

**PRELIMINARY DESIGN REPORT  
CIVIC CENTER DRIVE  
SIDEWALK EXTENSION  
Augusta, Maine  
Kennebec County**

**FEDERAL PROJECT NO.:AC-STP-1940(200)  
MaineDOT WIN: 019402.00**

Prepared For

**City of Augusta  
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Date: March 12, 2015

Municipality: City of Augusta

Project Name: Civic Center Drive

Sidewalk Extension

Federal Project No.:AC-STP-1940(200)

MDOT WIN: 019402.00

Project Location: Civic Center Drive

Sitelines Project Number: 2031.01

**GENERAL INFORMATION:**

- **PROJECT LENGTH:** 0.70 miles
- **CONSULTANT CONTACTS:** Curtis Y. Neufeld, P.E. (#9779) – Sitelines, PA, Engineer of record; Joseph J. Marden, P.E. (#12828) – Sitelines, PA, Design Engineer
- **PROJECT MANAGER:** Aurele Gorneau, II, MaineDOT
- **PROJECT ADMINISTRATOR:** Lionel Cayer, P.E. (#8594) – City of Augusta
- **ROUTE:** The project will be constructed on the west side of Civic Center Drive from Community Drive at Townsend Road northerly to Darin Drive.
- **BEGINNING POINT:** Intersection of Civic Center Drive (Route 8/11/27) and Community Drive/Townsend Road.
- **ENDING POINT:** Intersection of Civic Center Drive (Route 8/11/27) and Darin Drive

**PLANNING:**

- **PROJECT HISTORY:** The area in the vicinity of the Augusta Civic Center has developed tremendously since the construction of the Civic Center and the University of Maine at Augusta in the early 1970's. The Augusta Business Park, located on the north side of Interstate 95 was built shortly after. Since then, numerous hotels, retail outlets, restaurants, and other businesses have relocated to this region including the Marketplace at Augusta, which lays parallel to Interstate 95. Because of its ideal location and the retail development, the Marketplace has been extremely popular since its creation in the mid-1990.
- **PURPOSE & NEED:** The proposed sidewalk will provide pedestrian access from the Augusta Business Park to the main entrance to the Augusta Civic Center and will continue down to connect to the existing sidewalk along Community Drive at Townsend Road. This will provide a safe and controlled access for pedestrians on a minor traffic arterial that would otherwise be unsafe and restricting to pedestrians.

- An important goal for the City is to create a multi-modal friendly community by constructing this new stretch of pedestrian sidewalks. In addition, the City feels that this project will benefit a number of businesses and community resources in a number of different capacities. Presently, on the northerly side of the 1-95 overpass, there are two very popular hotels and as well as a number of restaurants. As of now, the lack of pedestrian sidewalks in this area acts as a deterrent for those who are staying at these nearby hotels to be able to walk to the nearby Marketplace retail development because of the numerous safety hazards that are presented. The University of Maine at Augusta is located just south of the Marketplace at Augusta. The development of this stretch of sidewalks will enable the students attending the University to walk safely to these commercial developments and take advantage of the products and services available to them without the need to drive. Currently, there is no sidewalk on Civic Center Drive available for pedestrian use, so these students are forced to either drive the short distance to the numerous businesses or walk on the shoulder of the seven-lane highway.
- In addition to creating a safe pedestrian alternative for those living or visiting this area of the community the City of Augusta expects that the availability of this sidewalk will aid in decreasing the volume of traffic entering and exiting Civic Center Drive. Civic Center Drive becomes exceedingly congested when there are large events at the Augusta Civic Center. The addition of sidewalks in this area offers a safe route to the Civic Center for those staying at either one of the hotels or eating dinner at one of a number of restaurants north of the 1-95 overpass. The decrease in vehicular traffic in these types of situations will help to decrease the congestion and volume of traffic in the area, resulting in diminished occurrence of both vehicular and/or pedestrian traffic accidents.
  - **BRIEF SUMMARY OF PROPOSED SCOPE OF WORK:** The City of Augusta intends to construct a sidewalk along the western edge of Civic Center Drive to extend and improve pedestrian access from Community Drive/Townsend Road north to Darin Drive. The work will consist of installing granite curb, bituminous concrete sidewalk, a retaining wall, guardrail, ADA detectable warnings, pedestrian crossing lights at major road crossings, crosswalks, drainage improvements where needed and relocating signs, mast arm poles, utility poles and other miscellaneous appurtenances, as necessary.

**TRAFFIC:**

- **ROUTE:** 8 /11/27 (Civic Center Drive)
- **MAINEDOT CORRIDOR PRIORITY:** Priority 2
- **FUNCTIONAL CLASS:** Minor Arterial
- **POSTED SPEED:** 35 mph
- **DESIGN SPEED:** 35 mph
- **AVERAGE ANNUAL DAILY TRAFFIC (AADT):**
  - Civic Center Drive N/O Townsend Road/Community Drive: 12,930 (2011)
  - Civic Center Drive N/O I-95 NB Ramps: 18,410 (2011)
- **HIGH CRASH LOCATIONS:** N/A

### **DESIGN:**

The scope of work includes installation of approximately 3,710 LF of sidewalk extending from Darin Drive to Townsend Road. The design will meet the requirements of the Americans with Disabilities Act (ADA) through the use of new curb ramps and detectable warning fields at roadway intersections. A portion of the proposed sidewalk will reuse existing granite curb and a portion will require installation of new granite curb. A small portion of the sidewalk will not be located directly adjacent to Civic Center Drive and will not require curb. Ancillary work associated with the sidewalk includes:

- Relocation of existing signs, guy wires, utility poles, mast arm poles and miscellaneous appurtenances, as necessary;
- Removal and reinstallation of guardrail along Civic Center Drive;
- Grading of side slopes at the back edge of the sidewalk at 3:1 maximum slopes;
- Installation of a new catch basin and some underdrain pipe;
- Installation of a 12-inch culvert underneath the proposed sidewalk

### **Existing Conditions**

- Curbing: A portion of the roadway has existing granite curb that is in good condition.
- Sidewalk: There is an existing sidewalk on the south side of Darin Drive that now terminates at the intersection with Civic Center Drive. There is also an existing sidewalk on Community Drive that terminates at the intersection with Civic Center Drive
- Drainage/Hydrology: Civic Center Drive is a crowned roadway which directs stormwater runoff to the curb line where it is directed to catch basins, or in locations without curb, directed to the side slopes where it is discharged to manmade channels and ditches and conveyed to existing water bodies.

### **Proposed Conditions**

- Typical Section: travel lane (minimum 11 feet)/paved shoulder (minimum 2 feet)/6" granite curb/5' bituminous sidewalk
- Alignment: The alignment of the proposed sidewalk follows the existing edge of pavement for Civic Center Drive, but, as shown on the plans, is partially located off the roadway edge to maintain existing drainage patterns, to avoid existing structures and provide a safer pedestrian crossing across a driveway or roadway.
- Drainage: The plan calls for the installation of about 200 feet of new 8 inch underdrain under the I-95 overpass bridges to accommodate the new sidewalk in this poorly drained area of the project. South of the I-95 southbound on-ramp, a catch basin is proposed to be installed and south of the I-95 crossing, a 12-inch culvert underneath the proposed sidewalk was added to permit drainage from Civic Center Drive underneath the sidewalk. Besides those changes, no alterations to the existing drainage system are proposed.

- **SIDEWALK SECTION:**
  - Width: 5'-6", including granite curb with a 6" reveal. Width may be reduced to not less than 3'6" to avoid existing obstacles. Width may be increased to 7' where right-of-way (ROW) permits.
  - Surface: 1.5" depth binder course MDOT 703.09 Type 12.5 mm 1" depth surface course MDOT 703.09 Type 9.5 mm.
  - Base Material: 12" depth gravel sub base MDOT 703.06 Type D
  - Cross Slope: 2% max
- **RAMP SECTION:**
  - Width: 5'-6", including granite curb with a 6" reveal.
  - Length: 8'
  - Run Slope: 8.3% max.
  - Cross Slope: 2% max.
  - Detectable Warning Pads: Cast iron, installed at all roadway intersections
  - Crosswalks: Installed at all roadway intersections
- **SHOULDER SECTION:**
  - Width: Existing paved shoulders along Civic Center Drive will require a 1' full depth reconstruction where the installation or re-setting of the granite curb is shown. In locations with existing granite curb or where there is no curb and not new curb planned for, no reconstruction will be required as the existing curb and/or pavement will remain in place. The paved shoulder width varies.
  - Surface: 2.25" depth binder course MDOT 703.09 Type 19 mm; 1.50" depth surface course MDOT 703.09 Type 12.5 mm
  - Base Material: Existing base material can be reused. Additional base material shall meet MDOT 703.06 Type A.
  - Cross Slope: Match existing slope

#### **ENVIRONMENTAL REVIEW:**

The project is located along Civic Center Drive, and passes underneath the interstate (I-95). The sidewalk will mostly be constructed directly adjacent to the roadway, but in some areas will be located off the roadway to allow for current drainage, avoid existing structures, and provide a safer pedestrian crossing across a driveway or roadway. **No wetlands have been identified along the proposed route** and any grading associated with the proposed project will not result in any impact to any historical properties, impaired watersheds, streams, or endangered species. The environmental impact of the proposed project is minimal.

A Maine Department of Environmental Permit (DEP) Stormwater Permit by Rule is required for projects that disturb one acre or more. Disturbed area includes all areas that are stripped, graded, grubbed, filled, or excavated. In addition, a disturbed area continues to be considered as disturbed if it meets the definition of "developed" or "impervious area" following stabilization. Based upon the length and width of the proposed sidewalk and improvements to the shoulder as well as the grading a Stormwater Permit by Rule will not be required.

**RIGHT-OF-WAY COORDINATION:**

**Total Existing Width:** 100 feet  
**Total Proposed Width:** 100 feet (No change)  
**# of Abutters:** 8  
**# of Acquisitions:** 1  
**# of Relocations:** 0

**RIGHT-OF-WAY COORDINATION:**

The right-of-way was developed from tax map data. The right-of-way width is 100' (based on 50' each side of the centerline). One small right of way acquisition may be required at the corner of Community Drive and Civic Center Drive depending upon the approval to shift the curbing at this location by 12" to 18". All other proposed work is located in and will be constructed within the existing right-of-way; however, drainage / easements may be needed in various locations.

**UTILITY IMPACTS/ISSUES:**

Below is a summary of the utilities identified in the vicinity of the project along with the owner responsible for those utilities:

**ABOVEGROUND UTILITIES:**

- Electric: Central Maine Power Company
- Telecommunications: Time Warner Cable/Fairpoint Communications

**BELOWGROUND UTILITIES**

- Public Water System: Greater Augusta Utility District
- Public Sewer System: Greater Augusta Utility District
- Public Stormdrain System: Greater Augusta Utility District
- Natural Gas: Maine Natural Gas
- Municipal Fiber optic cable: City of Augusta

As proposed, multiple utility poles and associated guy wires would need to be relocated in order to allow construction of the sidewalk. Additionally, an existing catch basin will need its frame and grate, and possibly the structure, relocated for construction of the granite curb and sidewalk. Multiple traffic utility covers, which are currently located at grade, will need to be raised to be flush with the proposed sidewalk or relocated.

This project will require a utility coordination meeting with the Central Maine Power Company; Time Warner Cable; Fairpoint Communications; Maine Natural Gas; Greater Augusta Utility District and the City of Augusta.

**GEOTECHNICAL COORDINATION:**

- **FIELD ANALYSIS:** No geotechnical investigations were deemed necessary.
- **PRELIMINARY RECOMMENDATIONS:** N/A

**PUBLIC PROCESS:**

There have been no formal public meetings to date other than a presentation to the City Council early on in the design process which was televised on CTV 7

**CONSTRUCTION SCHEDULE:**

Plans, Specifications, and Estimate Date:	June 2015
Advertise Date:	May 2016
Construction Begin Date:	Summer 2016
Construction Complete Date:	Fall 2016

**BUDGET:**

The preliminary construction cost estimate for the sidewalk and drainage improvements is \$325,000. The project cost estimate is likely to change based on changes resulting from the design review process and as the plans are refined.

	Programmed	Available	Estimate	Future Need
Preliminary Engineering	\$ 23,500.	\$ 23,500.	\$ 23,500.	\$ 0
Right-of-Way	\$ 20,000.	\$ 20,000.	\$ 20,000.	\$ 0
Construction	\$ 325,000.	\$ 325,000.	\$ 325,000.	\$ 0
Construction Engineering	\$ 45,475.	\$ 45,475.	\$ 45,475.	\$ 0
Total	\$ 413,975.	\$ 413,975.	\$ 413,975.	\$ 0

**FINAL APPROVAL:**

	Date	Approved By:
Approved for Preliminary Plan	2014	Aurele Gorneau
Public Participation Complete	March 2015	
Approved for Final Design	8/5/15	