

REV | REVISION DESCRIPTION

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SKOWHEGAN RIVER PARK

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FOR AND ON BEHALF OF MERRICK & COMPANY



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C27	CONSTRUCTION ACCESS, LIMITS AND
C28	RIVER DEBRIS REMOVAL
S1	STRUCTURAL NOTES
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SKOWHEGAN RIVER PARK SKOWHEGAN, MAINE

COVER SHEET

65420956 NOVEMBER 2024 DRAWING NO. C SHEET NO. 1 of 33

JOB NUMBER

WALKWAYS.

EXCEPTIONS).

PRIOR TO CONSTRUCTION.

RECOGNIZED TOWN HOLIDAY.

MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

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9.	THE USE OF THE TOWN'S RIGHTS-OF-WAY FOR THE PURPOSE OF STAGING IS STRICTLY FORBIDDEN. STAGING IS DEFINED AS THE STORAGE OF (BUT NOT LIMITED TO) MATERIAL, EQUIPMENT, OR VEHICLES OUTSIDE OF THE WORK ZONE.
10.	CONSTRUCTION FENCING, INCLUDING GATES SHALL NOT ENCROACH OR OPEN INTO THE PUBLIC RIGHT OF WAY.
11.	CONTRACTOR SHALL NOTIFY ALL ADJACENT PROPERTY OWNERS OF ANY ROAD OR ALLEY CLOSURES OR PARKING RESTRICTIONS THAT IMPACTS THE ADJACENT PROPERTIES. NOTIFICATION SHALL INCLUDE A DESCRIPTION OF THE WORK, THE TIMES AND DURATION THAT THE CLOSURE OR RESTRICTIONS WILL BE IN EFFECT AND THE COMPANY NAME AND EMERGENCY CONTACT NUMBER. CONTRACTOR SHALL SUBMIT THEIR NOTIFICATION FLYER WITH THE PERMIT APPLICATION FOR APPROVAL.
12.	SITE GRADING SHALL MAINTAIN CONVEYANCE OF ALL EXISTING, TRIBUTARY OFF-SITE RUNOFF.
13.	ALL MONUMENTED LOT CORNERS SHALL BE PROTECTED DURING CONSTRUCTION OR REPLACED BY A MAINE LICENSED PROFESSIONAL LAND SURVEYOR IF DAMAGED.
14.	NO STEEL OR METAL TRACKED VEHICLES SHALL BE PERMITTED ON STREETS UNLESS APPROVED BY THE TOWN. THE TOWN MAY REQUIRE THAT ANY SCARRED AREA TO BE RESTORED AT THE CONTRACTOR'S EXPENSE. RUBBER TRACKED VEHICLES ARE ALLOWED.
15.	BITUMINOUS PAVEMENT TO BE REMOVED SHALL BE SAW CUT TO CLEAN, STRAIGHT LINES AND SHALL BE PERPENDICULAR OR PARALLEL TO THE FLOW OF TRAFFIC. FOR ORIGINAL EXCAVATION ROLL CUTTING OR JACK HAMMERING IS AN ACCEPTABLE MEANS OF REMOVAL. HOWEVER, SAW CUTTING TO MEET THESE STANDARDS SHALL BE REQUIRED PRIOR TO ASPHALT PATCHING. IN EXISTING PAVEMENT, ALL EXCAVATIONS WITHIN 36" OF THE EDGE OF THE ASPHALT OR ANOTHER EXCAVATION, EITHER EXISTING OR PROPOSED, SHALL REQUIRE REMOVAL AND REPLACEMENT OF THAT ASPHALT FROM THE EDGE OF ROAD TO THE EXCAVATION.
16.	ALL EXCAVATED MATERIAL SHALL BE STOCKPILED IN A MANNER THAT DOES NOT ENDANGER THE WORK OR WORKERS AND THAT DOES NOT OBSTRUCT SIDEWALKS, STREETS AND DRIVEWAYS. THE WORK SHALL BE DONE IN A MANNER THAT WILL MINIMIZE INTERFERENCE WITH TRAFFIC AND/OR DRAINAGE OF THE STREET. THE CONTRACTOR AT THE END OF EACH DAY SHALL REMOVE EXCESS MATERIAL FROM RIGHTS-OF- WAYS, AND THOROUGHLY CLEAN ALL STREET, ALLEYS AND SIDEWALKS AFFECTED BY THE EXCAVATION. ALL WORK SHALL BE PROPERLY BACKFILLED PRIOR TO THE END OF THE WORKDAY. NO OPEN HOLES ARE ALLOWED OVERNIGHT. THE CONTRACTOR SHALL DISPOSE OF THE REMOVED MATERIALS DIRECTLY INTO TRUCKS OR BINS. PILING OF REMOVED ASPHALT WITHIN THE STREET RIGHT-OF-WAY OUTSIDE OF NORMAL WORKING HOURS WILL NOT BE ALLOWED.
17.	MOISTURE DENSITY CONTROL SHALL BE APPLIED FULL DEPTH FOR ALL EMBANKMENTS, SUBGRADE RECONDITIONING AND TRENCH BACKFILL. BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY (AASHTO T-180). THE TOWN OF SKOWHEGAN WILL TEST THE COMPACTURE OF THE SOIL AT ITS OWN EXPENSE.
18.	CONTROLLED LOW STRENGTH MATERIAL (CLSM) MAY BE USED AS TRENCH BACKFILL WITH THE APPROVAL OF THE TOWN. CONTRACTOR SHALL SUBMIT A MIX DESIGN TO THE TOWN FOR APPROVAL.
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19.	TEMPORARY PATCHING OF EXCAVATIONS REQUIRES THE APPROVAL OF THE TOWN. INSTALLATION AND
	MAINTENANCE OF THE TEMPORARY PATCH SHALL BE THE RESPONSIBILITY OF THE PERMITTED UNTIL THE
	PERMANENT SURFACE IS COMPLETED AND ACCEPTED. TEMPORARY PATCHES SHALL BE COLD MIX PAVING
	MATERIAL, PLACED IN 2" LIFTS OR AS APPROVED BY THE TOWN. TEMPORARY SURFACES SHALL BE
	COMPACTED, ROLLED SMOOTH AND SEALED TO PREVENT DEGRADATION OF THE REPAIR AND EXISTING
	STRUCTURES DURING THE TEMPORARY PERIOD. PERMANENT PATCHING SHALL OCCUR WITHIN TWO (2)
	WEEKS EXCEPT AS OUTLINED BY THE TOWN IN THE PERMIT. DURING WINTER MONTHS (NOVEMBER TO
	APRIL), THE TEMPORARY SURFACE (COLD MIX ASPHALT) SHALL BE INSTALLED IMMEDIATELY. WHEEL
	ROLLING IS NOT AN ACCEPTABLE MEANS OF FINAL COMPACTION. STEEL TRENCH PLATES MAY ONLY BE
	USED WITH THE PRIOR APPROVAL OF THE TOWN AND ARE FORBIDDEN BETWEEN OCTOBER 1ST AND APRIL
	30TH.

THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL UTILITIES. CALL 811

CONTRACTOR IS FINANCIALLY RESPONSIBLE FOR ANY DAMAGES DONE TO ROADWAY, PARKING LOTS AND

ANY OCCUPANCY OR CONSTRUCTION ACTIVITY ON THE PUBLIC RIGHT-OF-WAY REQUIRES A PERMIT FROM

REQUESTS FOR INSPECTION SHALL BE MADE PRIOR TO 12:00 PM THE DAY PRIOR TO THE INSPECTION (NO

ALL TRAFFIC CONTROL PLANS, DEVICES AND OPERATIONS SHALL BE IN CONFORMANCE WITH THE LATEST

WORK HOURS IN THE PUBLIC RIGHT OF WAY ARE MONDAY-FRIDAY 7:00 AM TO 7:00 PM. THE TOWN MUST BE

NOTIFIED ONE WEEK PRIOR TO CONSTRUCTION FOR ANY WORK SCHEDULED ON A SATURDAY.

NO WORK IS ALLOWED BETWEEN THE HOURS OF 7:00 PM AND 7:00 AM OR ON SUNDAYS OR ANY

DETERMINED BY THE TOWN, WILL BE REPAIRED BY THE CONTRACTOR TO TOWN STANDARDS.

ALL DAMAGE TO EXISTING PUBLIC IMPROVEMENTS CAUSED BY THE CONTRACTOR'S OPERATIONS, AS

THE TOWN. ANY WORK CONDUCTED WITHOUT A PERMIT IS SUBJECT TO A DOUBLE FEE.

20.	FINAL PATCHING SHALL BE MADE TO MATCH THE EXISTING PAVEMENT SECTION, INCLUDING AGGREGATE
	BASE COURSE AND ASPHALT COURSE THICKNESSES. AGGREGATE BASE COURSE SHALL BE CDOT CLASS B.
	THE ASPHALT PAVING MIXTURE (APM) SHALL BE GRADING S OR SX AS SPECIFIED BY THE LATEST EDITION
	OF THE METROPOLITAN GOVERNMENT PAVEMENT ENGINEERS COUNCIL (MGPEC) SPECIFICATIONS. THE
	EXPENSE AND ACT OF TESTING THE REPLACED ASPHALT SHALL BE THE RESPONSIBILITY OF THE TOWN OF
	SKOWHEGAN.

21.	ERECT AND MAINTAIN ADEQUATE EROSION PROTECTION FOR THE DURATION OF THE PROJECT. NO
	MATERIAL WILL BE ALLOWED TO LEAVE SITE. ALL EROSION CONTROL BMP'S SHALL BE PER THE LATEST
	ISSUE OF VOLUME 3 OF THE URBAN STORM DRAINAGE CRITERIA MANUAL AS APPROVED BY THE CITY.

22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ALL PAVED AREAS OF MUD AND DEBRIS DUE TO CONSTRUCTION ACTIVITIES ON A DAILY BASIS OR AS DIRECTED BY THE CITY OF ENGLEWOOD.

- 23. EROSION CONTROL BMP'S SHALL REMAIN IN PLACE AND IN WORKING CONDITION UNTIL FINAL STABILIZATION OF THE SITE IS ACHIEVED.
- 24. SOIL ON THE SITE SHALL NOT BE LEFT EXPOSED FOR MORE THAN 60 DAYS. ALL DISTURBED AREAS ON THE SITE SHALL BE STABILIZED WITH SEEDING/MULCHING, PAVING OR OTHER APPROVED METHOD.
- 25. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.

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26. FAILURE TO COMPLY WITH ANY TOWN CODES, RULES AND REGULATIONS MAY RESULT IN THE STOPPAGE OF WORK, AND/OR A SUMMONS ISSUED BY CODE ENFORCEMENT.

27. DISTURBED PAVEMENT MARKINGS TO BE REPAINTED BY CONTRACTOR.

Control Points							
Point	Northing	Easting	Bevation				
CP 16101	704424.706	3070035.335	198.2				
CP 16002	705122.256	3069868.934	166.53				
CP 16001	705057.422	3069979.232	166.13				
CP 16003	705969.172	3071464.122	149.01				
TBM#1	705975.902	3071431.897	151.25				
CP 16004	706126.022	3071603.376	135.19				

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LEGEND - PLAN

— — — 5175 - — —	EXISTING CONTOUR MAJOR
— — — 5176 — —	EXISTING CONTOUR MINOR
5175	PROPOSED CONTOUR MAJOR
5176	PROPOSED CONTOUR MINOR
x 5175	PROPOSED SPOT ELEVATION
	EXISTING TREE (CONIFEROUS/ DECIDUOUS)
\sim	EXISTING UTILITY POLE
~	EXISTING GUY ANCHOR FOR UTILITY POLE
S	EXISTING SANITARY SEWER MANHOLE
	EXISTING POST AND SIGN
OH	EXISTING OVERHEAD UTILITY LINES
UE	EXISTING UNDERGROUND ELECTRIC LINES
G	EXISTING UNDERGROUND GAS LINE
UT	EXISTING FIBER OPTIC LINE
SS	EXISTING SANITARY SEWER LINE
ST	EXISTING STORM SEWER/CULVERT
xx xx	EXISTING FENCE
	PROPERTY LINE
	EXISTING RAILROAD TRACKS
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	EXISTING SHEET PILE DROP
	EXISTING BRIDGE AND PIER OUTLINE
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	EXISTING WETLAND AREA
	EXISTING CONCRETE
	EXISTING GRAVEL PATH/PARKING LOT
6060606	EXISTING RIPRAP
	STRUCTURE MODIFICATION
	TREE REMOVAL AREA
	TRAIL/PARKING LOT REMOVAL
	ROCK HARVESTING
	MAINE NATURAL AREAS PROGRAM (MNAP) RIVERSHORE PLANT COMMUNITY
	MNAP INVASIVE PLANT AREA

PROJECT COORDINATE SYSTEM: NAD83 MAINE STATE PLANES, WEST ZONE, US FOOT VERTICAL DATUM: NAVD88

SKOWHEGAN RIVER PARK SKOWHEGAN, MAINE

GENERAL NOTES AND LEGEND

JOB NUMBER 65420956 DATE NOVEMBER 2024 DRAWING NO. C2 SHEET NO. 2 of 33 THIS AND PROJECT PROJECT





DEMOLITION AREA 2 SLOPE ABOVE TRAIL TO BE LAID BACK AT 2:1 PROPOSED -SOUTH BANK OFBE PART PAIL MAINTENANCE & USER TRAIL DEMOLITION AREA 1 NT. PLEASANT AVENUE KEY MAP SCALE: 1"=50' DEMOLITION AREA 2 <u>PHOTO 3 -</u> EXISTING STAIRS AND BENCH VIEWING AREA OB NUMBER 65420956 SKOWHEGAN RIVER PARK DATE NOVEMBER 2024 SKOWHEGAN, MAINE DRAWING NO. C4

DEMOLITION PLAN MAINTENANCE & USER ACCESS TRAIL

SHEET NO. 4 of 33





![](_page_4_Figure_2.jpeg)

![](_page_4_Figure_3.jpeg)

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						Know what's <b>below</b> .	
REV	REVISION DESCRIPTION	DATE	CHND	CHKD	APPR	Call before you dig.	PROJ # 120956

# PROFILE - STA. O+OO TO 7+OO

HOR. I" = 50' VER. I' = 10'

![](_page_4_Picture_7.jpeg)

![](_page_4_Picture_8.jpeg)

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![](_page_4_Figure_11.jpeg)

#### <u>LEGEND</u>

![](_page_4_Figure_13.jpeg)

#### SKOWHEGAN RIVER PARK SKOWHEGAN, MAINE

CONSTRUCTION CENTERLINE PLAN AND PROFILE STA. 0+00 TO STA. 7+00

![](_page_4_Picture_16.jpeg)

NOVEMBER 2024 DRAWING NO.

C5

SHEET NO. 5 of 33

![](_page_5_Figure_0.jpeg)

![](_page_6_Figure_0.jpeg)

![](_page_7_Figure_0.jpeg)

![](_page_8_Figure_0.jpeg)

![](_page_9_Figure_0.jpeg)

![](_page_10_Figure_0.jpeg)

	JOB NUMBER 65420956		
SKOWHEGAN RIVER PARK SKOWHEGAN, MAINE	DATE NOVEMBER 2024		
WHITEWATER RAPID 2 CROSS SECTIONS	C11		
	SHEET NO. 11 of 33		

![](_page_11_Figure_0.jpeg)

![](_page_11_Picture_1.jpeg)

![](_page_12_Figure_0.jpeg)

![](_page_12_Figure_1.jpeg)

![](_page_12_Figure_2.jpeg)

![](_page_12_Picture_3.jpeg)

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![](_page_13_Figure_1.jpeg)

![](_page_13_Picture_2.jpeg)

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![](_page_13_Picture_4.jpeg)

![](_page_13_Figure_5.jpeg)

![](_page_13_Figure_6.jpeg)

![](_page_13_Figure_7.jpeg)

![](_page_13_Figure_8.jpeg)

NOTE: TYPICAL ALL SECTIONS THIS SHEET HORIZONTAL AND VERTICAL SCALE 1"=5'

![](_page_13_Picture_10.jpeg)

65420956 DATE NOVEMBER 2024 DRAWING NO. C14 SHEET NO. 14 of 33

JOB NUMBER

RIVER ACCESS TRAIL SECTIONS

![](_page_14_Figure_0.jpeg)

![](_page_14_Picture_1.jpeg)

![](_page_15_Figure_0.jpeg)

![](_page_15_Figure_1.jpeg)

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![](_page_15_Figure_6.jpeg)

![](_page_15_Picture_7.jpeg)

![](_page_15_Figure_8.jpeg)

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FOR AND ON BEHALF OF MERRICK & COMPANY

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![](_page_15_Figure_12.jpeg)

![](_page_15_Figure_13.jpeg)

EXISTING CONTOUR MAJOR EXISTING CONTOUR MINOR PROPOSED CONTOUR MAJOR PROPOSED CONTOUR MINOR PROPOSED ASPHALT (PLAN) PROPOSED CONCRETE (PLAN)

MULTI-LAYER GROUTED BOULDERS (PLAN)

SCULPTED CONCRETE (PLAN)

GROUTED CORE ROCK

CONCRETE FACE

SCULPTED CONCRETE (SECTION) CONCRETE (SECTION)

EXISTING BEDROCK (SECTION)

NOTE: TYPICAL ALL SECTIONS THIS SHEET HORIZONTAL AND VERTICAL SCALE 1"=5'

![](_page_15_Picture_22.jpeg)

MAINTENANCE & USER ACCESS TRAIL SECTIONS

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REV REVISION DESCRIPTION

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### <u>LEGEND</u>

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EXISTING CONTOUR MAJOR EXISTING CONTOUR MINOR PROPOSED CONTOUR MAJOR PROPOSED CONTOUR MINOR PROPOSED ASPHALT (PLAN)

PROPOSED CONCRETE (PLAN)

MULTI-LAYER GROUTED BOULDERS (PLAN)

SCULPTED CONCRETE (PLAN)

GROUTED CORE ROCK

CONCRETE FACE

SCULPTED CONCRETE (SECTION) CONCRETE (SECTION)

EXISTING BEDROCK (SECTION)

SKOWHEGAN RIVER PARK SKOWHEGAN, MAINE

MAINTENANCE & USER ACCESS TRAIL SECTIONS

DATE NOVEMBER 2024 DRAWING NO. C17 SHEET NO. 17 of 33

65420956

JOB NUMBER

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SECTION	VIEWNUMBER
HOR. SCALE: " = XX' VER. SCALE: " = XX'	SHEETNUMBER

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SECTION HOR. SCALE: I" = XX' VER. SCALE: I" = XX'

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VIEWNUMBER SHEETNUMBER

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SKOWHEGAN RIVER PARK SKOWHEGAN, MAINE

JETTY PLAN POOL 3

65420956

JOB NUMBER

EXAMPLES OF SCULPTED CONCRETE - TYPE II

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