CITY OF AUBURN, MAINE
ANDROSCOGGIN COUNTY

RIVERSIDE DRIVE RECONSTRUCTION

MDOT WIN: 016612.00

PROJECT LENGTH: 1.80 MILES
FULL DEPTH RECONSTRUCTION OF ROADWAY: 0.51 MILES
PAVEMENT OVERLAY: 1.29 MILES

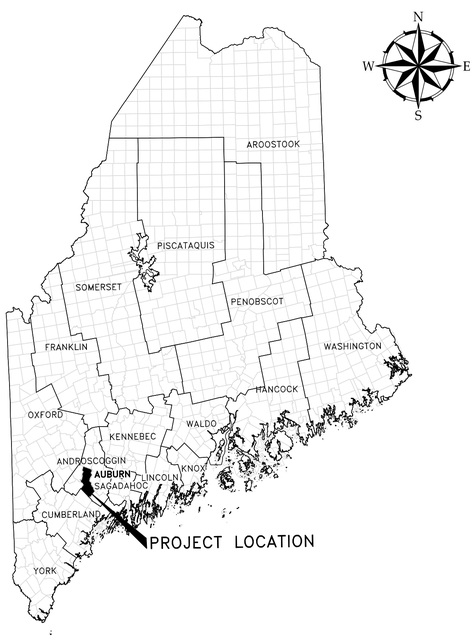
TRAFFIC DATA
DHV: 990
2008 AADT: 6,490
POSTED SPEED: 25 MPH TO 45 MPH
2028 AADT: 7,400
ACCIDENT CRF: 0.78

STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER
4/2/2015

APRIL 2, 2015

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

HOWARD KROLL– ASSISTANT CITY MANAGER, AUBURN, ME



PROJECT LOCATION MAP

50 0 50 100
scale mile

SOURCE: USGS TOPOGRAPHIC MAP

SITE LOCATION MAP

½ 0 ½ 1
scale mile

2000 0 2000 4000
scale feet

WOODARD & CURRAN

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800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

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22x34 SHEET 1:1

GENERAL NOTES

1. SITE AND TOPOGRAPHIC DATA PROVIDED BY SGC ENGINEERING, LLC OF WESTBROOK, MAINE AS A RESULT OF A GROUND SURVEY CONDUCTED FOR THE CITY OF AUBURN IN NOVEMBER OF 2010. SURVEY CONTROL IS ASSOCIATED HORIZONTALLY WITH THE MAINE STATE PLANE COORDINATE SYSTEM, NAD '83, WEST ZONE AND VERTICALLY WITH NAVD '88. ADDITIONAL SURVEY INFORMATION COMPILED USING EXISTING CITY OF AUBURN PLANS.
2. SUBSURFACE EXPLORATIONS PERFORMED BY SUMMIT GEOENGINEERING SERVICES TO DETERMINE EXISTING SOIL AND GRAVEL STRUCTURE AND DEPTH TO BEDROCK. BORING DATA IS SUMMARIZED IN A GEOTECHNICAL DATA REPORT DATED NOV. 2010 CONTAINED WITHIN THE SPECIFICATIONS.
3. ENVIRONMENTAL SOIL ANALYSIS CONDUCTED BY WOODARD & CURRAN INC. IN JANUARY 2012 FOR SPECIFIC LOCATIONS ALONG PROJECT CORRIDOR. REFER TO SPECIAL PROVISION 203 AND SUMMARY OF LIMITED SUBSURFACE INVESTIGATION MEMO FOR SOIL SAMPLE RESULTS AND EXCAVATION/SOIL MANAGEMENT REQUIREMENTS.
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 STRUCTURES 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. CLEAN AND/OR FLUSH ALL CULVERTS, MANHOLES, CATCH BASINS, AND ASSOCIATED PIPING AFTER THE WORK HAS BEEN COMPLETED.
7. 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. 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 811 PRIOR TO EXCAVATION.
9. RESTORE ALL AREA DISTURBED BY CONTRACTOR'S OPERATIONS TO ORIGINAL FINISH (GRAVEL, PAVEMENT, GRASS, ETC.) UNLESS OTHERWISE NOTED ON PLANS. RESTORATION OF LAWNS OR LANDSCAPING DAMAGED BY CONTRACTOR 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.
11. EXISTING FACILITIES (I.E. GUARDRAILS, TREES, POLES, LIGHT POSTS, CATCH BASINS, ETC.) THAT ARE NOT SCHEDULED TO BE REMOVED SHALL BE PROTECTED DURING CONSTRUCTION. OWNER RETAINS RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES. CONTRACTOR TO DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF OWNER OR RESIDENT 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 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 IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS. PERMIT APPLICATIONS SHALL BE SUBMITTED WITH ADEQUATE TIME SO AS NOT TO DELAY CONSTRUCTION.
16. PROPOSED RIM ELEVATIONS DERIVED FROM PLAN TOPOGRAPHY TO MATCH EXISTING GRADES AT PROPOSED STRUCTURE LOCATIONS. TOPOGRAPHY ON PLANS IS APPROXIMATE. CONTRACTOR SHALL ADJUST RIM GRADES TO ACTUAL FIELD GRADES, FLUSH WITH FINISH PAVEMENT.
17. RELOCATION OF OVERHEAD ELECTRICAL LINES AND UTILITIES POLES SHALL BE COMPLETED BY OVERHEAD UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH OVERHEAD UTILITIES INCLUDING CMP, FAIRPOINT, T.W.C., AND OXFORD NETWORKS. ALL FEES ASSOCIATED WITH RELOCATION OF OVERHEAD UTILITIES SHALL BE PAID FOR BY THE CITY.
18. CONTRACTOR SHALL MAINTAIN VEHICULAR AND PEDESTRIAN FLOW THROUGH ALL CITY STREETS AT ALL TIMES DURING CONSTRUCTION.
19. PROVIDE 4 INCHES OF LOAM AND SEED IN ALL LAWN AREAS DISTURBED BY CONTRACTOR'S OPERATIONS.
20. CONTRACTOR SHALL PREPARE A COMPLETE SET OF "RECORD" DRAWINGS THAT REFLECT THE CONSTRUCTED CONDITIONS, INCLUDING PLANIMETRICS, TOPOGRAPHY AND UTILITY INFORMATION.
21. FOR TEST PIT LOCATIONS SHOWN ON PLANS, FIELD VERIFY EXISTING UTILITY ELEVATIONS PRIOR TO ORDERING CATCH BASIN AND MANHOLE STRUCTURES. NOTIFY RESIDENT OF ANY CONFLICTS.
22. 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 VALVE BOXES AND CURB STOPS ARE SHOWN.
23. 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.
24. EXISTING STREET SIGNS SHALL BE REMOVED AND REINSTALLED AS NECESSARY TO COMPLETE WORK AS PROPOSED; PAYMENT UNDER ITEMS 645.106 THROUGH 645.118.
25. LIGHT LINE WEIGHT TEXT AND FEATURES REPRESENT EXISTING CONDITIONS; DARKER LINE WEIGHTS, NOTES, AND FEATURES REPRESENT PROPOSED ITEMS TO BE PROVIDED BY CONTRACTOR.
26. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.203 PAVEMENT BUTT JOINT.
27. WHERE DEEMED NECESSARY BY THE RESIDENT, UNSUITABLE EXCESS MATERIAL SHALL BE REMOVED FROM THE EDGES OF SHOULDERS AND PLACED IN DESIGNATED AREAS OR DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
28. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF IN ACCEPTABLE WASTE AREAS. GRADING, SEEDING, AND MULCHING OF WASTE AREAS TO BE CONSIDERED INCIDENTAL TO THE PROJECT.
29. A 3' PAVED LIP SHALL BE PLACED AT ALL GRAVEL ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
30. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.
31. ALL EXISTING PAVED SHOULDERS AND WIDENINGS TO BE RESURFACED AS DIRECTED BY THE RESIDENT.
32. SHOULDER SHIM SHALL TAPER TO 0 INCHES PRIOR TO FACE OF EXISTING CURB AND GUARDRAIL.
33. EXISTING CULVERTS AND CATCH BASINS SHALL BE CLEANED AS DIRECTED BY THE RESIDENT INCIDENTAL TO THE APPLICABLE PIPE OR STRUCTURE PAY ITEMS.
34. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
35. AS DIRECTED BY THE RESIDENT, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
36. BACKING UP CURB IS INCIDENTAL TO THE CURB ITEMS. IN AREAS WHERE NEW CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD CURB SHALL BE INCIDENTAL TO THE NEW CURB.
37. ANY DAMAGE TO SURFACES OR INFRASTRUCTURE OUTSIDE THE LIMITS OF WORK CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
38. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
39. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
40. STATIONS REFERENCED ARE APPROXIMATE.
41. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION & SEDIMENTATION CONTROL, FEBRUARY, 2008.
42. THE CONTRACTOR SHALL FINAL STRIPE THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR TRANSFERRING THE EXISTING STRIPING PATTERN TO THE SURFACE COURSE.

LINE TYPES

DESCRIPTION	EXISTING
CONTOUR (1' INTERVAL)	122
CONTOUR (INDEX)	120
SANITARY SEWER	S
STORM DRAIN	SD
UNDERDRAIN	UD
WATER MAIN	W
UNDERGROUND ELECTRIC	E
UNDERGROUND TELEPHONE	T
UNDERGROUND TELEVISION	TV
GAS LINE	G
OVERHEAD ELECTRIC	OE
ABANDONED SEWER	AS
ABANDONED WATER MAIN	AW
CULVERT	C
HOUSE SERVICE / LATERAL	S
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
STORM DRAIN	SD
UNDERDRAIN	UD
WATER MAIN	W
OVERHEAD ELECTRIC	OE
CULVERT	C
PROPERTY LINE	
RIGHT OF WAY	
EASEMENT	
EDGE OF VEGETATION	
CENTERLINE	
TYPE 3 BITUMINOUS CURB	
TYPE 1 GRANITE CURB	
EDGE OF PAVEMENT	
EDGE OF GRAVEL	

SHEET INDEX

	COVER	
1	G001	GENERAL NOTES, LEGEND, ABBREVIATIONS, AND SHEET INDEX
2	G002	KEY PLAN
3	C100	RIVERSIDE DRIVE LAYOUT PLAN STA. 15+00 TO STA. 25+00
4	C101	RIVERSIDE DRIVE LAYOUT PLAN STA. 25+00 TO STA. 35+00
5	C102	RIVERSIDE DRIVE LAYOUT PLAN STA. 35+00 TO STA. 43+50
6	C200	RIVERSIDE DRIVE PLAN & PROFILE STA. 15+00 TO STA. 20+00
7	C201	RIVERSIDE DRIVE PLAN & PROFILE STA. 20+00 TO STA. 25+00
8	C202	RIVERSIDE DRIVE PLAN & PROFILE STA. 25+00 TO STA. 30+00
9	C203	RIVERSIDE DRIVE PLAN & PROFILE STA. 30+00 TO STA. 35+00
10	C204	RIVERSIDE DRIVE PLAN & PROFILE STA. 35+00 TO STA. 40+00
11	C205	RIVERSIDE DRIVE PLAN & PROFILE STA. 40+00 TO STA. 43+50
12	C206	RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 43+50 TO STA. 54+50
13	C207	RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 54+50 TO STA. 65+00
14	C208	RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 65+00 TO STA. 75+00
15	C209	RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 75+00 TO STA. 85+00
16	C210	RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 85+00 TO STA. 95+00
17	C211	RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 95+00 TO STA. 105+00
18	C212	RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 105+00 TO STA. 110+38.05
19	C300	CROSS SECTIONS - 1
20	C301	CROSS SECTIONS - 2
21	C302	CROSS SECTIONS - 3
22	C303	CROSS SECTIONS - 4
23	C400	CIVIL DETAILS - 1
24	C401	CIVIL DETAILS - 2
25	C402	CIVIL DETAILS - 3
26	C403	CIVIL DETAILS - 4
27	C404	CIVIL DETAILS - 5

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		
CURB STOP		
HYDRANT		
WATER WELL		
WATER METER BOX	W	

DESCRIPTION	EXISTING	PROPOSED
SIGN		
MAILBOX		
ADA DETECTABLE WARNING SURFACE		
CONIFEROUS TREE		
DECIDUOUS TREE		
TEMPORARY BENCH MARK		
IRON PIN FOUND	IPF	
MONUMENT FOUND	MF	
PROVIDE TEST PIT		
GEOTECHNICAL BORING/PROBE		
ENVIRONMENTAL PROBE		MS-# OR RD-#
BITUMINOUS SIDEWALK		
BITUMINOUS PAVEMENT		
CONCRETE		
BITUMINOUS DRIVEWAY		
GRAVEL SHOULDER		
LOAM & SEED EDGE ADJACENT TO OVERLAY		
SPECIAL PROVISION 203		

ABBREVIATIONS

&	AND
A.G.	ABOVE GROUND
B	BORING
BIT.	BITUMINOUS
BM	BENCHMARK
CB	CATCH BASIN
CMP	CENTRAL MAINE POWER COMPANY
CONC	CONCRETE
COND.	CONDUIT
CTRL	CONTROL
CULV.	CULVERT
DI	DUCTILE IRON
DIA.	DIAMETER
DMH	DRAIN MANHOLE
ELEV.	ELEVATION
ELEC.	ELECTRICAL
EMBED.	EMBEDDMENT
EX.	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
LF	LINEAR FEET
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
MIN.	MINIMUM
MON	MONUMENT
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
TBM	TEMPORARY BENCH MARK
TYP.	TYPICAL
UC	UNDERGROUND CABLE
W/	WITH
WV	WATER VALVE

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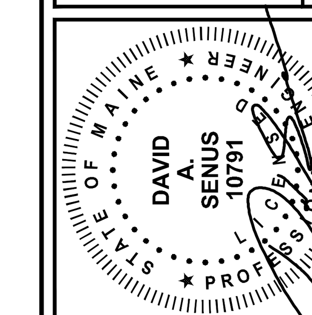

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM | CHECKED BY: DAS
DRAWN BY: JBC | 203970.19-G001.DWG

GENERAL NOTES, LEGEND, ABBREVIATIONS, AND SHEET INDEX

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 1 OF 27

G001

O:\203970 City of Auburn-General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19-G001.dwg, Apr 02, 2015 - 3:10pm

22x34 SHEET
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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
CHECKED BY: DAS
DRAWN BY: JBC
203970.19-G002.DWG

KEY PLAN

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 2 OF 27

G002

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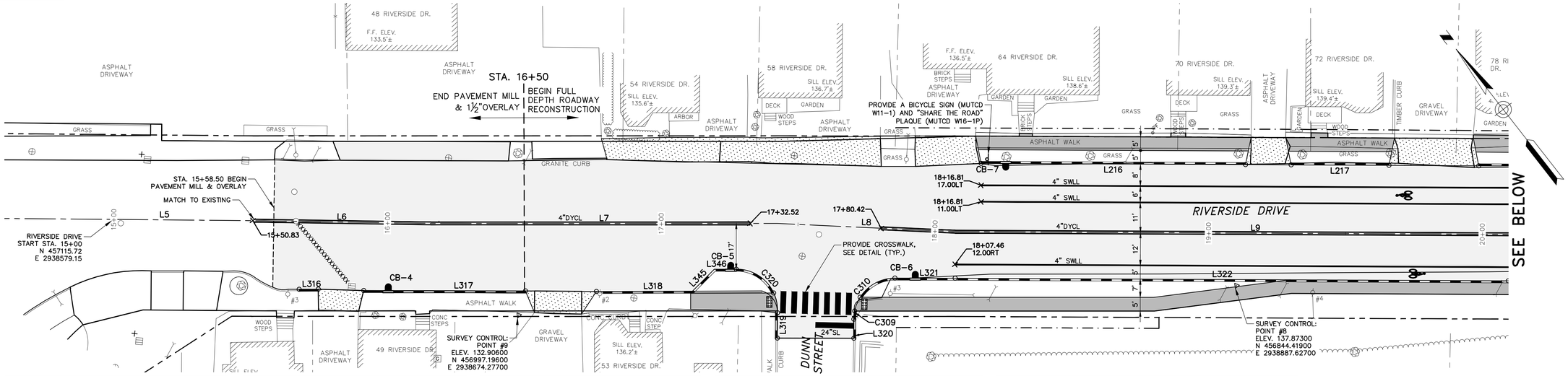


STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L216	96.60	N51°45'56"W	N: 456,877.18 E: 2,938,917.44	N: 456,936.96 E: 2,938,841.57
L217	35.73	N51°45'56"W	N: 456,844.77 E: 2,938,958.57	N: 456,866.88 E: 2,938,930.51
L316	7.00	S52°13'02"E	N: 457,053.94 E: 2,938,616.82	N: 457,049.65 E: 2,938,622.35
L317	59.23	S51°54'06"E	N: 457,039.11 E: 2,938,635.07	N: 457,002.56 E: 2,938,681.68
L318	34.91	S52°13'59"E	N: 456,986.37 E: 2,938,702.11	N: 456,964.99 E: 2,938,729.70

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L319	10.18	S38°05'13"W	N: 456,940.40 E: 2,938,749.87	N: 456,932.39 E: 2,938,743.59
L320	6.98	N37°58'06"E	N: 456,915.17 E: 2,938,765.57	N: 456,920.67 E: 2,938,769.86
L321	21.98	S52°01'56"E	N: 456,923.27 E: 2,938,790.92	N: 456,909.74 E: 2,938,808.25
L322	202.06	S51°45'56"E	N: 456,909.74 E: 2,938,808.25	N: 456,784.69 E: 2,938,966.97
L345	11.31	S82°46'01"W	N: 456,966.41 E: 2,938,740.93	N: 456,964.99 E: 2,938,729.70

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L346	8.00	S52°13'59"E	N: 456,966.41 E: 2,938,740.93	N: 456,961.51 E: 2,938,747.25

NOTES:

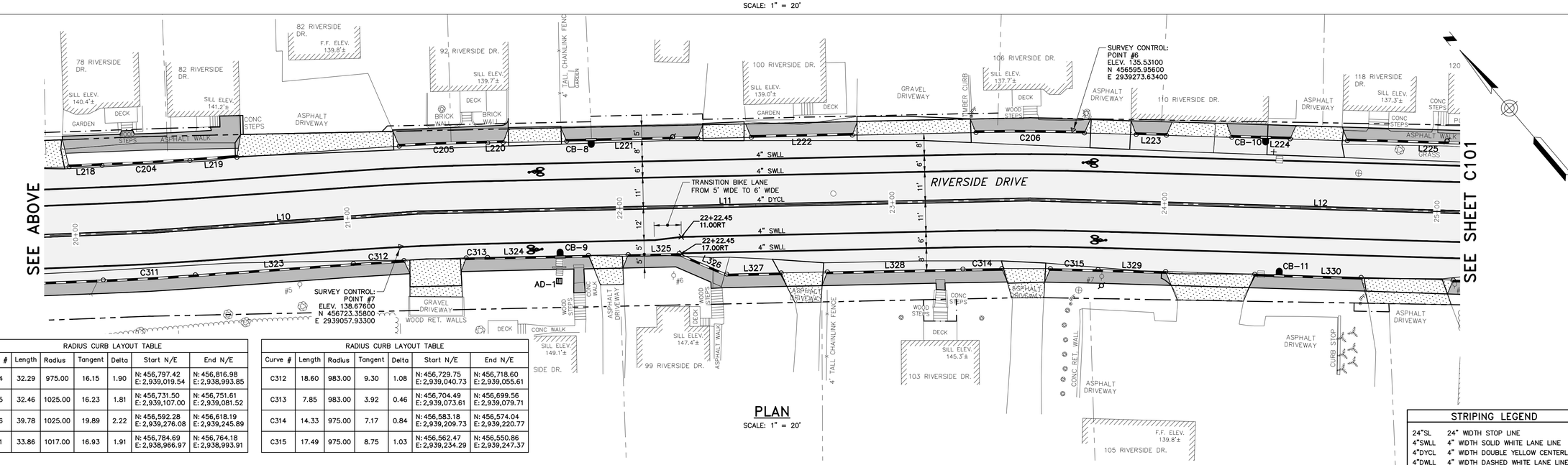
1. SEE CROSS SECTIONS FOR ADDITIONAL LAYOUT (STATION AND OFFSET) INFORMATION.
2. LAYOUT DATA REPRESENTS FRONT FACE OF CURB (WHERE CURB IS PROPOSED).

RADIUS CURB LAYOUT TABLE						
Curve #	Length	Radius	Tangent	Delta	Start N/E	End N/E
C309	3.02	15.00	1.52	11.54	N: 456,920.67 E: 2,938,769.86	N: 456,922.85 E: 2,938,771.95
C310	15.12	15.00	8.27	57.77	N: 456,925.56 E: 2,938,776.61	N: 456,923.27 E: 2,938,790.92
C320	17.12	15.00	9.63	65.38	N: 456,946.24 E: 2,938,752.67	N: 456,961.51 E: 2,938,747.25

CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L5	101.11	S51°32'00"E	N:457,147.00 E:2,938,539.78	N:457,084.11 E:2,938,618.95	14+49.71	15+50.83
L6	65.06	S51°09'06"E	N:457,084.11 E:2,938,618.95	N:457,043.29 E:2,938,669.62	15+50.83	16+15.89
L7	126.57	S52°01'56"E	N:457,043.29 E:2,938,669.62	N:456,965.43 E:2,938,769.40	16+15.89	17+42.46
L8	64.99	S49°23'14"E	N:456,965.43 E:2,938,769.40	N:456,923.12 E:2,938,818.74	17+42.46	18+07.45
L9	219.47	S51°45'56"E	N:456,923.12 E:2,938,818.74	N:456,787.29 E:2,938,991.13	18+07.45	20+26.92

PLAN

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'

RADIUS CURB LAYOUT TABLE						
Curve #	Length	Radius	Tangent	Delta	Start N/E	End N/E
C204	32.29	975.00	16.15	1.90	N: 456,797.42 E: 2,939,019.54	N: 456,816.98 E: 2,939,993.85
C205	32.46	1025.00	16.23	1.81	N: 456,731.50 E: 2,939,107.00	N: 456,751.61 E: 2,939,081.52
C206	39.78	1025.00	19.89	2.22	N: 456,592.28 E: 2,939,276.08	N: 456,618.19 E: 2,939,245.89
C311	33.86	1017.00	16.93	1.91	N: 456,784.69 E: 2,938,966.97	N: 456,764.18 E: 2,938,993.91

RADIUS CURB LAYOUT TABLE						
Curve #	Length	Radius	Tangent	Delta	Start N/E	End N/E
C312	18.60	983.00	9.30	1.08	N: 456,729.75 E: 2,939,040.73	N: 456,718.60 E: 2,939,055.61
C313	7.85	983.00	3.92	0.46	N: 456,704.49 E: 2,939,073.61	N: 456,699.56 E: 2,939,079.71
C314	14.33	975.00	7.17	0.84	N: 456,583.18 E: 2,939,209.73	N: 456,574.04 E: 2,939,220.77
C315	17.49	975.00	8.75	1.03	N: 456,562.47 E: 2,939,234.29	N: 456,550.86 E: 2,939,247.37

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L218	12.10	N51°45'56"W	N: 456,816.98 E: 2,938,993.85	N: 456,824.46 E: 2,938,984.35
L219	17.31	N53°39'47"W	N: 456,787.16 E: 2,939,033.49	N: 456,797.42 E: 2,939,019.54
L220	5.64	N50°47'56"W	N: 456,727.93 E: 2,939,111.37	N: 456,731.50 E: 2,939,107.00
L221	48.09	N50°47'56"W	N: 456,682.79 E: 2,939,166.72	N: 456,713.18 E: 2,939,129.46

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L222	37.06	N50°47'56"W	N: 456,646.90 E: 2,939,210.72	N: 456,670.33 E: 2,939,182.00
L223	11.14	N47°53'00"W	N: 456,572.08 E: 2,939,298.45	N: 456,579.55 E: 2,939,290.19
L224	21.42	N47°53'00"W	N: 456,541.62 E: 2,939,332.14	N: 456,555.99 E: 2,939,316.25
L225	59.60	N47°53'00"W	N: 456,487.57 E: 2,939,391.93	N: 456,527.54 E: 2,939,347.72

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L323	58.12	S53°40'24"E	N: 456,764.18 E: 2,938,993.91	N: 456,729.75 E: 2,939,040.73
L324	37.02	S50°42'32"E	N: 456,699.56 E: 2,939,079.71	N: 456,676.11 E: 2,939,108.36
L325	18.72	S50°42'32"E	N: 456,666.86 E: 2,939,119.66	N: 456,655.01 E: 2,939,134.15
L326	19.00	S26°15'42"E	N: 456,655.01 E: 2,939,134.15	N: 456,637.97 E: 2,939,142.56

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L327	20.00	S50°47'56"E	N: 456,637.97 E: 2,939,142.56	N: 456,625.33 E: 2,939,158.06
L328	49.73	S50°47'56"E	N: 456,614.62 E: 2,939,171.19	N: 456,583.18 E: 2,939,209.73
L329	24.83	S47°53'00"E	N: 456,550.86 E: 2,939,247.37	N: 456,534.21 E: 2,939,265.79
L330	39.09	S47°53'00"E	N: 456,512.29 E: 2,939,290.03	N: 456,486.07 E: 2,939,319.03

CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L10	99.56	S53°40'29"E	N:456,787.29 E:2,938,991.13	N:456,728.32 E:2,939,071.34	20+26.92	21+26.48
L11	224.43	S50°47'56"E	N:456,728.32 E:2,939,071.34	N:456,586.47 E:2,939,245.26	21+26.48	23+50.91
L12	432.01	S47°53'00"E	N:456,586.47 E:2,939,245.26	N:456,296.75 E:2,939,565.71	23+50.91	27+82.92

STRIPING LEGEND	
24"SL	24" WIDTH STOP LINE
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE

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

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STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: XXX
DRAWN BY: XXX
CHECKED BY: XXX
20397019-C200A.DWG

RIVERSIDE DRIVE LAYOUT PLAN STA. 15+00 TO STA. 25+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

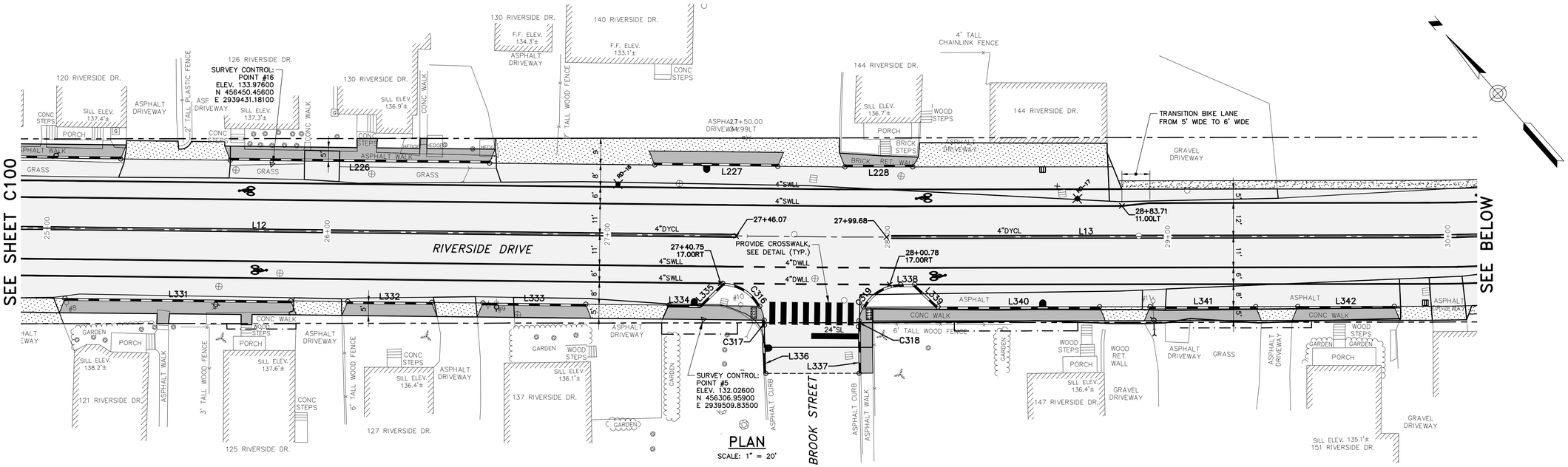
RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 3 OF 27

C100

O:\203970 City of Auburn-General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19-C200A.dwg, Apr 02, 2015 - 3:10pm

22x34 SHEET
1:1



PLAN
SCALE: 1" = 20'

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L226	92.52	N47°53'00"W	N: 456,399.29 E: 2,939,489.57	N: 456,461.34 E: 2,939,420.94
L227	43.91	N47°53'00"W	N: 456,330.28 E: 2,939,565.91	N: 456,359.73 E: 2,939,533.33
L228	24.22	N48°29'14"W	N: 456,298.18 E: 2,939,601.89	N: 456,314.23 E: 2,939,583.75
L331	80.63	S47°53'00"E	N: 456,463.41 E: 2,939,344.09	N: 456,409.34 E: 2,939,403.90
L332	29.97	S47°53'00"E	N: 456,395.74 E: 2,939,418.94	N: 456,375.64 E: 2,939,441.18
L333	36.68	S47°53'00"E	N: 456,363.36 E: 2,939,454.75	N: 456,338.77 E: 2,939,481.96

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L334	7.00	S47°52'55"E	N: 456,318.81 E: 2,939,504.03	N: 456,314.11 E: 2,939,509.23
L335	11.38	N87°27'09"E	N: 456,311.43 E: 2,939,512.19	N: 456,311.94 E: 2,939,523.56
L336	17.18	S39°47'18"W	N: 456,290.89 E: 2,939,524.75	N: 456,277.69 E: 2,939,513.76
L337	16.66	N40°50'02"E	N: 456,255.67 E: 2,939,538.73	N: 456,268.27 E: 2,939,549.63
L338	5.00	S48°35'56"E	N: 456,269.60 E: 2,939,570.80	N: 456,266.29 E: 2,939,574.55
L339	11.55	S4°45'28"E	N: 456,266.29 E: 2,939,574.55	N: 456,254.79 E: 2,939,575.51

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L340	57.70	S48°35'56"E	N: 456,254.79 E: 2,939,575.51	N: 456,216.63 E: 2,939,618.79
L341	37.73	S48°35'56"E	N: 456,204.72 E: 2,939,632.29	N: 456,179.77 E: 2,939,660.59
L342	34.45	S48°35'56"E	N: 456,169.86 E: 2,939,671.83	N: 456,147.08 E: 2,939,697.67
L343	82.62	S57°52'56"E	N: 456,007.80 E: 2,939,917.94	N: 455,963.87 E: 2,939,987.92
L345	83.98	S46°01'55"E	N: 455,867.29 E: 2,940,091.35	N: 455,808.99 E: 2,940,151.79

RADIUS CURB LAYOUT TABLE						
Curve #	Length	Radius	Tangent	Delta	Start N/E	End N/E
C316	16.28	15.00	9.05	62.18	N: 456,311.94 E: 2,939,523.56	N: 456,297.11 E: 2,939,528.04
C317	1.82	15.00	0.91	6.95	N: 456,292.33 E: 2,939,525.87	N: 456,290.89 E: 2,939,524.75
C318	2.11	15.00	1.06	8.07	N: 456,268.27 E: 2,939,549.63	N: 456,269.75 E: 2,939,551.13
C319	16.28	15.00	9.05	62.18	N: 456,272.37 E: 2,939,555.55	N: 456,269.60 E: 2,939,570.80
C322	46.59	483.00	23.31	5.53	N: 455,963.87 E: 2,939,987.92	N: 455,937.24 E: 2,940,026.13

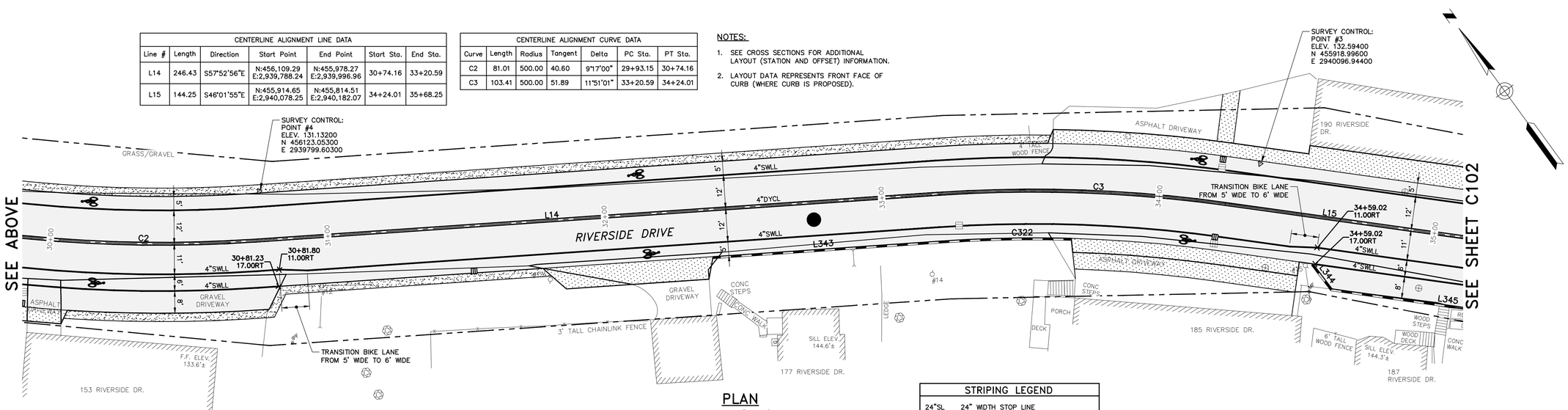
CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L12	432.01	S47°53'00"E	N:456,586.47 E:2,939,245.26	N:456,296.75 E:2,939,565.71	23+50.91	27+82.92
L13	210.23	S48°35'56"E	N:456,296.75 E:2,939,565.71	N:456,157.72 E:2,939,723.41	27+82.92	29+93.15

CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L14	246.43	S57°52'56"E	N:456,109.29 E:2,939,788.24	N:455,978.27 E:2,939,996.96	30+74.16	33+20.59
L15	144.25	S46°01'55"E	N:455,914.65 E:2,940,078.25	N:455,814.51 E:2,940,182.07	34+24.01	35+68.25

CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C2	81.01	500.00	40.60	9°17'00"	29+93.15	30+74.16
C3	103.41	500.00	51.89	11°51'01"	33+20.59	34+24.01

NOTES:

1. SEE CROSS SECTIONS FOR ADDITIONAL LAYOUT (STATION AND OFFSET) INFORMATION.
2. LAYOUT DATA REPRESENTS FRONT FACE OF CURB (WHERE CURB IS PROPOSED).



PLAN
SCALE: 1" = 20'

STRIPING LEGEND	
24"SL	24" WIDTH STOP LINE
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE

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

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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200A.DWG

RIVERSIDE DRIVE LAYOUT PLAN
STA. 25+00 TO STA. 35+00

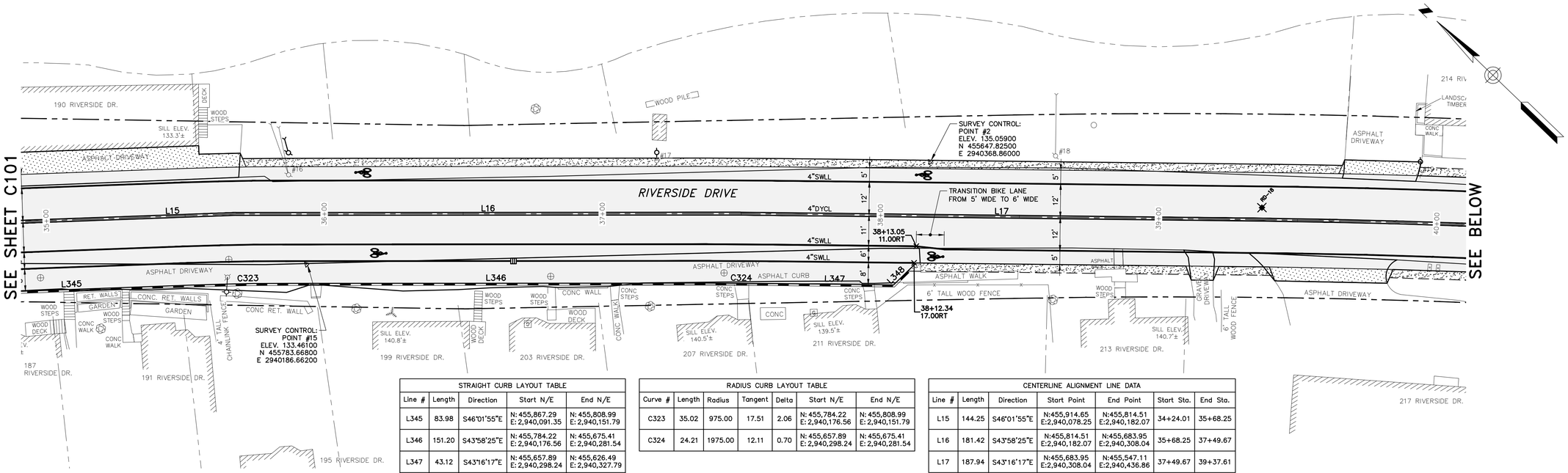
CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 4 OF 27

C101

G:\203970 City of Auburn-General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19-C200A.dwg, Apr 02, 2015 - 3:11pm



STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L345	83.98	S46°01'55"E	N: 455,867.29 E: 2,940,091.35	N: 455,808.99 E: 2,940,151.79
L346	151.20	S43°58'25"E	N: 455,784.22 E: 2,940,176.56	N: 455,675.41 E: 2,940,281.54
L347	43.12	S43°16'17"E	N: 455,657.89 E: 2,940,298.24	N: 455,626.49 E: 2,940,327.79
L348	7.07	S88°16'17"E	N: 455,626.49 E: 2,940,327.79	N: 455,626.28 E: 2,940,334.86

RADIUS CURB LAYOUT TABLE						
Curve #	Length	Radius	Tangent	Delta	Start N/E	End N/E
C323	35.02	975.00	17.51	2.06	N: 455,784.22 E: 2,940,176.56	N: 455,808.99 E: 2,940,151.79
C324	24.21	1975.00	12.11	0.70	N: 455,657.89 E: 2,940,298.24	N: 455,675.41 E: 2,940,281.54

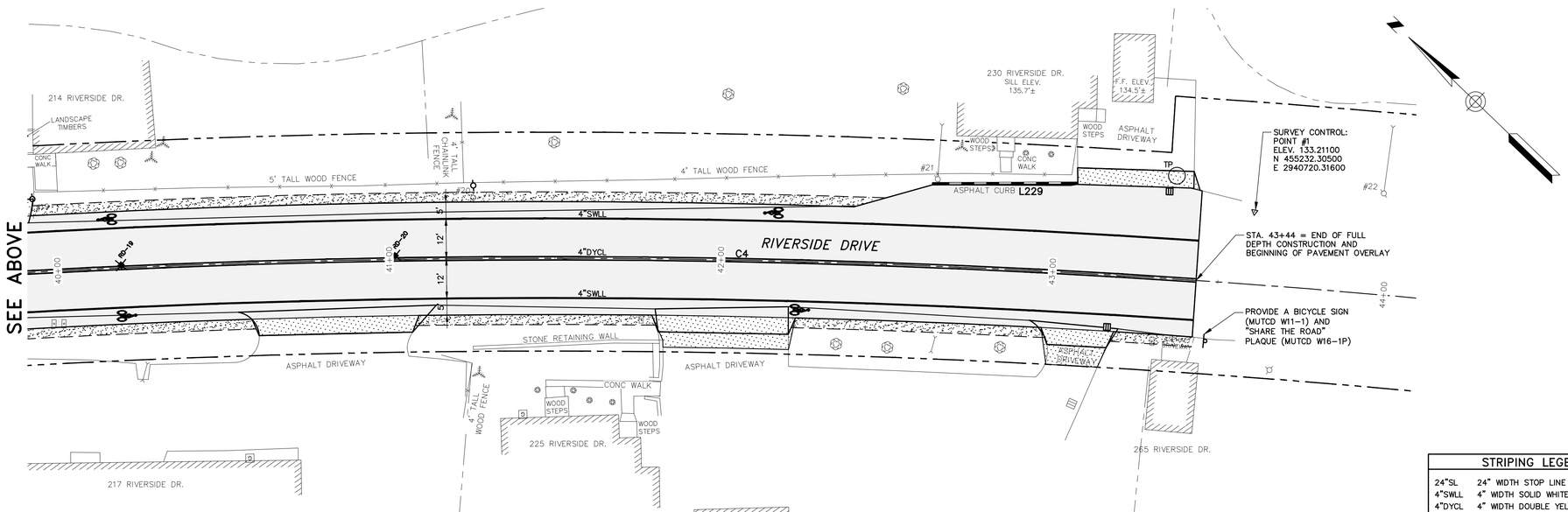
CENTERLINE ALIGNMENT LINE DATA						
Line #	Length	Direction	Start Point	End Point	Start Sta.	End Sta.
L15	144.25	S46°01'55"E	N:455,914.65 E:2,940,078.25	N:455,814.51 E:2,940,182.07	34+24.01	35+68.25
L16	181.42	S43°58'25"E	N:455,814.51 E:2,940,182.07	N:455,683.95 E:2,940,308.04	35+68.25	37+49.67
L17	187.94	S43°16'17"E	N:455,683.95 E:2,940,308.04	N:455,547.11 E:2,940,436.86	37+49.67	39+37.61

PLAN

SCALE: 1" = 20'

NOTES:

1. SEE CROSS SECTIONS FOR ADDITIONAL LAYOUT (STATION AND OFFSET) INFORMATION.
2. LAYOUT DATA REPRESENTS FRONT FACE OF CURB (WHERE CURB IS PROPOSED).



CENTERLINE ALIGNMENT CURVE DATA						
Curve	Length	Radius	Tangent	Delta	PC Sta.	PT Sta.
C4	537.50	2859.79	269.54	10°46'07"	39+37.61	44+75.11

STRAIGHT CURB LAYOUT TABLE				
Line #	Length	Direction	Start N/E	End N/E
L229	43.89	N39°12'16"W	N: 455,278.82 E: 2,940,693.17	N: 455,312.83 E: 2,940,665.43

PLAN

SCALE: 1" = 20'

STRIPING LEGEND	
24"SL	24" WIDTH STOP LINE
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE

20' 0 20' 40'

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

22x34 SHEET
1:1

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200A.DWG

RIVERSIDE DRIVE LAYOUT PLAN
STA. 35+00 TO STA. 43+50

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

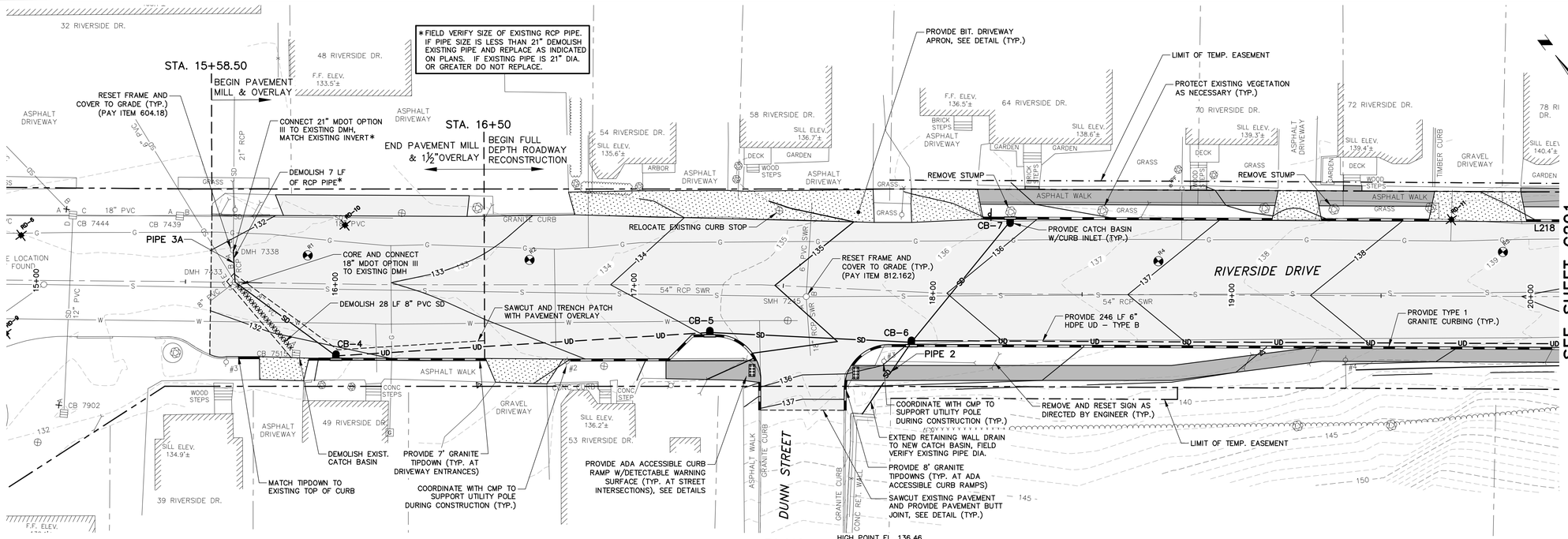
RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 5 OF 27

C102

O:\203970 City of Auburn-General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19-C200A.dwg, Apr 02, 2015 - 3:11pm

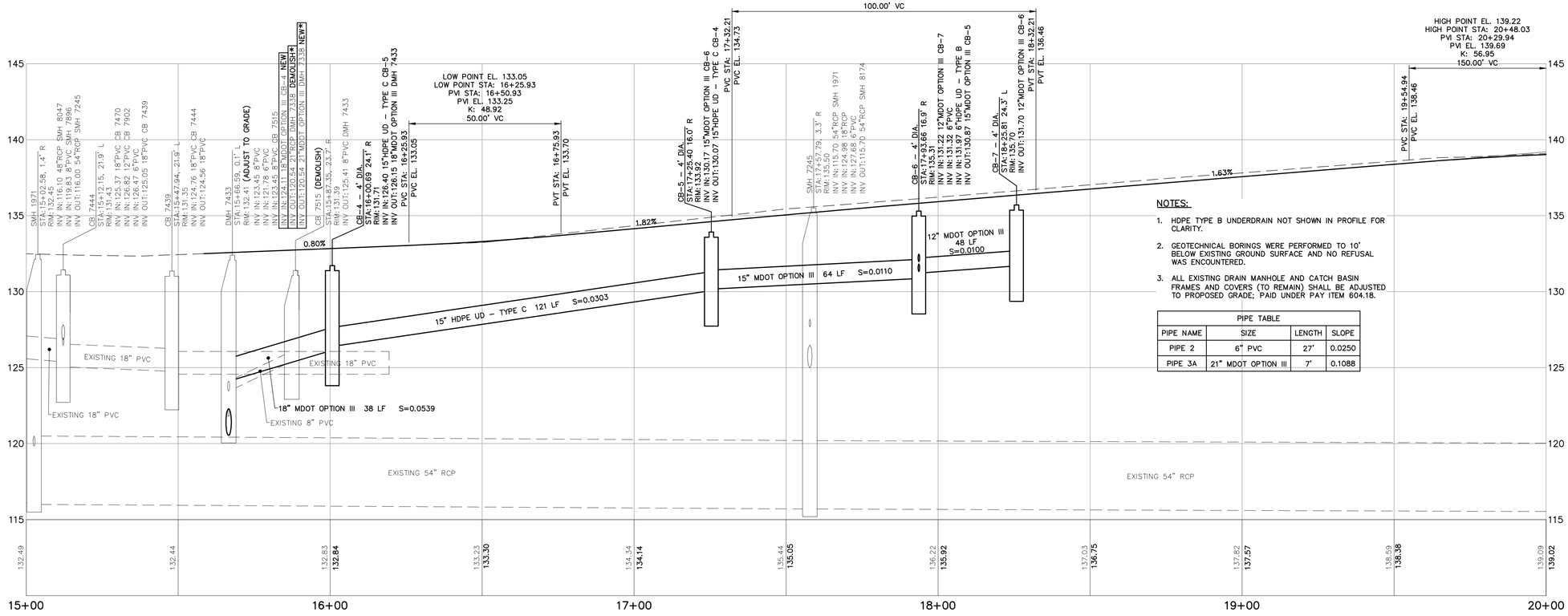
22x34 SHEET
1:1



PLAN

SCALE: 1" = 20'

HIGH POINT EL. 136.46
HIGH POINT STA: 18+32.21
PVI STA: 17+82.21
PVI EL. 135.64
K: 529.11
100.00' VC



PROFILE STA. 15+00 TO STA. 20+00

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 2'

NOTES:

1. HDPE TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY.
2. GEOTECHNICAL BORINGS WERE PERFORMED TO 10' BELOW EXISTING GROUND SURFACE AND NO REFUSAL WAS ENCOUNTERED.
3. ALL EXISTING DRAIN MANHOLE AND CATCH BASIN FRAMES AND COVERS (TO REMAIN) SHALL BE ADJUSTED TO PROPOSED GRADE; PAID UNDER PAY ITEM 604.18.

PIPE TABLE

PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 2	6" PVC	27'	0.0250
PIPE 3A	21" MDOT OPTION III	7'	0.1088

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

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200A.DWG

RIVERSIDE DRIVE PLAN & PROFILE
STA. 15+00 TO STA. 20+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 6 OF 27

C200

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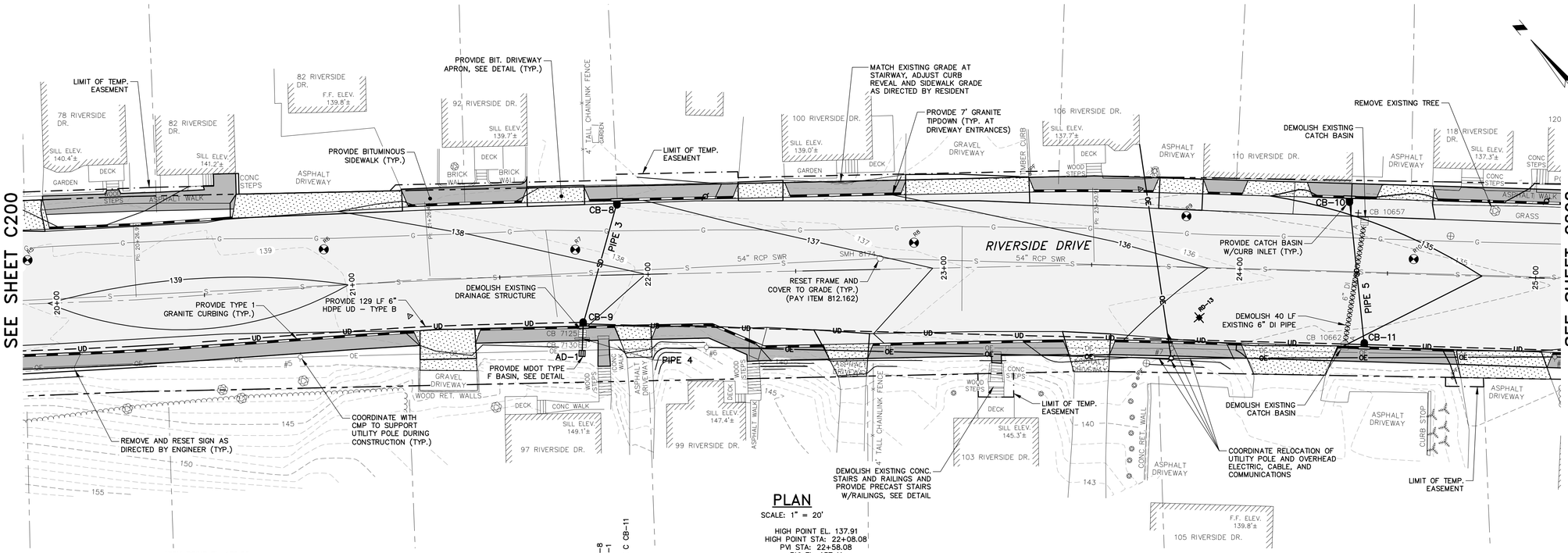
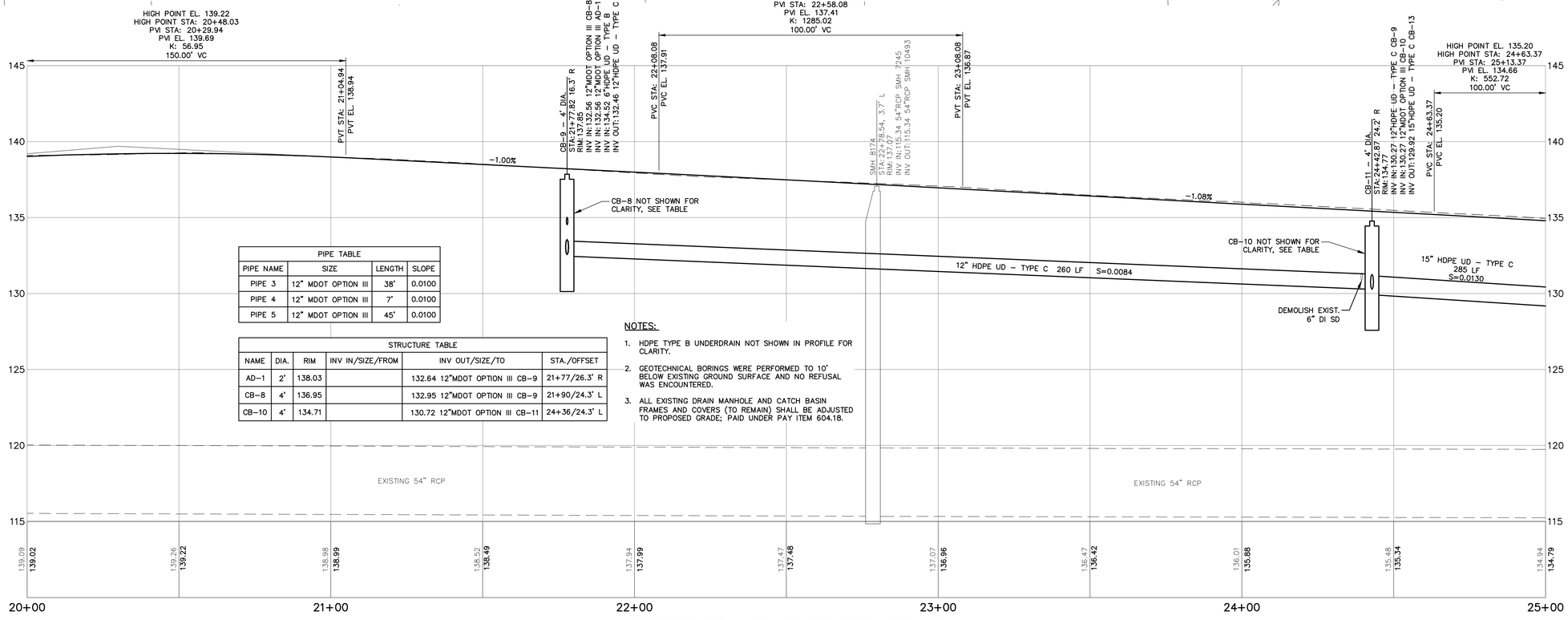
22x34 SHEET
1:1



PLAN

SCALE: 1" = 20'



PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 3	12" MDOT OPTION III	38'	0.0100
PIPE 4	12" MDOT OPTION III	7'	0.0100
PIPE 5	12" MDOT OPTION III	45'	0.0100

STRUCTURE TABLE					
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
AD–1	2'	138.03		132.64 12"MDOT OPTION III CB–9	21+77/26.3' R
CB–8	4'	136.95		132.95 12"MDOT OPTION III CB–9	21+90/24.3' L
CB–10	4'	134.71		130.72 12"MDOT OPTION III CB–11	24+36/24.3' L

NOTES:

1. HDPE TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY.
2. GEOTECHNICAL BORINGS WERE PERFORMED TO 10' BELOW EXISTING GROUND SURFACE AND NO REFUSAL WAS ENCOUNTERED.
3. ALL EXISTING DRAIN MANHOLE AND CATCH BASIN FRAMES AND COVERS (TO REMAIN) SHALL BE ADJUSTED TO PROPOSED GRADE; PAID UNDER PAY ITEM 604.18.

PROFILE STA. 20+00 TO STA. 25+00

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 2'

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

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COMMITMENT & INTEGRITY DRIVE RESULTS

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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19–C200A.DWG

RIVERSIDE DRIVE PLAN & PROFILE STA. 20+00 TO STA. 25+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 7 OF 27

C201

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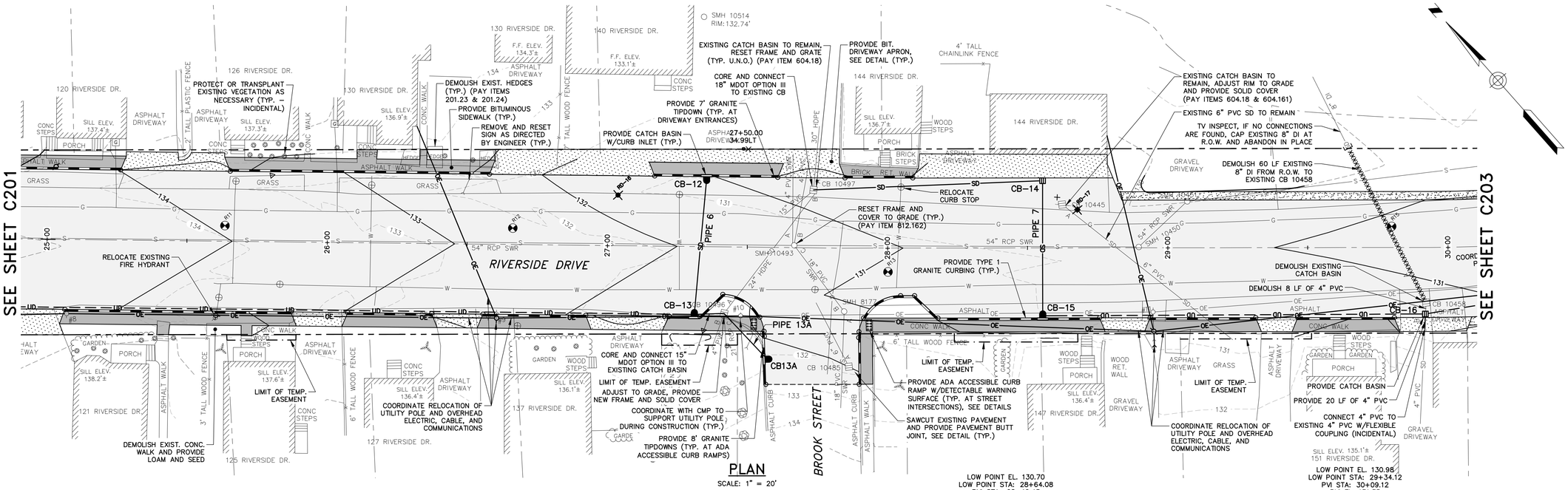
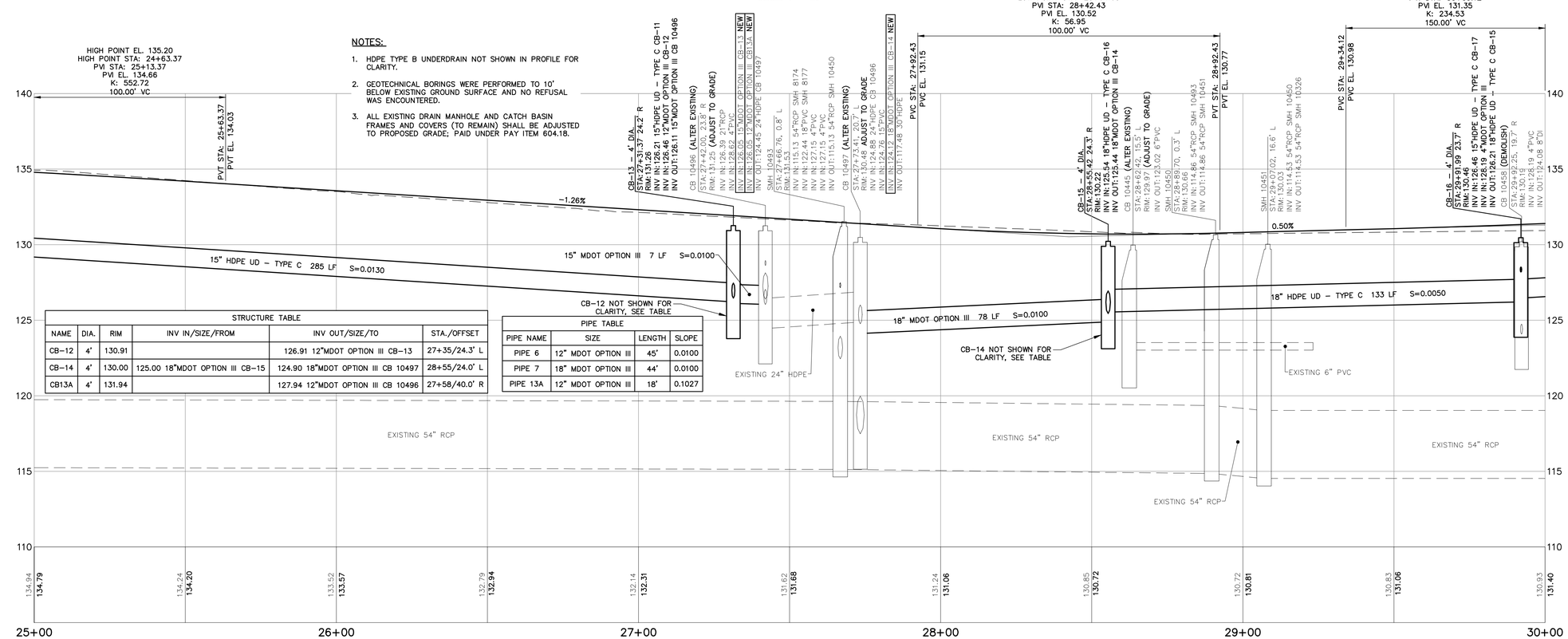
22x34 SHEET
1:1





NOTES:

1. HDPE TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY.
2. GEOTECHNICAL BORINGS WERE PERFORMED TO 10' BELOW EXISTING GROUND SURFACE AND NO REFUSAL WAS ENCOUNTERED.
3. ALL EXISTING DRAIN MANHOLE AND CATCH BASIN FRAMES AND COVERS (TO REMAIN) SHALL BE ADJUSTED TO PROPOSED GRADE; PAID UNDER PAY ITEM 604.18.

STRUCTURE TABLE

NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO	STA./OFFSET
CB–12	4'	130.91		126.91 12"MDOT OPTION III CB–13	27+35/24.3' L
CB–14	4'	130.00	125.00 18"MDOT OPTION III CB–15	124.90 18"MDOT OPTION III CB 10497	28+55/24.0' L
CB13A	4'	131.94		127.94 12"MDOT OPTION III CB 10496	27+58/40.0' R

PIPE TABLE

PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 6	12" MDOT OPTION III	45'	0.0100
PIPE 7	18" MDOT OPTION III	44'	0.0100
PIPE 13A	12" MDOT OPTION III	18'	0.1027

PROFILE STA. 25+00 TO STA. 30+00

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 2'

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

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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
20397019-C200A.DWG

RIVERSIDE DRIVE PLAN & PROFILE STA. 25+00 TO STA. 30+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 8 OF 27

C202

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22x34 SHEET
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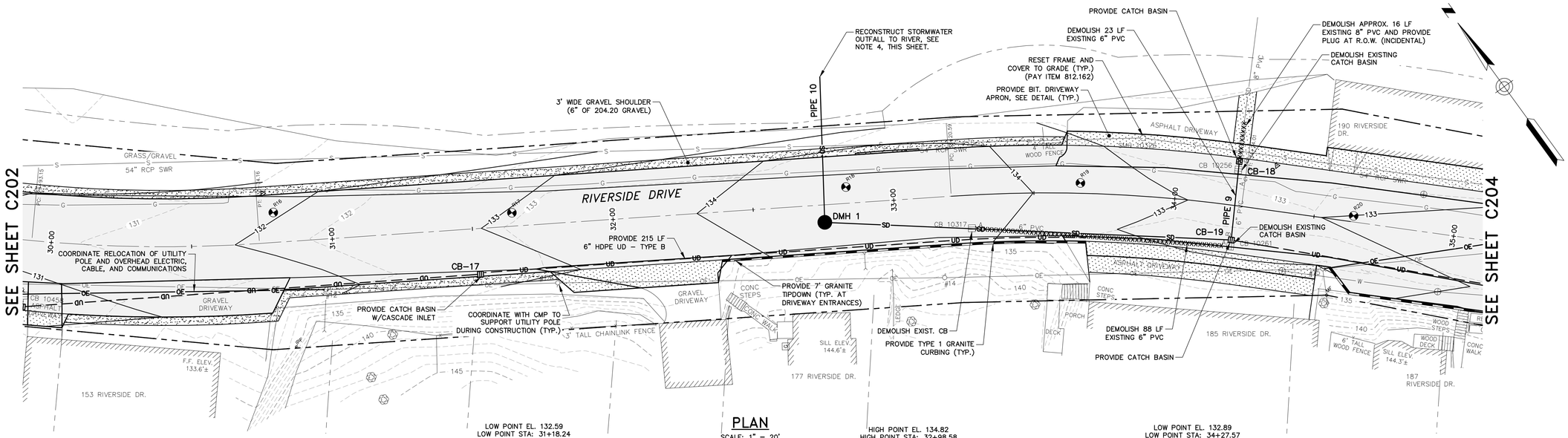
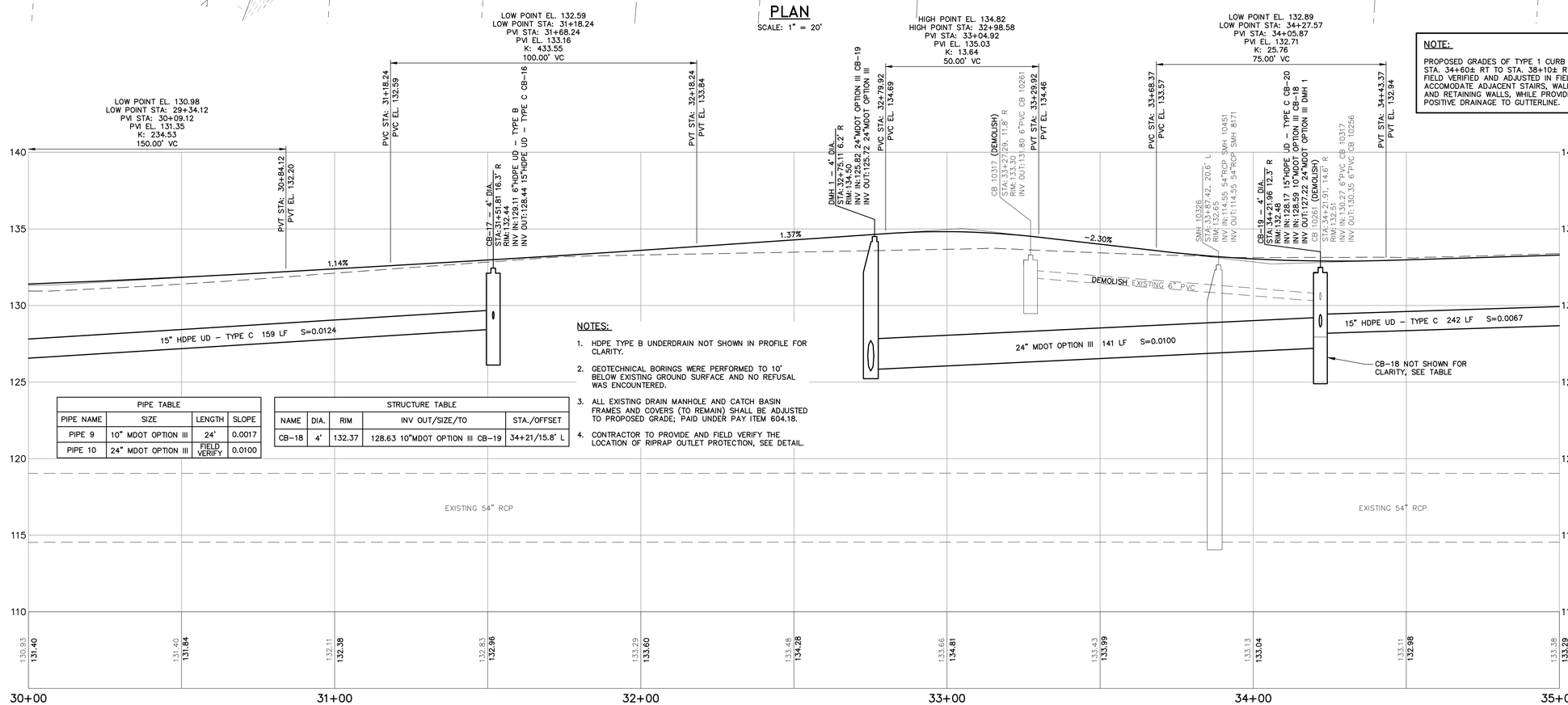


PLAN

SCALE: 1" = 20'

NOTE:

PROPOSED GRADES OF TYPE 1 CURB FROM STA. 34+60± RT TO STA. 38+10± RT TO BE FIELD VERIFIED AND ADJUSTED IN FIELD TO ACCOMODATE ADJACENT STAIRS, WALKWAYS, AND RETAINING WALLS, WHILE PROVIDING POSITIVE DRAINAGE TO GUTTERLINE.



PIPE TABLE			
PIPE NAME	SIZE	LENGTH	SLOPE
PIPE 9	10" MDOT OPTION III	24'	0.0017
PIPE 10	24" MDOT OPTION III	FIELD VERIFY	0.0100

STRUCTURE TABLE				
NAME	DIA.	RIM	INV OUT/SIZE/TO	STA./OFFSET
CB-18	4'	132.37	128.63 10"MDOT OPTION III CB-19	34+21/15.8' L

NOTES:

1. HDPE TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY.
2. GEOTECHNICAL BORINGS WERE PERFORMED TO 10' BELOW EXISTING GROUND SURFACE AND NO REFUSAL WAS ENCOUNTERED.
3. ALL EXISTING DRAIN MANHOLE AND CATCH BASIN FRAMES AND COVERS (TO REMAIN) SHALL BE ADJUSTED TO PROPOSED GRADE; PAID UNDER PAY ITEM 604.18.
4. CONTRACTOR TO PROVIDE AND FIELD VERIFY THE LOCATION OF RIPRAP OUTLET PROTECTION, SEE DETAIL.

PROFILE STA. 30+00 TO STA. 35+00

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 2'

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

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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19–C200A.DWG

RIVERSIDE DRIVE PLAN & PROFILE
STA. 30+00 TO STA. 35+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 9 OF 27

C203

G:\203970 City of Auburn–General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19–C200A.dwg, Apr 02, 2015 – 3:11pm

22x34 SHEET
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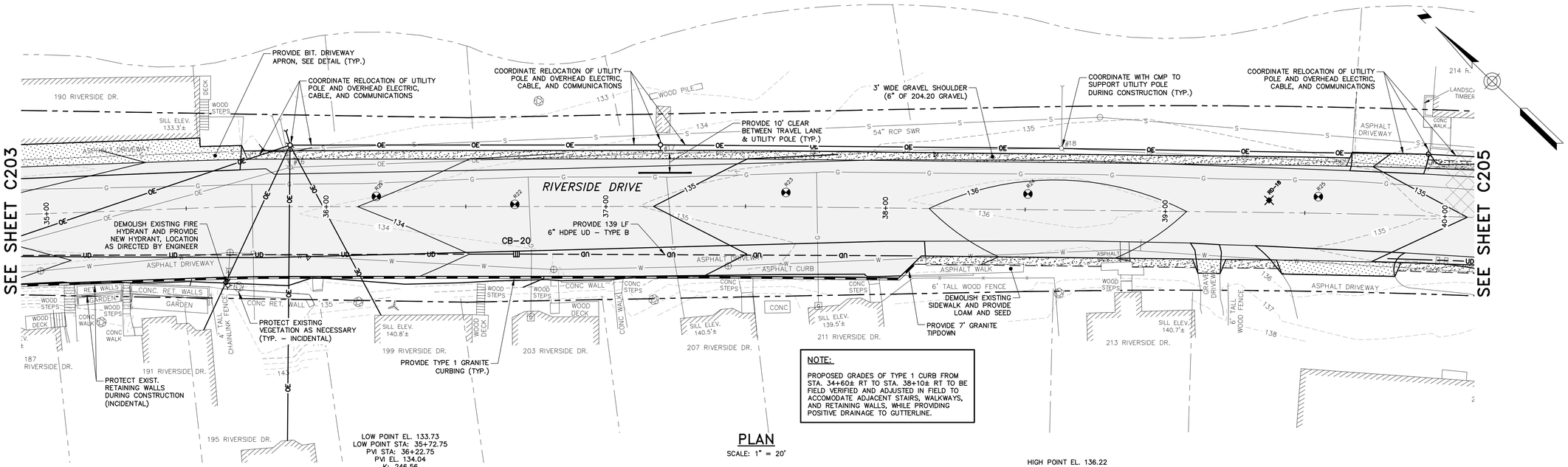
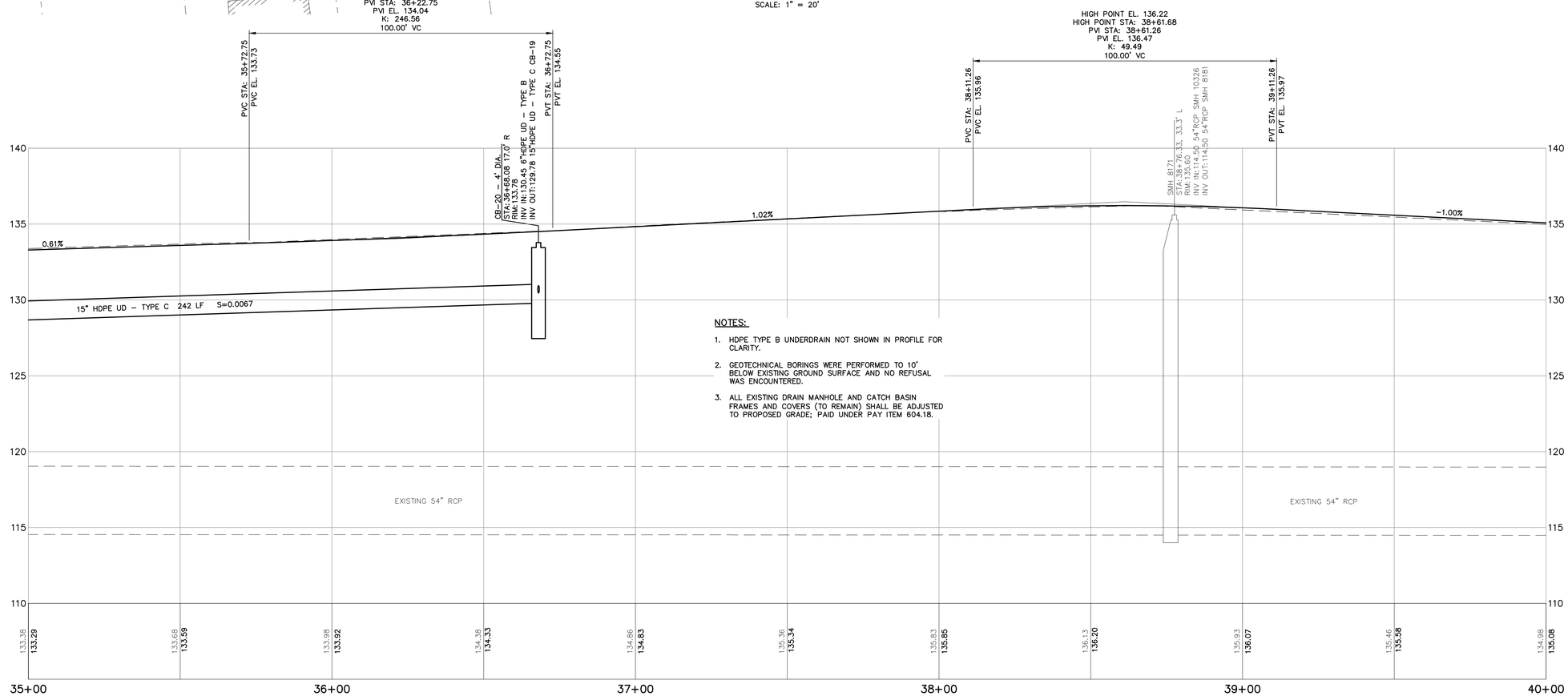


NOTE:

PROPOSED GRADES OF TYPE 1 CURB FROM STA. 34+60± RT TO STA. 38+10± RT TO BE FIELD VERIFIED AND ADJUSTED IN FIELD TO ACCOMODATE ADJACENT STAIRS, WALKWAYS, AND RETAINING WALLS, WHILE PROVIDING POSITIVE DRAINAGE TO GUTTERLINE.

PLAN

SCALE: 1" = 20'



NOTES:

1. HDPE TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY.
2. GEOTECHNICAL BORINGS WERE PERFORMED TO 10' BELOW EXISTING GROUND SURFACE AND NO REFUSAL WAS ENCOUNTERED.
3. ALL EXISTING DRAIN MANHOLE AND CATCH BASIN FRAMES AND COVERS (TO REMAIN) SHALL BE ADJUSTED TO PROPOSED GRADE; PAID UNDER PAY ITEM 604.18.

PROFILE STA. 35+00 TO STA. 40+00

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 2'

NOTE:

HDPE TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY.

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

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER
4/2/2015

REV.	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19–C200A.DWG

RIVERSIDE DRIVE PLAN & PROFILE STA. 35+00 TO STA. 40+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 10 OF 27

C204

O:\203970 City of Auburn–General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19–C200A.dwg, Apr 02, 2015 – 3:11pm

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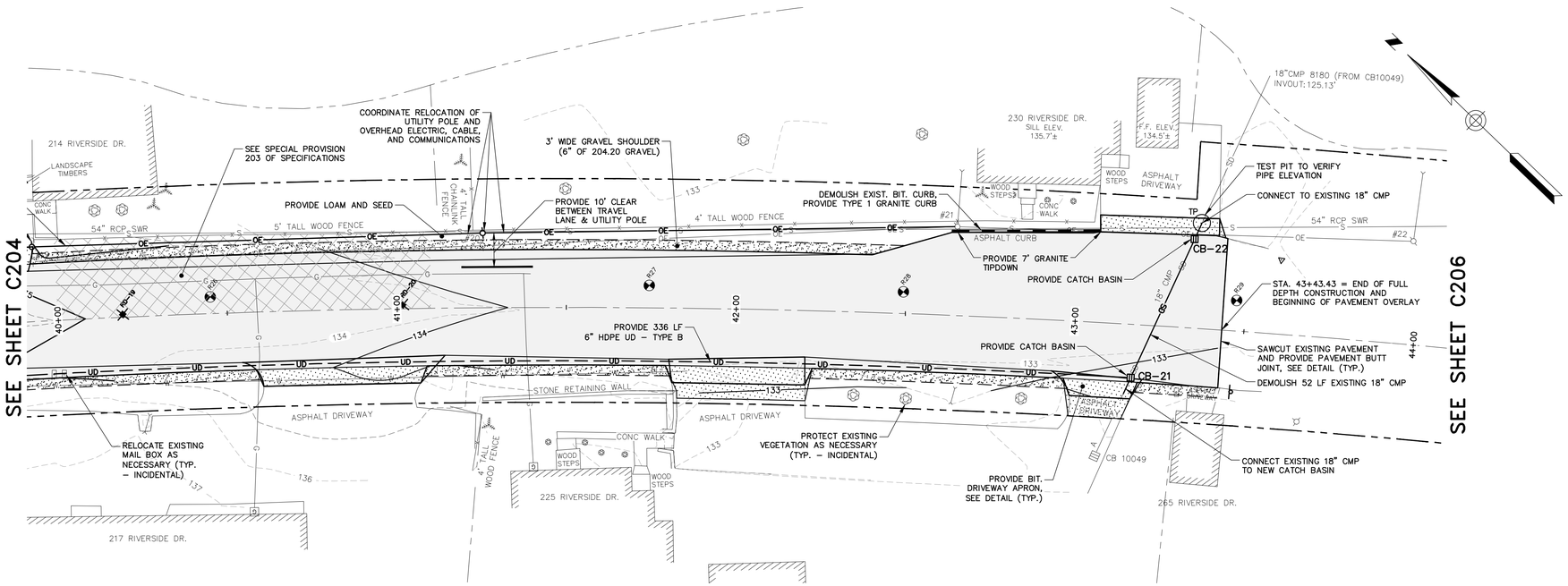
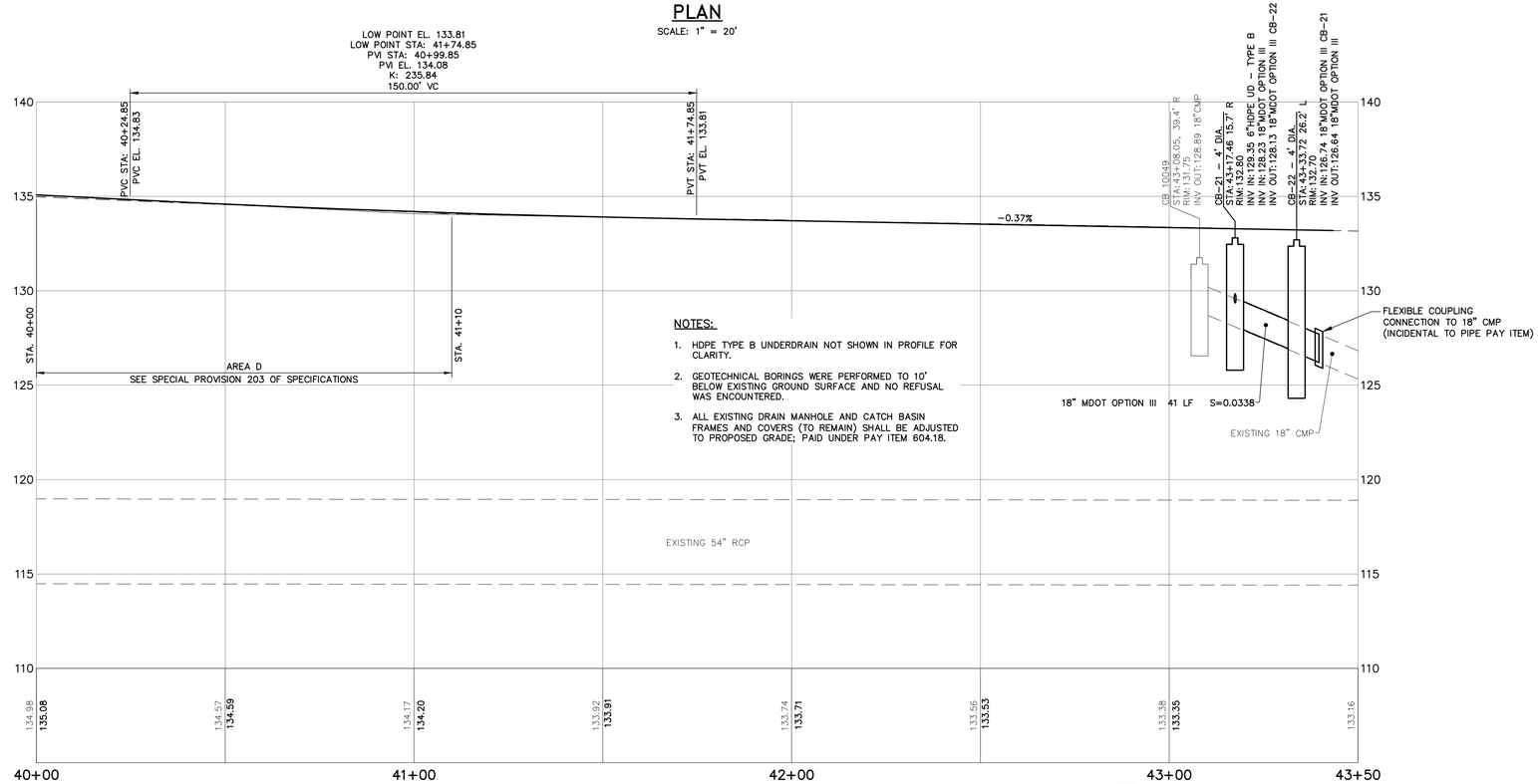


PLAN

SCALE: 1" = 20'



NOTES:

1. HDPE TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY.
2. GEOTECHNICAL BORINGS WERE PERFORMED TO 10' BELOW EXISTING GROUND SURFACE AND NO REFUSAL WAS ENCOUNTERED.
3. ALL EXISTING DRAIN MANHOLE AND CATCH BASIN FRAMES AND COVERS (TO REMAIN) SHALL BE ADJUSTED TO PROPOSED GRADE; PAID UNDER PAY ITEM 604.18.

PROFILE STA. 40+00 TO STA. 43+50

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 2'

NOTE:

HDPE TYPE B UNDERDRAIN NOT SHOWN IN PROFILE FOR CLARITY.

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

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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200A.DWG

RIVERSIDE DRIVE PLAN & PROFILE STA. 40+00 TO STA. 43+50

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 11 OF 27

C205

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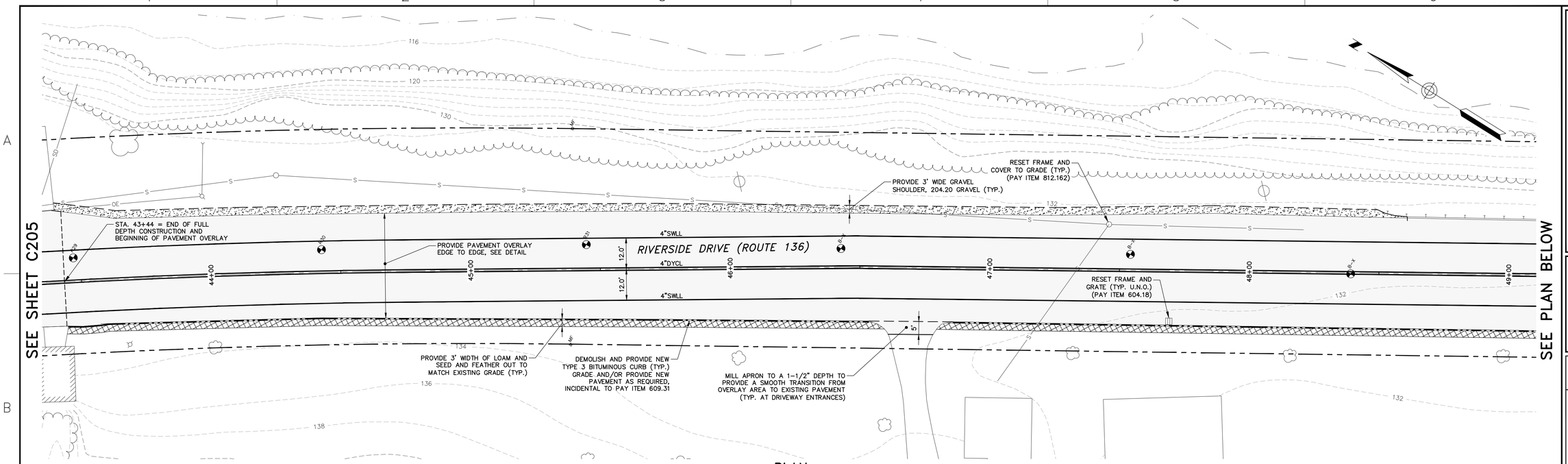
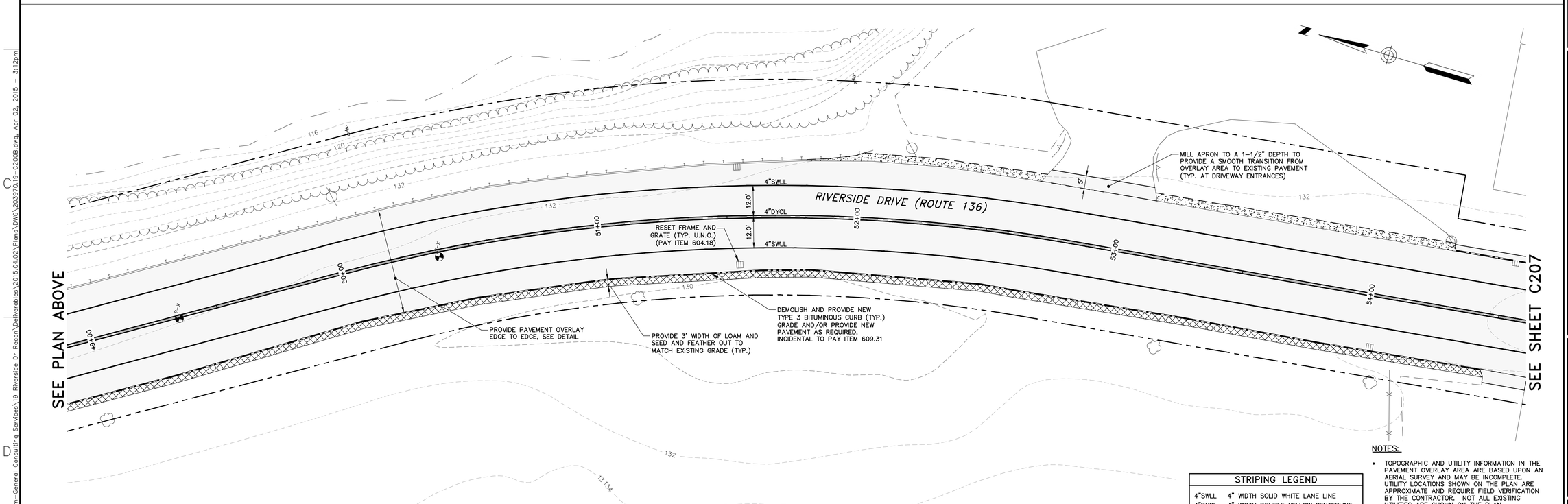


PLAN

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'

STRIPING LEGEND

4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE
4"SYCL	4" WIDTH SOLID YELLOW CENTERLINE
4"DYPL	4" WIDTH DASHED YELLOW PASSING LINE

NOTES:

- TOPOGRAPHIC AND UTILITY INFORMATION IN THE PAVEMENT OVERLAY AREA ARE BASED UPON AN AERIAL SURVEY AND MAY BE INCOMPLETE. UTILITY LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLAN.
- LOCATION OF BITUMINOUS CURB REPLACEMENT IS APPROXIMATE AND SHOULD BE FIELD VERIFIED.

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

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C206B.DWG

RIVERSIDE DRIVE
PAVEMENT OVERLAY PLANS
STA. 43+50 TO STA. 54+50

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 12 OF 27

C206

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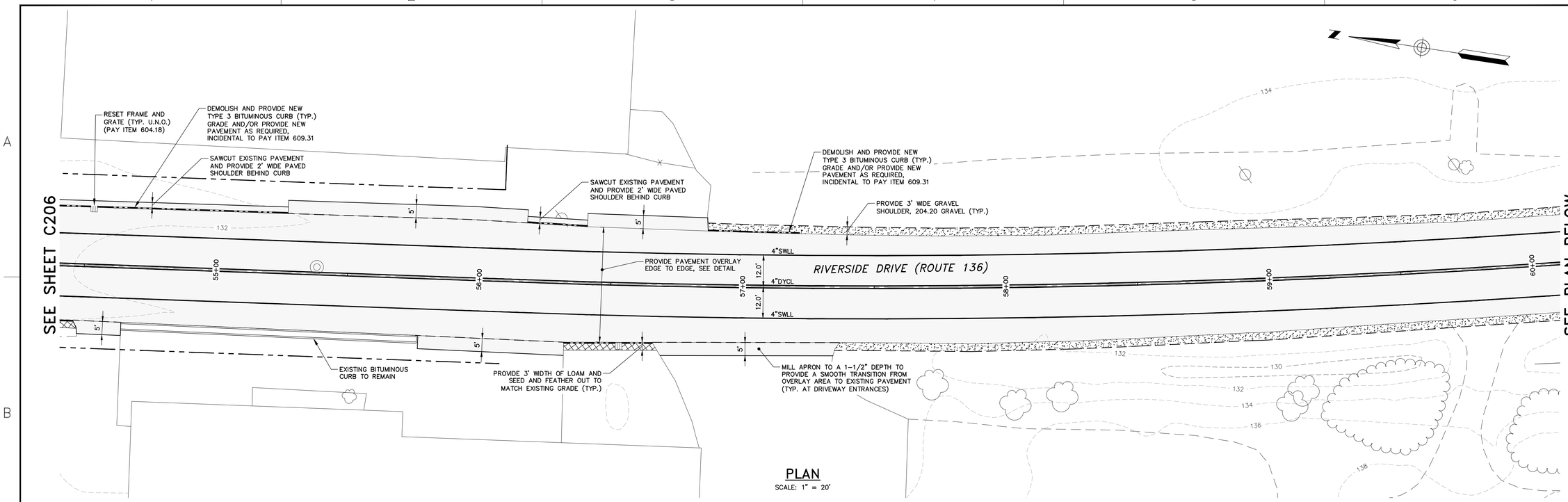
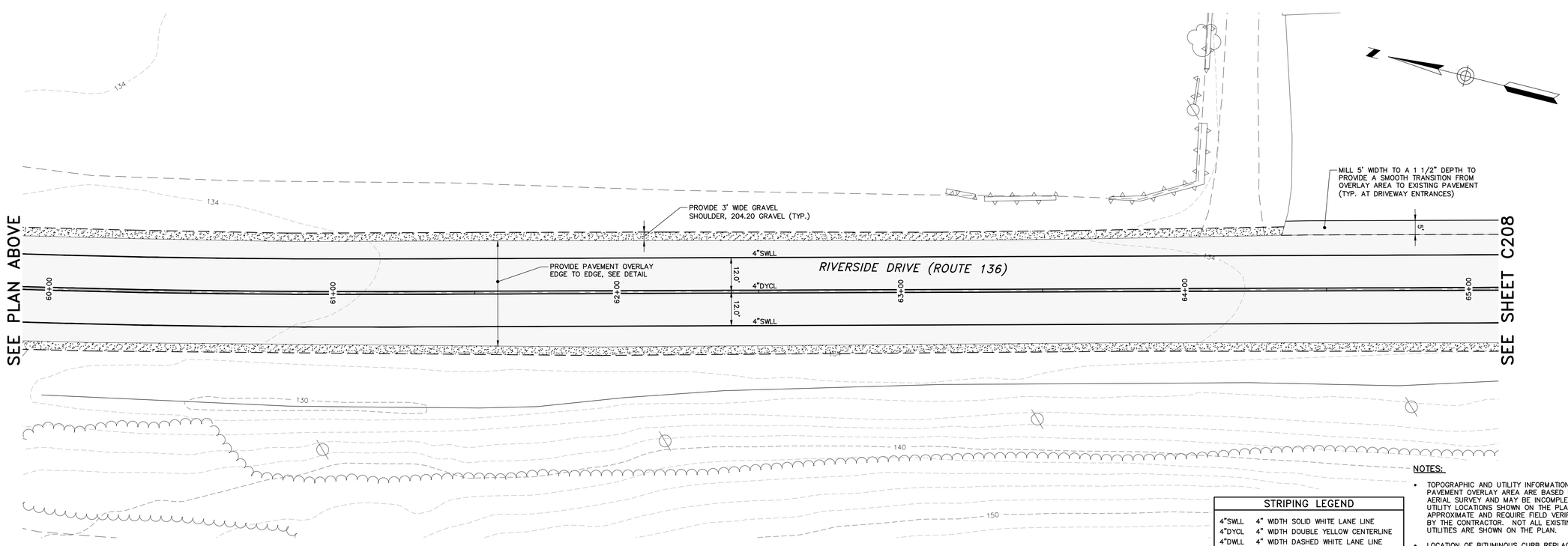


PLAN
SCALE: 1" = 20'



PLAN
SCALE: 1" = 20'

NOTES:

- TOPOGRAPHIC AND UTILITY INFORMATION IN THE PAVEMENT OVERLAY AREA ARE BASED UPON AN AERIAL SURVEY AND MAY BE INCOMPLETE. UTILITY LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLAN.
- LOCATION OF BITUMINOUS CURB REPLACEMENT IS APPROXIMATE AND SHOULD BE FIELD VERIFIED.

STRIPING LEGEND	
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE
4"SYCL	4" WIDTH SOLID YELLOW CENTERLINE
4"DYPL	4" WIDTH DASHED YELLOW PASSING LINE

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

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C208.DWG

RIVERSIDE DRIVE
PAVEMENT OVERLAY PLANS
STA. 54+50 TO STA. 65+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 13 OF 27

C207

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22x34 SHEET
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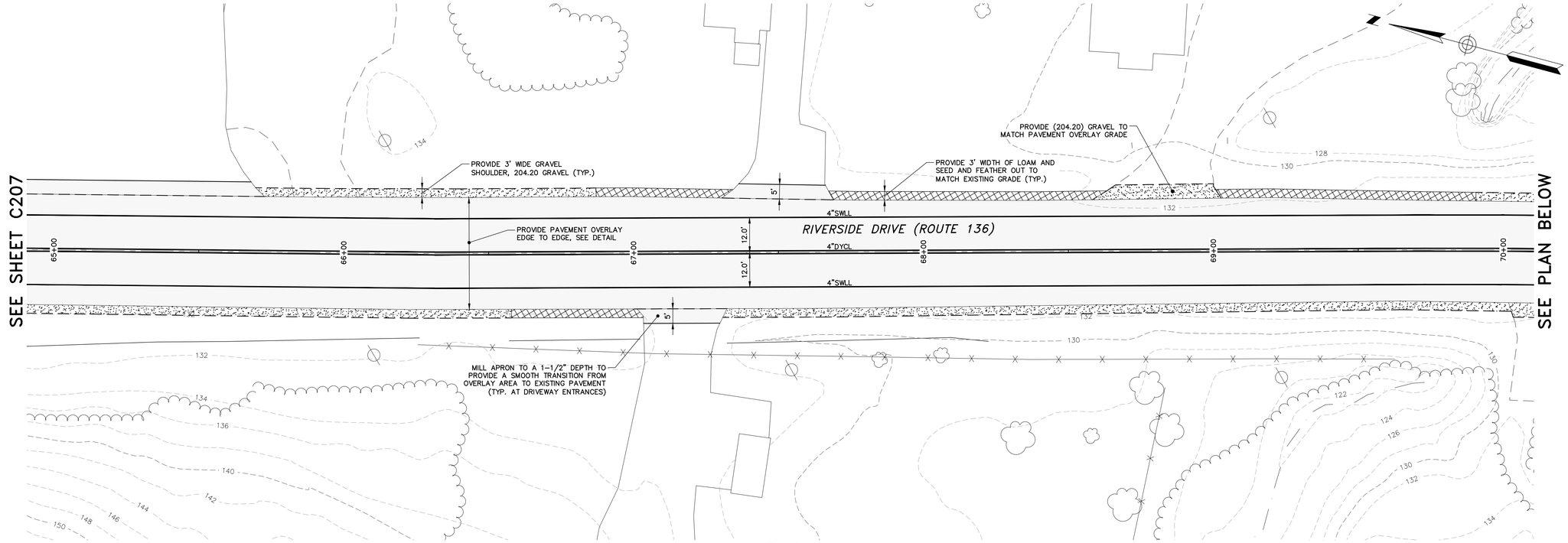
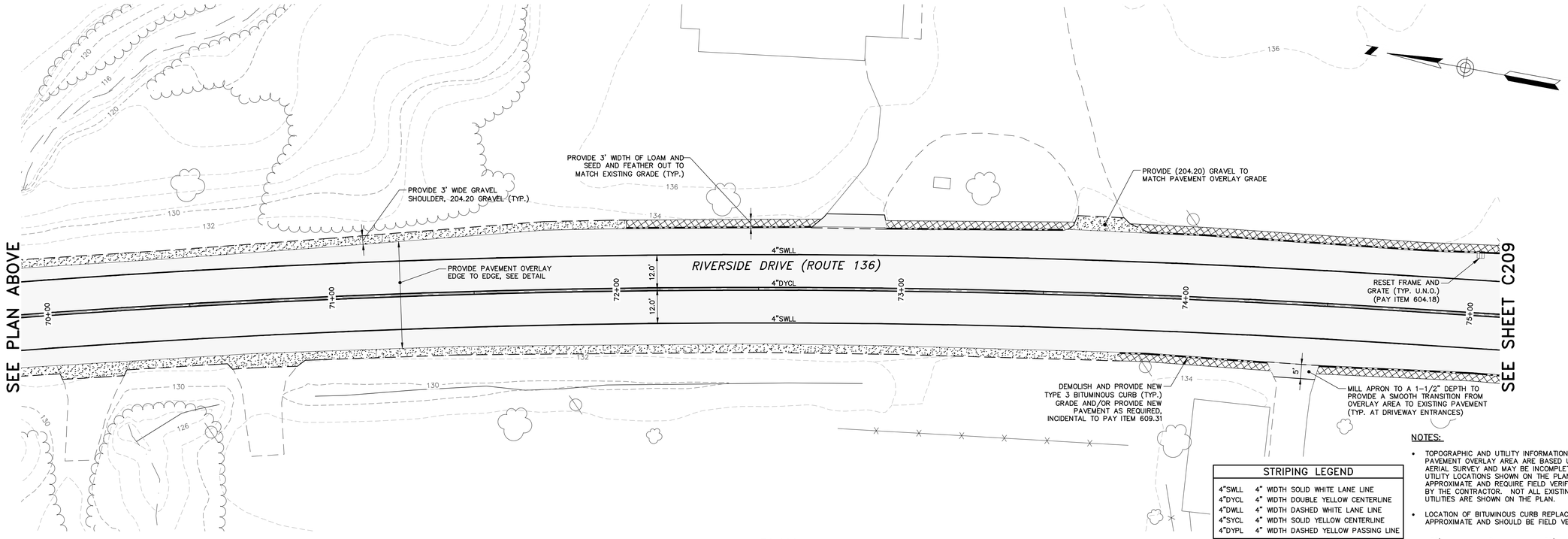


PLAN

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'

STRIPING LEGEND	
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE
4"SYCL	4" WIDTH SOLID YELLOW CENTERLINE
4"DYPL	4" WIDTH DASHED YELLOW PASSING LINE

NOTES:

- TOPOGRAPHIC AND UTILITY INFORMATION IN THE PAVEMENT OVERLAY AREA ARE BASED UPON AN AERIAL SURVEY AND MAY BE INCOMPLETE. UTILITY LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLAN.
- LOCATION OF BITUMINOUS CURB REPLACEMENT IS APPROXIMATE AND SHOULD BE FIELD VERIFIED.

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

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WOODARD & CURRAN

COMMITMENT & INTEGRITY DRIVE RESULTS

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C208.DWG

RIVERSIDE DRIVE
PAVEMENT OVERLAY PLANS
STA. 65+00 TO STA. 75+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 14 OF 27

C208

O:\203970 City of Auburn-General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19-C208B.dwg, Apr 02, 2015 - 3:12pm

22x34 SHEET
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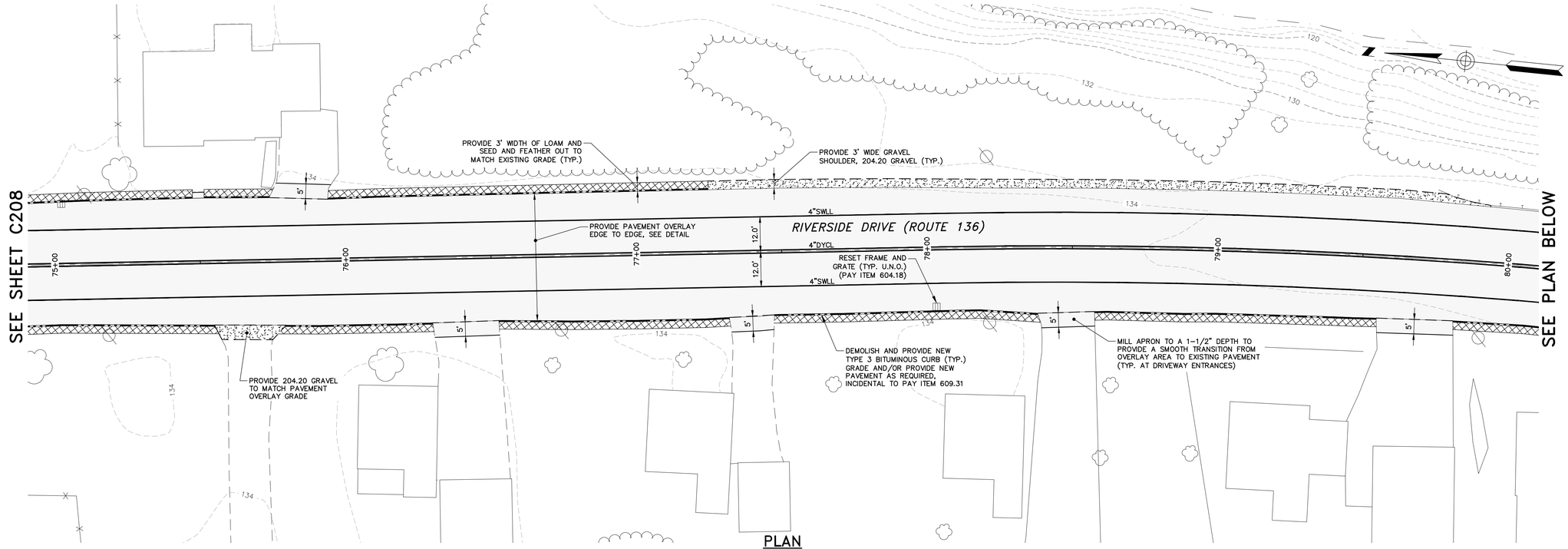
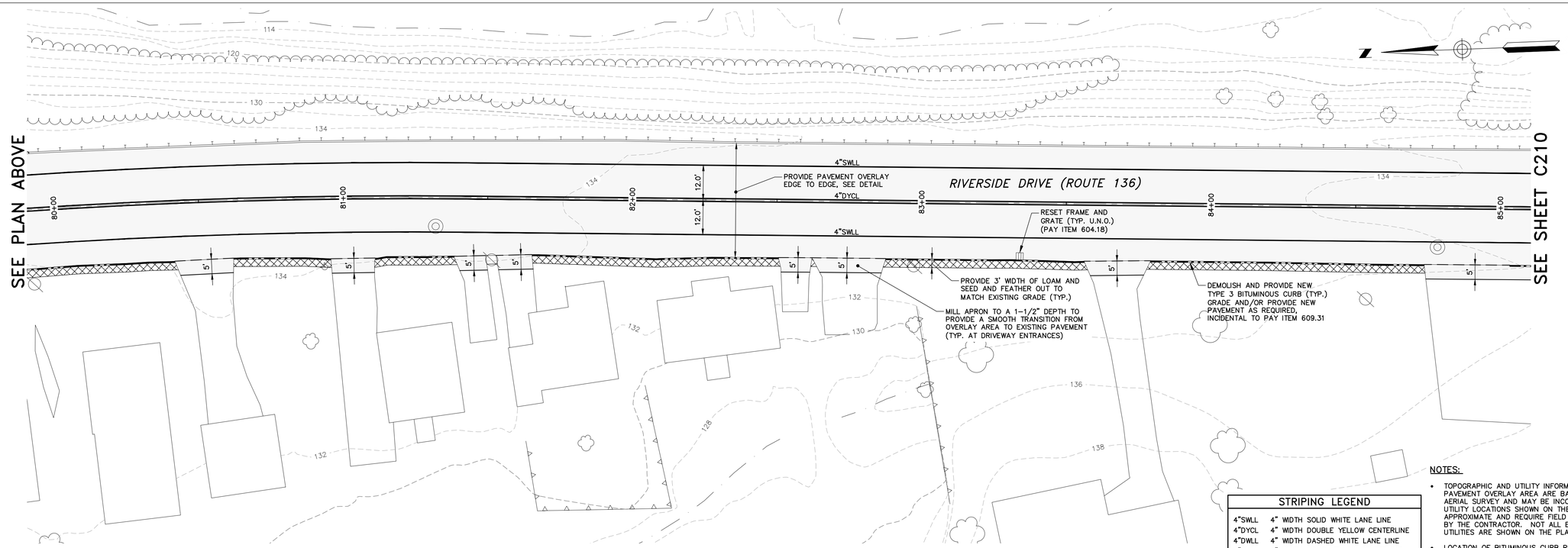


PLAN

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'

STRIPING LEGEND	
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE
4"SYCL	4" WIDTH SOLID YELLOW CENTERLINE
4"DYPL	4" WIDTH DASHED YELLOW PASSING LINE

NOTES:

- TOPOGRAPHIC AND UTILITY INFORMATION IN THE PAVEMENT OVERLAY AREA ARE BASED UPON AN AERIAL SURVEY AND MAY BE INCOMPLETE. UTILITY LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLAN.
- LOCATION OF BITUMINOUS CURB REPLACEMENT IS APPROXIMATE AND SHOULD BE FIELD VERIFIED.

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

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C208.DWG

RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 75+00 TO STA. 85+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 15 OF 27

C209

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22x34 SHEET
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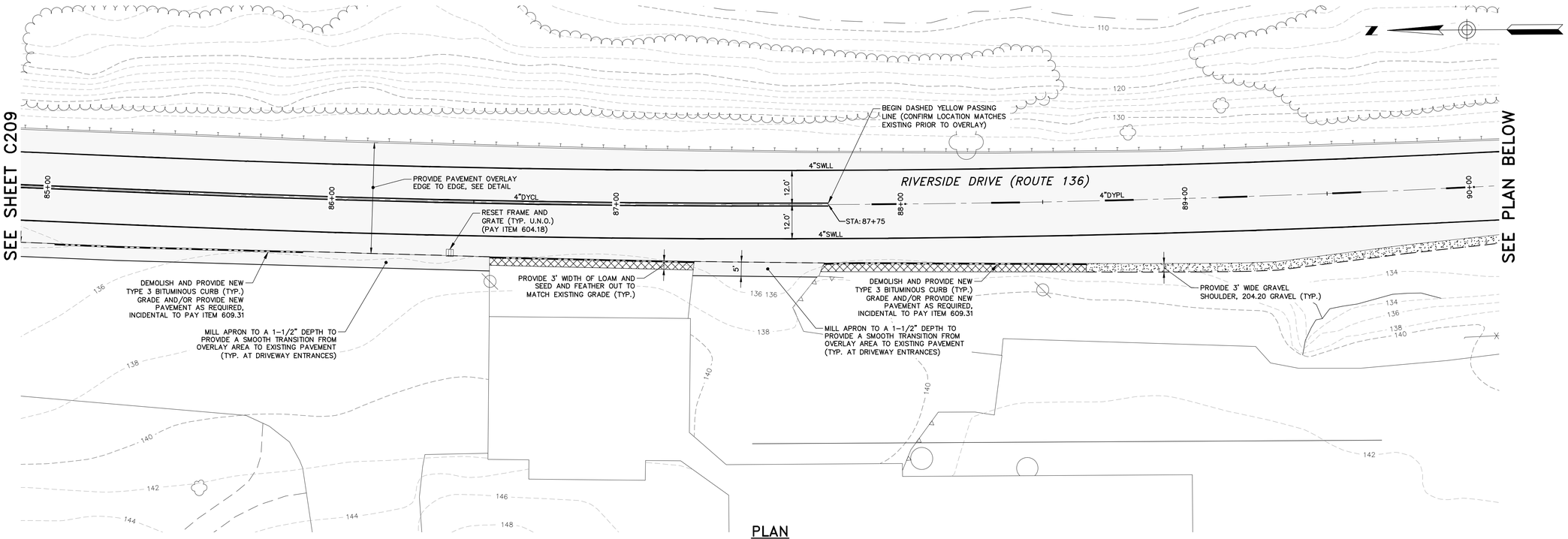
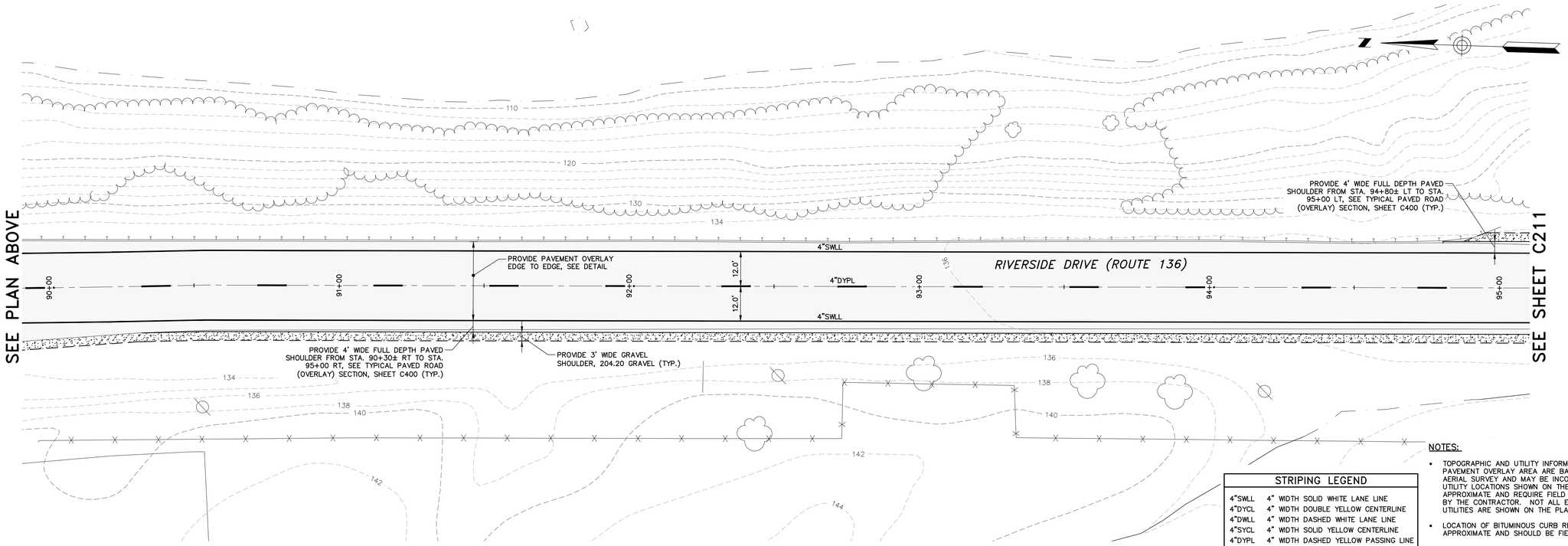


PLAN

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'

STRIPING LEGEND	
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE
4"SYCL	4" WIDTH SOLID YELLOW CENTERLINE
4"DYPL	4" WIDTH DASHED YELLOW PASSING LINE

NOTES:

- TOPOGRAPHIC AND UTILITY INFORMATION IN THE PAVEMENT OVERLAY AREA ARE BASED UPON AN AERIAL SURVEY AND MAY BE INCOMPLETE. UTILITY LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLAN.
- LOCATION OF BITUMINOUS CURB REPLACEMENT IS APPROXIMATE AND SHOULD BE FIELD VERIFIED.

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

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WOODARD & CURRAN

COMMITMENT & INTEGRITY DRIVE RESULTS

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STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200B.DWG

RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 85+00 TO STA. 95+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 16 OF 27

C210

O:\203970 City of Auburn-General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19-C200B.dwg, Apr 02, 2015 - 3:12pm

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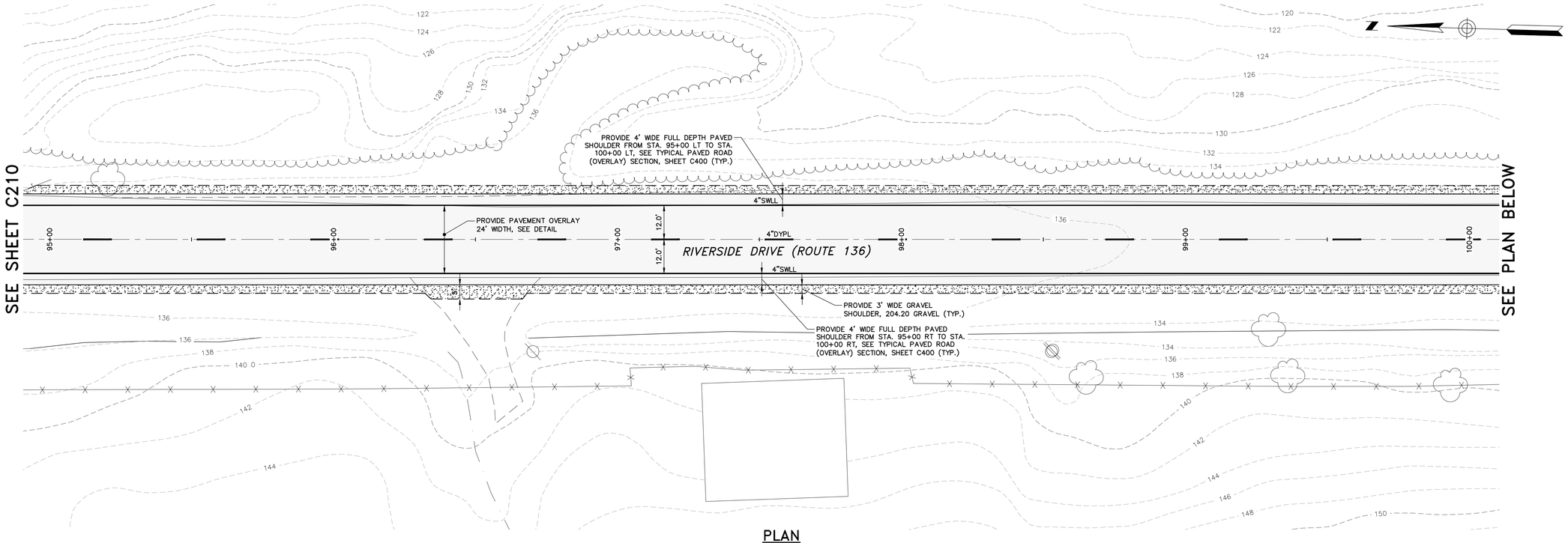
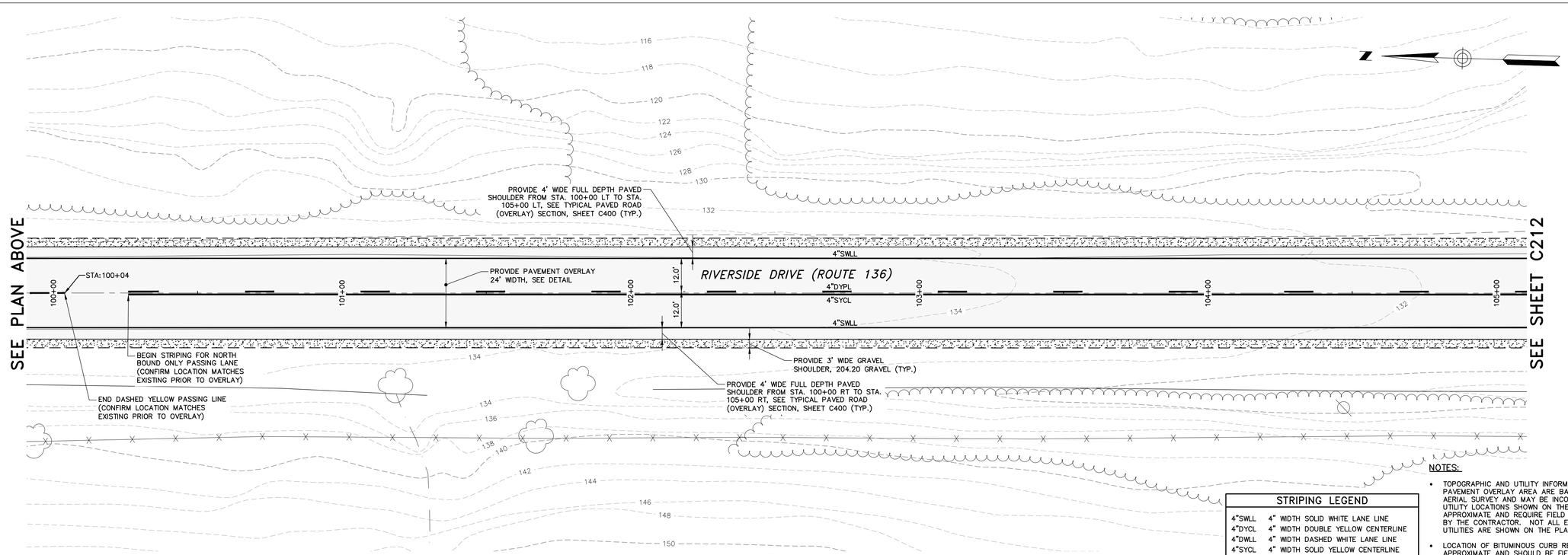


PLAN

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'

STRIPING LEGEND	
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE
4"SYCL	4" WIDTH SOLID YELLOW CENTERLINE
4"DYPL	4" WIDTH DASHED YELLOW PASSING LINE

NOTES:

- TOPOGRAPHIC AND UTILITY INFORMATION IN THE PAVEMENT OVERLAY AREA ARE BASED UPON AN AERIAL SURVEY AND MAY BE INCOMPLETE. UTILITY LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLAN.
- LOCATION OF BITUMINOUS CURB REPLACEMENT IS APPROXIMATE AND SHOULD BE FIELD VERIFIED.

20' 0 20' 40'
BAR SCALE
1" = 20'
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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER
4/2/2015

REV.	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200B.DWG

RIVERSIDE DRIVE
PAVEMENT OVERLAY PLANS
STA. 95+00 TO STA. 105+00

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 17 OF 27

C211

O:\203970 City of Auburn-General Consulting Services\19 Riverside Dr Recon\Deliverables\2015.04.02\Plans\DWG\203970.19-C200B.dwg, Apr 02, 2015 - 3:12pm

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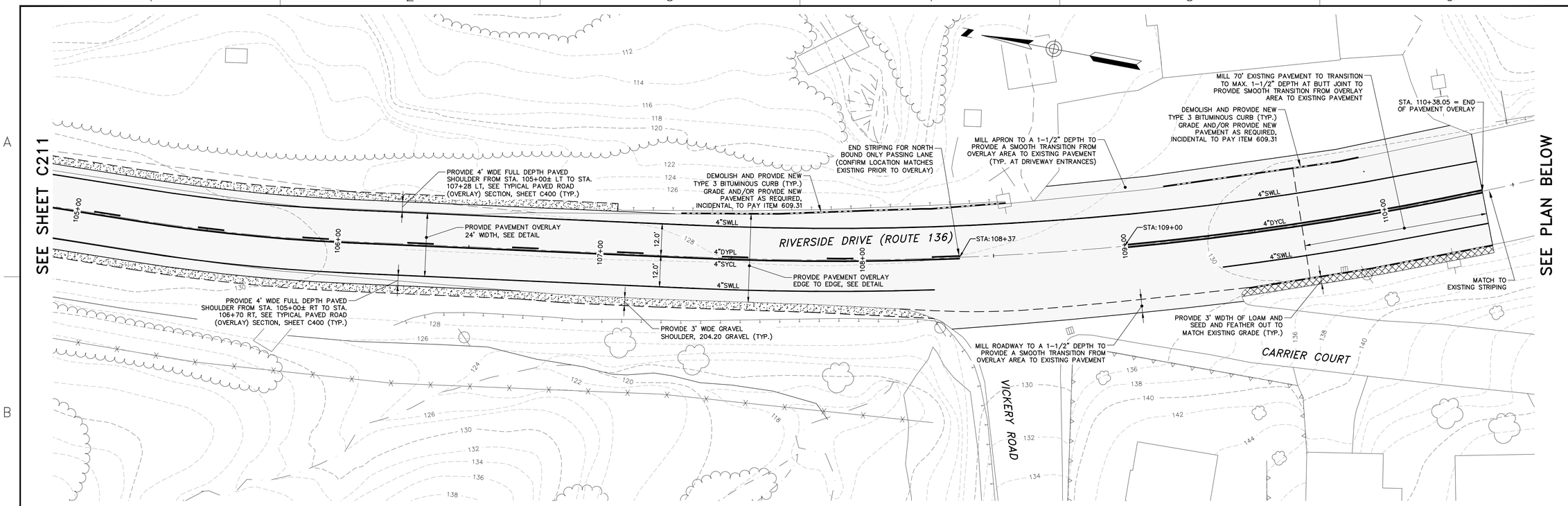
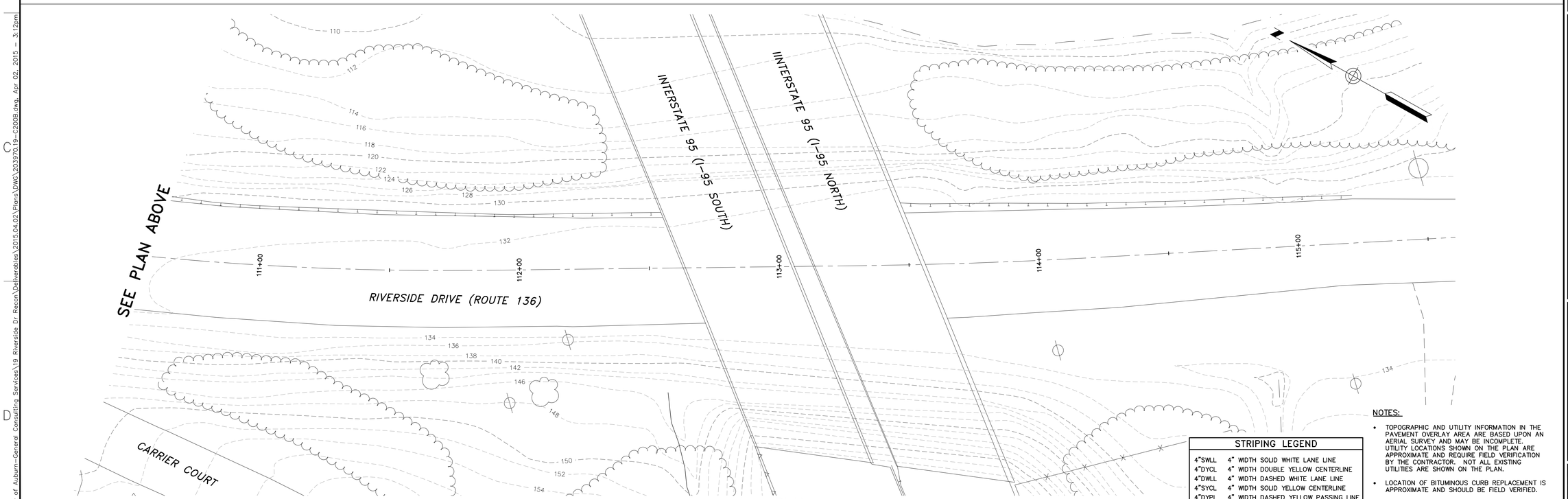


PLAN
SCALE: 1" = 20'



PLAN
SCALE: 1" = 20'

STRIPING LEGEND	
4"SWLL	4" WIDTH SOLID WHITE LANE LINE
4"DYCL	4" WIDTH DOUBLE YELLOW CENTERLINE
4"DWLL	4" WIDTH DASHED WHITE LANE LINE
4"SYCL	4" WIDTH SOLID YELLOW CENTERLINE
4"DYPL	4" WIDTH DASHED YELLOW PASSING LINE

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- TOPOGRAPHIC AND UTILITY INFORMATION IN THE PAVEMENT OVERLAY AREA ARE BASED UPON AN AERIAL SURVEY AND MAY BE INCOMPLETE. UTILITY LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLAN.
- LOCATION OF BITUMINOUS CURB REPLACEMENT IS APPROXIMATE AND SHOULD BE FIELD VERIFIED.

20' 0 20' 40'
BAR SCALE
1" = 20'
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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200B.DWG

RIVERSIDE DRIVE PAVEMENT OVERLAY PLANS STA. 105+00 TO STA. 110+38.05

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 18 OF 27

C212

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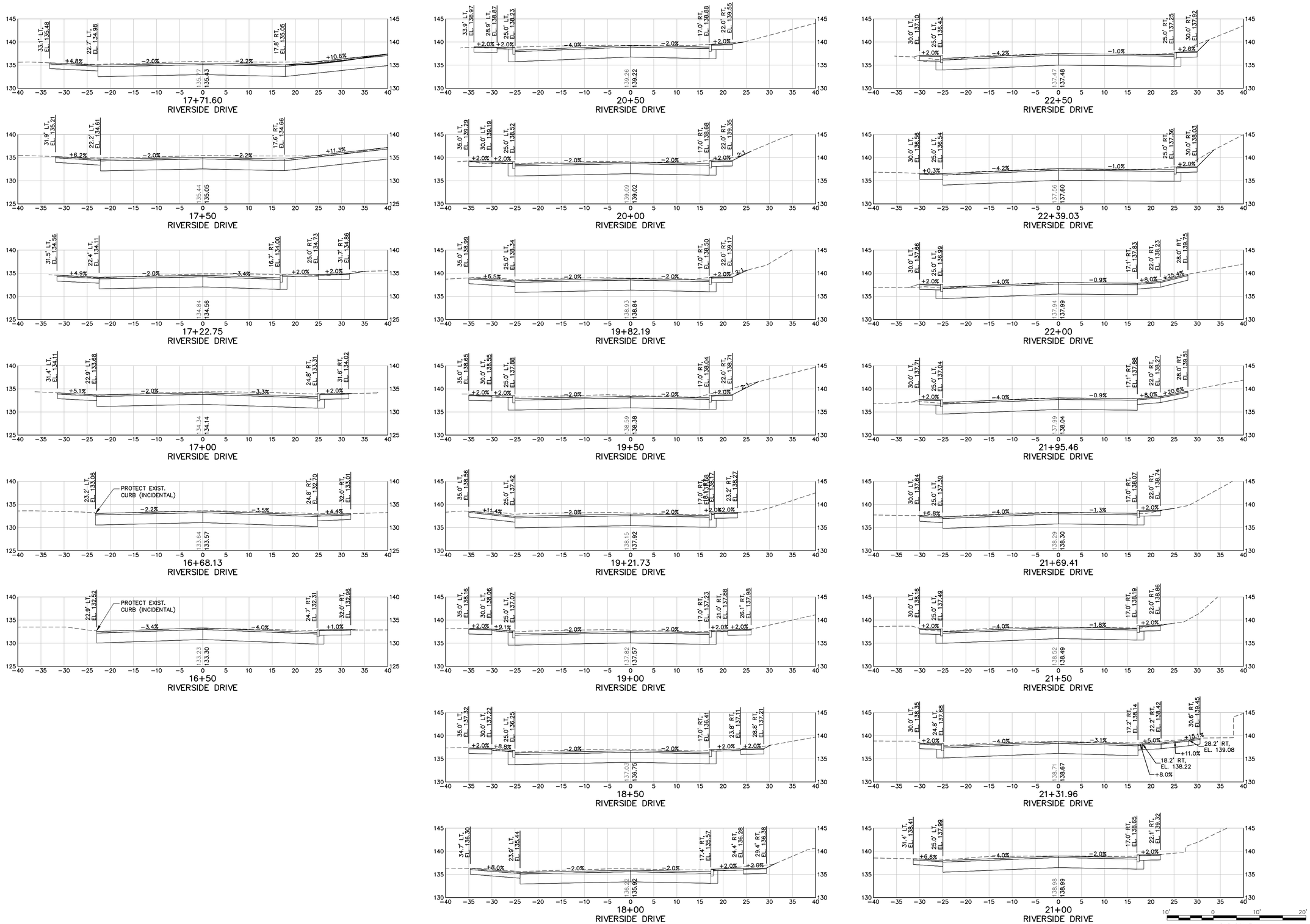

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200A.DWG

CROSS SECTIONS – 1

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: 1" = 10'
SHEET: 19 OF 27

C300

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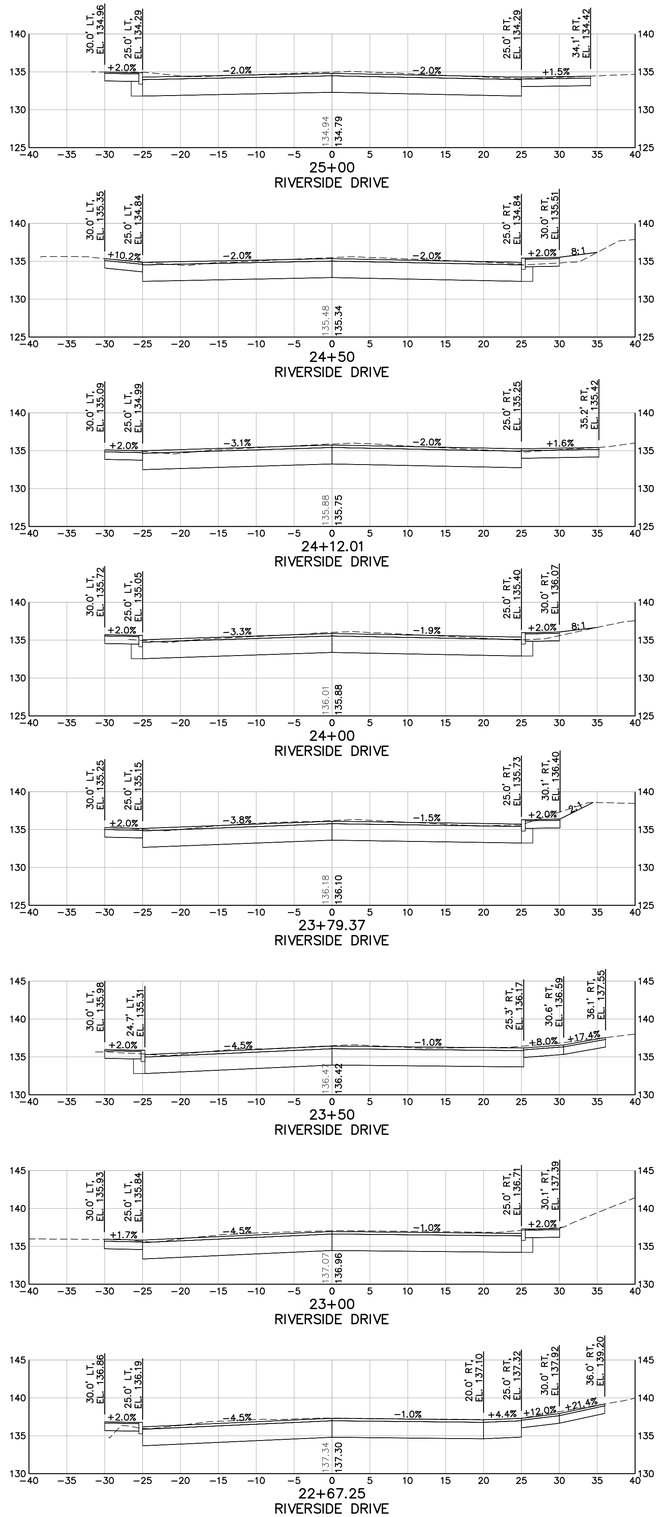

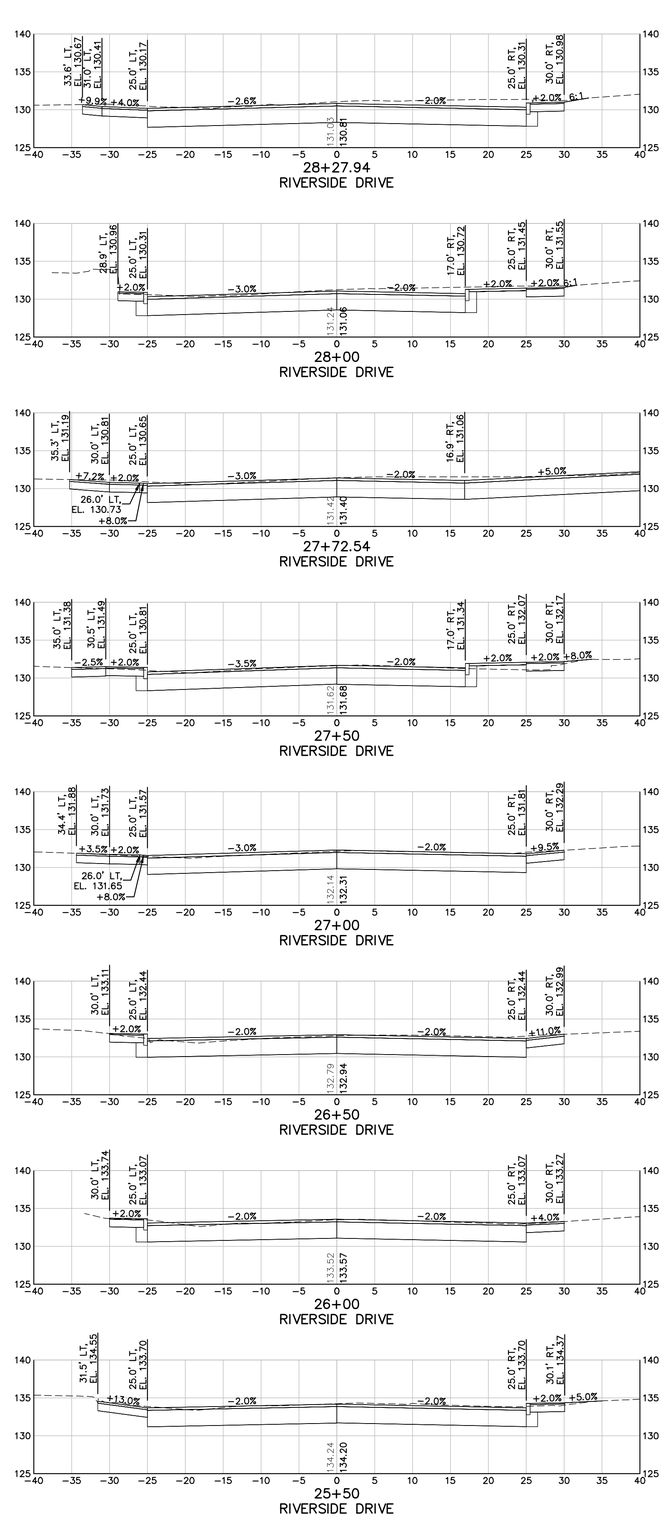

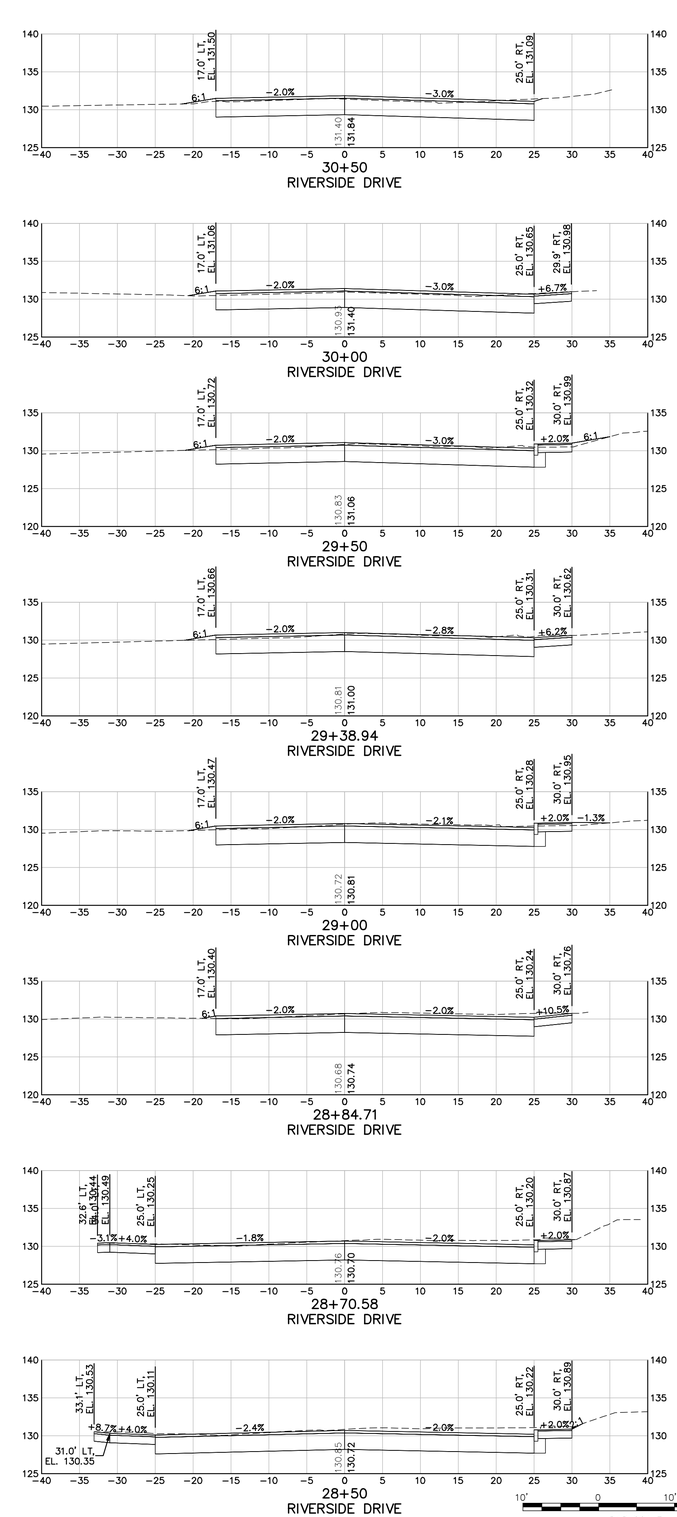

BAR SCALE
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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200A.DWG

CROSS SECTIONS – 2

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: 1" = 10'
SHEET: 20 OF 27

C301

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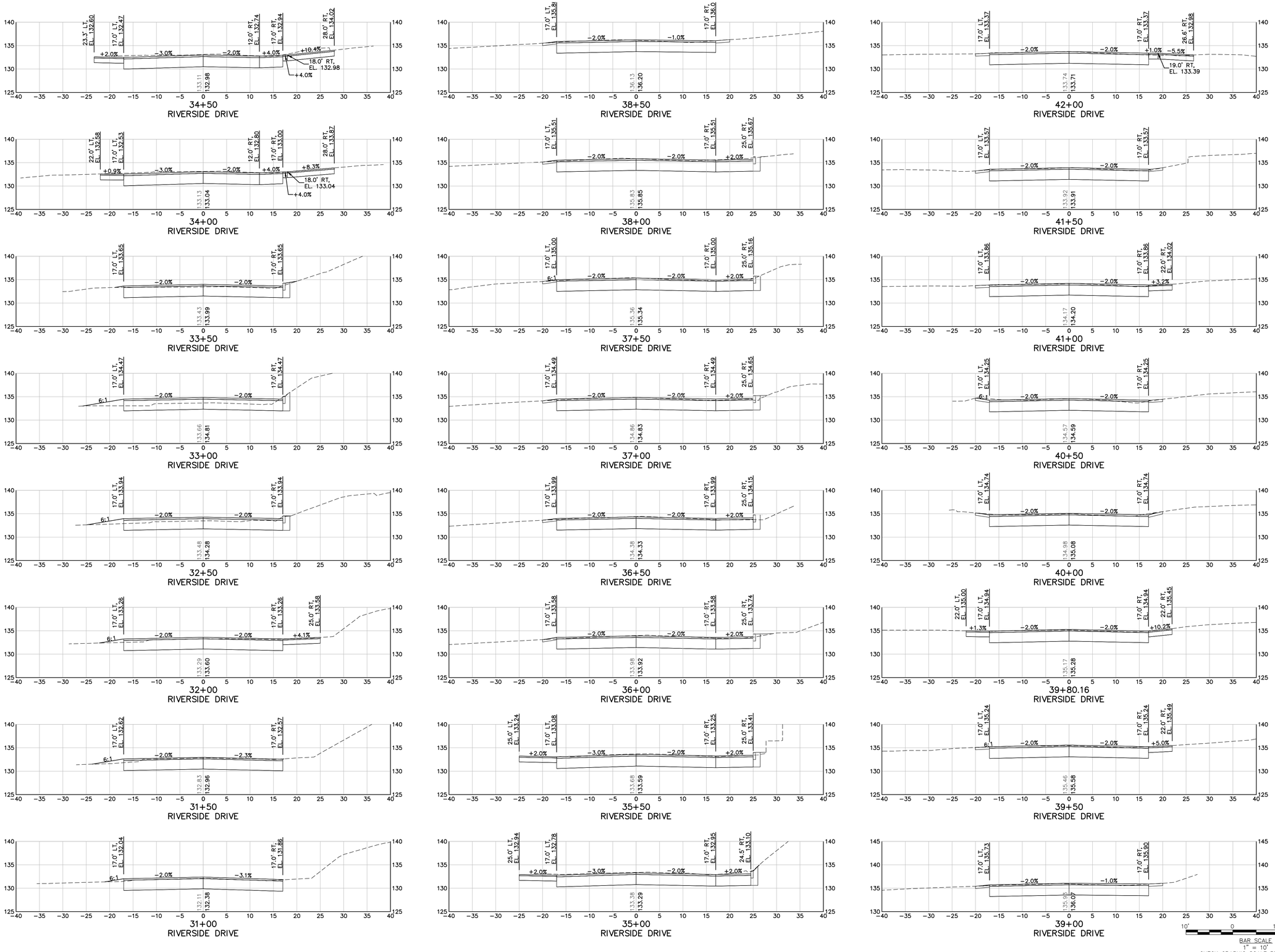

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STATE OF MAINE
DAVID A. SENUS
10791
LICENSED
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C200A.DWG

CROSS SECTIONS – 3

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: 1" = 10'
SHEET: 21 OF 27

C302

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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
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CROSS SECTIONS – 4

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: 1" = 10'
SHEET: 22 OF 27

C303

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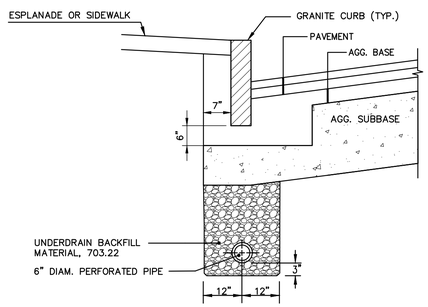
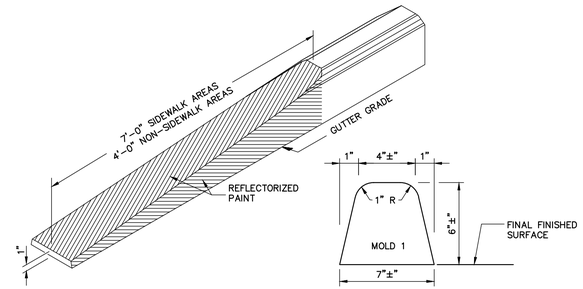


NOTES:
1. UNDERDRAIN PIPE INVERT ELEVATIONS SHALL BE AT LEAST 42 INCHES BELOW GUTTER GRADES.
2. PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN.

TYPE "B" UNDERDRAIN INSTALLATION DETAIL

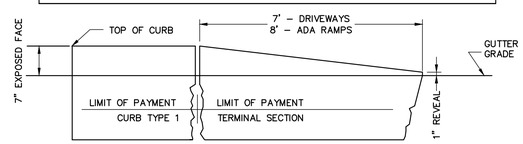
N.T.S.



BITUMINOUS CURB – TYPE 3

N.T.S.

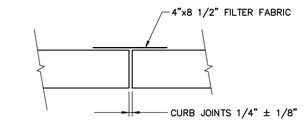
CURB TYPE 1 ON CURVES			
TYPE	RADIUS OF CURVE	LENGTH	STONE IS CUT OR CAST
1	0' TO 60' INCL.	4' MIN.	ARC TO FIT CURVE
	OVER 60' TO 160'	4' TO 6'	STRAIGHT PIECES



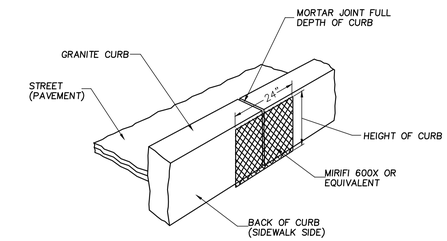
TERMINAL SECTION TYPE "1"

TERMINAL CURB SECTION

N.T.S.

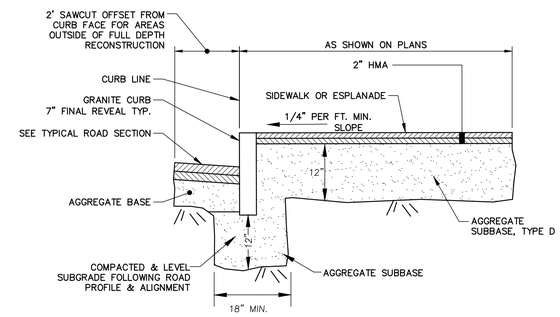


PLAN



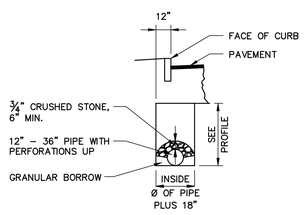
CURB JOINT DETAIL

N.T.S.



BITUMINOUS SIDEWALK AND GRANITE CURB INSTALLATION

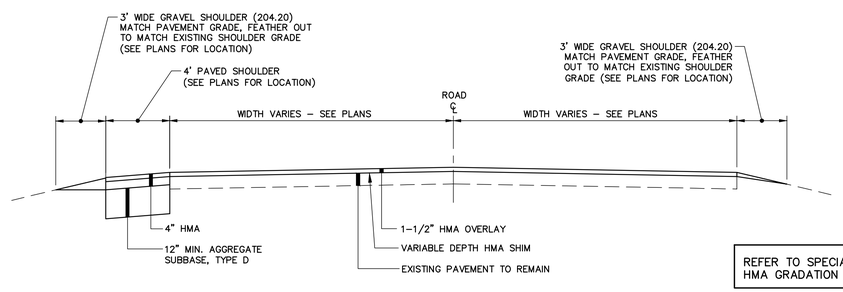
N.T.S.



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 ASLEAST AS THICK AS THE LARGEST SIZE PIPE BEING CONNECTED.
3. THE INVERT ELEVATION OF UNDERDRAIN TYPE "B" OUTLETS SHALL BE A MINIMUM OF 6" ABOVE THE FLOW LINE OF A DITCH OR THE ORIGINAL GROUND.
4. WIDTH OF THE TRENCH FOR UNDERNEATH OUTLET WILL BE THE SAME AS THE UNDERDRAIN TRENCH.
5. NO ALLOWANCE FOR PAYMENT WILL BE MADE FOR EXCAVATING OR MATERIAL EXCAVATED BEYOND THE HORIZONTAL DIMENSIONS SHOWN FOR TYPES "B" OR "C" UNDERDRAIN.
6. IN "BOX SECTIONS" THE EDGE OF THE TRENCH SHALL BE IN LINE WITH THE EDGE OF BOX SECTION.

TYPE "C" UNDERDRAIN INSTALLATION DETAIL

N.T.S.

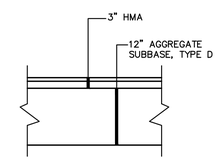


REFER TO SPECIAL PROVISION 403 FOR HMA GRADATION AND LIFT THICKNESS

TYPICAL PAVED ROAD (OVERLAY) SECTION

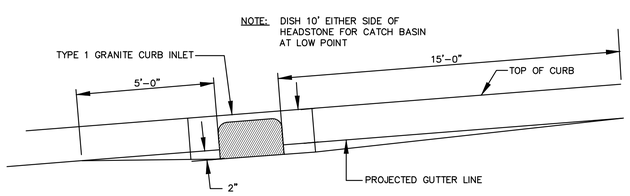
N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02



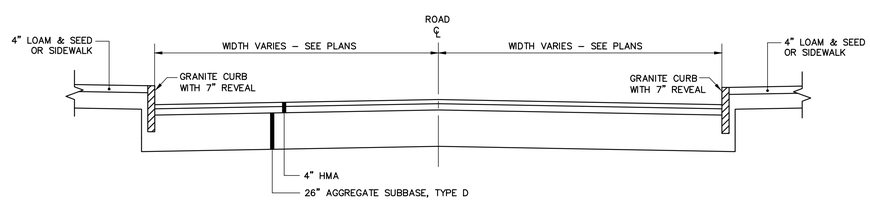
BITUMINOUS DRIVEWAY SECTION

N.T.S.



TYPICAL PAVEMENT GRADING FOR CATCH BASINS

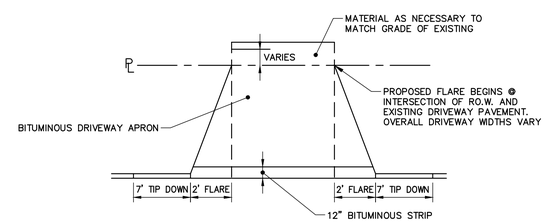
N.T.S.



TYPICAL PAVED ROAD (FULL DEPTH) SECTION

N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02



PLAN VIEW–DRIVEWAY CONSTRUCTION

N.T.S.

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STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER

4/2/2015

REV.	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19–C300A.DWG

CIVIL DETAILS – 1

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 23 OF 27

C400

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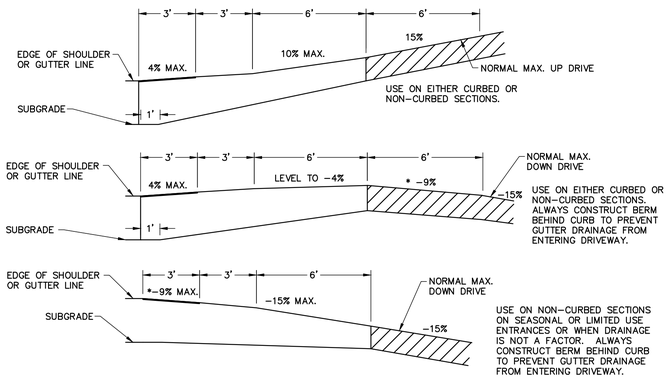


DRIVES ON NON-SIDEWALK SECTIONS

N.T.S.

(UNLESS SHOWN OTHERWISE ON CROSS-SECTIONS)

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.

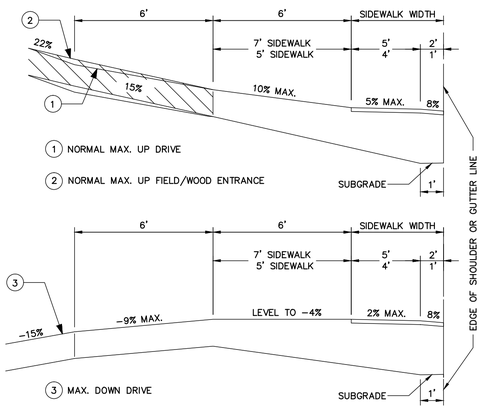
DESIGN EXCEPTION TO BE APPROVED BY CITY.

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 SIDEWALK SECTION – 801(01)

N.T.S.

UNLESS SHOWN OTHERWISE ON CROSS-SECTIONS

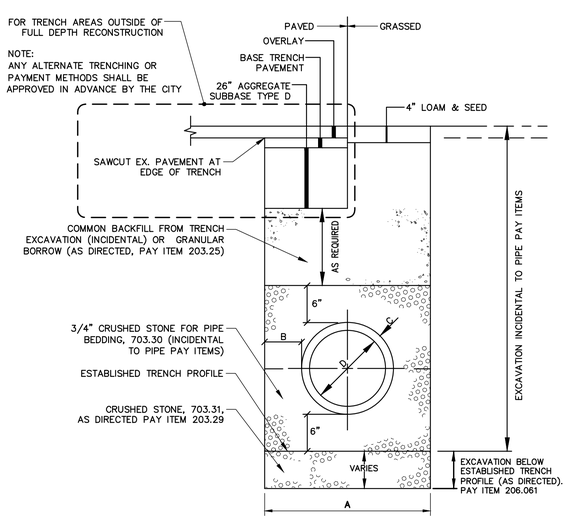
GENERAL NOTES:

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.



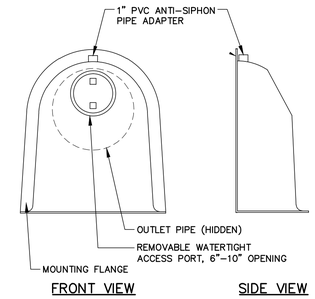
PIPE INSTALLATION DETAIL

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, 203.29 CRUSHED STONE (OVERDEPTH), 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

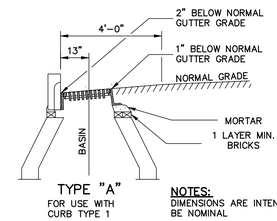


NOTES:

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

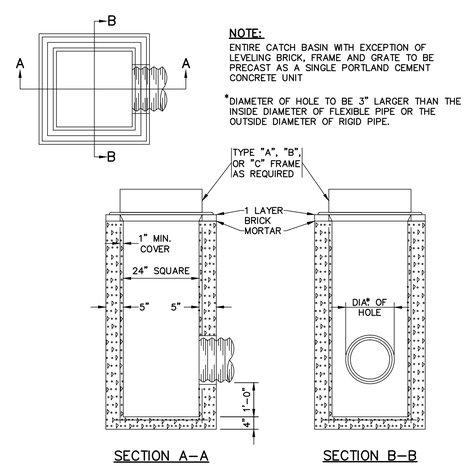
N.T.S.



NOTES:
DIMENSIONS ARE INTENDED TO BE NOMINAL

CATCH BASIN TOP INSTALLATION

N.T.S.



2' SQUARE AREA DRAIN (MDOT TYPE F)

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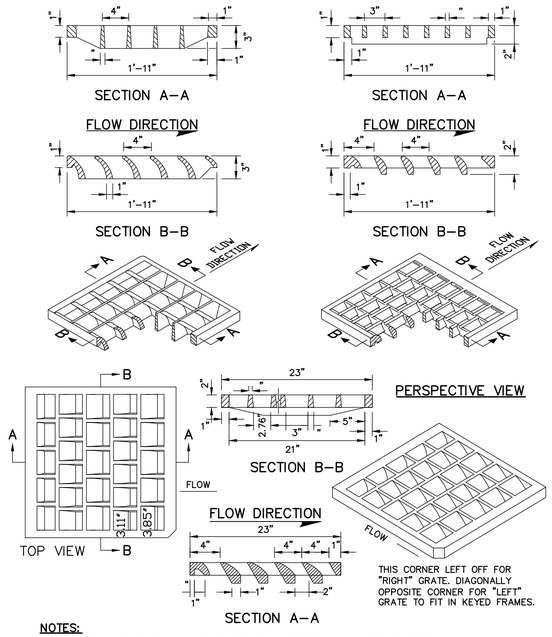
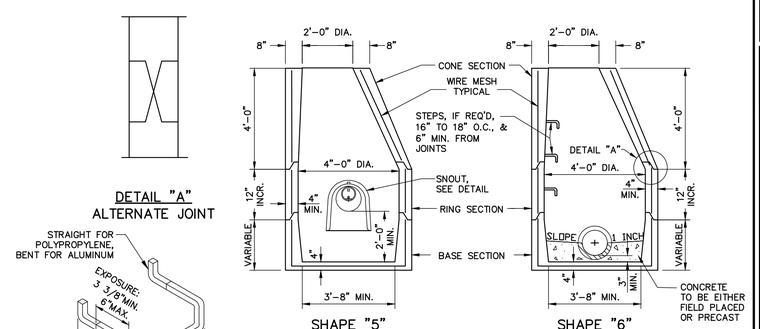


NOTES:
TO BE USED WHERE PARALLEL BAR GRATES WOULD PRESENT A HAZARD TO BICYCLE TRAFFIC. FOR USE ON CATCH BASIN TYPES: A1-C, A2-C, A5-C, B1-C, B2-C, B5-C, F3-C, F4-C, F5-C, F6-C.

"CASCADE-TYPE" GRATES

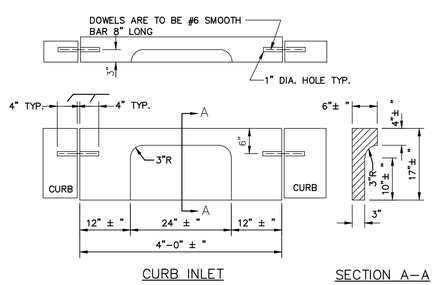
N.T.S.



NOTES:
1. DIMENSIONS ARE INTENDED TO BE NOMINAL.
2. ALL ITEMS SHOWN IN DETAIL ARE INCIDENTAL TO CATCH BASIN PAY ITEM.

CATCH BASIN OR MANHOLE

N.T.S.



TYPE 1 GRANITE CURB INLET

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COMMITMENT & INTEGRITY DRIVE RESULTS
WOODARD & CURRAN

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STATE OF MAINE
DAVID A. SENUS
10791
PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
2019/7/19-C300A.DWG

CIVIL DETAILS – 2

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 24 OF 27

C401

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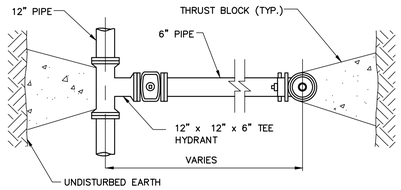
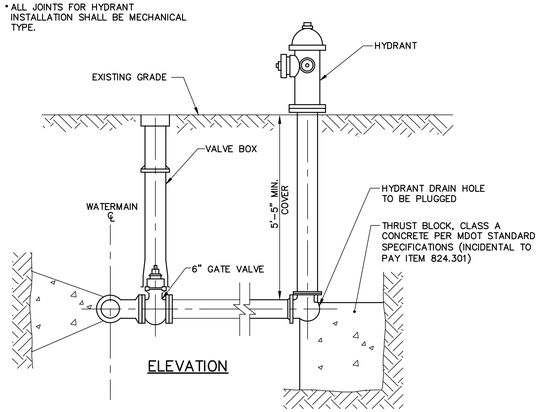


PLAN

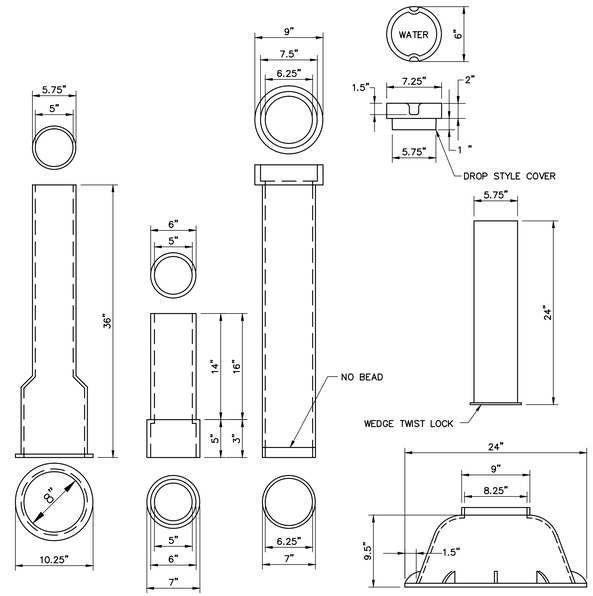
NOTE:
- ALL JOINTS FOR HYDRANT INSTALLATION SHALL BE MECHANICAL TYPE.



ELEVATION

HYDRANT DETAIL

N.T.S.



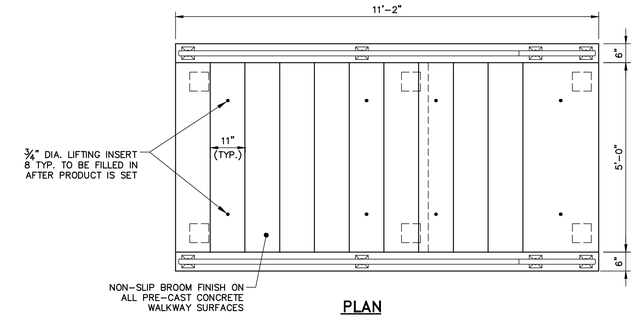
BASE SECTION No. 645 | INTERMEDIATE SECTION No. 58 | TOP SECTION No. 56

VALVE BOX BASE
FOR USE WITH No. 160 AIR VALVES

NOTES:
- NUMBERS ARE FOR 5-1/4" BUFFALO VALVE BOXES
- BASE SECTION MAY BE USED AS INTERMEDIATE SECTION SECTION

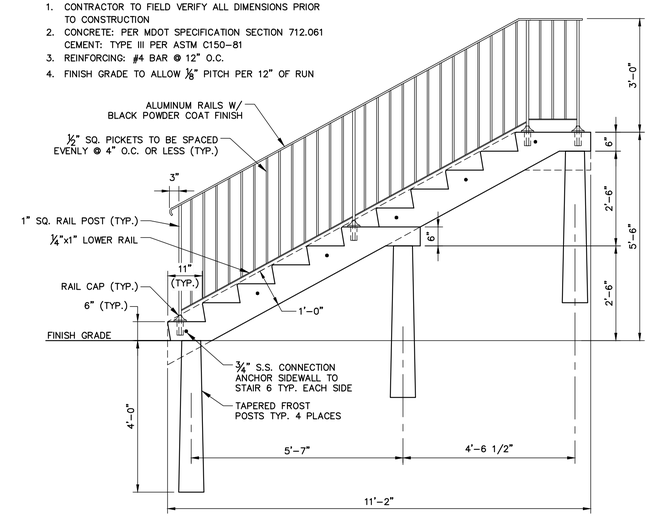
TYPICAL VALVE BOXES

N.T.S.



PLAN

NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION
2. CONCRETE: PER MDOT SPECIFICATION SECTION 712.061
   CEMENT: TYPE III PER ASTM C150-81
3. REINFORCING: #4 BAR @ 12" O.C.
4. FINISH GRADE TO ALLOW ⅛" PITCH PER 12" OF RUN



SECTION
PRECAST CONCRETE STAIR DETAIL (103 RIVERSIDE DRIVE)

SCALE: 1/2" = 1'-0"

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STATE OF MAINE DAVID SENUS 10791 PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C300LUWG

CIVIL DETAILS - 3

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 25 OF 27

C402

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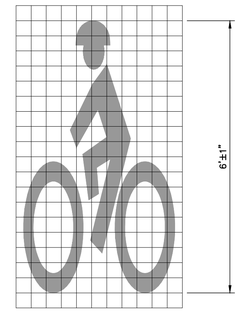
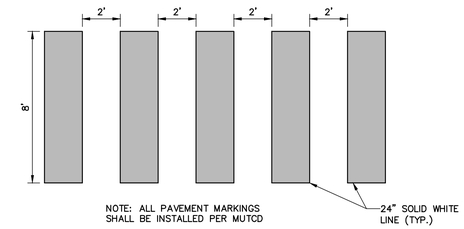


3.3 SQUARE FEET

(3 INCHES x 3 INCHES)

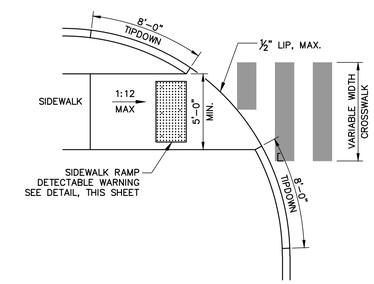
PAVEMENT MARKINGS

N.T.S.



CROSSWALK DETAIL

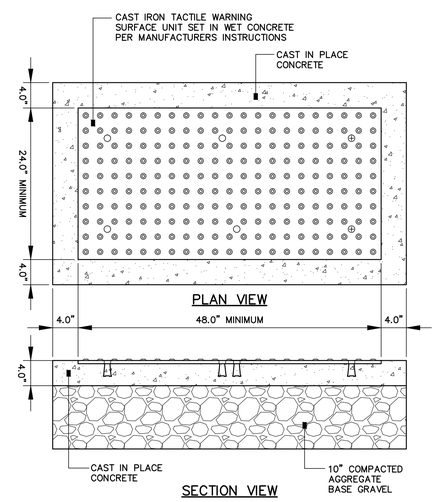
N.T.S.



ADA RAMP AT THRU STREET

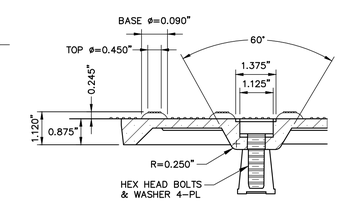
ADA PEDESTRIAN RAMP

N.T.S.



NOTES:

1. CAST IRON TACTILE WARNING SURFACE UNITS SHALL BE PER MDOT'S QUALIFIED PRODUCTS LIST.
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

SIDEWALK RAMP DETECTABLE WARNING

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STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER

4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: XXX
DRAWN BY: XXX
CHECKED BY: XXX
203970.19-C300LUWG

CIVIL DETAILS – 4

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 26 OF 27

C403

22x34 SHEET
1:1

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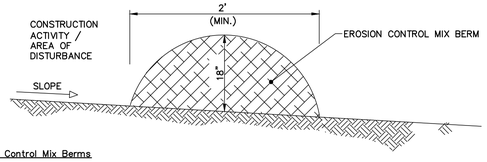

NOTES:

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)

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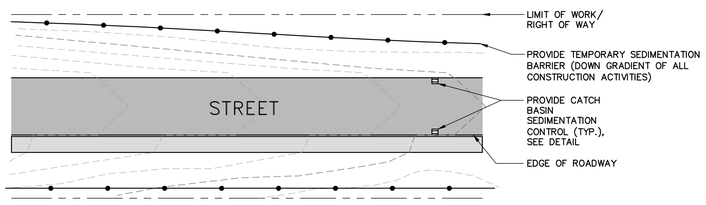
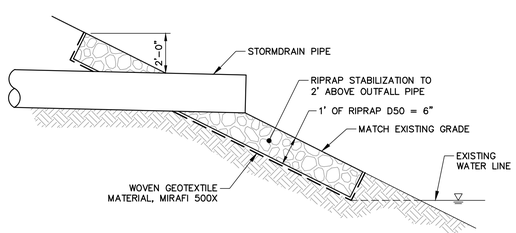


NOTES:
1. PROVIDE 4" LOAM AND SEED IN ALL LANDSCAPED AREAS DISTURBED DURING CONSTRICTION ACTIVITIES.
2. PROVIDE EROSION CONTROL MATTING ON ALL SLOPES STEEPER THAN 3:1.
3. CONTRACTOR SHALL MONITOR SEDIMENTATION IN THE ROADWAY AND OFF-SITE DUST COMPLAINTS.
4. CONTRACTOR SHALL COMPLY WITH THE EROSION CONTROL 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

NT.S.



RIPRAP OUTLET PROTECTION

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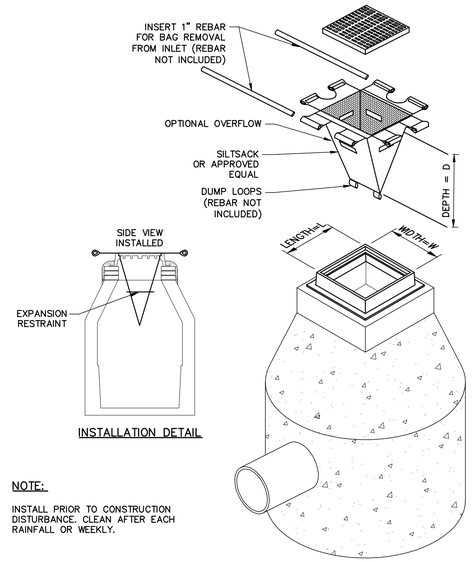

INSTALLATION DETAIL

NOTE:

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

CATCH BASIN INLET SEDIMENT CONTROL

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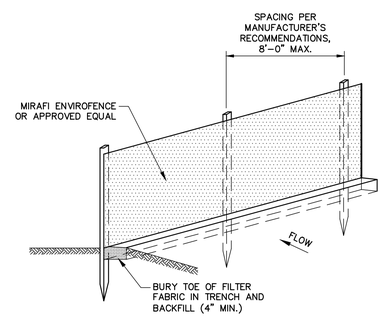

NOTES:

- 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

NT.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 <u>at the end of each working day.</u> 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.

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STATE OF MAINE DAVID A. SENUS 10791 LICENSED PROFESSIONAL ENGINEER
4/2/2015

REV	DESCRIPTION	DATE

DESIGNED BY: MDLM
DRAWN BY: JBC
CHECKED BY: DAS
203970.19-C300A.DWG

CIVIL DETAILS - 5

CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

RIVERSIDE DRIVE RECONSTRUCTION

JOB NO.: 203970.19
DATE: APRIL 2, 2015
SCALE: AS NOTED
SHEET: 27 OF 27

C404

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