONE IS CUT OR CAST
1	0' TO 60' INCL.	4' MIN.	ARC TO FIT CURVE
	OVER 60' TO 160'	4' TO 6'	STRAIGHT PIECES



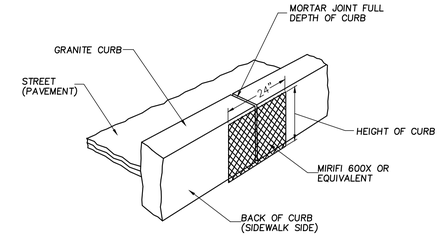
TERMINAL SECTION TYPE "1"

TERMINAL CURB SECTION

N.T.S.

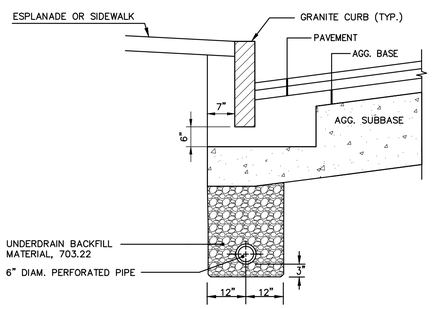


PLAN



CURB JOINT DETAIL

N.T.S.

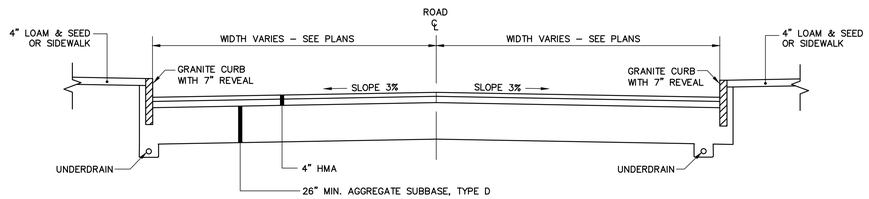


NOTES

1. UNDERDRAIN PIPE INVERT ELEVATIONS SHALL BE AT LEAST 42 INCHES BELOW GUTTER GRADES.
2. PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN.

TYPE "B" UNDERDRAIN INSTALLATION DETAIL

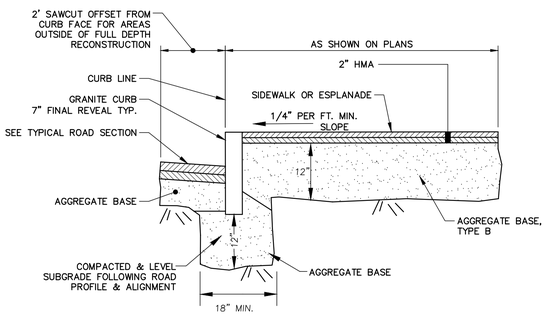
N.T.S.



TYPICAL PAVED ROAD SECTION (BROAD ST. TO LORING AVE.)

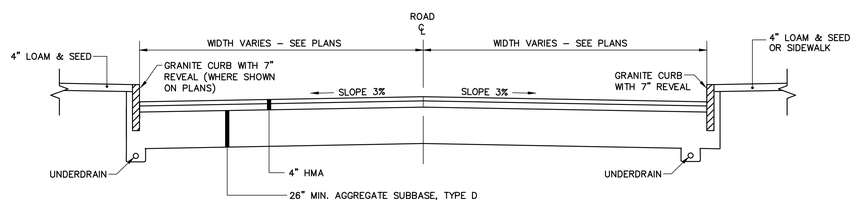
N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02



BITUMINOUS SIDEWALK AND GRANITE CURB INSTALLATION

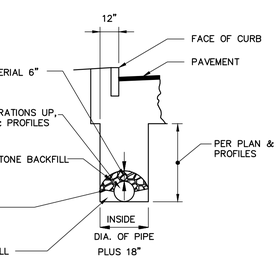
N.T.S.



TYPICAL PAVED ROAD SECTION (LORING AVE. TO IPSWICH ST.)

N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

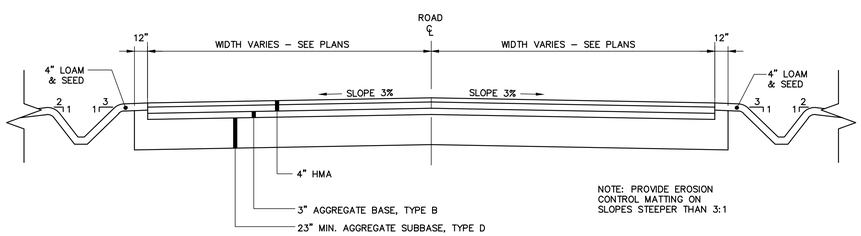


NOTES:

1. THE MAXIMUM VERTICAL MEASUREMENT OF DEPTH FOR PAYMENT OF STRUCTURAL ROCK EXCAVATION WILL BE TO A HORIZONTAL PLANE LOCATED 12" BELOW THE BOTTOM OF THE INVERT OF THE PIPE FOR UNDERDRAIN TYPE "B" AND UNDERDRAIN TYPE "C".
2. THE MATERIAL FOR ELBOWS, TEES, AND WYES FOR UNDERDRAIN TYPES "B" AND "C" SHALL BE AT LEAST AS THICK AS THE LARGEST SIZE PIPE BEING CONNECTED AND ARE INCIDENTAL TO THE COST OF THE TYPE B & C UNDERDRAIN PAY ITEMS.
3. NO ALLOWANCE FOR PAYMENT WILL BE MADE FOR EXCAVATING OR MATERIAL EXCAVATED BEYOND THE HORIZONTAL DIMENSIONS SHOWN FOR TYPES "B" OR "C" UNDERDRAIN.
4. IN "BOX SECTIONS" THE EDGE OF THE TRENCH SHALL BE IN LINE WITH THE EDGE OF BOX SECTION.

TYPE "C" UNDERDRAIN DETAIL

N.T.S.



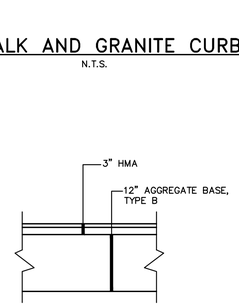
TYPICAL PAVED ROAD SECTION (IPSWICH ST. TO VICKERY RD.)

N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

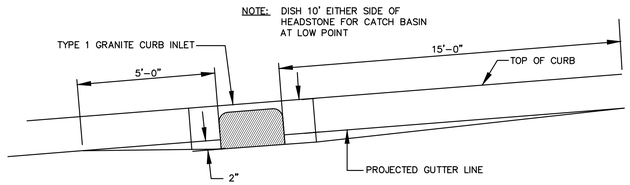
(PREVIOUSLY CONSTRUCTED)

REFER TO SPECIAL PROVISION 403 FOR HMA GRADATION AND LIFT THICKNESS



BITUMINOUS DRIVEWAY SECTION

N.T.S.



TYPICAL PAVEMENT GRADING FOR CATCH BASINS

N.T.S.

NOTE: C400 TO C404 INCLUDE DETAILS FOR WORK IN PHASE I, PHASE II AND PHASE III. NOT ALL DETAILS SHOWN MAY BE APPLICABLE TO THIS CONTRACT.

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STATE OF MAINE MEGAN D.L. MCDEVITT 13019 LICENSED PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C400A.DWG

CIVIL DETAILS – 1

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

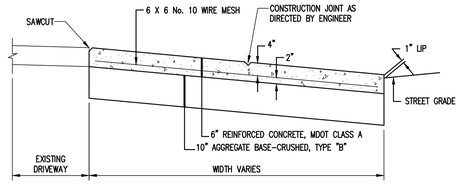
SOUTH MAIN STREET RECONSTRUCTION

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 46 OF 51

C400

O:\203970 City of Auburn-General Consulting Services\wip\25 South Main St Rebon\Drawings\design drawings\203970.25-C400A.dwg, Nov 21, 2014 - 11:06am

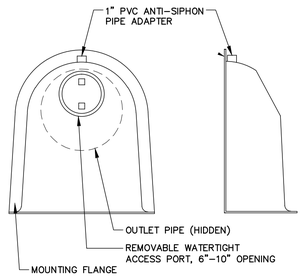
22x34 SHEET 1:1



SECTION

REINFORCED CONCRETE DRIVEWAY DETAIL

N.T.S.



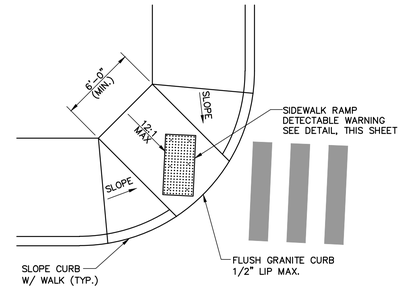
FRONT VIEW SIDE VIEW

NOTES:

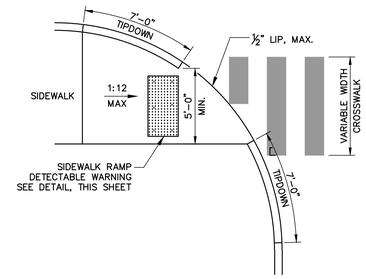
1. ALL HOODS AND TRAPS FOR CATCH BASINS AND WATER QUALITY STRUCTURES SHALL BE AS MANUFACTURED BY BEST MANAGEMENT PRODUCTS, INC. OR PRE-APPROVED EQUAL
2. ALL HOODS SHALL BE CONSTRUCTED OF A GLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
3. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW.
4.
5. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOUT SIZE ALWAYS LARGER THAN PIPE SIZE).
6. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO 1/2 THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES <12" I.D.
7. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
8. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND PIPE SHALL BE FINISHED FLUSH TO WALL.
9. THE HOOD SHALL BE SECURELY ATTACHED TO STRUCTURE WALL WITH 3/8' STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKET AS SUPPLIED BY MANUFACTURER.
10. INSTALLATION INSTRUCTIONS SHALL BE FURNISHED WITH MANUFACTURER SUPPLIED INSTALLATION KIT. INSTALLATION KIT SHALL INCLUDE: INSTALLATION INSTRUCTIONS, PVC ANTI-SIPHON VENT PIPE AND ADAPTER, OIL-RESISTANT CRUSHED CELL FOAM GASKET WITH PSA BACKING, 3/8" STAINLESS STEEL BOLTS, AND ANCHOR SHIELDS.

SNOUT OIL-WATER-DEBRIS SEPARATOR DETAIL

N.T.S.



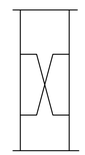
ADA RAMP AT INTERSECTION



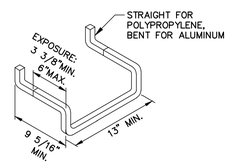
ADA RAMP AT THRU STREET

ADA PEDESTRIAN RAMP

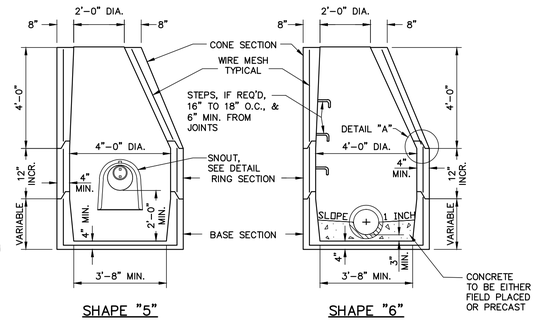
N.T.S.



DETAIL "A"
ALTERNATE JOINT



STEP

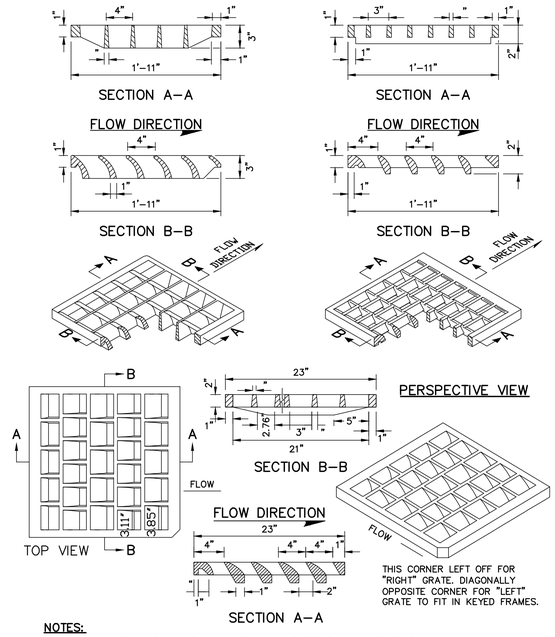


SHAPE "5" SHAPE "6"

NOTES:
DIMENSIONS ARE INTENDED TO BE NOMINAL

CATCH BASIN OR MANHOLE

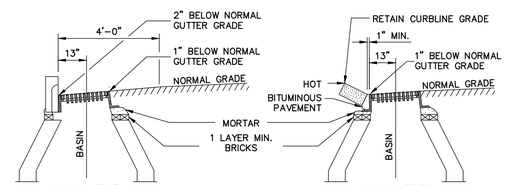
N.T.S.



NOTES:
TO BE USED WHERE PARALLEL BAR GRATES WOULD PRESENT A HAZARD TO BICYCLE TRAFFIC. FOR USE ON CATCH BASIN TYPES: A1-C, A2-C, A5-C, B1-C, B2-C, B5-C, F3-C, F4-C, F5-C, F6-C.

"CASCADE-TYPE" GRATES

N.T.S.



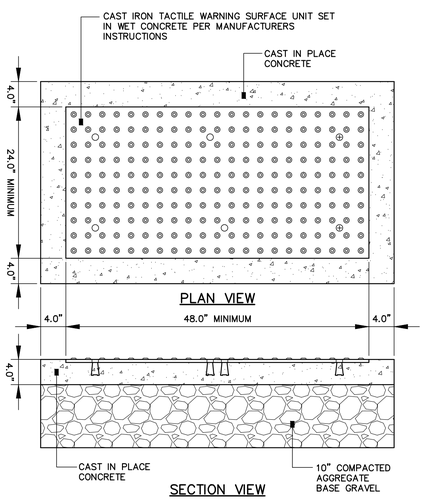
TYPE "A"
FOR USE WITH CURB TYPE 1

NOTES:
DIMENSIONS ARE INTENDED TO BE NOMINAL

TYPE "B"
FOR USE WITH CURB TYPE 3 OR 5

CATCH BASIN TOP INSTALLATION

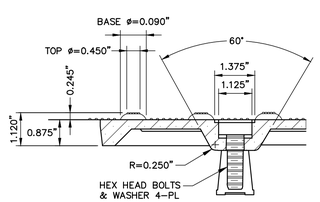
N.T.S.



SECTION VIEW

NOTES:

1. CAST IRON TACTILE WARNING SURFACE UNITS SHALL BE PER MDOT'S QUALIFIED PRODUCTS'S LIFE.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MDOT CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE TILE AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. FOR ALL SIDEWALK RAMPS MADE OF CONCRETE OR ASPHALT, BRICK RED COLORED TILES SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.



BOLT DETAIL

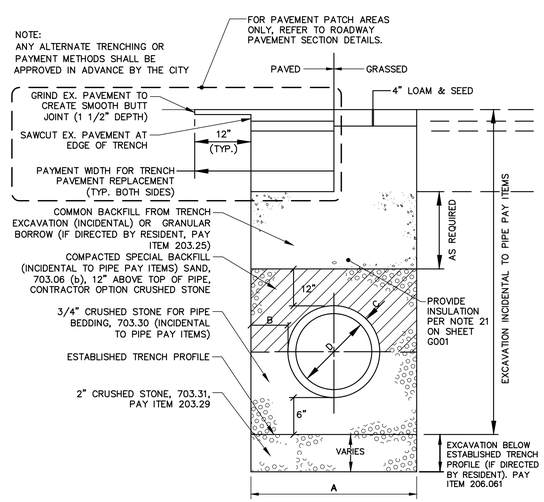
CURB RAMP DETECTABLE WARNING FIELD

N.T.S.

PIPE INSTALLATION DETAIL – NOTES

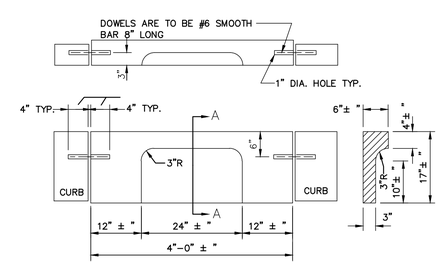
1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION "B" SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES "B" SHALL BE AT LEAST 9".
4. DIMENSION "A" IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER ITEMS 203.25 GRANULAR BORROW, 203.31 CRUSHED STONE, 206.061 STRUCTURAL EARTH EXCAVATION, BELOW GRADE AND 206.07 STRUCTURAL ROCK EXCAVATION. DIMENSION "A" SHALL BE BASED ON PIPE DIAMETER, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, "D" (INCHES)	MAX. TRENCH WIDTH, "A" (FEET)
6	4.0
8	4.0
10	4.0
12	4.0
15	4.0
18	5.0
21	5.0
24	5.5
27	6.0
30	6.0
36	7.0
42	8.0
48	8.0



PIPE INSTALLATION DETAIL

N.T.S.



CURB INLET SECTION A-A

TYPE 1 GRANITE CURB INLET

N.T.S.

NOTE: C400 TO C404 INCLUDE DETAILS FOR WORK IN PHASE I, PHASE II AND PHASE III. NOT ALL DETAILS SHOWN MAY BE APPLICABLE TO THIS CONTRACT.

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
LICENSED PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C400A.DWG

CIVIL DETAILS – 2

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 47 OF 51

C401

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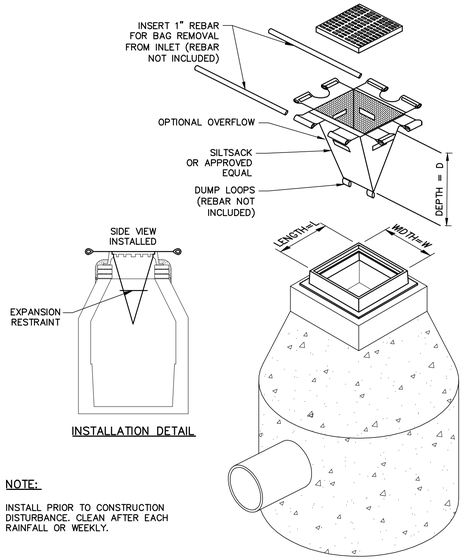


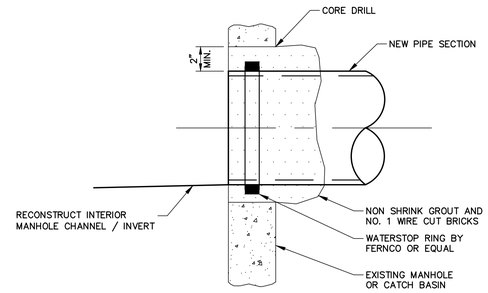
INSTALLATION DETAIL

NOTE:

INSTALL PRIOR TO CONSTRUCTION DISTURBANCE. CLEAN AFTER EACH RAINFALL OR WEEKLY.

CATCH BASIN INLET SEDIMENT CONTROL

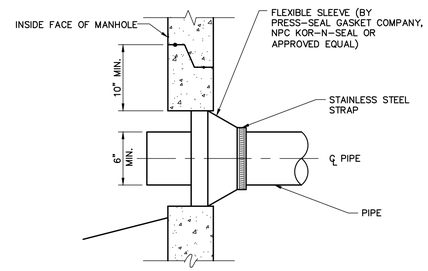
N.T.S.



NEW PIPE TO EXISTING STRUCTURE

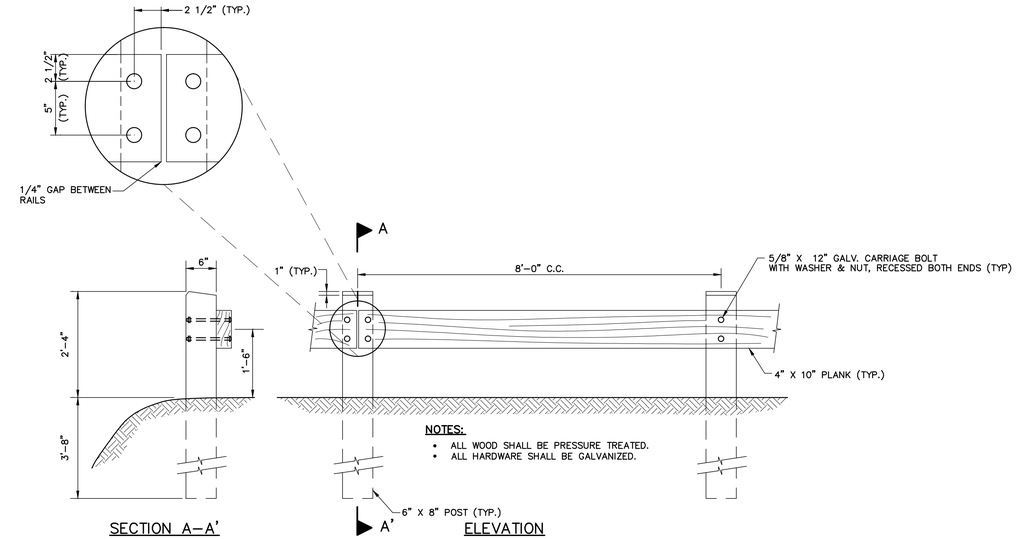
N.T.S.

NOTE: EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION



NEW PIPE TO NEW STRUCTURE CONNECTION DETAIL

N.T.S.



SECTION A–A'

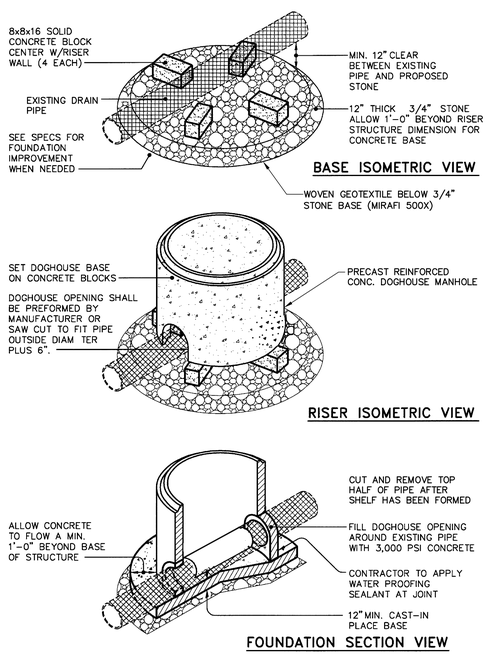
ELEVATION

NOTES:

- ALL WOOD SHALL BE PRESSURE TREATED.
- ALL HARDWARE SHALL BE GALVANIZED.

CEDAR RAIL FENCE

N.T.S.



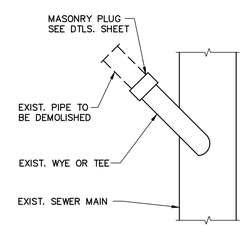
BASE ISOMETRIC VIEW

RISER ISOMETRIC VIEW

FOUNDATION SECTION VIEW

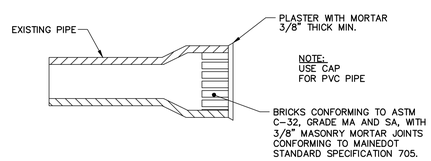
DOGHOUSE MANHOLE DETAIL

N.T.S.



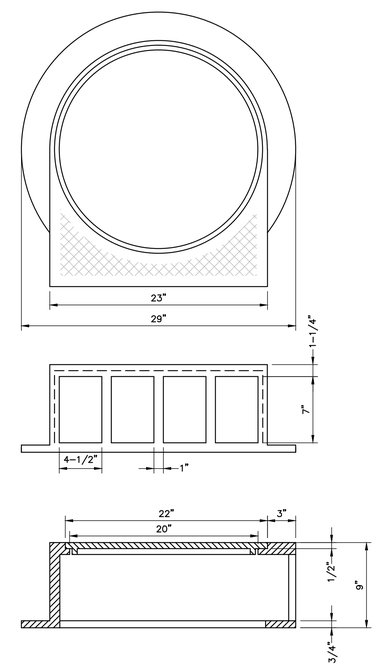
MASONRY PLUG @ MAIN

N.T.S.



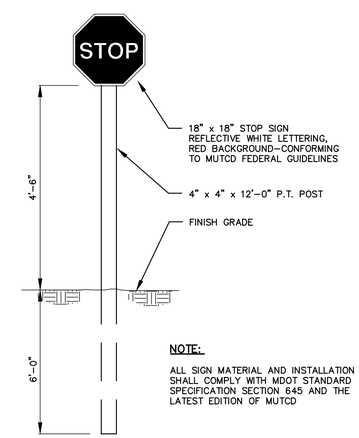
MASONRY PLUG DETAIL

N.T.S.



CURB INLET CATCH BASIN FRAME DETAIL

N.T.S.



NOTE:

ALL SIGN MATERIAL AND INSTALLATION SHALL COMPLY WITH MDOT STANDARD SPECIFICATION SECTION 645 AND THE LATEST EDITION OF MUTCD

TRAFFIC SIGN DETAIL

N.T.S.

NOTE: C400 TO C404 INCLUDE DETAILS FOR WORK IN PHASE I, PHASE II AND PHASE III. NOT ALL DETAILS SHOWN MAY BE APPLICABLE TO THIS CONTRACT.

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STATE OF MAINE MEGAN D.L. MCDEVITT 13019 PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C400A.DWG

CIVIL DETAILS – 3

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 48 OF 51

C402

22x34 SHEET
1:1

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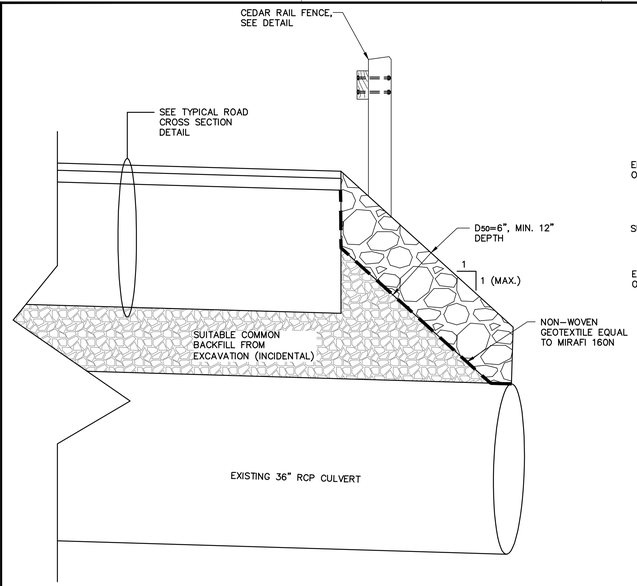
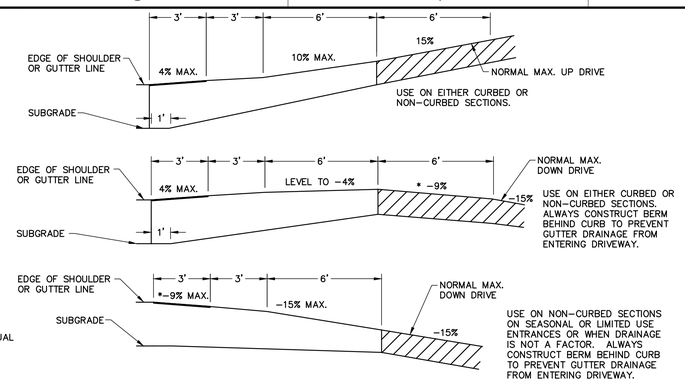


36" RCP CULVERT GRADING DETAIL

N.T.S.



NOTES ON MAXIMUM DRIVEWAY PROFILES:

1. THESE PROFILES ARE A GUIDE FOR THE MAJORITY OF CASES, BUT SHOULD BE FIELD CHECKED WHEN THE MAIN LINE GRADE IS STEEP (4% TO 6% OR GREATER) OR THE ANGLE OF APPROACH TO THE DRIVE IS UNUSUAL.

2. GENERALLY THE MAJORITY OF DRIVES ON A PROJECT WILL BE BUILT WITH FLATTER PROFILES THAN THESE MAXIMUM CASES.

*3. WHEN GRADING DRIVES WHICH ARE FLATTER THAN THE MAXIMUM PROFILES THE FOLLOWING RULE OF THUMB SHOULD BE USED. DO NOT EXCEED A GRADE % CHANGE OF MORE THAN 9% IN A 6' INCREMENT OF DRIVEWAY LENGTH, THIS APPLIES TO BOTH UP AND DOWN PROFILES.

4. DRIVES WITH GRADES EXCEEDING 15% MUST HAVE A DESIGN EXCEPTIONS.

5. ANY DESIGN CHANGE TO AN EXISTING DRIVEWAY THAT ADVERSELY CHANGES THE GRADE (+ OR -) BY MORE THAN 3% WILL REQUIRE A DESIGN EXCEPTION.

DESIGN EXCEPTION TO BE APPROVED BY CITY.

GENERAL NOTES:

1. THE FIRST 3' SHOWN AS PAVEMENT SHALL BE PAVED ONLY WHEN ABUTTING A PAVED AREA.

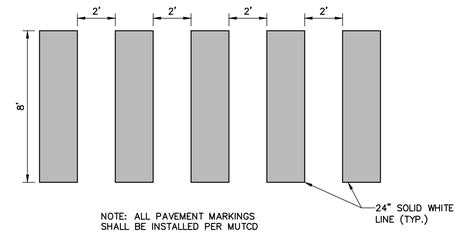
2. ALL RESIDENTIAL OR COMMERCIAL DRIVES 10% AND OVER SHALL BE PAVED.

3. BERM AT DRIVEWAY ENTRANCE SHALL BE A 1" IN HEIGHT PAVEMENT LIP.

DRIVES ON NON-SIDEWALK SECTIONS

N.T.S.

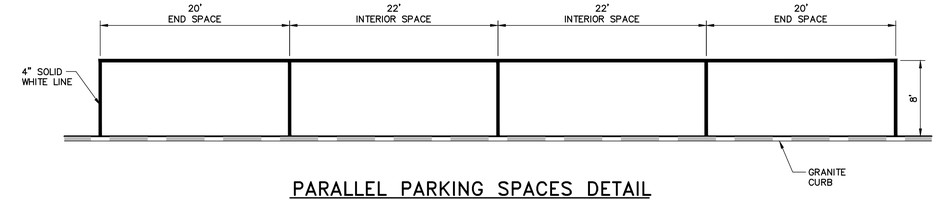
PROVIDE MAXIMUM SLOPES PER DETAIL UNLESS OTHERWISE SHOWN ON CROSS-SECTIONS



NOTE: ALL PAVEMENT MARKINGS SHALL BE INSTALLED PER MUTCD

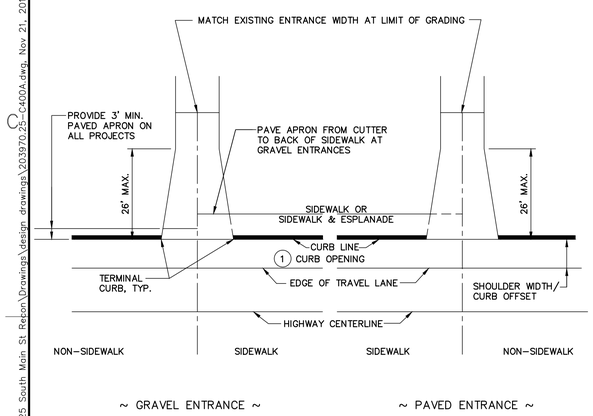
CROSSWALK DETAIL

N.T.S.



PARALLEL PARKING SPACES DETAIL

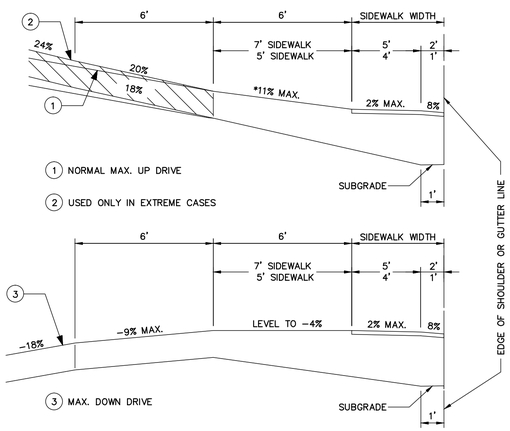
N.T.S.



1 MINIMUM CURB OPENING IS 20' WHERE THE SHOULDER WIDTH IS GREATER THAN 6.5' AND 26' WHERE THE SHOULDER WIDTH IS LESS THAN 6.5'

RESIDENTIAL ENTRANCE ONTO CURBED HIGHWAY WITH/WITHOUT SIDEWALKS - 801(06)

N.T.S.



GENERAL NOTES:
1. THE SIDEWALK WIDTH SHALL BE PAVED IN ALL CASES.

2. ALL RESIDENTIAL OR COMMERCIAL DRIVES 10% AND OVER SHALL BE PAVED.

NOTES ON MAXIMUM DRIVEWAY PROFILES:
1. THESE PROFILES ARE A GUIDE FOR THE MAJORITY OF CASES, BUT SHOULD BE FIELD CHECKED WHEN MAIN LINE GRADE IS STEEP (4% TO 6% OR GREATER) OR THE ANGLE OF APPROACH TO THE DRIVE IS UNUSUAL.

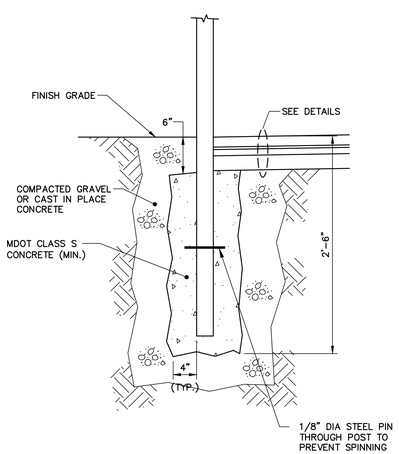
2. GENERALLY THE MAJORITY OF DRIVES ON A PROJECT WILL BE BUILT WITH FLATTER PROFILED THAN THESE MAXIMUM CASES.

*3. WHEN GRADING DRIVES WHICH ARE FLATTER THAN THE MAXIMUM PROFILES THE FOLLOWING RULE OF THUMB SHOULD BE USED: DO NOT EXCEED A GRADE PERCENT CHANGES OF MORE THAN 9% IN A 6' INCREMENT OF DRIVEWAY LENGTH. THIS APPLIES TO BOTH UP AND DOWN PROFILES.

DRIVES ON SIDEWALK SECTION - 801(01)

N.T.S.

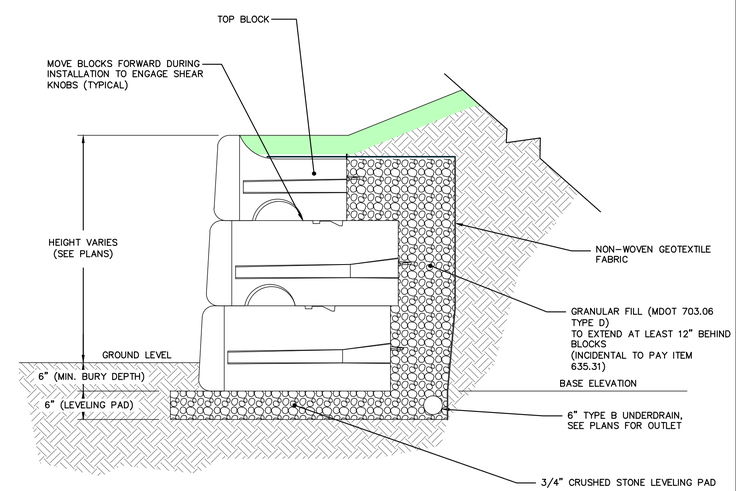
PROVIDE MAXIMUM SLOPES PER DETAIL UNLESS OTHERWISE SHOWN ON CROSS-SECTIONS



POST SPECIFICATION			
TYPE	HEIGHT ABOVE FIN. GRADE	POST DIAMATER	POST MATERIAL
STREET SIGNAGE	7'-0"	2 3/8" (O.D.)	GALV. STEEL

TYPICAL SIGN POST DETAIL

N.T.S.



NOTE: PREFAB CONCRETE GRAVITY BLOCK WALL SHALL BE PER SUPPLEMENTAL SPECIFICATION SECTION 635. PREFAB CONCRETE GRAVITY BLOCK WALL DETAIL IS FOR REFERENCE PURPOSES TO AID IN LAYOUT AND DEVELOPMENT OF MANUFACTURER DETAILS. WALL MANUFACTURER SHALL PROVIDE FINAL WALL DESIGN AND CALCULATIONS, STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE. REFER TO SUPPLEMENTAL SPECIFICATION SECTION 635 FOR ADDITIONAL REQUIREMENTS.

SEGMENTED RETAINING WALL DETAIL

N.T.S.

NOTE: C400 TO C404 INCLUDE DETAILS FOR WORK IN PHASE I, PHASE II AND PHASE III. NOT ALL DETAILS SHOWN MAY BE APPLICABLE TO THIS CONTRACT.

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
LICENSED PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C400A.DWG

CIVIL DETAILS - 4

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 49 OF 51

C403

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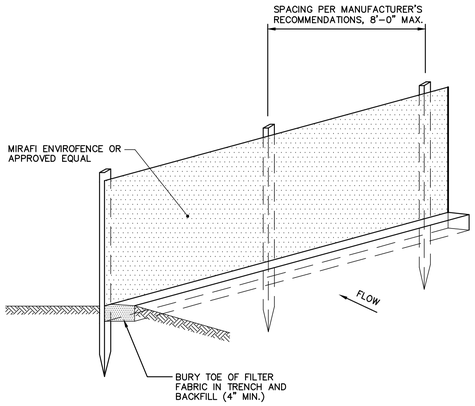


NOTES:

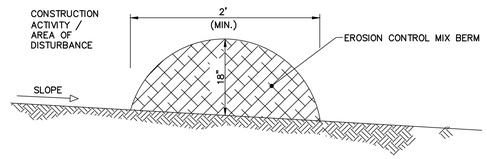
- INSTALL FABRIC ON UPHILL SIDE OF SUPPORT POSTS
- INSTALL SILT FENCE ACROSS SLOPES
- SILT FENCE SHALL NOT BE USED IN DRAINAGE WAYS

MAINTENANCE: INSPECT FOR TEARS IN THE FABRIC OR DAMAGE TO SUPPORTS. REPAIR AS NECESSARY. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES A DEPTH OF SIX-INCHES OR LESS.

REMOVAL: WHEN UPSLOPE AREAS ARE STABILIZED, THE STRUCTURE AND ANY ACCUMULATED SEDIMENT WILL BE REMOVED.

SILTATION FENCE DETAIL

N.T.S.



NOTES:

Erosion Control Mix Berms

Erosion control mix can be manufactured on or off the project site. It must consist primarily of organic material and may include: shredded bark, stump grindings, composted bark, or acceptable manufactured products. Wood and bark chips, ground construction debris or reprocessed wood products will not be acceptable as the organic component of the mix.

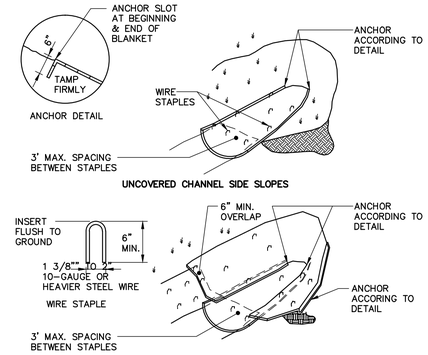
Composition

Erosion control mix shall contain a well-graded mixture of particle sizes and may contain rocks less than 4" in diameter. Erosion control mix must be free of refuse, physical contaminants, and material toxic to plant growth. The mix composition shall meet the following standards:

- The organic matter content shall be between 80 and 100%, dry weight basis.
- Particle size by weight shall be 100 % passing a 6" screen and a minimum of 70%, maximum of 85%, passing a 0.75" screen.
- The organic portion needs to be fibrous and elongated.
- Large portions of silts, clays or fine sands are not acceptable in the mix.
- Soluble salts content shall be < 4.0 mmhos/cm.
- The pH should fall between 5.0 and 8.0.

EROSION CONTROL MIX BERM (CONTRACTOR OPTION)

N.T.S.



NOTES:
1. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR ANCHORING BLANKET ENDS, OVERLAPS AND STAPLE SPACING. DIMENSIONS SHOWN FOR THESE ACTIVITIES ARE TO BE USED AS A MINIMUM.
2. PRODUCTS TO COMPLY WITH SECTION 717.061 OF THE MAINE DOT STANDARD SPECIFICATIONS OF MAINE DOT QUALIFIED PRODUCTS LIST*.

*HTTP://WWW.MAINE.GOV/MDOT/TRANSPORTATION-RESEARCH/API.PHP

CHANNEL LINING

N.T.S.

EROSION AND SEDIMENT CONTROL NOTES

Temporary Erosion Control

Contractor shall prepare and submit a soil erosion and water pollution control plan to engineer in accordance with section 656.

Measure	Dates For Use	Timing, Activity, and Location
Sedimentation Barrier	ALL	Before soil disturbance, install downhill of areas to be disturbed and around material stockpiles.
Up-slope Diversion	ALL	Before soil disturbance, install uphill of areas to be disturbed and material stockpiles.
Catch Basin Protection	ALL	Before soil or pavement disturbance, install ACF Environmental, Inc. High Flow Siltsack, Siltsaver Inlet Filter. or equal, installed per manufacturer's requirements.
Dust Control	ALL	During dry weather, apply water and calcium chloride to control dust.
Temporary Seeding	April 15 to Oct. 1	Soil stockpiles that are not covered and disturbed areas that will not be disturbed again within 14 days. If grass growth provides less than 95% soil coverage by Nov. 1, apply mulch and anchor with erosion control blanket.
Mulch	April 15 to Sept. 15	On all areas of exposed soil prior to rain events or every __ days, apply 100-150 lbs (2.5 bales) per 1,000 sq ft. by mechanical blower.
Winter Mulch	Sept. 16 to Oct. 31	On all areas of exposed soil prior to precipitation or every __ days, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. by mechanical blower, Erosion control blanket may be used as a substitute for winter mulch.
	Nov. 1 to April 14	On all areas of exposed soil, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. and anchor with netting at the end of each working day. Erosion control blanket may be used as a substitute for winter mulch.
Inspections	Until site is permanently stabilized	Inspect the erosion and sedimentation control measures daily, and maintain and repair as necessary.

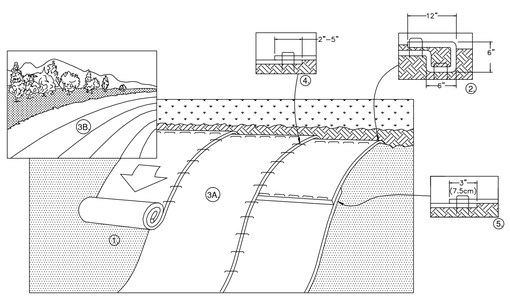
Permanent Erosion Control:

Measure	Dates For Use	Timing, Activity, and Location
Pavement - Base Course - Final Course	When no frost is in ground	Install only in areas shown on the plan, shortly after pavement base is brought to final grade. Install near completion of project.
Permanent Seeding	April 15 to Sept. 15	On final grade areas, within 7 days of grade preparation, prepare topsoil, followed by seed and mulch application.
Dormant Seeding	Sept. 16 to April 15	On final grade areas, with prepared topsoil. Apply seed at double the specified rate on bare soil, and follow with an application of winter mulch.
Ground Cover, Trees, Shrubs	April 15 to Nov. 1	Install with final landscaping.
Permanent Mulch	ALL	Install with final landscaping.

Inspections:

Regular inspections of all erosion and sedimentation controls shall be made at least weekly and prior to and following storm events. Minimum inspections shall be made as listed in the table below.

Inspected Item	Look For
Mulched Surfaces	Thin mulch or inadequate application. Wind movement.
Seeded Surfaces	Poor seed germination. Loss of mulch. Development of rivulets.
Sediment Barrier	Sediment build-up to one half the height of the barrier. Undermining of the barrier. Supporting stakes loose, toppled, or unmarked. Breaks in barrier.
Perimeter Diversion	Discharge is to stabilized area. Erosion or breaks in barrier. Supporting stakes loose, toppled or unmarked.
Catch Basin Protection	Sediment build-up and structure blockages. Slow flow/Ponding water. Breaks in fabric or voids in barrier.
Dewatering Filter	Breaks in fabric or supporting structure. Slow flow, indicating high sediment build-up.
Construction Entrance	Sedimentation of roadways. Off-site dust complaints.



1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP's), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED AS WELL AS REMOVING ANY PROTRUDING ROCKS, STUMPS OR ROOTS. DURING THE GROWING SEASON (APRIL 15- SEPTEMBER 15) USE RECP'S ON THE BASE OF GRASSED WATERWAYS, SOIL SLOPES HAVING A GRADE GREATER THAT 15%, OR ANYWHERE WHERE HAY MULCH HAS PROVEN TO BE INEFFECTIVE AT CONTROLLING SHEET EROSION. RECP'S ARE A MANUFACTURED COMBINATION OF MULCH AND NETTING DESIGNED TO PREVENT EROSION AND RETAIN SOIL MOISTURE.

2. FOR OVER WINTER PROTECTION, APPLY RECP'S ON THE BASE AND SIDE SLOPES OF GRASSED WATERWAYS AND ON SLOPES STEEPER THAN AN 8% GRADE.

3. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP's IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF RECP's EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP's WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF RECP's BACK OVER SEED AND COMPACTED SOIL. SECURE RECP's OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE RECP's.

3. ROLL THE RECP's (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP's WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP's MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.

4. THE EDGES OF PARALLEL RECP's MUST BE STAPLED WITH APPROXIMATELY 2" - 5" OVERLAP DEPENDING ON RECP's TYPE.

5. CONSECUTIVE RECP's SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE RECP's WIDTH. NOTE: *IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE RECP's.

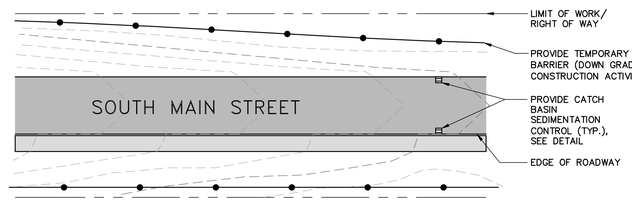
6. UNTIL GRASS IS ABUNDANT, INSPECT PERIODICALLY AND AFTER EACH RAINSTORM TO CHECK FOR EROSION. IMMEDIATELY REPAIR AND ADD MORE MULCH UNTIL GRASSES ARE FIRMLY ESTABLISHED.

7. DO NOT MOW THE FIRST YEAR.

8. DETAIL SHALL BE CONSIDERED GENERAL GUIDANCE FOR RECP INSTALLATION; CONTRACTOR SHALL INSTALL RECP IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.

ROLLED EROSION CONTROL MATTING

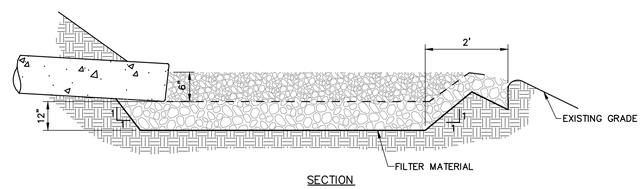
N.T.S.



NOTES:
1. PROVIDE 4" LOAM AND SEED IN ALL LANDSCAPED AREAS DISTURBED DURING CONSTRICTION ACTIVITIES.
2. PROVIDE EROSION CONTROL MATTING ON ALL SLOPES STEEPER THAN 3:1.
3. CONTRACTOR SHALL MONITOR SEDIMENTATION IN THE ROADWAY AND OFF-SITE DUST COMPLAINTS.
4. CONTRACTOR SHALL COMPLY WITH THE EROSION CONTROL NOTES SHOWN ON THESE DRAWINGS AND WITH "MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES".
5. EROSION CONTROL BARRIERS MUST BE MAINTAINED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
6. REMOVE SILT FENCE WITHIN 30 DAYS OF FINAL STABILIZATION.

TYPICAL TEMPORARY EROSION CONTROL PLAN DETAIL

N.T.S.



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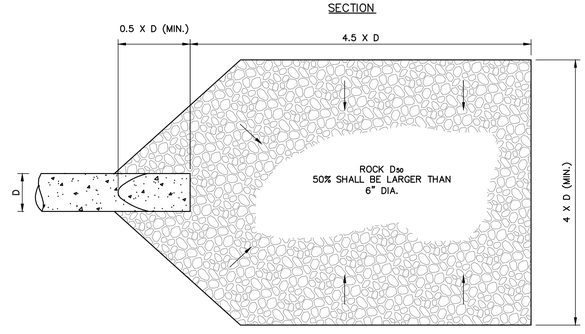

PLAN

NOTES:
1. APRON SHALL BE SET AT A ZERO GRADE AND ALIGNED STRAIGHT.
2. FILTER MATERIAL SHALL BE MIRAFI 160N OR EQUAL.

RIPRAP OUTLET

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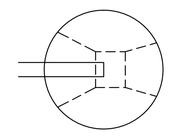
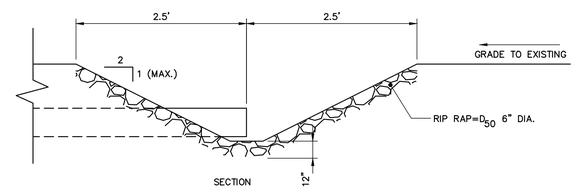


PLAN



SECTION

INLET RIPRAP PROTECTION

N.T.S.

NOTE: C400 TO C404 INCLUDE DETAILS FOR WORK IN PHASE I, PHASE II AND PHASE III, NOT ALL DETAILS SHOWN MAY BE APPLICABLE TO THIS CONTRACT.

41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com
COMMITMENT & INTEGRITY DRIVE RESULTS
WOODARD & CURRAN

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
LICENSED PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C400A.DWG

CIVIL DETAILS - 5

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: AS NOTED
SHEET: 50 OF 51

C404

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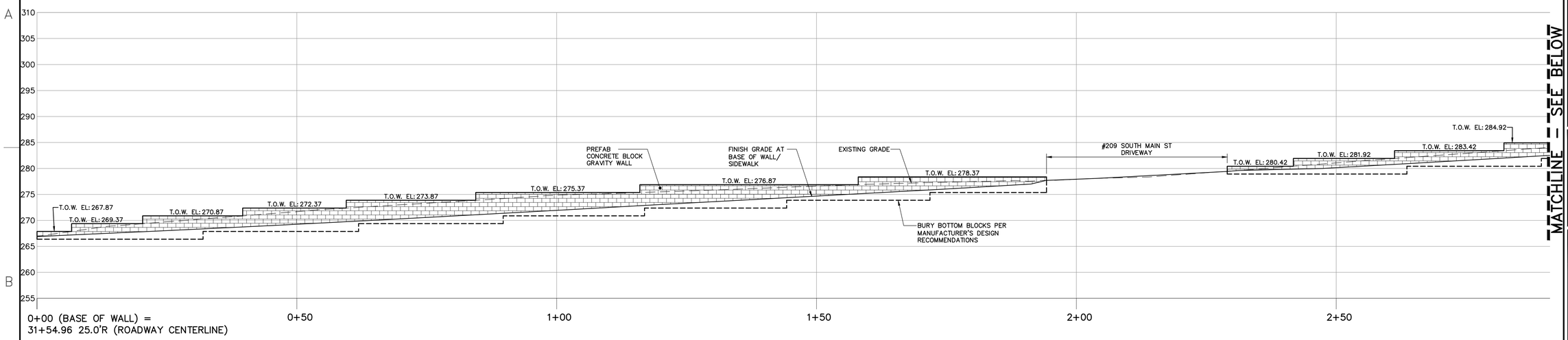

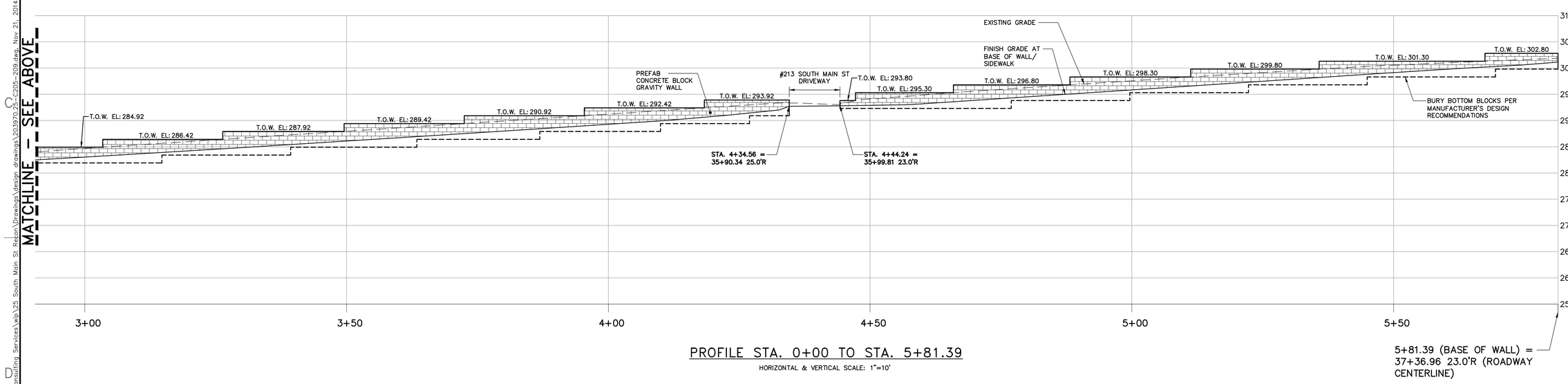

PROFILE STA. 0+00 TO STA. 5+81.39

HORIZONTAL & VERTICAL SCALE: 1"=10'

NOTES:
1. PROFILE AND STATIONING REPRESENTS BASE OF PROPOSED PREFAB CONCRETE BLOCK GRAVITY WALL.
2. PREFAB CONCRETE GRAVITY BLOCK WALL PROFILE IS FOR REFERENCE PURPOSE ONLY. WALL MANUFACTURER SHALL PROVIDE FINAL WALL DESIGN AND LAYOUT, STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE.
3. REFER TO SUPPLEMENTAL SPECIFICATION SECTION 635 FOR ADDITIONAL REQUIREMENTS.
4. WALL DESIGNER SHALL ASSUME THE FOLLOWING DESIGN FACTORS:
   a. FACTORED BEARING RESISTANCE: 1,500 PSF
   b. MAXIMUM BACKSLOPE: 1.5:1
   c. MINIMUM EMBEDMENT DEPTH: 6 INCHES.

22x34 SHEET
1:1

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Portland, Maine 04102
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COMMITMENT & INTEGRITY DRIVE RESULTS

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STATE OF MAINE
MEGAN D.L. MCDEVITT
13019
LICENSED PROFESSIONAL ENGINEER
NOVEMBER 21, 2014

REV	DESCRIPTION	DATE

DESIGNED BY: BCM/MDLM
DRAWN BY: BCM
CHECKED BY: DLC
203970.25-C205-209.DWG

PREFAB CONCRETE BLOCK GRAVITY WALL PROFILE

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

SOUTH MAIN STREET RECONSTRUCTION
PHASE II

JOB NO.: 203970.25
DATE: OCTOBER 2014
SCALE: 1"=10'
SHEET: 51 OF 51

C405

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